

THE EAST NORTH BROADWAY STREET ASSOCIATION

FORMED MAY 1971

TO PRESERVE THE TREES AND PREVENT
THE WIDENING OF THE STREET

COMPILED BY
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2003

A Brief History Of The East North Broadway Street Association (when and why it was formed)

May 1, 1960 - article in Columbus Dispatch . . . "fine grading and paving starts on the North Freeway." . . . last year's summer, and long argument, as to whether E. N. Broadway or Oakland Park should be dead ended at the North Freeway. Finally it was decided that E. N. Broadway should carry the traffic and Oakland Park be discontinued. The deck of the E. N. Broadway structure was in place. . . . "

October 1961 - article appeared in the Columbus Dispatch which said "the city is awaiting railroad approval of plans for a \$1million project for an underpass and 4 lane connection of E. N. Broadway at the North Freeway. Plans call for an underpass under the New York Central and Pennsylvania Railroad tracks and four-lane pavement between Indianola and Hiawatha Avenues , three blocks east of the freeway. Through traffic east of Hiawatha will still have to use Oakland Park until some time far in the future. Oakland Park Avenue west of the freeway will be dead-ended at the railroad tracks "

October 1963 – E. N. Broadway underpass is opened – the underpass allowed direct access to the nearby North Freeway. For several years motorists had been using a "runaround" route over Oakland Park Avenue and the railroad. Mayor Westlake's car leads a procession of dignitaries through the E. N. Broadway underpass at the Big Four railroad tracks to officially open the \$1 million structure a month ahead of schedule.

May 1971 – The East North Broadway Association was formed in May of 1971 and legal counsel was employed. 75 residents met at the North Broadway United Methodist Church to form the Association and formally agreed to hire attorneys – the group elected Kenneth Johnston of 140 E. Torrence Road , an attorney, as President. Over 1500 signatures were obtained on the original petition within 48 hours.

The Association was granted a temporary injunction of May 20 of that year in the Franklin County Court of Common Pleas. The bulldozers were stopped – just days before work was to begin. The Association's suit is a "class action" one. All property owners between High Street and Indianola on both sides of East North Broadway are automatically parties to the suit. (Decision for a class action suit was made by unanimous vote early in May 1971) This decision and the law suit which followed it, means that every property owner wins or loses equally with every other one.

The legal question attorneys will attempt to prove for the residents is that the property owners actually own the 15 foot easement on both sides of the road. The group's attorneys, said they feel the county's release of the easement to the property owners in 1952 is binding. At that time, the 3 county commissioners formally awarded the land to the owners. Beside city records, the owners said they have the 3 page documents as proof.

The City of Columbus felt that they had the 100 feet of right-of-way and could take it if they wanted. The residents felt that if the city wanted it, they could have it but would have to pay each owner for the 15 feet.

October 23, 1971 – Yard Sale and bake sale sponsored by the E. N. Broadway Association, in front of I. C. School – all proceeds for trees.

1971 – 1972 – numerous yard sales, bake sales, donations given to help pay attorney fees

October 1973 – The Common Pleas Court (Judge Clifford Rader) ruled in the favor of ENBA and the “temporary” injunction became a “permanent” one.

April 1974 - The Court of Appeals over-ruled Judge Rader's favorable decision. The Appeals Court stated that ENB was a “street” and not a “road”, therefore, the County Commissioners had no authority to vacate the property.

May 1974 – the ENBA met and again and in an unanimous decision voted to take the case to the Ohio Supreme Court.

July 1974 – Attorney Charles Taylor notified the Association that a notice of appeal was filed with the Ohio Supreme Court

October 1974 – The Ohio Supreme Court declined to review a citizens appeal from the residents, which meant the appeals court ruling prevailed. However, the City of Columbus no longer had plans to widen the street. City Engineer Theodore Wallace said the plans for the project are more or less “on the shelf indefinitely – we've spent the money elsewhere”.

1976 and 1977 – rumors started again about possibility of widening ENB - some residents on other streets indicated they had traffic problems, and Mayor Moody was told by city traffic engineers the only solution to the problem at the E. N. Broadway intersection was to widen it. Mayor Moody noted that when he campaigned for re-election in 1975 he promised residents he would not push for a widening of ENB – the concern then was for the trees.

June 1978 – Peter Ross and Joyce Schatz were emissaries from the ENBA to Mayor Moody. They delivered a letter on behalf of the Street Association

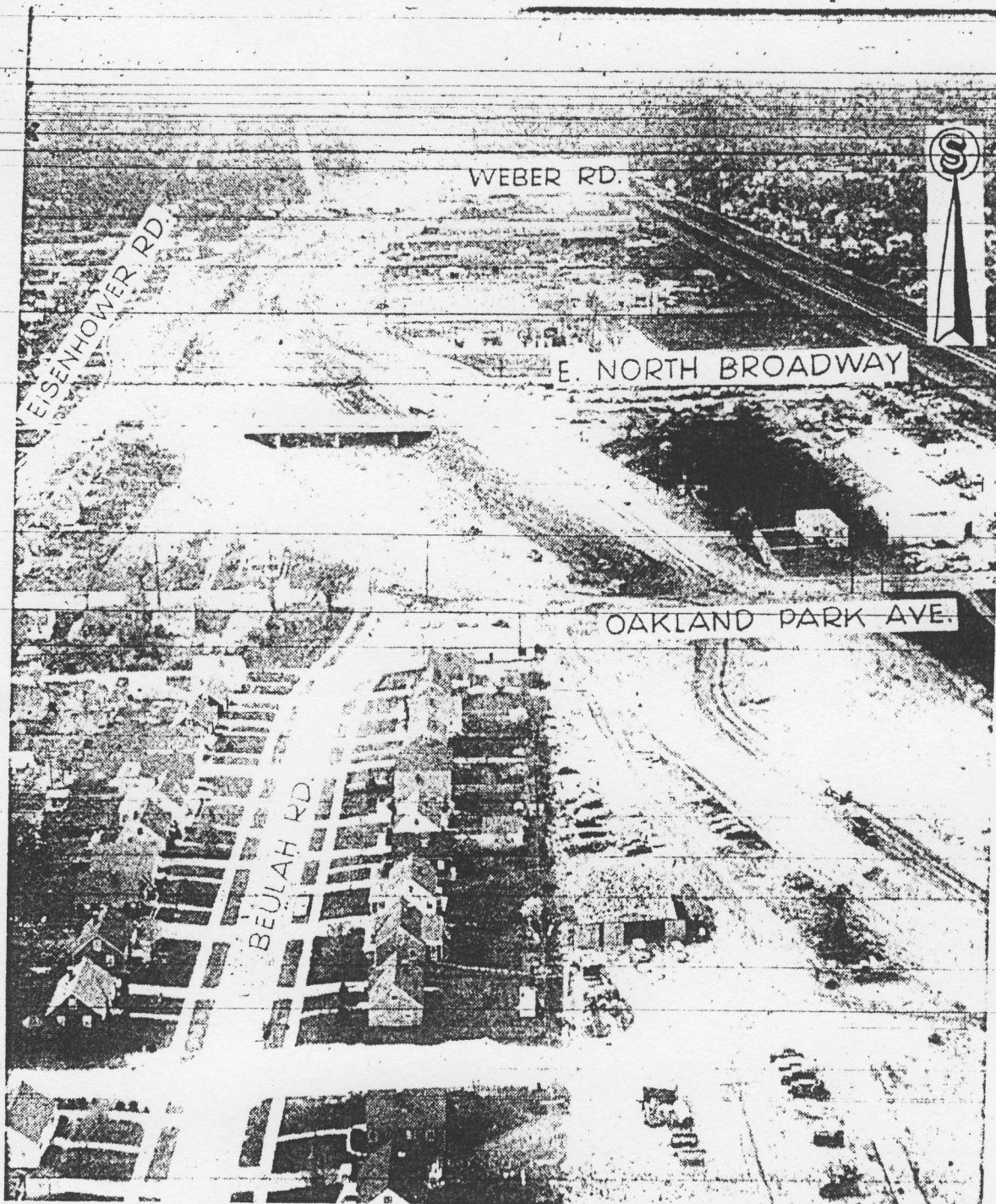
restating the opposition of residents to widening the street. The Mayor reaffirmed his promise to "not widen the street as long as he was in office and as long as the residents on the street opposed it."

May 1979 – Ruth Sparrow passed away – she lived at 19 ENB, and had been the "lady who stopped the bulldozers".

June 1981 – a tree was purchased to honor the memory of Ruth Sparrow, and was planted in front of the Rectory at Immaculate Conception Church. Father Schmidt was present at the time of planting. A plaque was ordered that said "In memory of Ruth Sparrow who fought to save the trees"

The tree is now gone, but the plaque honoring Ruth Sparrow can still be seen close to the Rectory at I. C.

Info compiled by
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Columbus, Ohio 43214
Phone 262-7424
May 2003



DUST NUISANCE EXPECTED TO END THIS YEAR

Dust, penetrating and inescapable, was a hot weather nuisance last summer to residents of Beulah and Eisenhower Rds. It should end this year, City Engineer Robert Werner says, as fine grading and paving starts on the North Freeway. But dust from earth dumped recently did color washing placed outside to dry and housewives still find furniture covered with dust. They said they are resigned to it, and want only a wetting down of the earth, which Werner asserts must and will be done by the contractor as work proceeds. Residents kept windows and doors facing the freeway closed last summer and despite this, they told The Columbus Dis-

patch, dust sifted through. Werner also pointed to a rainfall deficiency this year and said he hopes for rain to keep the nuisance at a minimum. For months, arguments waxed hot—just as last year's summer—and long as to whether E. North Broadway or Oakland Park should be dead-ended at the North Freeway. Finally it was decided that E. North Broadway should carry the traffic and Oakland Park be discontinued. The deck of the E. North Broadway structure, center, now is in place. In the background is the Weber Rd. crossing. (Dispatch Photo)

Researcher Ties Soot To

he has found a strong correlation between ordinary chimney soot and lung disease, emphysema.

Dr. Charles P. Odell of the

begins in lung areas where soot is trapped. Lung tissue swells and lung walls are stretched.

process is invading the soot-laden areas.

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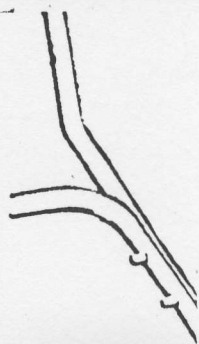
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Expressways Paying Off for Residents

By JAMES SPECKMAN

Metropolitan Columbus residents are getting high returns for their investments in local expressways.

By the end of this year, \$100,673,964 in expressway projects will be completed or will be under contract.

This will be an accomplishment in less than nine years.

In April, 1951, Columbus and Franklin County got the jump on most of Ohio cities when 7 of every 10 voters approved bond issue money.



ULTIMATELY, the metropolitan area will have a \$275,000,000 expressway system. This includes the outerbelt.

This is the investment of Columbus and Franklin County residents:

1. \$20,550,000 in city and county bonds approved by voters by a 69 to 75 per cent majority in 1951, 1954, and 1956.

2. Gasoline taxes, federal and state.

They helped in the voter approval in 1953 of the \$500 million Ohio bond issue for expressways and major thoroughfares. This costs a penny of the gasoline tax.

FIVE CENTS OF THE GASOLINE tax goes to the federal government's highway program, two cents to Ohio's program for connecting rural and urban expressway systems, and four cents to the state and local subdivisions for road maintenance.

Moneywise, this is the expressway picture here:

Of the \$100.6 million in projects, \$62,650,090 in projects have been completed; \$13,176,327 represents the cost of the North Freeway from Maynard Ave. to Morse Rd., part of which was opened Saturday.

THE VALUE OF PROJECTS under construction or contract is \$19,238,547, with opening dates in 1961 or 1962.



NORTH FREEWAY--Motorists were quick to use a new section of the North Freeway opened south of Morse Rd. last week. This view looking south from Morse Rd., shows autos traveling south to Weber Rd. and northbound vehicles which entered the freeway at Hudson St. Prior to the opening of the new section, motorists entered or departed from the freeway at Morse Rd. Drivers had experienced traffic jams at Morse and Sinclair Rds. after leaving the freeway.



GOODALE INTERCHANGE. Travel in the Columbus area has been made much easier by the completed sections of the expressway system. The Goodale interchange and the Goodale leg, looking to the east, have made it easy for motorists to drive from the north and northeast of the city to the west and southwest sections of Columbus. The Goodale leg of the inner

belt eventually will connect with the Fort Hayes interchange, east of the military post, which also will link with the North Freeway and the east belt of the innerbelt. Eventually, expressways will permit drivers to reach all corners of the county in less time and with greater safety. (Dispatch Photos)

This includes the North Freeway from 1st Ave. to Maynard Ave., and first extension of the Goodale leg of the innerbelt from 3rd St. toward the huge Ft. Hayes interchange which will connect with the North Freeway. Another \$5.6 million is to be let in November for a section of the Goodale Leg to the interchange tie-in at Cleveland Ave.

The total cost of the innerbelt

will be \$82,696,883 not including the Long St. extension and the 3rd St. Viaduct which raises the cost to \$93,310,829.

FIFTY-FOUR PER CENT OF the innerbelt is open to traffic. This represents \$39,786,336, or 48 per cent of the overall cost.

In the planning stage are projects totaling \$35.8 million.

Construction here has been possible through the cooperation with the city and county by the Ohio Department of Highways and the U.S. Bureau of Roads.

The difference between the total cost and the \$20.5 million in local bonds represents state and federal moneys.

