

## DRT DISCUSSION NOTES

March 19, 2014 (postponed from March 12 due to snow emergency)

Dave Dysard began the meeting by reviewing current status of design. Stage 1 plans have been submitted to ODOT showing the preferred alternative curb and lane layout and the typical sections at various locations along the project. He noted the notes of last DRT were distributed with the agenda and are posted on the City's web page. It was noted by a team member that the web site is working now and looks good. Today's attendance consisted of: 9 residents (Sue Postal, Carol Kutsche, Mary Weil, Tammy Michalak, Lisa Kerrigan, Jack Patrick, Toni Moore, Dave Neuendorff, and Martin Jarret); 5 City staff (Dysard, Lechlak, Stookey, Bartlett, Schaar); 1 Plan Commission staff (Maguire); and, 1 consultant (Meyers). The group was asked to provide any comments on the 1-22-14 notes by Friday (3-21-14). The proposed agenda is Attachment A to these notes.

Next, Dick Meyers began to review his notes to the team on trees and gateway that were distributed previously. He had originally recommended preserving the 11 trees on the south side to be a "temporary canopy." His notes reflected that he was told that at the last team meeting there was consensus on removing all existing trees to establish a uniform look. Dave Neuendorff asked why all trees couldn't be saved as on Elmhurst. He feels what can be saved should be. It was noted that Elmhurst was not a full reconstruction with removal of curbs, walks and pavement base – all of which impact the viability of existing trees. Savannah, Georgia was discussed and it was noted that the climate and tree species are very different there. Tammy noted that 5 of the 11 trees that could possibly be saved are smallish pear trees and not canopy. Lisa said that the group last time agreed that it would be best to create a "blank slate" and do a full canopy on the south side with consistent look and feel rather than a piece meal approach, replacing the temporary canopy trees in a few years. Martin felt that the current condition of the tree should be considered and healthy trees that survive construction could be saved. Jack said he was leaning toward establishing a new canopy over time and the consistent look and feel of replacing all the trees. Tammi agreed that this way can plan for a sustainable canopy with different species and balance. Dick reviewed the planting plan and possible tree species. He noted that he is proposing two block areas with same tree type – south side with larger canopy trees and north side with trees that will stay shorter than the higher transmission electric lines. He passed around photos of recommended trees (which will be posted on the City web site). Dick's report will also be posted that lists the various species and locations. There was much discussion of the differences in growth rates and other traits of the various species. Dave N. asked why there were non-native species on the list but it was explained that almost all trees are hybrids and use grafts of various stock to be healthier. There was not full consensus of the team to accept the recommendation to remove and replace all trees but a strong majority clearly supported that recommendation and recommendation of tree species and location.

Gary Stookey then discussed the safety study completed by the City's Transportation Division. Last fall they completed a speed study, reviewed crash history and looked at countermeasures to address traffic safety issues. They found that speeds were "right at 35 pretty much." Crashes were only high at Collingwood and they believe that design changes to calm traffic and installing and aligning left turn lanes on both sides of Collingwood will be effective at the intersection. They reviewed with ODOT realigning the east bound ramp into the intersection at Glenwood and it will work and improve safety at the intersection.

Currently pedestrians are crossing throughout this area, not just at intersections so they must feel there are sufficient gaps in vehicle traffic to cross the street. During the time frame they documented there were only 15-18 pedestrians crossing at Scottwood and not many students. Signals at Parkwood and Scottwood do not meet Ohio Revised Code “warrants” or standard levels of traffic that must be observed to justify installation of a signal but the other signals do meet warrants (at Collingwood, Monroe and Ashland). Tammi noted that traffic was higher on Bancroft than Collingwood. That is true for the main direction but there also needs to be a certain level of traffic on the side streets and Parkwood and Scottwood don’t have much traffic (especially with the diverter on Scottwood one block to the north). A four way stop at Scottwood was discussed but it was pointed out that traffic controls that aren’t warranted have two major negative repercussions: they generate accidents, and they increase traffic violations as people disobey clearly unwarranted traffic controls (only further adding to accident potential). The study will be presented at next meeting for recommendation.

Dick discussed the gateway landscape elements. He included three plaza type areas made of recycled brick from the street that would hold gateway piers. He was hoping that the piers would “read” simple yet elegant and would reflect the nature of the neighborhood. He had heard that in January the team asked for more Victorian type elements and so he asked a local firm (EDGE Group) to assist in sketching three types of pier treatments (artistic, classical, and traditional) [these will also be posted on the web site]. It was noted that Ken had also presented a sketch for the group to consider that included hanging baskets from the sides of the pier and use of an acorn or pineapple as the finial. Dave N. asked if the recycled brick was recommended for the piers also but it was not – just the plazas. The team expressed support of the acorn element but not pineapple (this is colonial) and for the classical brick body for the pier (classical concept B or D). There was also support for the poured stone base resembling larger stone pieces (artistic concept B or C). For the finial the team wanted to see a light, acorn and round stone option (classical B or D). There was discussion of lighting the piers – either up lighting from recessed fixtures in the ground or from standing spot lights. Both are targets of vandals and difficult to maintain. Perhaps lights could be secured on nearby poles but they are still targets. We will try to have the “merged” concepts for next meeting.

There was also concern for sight distance and safety concerns if they were struck by a vehicle. It was suggested that the piers be moved away from the curb as far as possible and that sidewalk be moved back to edge of right of way to give more distance between the gateway piers and the curb. It was also suggested that the gateway piers be moved west closer to the I-75 Bridge to be closer to the actual boundary of the district and to be further from the Glenwood intersection. Stephanie will check on how far they can move west and away from the curb.

The next item of business was to set the next DRT meeting. A date of Wednesday April 9, 2014 at 5:30 p.m. at Mansion View was set. Team members suggested items remaining to discuss which included: gap analysis (ped crossing); bus stops/shelters; revised gateway pier design; crosswalks, pavement markings and in-pavement materials; street lighting design (is it possible to mix high masted poles at intersections with low poles between?)

Attachments: A: Proposed Agenda 3-19-2014 (revised)

ATTACHMENT A:

BANCROFT STREET DESIGN REVIEW TEAM

March 19, 2014 (postponed from 3-13-14 due to snow emergency)  
Mansion View Inn

PROPOSED AGENDA

- 5:30 p.m. Review design status, agenda and notes of January 22 DRT (Dysard)
- 5:40 p.m. Tree location and species (Meyers / Schaar / Bartlett)
- 6:00 p.m. Safety Study Results (Lechlak / Stookey)
- 6:20 p.m. Intersection traffic control and pedestrian crossings (Lechlak)
- 6:40 p.m. Gateway Concept and Sketches (Meyers)
- 7:00 p.m. Summary Report - Development of Preferred Conceptual Alternative (Dysard)
- 7:05 p.m. Next steps / next DRT meeting (Dysard)
- 7:10 p.m. Roundtable for comments and adjournment