

MINUTES OF PUBLIC MEETING FOR THE
BANCROFT STREET (GLENWOOD TO ASHLAND) PROJECT
COLLINGWOOD PRESBYTERIAN CHURCH
NOVEMBER 20, 2013

Dave Dysard convened the meeting just after 6:00PM with introductions of City representatives and people from the neighborhood. City representatives were: D. Dysard, D. Lechlak, S. Bartlett & J. Crandall (consultant). Kacey Smith from ODOT, District 2 and Stephanie Miler from the Ohio Division of Forestry were also in attendance. Total attendance was approximately 30 people with 23 citizens (see attached attendance list).

Mr. Dysard reviewed the general design process which was distributed to all in attendance (see attached) and explained the main design elements for conceptual design. Dave recognized the work of the Design Review Team that has had six (6) meetings with City staff and has helped develop a recommended preferred alternative for presentation this evening.

Mr. Crandall followed Dave Dysard to discuss what items will follow with the preliminary design between January and July 2014. These elements will include items such as gateway landscaping, tree planting, street lighting, transit stops, traffic control measures, cross-walks and sidewalk materials.

Jack Patrick, a citizen member of the Design Review Team (DRT) then reviewed design principals which were developed as a target for the conceptual design. [These principals are shown on the general design process outline which was distributed to all attendees.] Jack emphasized vigorous discussions were had by the DRT of the many tradeoffs between the project design principals, but several stood out such as the need to reduce speed of traffic (especially eastbound); provide for safe bike usage, reinforce historic character of neighborhood, accommodate need for safer parking and maximize tree lawns.

Jack continued that of the five alternatives ranked by the DRT, none jumped out as best, but a consensus began to develop around providing for both bikes and parking. The proposal of roundabout versus no roundabout (with both short and long tapers) was the hardest decision and the DRT could not reach a consensus decision. The desire to improve the intersection of Glenwood and to extend the project to the west was a high priority for the DRT, but this means the City must find additional funding. Therefore, the City has applied for O.P.W.C. funding and feels the long taper option shown this evening is the best solution for additional funding.

Next Ken Schumaker, a citizen member of the Design Review Team, went through the recommended preferred alternative developed by the DRT. Ken began at Monroe Street and went through the alternative block by block giving pavement width along with parking and bike accommodations.

<u>SECTION</u>	<u>PAVEMENT WIDTH (f/f)</u>
Monroe to Rosewood	61'
Rosewood to Glenwood	44' to 32'
Glenwood to Robinwood	32'
Robinwood to Parkwood (parking n. side on e end)	32' to 40'
Parkwood to Collingwood (parking n. side)	40' to 32' to 36'
[Note: Left turn lane at Collingwood both approaches]	
Collingwood to Ashland (parking n. side)	36' to 32' to 40' to 32'

Bike lanes throughout except at major intersections (cyclists “take the lane” in intersection)

After the presentation, Dave Dysard called for general questions and/or comments before the open house portion of the meeting. Dave confirmed the following:

- Roundabout is not recommended as preferred alternative
- There is loss of left turn from I-75 to Glenwood from off ramp (not legal now, but is possible).
- No change in truck signing with project.

As the open house portion of meeting started, Dave Dysard reminded everyone that the next public meeting for the project would be in the spring. The next D.R.T. meeting would be on January 22, 2013 and the project is planned to be bid in early 2015.

ATTACHMENTS

- A. Open House comment summary
- B. Agenda
- C. General design process outline
- D. Attendance sheets

A. OPEN HOUSE COMMENTS

(11/20/13)

The open house comments are summarized as follows:

GENERAL SUGGESTIONS:

1. Consider left turn on Bancroft between Monroe and Rosewood.
2. Numerous speeding, westbound on Bancroft (buses, Fire, Police, ambulances, trucks.
[Comments #3-9 refer to elements of the next design phase - detailed design]
3. More details on gateway features and plantings.
4. Plant mature trees.
5. Public should have input on tree selection.
6. Thanks for working together on this.
7. Consider no signal at Bancroft and Parkwood.
8. Will lights remain at Parkwood and Scottwood?
9. Will bus stop at Scottwood remain?

GLENWOOD/I-75 OFF RAMP

1. Close off ramp.
2. Is there funding for roundabout?
3. Like roundabout (best for safety) 2 comments
4. Reverse direction of Glenwood from one-way north, to one-way south.
5. Connect ramp to Glenwood about 400' N. of Bancroft (grade?)
6. No roundabout (either signal or four-way stop).

