



Council Minutes – Regular Meeting

December 1, 2020

CALL TO ORDER:

Mayor Spalding called to order the New Albany City Council Meeting of December 1, 2020 at 6:30 pm at the New Albany Village Hall, 99 West Main Street, New Albany, Ohio. Staff attending were City Manager Joseph Stefanov, Finance Director Bethany Staats, Administrative Services Director Adrienne Joly, and Clerk of Council Jennifer Mason. Staff tele-present were Law Director Mitch Banchefsky, Police Chief Greg Jones, Community Development Director Jennifer Chrysler, Public Service Director Mark Nemece, Deputy Public Service Director Mike Barker, Engineer Ed Ferris, and Chief Communications and Marketing Officer Scott McAfee.

Mayor Spalding led the assemblage in the Pledge of Allegiance.

ROLL CALL:

The following Mayor/Council Members answered Roll Call:

Mayor Sloan Spalding	P
CM Colleen Briscoe	P - tele-present
CM Marlene Brisk	P – tele-present
CM Michael Durik	P
CM Chip Fellows	P
CM Kasey Kist	P
CM Matt Shull	P

ACTION ON MINUTES:

Mayor Spalding asked if council had reviewed the proposed November 17, 2020 regular meeting minutes and if there were any additions or corrections. Clerk Mason reported that, after distribution of the draft, Finance Director Bethany Staats gave her a correction on page 11. Staff budgeted an additional \$500,000 in the trails program, not \$50,000. She also received typo fixes and a stylistic change from Council Member Brisk on page 8 regarding the student gatherings at Starbucks. The changes were not substantive. The changes set forth were made to the original. Hearing no further changes, Mayor Spalding moved to adopt the November 17, 2020 regular meeting minutes as amended. Council Member Shull seconded and council voted with seven yes votes to approve the November 17, 2020 regular meeting minutes as amended.

ADDITIONS OR CORRECTIONS TO THE AGENDA:

NONE.

HEARING OF VISITORS:

Dwayne Stradford, resident, referenced his email to council ([attached](#)). He asked about Beech Road development going on around the Park State Road and Morse Road intersection. There was more development pressure there. He worked off of Smith’s Mill, north of 161. There were folks who commuted – and all the traffic coming from 161 – for the area at Park State and Morse, were there thoughts of putting a roundabout or traffic lights? And then have the road widened which would help the traffic flow. One of the main things he saw, especially with the bad weather, any time 161 had an accident or was backed up, all

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that traffic off of 161 flowed down into these side streets and roads. Quite frankly, the area wasn't prepared for all that traffic. What was the long range of development from that intersection of Morse, Park State, and Beech Roads – to where it widened down to Reynoldsburg-New Albany on Morse and Clark State, and Main Street going back east toward Newark? He was trying to get a feel for that.

North of Dublin-Granville Road, that intersection, the light sequencing off of Beech Road – off of 161 – it seemed like traffic was relatively light after 8 pm - as an example. With a lot of people leaving that area, it might be a good time to set the lights to flashing – where it was on the honor system – where people coming off 161 stopped, looked, and went. He didn't know if there was a substantial amount of traffic in and around there at a certain part of the night to where a driver couldn't be more on the honor system.

He knows there was discussion before about parking in the Market Square District and downtown. Now, with the vaccines on the way, it seemed like the upcoming summer and going into fall, there would be some normalcy. He knew there was development of a microbrewery at the old Value Hardware. Mr. Stradford didn't know if there was any consideration of some kind of parking structure or something like that to really be able to promote a lot of folks coming into that area. People would be coming across the street, as well. Seemed like there would be a lot more activity, and parking would be really constrained. He didn't know whether or not there was any thoughts about adding parking structures in that parking lot behind the Heit Center - in preparation for all the events that were coming toward the Market Square District.

Mr. Stradford thanked and appreciated everyone for their patience.

City Manager Joseph Stefanov told council that he received Mr. Stradford's email that morning. He'd had a conversation with Director Chrysler about preparing a response based on the updated Strategic Plan which would be presented to council for approval after January 1st along with the Village Center Parking Study and the Thoroughfare study. Staff would be able to provide a comprehensive answer to all of Mr. Stradford's questions.

