

## STA Colonial May 12, 2020 Virtual Public Meeting Comments and Responses

Questions submitted by people during the meeting

### 4-7 pm Session

Comment/Question	Response
The trees I see planted are small and half dead.	The City has learned the importance of planting the right type of tree in right place. When a tree is replanted it needs a chance to regrow. Some trees will need to be replaced. On newer projects the City now includes a two year warranty for trees and will in this project. Let the City know if you see dead & dying newer trees. Sometimes the wrong tree species was planted in the wrong place.
What's the reason cars will park on the inside of the boulevard instead of the outside like everywhere else?	Parking only on the inside of the boulevard would make it consistent along the entire corridor. Not all of the existing parking appears to be needed based on informal surveys by city staff.
Can the parking spots fit one or 2 cars?	Some parking spots will allow 3-4 vehicles, others will only allow 1-2 vehicles depending upon the space available.
Why can't you keep the existing footprint of the boulevard, of 20 ft, with a bike lane?	Bike lanes are not as safe as a separated trail. Part of the Complete Streets concept is to incorporate vehicles, bicycles, and pedestrians in design.
If the blvd is larger then it would be harder to back out of your drive?	Parking spots are designed in most places to allow residents to easily back out of your driveway. Creating clear areas out from driveways.
So no parking unless you utilize the parking spots	That is correct.
What about the UPS man, he is not going to park in one of those spots? They park as close as they can to the door.	The complete design of the roadway and boulevard with 9.5' paved roadway and 5' concrete gutter allow space for vehicles to maneuver around delivery trucks that are briefly parked outside a residence.
Also how will you plow those 'notched' parking spaces?	Similar bump outs exist around the city and our snowplow crews have experience. The curved in and out help with the plowing
In my humble opinion...parking along the boulevard should be increased. Homes designed in the early 20th Century did not accommodate extra parking. This seems to be a solution for a number of home owners, especially from Market to Gibbs.	The informal surveys conducted by various city staff did not show the need for all of the existing parking. These studies were done over time at various times of the day and on various days of the week.
It would also waste green space to place parking areas at the entrance of Colonial at Market when all houses have their own driveways especially my house, my easterly neighbor and the houses across from us	Parking areas have been reduced in this vicinity and the boulevard has been reworked to include a turnaround.
I'm still thinking you just make one side parking, folks can walk across the center to get to their cars. That's the only way I can solve it in my mind.	This option was considered. Varied parking on both sides allows the trail to meander and miss many of the trees. Limiting parking to one side would eliminate this possibility.

