

**MINUTES OF THE
TARA HILL AREA TRAFFIC CALMING TASK FORCE**

October 27, 2004

Dublin Municipal Building – 5200 Emerald Parkway

Present:

Task Force Members

Amy Gerhart	John Jung	Kimberly O'Brien	Mr. Luikart (absent)
Amy Salay	Vince Blaeser	Tina Wray	(absent)
Tim Lecklider	Dave Cecutti	Deborah Frazier	(absent)

Staff Members:

Paul Hammersmith, Jeannie Willis, Ken Richardson, Cristie Keller-Wilt

Guests:

R.D. Zande Consultants: Dave Samuelson, Brian Hagerty, Tina Wawszkiewicz

Call to Order:

Ms. Gerhart, Vice Chair, called the meeting to order at 7:00 p.m.

Public Comment

There was no public comment at this time.

November 17 Open House/Public Forum

Ms. Keller-Wilt requested Task Force input regarding the draft invitation and brochure. Both items will be mailed together to approximately 1,700 residents.

Mr. Hammersmith noted that of the 1,700 invitations, only 100 residents are expected to attend.

Ms. O'Brien moved to approve the brochure and the invitation with the time revised from "7:00 p.m." to "7:00 - 9:00 p.m."

Mr. Cecutti seconded the motion.

The motion was approved unanimously.

Discussion ensued regarding the open house format, which will include five different stations:

Station 1 – Introductory information regarding the project

Station 2 – Specifics and data re Tara Hill Drive indicating the need for traffic calming

Station 3 – Display and explanation of various traffic calming devices, including vertical versus horizontal measures. A map of the Task Force driving tour will be displayed.

Station 4 – Media presentation of the devices selected by the Task Force for the Tara Hill plan

Station 5 – Next steps of the Task Force.

At those stations, the Task Force members, R.D. Zande consultants, Mr. Hammersmith and Ms. Willis will be present to address the public's inquiries. A sign-in sheet will be present, and comment cards will be distributed to gain public feedback. The Task Force discussed the comment card questions. The consultants will revise the cards per Task Force direction.

Ms. Gerhart suggested that the survey also be posted at the City's website to gain input from a larger group than were able to attend the open house.

Mr. Jung suggested signboards be erected giving notice of the open house.

Ms. Willis noted that the signboards would be placed at the four key locations within the Tara Hill study area.

Mr. Blaeser inquired if it is possible to track the number of hits that the Tara Hill Task Force page is receiving.

Ms. Keller-Wilt responded she would track and email that information to the Task Force.

Traffic Calming Plan Concept 7

Ms. Wawzkiewicz reviewed the revisions that were made to the Task Force plan in concept 7. A pavement treatment has been added to the plan at Wichita and Tara Hill. Mr. Hammersmith has provided printed information regarding the street print. Per the discussion at the last meeting, trash receptacles and park benches have not been included in this plan. Curb bulbs have been added at Raymond and Newbridge. At Literary Lane, an alternate choker was discussed, which becomes more of a curb bulb at the driveways. That version may have a somewhat negative impact on drainage in that area. Due to the difference in curb length and the drainage difference, the alternate version would cost approximately \$6,000 more than the single bumps at each location.

Mr. Hagerty stated that Alternate 2 impacts more linear footage and encompasses the entire frontage of that homeowner's lot.

Mr. Hammersmith stated that he had asked the consultants to research any alternate ideas for that site. The City was running out of places to put the chokers.

Mr. Lecklider expressed a concern regarding eliminating the option those homes currently have to park on the street.

Mr. Hammersmith responded that if the narrowing occurs where the driveway is, it would not eliminate more on street parking than the original plan. However, the tapering is more gradual in the second alternate, so it may affect an additional parking place.

Dave Riegle, 5393 Tara Hill Drive, stated that they had only recently acquired experimental on-street parking permits, so he is hopeful that opportunity will not be lost. He inquired if the chokers could be separated diagonally – one on the north and one on the southwest.

Ms. Wawzkiewicz responded that would be a possibility.

Mike Geenan, Dublin Coffman High School student, inquired about the possibility of painting parking lines on the side of the road, such as the City of Worthington.

Ms. Wawzkiewicz stated that the consultants considered that possibility. It was determined that the curb lines are more effective than painted parking spaces.

Following discussion, Task Force consensus was to maintain the earlier option in Concept 6, as it would have less impact on the house at that site.

Ms. Salay inquired when the Task Force reaches the point at which fine tuning of each of the traffic calming sites will occur, how much citizen involvement is anticipated?

Mr. Hammersmith stated that there would probably be another public meeting, providing final opportunity for communication with the neighborhood.

Mr. Richards noted that mock-ups of the traffic calming structures are often set up, using barrels/cones to mimic the effects of the device.

Mr. Blaeser noted that many residents may not attend the open house. Will the City pursue discussion with those residents?

Mr. Lecklider recommended that the homeowners be contacted by certified mail concerning the City's plan for Tara Hill Road.