In short, the answer to Mr. Stradford's questions was, yes, all of the issues he raised had been contemplated and analyzed by the planning staff over the course of the last 18 months. They would be addressed in formal documents presented to council next year.

In terms of the timing of the traffic signals – that was something staff could take a look at. City Manager Stefanov couldn't recall all relevant portions of the current Uniform Traffic Manual. He believed there were some restrictions on what types of intersections could have flashing signals. He was happy to take a look at that and respond. The city had implemented flashing lights in certain locations in town, typically after 10 pm. State restrictions could affect the location referenced by Mr. Stradford. Council Member Fellows noted that the light flashed at Central College Road and State Route 605.

Council Member Kist asked and City Manager Stefanov replied that all of the infrastructure for the “smart signals” had been built and traffic lights connected. He would have to check with Public Service Director Nemecek to see where the city was in terms of the actual timing and coordination of the signals. Council Member Kist asked if, when the system was operational, would it capture and learn traffic flows, and in

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theory, leave the light green longer? City Manager Stefanov responded that he certain roads got priority under normal circumstances and described an example using Beech Road. City Manager Stefanov’s understanding was that this system would alleviate some of Mr. Stradford’s timing concerns.

Mr. Stradford liked a more “on-demand” response, after certain hours, as people came off of 161. He knew, going west on 161 and getting off at Beech Road, a lot of people made a right turn and didn’t have to wait. He understood the system would reduce the time for a left turn. City Manager Stefanov stated he would verify that and look at the Uniform Traffic Manual regarding flashing lights.

Mr. Stradford asked and City Manager Stefanov replied that the intersections in the vicinity of the Giant Eagle were in the City of Columbus. City Manager Stefanov believed there had been some discussions with the City of Columbus about the possible re-working of those intersections. He’d heard rumors, but nothing definitive.

Mayor Spalding moved to include a copy of the city’s written response (attached) in the minutes so members of the public who may have listened to this conversation could see it. Council Member Fellows seconded and council voted with seven yes votes to approve the motion.

BOARDS AND COMMISSIONS:

PLANNING COMMISSION: No meeting.

PARKS AND TRAILS ADVISORY BOARD: No meeting.

ACHITECHTURAL REVIEW BOARD: No meeting.

BOARD OF ZONING APPEALS: Council Member Brisk reported that the BZA heard three variance requests for one residence regarding pool requirements. Two out of the three variances were approved. Council Member Shull asked and Council Member Brisk replied that the vote was 3 to 2 in favor of the applicant to eliminate the pool fence. Similar variances had been previously approved in that area. Community Development Director Jennifer Chrysler reported in more detail the PC’s conversation around pool covers. Council and staff discussed automatic pool covers and how to enforce that requirement from year to year. There was no enforcement program to date, but staff was going to develop one in 2021 because the city had so many of these variances. Mayor Spalding recalled discussion of a requirement for the homeowner to file an annual certification from a verified vendor.

ECONOMIC DEVELOPMENT COMMISSION: No meeting.

PUBLIC RECORDS COMMISSION: No meeting.

INCLUSION DIVERSITY & EQUITY ACTION COMMITTEE: Mayor Spalding reported the first meeting of the IDEA Committee was up coming.

CEMETERY RESTORATION ADVISORY BOARD: No meeting.

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CORRESPONDENCE AND COMMUNICATION:

NONE.

SECOND READING AND PUBLIC HEARING OF ORDINANCES:

ORDINANCE O-26-2020

Mayor Spalding read by title AN ORDINANCE TO MAKE APPROPRIATIONS FOR CURRENT EXPENSES AND OTHER EXPENDITURES OF THE CITY OF NEW ALBANY, STATE OF OHIO, DURING THE FISCAL YEAR ENDING DECEMBER 31, 2021

Finance Director Bethany Staats reviewed the stages of the 2021 budget presentations to council. Most changes between the first and second readings of this ordinance were minor. Within the General Fund, \$10,000 was added for the Wagner Cemetery fence. A few other changes included an increase to Mayor's Court, a decrease to Administrative Services, and a realignment related to RITA fees. Overall, the change in the General Fund budget was an approximately \$30,000 increase.