<p>If you are going to expand parking, instead of the notches on either side why not shorten one side and have everyone park on one side of the boulevard?</p>	<p>This option was considered. Varied parking on both sides allows the trail to meander and miss many of the trees. Limiting parking to one side would eliminate this possibility.</p>
<p>Hopefully, you aren't on the wrong side of the road for your guest to trudge across the boulevard to get to your house!</p>	<p>Interesting thought. We did (not?) want to force folks to have to cross the blvd if they live on the far side, that would not be fun in the winter.</p>
<p>Please let's not turn the boulevard into a parking lot; at least not in the area where the houses all have their own driveways</p>	<p>We are reducing the overall parking along the boulevard with this project compared to the existing conditions.</p>
<p>I understand your thoughts behind the parking setup, but what happens when the holidays happen...cookouts, etc.</p>	<p>We looked closely at the existing parking trends as well as driveways to accommodate these situations.</p>
<p>Parking day to day I am not concerned with, it's when someone has a party.</p>	<p>We looked closely at the existing parking trends as well as driveways to accommodate these situations.</p>
<p>Consider narrowing the blvd instead of encroaching on our property.</p>	<p>With the exception of the intersection areas, no new ROW will be required from properties. The work will be from the back of the sidewalk on one side of the street to the back of the sidewalk on the other side.</p>
<p>Everybody flies down Colonial.</p>	<p>The roadway pavement will be narrower; and with the parking limited to certain places &amp; in brick the roadway it will be visually narrower to the driver. This will encourage slower speeds.</p>
<p>There was a rapist last year on the trail and the material they use is awful. The end of Colonial is pretty steep for a bike?</p>	<p>The trail does not provide any more access for criminals on Colonial that doesn't already exist. The trail will be asphalt, as opposed to the crushed limestone used on other parts of the trail. The eastern part of Colonial is steep. Bike riders who are comfortable with the hill can remain on their bikes, while others may chose to walk their bikes up or down the hill.</p>
<p>Where is the data that shows it will raise property value?</p>	<p>There are reports from several studies available. link - <a href="https://urbanland.uli.org/economy-markets-trends/bicycling-means-business">https://urbanland.uli.org/economy-markets-trends/bicycling-means-business</a></p>
	<p>link - <a href="https://streets.mn/2013/06/10/do-bike-lanes-impact-housing-values">https://streets.mn/2013/06/10/do-bike-lanes-impact-housing-values</a></p>
	<p>link - <a href="https://headwatereconomics.org/wp-content/uploads/Trail_Study_51-property-value-bike-paths-residential-areas.pdf">https://headwatereconomics.org/wp-content/uploads/Trail_Study_51-property-value-bike-paths-residential-areas.pdf</a></p>
<p>What is will the surface of the trail be?</p>	<p>Different surfaces have been considered and asphalt has been selected. It lasts longer, is easier to maintain, and can be plowed in the winter.</p>
<p>The sidewalks are terrible! But they said they aren't fixing them unless it's part of this plan</p>	<p>New sidewalks from Market to Maple are included as part of this project.</p>
<p>Are you planning on taking out sidewalks that are fairly new or just the old?</p>	<p>Replacing all of the sidewalks from Market to Maple. Some will change in slightly in elevation.</p>

Do the homeowners have to pay for half of sidewalks?	No. All costs for the new sidewalks will be paid for as part of this project.
One of the problems with the sidewalks in Ridgewood on 24th is that when you walk with a stroller the grade is so great that the stroller tends to slide into the road	The sidewalks installed with this project will meet ADA standards and have a maximum cross slope of 1/4" per 1'.
How is bringing the road CLOSER to our house an improvement?	The roadway may be moved closer to a few houses to create more green space in the boulevard, but no ROW will be required from your property.
Continue the trail down 28th?	A separate project will make the connection along Market Ave. to 28th St.
Is this at the beginning of the grant process? Or does Canton have this grant "guaranteed"?	The first phase is committed provided the project scope does not change. The second phase is also pretty secure but a little less so. Although nothing is guaranteed until it is under construction.
How long would phase one take to complete?	Phase 1 will start in early 2022 (February-March) and end by November, lasting one construction season. However, the work will be completed in sections.
The bike trail is a good idea. Keeps the bikes off our sidewalks...so neighborhood members can walk the sidewalks, and not deal with bicyclists.	That is our aim with the trail.
Would we have to park somewhere else during this? Is so where?	There is only one time you might have to park some place besides in your driveway or immediately in front of your own property. If your driveway apron needs to be redone then there would be 2-3 days when you could not drive across it. On street parking would be available close to your property.
I'm asking because I work swing shifts and won't feel comfortable having to park somewhere else	You would not need to walk far for the few days that your driveway apron maybe closed.
How much lawn is being removed?	For most properties, impacts will be in the existing ROW essentially from the back of the sidewalk on one side of the street to the back of the sidewalk on the other side.
Do you have a better rendition of what it looks like? Beside the birdseye view?	Yes. We can bring up the better rendition after the presentation
If the blvd is getting wider and the yards are staying the same then the road is getting even narrower?	Yes. The roadway pavement will be narrower; and with the parking limited to certain places & in brick the roadway it will be visually narrower to the driver.
That road is not very wide.	The roadway pavement will be 9.5' wide. The current driving section is 10' wide with 10' for parking.
Does the trail end at GIBBS? Why does St Elmo to Maple get a SHARE the ROAD??	There is not sufficient existing ROW to add paved trail in the middle of the east section of Colonial.
That's what we want, Share the Road for Bikes, from Market to Maple?	This option was considered; however, when taking all aspects of the project into consideration (bikes, pedestrians, parking, green space, trees, etc.), the trail was determined to be the best option.