The Columbus Dispatch

OHIO'S GREATEST HOME NEWSPAPER

MAGAZINE PAGE

COLUMBUS, OHIO,
THURSDAY, OCTOBER 6, 1960

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SUN., OCT. 29, 1961

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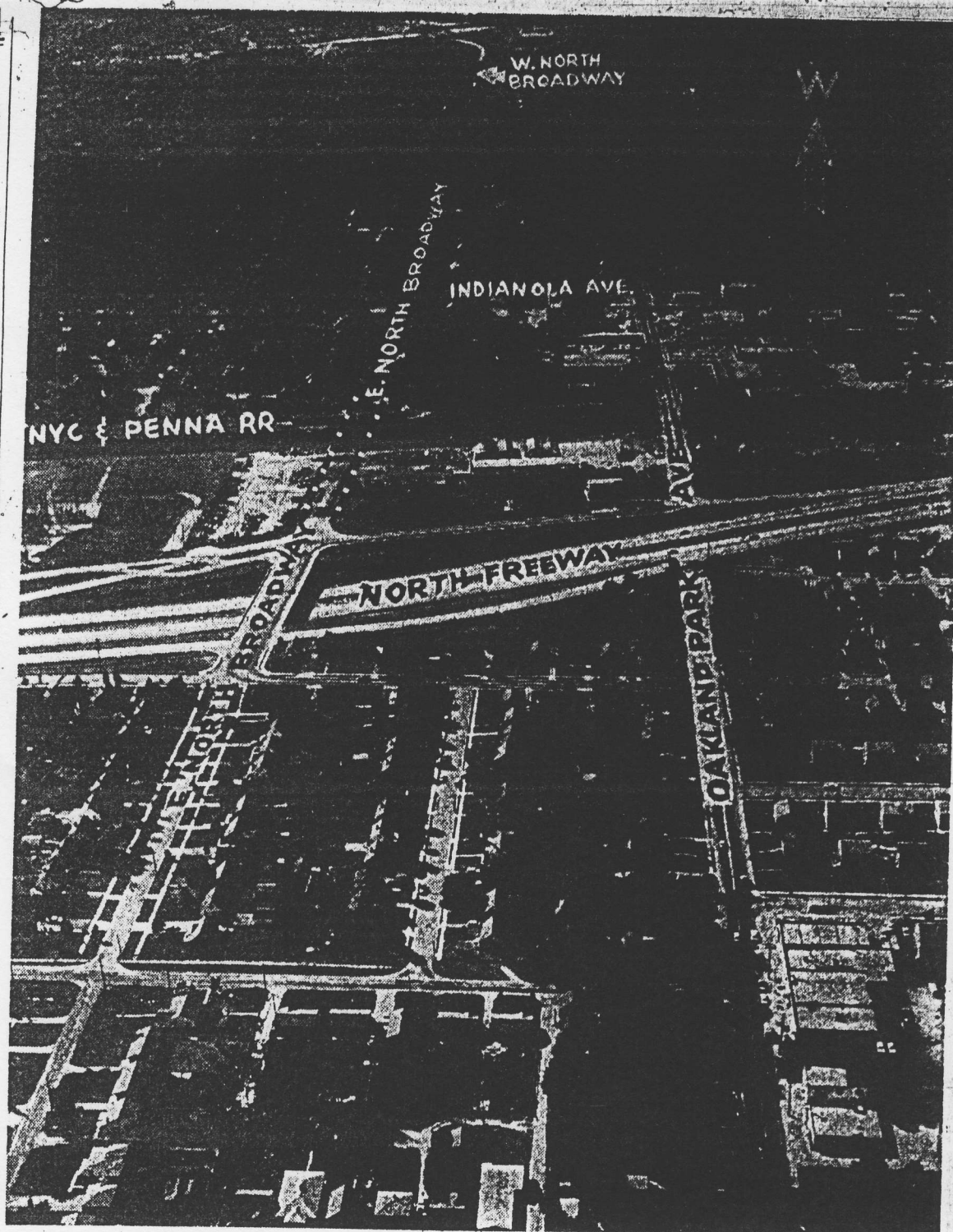
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PUSH NORTH BROADWAY UNDERPASS PLANS

The city is awaiting railroad approval of plans for a \$1 million project for an underpass and four-lane connection of E. North Broadway at the North Freeway. City Engineer Robert F. Werner said he will be ready to take construction bids within 90 days after plans are approved. Plans call for an underpass under the New York Central and Pennsylvania Railroad tracks and four-lane pavement between Indianola and Hiawatha

Aves., three blocks east of the freeway. Through traffic east of Hiawatha will still have to use Oakland Park until some time far in the future. Oakland Park Ave. west of the freeway will be dead-ended at the railroad tracks. Werner said work is slated in 1963 for western four-lane extension of North Broadway from Olentangy River Rd. to Kenny Rd. with an underpass under the C&O Railroad.—(Dispatch Aerial Photo)

Pressed by the Nov. 7 election, Bexley councilmen appeared reluctant last week to speak out against the association's thrice-repeated arguments.

ALTHOUGH councilman

latest round over the ordinance, other councilmen abstained from comment and apparently do not want to do away with the ban.

One source said that "parking restriction is the thing we have needed for a long

the ban, particularly between 4 p.m. and 6 p.m. is hurting their business. "I can't believe that," the spokesman said.

Main purpose behind consideration of rescinding the measure appeared to be a

GROVE CITY

Assure Peace Before Election

Grove City Council will avoid election eve controversy at its meeting Nov. 6.

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government, called a conference to air views on the subject.

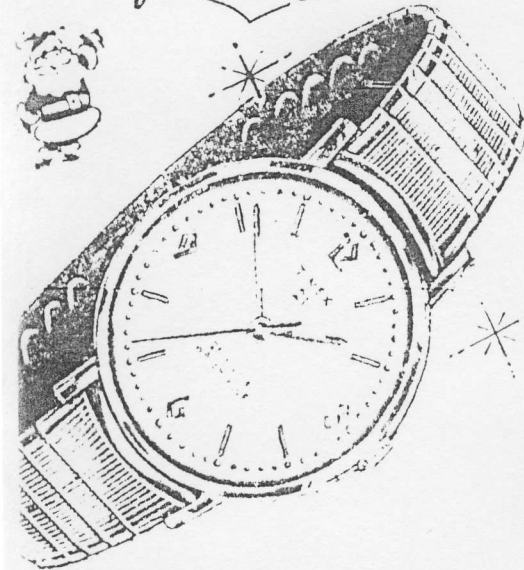
FRANK J. Lausche, another foreign relations committee member, said in an interview he believed the U.N. forces which battered their way into the Katanga region have been acting by interfering in the affairs of the Congo. Ike Dodd, who has led anti-Communists here, Lausche said he is taking sides in the Congo Premier's conflict with Congo premier Adoula. Dodd has said Adoula's government is

viously will influence the trend of the Congo debate when the Senate resumes its sessions next month.

But even an agreement seems unlikely to quell criticism of the President and his aides for their support of the international organization's actions. Sen. Barry Goldwater, R-Ariz., a spokesman for conservatives, already had denounced the administration's policy as "suicidal" and one likely to pave the way "for a Communist takeover in the Congo."

No one expects Goldwater and others of like views to regard a ceasefire as having changed this situation materially.

Open Thursday and Friday Until 9 P.M.



More people wear Timex watches than any other watch in the world

New! 21-JEWEL

"TIMEX"

Only \$10.95

GIANT WHITE HOUSE TREE TRIMMED

Workmen near the top of the scaffolding surrounding the 75-foot national Christmas tree work to complete the job of trimming the big Douglas fir, erected on the Ellipse between the White House,

background, and the Washington Monument in the nation's capital. President Kennedy will light the tree, a gift from the state of Washington, in ceremonies Wednesday.—(AP Wirephoto)

Agreement Is Expected On Rail Underpasses

The city expects agreement soon from two railroads for the construction of the E. North Broadway and Morse Rd. railroad underpass projects.

City Engineer Robert F. Werner said both the Pennsylvania and New York Cen-

tral Railroads tentatively have approved the projects.

Werner said he is waiting for the New York Central to approve the design of the two underpasses.

WHEN THE city gets full railroad approval, engineers will complete construction plans for the two projects, Werner said.

Plans call for construction of both underpasses with one contract sometime in 1962, Werner added.

Estimated cost of the two projects is about \$2 million, Werner said.

THE E. NORTH Broadway project calls for a four-lane, divided street under the railroad tracks extending between Indianola and Hawthatha Aves.

A four-lane roadway will be constructed between the North Freeway and Colerain Ave. at the Morse Rd. project.

Pick Herman Agent For Cab Drivers

Leroy Herman, veteran Columbus taxicab driver and a former organizer for two international unions, was elected full time business agent of Taxicab Drivers Local 260 (Teamsters) Monday.

Herman, 54, of 607 S. 17th St., defeated William Hodge, 65 to 53, in the election held at the Hills Cab Co. garage. He takes office Feb. 28, succeeding Charles T. Myers who was not a candidate for reelection.

A CAB DRIVER for about 15 years, Herman formerly served as an organizer for the Retail Clerks Union and the Flint Glass Workers Union.

Other officers named for three year terms are: Robert Bradley, president; Doc McLain, secretary-treasurer; John McDougal, vice president; Clarence Schackert, recording secretary and William Yoak, trustee.

Woman Loses \$1150 to Thief

A sneak thief stole a billfold containing \$450 cash and two diamond rings valued at \$700 from a 65-year-old woman's purse as she shopped in a downtown store Monday afternoon, police reported.

Olga Bower of 326 E. 9th Ave. said she noticed the thief when she reached into her pocketbook to get the wallet.

German Village Plans Contest

The German Village Society is sponsoring its second annual Christmas decoration contest. Prizes will be awarded for originality, effort and scope and all homes in the German Village are eligible to compete. Judging will take place between Christmas and New Year's Day.

SCHENLEY brings you



THAT COST 1300 LIVES

BIZERTE, Tunisia (AP)—France was handing over its Bizerte naval and air base to Tunisia Tuesday, two years after killing 1300 Tunisians to keep it.

No ceremonies were planned as the last French servicemen pulled out of the base, an "atom-bomb-proof" North African bastion that the Tunisians have long regarded as an anachronistic symbol of French colonialism.

Tunisian President Habib Bourguiba was expected to formally announce the withdrawal of French troops Tuesday and proclaim a national holiday. He announced two weeks ago that the base would become Tunisian property on Oct. 15.

Adenauer Drops W. German Reins

BONN, West Germany (AP)—The "Adenauer era" came to an end at noon Tuesday as the West German chancellor officially retired from the government and returned to his parliamentary seat as a deputy.

"Der Alte," just three months short of his 88th birthday, thanked the German people for their help, then returned to the seat he left 14 years and one month ago Tuesday to become the first West German chancellor.

"But I won't just listen," he promised the parliament "I'll talk, too."

Economics Minister Ludwig Erhard succeeds Adenauer in the chancellor's office.

REVIEWING his years in office, beginning in the days when this country was a rubble heap and ending when it is the world's second greatest trading nation, Adenauer told parliament proudly:

"We Germans can again walk with our heads up."

He said the greatest development of his administration was the recovery of friends in the world.

WHEN HE CAME to power, he said, the Germans' name was a curse.

Today, the German name again rings true, he said.

He warned his successors against trying to make a separate deal with Russia in hopes of reuniting West Germany with Communist East Germany.

"THE SOLUTION of the German problem," he said, "is not possible only between us and the adversary. We need our friends. Thank God we have found friends in the world. Imagine what Germany would be today if we had not again found friends."

But Adenauer struck back. He said he wanted to thank the Socialists for having fulfilled the duties of the opposition.

"The opposition," he said to howls of laughter from his

Illinois Town's Hospitals Are Next

MONMOUTH Ill. (AP)—A "mad arsonist" set fires which destroyed two lumberyards and most of a factory Tuesday, injuring three firemen and forcing a family to flee its home.

City officials said damage might reach \$15 million. Fifteen fire departments battled the flames.

STATE TROOPERS, equipped with riot guns, formed a cordon around Monmouth Hospital and the Colonial Nursing Home when an anonymous telephone caller threatened that the structures were "next."

Other guards were posted around industrial plants and in the business district of this quiet college town of 10,000, located 200 miles southwest of Chicago. Monmouth College students equipped with two-way radios patrolled the streets, looking for looters.

Fire Chief Dale Moore said "the fires definitely were the work of a mad arsonist."

A MAN WAS picked up on the grounds of the Western Stoneware Co., target of numerous bomb and arson threats in the past five weeks. He was questioned for several hours but was released by mid-morning.

Police Chief Vincent Ro-

tee might even be an effort to purge him.

Chairman Harry F. Byrd, D-Va., said that "recent public statements," which he did not further describe, "have the characteristics of pressure propaganda" and were highly unfair to his committee.

Both Gore and Byrd are opposed to the bill.

THE TELEGRAM to which Gore referred was sent by William Keel, director of research for the party national committee.

Gore demanded that Keel be asked to testify and said he should be subpoenaed if he did not appear voluntarily. Byrd said this seemed to be a reasonable request.

Gore read one of the telegrams received from what he described as a mountain county in Tennessee.

HE SAID THE recipient, whose name he withheld, was told that the tax cut was vital to the 17,496 residents of the county because it would mean an average tax cut of \$426 for each family.

Gore said many families in

N.Y. Water Use To Be Curtailed

NEW YORK (AP)—Mayor Robert F. Wagner, faced with a report that the city's reservoirs are low, has called on New York City residents to use no more water than they need.

Threat of Fire To Ohio Woods

Wind may worsen the fire menace of the century's worst drought to Ohio woods and forests Wednesday, O. Alderman, Ohio forestry chief, said Tuesday.

The Port Columbus Weather Bureau predicted Wednesday will be the 34th day of no rain in Central Ohio. Weathermen forecast winds from the south and southeast at 8 to 15 miles an hour.

"THERE ARE WINDS predicted for Wednesday. If they come, we could be in for trouble," Alderman warned.

Lack of winds during 33 rainless days has lessened the fire threat to Ohio's wooded areas, allowing firefighters to contain numerous small fires.

Alderman said reports of minor blazes continue to reach his headquarters at 751 Northwest Blvd.

The Ohio Department of Natural Resources, the Columbus Metropolitan Park Board and the City of Columbus ordered no camp fires in parks. The park board closed its trails to avert fires.

NATURAL Resources Director Fred E. Morr ordered natural resources personnel and equipment placed under Alderman's control.

Morr said state parks will

remain open—as will city metropolitan parks—and he has no plans to call hunting seasons unless drought worsens.

COLUMBUS and suburb fire departments recall calls to put out 12 grass fires and six other fires that threatened to spread across fields or through woods, Monday. Two of the fires were trash. The others were reported as follows: Tree brush fire, rubbish fire, tilted pole, logs burning, lumber on fire.

Red China Indicted By Soviet

LONDON (UPI)—The Moscow-led Communist nations have drafted a point-by-point indictment of Communist China for next month's meeting which may lead to the king's expulsion from the ranks, it was learned Tuesday.

COMMUNIST sources said in Moscow over the week that the major Communist parties in the Soviet camp would gather there during the celebrations of the 40th anniversary of the Russian revolution.

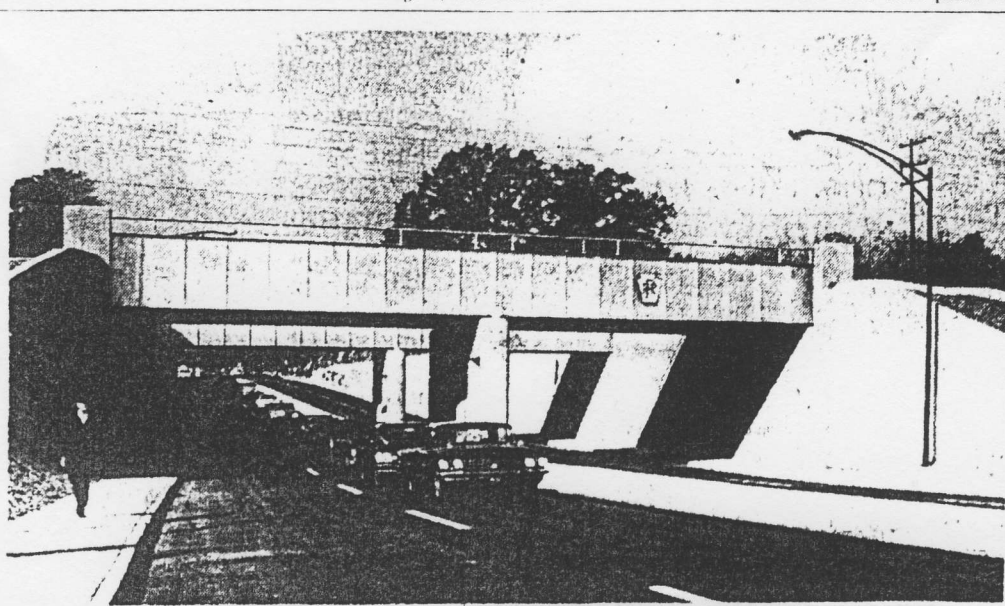
China and its Asian Communist allies were not expected to attend the meeting, which was seen as a possible prelude to the expulsion of the Chinese from the Moscow-dominated bloc.

THE MOSCOW group over-all charge is that Peking with its hard line foreign policy and bitter attacks on Russia, is out of line with the world Communist movement "on many issues of political strategy, and tactics."

The indictment leaves room for compromise and implies that if a settlement is to be achieved, Peking must make all the concessions.

Won't See Pres

WASHINGTON (AP)—President Kennedy will not hold a news conference this week, the White House said.