Ms. Wawzkiewicz stated that in concept 7, the pavement treatment on Roscommon was moved to what is the present location of the crosswalk. The bulb east of the oval was also removed.

Ms. Wawzkiewicz stated that Concept 7, incorporating the clarifications made tonight, will be posted to the City's website.

Revised Phasing Plan per Task Force Discussion

Ms. Wawzkiewicz stated Phase 1 would be the length of Tara Hill, minus the multi-way stop sign area – Literary Lane to Roscommon (\$575,000). Specifically, from the east that would be Tara Hill from Muirfield Drive to Literary Lane; from the west that would be Tara Hill from Coffman Road to Roscommon. Phase 2 would involve Tara Hill between those two points. Using single chokers in Phase 2, the cost is estimated at \$135,000.

History re Recreation Center and Downpatrick Road

Mr. Hammersmith stated that Ms. Willis researched the history of the development plan for the Recreation Center. Copies of the P&Z and Council minutes and staff reports are provided. Staff has also obtained a copy of the master development plan for Coffman Park, which was included with the preliminary development plan for the Recreation Center. As a PUD, the rezoning and preliminary development plan were reviewed and approved by P&Z on March 10, 1994. The minutes reflect the traffic consultant's comment that the Tara Hill area would not have good access without the Downpatrick entrance. The preliminary development plan did indicate the potential for a gated entrance at Downpatrick, as a feature that could be used, not required. Although, frequently, options are made conditions of approval by P&Z or Council, the gate was

not one of the five conditions of approval imposed upon this development plan. On March 21, 1994, Council heard P&Z's recommendation of approval.

Ms. O'Brien noted that decision did not take into consideration that Council would later decided to close the left turn lane from Muirfield Drive to Post Road, which forces the traffic to move to Tara Hill.

Mr. Hammersmith indicated that was true. He noted that at their 3-21-94 and 4-4-94 Council meetings, Council discussed the gate. At the 3-21-94 Council meeting, the traffic consultant stated that "the Downpatrick entrance would be a gated neighborhood entrance. The facility administrator would determine whether it is closed each evening or left open." At the 4-4-94 Council meeting, the statement was made that the gate would eliminate usage of that entrance except during higher use events, such as the Irish Festival. Interestingly, though, the gate was not made a condition of approval. At the June 9, 1994 P&Z hearing and approval of the final development plan, the gate was again discussed but not made a condition of approval. It was stated that the "Downpatrick access is essential to the design, and the entire site access and traffic flow would have to be reworked if that access were to be eliminated. The approved preliminary development plan does include a gate, but the policy for its use has not been determined." One Commissioner stated that he did not like gates and suggested waiting one year before placing a gate. The conditions of approval for the final development plan stated that: "staff shall carefully monitor traffic and other impacts created by the Downpatrick access and take steps where possible to address neighborhood concerns." In summary, the gate was not required as a condition of approval of the final development plan. The August 4, 1994 Council minutes regarding construction of the Recreation Center stated that the intent was to have the gate open whenever the building was open, but closed other times. The condition of approval mirrored that of the June 6, 1994 P&Z meeting: "staff shall carefully monitor traffic and other impacts created by the Downpatrick access and take steps where possible to address neighborhood concerns."

Ms. O'Brien stated that the minutes stipulated that staff should take steps to address neighborhood concerns, but that has never happened.

Mr. Hammersmith stated that there was no public outcry to Council for that gate to be added, so it did not occur. He reviewed current data regarding Downpatrick: (1) the stop signs are not all warranted, except that for Downpatrick; (2) the intersection operates at service level C; and (3) 30% of the Coffman Park traffic uses Downpatrick today as opposed to the 25% projected by the traffic consultant in 1994.

Mr. Samuelson noted that it is also unclear when Dublin Coffman students began to park in Coffman Park, whether that factor was included in the 1994 estimate.

Ms. O'Brien stated that the time during which this becomes a real issue is the annual Irish Festival.

Mr. Hammersmith responded that only vendors use that entrance, not patron traffic.

Ms. O'Brien stated that the neighborhood evidently assumed that when the Commissioner suggested waiting one year, that the gate would go up after a year had passed.

Mr. Hammersmith responded that more likely, the suggestion was intended to delay the decision for one year at which time the Planning Commission would re-visit the issue. He noted that staff's research regarding the history did not involve listening to the actual tapes of the meetings; they used the copies of the minutes.

Final Review of Threshold Values for Adjacent Streets

Ms. Wawzkiewicz inquired if the Task Force is comfortable with the 20% threshold set for the other four streets in the study area.

Mr. Hammersmith noted that if residents living on those streets select different routes from their streets, the threshold would not be affected; only traffic originating from other streets.

Following discussion, Task Force consensus was that the threshold was appropriate.

Future Steps/Schedule Next Task Force Meeting

The Task Force open house will be held on November 17, from 7 – 9 pm, at the Recreation Center in Talla Room 3. The next regular meeting will be on Wednesday, December 1.

The Task Force meeting was adjourned at 8:40 p.m.

Submitted by:

Deputy Clerk of Council

