

DRT DISCUSSION NOTES

April 9, 2014

Stephanie Bartlett began the meeting by reviewing the notes from the last DRT meeting and asking if there were any comments. It was noted that the tree species recommendations that Craig Schaar provided were not noted. The group was asked to provide any additional comments on the 3-19-14 notes if there were any; they can do this by email. Today's attendance consisted of: 9 residents (Sue Postal, Carol Kutsche, Mary Weil, Tammy Michalak, Lisa Kerrigan, Toni Moore, Lewis Derr, John Kirkbride and Ken Schumaker); 3 City staff (Bartlett, Lechlak and Stephens); and 1 Plan Commission staff (Maguire). The proposed agenda is Attachment A to these notes.

Next, Dennis Lechlak talked about the safety study that the Division of Transportation is doing. He stated that there was a computer glitch with the program and could not get the final results for everything that was requested as of yet. He went on to review that the current signals did not warrant and talked about the gap analysis for Bancroft. The gap analysis is determined using a 4 foot per second rate of walking, which is very conservative. During the morning peak hour (7:45-9:00 am) and the afternoon peak (3:30-4:15 pm) there were 6 gaps in each 15 minute period. It was also stated that during 4:15-5:15 pm period, there is 8 gaps per 15 minute periods. This led into discussions about crossings and making them pedestrian friendly. Ken Schumaker provided some pictures of different striping options to make the crosswalks more visible as well as the use of pedestrian beacons. It was noted that we have made pedestrian crossings safer with our proposed design layout, but more can still be done. Everyone agreed that additional striping is something that we can come back and make improvements to, if needed, once the project is completed.

The DRT group requested traffic counts at Robinwood since it is the only 2-way street in the section between Glenwood and Collingwood. Keeping one light active was also discussed. Dennis will follow up on this topic, even though it is not warranted, but also stated that Transportation would be putting in new conduit for signals, so that they are in place if signals are needed in the future. Tammy asked how a street would warrant a 4 way stop. Dennis explained that a 4-way stop is warranted about the same way as a signal, but used when there is no money for the signal. He also noted that 4 way stops would have equal or close to the same amount of traffic on all 4 legs of the intersection. Based on the traffic counts discussed at the March meeting, a 4 way stop is also not warranted nor recommended.

Doug Stephens commented that studying safety improvements after the project is complete is something that we need to be doing. This would give the City a baseline on what improvements are working and which are not making the intended impact, allowing the City to use its dollars wisely on future projects.

Next, we talked about bus stops. We reviewed that there will be bus stops on Bancroft at Robinwood and Parkwood and on Collingwood at Bancroft. This eliminates six of the existing stops. The use of recycled material for the bus stops was suggested by reusing the roadway brick as the bus stop pedestrian pads. This also led into a discussion about the TARTA provided shelters and benches. There was consensus with the DRT group that the shelters used by TARTA were not appropriate for the neighborhood, and were generally not

easy on the eye. The residents seemed to prefer having just a bench for the stops, but not the benches with the ads on the backs. Stephanie Bartlett will contact Tom Metzger to see if he can come to the next meeting to discuss these ideas.

Stephanie Bartlett talked about the budget briefly, to update the members of the DRT team that we have roughly \$50,000 to use for decorative enhancements. We reviewed the preliminary cost of the piers at Glenwood saying that they are about \$1000 per foot in height. This would put the cost of the piers estimated at \$14,000 each, not including the placement of the recycled brick base and foundation for each pier.

At the previous meeting, street lighting was brought up with the idea to use shoe box lighting at the intersections and decorative lighting along the corridor. Stephanie met with Randy Swope on March 28 to talk about this idea, which he said was a feasible option. Doug Stephens then talked about the process of getting decorative lighting. This requires a petition to the homeowners along Bancroft and paying up front costs for the decorative poles and fixtures as well as the costs of feeding the lines to the poles underground. It was understood that this could be quite costly and there is not a lot of residents along Bancroft, which would make the burden carried by a few, even larger.

We also discussed the use of recycled materials, like the existing roadway brick and sandstone. Stephanie reviewed that there is about 39 in tact panels of sandstone walk and roughly 4000' of sandstone curb, but is not sure of the condition of the curb. Ken Schumaker volunteered to come up with some ideas to re-use these elements for the project, including for bus stop benches.

The next item of business was to set the next DRT meeting. A date of Thursday May 15, 2014 at 5:30 p.m., location TBD.

Attachments: A: Proposed Agenda 4-9-14

ATTACHEMENT: A:

BANCROFT STREET DESIGN REVIEW TEAM
April 9, 2014

PROPOSED AGENDA

- 5:30 p.m. Review design status, agenda and notes of March 19 DRT (Bartlett)
- 5:40 p.m. Transportation Concerns (Lechlak)
- 6:20 p.m. Bus Stops and Recycled Materials (Bartlett)
- 6:45 p.m. Street Lighting Options (Bartlett)
- 7:00 p.m. Next steps / next DRT meeting (Bartlett)
- 7:05 p.m. Roundtable for comments and adjournment