E. NORTH BROADWAY UNDERPASS OPENED

Mayor Westlake's car leads a procession of dignitaries through the E. North Broadway underpass at the Big Four railroad tracks to officially open the \$1 million structure a month ahead of schedule Tuesday. The

underpass allows direct access to the nearby North Freeway interchange. For several years, motorists have been using a "runaround" route over Oakland Park Ave. and the railroad.—(Dispatch Photo)

Oct. 15-1963

Cols Dispatch

3 Sought In Alleged Abduction

Sheriff's deputies arrested two men Wednesday on charges of abduction to extort and were searching for a man and wife and another man on the same charges.

Held in County Jail pending appearance in Municipal Court were Charles Cupp of 684 Stockbridge Rd. and Charles Lawrence Bowen of 3509 Jackson Pike, a mobile home court. Both are 21. Deputies asked that \$5,000 bonds be set on both men.

CAPT. ELLSWORTH Beck said warrants on the same charge have been issued for William Skinner, 21, and his wife, Barbara, 20, and Terry Culp, brother of Charles. The Skinners, the Cupps and Bowen lived in adjacent trailers in the park until recently, Beck said.

Beck said he has information the Skinners have moved to Indiana and that Terry Cupp is now in the Army.

The charges were filed by Edward Phelps, 36, of 3731 Eisenhower Rd., who claims he was beaten by four men April 8.

PHELPS had been named by Mrs. Skinner as having tried to burglarize her trailer and rape her. He was not charged but gave this account when questioned by deputies:

On April 4, he had given Mrs. Skinner a ride to Frank Rd. when he saw her walking with her dog along Jackson Pike near the Outerbelt.

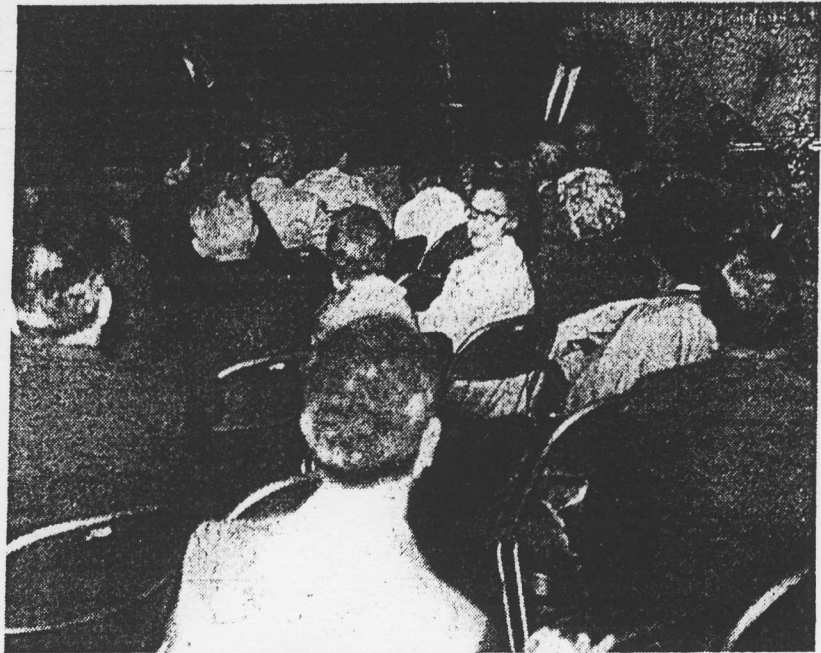
Because she said she and her husband were unemployed, he offered to get her a job as a waitress and sell the couple a 1954 automobile for \$150.

ON APRIL 8, after a call from Mrs. Skinner, Phelps went to the Park to discuss the car sale with the couple, but was told Skinner was not home.

He reluctantly agreed to talk to Mrs. Skinner in the trailer. Skinner and another man rushed in as Phelps and Mrs. Skinner entered a bedroom and claimed Phelps was caught associating with Mrs. Skinner.

The pair hit him several times, demanded title to the car, took \$80 from him and demanded a television set which Phelps said was in his apartment.

TWO MORE men joined the group and Phelps took them to an apartment building on T. North Broadway,



SAVE THE TREES — Residents of E. North Broadway hear the problems of widening of their street between N. High St and Indianola Ave. Newly elected president of the group, Kenneth Johnston of 140 E. Torrence Rd., stand-

ing right, addresses the group as meeting chairman Paul Warnes, center, and attorneys, from left, Chuck Taylor and Jon Cope of Clayman, Jaffy and Taylor law firm, listen. (Dispatch Photo by Robert Fox)

RESIDENTS OPPOSE STREET WIDENING

Injunction Sought

By **MELANIE CROKER**
Of The Dispatch Staff

Residents living on E. North Broadway between N. High St. and Indianola Ave. hired attorneys Wednesday night to seek an injunction stopping the city from widening the street to four lanes.

The Ohio Department of Highways will open bids May 11 for this widening of the two-lane street to four lanes.

ABOUT 75 residents met at the North Broadway United Methodist Church Wednesday to form the East North Broadway Association (ENBA) and formally agree to hire attorneys. The group elected Kenneth Johnston of 140 E. Torrence Rd., an attorney, president.

The fight over the project has been going on almost since its opening, according to lifelong resident Donald Jacobs, of 33 E. North Broadway. The legal question attorneys will attempt to prove for the residents is that the property owners actually own the 15-foot easement on both sides of the road.

THE GROUP'S attorneys,

Jon Cope and Charles Taylor said they feel the county's release of the easement to the property owners in 1952 is binding. At that time the three county commissioners formally awarded the land to the owners. Beside city records, the owners say they have the 3-page documents as proof.

They will attempt to prove in an injunction hearing that the county decision to give property owners the easement in the city 19 years ago is still valid.

"All statutes and previous cases point in our favor," Cope said. "The county does retain jurisdiction on right of way in the city — we're sure in our minds."

"THE CITY presumes it has a 100-foot easement which it does not have if we can prove this easement allocation."

City Engineer Theodore Wallace said the city would not halt bids without a court order.

He reaffirmed the city's plan is to widen the road at the intersection to five lanes and to four lanes in other areas.

He added trees would be replaced and the torn-up area would be sodded.

"Our position is that we have that 100 feet of right-of-way," he said.

ONE OF the organizers of the residents, Mrs. Ruth Sparrow of 19 E. North Broadway, said the residents are concerned about saving the trees. And she added, "The widening would put the traffic right in our front room."

Jacobs said there doesn't seem to be a bad bottleneck there. He said the city should adopt a transit system instead of dealing in old-fashioned ways like widening streets people don't want widened.

Residents also complained of added car pollution.

APPROXIMATELY 120 residents are affected according to Mrs. Sarrow.

North Broadway on either side of the High St.-Indianola Ave. section has already been widened to four or five lanes.

Work on the project is scheduled to be completed by Oct. 31, 1972, costing in excess of \$350,000.

New Air Traffic Control System

City. (CP)

6 ve-In

family sank into as if in quicksand, ped off and fought to the edge of the

used his brute by pulling on any hands could touch boards, anything, mother.

GE was hospitalized and was not al-

s from the pit side rescue workers victims. About 70 lled out alive soon disaster. Civil de- rkers evacuated al- 0 persons to shelter it nearby Kenogami here.

ed

said if it develops OOTA proposal, as it ds, is not qualified wo-thirds' grant, it uality for a 50 per nt. In that case, "we ut the remaining in a drawer" to be when the two-thirds ion requirements he said.

MAY 6-1971 The Columbus Dispatch

THE OHIO STATE MORNING LANTERN

PUBLISHED BY
THE OHIO STATE UNIVERSITY
SCHOOL OF JOURNALISM
242 W. 18TH AVENUE
COLUMBUS 10, OHIO
422-2638

INVOICE
G 02381

1971
dk

Paul R. Warnes

Paul R. Warnes
389 E. N. Broadway
Columbus, Ohio 43214

DATE	M	T	W	T	F
10/20					
TIMES					
1					22
WORDS					
35					

PLEASE DETACH & RETURN WITH YOUR REMITTANCE

DATE	CHARGES			C R E D I T S			BALANCE
	CODE	MISC.	ON ACCT.	CASH	ADJ.		
10/26							490

STUDENT
 NON STUDENT

CLASSIFICATION For Sale

YARD SALE-Bake sale. E.N. Broadway Association.

Antiques, glass, clothing, T.V.'s, records, lots of household merchandise. Many items. Saturday Oct. 23 9-2 in front I.C. school 366 E.N. Broadway in case of rain, inside. All proceeds for trees.

Payment due in 10 days

THE OHIO STATE MORNING LANTERN
COLUMBUS 10, OHIO

INVOICE
G 02381

INVOICE

MR. or MRS. PAUL R. WARNES
389 EAST NORTH BROADWAY
267-4053 COLUMBUS, OHIO 43214

No. 3653

29 Feb - 1972

25-2
412

DAY TO THE ORDER OF

Ohio State University Lantern \$ 4⁹⁰/₁₀₀

Toward

DOLLARS

MAR 16 1972

TO THE HUNTINGTON NATIONAL BANK
OF COLUMBUS
COLUMBUS, OHIO

ENBA
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Paul R. Warnes

E.N. BROADWAY NEWSLETTER



THANKS EVERYBODY!

Our combined Bake & ABC Sale netted:

\$642.01

105.12 Bake Sale - managed by Ora Gibson

585.59 ABC Sale - managed by Brian Farrel

\$690.71 Gross Total

Expenses were \$38.70 for advertising and supplies plus a \$10.00

donation to Father Schmidt for use of the school yard.

(Note: All bills for advertising are not in yet. This is an approximate figure. Anyone having an outstanding bill, please get it in to me as soon as possible.)

Total expenses so far \$48.70
Net after expenses \$642.01

So far, our current bank balance is 513.03 (including the 479.91 from Nite At The Races). This plus the 642.01 from the Yard Sale brings the current total to 1155.04.

Our Attorneys' bill was 2578.70 and we have paid them 2076.00 on account leaving a balance of \$502.70, which we owe. Our other large expenditure was the \$100.00 bond which will be returned when we win.

So, for the present moment, we are money ahead.

Ora Gibson, our lady who really knows how to sell the dough, wishes to thank all you bakers for pitching in to make the Bake Sale a resounding success. Super-salesman Rudy Sykora chased cars in the street selling pickles and cookies to the passengers.

Chairman of the ABC Sale, Brian Farrel and assistant chairmen Mike Selleck, Lon Sparrow, and Joe Jacobs are to be commended for their Herculean efforts to make the sale a success.

Most of all, thanks to all of you who donated goods and time to the sale. Again, a special word of thanks to Father Schmidt for allowing the use of the school yard.

Paul Warnes, Treasurer

Sept. 1972

HOW TO SUCCEED BY SPENDING

New Street Projects 'Save' Cash for City

By ROBERT RUTH

Of The Dispatch Staff

State aid to municipalities sometimes carries an enviable kind of problem — how to spend it fast enough.

At least that's the case with state funds for highway construction, Columbus engineer Theodore Wallace says.

ALTHOUGH the city will be able to spend all the \$7.6 million it was allocated under the \$500 million statewide program, it will barely make the Dec. 31 cutoff date, Wallace says.

The program was called State Issue 1 when it was approved at the polls in 1968.

To date, the city has spent only \$6,995,000 of its allocation, he said.

But by the end of the year, three more projects will be allocated the remainder of the funds, the engineer said. "We're going to just meet that deadline," he said with a smile.

THE LAST three projects include the widening of Fisher Rd. between Phillipi and Rome-Hilliard Rds. from its present two lanes to four. The project will also include construction of a two-lane bridge over the Outerbelt.

Some \$500,000 in Issue 1 money will be used for the \$1 million project, Wallace said.

The city and federal government will pay for the other half. Construction will begin in early spring and be completed in the fall of 1975, Wallace said.

ANOTHER \$150,000 in state cash will be used on the \$700,000 Yearling Rd. widening project. The street will be widened from two lanes to four lanes from E. Broad St. to E. 5th Ave. and will be straightened at the Poth Rd. intersection.

spring and be completed early in 1975. Columbus and the City of Whitehall will share the remainder of the cost.

A project to widen the Fairwood Ave.-Refugee Rd. intersection will be paid for completely with \$85,000 in state money, Wallace said. This project is scheduled to begin next March and be completed early in 1975.

THE PROBLEM in spending all the allocated funds, Wallace explained, is that the city must have alternate spending proposals ready in case a particular project folds.

"If we have to drop one project," he said, "we have to be ready with another one to go right away."

Wallace gave the Morse Rd. ramp over the North Freeway and the E. North Broadway widening projects as two examples of where state money could not be used because of delays.

THE MORSE RD. job, slated to use \$265,000 in state funds, was postponed because of prolonged negotiations with Penn Central which owns nearby land. The North Broadway project, scheduled for \$350,000 in state cash, has been indefinitely delayed because of a court suit by homeowners.

Wallace explained that he has actually scheduled more projects than he has state Issue 1 funds for. This is just in case one of the projects falls below engineer's estimates, he said. "I want to make sure we spend all that money," he said.

The Dispatch

COLUMBUS, OHIO

FINAL xx 1B

WEDNESDAY, OCT. 17, 1973

'WASN'T EVEN MAD,' SHE SAYS

Child Abuser

'Couldn't Cope'

By CAROL ANN LEASE

Of The Dispatch Staff

Mrs. K. is a child abuser.

She lives with her husband and two children, ages 11 and 4, on a

she just sat down and to "You abused your daughter"

She also attended and worked with Unit about I ever need

THE EAST NORTH BROADWAY ASSOCIATION

August 1974

Dear Member --

Just to let you know that the ENB Association is alive and well, we take this opportunity to bring you up to date!

After learning that the Court of Appeals had over-ruled Judge Rader's favorable decision (The Appeals Court stating that E.N.Bdwy is a "street" and not a "road", therefore, the County Commissioners had no authority for vacation), we voted unanimously at the May '74 meeting to appeal to the State Supreme Court!

Our attorneys, Taylor, Hultin and Ludwig, feel that we have a good chance to get a favorable ruling. This has been concurred in by several other attorneys among us, also. Our appeal has been prepared and we hope that the Court will agree to accept and rule on the appeal. We should know whether or not the State Supreme Court will accept our case in the very near future. A final ruling, then, could be made sometime in the Autumn.

We have been fortunate in having the financial cooperation of the entire Association and many other interested people in Columbus. So far, we have raised ~~about~~ \$5,000 to "save the trees." Our still-alive case has cost us \$4,676 in legal fees and court costs. You'd be interested that this and other printing and miscellaneous expenses have been raised by the following:

Contributions from Residents	--	\$3,390.25
Bake Sales (10/71 & 11/73)	--	258.00
Yard Sale (10/71)	--	585.59
Nite at Races (Summer '71)	--	479.91
Unidentified Sources	--	216.00
<hr/>		
TOTAL	--	\$4,929.75

At the moment, we owe the law firm \$2,097.18 for past services. The Supreme Court proceedings will cost an approximate \$1,500 in addition; a total of \$3,597.18 will be needed. Your Executive Committee, elected at the July meeting, feels that if everyone in the ENB Association -- residents on the street -- would contribute \$51.00 each we would have all current and future foreseen costs covered.

As stated above, we have had excellent cooperation so far. Some residents have individually donated as much as \$150! Of the approximately 70% of street residents who had contributed financially, most have given during each drive -- about four contributions -- so, you see, we have had great cooperation; not to mention the sales and "races" activities.

