

## DRT DISCUSSION NOTES

October 16, 2013

Agenda (see Attachment)

### Attendance

Citizens: Lewis Derr, Sandra Frank, Lisa Kerrigan, John Kirkbride, Martin Jarret, David Neuendorff, Tammy Michalak, Ken Schumaker  
Staff: D. Dysard, J. Crandall  
Other: Steve Atkinson, T.A.R.T.A.

### Notes:

Notes from the 10/9/13 DRT meeting were sent out to everyone before the meeting and there were no corrections or comments from the team. Dysard said to let him know by Friday (10/18/13) of any corrections. Dysard continued that the project web site has been delayed and the 106 Minutes are still to be sent out.

Dysard then reviewed the alternates under consideration between Collingwood and Glenwood for this evening as follows:

#### Alt. A

36' wide pavement with 8' parking on N. + 2-14' lanes (share the road)

#### Alt. B

36' wide pavement with 2-5' bike lanes + 2-13' lanes (limited parking)

#### Alt. C

40' wide pavement with 12' median and 2-14' lanes (share the road / no parking and bus bays (previously dropped from further consideration)

#### Alt. D (suggested at public meeting)

28' wide pavement (limited parking / share the road)

#### Alt. A/B (suggestion by Ken Schumaker – see attachment)

32' to 40' wide pavement with 2 11' lanes (limited parking / bike lanes and share the road)

Dysard stated that the subject of gateway options for Glenwood would be for the next DRT meeting on October 30, 2013.

Next, the team reviewed the four remaining alternatives with the criteria developed by the DRT at the last meeting and the explanations made by Jack Patrick. Prior to ranking, the team agreed Alternate A (parking on north) seemed to be best fit for Collingwood to Ashland with a minimum tree lawn on the south side. (None exists at present.) It was also decided to not give a weight to the criteria at this time. Dave Dysard and John Crandall documented the ranking process with the following summary of results:

<u>CRITERIA</u>	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>A/B</u>
1. Establish gateway	3	4	--	4	4
2. Slow vehicle speed	3	3	--	4	4
3. Walk ability	1	1	--	1	1
4. Reinforce historic char.	3	2	--	4	3
5. Items for detail design	*	*	--	*	*
6. Commons / bike access	3	4	--	3	4
7. Encourage city-wide bike sys.	3	5	--	3	5
8. Buses/transit	3	3	--	3	3
9. Tree lawns	3	2	--	5	4
10. Short/long term parking	4	3	--	3	3
11. Allow utility burial	4	3	--	5	4
12. Budget considerations	*	*	--	*	*
13. Neighborhood consensus	*	*	--	*	*
	<u>30</u>	<u>30</u>		<u>35</u>	<u>35</u>

Notes:

- Alt. C was deleted from further consideration by neighborhood, DRT and 106 parties
- (\*) These items not ranked at this time

After the ranking by the team, Dave continued the discussion about Alt. D and Alt. A/B or different combinations by blocks. For example different elements of the different options could be selected for each block such as:

Glenwood to Robinwood	Alt. B	Alt. C	Alt. B
Robinwood to Scottwood	Alt. B	Alt. A/B	Alt. B
Scottwood to Parkwood	Alt. A	Alt. A/B	Alt. B
Parkwood to Collingwood	Alt. A	Alt. A/B	Alt. B
Collingwood to Ashland	Alt. A	Alt. A	Alt. A

Remember there are left turns at Collingwood.

There didn't seem to be much interest in applying various alternates to the different blocks and the discussion shifted to reaching a consensus decision between Alternate D (28' pavement and Alternate A/B (32' to 40' pavement). The group was unable to reach consensus, but clearly most preferred A/B. John Crandall reminded the DRT that the neighborhood has not seen Alternate D or A/B. At this point of the meeting, the team requested that the City prepare displays for alternatives D and A/B for the next DRT meeting.

During the meeting, a number of issues and clarifications came up and are listed as follows:

- Dysard suggested the following language for our alternatives: bump outs move curb into pavement (to shorten pedestrian crossing) and bump ins move curb into the tree lawn for parking bays or bus bays.
- Citizen members requested City lower speed from 35 mph to 25 mph.

- C) It was requested that alternate displays show the x-walk distance for intersections.
- D) City confirmed that all intersections for the project can have designated crosswalks at intersections with or without a signal. There seems to be a preference for stamped bricks similar to those around Huntington Arena in the downtown.
- E) The off-street parking at Seventh Day Adventist Church came up again at the meeting. The City was clear this is beyond the scope of the Bancroft Street project. The neighborhood can pursue it, but the City through this project is not a participant, nor is the DRT.

As the meeting time approached 7:30 p.m., the information gathering update was tabled until next meeting and Dave Dysard reminded everyone the next DRT meeting would be held on Wednesday, October 30, 2013 at 5:30 p.m. (Mansion View). The next neighborhood meeting is scheduled for Wednesday, November 20, 2013.

Attachments:

- Agenda
- Decision matrix
- Alternate D (Michalak)
- Alternate A/B (Schumaker)