

## COSGRAY ROAD EXTENSION

PUBLIC MEETING, August 12, 2014

### COMMENT SUMMARY

1. *Concern with lights for the relocated soccer fields which would shine into homes adjacent to the fields. Is the City considering installation of any type of privacy or sound or light abatement barrier between the proposed soccer fields and/or future regional trail and the Heritage Lakes community and golf course?*

**Response:** Currently, there are no plans to light the soccer fields. The details for the relocated soccer fields including any potential barriers between the proposed soccer fields and the Heritage Lakes community and golf course will be finalized once funding has been identified. There will be opportunities for public comment during the design.

2. *Concern with lack of pedestrian connectivity, in particular, access to Alton and Darby Creek Road to/from surrounding subdivisions.*

**Response:** The City is adding sidewalk, multi-use paths and bike facilities when possible to their existing network and has been requiring developers to include pedestrian and bicycle facilities in all new development plans. The Hilliard Comprehensive Plan shows a future off road multi-use path for Alton & Darby Creek Road. This Cosgray Road Extension project will add on-street bike lanes and multi-use paths which will connect to the sidewalk and multi-use paths on Scioto Darby Road.

3. *Desire for multi-use path extending north on the west side of Cosgray Road from Scioto Darby Road to Park Meadow Lane and north to connect to the path just south of Woodsvie Way for access to/from neighborhoods to park and shopping and to connect to the Heritage Rail Trail.*

**Response:** The City is exploring opportunities to add sidewalk along Cosgray Road north to Park Meadow Lane and possibly to Woodsvie Way either as part of this project or as a separate project. The City is committed to connecting its multi-use path system to the regional trail network.

4. *Concern that more development will add to the congestion and traffic in the area.*

**Response:** The design of the Cosgray Road Extension accounts for additional growth in the area, including that of the Jerman Tract. The extension of Cosgray Road will alleviate congestion and improve safety as it will remove the “jog” now necessary to continue north/south.

5. *Concerned with how the mixed use development will be built so that paths from the development will meet with the new Cosgray Road extension.*

**Response:** The Cosgray Road Extension is providing multi-use paths and bike lanes as part of the design. The City of Hilliard will be reviewing any future development plans and will make sure appropriate connections are made from the site to the paths and bike lanes.

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6. *Making a left onto Alton and Darby Creek Road from Audubon Drive is difficult during high traffic times. I am hoping with the proposed roundabout, it will calm traffic during those times, and help making the left turn safer.*

**Response:** The posted speed limit on the Cosgray Road Extension will be 35 miles per hour. Through the use of roundabouts and medians, the roadway will be designed to minimize travel speeds. The location where Alton and Darby Creek Road narrows from two to four lanes is south of the roundabout intersection with the new Cosgray Extension, which will assist with slowing vehicles on Alton and Darby Creek Road just south of this intersection.

7. *Concern with increased traffic adding to the difficulty of turning out onto Alton and Darby Creek Road. There is a constant volume of cars traveling at high speeds during peak hours. Did the Cosgray Road Extension project take this increased traffic into account?*

**Response:** Increases in volume due to local and regional growth were included in the traffic projections for the Cosgray Road Extension. Cosgray Road will be designed for a posted 35 mph speed limit with roundabouts at intersections to further slow traffic. South of Cosgray Road, Alton and Darby Creek Road will be two lanes with a posted speed limit of 45 mph. The City of Hilliard recognizes that further improvements would be necessary if development in the area continues to increase. The City of Hilliard Thoroughfare Plan show Cosgray Road extending south to Roberts Road as an arterial roadway called the “Alton Darby Connector” with Alton and Darby Creek Road designated as a network collector. Although funding and plans for this project is not in place, this project would, in the future, reduce the traffic on Alton and Darby Creek Road. The proposed Alton Darby Connector road south to Roberts Road could be designed to promote lower travel speeds.

8. *Are there plans to reduce the speed limit on Alton and Darby Creek Road to 35 mph between the new connector and Roberts Road?*

**Response:** The current posted speed limit on Alton and Darby Creek Road is 45 mph. There are no plans to lower the speed limit on Alton and Darby Road at this time. The speed limit can be reviewed once the Cosgray Road Extension is constructed to determine if a reduction can be legally posted. Portions of Alton and Darby Creek Road south to Roberts Road are currently within both City of Hilliard and Franklin County. Coordination with Franklin County Engineer’s Office would be necessary along with a speed survey to determine if a lower the speed limit is warranted.