Council Member Briscoe asked and Director Staats replied that the Mayor's Court funding was included on the budget document. Originally, a position was not going to be filled, but the funding for that position was added back until the next step for Mayor's Court was determined.

Director Staats told council that the General Fund increased \$10,000 for the fence. The Capital Improvement Fund increased by \$325,000 for the solar panel project on the Public Service Building, which project was moving from 2020 to 2021.

This ordinance also included language which allowed a transfer up to \$10,000, once per quarter, between appropriation line items within the same department and fund. This helpful tool was used to cover unanticipated costs within different departments where funds were available. This was not a budget increase, but allowed a transfer between lines.

The city charter required the budget appropriation ordinance to be approved by December 21 of each year.

Mayor Spalding applauded Director Staats and staff for their organization. He appreciated that the public had access to these documents and that the city had a transparent process. Even with the current financial pressured, the city was able to come in with a budget that was robust, but understood revenue limitations.

Mayor Spalding opened the Public Hearing. Hearing no comments or questions from the public, he closed the Public Hearing.

Council Member Shull moved to adopt the ordinance. Council Member Durik seconded and council voted with seven yes votes to approve Ordinance O-26-2020.

INTRODUCTION AND FIRST READING OF ORDINANCES

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ORDINANCE O-27-2020

Mayor Spalding read by title APPROPRIATION AMENDMENT ORDINANCE

AN ORDINANCE TO AMEND APPROPRIATIONS FOR CURRENT EXPENSES AND OTHER EXPENDITURES OF THE CITY OF NEW ALBANY, STATE OF OHIO, DURING THE FISCAL YEAR ENDING DECEMBER 31, 2020.

Finance Director Bethany Staats told council this ordinance was the final appropriation amendment for the 2020 budget. The purpose of the legislation was to eliminate any negative account balances and ensure appropriations were in compliance with Ohio Revised Code (ORC) requirements. These proactive measures helped to ensure budgetary compliance for the 2020 audit.

Director Staats reviewed the legislation's sections with council. Section 1 detailed the different changes the staff made to the appropriations including in the General Fund, the Permissive Tax Fund, the Economic Development Capital Fund, and various police and TIF funds. Staff was anticipating a few more adjustments, especially related to the Capital Projects Funds which would be decreasing as projects shifted over to the 2021 budget.

Section 2 gave the finance director the authority to make transfers as needed between appropriation line items between each fund in order to bring expenditures in line with the appropriation line items and restore any reduced appropriations, if necessary, due to unforeseen circumstances. This authority was necessary and helpful to ensure budgetary compliance at year end. This did not allow the finance director to transfer an appropriations from one fund to another, and did not allow an increase or decrease in appropriations unless they were described in this legislation.

Section 3 allowed for a \$50,000 appropriation contingency. In consultation with the city manager, this could cover an unforeseen expenditure that happened after the passage of this ordinance through the end of the year. If this provision was used, it would be reported at council's first meeting in January. Section 4 authorized the finance director to adjust appropriation with the EOZ and Hotel Excise Tax Fund in accordance with actual receipts as required by the ORC. Section 5 authorized the finance director to reduce appropriations within any fund to ensure compliance with the ORC so long as no appropriation was reduced below an amount sufficient to cover all outstanding, certified obligations.

Director Staats reminded council that these provisions had been in similar ordinances for the past few years.

Council Member Durik asked and Director Staats responded that she preferred to keep having council approve these provisions so that she could show the auditors the authority each year. The ability came from the city's charter.

Mayor Spalding set the ordinance for second reading at the December 15, 2020 council meeting.

READING AND PUBLIC HEARING OF RESOLUTIONS:

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RESOLUTION R-41-2020

Mayor Spalding read by title A RESOLUTION TO AUTHORIZE THE CITY MANAGER TO ENTER INTO AN ANNEXATION AGREEMENT WITH JERSEY TOWNSHIP IN ORDER TO FACILITATE THE ANNEXATION OF PARCEL NUMBERS 037-111498-00.000, 037-111498-00.001, 037-111744-01.000, 037-111744-00.003, 037-111744-02.000, 037-111744-00.004, AND 037-111744-00.005 WHICH COMPRISE APPROXIMATELY 56.2 +/- ACRES

City Manager Joseph Stefanov told council that this was the standard annexation agreement language for an Expedited Type I process which encompassed all of the provisions of a traditional annexation, but was completed in approximately two to three months. City Manager Stefanov explained to council that The New Albany Company (NACO) was interested in making two parcels a part of the Business Park. The parcels were contiguous to Jug Street to the north.

