

## Youngstown SMART2 BUILD Project

**Meeting:** BUILD Team Meeting

**Date:** 2019-08-23

**Attendance:**

Refer to Sign-In Sheet

**Discussion Items:**

1. Welcome and Introductions
2. General
  - a. Jim Kinnick opened the meeting with a description of the project
    - i. 5<sup>th</sup> Avenue must be started first
    - ii. Multiple autonomous shuttle vendors have shown interest in the project
    - iii. The project is to be featured at OTEC
    - iv. Drive Ohio is engaged and in support of the project
  - b. OhWOW is expecting to have 400,000 visitors per year by 2022
  - c. Youngstown would like to have the lighting incorporated into the renderings at the next meeting.
  - d. Downtown should have a minimum of 5 inch thick sidewalks
  - e. Utilities should be engaged now to verify if they want to perform any upgrades to their facilities prior to construction
    - i. With phased construction, the utilities can be working on streets not under construction
  - f. Jim encouraged everyone to begin engaging the public in respect to the project
    - i. Want to avoid property owners being unaware of the project and give them an opportunity to provide input
    - ii. All interactions with property owners and general public should be documented to include in the environmental document
  - g. GPD to investigate cost and options for steps on Walnut north of Rayen.
  - h. Next meeting to be Friday, September 13<sup>th</sup> at 9:00 am
3. Front Street
  - a. The cycle track was explained to the new members of the meeting
    - i. Cycle track is at sidewalk level to provide casual cyclists a form of comfort
    - ii. The cycle track will extend to South St
      1. This is a state bicycle route
      2. Consistent connection should be made
    - iii. Cycle tracks are becoming more prevalent in downtown areas
  - b. There is a school between Market and Phelps on the north side of the street
    - i. Try to incorporate pavement markings / lights / signage
    - ii. School pickup will be a concern as currently parents line up to pick up and drop off their children
  - c. Evaluate drop off zone for Covelli Center on Front Street.
  - d. Look into the possibility of adding RRFB at all non-signalized intersections
    - i. Make recommendations on where they may be beneficial
  - e. The autonomous shuttle will be dropping off and picking up on the north side of the street

- f. Eastgate to speak with Covelli Centre in regards to drop-off area
  - g. Streetscape typicals introduced by Ivan
    - i. Three options shown as possible ways to treat the streetscape
    - ii. No decision made today
  - h. Traffic growth was questioned as to will the road diet work in the future
    - i. A justification study is being performed
    - ii. The Wick Ave road diet actually help move traffic more efficiently
    - iii. Chris Tolnar explained that a 2 lane section with turn lanes or a 3 lane section actually moves traffic more efficiently than a 4 lane section
  - i. Depending on the location of underground utilities, shrubs may have to be used in lieu of trees
  - j. Bus operations need to be incorporated into the next renderings if possible
4. Federal Street
- a. It was stated that the majority of business owners do not want the street trees because they are in the way
    - i. Street trees would not feel as intrusive with the wider sidewalks
    - ii. GPD will take into consideration the location of street trees in proximity of café seating
  - b. The northbound and southbound left turn lanes on Wick Ave seem to be confusing to some motorists
    - i. Chris Tolnar explained the reasoning for the left turn lane locations
      - 1. Placing the left turn lanes on the opposite sides of the median island places the motorist in direct view of the oncoming traffic
      - 2. Longer storage lengths can be achieved
      - 3. It more efficient because some motorists would have to sit through multiple signal cycles to get through the intersection
  - c. Can a number of lost parking spots be calculated?
  - d. Eastgate stated that the northwest corner of Federal and 5<sup>th</sup> may be converted to a trailhead in an alternate project
  - e. Moveable planters may be preferred to permanent
  - f. It was asked if café seating can be unfenced
    - i. Alcohol consumption typically must be held within a secure area so this may not be an option
      - 1. GPD to verify
  - g. The city would like to standardize café seating fences
    - i. Movable fences were suggested to help with snow removal
      - 1. It was suggested that the fences be removed during winter months
        - a. What will be needed for the smokers who are consuming alcohol during those months?
        - b. Who will be responsible for storage to the fences?
        - c. How do you ensure the fences are replaced at the correct locations per the permits?
        - d. What stops the business owners from expanding them without permission?
    - ii. Is it possible to get this done by contract award?
  - h. Plants should be salt resistant
5. Commerce Street
- a. Currently there is a lot of pavement that we should try to repurpose

- b. There was a request to have N Walnut reopened to traffic or at a minimum reopened to pedestrians
  - i. This would be a separate project
  - ii. GPD was asked to provide an estimate to what it would cost to open this area to pedestrians with some sort of stairway system
- c. We should try to save money on Commerce by minimizing curb and walk work
- d. With the closure of Phelps, it was requested that Hazel be opened to two-way traffic
  - i. Will the closure affect traffic enough to justify Hazel being two-way?
  - ii. Hazel is very narrow
  - iii. On-street parking would be lost
  - iv. This would need to be a separate project
- 6. Rayen Avenue
  - a. Traffic currently moves above the speed limit
  - b. Look into a signal warrant at Hazel to slow traffic
  - c. Suggest ways to slow down traffic
  - d. Evaluate on-street parking versus medians
  - e. Fire access can be prohibited with the addition of medians and narrower lanes
  - f. If medians are used, look into the possibility of mountable curbs
  - g. Rayen should feel like a street that is running through a campus not a street at the edge of a campus
  - h. Look into how other urban universities are slowing down traffic
  - i. The extension west to Belmont should match the SMART2 typical section
    - i. This area is already programmed for another project
    - ii. Agreed that the extension should look and feel the same
  - j. Would bike lanes be more beneficial than on-street parking on Rayen?
    - i. There is currently no dedicated east/west bike route in this area
- 7. Park Avenue
  - a. The BUILD application stated a mini transit hub would be installed on Park
    - i. Does the hub have to be built?
  - b. The shuttle may be looped around the hospital
- 8. Phelps Street
  - a. Southernmost part of Phelps needs to be built when Front St is being built
  - b. Do something special with the concrete to promote pedestrians
  - c. Utilized movable planters
  - d. No parking at all on Phelps
  - e. Loading zones can be used in the north block
  - f. No drop-off in front of city hall
  - g. Evaluate realigning the road to provide the wider sidewalk on the west side while eliminating the jog on the south end.

End of Minutes