BIKE LANES

1. Please keep bikes (for many only mode).
2. Do better job of connecting bike path and lanes.
3. Bike lane will interfere with parking on North.
4. Bike lane not necessary.
5. Keep bike lanes.
6. Columbus, Ohio has bike lanes all around campus with higher traffic.

NOTE: Conceptual phase decisions.

**B. BANCROFT STREET RECONSTRUCTION PROJECT
NEIGHBORHOOD PUBLIC MEETING #3
NOVEMBER 20, 2013
COLLINGWOOD PRESBYTERIAN CHURCH**

AGENDA

6:00 – 6:10 Welcome and Review Current Status of Design Efforts

Overview of general design process and current status

6:10 – 6:20 Design Principles for Bancroft Street, Evaluation of Alternatives, and general cross section of recommended alternative

Review of agreed upon principles and their use in reaching a recommendation. Highlight the general cross section for the design.

6:20 – 6:40 Presentation of Recommended Alternative

Overview of lane layout, bike facilities, parking and sidewalk configurations for each section of Bancroft Street

6:40-6:45 Next Steps and Adjourn to Open House

The team will continue working with staff through detailed design and hold another public meeting next spring.

6:45-7:20 Open House

Design Review Team members and staff will be at three separate display areas. Each area will have a copy of the recommended alternative. Attendees will be encouraged to ask questions, discuss ideas and comments and record their thoughts and comments on post-it notes or index cards for consideration by the team.

7:20 Adjourn Public Meeting

*** SECTION 106 DESIGN CONSULTATION MEETING ***

7:30-8:00 Overview of Section 106 historic district concerns

Discuss specific concerns related to historic district context and design

**C. Bancroft Street, Glenwood to Ashland
Generalized Design Process Outline (September 2013)**

Preliminary Engineering		Detailed Design
Conceptual Design (August to December 2013)	Preliminary Design (January to July 2014)	Final Detailed Design (July to December 2014)
Outcome: Agree on Broad Concept of project – number and width of traffic lanes; bike accommodations; parking; sidewalk and tree lawn location and width; major aesthetic elements	Outcome: “Flesh out” concepts into line, grade, typical drawings, details on sidewalk location/ materials, lighting, etc.	Outcome: Final “blue prints” and package for contractor to bid and build; All specific details laid out in package.
Process: Work with Neighbors and appropriate subject area experts in the City to develop design principles and then concept of project <ul style="list-style-type: none"> - Neighborhood Public Meetings - Section 106 Consulting Parties - Added Design Review Team - Traffic and Civil Engineering 	Process: City Design staff determines geometry, grades, final elements based on safety stds./budget. Review with: <ul style="list-style-type: none"> -Neighborhood Public Mtg -Section 106 Cons. Parties -Design Review Team 	Process: City Design Staff complete construction drawings and bid package. Review with: <ul style="list-style-type: none"> -Neighborhood Public Mtg -Section 106 Consulting Parties -Design Review Team
Draft Design Principles: <ul style="list-style-type: none"> • Establish a gateway on Bancroft Street designating the historic district (at both ends of project) ; • Reduce the speed of traffic (especially eastbound); • Improve “walkability” by providing safe and unique pedestrian friendly sidewalks and crosswalks; • Reinforce the historic character of the district in selection of streetscape elements; • Reclaim street and sidewalk materials in the reconstructed sidewalks; • Integrate the streetscape and ped. network with the Commons Park; • Encourage and provide for safe bicyclist friendly usage along Bancroft St.; • Provide facilities for transit users that are appropriate to the character of the neighborhood; • Add and replace dead trees and landscaping to reinforce the character of the district; and, • Accommodate proper parking along Bancroft Street where safe, appropriate and needed 	Decisions on final location and type of: <ul style="list-style-type: none"> All gateway elements; All traffic calming elements and all traffic controls; All sidewalk elements; Tree location and type; All sidewalk materials; All streetscape/landscaping lighting to be included; All parking locations; All transit stop locations/accommodations; 	Final Specifications for installation of all elements from Preliminary Design; Exact geometry of traffic elements and parking; Final grades and utility relocations; Final details on streetscape, sidewalk, transit stop elements and materials

D. Attendance

Bancroft Street, Glenwood to Ashland
 Public Meeting
 November 20, 2013

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