We plan to contact everyone individually, but are enclosing an easy form to fill out with a self-addressed envelope for you to either mail to us, or hold for our visit. We know that we can count on you. Everyone's cooperation has made this a three year success -- let's keep it that way!

Executive Committee
The East North Broadway Association

The Dispatch

COLUMBUS, OHIO
FINAL XX 1B
WEDNESDAY, OCT. 9, 1974

\$11.8 Billion Transit Bill Is Shelved

The U.S. House of Representatives Rules Committee Wednesday shelved until after the Nov. 5 election a bill that, if passed, will provide \$24 million over the next six years for the Central Ohio Transit Authority (COTA).

Walter Daggett, executive director of COTA, said the money would be used to purchase new buses and to expand bus routes.

THE HOUSE IS scheduled to recess Friday.

The committee voted 6-6 Tuesday to shelve the \$11.8 billion mass transit bill. An effort by supporters to have the decision reconsidered Wednesday failed.

Rep. Ray Madden, D-Ind., Rules Committee chairman, said, "There's no chance this bill can be acted on before the recess. I suggest we postpone action on this bill until after the recess and then I'm sure we can get a transit bill."

THE REJECTION Tuesday came as a complete surprise, Daggett said. There had been preparations in Washington for a "big celebration" when the bill was passed, Daggett said.

The bill would provide \$7.8 billion in capital grants and \$4 billion in operating subsidies for the nation's urban mass transit systems over the next six years. Columbus would be eligible for \$24 million, Rep. Chalmers P. Wylie, R-Columbus, said.

The measure stands a good chance for passage by Congress once it clears the committee, Washington sources say.

North Broadway Trees Win Battle

By James Bradshaw
Of The Dispatch Staff

The trees of E. North Broadway have been saved, even though residents who fought for them lost their legal battle last week.

Despite establishing that it owns a 100-foot right-of-way along E. North Broadway between N. High St. and Indianola Ave., the city no longer plans to widen the street to four lanes.

IN THE culmination of more than three years of court wrangling, the Ohio Supreme Court last week declined to review a citizens appeal from neighborhood residents.

But, City Engineer Theodore I. (Ted) Wallace said Wednesday the plans for the project are more or less "on the shelf" indefinitely.

"We've spent that money elsewhere," Wallace said.

HE EXPLAINED that the project, when originally contracted in 1971, was to have been funded by \$378,609 from state money from a voted bond issue to remove local traffic bottle-necks.

A citizens group initially blocked the project with an injunction from the Franklin County Common Pleas Court. The injunction was overturned by the Franklin County Court of Appeals.

The Supreme Court's decision not to review the case means the appeals court ruling prevails.

WALLACE SAID the plans to widen the street not only are not presently active but will not be included in next year's city capital improvement plans either.

"We would rather spend our money where the people want streets built," Wallace said.

However, he said the court decision was important to the city because of a legal question the citizens action raised.

THE SUIT against the construction contended the city owned only a 70-foot right-of-way because 15 feet of the original right-of-way had been given back to property owners on either side of the street through action by the Franklin County commissioners in 1952.

The court ruling carried statewide ramifications because, without the city's position being upheld, county

commissioners across the state could "give away city-owned land," Wallace said.

"Our legal question is cleared up," Wallace said.

THE DECISION not to build is a practical one rather than a legal one, Wallace said.

He explained that even if the city elected to go ahead with the widening plans, residents could be expected to delay the project further through highway review procedures involving environmental concerns such as tree removals.

Dead Officer Was Son Of City Couple

A U.S. Air Force captain killed Monday when his F4 Phantom jet exploded in flight over West Germany has been identified as the son of a far West Side couple.

Capt. Steven F. Morehouse, 31, son of Mr. and Mrs. John R. Morehouse of 620 D'Lyn St., and Capt. George D. RingHoffer, 30, of Bethlehem, Pa., died when their craft blew up near Bielefeld, West Germany. They were on a training flight from Spangdahlem Air Force Base, an Air Force spokesman said.

CAPT. MOREHOUSE, an Indiana native, was a graduate of DePauw University in Greencastle, Ind., and had been stationed in Thailand before going to West Germany, family friends said.

His mother, Mary Lee, taught journalism and English at North High School for several years. His father, friends said, is an insurance worker.

Morehouse is also survived by his wife and his paternal grandparents, who live in Florida.

THE AIR FORCE said flames from the crash engulfed a farmhouse, killing a 42-year-old German housewife and her 18-month-old daughter.

The crash is under investigation.

Contacts: Ruth Sparrow, Chairman
19 E. North Broadway
268-5366 or 466-3445

Lois Ryan, Vice-Chairman
456 E. North Broadway
262-6824

Immediate Release

Columbus, Ohio, Oct. 7, 1974 . . . The Executive Committee of the East North Broadway Association met this evening to appraise the current situation on the widening of E.N. Broadway, following the recent (Oct 4, 1974) decision of the Supreme Court of Ohio not to rule on their appeal. The adverse decision ends the 3½ year legal battle to save the trees which began on May 20, 1971. At that time, with the widening scheduled to start in just a few days, the residents obtained an injunction to halt the destruction of the trees.

Today, the trees still stand and many factors have changed. The original funds have been spent on other projects and no additional funds are currently available. Furthermore, according to city officials, the widening of E.N. Broadway is no longer a top priority item.

According to a recent statement of the ENBA: "We have succeeded in buying time, during which many other individuals and groups have become allies in our cause. The environmental impact of traffic is now more widely recognized and understood. An energy crisis has made public transportation, not the private automobile, uppermost in people's minds."

"The ENBA will remain a viable organization and explore the other avenues to preserve the trees, especially the environmental consideration", stated Ruth Sparrow, Chairman of the association.

The residents are very grateful for the community-wide support for the trees. (In May, 1971, over 1500 signatures were obtained on the original petition within 48 hrs.) The great help given by professionals of the press and media over the past 3½ years was noted with gratitude by the Executive Committee of ENBA.

Another meeting is scheduled in mid-November.

EAST NORTH BROADWAY ASSOCIATION
19 E. N. Broadway

Columbus, Ohio

August 12, 1976

The Honorable Tom Moody
Mayor, City of Columbus
Municipal Building
Columbus, Ohio

Dear Mayor Moody:

Residents of East North Broadway recently became aware, through the public press, that the City of Columbus is again drawing up plans to widen East North Broadway at the High Street intersection. We read of this proposal in alarm, shock and dismay. We are as firmly opposed now to widening the street, or any part of it, as we were in the early 70's when residents of East North Broadway formed an Association with the express purpose of preventing a widening project which was then imminent.

Public statements made subsequent to the litigation over that project were reassuring to us. We were told that the City of Columbus had given up any intention to widen East North Broadway.

If reports coming to us in the past few days that the City does intend to widen at least a portion of the street are true, we must make known our continuing concern and our intention to work against any project to widen the street.

We are still very much concerned that we preserve as much as possible the residential character of the community and an acceptable quality of urban living. We are concerned that the Clintonville community be no further bi-sected by high volume traffic arteries. We are dedicated and steadfast in our belief that cities must preserve green spaces, trees, and an environment which is habitable. We do not believe that city planning begins and ends with accommodating automobile and truck traffic. We do believe that the quality of urban life has an ultimate and profound effect on the economic well-being of cities in both the public and private sectors.

The East North Broadway Association urges you to reaffirm the commitment made earlier not to widen the street.

Sincerely,

THE EAST NORTH BROADWAY ASSOCIATION

By: _____
President

Vice President

Secretary

Treasurer

cc: Clintonville Area
Commission
CARA
City Council

6-2-1978

THE EAST NORTH BROADWAY ASSOCIATION

18 Columbus Citizen-Journal ★★★★★X Fri., June 2, 1978

Moody might back widening of East North Broadway

Do You Know
ABOUT This?

Mayor Tom Moody told the Clintonville Area Commission Thursday, that if the residents make the request, he might go back on a campaign promise not to push for the widening of East North Broadway.

He noted that when he campaigned for re-election in 1975 he promised residents he would not push for a widening of East North Broadway. The concern then was for the trees.

Moody got into the question of widening the Clintonville area street when asked by an area resident why nothing had been done to eliminate traffic problems on Como Avenue.

MOODY SAID IF the residents want him to reconsider his position, he would.

THE TRAFFIC problem on Como is due to traffic problems on High Street that rule out left turns to East North Broadway.

The mayor and other city officials were asked for solutions to parking problems in the Clintonville area. Residents were told providing parking is now up to private concerns.

Moody said he has been told by city traffic engineers the only solution to the problem at the East North Broadway intersection is to widen it

Jack Huddle, the city development director, did offer to install parking meters on privately developed parking lots as a way to pay for parking facilities.

Come out of Winter HiBERNATION ---
FIND OUT WHAT'S HAPPENING !!

WHAT — East North Broadway Street Association

Where — North Broadway Methodist Church Room 8-9

When — Wednesday, June 21, 1978 7:30 p.m.

For — Election of Officers
Report on above article
Meeting your neighbors

East North Broadway Association
19 East North Broadway
Columbus, Ohio

June 7, 1978

The Honorable Tom Moody
Mayor, City of Columbus
Municipal Building
Columbus, Ohio

Dear Mayor Moody:

Residents of East North Broadway again became aware that pressure is being exerted to widen East North Broadway at the High Street intersection.

We wish you to know that we are as firmly opposed now to widening the street or any part of it, as we were in the early 70's when residents of East North Broadway formed an Association with the purpose of preventing a widening project.

We must make known our continuing concern and our intention to work against any project to widen the street.

We are still very much concerned that we preserve as much as possible the residential character of the community and an acceptable quality of urban living. We are concerned that the Clintonville community be no further bi-sected by high volume traffic arteries. We are dedicated and steadfast in our belief that cities must preserve green spaces, trees, and an environment which is habitable. We do not believe that city planning begins and ends with accommodating automobile and truck traffic. We do believe that the quality of urban life has an ultimate and profound effect on the economic well-being of cities in both the public and private sectors.

The East North Broadway Association urges you to reaffirm the commitment made earlier not to widen the street.

Sincerely,

The East North Broadway Association

by: Mitch S. Spaw
Chairman

Jay C. Schatz
Secretary

cc: Clintonville Area Commission
Chairman of City Council

ON ★ BROADWAY

JULY 1978

E.N. Broadway Street Association

MEETING WITH MAYOR

Peter Ross and Joyce Schatz were the emissaries from the E.N. Broadway Street Association to Mayor Moody. They delivered a letter on behalf of the Street restating the opposition of residents to widening the street or lessening its residential nature in any way. Both Peter and Joyce reported that the Mayor made note of the street's alacrity in responding to the issue. Mayor Moody reaffirmed his promise not to widen the street as long as he was in office and as long as residents on the street opposed it.

COMMITTEES FORMED

Standing committees were formed at the June 21 meeting. The Clintonville Area Commission Committee is chaired by Dottie Russell(2631068). The calling committee is chaired by Linda Pardue(2616603) and the Newsletter Committee is chaired by Matina Ross(2634819).

The intent of the C.A.C. Committee is to assure that one person representing the street is in attendance at every meeting of the area commission. Hopefully, this will keep us aware and informed of plans being made that could affect our homes and families.

DO ONTO OTHERS.....

The "annual" let's widen North Broadway push commenced in June and pushed the E.N. Broadway Association into action once more. The latest pressure to widen our street came at the June 1 meeting of the Clintonville Area Commission. A resident of Como Street suggested to the Mayor that North Broadway be widened in order to alleviate the traffic on Como!

FLY THE FLAG

Put on a Fourth of July Face. Raise the flag of the fourth. The street association suggests a show of Old Glory will be evidence of street unity and cooperation, as well as a snappy way to honor the day and show off North Broadway as the show street of Clintonville.

If you need a flag they can be had at any store such as Woolco for between \$3.00 and \$4.00.

A Beautification Committee chaired by Norm DeLong(2636590) has been formed. The feeling is that North Broadway is a prominent and beautiful street that enhances the Clintonville community and one that should remain so. The committee will work on ideas that will help to beautify the street and that can be done cooperatively by residents.

Some ideas to be investigated are tree planting and side walk repair. If you have any pet peeves or projects along these lines, get in touch with Norm.

SPECIAL THANKS

Lots of new faces on North Broadway, but the tried and true are still here and have continued to work diligently for the street and the neighborhood. The E. N. Broadway Association sends "bouquets" of thanks to retiring officers Ruth Sparrow, Lois Ryan, and Phil Nice.

***** Any information or ideas you want your neighbors to know?
If so contact Matina Ross at 2634819 (evenings)

ON ★ BROADWAY

AUGUST 1978

E.N. Broadway Street Association

SPECIAL MEETING HELD

On July 31, Peter Ross and ^{Karl} Carl Schatz of the E. N. Broadway Street Association met with representatives of the Clintonville Area Commission to discuss traffic regulation suggestions proposed by some Como Street Residents. We were asked to attend because their suggestions directly affect our street. Representatives from Como-although they had agreed on the date - were absent. Another meeting is scheduled for September. If you want input, call either Pete (263-4819) or Carl (262-7424).

WANT A TREE?

Norm DeLong informs us that the city will, on request, furnish trees to be planted on the parkway. The city also keeps a list of "good" trees. These are trees that don't cause root problems or create excessive tree litter, and grow well in an urban setting. If you want a tree or two for your yard, call Norm at 263-6590 for information on whom to contact.

SOUND LAW

Columbus City Councilman, Charles R. Petree is working on legislation to control noise pollution. Because of the traffic on N. Broadway, the association is interested in any legislation affecting the noise problem. The association intends to be in touch with Petree and supportive of efforts to develop effective laws to control excessive noise.

CONDOLANCES

People on the street are saddened to learn of the death of Mr. Chas. Gilbert. Mr. Gilbert, a former resident, was an active member of the Street Association. Mr. Gilbert was one of the group who originally worked to fight against the widening of the street.

CITY SERVICES

The city of Columbus provides more services than you might suspect. Do you have an eyesore on your block? If so, call Nuisance Abatement. It will investigate complaints about deteriorating housing and contact the owner to make necessary repairs.

If you have an older neighbor or are yourself over 60 and need minor repair work done, call CHORE services. It provides free labor and free material up to \$25.00 to do minor plumbing, electrical, or carpentry repair. It can also do minor cement work. There is usually a waiting list so your problem may not be taken care of immediately, but with patience it will get done.

Got an old refrigerator you want to get rid of - call bulk pickup. It does special order trash pickup.

SPECIAL NUMBERS

CHORE	222-7440
DOG CONTROL	462-3400
DEAD ANIMAL COLLECTION	222-7230
BULK PICKUP	222-7353
CONSUMERS AFFAIRS- COMPLAINTS	222-7397
NUISANCE ABATEMENT	222-7260

EMPLOYMENT

The CHORE'S program takes application from people 55 or over interested in part-time work. The average work load is 10 hours per week at \$4.00 per hour. Call the CHORE number if interested.

NEW ARRIVALS

Sarah Elizabeth Howarth - born Apr. 9 to Jack and Marlan Howarth, 389 E.N. Broadway.

Kristopher Neil DeLong - Born June 23 to Norm and Karen DeLong, 162 E. N. Broadway.

SPECIAL NOTICE ON BACK

ON ★ BROADWAY

July, 1980

E.N. Broadway Street Association

E.N. Broadway Street Meeting

The E.N. Broadway Street Association met at Immaculate Conception Church on April 28, 1980. Approximately 40 residents attended. Candidates for the Clintonville Area Commission, Jim Brobst and David Resch spoke to the gathering. The meeting considered the need for a new slate of officers and took up problem areas of the street. The Association will work to bring about solutions to these eyesores. Ruth Haddock gave an update on the Tree Planting. The Association voted to donate fifty dollars to the Officer Tom Hayes fund.