What is the need for a bike path from Market to Gibbs, when you are letting it go from St. Elmo to Maple, create a Share the Road for Bikes; just like you don't see people parking on the street, I don't see an increase in people biking... unless SARTA is going to be adding a route down our Historic road	The bike trail is part of the City Bike Plan which is incorporated into the City Comprehensive Plan. Colonial is designated as National Bike Route 44. The separated trail is safer and part of the Complete Streets concept is to consider vehicles, bicycles, and pedestrian in design.
Is (Does) anyone that is pushing for this live in the immediate area? It seems like they don't. Why doesn't that hold any value to this?	This project was presented and discussed at several Colonial Heights Neighborhood Association meetings. Input from the residents was strongly considered.
Where is the money? Can we take a stau from downtown and pave the street?	The funds for the project come from several federal funding programs, local funds, and maybe some state funds for Phase 2.
The rep (Repository) reported all of the roads that were to be paved. Colonial was slated already! So was 23rd and St. Elmo. Yes that's true.	Colonial was scheduled for repaving in the future. This project would reconstruct the pavement earlier than the previous work was scheduled.
Is this project delaying our paving? I understand the delay on Colonial but not the adjacent streets.	No, the project is not delaying any paving. In fact because of the project Colonial will be paved before it probably would have, if not for the project.
Are there plans to finish paving 24th?	In the future.
You will have to pave the roads when the water pipes are replaced.	Yes. The City works hard to coordinate water and sewer line work with pavement work.
I couldn't find the rep (Repository) article where they listed all the streets that were to be paid for by the gas tax, it was a physical copy I read, so I guess the city backtracked on that. Can we find funding for the southern streets in this and prioritize?	Paving prioritization throughout the city is determined using the city's pavement managed system. Pavement condition and coordination with other projects (i.e. water line replacement, gas line replacement, sewer project, etc.) are the main among many determining factors.
If this project is going through, then I need to know how my property is being impacted and there is no need for parking spaces in front of the two large homes on the north and south sides at the entrances of Colonial from Market?	The City is happy to set up separate meetings with residents to discuss your individual property.
Will be in contact to have you come out. Maybe I can coordinate with people directly on Colonial.	We will be happy to schedule it.
Are these LED lights?	Correct - LED lights
Are new bus stops going to be put in? If so where?	No new bus stops are planned as part of this project.
How many ride the bus? Ask the SARTA driver.	We have just started coordination with SARTA so I am not sure. I do know if they do not have riders on a route or stop, they change/eliminate it, so there must be some usage.
I do not want any benches at the bus stops.	We will evaluate the amenities at each bus stop based on location and recommendations from SARTA.

