

Minutes

Italian Village Society Complete Streets Implementing Committee Thursday, April 23, 5:30pm, 7th Son Brewery, 1101 N. Fourth St.

Present: Andy Klein (Chair), Sherrill Massey, Rory Krupp, Matthew Adair, Mark Bair, Larry Totzke, Ben Shoemaker, Christopher Vidoni

Andy called the streets committee to order at 5:40 pm in the backroom at the brewery and asked everyone to give their name, where they live and their favorite thing about spring. Andy also passed around recent articles including a MORPC complete streets article from Business 1st, an article on Cincinnati using demand to price parking spots from The Daily Reporter, and the spring Godman Guild newsletter announcing the opening of Blue Bow Tie Bistro at the Guild for weekday lunches. Andy noted that the meeting's announcement was emailed to an expanded list to include Weinland Park's Safety and Mobility Committee mailing list, given our common interest in the first topic of discussion.

Go Both Ways (Summit and N. Fourth Street Conversion to Two Way Traffic)

Matt Adair, a 3 ½ year resident of the Weinland Park neighborhood and 1st semester masters student in City and Regional Planning at OSU, is concerned about the impact on the neighborhood of Summit and N. Fourth Streets, which since 1951 have been a one-way pair between Hudson and downtown designated as state Route 23 and serving commuters from the north of downtown and east of High Street. He provided a 5 page double sided color handout with pie charts, historic articles and photos of the corridor, and traffic counts of neighborhood streets with comparable traffic loads. GoBothWays, his campaign to restore two way vehicular traffic, has a Facebook presence, Twitter (@gobothwayscbus) and email (gobothways.cbus@gmail.com) accounts. He noted that future MORPC projections show declining levels of service anyway, and other streets have equal or greater traffic without the negative impact of one way flows. He noted that other cities have pursued conversions, while mostly in the downtown core, although Cincinnati has restored neighborhood streets as well. Matt concluded that our neighborhood's being sacrificed for the benefit of commuters. Andy then opened the floor for discussion.

Sherrill noted that the current configuration was an economic decision made in the 1950's to promote suburban growth, with the unintended consequence of disinvestment in the inner city neighborhoods and she would like to see that trend reversed. Larry noted that from the very beginning of his 14+ year involvement with IVS, the society has supported various plans to reduce the negative impact of the streets on the neighborhood, and that efforts to convert back to two way have consistently run into roadblocks from the city and state,. Matt noted co-jurisdiction has been an issue when he's tried to determine who's in charge of the pair's design. Mark asked what steps Matt recommended we take, Matt responded that our immediate concern should be to stop the planned re-paving scheduled for later this year, as that will make it less likely they'd revisit the streets' design anytime soon. Christopher noted that government frequently builds then tears it down, giving Northside Library as an example. He believes the best argument is to emphasize the safety concerns from one way traffic. Rory noted that you're more likely to encounter a vehement supporter of one-way traffic the further north one lives in the neighborhood. Matt discussed the travel time effect, and the need for a conversion point north of I-670, and noted that the presence of schools along the corridor creates additional danger for children. Christopher noted that state routes are often combined and suggested combining 23 with I-71 to help clarify the role of the pair as neighborhood streets, not state routes. Andy noted that GoBothWays suffers

from conclusory reasoning, that 2 way traffic may not be the best traffic calming device, and believes we've made incremental progress with 24 hour parking implemented recently and dedicated bike lanes as part of the repaving project thanks to YAY! Bikes effective lobbying. For next steps, Christopher suggested petitioning the state to move State Route 23 to I-71 as a way to start untangling the knot. Total time devoted to the discussion was 45 minutes.

Proposed High Streetscape Improvements

Andy noted that today's meeting was originally to be held next Thursday, but the city has scheduled a stakeholders meeting that date to present its proposals for using special improvement district funds on the High Street corridor.

Parking Study Updates

Jeff Smith of SNCA has been receiving requests for additional parking permit zones, and Larry is concerned that the contractor's dragging their feet and the city's just sitting on the study, and hopes neighborhood stakeholders can persuade Tracey Davies to move forward expeditiously.

Italian Village Welcomes You Sign

Christopher has been assigned a new city contact and believes a face to face would be helpful. Larry thought we should scrap the sign and get new money from Short North Foundation or Civic Association. Andy noted that SNF grant applications were just released and we should take this proposal to the next board meeting.

Connect Columbus

In the notice for this meeting, Andy included the Connect Columbus contact information on the city's plans for long term complete streets improvements, participation is online or in person. Christopher noted it was a wide ranging effort.

Italian Village East Redevelopment Plan Update

Mark is meeting next week with Kevin Wheeler and will ask about how to update the 2000 plan. Larry agreed to contact Shannon Hardin, and Andy agreed to contact MORPC.

Future Meeting Schedule

We continue to meet the last Thursday of each month, the next meeting is **Thursday, May 28, 2015 at Seventh Son, SE corner of N. Fourth Street & E. 4th Ave.**

The meeting adjourned at 6:43 pm.

Respectfully submitted, Andy Klein, (04/24/15)

Next Meeting: **Thursday, May 28, 2015 at Seventh Son, SW corner of N. 4th Street & E. 4th Ave.**