Street Association Officers

The nominating committee of the Street Association presents the following slate of officers for the street's ratification:

- Chairperson - Sue Farmer
467 E.N. Broadway
- Vice Chair - Woody Hereford
146 E.N. Broadway
- Treasurer - Joyce Schatz
483 E.N. Broadway
- Secretary - Matina Ross
150 E.N. Broadway

If there are objections to this slate assuming official responsibilities, they should be lodged with past Chairperson Peter Ross, 150 E.N. Broadway by August 1.

Burglaries

There have been several burglaries in the E.N. Broadway area within the past month. Residents should take precautions in order to make sure their properties are secure. The police recommend the installation of dead bolt locks. Remember to keep an eye out for your neighbor and report any suspicious persons or activities to the police.

Tree Planting

One of your neighbors will be knocking at your door to get your support and signature for a mass planting of trees on E.N. Broadway which will be dedicated to the memory of Ruth Sparrow who worked for many years for the benefit of her neighbors on the street.

The project is being coordinated by Ruth Haddock who has been working with the city to line up this planting. The intent of the project is to have every resident household request a tree. The city, according to Ruth, will give priority to plantings that have total neighborhood support. She hopes to have the paper work completed soon in order to have the planting and dedication in the Fall.

The trees will be planted on the lawn area between the sidewalk and the street. When completed, E.N. Broadway will have a new generation of trees to compliment the stately ones that now make the street so special.

The Old to the New

You've probably noticed the decorative brick and ironwork walls that now grace the houses at 125 and 121 E.N. Broadway. There is history connected with them. The project was initiated by Kenny Pardue of 125 E.N. Broadway when he was able to obtain the fancy ironwork from the old North Broadway bridge that is being rebuilt now that 315 is being completed. The original bridge was built about 1940. Two more walls are being built at 131 and 139 E.N. Broadway. The ironwork which most people didn't notice when it was part of the bridge is now beautifully evident. It is exciting to see part of Clintonville history incorporated in the present.

ON * BROADWAY

July, 1980

E.N. Broadway Street Association

7/14/80

Committees

The E.N. Broadway Street Association is seeking people to serve on its standing committees. If you are interested in participating on one of the following committees contact Sue Farmer at 2625680.

Community Action Committee is concerned with keeping in touch with community groups and governmental agencies that affect the street. These groups would include such groups as the Clintonville Area Commission, the Columbus Department of Development, Columbus City Council, and the Mid-Ohio Regional Planning Commission. Members of the committee would attend meetings on a rotating basis so the street would be kept informed of zoning changes and street widenings that would affect our area.

Beautification Committee is concerned with the quality of life on E.N. Broadway. The areas this committee would deal with include tree plantings, sidewalk problems, general streets improvements.

Good Neighbor Committee is responsible for distribution of the newsletter, calling neighbors, maintaining up to date listing of street residents and welcoming new residents and planning annual street party.

Problem Properties

The Street Association has sent a formal letter of complaint to Rev. King Bradow, the owner of the house at 172 E.N. Broadway. Complaints were filed with the city Housing Inspection Division in May. The City has inspected the property and has condemned the garage and declared the house to be "Uninhabitable". Presently an appeal has been filed by the tenants. A hearing on the citation is scheduled for July 14 at 1:40 at the Marconi Building.

Some alleviation of the problem parking area at High and N. Broadway has occurred. The parking area has been cleaned and graveled.

CAC Representative

Jim Brobst has been elected to the Clintonville Area Commission for the District that includes E.N. Broadway. Jim resides at 3167 Morningside Dr. and has lived in Clintonville for seven years. Jim works for the West Columbus Census Office. If you have any questions or problems Jim may be able to help you. You can contact him at 2635159.

Burglaries

There have been several burglaries in the E.N. Broadway area within the past month. Residents should take precautions in order to make sure their properties are secure. The police recommend the installation of dead bolt locks. Remember to keep an eye out for your neighbor and report any suspicious persons or activities to the police.

You've probably noticed the decorative brick and ironwork walls that now grace the houses at 125 and 121 E.N. Broadway. There is history connected with them. The project was initiated by Kenny Perdue of 125 E.N. Broadway when he was able to obtain the fancy ironwork from the old North Broadway bridge that is being rebuilt now that 315 is being completed. The original bridge was built about 1940. Two new walls are being built at 131 and 133 E.N. Broadway. The ironwork which most people didn't notice when it was part of the bridge is now beautifully evident. It is exciting to see part of Clintonville history incorporated in the present.

Services for Sparrow

Services were held Thursday, May 17 for Ruth Caster Sparrow, 19 E. N. Broadway. Mrs. Sparrow, 53, was Assistant Executive Director for the Alcoholism Unit for the State Department of Health. She is survived by her husband, Donald E. Sparrow, her parents, and two sisters.

She served as a commissioner for the Clinton-

ville Area Commission and was a member of the National Social Workers Association. She was a graduate of Ohio State University and a life member of the Ohio State University Alumni Association.

The funeral service was held at the Rutherford Chapel with Rev. Steve Danils officiating.

The Booster
May 1979

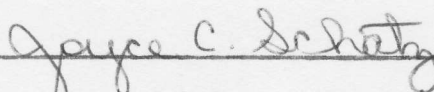
MEMORIAL TREE FOR RUTH SPARROW

On June 20, 1981 Karl and Joyce Schatz purchased a Toba Hawthorne Tree from Oakland Park Nursery. This tree is in memory of Ruth Sparrow and was planted in front of the Rectory at Immaculate Conception Church. Father Schmidt was also present at the time of planting.

A plaque will be ordered and we will have a dedication when it arrives. Those present at the time of dedication will be the Officers of ENBA, Don Sparrow (husband of Ruth Sparrow), Father Schmidt, and perhaps a reporter and/or photographer from one of the local neighborhood papers (The Booster or The News).

The tree is approximately 6 feet high at time of planting and will grow to maximum height of about 30 feet high. It has pink blossoms in the spring, nice color in the fall, and no thorns.

Total cost of the tree with mulch was \$29.53 which will be paid out of the general fund.


Joyce Schatz

June 24, 1981

ON ★ BROADWAY

1981

E.N. Broadway Street Association

Street Association Officers

Woody Herford has been acting President of the E.N. Broadway Association since early last spring when Sue Farmer, the President, moved to Cleveland. The current officers are:

Acting President Woody Herford
Secretary Matina Ross
Treasurer Joyce Schatz

If you have concerns or suggestions about our neighborhood, feel free to contact any of your officers.

City Says It Didn't Mean It

Residents of E.N. Broadway were alarmed recently when they heard that the proposed City Capital Improvement Bond issue would include widening of E.N. Broadway.

The city Planning Division, however, maintains it has not nor does not plan to fund a street widening under the bond issue. The Planning Division says mention of the widening came up as part of an old "needs analysis". A Planning Division staff person says the city considers the E.N. Broadway street widening to be a dead issue.

Nonetheless, Woody Herford, acting President of the Association and Peter Ross attended a public meeting held at Whetstone Recreation Center on June 25 to review the bond plan. They represented the Street Association and spoke in opposition to any suggestion of including a street widening in the plan.

The Clintonville Area Commission also voted unanimously to recommend that any plan to widen the street be removed from any current or future consideration.

City cont.

In order to make sure that the point of view of the residents is clear, the E.N. Broadway Association has sent a letter to Mayor Moody once again telling him of our opposition to a street widening and reaffirming our intention to fight such a move. We have asked him to stand by his commitment to this neighborhood that a street widening will not occur.

W.N. Broadway Battle Looms

Residents of W.N. Broadway, Kenworth and Brighton Streets have organized to fight rezoning of vacant property at 104 -122 W.N. Broadway owned by Bob Daniels Buick from R-3 (residential) to P.D.U. (Planned Development Use).

The new group UNITY - United Neighbors Involved for You - was formed after members of Columbus City Council in direct conflict with recommendations from the Clintonville Area Commission, the City Development Commission and residents of the streets, voted to approve the rezoning request.

The question at issue is not simply whether nine attached townhouses will or will not look nice on the property.

The precedent set by the approval opens the door to multi family development of residential property anywhere in the City. Someone buying a house next door to you or across the street from you, would have the legal precedent to gain rezoning of the land from R-3 to PDU. In other words you could wake up tomorrow with condominiums being constructed next to you.

UNITY will work to collect enough signatures to place a referendum to reverse the City Council decision on November's ballot. If you can help in this effort, contact Bill Merrill at 262-8219.

Ruth Sparrow Memorial

Many of you will be happy to know that in memory of Ruth Sparrow the E.N. Broadway Association has purchased a hawthorn tree and planted it on the grounds of Immaculate Conception Church.

Ruth Sparrow was one of the original group of neighbors who stopped the bulldozers from plowing down the trees and worked for nearly 4 years to prevent the city from widening this street. This effort led to the formation of the E.N. Broadway Association which remains active today. She later represented this neighborhood as one of the first commissioners on the Clintonville Area Commission.

After Ruth's death in 1979, it seemed fitting that the Street Association find some means of honoring Ruth for the leadership, commitment, hard work and love that she gave for the benefit of all of us who live on this lovely street.

A memorial plaque has been ordered and an official dedication will be held at a later date.

Paul Morrill Prints Available

You can support your Street Association and have beautiful art work for your home thanks to the generosity of Paul Morrill.

Mr. Morrill is a resident of the street and before retirement was Associate University Architect of Ohio State University. He is donating prints of his original etchings for the Street Association to sell as a fund raiser.

The prints are beautiful reproductions of his skillful and sensitive renderings of local Clintonville landmarks. Among the buildings pictures are the E.N. Broadway Methodist Church and the first Clinton High School which is now the kindergarten building for Clinton Elementary.

The prints are beautiful and you're sure to want several.

They will be available at the Street Party, August 30 or by telephoning Matina Ross at 2624819.

Price of the prints is \$1.25 each.

Street Party

We missed last summer, but won't let another slip by without a gala street party.

Organizers for the get together are Barbara Rigney, 162 E.N. Broadway and Cathy Cozens, 98 E.N. Broadway.

The date selected is Sunday, August 30. Place and time will be announced later.

The Street Party is pot-luck with beer and lemonade furnished.

It's always great fun to meet your neighbors. You'll be surprised by the wonderfully diverse and interesting people who live on your street. I know we have doctors, lawyers, artists and teachers. I bet we have at least one Indian chief too.

Street Association Membership Drive

At the June annual meeting of the Street Association, the residents attending voted to institute annual Street Association membership dues. The amount decided upon was \$1:00 per house.

The collection of minimal dues will enable the Association to maintain a treasury. This money covers costs of newsletter xeroxing, stationery supplies, street party supplies, and special purposes. It also allows the Association to have funds immediately available should a lawyer's services be needed.

Mary Bornstein volunteered to head the membership drive. All households formally joining will receive a membership card.

So between now and the end of August, you can expect to have a neighbor knock on your door and ask you to join the E.N. Broadway Association. Cost: \$1.00. We hope you'll say "yes".



RONALD J. ROTARU
DEPUTY

CITY OF COLUMBUS
OHIO

DEPARTMENT OF PUBLIC SERVICE
ZIP CODE: 43215

TOM MOODY
MAYOR

ROBERT C. PARKINSON, P.E.
DIRECTOR

August 14, 1981

Forest G. Herford, President
East North Broadway Association
150 E.N. Broadway
Columbus, Ohio 43214

Dear Mr. Herford:

Your letter to Mayor Moody, regarding the Bond Package, was forwarded to me since the Division of Streets and Highways is part of the Department of Public Service.

I am not sure where you received the information that the E.N. Broadway widening was included in the Bond Package; however, I want to assure you that this is totally erroneous and that there never was any intent of the city to include this project.

I have attached a copy of our priority listing of projects, that we hope to fund with the Bond Package, and you will note, as you review that list, that the E.N. Broadway widening is not included.

I hope that you will see that this corrected information is forwarded to those people who have received the incorrect information so that there will be no misunderstanding concerning the Bond Issue.

I appreciate your writing this letter so that we can have a chance to clear up the incorrect information.

Very truly yours,

Robert C. Parkinson
Robert C. Parkinson, P.E.
Director

RCP/bal

cc: Mayor

attachment

July 6, 1983

Dear Father Schmidt,
on behalf of the East North
Broadway Association, I would like
to thank you for your kindness and
support shown to us over the years.

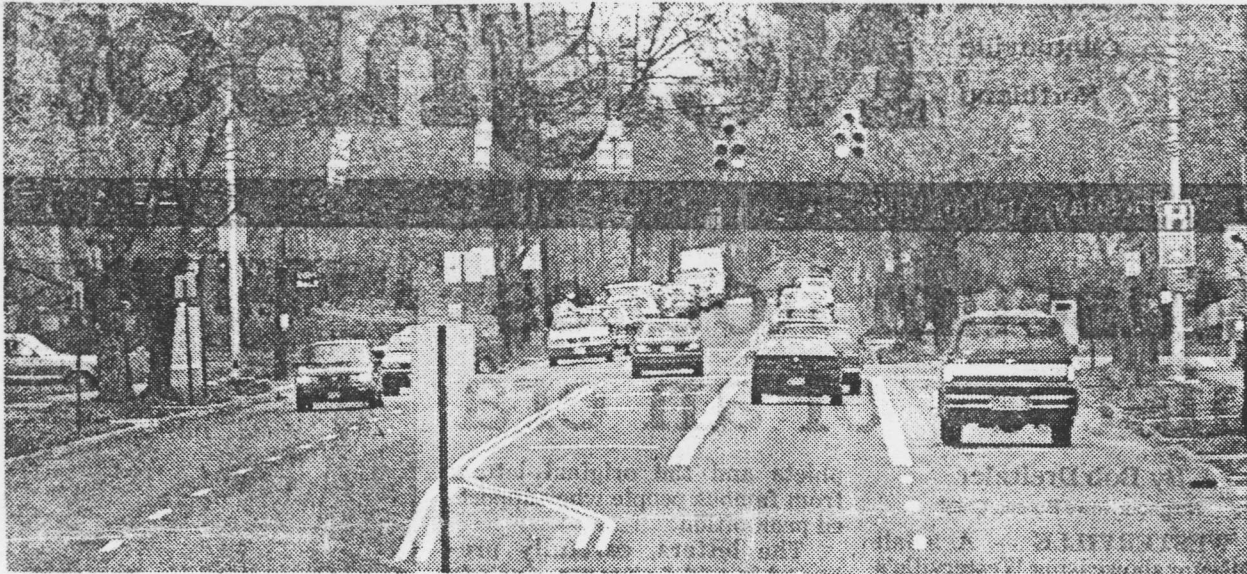
You were never hesitant to offer
your assistance when there was a
need.

I'm sure you will be greatly
missed by the neighborhood - but
especially by the Street Association.
We wish you the best!

Sincerely,

Joyce Scholz

on behalf of the East North Broadway
Association



NeighborNews photo by Tom Sines

E. North Broadway at Indianola Avenue will be widened to improve traffic flow

Meeting focuses on corners

By Matthew B. Marx

Of The NeighborNews Staff

CLINTONVILLE — Plans to widen E. North Broadway at Indianola Avenue and at High Street will be discussed at the Clintonville Area Commission meeting Thursday.

The goal is to create additional lanes for eastbound and westbound traffic by widening the corners at each intersection, said Steve Welk of the Columbus Traffic Engineering Division.

Welk will present the plans during the meeting, which begins at 7:30 p.m. in the multipurpose room of the Whetstone Library, 3909 N. High St.