9. *Concern with increased traffic and congestion on Cosgray between Hayden Run Road and Scioto-Darby Road which will inhibit access particularly north-bound from residential areas west of Cosgray.*

**Response:** Increases in demand due to local and regional growth were included in the traffic projections for the Cosgray Road Extension. The extension of Cosgray Road will alleviate congestion and improve safety as it will remove the “jog” now necessary to

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continue north/south. Cosgray Road north of Scioto Darby Road is not part of this project. However the City of Hilliard Thoroughfare Plan identifies the need for future improvements to alleviate congestion. This section of Cosgray Road is identified as an arterial roadway and to have two lanes in each direction with a center median, based on traffic projections. There is currently no plans to construct this wider section but it will be considered for future funding along with other City projects.

10. *When will trail-bridge, future intersections be looked at - before or after developer's plans are public?*

**Response:** The proposed location of the Prairie Oaks Metropark/Municipal Park regional trail is being planned now through the Jerman Tract so it can be built either as part of the overall development or as a separate project. Additional details of the trail design will be developed once a funding mechanism has been identified.

Preliminary design plans are being developed for the intersections along the Cosgray Road Extension between Scioto Darby Road and Alton and Darby Creek Road. These future intersections along the Cosgray Road extension will be built either in coordination with a developer's plans or as a separate project by the City.

The future intersection on Scioto Darby Road west of Cosgray Road will be designed and built as part of the proposed Square at Latham Park development on the north side of Scioto Darby Road.

11. *Soccer games are well attended and the two turns at Cosgray Road and Alton and Darby Creek Road contribute to the congestion. Happy that this complete street project is providing access for bikes and pedestrians. Also like the permeable materials.*

**Response:** There is congestion not only during peak traffic hours but also during soccer games. The intent of this project is to alleviate congestion by extending Cosgray Road to provide north-south continuity. The City also will be relocating the soccer fields to the south of the Jerman tract with additional access into the soccer park which will alleviate back-up and provide improved circulation during game times.

12. *Not an advocate for raised center medians in roadways as it does not provide for emergency situations such as traffic control around accidents or roadway repair or other unpredictable situations.*

**Response:** The raised center median provides a refuge for pedestrians crossing the street, separates traffic and provides a narrow feel to the roadway as opposed to five lanes of concrete. It will also serve to treat storm water runoff through the use of bio-swales - landscape elements designed to remove silt and pollution from surface runoff water. The median vegetation also provides an aesthetically pleasing look. The ultimate design for the Cosgray Road is for two lanes in each direction which would allow for an area of traffic to pull over or navigate around disabled vehicles. Information on the project was sent to the police and fire departments to gain input on the project and the City has had positive

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feedback from the agencies on the improvements. Coordination with emergency services will continue during design of the Cosgray Road Extension.

13. *Bike lanes and multi-use paths seem redundant – bikes will use paths not roads when provided (e.g. Cemetery Road sidewalks; Hilliard Rome Road sidewalks vs. shared lanes); debris in bike lanes force bikers to multi-use paths.*

**Response:** While some recreational cyclists prefer to use multi-use paths, many avid cyclists prefer to use the roadway for higher-speed travel. Providing bike lanes on the roadway separates higher-speed bicyclists from pedestrians, children, and pets that are prevalent on a multi-use path, creating a safer environment for all users.

14. *Encourage increased Municipal Park access – e.g. parking to relieve Scioto Darby traffic during events (e.g. 4<sup>th</sup> of July) and sport tournaments.*

**Response:** The City will be relocating the soccer fields to the south of the Jerman tract and there will be additional access into the soccer park and more parking which will help during game times. Additional access to the Municipal Park was not a part of this project.

15. *As a resident, I would like to hear more about police and fire safety and our safety services endorsement of the plans*

**Response:** The City sent information to the police and fire departments to gain input on the project and have had positive feedback from these agencies on the improvements. Coordination with emergency services will continue during design of the Cosgray Road Extension.

16. *Did not see any lighting plans. If any lighting is to be considered, I would like to see at least an attempt to follow the guidelines of the International Dark Sky Association.*

**Response:** The proposed Cosgray Road will have lighting installed as part of the project. The lighting specifications have not been finalized and will be determined during design but will have to comply with safety standards.

