DRAFT

DRT DISCUSSION NOTES
OCTOBER 30, 2013

Dave Dysard reviewed the Agenda for the meeting and the intended outcomes for the meeting which is attached. The attendance list is also attached which consisted of 4 City staff (Dysard, Stephens, Bartlett, Lechlak) – 2 consultants (Crandall, Meyers) – representatives from TARTA (Atkinson) and TLCPC (Maguire), and 10 residents. The 10 residents were: Tammy Michalak, David and Leslie Neuendorff, Sue Postal, Ken Schumaker, John Kirkbride, Jack Patrick, Toni Moore, Martin Jarret and Mary Weil. Some minor corrections were made to the Draft Discussion Notes for the 10-16-13 DRT meeting. The group was given to Friday (11-1-13) to provide any additional comments.

Dysard continued that the main goal of the evening was to see if a consensus decision could be made on the Glenwood Gateway. The options still under consideration are short taper, roundabout and longer taper to the west of I-75 bridge. In regard to funding, the City feels all require additional dollars, but feels it can be obtained by adding Ohio Public Work Commission (O.P.W.C.) funding to the federal project and obtaining preliminary approval of the concept by O.D.O.T. which has an adjacent interchange/bridge deck project at this location.

Dave then discussed his email of October 28 in regard to the previous criteria used to evaluate typical sections at the October 16 meeting. This was followed up by a discussion led by Stephanie Bartlett and Dysard of the remaining three (3) alternatives for the Glenwood Gateway. All require additional funding from OPWC which has an application due in about two weeks. The most expensive is the roundabout at about $700,000 to $800,000. However, OPWC has a severe penalty if an application is approved and then dropped. Therefore, this could be high risk for the City. A summary of this discussion is as follows:

1) Use same criteria with addition of intersection confusion, R/W takes and maintenance of Gateway (at this time cost and neighborhood preference not included). All can be funded with O.P.W.C.

2) Alternate G-1 (short taper) sketch available, but could be longer across bridge – can accommodate bikes.

3) Alternate G-2 (roundabout) sketch available – two R/W takes [estimated at 200 SF or .46 acre ea.] 125’ +/- diameter – can accommodate bikes.

4) Alternate G-3 (longer taper) no sketch, but City says it will work and moves lane merge further west of neighborhood (between I-75 bridge and Monroe Street) – can accommodate bikes.

Dave Dyard and John Crandall documented the ranking process with the following summary of results:

CRITERIA	G-1 (short transition)	G-2 (roundabout)	G-3 (long transition)
1. Establish Gateway	3	3	3
2. Slow vehicle speed	3	5	4
3. Walk ability	3	4	3
4. Reinforce historic character	3	2	4
5. Items for detail design	N/A	N/A	N/A
6. Commons / bike access	N/A	N/A	N/A
7. Encourage city-wide bike sys.	3	3	3
8. Buses / transit	N/A	N/A	N/A
9. Tree lawns	2	4	3
10. Short/long term parking	N/A	N/A	N/A
11. Allow utility burial	N/A	N/A	N/A
12. Budget considerations	*	*	*
13. Neighborhood consensus	*	*	*
A. Reduce inter. confusion	3	5	3
B. R/W takes	3	1	3
C. Gateway maint.	3	2	3
	26	28	29

Notes:
- (*) These items not ranked at this time.
- ABC apply to Gateway only and result in 9-8-9.

During the evaluation process, Dysard pressed the team hard for a preference between the longer transition (G-3) and the roundabout (G-2), but a consensus decision was not possible. The team understands the ability of the roundabout (G-2) to improve the safety of intersection, slow speeds, and provide landscape/planting opportunities, but there are also strong concerns with how G-2 fits the neighborhood, the right of way takes and ability to maintain neighborhood historic character.

During the meeting, several other observations were made as follows:

1) Team okay with criteria and equal weights

2) October 16 rankings acceptable for typical section [A/B or D consensus]

3) Parking important Scottwood to Ashland [remember left turns at Collingwood]

4) Accident information now available for team (post to web site?)

5) TARTA route #22 – doing survey may go from 4 stops to 2 – UT and Franklin Park service – open to appropriate shelters for OWE and Real Time kiosks

6) Strong support for 6’ wide sidewalks even with additional cost

7) Minimum tree lawn of 6’ width with maximum of 10’ to 11’

8) Minimum pavement of 32’ F/F curb 5’ – 11’ – 11’ – 5’ [may not apply on all blocks].

The last item of business was to set an additional DRT before the next neighborhood meeting scheduled for November 20, 2013. A date of Wednesday (November 13th) at 5:30 p.m. was agreed to at Mansion View. Adjournment was about 8 p.m.

Attachments:
Proposed Agenda