While no trees are expected to be removed for the project, Welk said nothing is definite.

"The plan was developed with saving the character of the area in mind," Welk said.

A representative from the Ohio Division of Transportation will discuss possible effects that the I-71 resurfacing project will have on Clintonville.

The current proposal is to take southbound I-71 traffic off at Cooke Road and run it down Indianola, said Jim Gregory, planning and design engineer for ODOT District 6.

That would be cheaper and less

hazardous than keeping one lane open on the highway, Gregory said.

"The whole objective is to reduce construction costs, delays and traffic problems," Gregory said. He estimated the project would take two years.

There will be two zoning hearings during the meeting. Larry Gunsorek of Anchor Car Wash Systems will ask the commis-

sioners to allow retail space for a sit-down restaurant that may serve alcohol at 2975 N. High St.

Jon E. Starr is requesting a variance for an existing storage shed at 5263 Rush Ave.

Also during the meeting three Ohio State University landscape architecture students who studied and sketched Clintonville as part of a class project will present their finished work.

PLEASE BE SURE TO ATTEND THIS IMPORTANT MEETING -- THURSDAY, 4-6-89, 7:30 PM AT WHETSTONE LIBRARY.

LOCAL

OBITUARIES/PAGE 6
VITAL STATISTICS/PAGE 7
TAKING A CLOSER LOOK/PAGE 7



I-71 detour plan would use Indianola, Summit

By Matthew B. Marx
Dispatch NeighborNews Reporter

A proposed detour for southbound traffic on I-71 would use Indianola Avenue and Summit Street during reconstruction of a North Side section of the interstate next year. The proposed rerouting will be discussed in a joint meeting of six area commissions April 19.

The Ohio Department of Transportation and city traffic engineers developed the proposal. It calls for half of I-71 from Cooke Road south to I-670 to be closed much of next year.

Road work would not be done, however, during the winter and the Ohio State Fair.

Northbound I-71 traffic would use the southbound lanes. Southbound traffic would be detoured west on Cooke Road, south on Indianola Avenue, east on Hudson Street and south on Summit Street to I-670.

THE RECONSTRUCTION is to begin next year and may take two years, said James Gregory, planning and design engineer for the state Department of Transportation. He hopes contracts can be awarded by the end of this year.

"It is our objective to keep the construction time as short as possible," Gregory told residents at a Clintonville Area Commission meeting Thursday.

Karl Schatz of 483 E. North Broadway said the plan does not make sense.

"It may be safer for construction workers, but it will be an unsafe condition for pedestrians," Schatz said. "I can't imagine Indianola being turned into an interstate. It is like putting sidewalks on a highway. This is more

"This is more than a minor inconvenience. It will take two years."
— Karl Schatz

than a minor inconvenience. It will take two years."

The impact of the proposed detour on the neighborhoods will be discussed by six area commissions at 6 p.m. April 19 in St. Stephen's Church, 30 W. Woodruff Ave. The commissions represent Italian and Victorian villages, North and South Linden, Clintonville and the University area. Representatives of the city and the state Transportation Department are expected to attend.

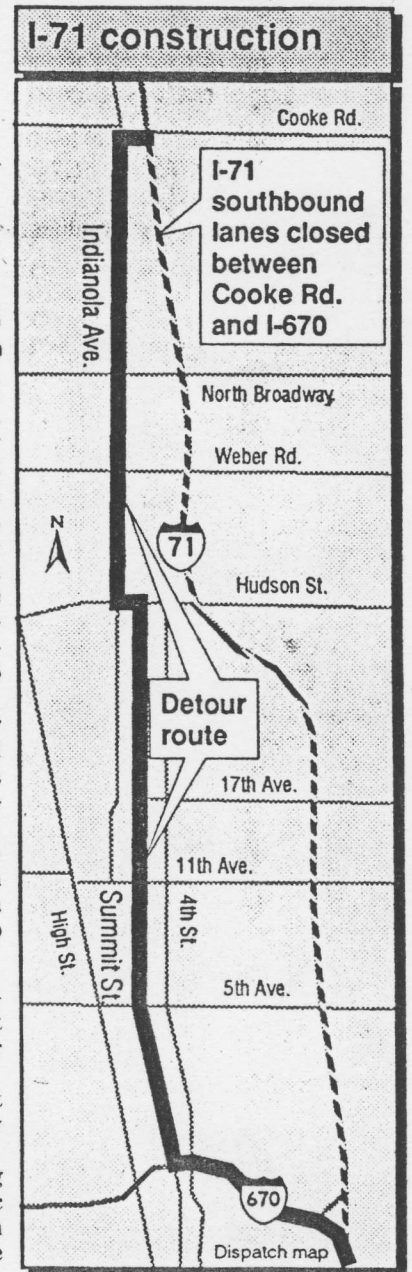
Traffic on the proposed detour would adversely affect parking and safety in the neighborhoods, Barbara Covert, of the University Area Commission said.

"This has never been done before — to totally reroute traffic in an urban area," Covert said. "We think people in all areas will be affected. It will tear up all the roads."

ALTERNATIVES, SUCH as closing I-71 at I-270, will be considered, but the proposed plan is the best one for the common good, Gregory said.

"There are a lot of people who use it (the interstate) daily," he said. "They pay their highway taxes."

Dick Meyer, city traffic engineering associate, said the average daily traffic on Indianola Avenue was 17,400 cars in 1988 and has probably increased since then.



APRIL 18, 1989

Mayor says no to I-71 detour on Indianola

1989

Rinehart tells service director to come up with better plan

By Alan Johnson
Dispatch City Hall Reporter

Mayor Dana G. Rinehart wants to nix plans to reroute I-71 traffic onto Indianola Avenue during freeway repairs. "We're not going to use Indianola as a relief valve for I-71," Rinehart said. "I told (Service Director) Gisela Rosenbaum to come up with a better plan."

With I-71 north of Downtown scheduled to undergo extensive reconstruction in the next two years, the city engineer's office and the Ohio Department of Transportation have suggested detouring traffic through Clintonville.

The plan proposed for 1990 calls for rerouting southbound traffic from I-71 onto Indianola Avenue at Cooke Road.

Traffic would then proceed south on Indianola to Hudson Street and then south on Summit Street to I-670 and back to I-71.

Northbound I-71 traffic would be switched to the southbound lanes during construction.

State and city engineers say the detour is a logical, if troublesome way to get traffic off the freeway.

But the Indianola detour plan triggered protests from Clintonville residents who complained about the danger, noise and street damage a high volume of traffic would bring.

Rinehart, who lives in Clintonville, has joined those protesting the plan even though it has the backing of one of his administrative departments.

"We're just not going to do that," Rinehart said. "We've got to come up with an alternative."

"That road isn't wide enough. There are schools on that street, a day-care center, senior citizen housing, a park, and a lot of houses close to the road."

"The street was just not designed for that kind of traffic."

Rinehart said the city undoubtedly would have to resurface Indianola Avenue because of damage it would sustain while being used as a detour. Indianola from E. North Broadway to Hudson Street was recently resurfaced, he said.

Rosenbaum said after hearing Rinehart's orders that the matter will have to be discussed with state officials before a final detour decision is made.

B-1

APRIL 18 1989

Col's. Dispatch

April 19-1989

State holds out for Indianola-Summit detour

By Matthew B. Marx
Dispatch NeighborNews Reporter

Rerouting traffic onto Indianola Avenue and Summit Street during reconstruction of I-71 on the North Side may not be popular, but it is the best possible solution for all concerned, Andrea Hernandez, Ohio Department of Transportation spokesman, said yesterday.

The neighborhood streets can handle traffic from the proposed I-71 detour because they are part of Rt. 23 through the city, said Hernandez and James Gregory, planning and design engineer for the department.

The plan calls for rerouting southbound I-71 traffic onto Indianola at Cooke Road, south on Indianola, east on Hudson Street and south on Summit to I-670. Northbound I-71 traffic would be switched to present southbound lanes.

This would happen in 1990 when construction is to begin.

Service Director Gisela Rosenbaum met with city and state engineers yesterday to discuss alternatives. Mayor Dana G. Rinehart had told Rosenbaum to come up with a better detour plan.

HERNANDEZ said one reason the detour was chosen was that Indianola and Summit have handled greater traffic in the past. The plan is not etched in concrete, however, Hernandez said.

"Indianola is a state route first and an urban street second," Gregory said.

The plan will be discussed by six area commissions and representatives of the city and the state at 6 p.m. today in St. Stephen's Episcopal Church, 30 W. Woodruff Ave. The commissions represent Clintonville, Italian and Victorian

villages, North and South Linden, and the University area.

Mark Hatch, University area commissioner, said residents may attend but will not have an opportunity to speak.

THE DETOUR plan was developed by state transportation department and city traffic engineers to reduce construction time on the northbound lanes. Although the project is expected to take two years, the detour would not be needed more than eight months, Gregory said last week.

Gregory said the detour would be in use from March to July next year. Construction would be suspended during the 1990 Ohio State Fair. The detour would resume after the fair until November. The detour would not be needed in the

second year of the project, he said.

If southbound traffic were to be limited to one lane on I-71, congestion would be greater and would last longer, Gregory said. "Our experience is traffic finds alternate routes. The construction time would increase significantly if there were a lane open on the highway."

The average daily traffic count in 1986 at Indianola Avenue and Cooke Road was 11,160 cars. The count at Summit and I-670 was 12,580.

At I-71 south and Cooke Road, the average daily traffic count in 1986 was 104,480 cars. At I-71 and I-670 it was 124,810.

Gregory said figures have increased since 1986.

Indianola-Summit is the shortest parallel route to I-71, Bob Smith, city expressway engineer, said.

The Columbus Dispatch

April 19, 1989

Pg. D1

Indianola detour makes sense,

Service Director Gisela Rosenbaum continues to back a plan to detour I-71 traffic onto Indianola Avenue, despite the objections of her boss, Mayor Dana G. Rinehart.

"It's efficient, it's safe, and it's exactly what should be done," Rosenbaum said yesterday. Rinehart has told Rosenbaum to come up with another plan, and City Engineer Joseph Ridgeway said yesterday the city will investigate other routes.

But Rosenbaum said that other routes are impractical.

ROSENBAUM SAID she has been discussing the I-71 reconstruction and detour plans with Ohio Department of Transportation officials for a year.

"It would be advantageous to go with the Indianola detour," she said. "I'm asking people to look at it unemotionally."

As for the mayor's objections, Rosenbaum said, "I respect the mayor's wishes. But he lives in that neighborhood. It's a turf issue."

Plans developed jointly by the city and state call for rerouting southbound

**"No matter how it's done,
it will cause problems."**

— Wayne Kauble

traffic onto Indianola at Cooke Road during the 1990 freeway repairs. Traffic would be detoured south on Indianola, which is designated as Rt. 23 through part of the city, then east on Hudson Street and south on Summit Street to I-670.

Northbound I-71 traffic would be switched to the southbound lanes while the northbound lanes are reconstructed.

Rosenbaum said signs would be posted on I-71 at I-270 to warn motorists of the freeway closing, thus directing some traffic onto I-270 and limiting the detour to local traffic.

BUT CLOSING off interstate traffic at I-270 would only alleviate a portion of traffic, James Gregory, transportation department planning engineer, said.

About 90,000 motorists who use I-71 south each day to go Downtown come from within I-270, he said.

A 1986 traffic count showed an average of 104,480 cars per day travel on I-71 at Cooke Road.

Rinehart, who lives in Clintonville sides with area residents who say rerouting traffic through the largely residential area would be dangerous, cause traffic congestion, and damage newly resurfaced city streets.

State officials are confused.

Wayne Kauble, assistant director for highways at the Ohio Department of Transportation, said the Indianola detour was the product of "mutual consideration by the city and ODOT. We would not do something without the city's consent."

Kauble said the state is looking at alternate routes. But, "No matter how it's done, it will cause problems."

If the state maintains traffic on I-71 during construction, the work will stretch out an additional 1½ to 2 years, Kauble said. Traffic could be maintained by combining northbound and southbound traf-

The Columbus Dispatch Thursday April 20, 1989

service director says

fic on one side of the freeway while the other side is rebuilt.

Alternatives could include detouring traffic to High Street or Rt. 315 or not posting a specific detour route.

BUT OFFICIALS say all options are flawed. High Street is already congested, Rt. 315 is congested and due for construction next year, and not posting a detour, or posting multiple detours, would be confusing to motorists.

City traffic engineer James V. Musick said that regardless of what route is declared the official detour, many motorists will automatically use Indianola, High Street, or Rt. 315.

State Rep. Mike Stinziano said the detour plan is unrealistic.

"That decision was reached by engineers in a very sterile vacuum without talking to city leaders. Given the concerns the city has expressed the decision is totally wrong," he said.

Columbus has the power to reject the plan even though Indianola and Summit are part of a state route, because it is a "home rule" city, Stinziano said.

Once the state route crosses into Co-

lumbus, it is under the city's jurisdiction, he said.

Before I-71 was opened, Indianola Avenue and High Street were major north-south arteries. Indianola was designated as Rt. 23, a state highway, between Downtown and Morse Rd. on Aug. 15, 1955, before the 3rd Street viaduct was built linking 3rd and Summit streets. Those two streets became one-way southbound from Hudson Street and N. 4th Street was one-way northbound.

Making the streets a state highway qualified the viaduct project for \$1.73 million in federal money of its \$2.5 million construction cost. The viaduct was built in 1957-58.

Ridgeway and state Department of Transportation representatives will meet with area commission chairmen and neighborhood groups to discuss the detour at 5 p.m. Monday in City Hall.

Dispatch reporters Alan Johnson, Duane St. Clair, Matthew B. Marx and Jeff Long contributed to this story.

FRONT PAGE

Where will they bite?

Doors columnist Tom Porch has a weekend preview of the city's hot fishing spots.

7B



A cultural cornucopia for kids this summer

Here's where to find arts classes in Columbus, from drama to drawing and batik to band.

1F

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Crossword	4 F	Obituaries.....	9 C	TV-Radio	11 F

CD says:

Mayor Rinehart had no trouble showing Gisela Rosenbaum which road was the fastest out of town.

The Columbus Dispatch

OHIO'S GREATEST HOME NEWSPAPER

HOME
FINAL

FRIDAY, APRIL 21, 1989

35 CENTS

I-71 detour flap costs Rosenbaum her job

By Alan Johnson
Dispatch City Hall Reporter

When he hired Gisela Rosenbaum in December 1983, Mayor Dana G. Rinehart described her as a "tough lady" whom "nobody's going to push around."

Yesterday, Rinehart fired Rosenbaum as city service director after she disagreed with him over plans to use Indianola Avenue and Summit Street as a detour during I-71 repairs next summer.

City Engineer Joseph Ridgeway was named acting service director.

- **Engineers travel rocky road in search of detour, Page 4 C**
- **Subordinates praise their ex-boss, Page 11 C**

Rosenbaum, an outspoken administrator who sometimes wore a mink coat on visits to city trash collection stations, could not be reached for comment.

Shortly after meeting with Rinehart about 7:30 a.m. yesterday, Rosenbaum cleaned out her office and left City Hall.

"She said she's not talking to anyone for a few days," one of

her staff members said.

A man who answered the door at Rosenbaum's house in Victorian Village last night wouldn't say where she was but said she will have a statement on Monday.

"She wants to get her thoughts together," he said. "She doesn't want to speak emotionally."

Officially, the word from the mayor's office was that Rosenbaum and Rinehart agreed she should resign because of "differences in management style."