For elderly and disabled, benches are essential. Will they be included?	The City has just started coordination with SARTA. Some amenities may be added at the bus stops. A street light will likely be placed by each bus stop. Trash cans will also be added. Any other amenities will be discussed with SARTA.
Definitely NO bus stops, benches, anything in front of or near my house! I do not want people sitting in front of my house when I have small children.	We do not intend to change bus stop locations with this project, unless SARTA requests us to do so.
Plus the busses FLY down Colonial!	The new geometry and configuration of the roadway should slow all traffic, including buses.
I think adding trash cans would detract from the Blvd. Trash cans tend to overflow. I put a trash can out at my bus stop and they destroyed it.	The city has worked with SARTA in other areas with trash cans at bus stops to ensure that they are emptied regularly.
Shelter may not be needed. However, for elderly and disabled benches would be helpful for them.	It is not likely that shelters will be installed with this project. Benches will be considered.
I only have young guys at the bus stop near my house. I was going to do something for them until they destroyed my property.	We have seen that the addition of certain amenities at bus stops in the city has tended to reduce the issues for adjacent properties (damage, trash, etc.)
Is the design made in such a way that SARTA amenities can be altered as ridership demographics change over time?	Yes, the benches and things just bolt down. (so could be moved or removed in the future)
OK. I would say no amenities unless it's needed, personally. I'm not going to tell grandma she can't have a bench. Canton City isn't the best at always keeping the cans changed, so I'm hesitant on those too.	Good point. Downtown we have been working with SARTA to use our city garbage crews to empty them so they get done at least once a week when we do a trash route.
Can you put something in place where you are required to ask before placing anything in someone's property? My yard has been destroyed twice...gas lines, then water lines.	We anticipate minimal impacts on most properties. Owners of properties which will be impacted, will be notified and have opportunity to provide input. Our goal is for any impacts to be mutually beneficial to the property and the project.
Will the path close at night? I don't want people using the trail to case houses.	The trail will not close at night as it is a public way within the right-of-way. It will remain open in the same way the sidewalks remain open at night.
I have a similar concern... however, we can't close down sidewalks.	See above.
Well what happens when you sell the house...We can't focus on just now this it the future (For example, I'm mad I have to pull carpet off my hardwood floors - same sentiment)	See response above.
When you have time I agree Rowland needs improvements, they all do, but I want to again press the need for at minimum a 4-way stop at St. Elmo and Colonial. The issue is traveling north. You have to pull into the intersection to look east past the fence, and then someone can come quickly over the hill to the west.	The St. Elmo & Colonial intersection does not meet the criteria set in the Ohio Manual of Uniform Traffic Control Devices. The standard for the state.

I support roundabouts pending they are aesthetic.	Aesthetics will definitely be a part of the roundabouts. Brick will be included to help with lane delineations and in the median islands.
A very specific question...the Gibbs/Havana intersection...Can a vehicle turn left from Havana onto Gibbs without going around a roundabout?	No. To go from westbound Havana to southbound Gibbs, you would turn right and go around the first roundabout to go south on Gibbs. You would not need to go up to the northern roundabout.
Bring this down St. Elmo! That street needs so much work.	Phase 1 will extend to Rowland Ave. Phase 2 will include the intersection at St. Elmo Ave. Work on St. Elmo Ave. itself will likely extend no more than 100' in each direction.
OK. You will have a lot more traffic on your road with the roundabouts on Gibbs	Not sure which road; however, we do not expect the roundabouts to lead to any changes in traffic patterns.
You're gonna send them down St. Elmo for my dog to get hit with the changes on 62. I wish we could do a roundabout at St. Elmo.	When the US 62 project is complete, the City will monitor its affects on the traffic patterns in the area as they evolve over time. Adjustments to stop signs or new roundabouts will be evaluated as needed.
With the US 62 project, St. Elmo will become a new cut through, I almost get in a wreck every week.	When the US 62 project is complete, the City will monitor its affects on the traffic patterns in the area as they evolve over time. Adjustments to stop signs or new roundabouts will be evaluated as needed.
As a pedestrian and cyclist in the neighborhood...the roundabout does provide a safety for walkers and bikers.	Yes, and bicycle/pedestrian safety will be a major consideration in the design of the roundabouts.
Market has lights and you have to travel on the brick.	The walk on Market Ave. will be widen with a separate project to accommodate the trail.
I live on 24th. I will go right out of my driveway and up Rowland to 29th to the highway	We do not expect traffic patterns to change significantly because of the installation of roundabouts on Gibbs. Most people will not take a less desirable (in roadway terms), less direct route to avoid a roundabout in the long term.
Take any house in the neighborhodd and take them to the mall. They will avoid Gibbs.	See above.
Can the speed on Gibbs be changed to match the speed limit on neighborhood streets? 25 mph?	No. The speed on Gibbs as through street is determined by Ohio Revised Code(ORC) as 35 mph.
Gibbs has much fewer stop signs than most other north/south roads in the neighborhood streets.	That is part of the design for a through route.
In my humble opinion...I'd rather have roundabouts than stop signs or lights.	Roundabout will be both safer and more efficient than stop signs or a traffic signal at this location.
It makes it hard to see when you go around there and they are ugly	Not sure what this is refering to.
What are you going to put in the middle of the roundabout?	The center of the roundabouts will be paver brick so that if busses need to cut over it they can.