17. *Soccer fields appear very close together and may not allow for shifting of fields from year to year. Please consider maintenance of these fields when planning.*

**Response:** The soccer fields as shown are a concept plan. Further design will be completed before construction of the fields is started and will take into account maintenance and other issues.

18. *Happy to see compliance with the Big Darby Accord and would like to see if it can contain more run off. Also like the permeable road/path structure.*

**Response:** The design of the roadway and overall site will exceed the requirements of the Big Darby Accord. Every attempt has and will be made to contain additional runoff, if possible. Permeable pavement will be incorporated into the design where possible.

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19. *Would like to see the Jerman Tract or The Square at Latham Park include grocery store and other amenities to make the area walkable/ride able for elderly folks to age in place.*

**Response:** Zoning for the Jerman Tract would allow for a grocery store. Currently there are no firm development plans for the site. Sidewalks, multi-use paths and bike lanes are included in the Cosgray Road Extension project to make the area walkable as desired by the community.

20. *Increased traffic on the Cosgray Road will be detrimental to pedestrian and bike crossing; need to make sure there is safe pedestrian crossings and speed limit is maintained even with roundabouts.*

**Response:** The Cosgray Road Extension will be designed for a lower, 35 mph speed limit. The roundabouts, by their design, require motorists to slow down typically to less than 25 mph and preferably 15 mph, further reducing speeds through the corridor. Studies have shown that, given a properly designed single-lane roundabout, motorist and pedestrian safety is almost always improved when compared to conventional intersections. Additionally, the roundabout intersections will be designed with splitter islands which allow pedestrians to cross one direction of traffic at a time. This is a significant advantage over conventional intersections.

21. *Signalized crossing or a Dublin-style underpass should be considered for the Rail to Trail crossing on Cosgray north of Scioto Darby Road.*

**Response:** The City of Hilliard has plans for safety improvements for the Heritage Rail Trail crossing at Cosgray Road. The plans include realignment and installation of a Rectangular Rapid Flashing Beacon (RRFB). These improvements are being designed and constructed separate from the Cosgray Road Extension project. More information on this improvement project can be found at the following link:

<http://hilliardohio.gov/government/departments/public-service/engineering-division/pedestrian-and-bicycle-projects/heritage-rail-trail-crossing-at-cosgray-road>

22. *Concern with impacts to the quality of life and value of homes in Coventry Manor also desire for earth berms and/or landscaping as buffer from increased traffic.*

**Response:** Traffic volumes are predicted to increase over the next twenty years due to regional growth, with or without any infrastructure improvements. The Cosgray Road Extension project will alleviate the congestion and back-ups that occur now and are projected to increase over the next twenty years. Traffic flow will improve, with less vehicles queueing at the intersection and less vehicles idling while waiting to turn at the signals. Although it is difficult to determine the impact on property values, it is generally considered that improved access and less congestion are beneficial to a region for both businesses and residents. As the project moves through design, landscaping details will be considered.

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23. *When development and zoning of the Jerman Tract were discussed by the City several years ago, we were told that: (1) the soccer fields would not be illuminated; and (2) office development within the tract would be limited to ranch style professional offices. Have either or both of these commitments changed?*

**Response:** These commitments remain unchanged.

24. *Concern with inexperienced drivers maneuvering through the roundabouts*

**Response:** It is a known fact that inexperienced drivers contribute to a significant percentage of traffic crashes. Roundabouts, as they are documented to lower speeds and reduce crashes, have become more prevalent in our region. At the present time, navigating roundabouts is not part of the driver's education textbook curriculum. There is a push from local agencies and the transportation field to change this.

25. *The portion of the Jerman Tract north of the proposed Cosgray Road Extension and South of Scioto Darby Road appears poised for a retail center, grocery store or other large commercial undertaking. Has a particular development been proposed for this portion of the tract? Will development of this portion of the tract be subject to community review and comment?*

**Response:** A developer has not yet been identified for the Jerman Tract. When a developer comes forward with a proposal for the site, the development will have to comply with the zoning that was approved in 2010. Any proposed development will require approval from the Planning Commission and the City Council to ensure that building development standards are met. This planning process includes public meetings and public comment.