"We had a strong difference

of opinion," Rinehart told reporters in an impromptu press conference after he attended an assault-weapons demonstration at the Columbus Police Training Academy.

"We mutually felt it was a good time to part company."

Rinehart called Rosenbaum, whom he hired away from an executive position with Lazarus, a "first-class lady."

"I have the highest respect for her," he said. "She's done a super job for the people of Columbus."

But Rinehart said Rosen-

baum was "insensitive" to neighborhood concerns about the I-71 detour.

Rosenbaum and Ohio Department of Transportation officials supported the detour plan, devised by city and state officials, as the safest and most efficient way to reroute traffic.

But Clintonville residents opposed the plan, saying it would turn a city street into the "Indianola 500." Rinehart, who said

Please see
ROSENBAUM next page

he learned of the plan only recently, announced his opposition to it last week. He lives at 103 E. Como Ave. in Clintonville.

Earlier this week, Rinehart ordered Rosenbaum to come up with alternate detours.

Rinehart was angered by Rosenbaum's comments in a story in yesterday's *Dispatch* in which she said the Indianola plan is "exactly what should be done."

Rosenbaum said in the story, "I respect the mayor's wishes. But he lives in that neighborhood. It's a turf issue."

Rinehart telephoned a *Dispatch* reporter about 7:30 a.m. yesterday, during his meeting with Rosenbaum, to ask about quotes attributed to Rosenbaum. Assured the quotes were accurate, Rinehart hung up. Minutes later,

Rosenbaum was fired.

Rinehart said he is not fighting the Indianola detour plan because he lives in Clintonville.

"The entire city is my neighborhood," Rinehart said.

Rosenbaum has been rumored to be job-hunting for the past year or so. One city source said she may be in line for an administrative position at the Ohio Department of Transportation.

Rosenbaum's firing shocked some City Council members.

Councilman Ben Espy said, "It's a sad day for Columbus when somebody is fired because they disagree with the mayor. People in the Rinehart administration who have been involved in possible criminal activities received better treatment than she did."

Council President Jerry Ham-

mond said Rosenbaum was an "extremely competent" administrator. "She got a lot of things done," he said.

Joseph Zag, refuse collection administrator, said Rosenbaum had a "very warm, personal relationship" with refuse workers.

"She took the time to come out here at 6:30 in the morning," Zag said. "She did a lot of things to improve the image of the division, including the Refuse Collectors Ball. She was very visible, very

active. That's what the people thought about her."

William Denser, who was city garage superintendent, said Rosenbaum three years ago he accused her of "vile, degrading and superficial stewardship" in her departure.

"However, I'm not sure if Denser, who later was another city job. "My meeting with the mayor three years ago that Gisela was not a team player."

MAY WE HELP YOU?

To report a news event, please call the editor whose name is listed at the top of each section front.

If your *Dispatch* does not arrive, call 461-5100 before 9:30 Monday through Friday and before 10:30 a.m. Saturday and Sunday. Out-of-Town subscribers call toll-free 1-800-282-0263 ext. 5100.

NeighborNews

Our neighborhood newspapers are published on Wednesday. Information about neighborhood events can be submitted by phone. NeighborNews: northwest, 469-6061; northeast, 469-6057; east, 469-6028; west, 469-6032; south, 469-6024; metro, 469-6020.

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The Columbus Dispatch

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**Gisela Rosenbaum:
A public servant who wore mink.**

Background: Born in Stuttgart, West Germany; educated University of Lausanne, Switzerland
Age: 51

Job: Columbus service director, 1984 - yesterday. April 20.

Salary: \$64,126

Previous jobs: 24 years in retailing including stints at Garfinckel's, Washington; Abraham & Straus, New York City; The Union and Lazarus in Columbus.

Good works: Initiated mechanized trash collection and color-coding of trash collections, started pilot recycling program, cleaned up Municipal Garage problems.

Described as: Tough, outspoken, competent, abrasive, a no-nonsense person, "fire and ice" and a classy woman who wears a mink.

Speaks: German, French, Italian.

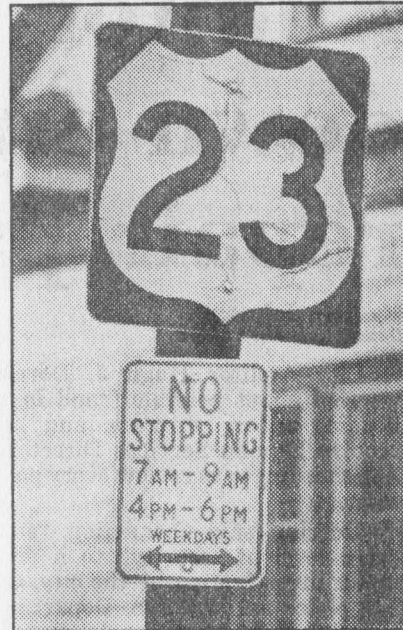
Quotable quotes: On German Village street repairs: "Let them chew on their bricks."

Famous last words: On the I-71 detour, she said the mayor "lives in that neighborhood. It's a turf issue."



Dispatch graphic by Doug Miller

'Not In Our Neighborhood'



Sign on Indianola Avenue

I-71 detour would bring dirt, noise and danger to Clintonville, residents fear

By Debera Bell
Dispatch Staff Reporter

Talk at the Crest Tavern has turned to detours.

At the Crest, on Crestview Road at Indianola Avenue, people come in for a quick drink, maybe dinner, or to throw a few darts in the back room. They talk about their business and everyone else's.

Clintonville has clout, Page 1 B

notice urging customers to attend are taped to the counter. An extra-large "I-71 Protest" T-shirt depicts a semi-truck running over a detour sign and on the heels of a bicyclist.

Signor and his partner, Joe Demshar, recently spent more than \$10,000



come in. I don't even have to ask them what they want to drink."

Recently, over their drinks, they were considering an Ohio Department of Transportation plan to close the southbound lane of I-71 for 1990 freeway repairs. Traffic would be rerouted south onto Indianola Avenue at Cooke Road, with a dogleg east on Hudson Street and south on Summit Street. The idea raised such a protest that city and state engineers are ready to look at other options with community leaders.

Residents who live on tree-lined side streets along the proposed route fear they would be unable to make their way onto Indianola, Summit or High Street, which would be expected to help shoulder the burden. Some believe their streets would be used as cut-throughs for drivers trying to reach High from Indianola. They fear for their children's safety and the value of their property.

"It's efficient, it's safe, and it's exactly what should be done," said Gisela Rosenbaum before she was fired Thursday as city service director. She had called Mayor Dana G. Rinehart's opposition to the plan "a turf issue." Rinehart lives on E. Como Avenue in the area.

The Clintonville area is a sit-on-the-porch, go-for-a-walk kind of place.

Many folks believe their evening respites would be ruined by noisy, polluting freeway traffic.

Dabe said the neighborhood bar would change if new traffic brings new faces. She and the regulars are "afraid outsiders will take over."

Tim Mann, who lives a few houses from the tavern, walked in and pointed at Dabe. "She knows what I want."

Besides a drink, Mann wanted the "ill-conceived and harebrained idea" dropped.

"This is a quiet neighborhood — that's one of the reasons we chose it," he said. Mann calls the area a suburban community in the heart of the city.

"We stroll. We sit. We barbecue."

Mann and his wife, Beth Stevenson, have gone door to door, spreading their alarm. Stevenson made and posted "Stop I-71" signs along Indianola.

"It's going to be a disaster," said Buddy Signor, co-owner of Top Priority Pizza, 2577 Indianola Ave.

A newspaper story and a meeting

there. I'm going to want to sit down," Signor said.

The restaurant throws open its doors in the summer; it has no air conditioning. Many of his customers walk up.

"How would you like to walk along there with four lanes of traffic flying by?" Demshar said. He stepped outside and looked toward Hudson Street.

"There's no way trucks will be able to negotiate that 90-degree left turn." He turned and looked across at the house-lined avenue. "How are these people going to sleep at night? It's too much for one neighborhood."

Farther north, at 3450 Indianola Ave., the Olympic Swim and Racquet Club will open its pool May 27. Manager Jim Criswell said the pool will be packed with children come summer.

"In the winter, it would be a inconvenience. In the summer, it would be a hazard," he said of the rerouting.

Traffic is steady but picks up at 3:30 p.m., when eight Columbus elementary and middle schools and several private schools along Summit and Indianola turn out their charges.

Children sprint or ride skateboards or bikes across the streets. Buses carry some, but hundreds of children walk.

If the detour goes through, Columbus Public Schools will hire crossing guards to watch children before and after school, said Beverly Gifford, a spokesman for the district.

Bill Clarke and his wife, Lori, do it free now.

Three times a day they leave their home on Blake and High streets to stop traffic in the school crossing at Tompkins Street and Indianola. They began about three months ago, after a Medary Elementary School boy was hit crossing Indianola.

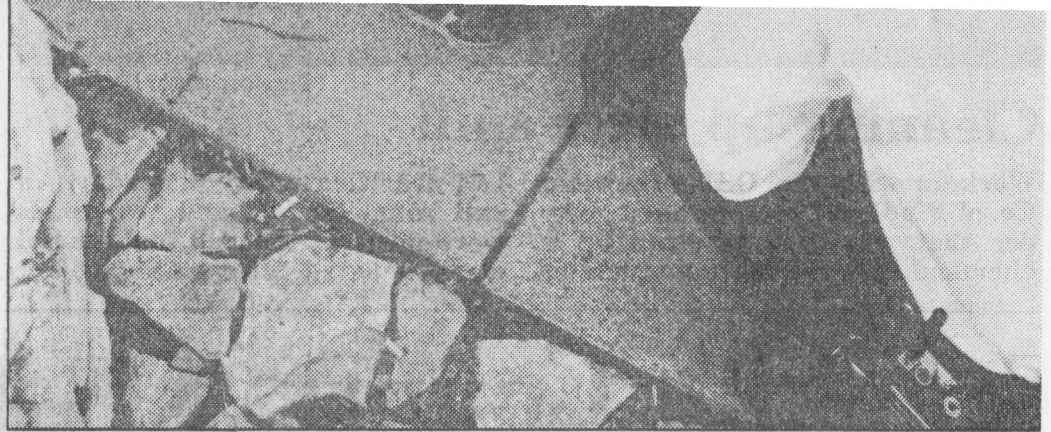
Next year, their 12-year-old daughter, Cynthia, must cross Indianola and Summit to walk to Indianola Middle School, and that worries the Clarkes.

"If they put I-71 through Indianola, there's no way we can stop traffic. I've almost been hit five times," he said.

Four-year-old Michael Donohue was struck by a car Wednesday evening, his mother, Theresa Donohue, said. A car turning off Summit broke Michael's leg, she said.

Summit already has enough traffic, she said.

"I hope they don't do it."

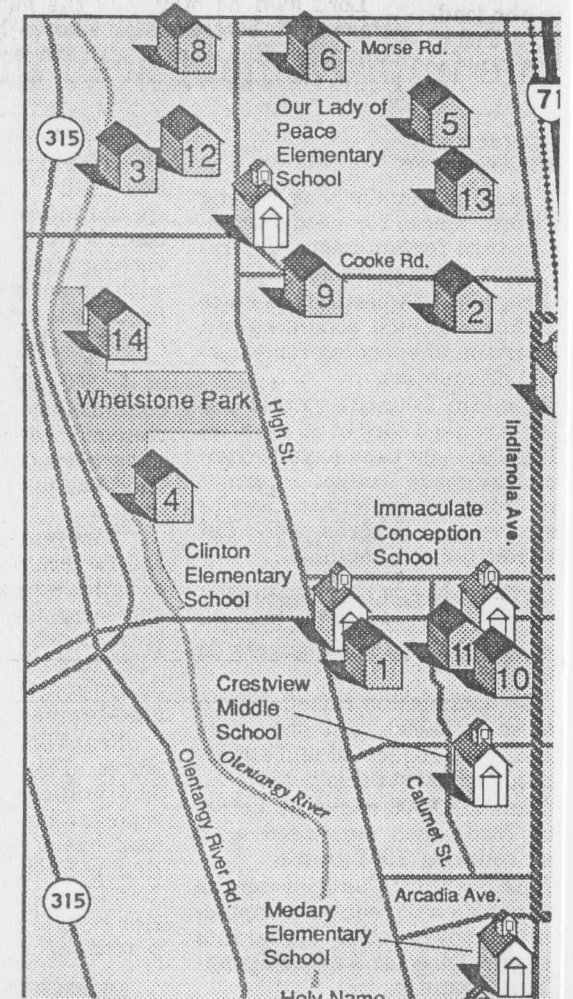


Paramedic Rob Tury checked Michael Donohue, 4, after Michael was hit by a car Wednesday at Summit Street and Lane Avenue. Police Officer

Kevin Justice was in Edie Arnold, left, and Michael's mother, Theresa



Chad Hanson rides his scooter on Clinton Street near his home on a sunny spring day



will see tonight's performance on the house. And accountants KMPG Peat Marwick picked up the tab for 200 who will see a Morning at the Ballet performance for school kids on Monday.

PEOPLE PATTERN — JCPenney publicist Gail Barge is back in town this weekend. The lady who was promoted to a national marketing job in Dallas was honored by the Metropolitan Democratic Women's Club at a dinner last night. ... Haberdasher Chuck Smalley has been named regional manager for the two Gentry Shops in Columbus.

Veterans Service Commissions were created in the counties 103 years ago.

Some rural counties are making efforts 20 to 30 times greater than Franklin County to help veterans.

Rep. Michael Fox, R-Hamilton, who compiled the 1986 statewide study, said Ohio's county commissioners have gradually and improperly turned a 1900 tax levy for veterans into cash for their own pet projects.

"I've been told you get on a veterans commission by agreeing not to spend the money," Fox said.

FRANKLIN COUNTY Commissioner Dorothy Teater said the county's low ranking may show veterans' needs are being met by other agencies, including the Red Cross, United Way, welfare and the Veterans Administration.

County administrator Jeff Cabot disputes statements that the veterans commission was automatically entitled to any of the levy proceeds. The money was used legitimately for other county programs, including aid to senior citizens and the handicapped, he said.

One provision of the 1900 law required ward and township offi-

Perry	26,558	3,710	7.16	41	Pike
Licking	114,999	16,740	6.87	42	Gallia
Columbiana	103,328	15,130	6.83	43	Noble
Pickaway	31,218	4,720	6.61	44	Vinton

Source: State Rep. Mike Fox, 1986 survey

cial to certify budget needs for veterans, but that provision has been disregarded for years, giving the county commissioners an opening to deny any spending for veterans, Cabot said.

Fox said almost every county commission has gutted the law that started helping Civil War

veterans and their dependents. Despite creation later of a welfare system and special veterans programs, the program is not more today for survivors of or recently deceased veterans. World War II and Korea and Vietnam veterans and their families, Fox said.

Clintonville has often fought for what it wants —

By Debera Bell
Dispatch Staff Reporter

Clintonville has clout.

Residents and officials alike say that when these neighbors feel threatened, they rally.

"They can be a sleeping giant that's best left sleeping," said John DeFourny, a Clintonville Area Commission member since 1979.

And when the giant speaks, the city listens.

"I never saw the City Council vote against a chamber of people," said Franklin County Commissioner Dorothy S. Teater, a Clintonville resident since 1957. She was on the Columbus City Council in 1980-1985.

"If they get galvanized and organized,

they're very powerful," Teater said.

Clintonville residents have done just that, she said.

Residents have signed petitions and met with area commissions and city and state officials to protest a proposed I-71 detour during freeway repairs in 1990. Southbound I-71 traffic would leave the interstate at Cooke Road and go south on Indianola Avenue, east on Hudson Street and south on Summit Street to I-670.