With them smaller they seem hard to navigate. What about the guy with a trailer who comes to cut the grass? Ok weeds, just like the others! The neighborhood will have to take care of it!	The trailer can navigate through the roundabout. It might go onto the brick center, which is part of the design.
So the busses will drive through the roundabouts?	Yes. The current busses that operate on Colonial will continue.
Oh nothing decorative (in the middle).	Nothing decorative in the center of the roundabout. The green spaces between the two roundabouts could be planters.
The green space between the roundabouts could be a decorative space for the association to plant and make our space.	Ok. We will take a look at that for the middle. Not sure but we'll check into it.
Is the center of the roundabouts a slope or curb? I'm concerned about lawn guys damaging their equipment when hitting a curb.	The center of the roundabout will be a slope.
If you make it a slope I can guarantee you my husband will jump it. If you make it a curb I'm worried about the people with trailers. I'd put your mind to those...You need something in the middle like a tree so he doesn't jump it.	Ok. We will take a look at that for the middle.
As a cyclist, I hate the section St. Elmo to Maple. Too steep.	The steep section is not ideal from a cycling perspective. We do have similarly steep sections of bike route/trail in other parts of the city. Those who are willing and able ride up/down those areas while others chose to walk their bikes.
You won't be able to see with a tree.	Do not know what location this refers to; however, sight distance will be checked at all intersections.
Just making a point you need something in the middle.	The middle of the roundabouts will be brick.
Could a 4 way stop be added at St. Elmo and Colonial?	The St. Elmo & Colonial intersection does not meet the criteria set in the Ohio Manual of Uniform Traffic Control Devices. The standard for the state.
So they will let you tear up the entire road and put roundabouts but you can't get a stop sign for 200 bucks? Despite the fact that most people don't want it?	see above
I know I will now go up Rowland instead of Gibbs. The people that live on Rowland are not happy about the increased traffic!	We do not expect traffic patterns to change significantly because of the installation of roundabouts on Gibbs. Most people will not take a less desirable (in roadway terms), less direct route to avoid a roundabout in the long term.
It's when you approach from the south, the fence blocks the view...I have to be out in the intersection to see to the right.	St Elmo intersection?
Meanwhile I look to the right and another car comes flying from the left.	St Elmo intersection?
I don't see why you couldn't make it a 4-way stop now. I'm telling you there's danger. I should start collecting my dash cam footage.	see above

Yes, I am sure this works day to day and I'm not disputing it's thought out.	Sight distance at each intersection will be checked and improved where necessary.
Just a side note...will the chat be made available to the community..these links may be valuable to those who participated in the first meeting.	The comments & questions with responses will be uploaded to the project site. Not sure of the capability to upload the video recording.
<b>General Comments</b>	
So in other words, don't fight this project or be ignored in the future for improvements...	
That's fine, I would rather keep you gorgeous boulevard as it is, then have this project go through.	
Keep the roads as is. Don't want this project!!!!	
I am all for this project.	
I will take advantage of the trail to connect with the other paths rather than drive to a trail to hop on it.	
10 years ago when this was presented at the neighborhood meetings, we all said NO.	
When I drive on Colonial all I see is beauty. Please don't hurt that beauty.	
Thank you for the presentation.	
Thank you for this great plan! Great job! And make comments for the planning.	
Yes the pretty trees are going to be gone!	
Thank you for your hard work.	
Thank you.	
Thank you so much for a beautiful plan...and a great improvement and amenities.	
I look forward to seeing the parking changes.	