Many believe the detour through their largely residential area would be dangerous, cause traffic congestion and damage newly resurfaced streets.

The outcry has been loud, and officials are considering alternatives. Residents and representatives of six area commissions are to meet with city and state

officials at 5 p.m. Monday in City Hall.

"They've picked the wrong group of people to mess with," said Beth Stevenson, who lives one block off Indianola on Crestview Road.

She has handed out fliers protesting the proposed detour and has posted "Stop I-71" signs along Indianola Avenue.

"If they try to ram it down our throats, I'm sure enough people will shell out \$20 apiece to hire a lawyer," she said.

Debbie Rudy, who lives on Indianola Avenue, said she would join such a legal venture. "We're prepared to do anything to stop this."

The North Side historically has responded to what residents see as threats to their community, said Philip S. Jastram, a Clintonville Area Commission

member since 1975. "They've shown a willingness to get out and work to protect their collective interest," he said.

Here are some issues Clintonville has fought:

- Columbus voters rejected construction of a bridge over the Olentangy River to link Bethel and Morse roads in 1968. It was brought to a vote by a petition circulated in the Clintonville area.

- Clintonville area residents took the city to court in 1974 over a move to widen E. North Broadway, and they won.

- Columbus voters overturned a rezoning decision by the City Council in 1981 that would have allowed town houses on W. North Broadway. Almost 13,000 signatures were gathered on a petition by Clintonville area residents.

Sunday April 23, 1989

Columbus Dispatch

Pg. B1

12,550	0.77	84
864	2,530	0.34
200	3,300	0.06
NA	1,280	NA
NA	1,270	NA

Dispatch graphic by Doug Miller

pendents. "I think the state should provide some guidance, perhaps through the Office of Veterans Affairs, which is really only a paper tiger now," Sprankel said. "We have a band of different drummers, and nobody is there to get the band together to play the same type of music."

— and won

If City Hall takes on Clintonville over the proposed detour, the Columbus front line could be thin.

Mayor Dana G. Rinehart lives in the area on E. Como Avenue, between Indianola Avenue and High Street. Rinehart fired Service Director Gisela Rosenbaum last week after she called his opposition to the proposed detour "a turf issue." His neighbors include 13 city, state and county officials.

Michael Cull, spokesman for the Ohio Department of Transportation, said, "ODOT won't go against what the city wants, and the city is the mayor."

Residents tell why they oppose detour, Page 2 B

Clintonville has often fought for

Clintonville residents have done just that, she said.

Residents have signed petitions and met with state commissions and city and state officials to protest a proposed I-75 detour during freeway repairs in 1990. Neighborhood I-75 traffic would leave the interchange at Cooks Road and go south on Indianola Avenue east on Hudson Street and south on Summit Street to I-75.

Many believe the detour through their largely residential area would be dangerous cause traffic congestion and damage newly resurfaced streets.

The county has been loud and effective in considering alternatives. Residents and representatives of six school districts are to meet with city officials.

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Barney April 23, 1989

The Columbus Dispatch

OHIO'S GREATEST HOME NEWSPAPER

THURSDAY, APRIL 27, 1989

City outlines no-detour I-71

By Scott Powers
Dispatch Staff Reporter

Two lanes of traffic should be maintained in both directions on I-71 next year when freeway repairs begin, city officials recommended yesterday.

State officials are expected to go along with the proposal. It replaces a plan that would have closed the freeway in one direction and detoured southbound traffic onto Indianola Avenue and Summit Street.

Mayor Dana G. Rinehart and acting Service Director Joseph Ridgeway yesterday announced the proposal for handling traffic during the rebuilding of I-71 from Downtown to Morse Road. They warned that freeway traffic will move slowly during construction and that side streets will get overflow traffic from frustrated drivers.

City officials called for road work up to 24 hours a day if necessary to meet a deadline of October 1991, when the city's 1992 celebration is to begin.

Ridgeway said he discussed the traffic plan with Ohio Department of Transportation officials earlier this week, and

City officials called for road work up to 24 hours a day if necessary to meet a deadline of October 1991.

they agreed with it. State officials said they will consider the request for round-the-clock road work.

"I think we're going to be able to meet our challenge," Rinehart said.

DETAILS OF the city's recommendation are:

- Reconstruction of I-71 between I-670 and Morse Road would begin in spring of 1990.

- The two inside lanes on both sides of the freeway would be reconstructed first. The outside two lanes in each direction would carry traffic. Where I-71 is three lanes in each direction, the

berms would be reinforced to create temporary fourth lanes for traffic.

When the interior lanes are completed, traffic would shift onto them and the outer lanes would be rebuilt.

- Signs would be placed on I-71 and I-70 outside I-270 telling through traffic to use the Outerbelt.

- Speed limits would be reduced on I-71 in the construction area.

RIDGEWAY SAID there is no guarantee the freeway can be rebuilt by October 1991.

"We don't have enough expertise to know," Ridgeway said. "We are hoping we can get it done in two years, but it's really on a construction schedule to be done in three years."

The construction is expected to cost about \$20 million, with the federal government paying 80 percent and the state and city each paying 10 percent. The state will have to rework construction schedule plans, and a final cost estimate will not be available until the consultants are finished, Ridgeway said.

The I-71 heavily clogged traffic in Clintonville. When it was proposed it, a successor, Governor Kasich, quoted a study based in part on the Clintonville

The road is much local streets, but it was formally approved

I-71 next year. When the road was first proposed, it was half during

The road will include reconstruction of the roadways, drains, inlets, and outside edge drains.

The freeway and has been previously rebuilt

I-71 cost rising by millions

Flap over detour may also slow interchange work

By Alan Johnson
Dispatch City Hall Reporter

The cost of reconstructing I-71 is expected to jump by \$8 million because city officials shot down a plan to close the freeway and detour traffic through Clintonville during repairs.

As result of the cost increase, state mondy for another highway project, the Spring-Sandusky interchange, may be delayed, state officials said.

Bernard B. Hurst, director of the Ohio Department of Transportation, told the city that the cost of the I-71 project, originally estimated at \$20 million, is expected to increase to \$28 million.

HURST, IN a letter to the city, said the cost increased because the city wants to maintain two lanes of traffic on the freeway while it is being rebuilt.

Hurst said maintaining traffic will require more time and labor.

The transportation department had wanted to close one side of the freeway. Southbound I-71 traffic would have been detoured at Cooke Road onto Indianola Avenue and Summit Street.

But Clintonville residents objected, saying the detour would create a traffic hazard.

Mayor Dana G. Rinehart, who also opposed the detour, could not be reached for comment last night. Traffic will be reduced to two lanes on I-71 between Morse Road and Downtown from the spring of 1990 until at least the end of 1991. The Indianola-Summit detour would have been in effect nine months.

The federal government was to have paid 80 percent of the rebuilding costs and the state 20 percent. But the increased cost will be paid solely by the state, Hurst said.

THE CITY must pay the estimated \$50,000 cost of revising I-71 plans because of the elimination of the detour, Hurst said.

Hurst said the state "quite possibly" may have to delay paying for part of the \$130 million Spring-Sandusky interchange because I-71 will cost more.

The Spring-Sandusky rebuilding project, where Rt. 315, I-670 and Rt. 33 come together on the west edge of Downtown, is to start in early 1990, with completion slated in 1994-95.

The completion date could be delayed by a year if the state shifts the \$8 million.

"The money has to come from somewhere," said Wayne Kauble, an assistant director for highways in the state transportation department. "It wouldn't seem reasonable to take it from projects in other parts of the state."

City Service Director Joseph Ridgeway said, "It's not going to stop the Spring-Sandusky project, or delay the start of it."

June 1993

ALERT ! ALERT ! ALERT ! ALERT !

CLINTONVILLE RESIDENTS

PREPARE TO SPEAK UP TO SAVE OUR NEIGHBORHOOD

The Clintonville Area Commission (CAC) is reviewing a suggestion to add a southbound turn lane at the intersection of High St. and East North Broadway. There is justification in believing that if this is done it will destroy our neighborhood. If a left turn lane is added it will give the city and CAC reason to widen our street. The left turn lane would increase the already overburdened amount of traffic that we endure. As the traffic backs-up, due to the left turn lane, and drivers complain of the extreme wait at this traffic light the CAC will state that the only solution for the increase traffic will be widening EAST NORTH BROADWAY. If you want to help stop this trend then attend the next CAC meeting. It will be at the Whetstone library on 1 July 1993 at 7:00 P.M..

7:30 PM

Brighton, Hennepin traffic an issue

By SARA LIPOWITZ
ThisWeek Writer

The Clintonville Area Commission is back to square one as it tries to resolve the problem of cut-through traffic in the neighborhoods south of North Broadway.

Commission members voted June 3 to revoke the one-way signage of Hennepin Avenue and to not approve a petition by a Brighton Road resident to make that street one-way westbound between High Street and Hennepin.

"We're dealing with increased traffic," said CAC member John DeFourny. "There really isn't a solution. I know that sounds defeatist."

The CAC decided Oct. 1 to make Hennepin Avenue one-way northbound for a six-month trial period as a way to eliminate traffic on Brighton with-

out making that street one-way.

The decision came in response to a petition by a Brighton Road resident that was signed by 66 percent of the road's residents.

Traffic studies from the city of Columbus Department of Traffic Engineering showed that motorists eastbound on North Broadway were using Hennepin as a conduit to Brighton to gain access to southbound High Street.

New traffic studies presented at the June 3 meeting by city traffic official Steve Welk showed that in a 24-hour period, 299 cars were observed turning south on High Street from Brighton Avenue, down from 488 six months ago.

The number of cars turning on Hennepin showed a decrease from 832 to none, but the number of cars turning on Milton Avenue southbound increased from 1,332 to 1,799.

Some of these cars are using residential streets further south of Brighton to turn on High, said CAC member Leslie Zak, a Como Avenue resident.

No figures were available for the number of cars attempting to use the alley between Hennepin and Milton as a roadway, but residents at the meeting said there were many.

"We're having more and more traffic zipping through there," said a resident. "They have to use that alley now instead of Hennepin. I must confess, I still use Hennepin."

"We're going to have the police follow you," replied CAC chairman Michael Asebrook.

CAC member Stefania Denbow-Hubbard was applauded when she said that allowing left-hand turns on High Street from westbound East North Broadway would help reduce the neigh-

borhood's cut-through traffic.

However, Denbow-Hubbard added that she was well aware of the opposition East North Broadway residents had had to the idea in the past.

"When people purchase home on North Broadway, they do so with the knowledge that this is a major thoroughfare," she said. "This is not an ordinary residential street. We can't deal with this problem in pieces, half a street here or a third of this alley there."

In other business, the CAC voted to recommend that the city traffic engineering department proceed with plans to renovate the guardrail area on Kenworth Road.

Kenworth Road was closed off with a metal guardrail after the Kroger at the corner of High Street and North Broadway was built to prevent traffic from using the residential street.

Broadway to get turn lane?

By Erik Battenberg
SNP Staff Writer

The Clintonville Area Commission will again look at adding a left-turn lane on westbound North Broadway at the High Street intersection.

And they are expecting a fight from residents of North Broadway just east of High.

"(The residents) are going to argue with volume rather than logic," said outgoing CAC Chairman Mike Asebrook during Thursday's meeting. Asebrook has announced he will not seek an-

The crux of the cut-through problem comes because left turns aren't allowed at High from westbound North Broadway.

other term as chairman. The commission will choose a new chairman at its July meeting.

The North Broadway proposal was raised by Commissioner Stefania Denbow-Hubbard during a discussion of cut-through traffic on Brighton Road and Hennepin.

The commission voted in October to recommend making Hennepin one-way northbound between Brighton and North Broadway. The decision came after a Brighton Road resident circulated a petition asking that Brighton be made one-way westbound between

(Continued on page 12)

• LANE

(Continued from page 1)
Hennepin and High.

Commission members said at the time the Hennepin one-way restriction was more desirable than the Brighton one-way proposal because it was perceived to cause less cut-through traffic to be diverted to other streets in the area.

However, after the change was made, residents complained it didn't help the situation. A traffic count conducted in May found much of the cut-through traffic was simply diverted to Milton.

The commission therefore voted to recommend returning Hennepin to two-way status.

The crux of the cut-through problem comes because left turns aren't al-

lowed on westbound North Broadway, said Steve Welk, Columbus traffic engineer.

"By trying to solve one problem, we have created others. We need to reconsider a left turn on North Broadway," Denbow-Hubbard said.

"Broadway is an arterial street. When you purchase a house on Broadway, you know it's not a regular street," she said.

North Broadway residents previously opposed the proposal, saying it would back up traffic and make it more difficult for them to access their driveways.

"We're dealing with increased traffic. There really isn't a solution," said Commissioner John DeFourny. "It's only going to get worse."

The commission will study the issue at a future meeting.

City considers left-turn lane at East North Broadway, High

■ *A meeting on the issue will be held Tuesday.*

By **NIKKI BORNHORST**

Booster Reporter

It may soon be possible to turn left from westbound North Broadway onto High Street. For six months, anyway.

Columbus is considering installing a left-turn lane from westbound North Broadway to High Street. In the meantime, it will try allowing left turns temporarily as a pilot project.

Clintonville Area Commission member Tom Erney will be the host of a public meeting scheduled next week to discuss the issue.

The meeting is scheduled from 7 to 9 p.m. Tuesday at North Broadway United Methodist Church, 48 E. North Broadway.

"The city would like to run a six-month pilot program for a left-turn lane," said CAC Chairman Jack Cooley. "But before it happens, (Erney) wanted to hold a forum to get input from the people who will be most affected."

He said East North Broadway would not be widened as part of the pilot program, but one of the current lanes would temporarily be changed into a left-turn-only lane.

"This was precipitated by the projected increase of the traffic from the Glimcher development," Cooley said, referring to the

See HIGH, Page 2

Continued from Page 1

Glimcher Co.'s plans to redevelop the west side of High Street south of the intersection.

Cooley said he expected the pilot project to be up and running by early 2004.

Early 1971, The East North Broadway Street Association was formed to prevent the widening of the street, to help save the large trees, and to help emphasize the beauty of the community. The Association believed a 4-lane road would bring more traffic to the area and create an unsafe situation for cars and pedestrians.

A left-turn lane at East North Broadway and High (a proposed 6 month pilot program) may increase traffic and widening of the street will be suggested.

There are approximately 122 addresses, including homes, churches and Immaculate Conception School on East North Broadway (from High Street to the railroad crossing) that would be affected by an increase in traffic. Also, we should consider the school children who cross the intersection at High and North Broadway to attend Clinton Elementary School twice each day.

Please attend this meeting Tuesday, December 9, 2003, 7 p.m. at North Broadway United Methodist Church, 48 East North Broadway.

Shelby Jones
138 East North Broadway Street
Phone 262-3690

Joyce Schatz
483 East North Broadway Street
Phone 262-7424

The Left Turn Lane That Won't Go Away !!

Again, there is interest for a left turn lane at the intersection of E. N. Broadway and N. High Street, as you are heading west.

Tom Erney, our C.A.C. representative, has scheduled a meeting on Tuesday, May 11th, from 7 p.m. until 9 p.m. at the Mennonite Church on Oakland Park, near High Street.

Many residents on E. N. Broadway Street believe that if there is a left turn lane installed, the street will eventually be widened, which we have been against for many years.

We hope to see as many of you as possible at this meeting.

The East North Broadway Street Association

Joyce Schatz 262-7424

Shelby Jones 262-3690

Distributed April 26-27-28
2004