Jersey Township Trustees requested, and NACO was considering annexing some additional parcels there. The parcel owned by the electric co-op would be participating. The city didn't know yet about the parcels owned by Columbus Southern Power and a private owner. The annexation agreement did not force any owners to annex. It was strictly an agreement between the city and the township which specified the terms of annexation – but did not annex property. If the other land owners chose to participate, that opportunity existed for them and the underlying annexation agreement would be in effect. City Manager Stefanov did not know how many would annex besides the original two. The goal was to try to eliminate unincorporated islands.

For annexations, Jersey Township required a Road Maintenance Agreement which was already in place covering Jug Street from the county line to Harrison Road.

Mayor Spalding asked and City Manager Stefanov told council that the city laid down an asphalt cold mix on Jug Street from Beech Road to Harrison Road. The cold mix was cost effective on a short term basis, and would be good for four to five years until the city knew what needed to be done to accommodate pending development in the area. The city had been working with the Licking County Transportation Improvement District to improve the road all the way to Mink Road, but that was put on hold until the rest was determined.

Mayor Spalding opened the Public Hearing. Hearing no comments or questions from the public, he closed the Public Hearing.

Council Member Kist moved to adopt the resolution. Council Member Durik seconded and council voted with seven yes votes to approve Resolution R-41-2020.

STANDING COMMITTEE REPORTS:

- A. Finance Committee: No report.
- B. Safety Committee: No report.

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- C. Public Utilities: No report.
- D. Service and Public Facilities Committee: No report.
- E. Planning and Economic Development Committee: No report.
- F. Administration Committee: No report.
- G. Grants and Non-Profit Funding: No report.

REPORTS OF REPRESENTATIVES:

- A. Council Representative to MORPC: No meeting.
- B. Council Representative to Joint Parks and Recreation: No meeting.
- C. Council Representative to New Albany Plain Local Schools: No meeting.
- D. Council Representative to Plain Township: Council Member Durik, as follow up to his last report, told council that the township was not fully reimbursed for the cost of the emergency medical runs. The township received a Medicare-approved amount, but it nowhere near covered the expense. Chief Rupp was present via Zoom if council had any questions.

REPORTS OF CITY OFFICIALS:

- A. Mayor: Mayor Spalding reported that Joseph Stefanov Circle now had signage. Former Mayor Ferguson called to thank him for getting this done. The holiday lighting was up thanks to the contractor and Council Member Fellow's leadership on lighting New Albany. Mayor Spalding congratulated Chief Communications and Marketing Officer Scott McAfee and the city's design team for winning an award for the city's rebranding and new logo. The new flag was installed in council chambers and outside Village Hall. The city was working with the local library and the township about updating those city flags.
- B. Clerk of Council: Asked council to review and verify their information on the Ohio Ethics Commission form.
- C. Finance Director: Director Staats reported that the CARES small business grant program was underway. The deadline for applications had passed. So far, there were 49 applicants. The Grant Review Committee, which consisted of members of the Chamber of Commerce and herself, met to decide the approach and would be reviewing those applications over the next week or so. The city received an additional \$46,000 of CARES funds. Council members and Director Staats

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discussed the kinds of small business applications received and evaluating the requests. Using the additional CARES funds, she would be rounding up the available funds to \$200,000 for the program.

D. City Manager: City Manager Stefanov reported that Director Joly put out the Request for Proposals for the retired city street signs, and city staff was awaiting on non-profits to respond. The deadline to respond was January 8th.

E. City Attorney: No report.

POLL FOR PUBLIC COMMENT:

NONE.

POLL FOR COUNCIL COMMENT:

NONE.

EXECUTIVE SESSION:

Mayor Spalding moved that council go into executive session pursuant to Ohio Revised Code 121.22 (G)(1) to consider employment or compensation of a public employee. No action was anticipated after the executive session. Council Member Kist seconded and council voted with seven yes votes to go into executive session at 7:32 pm.

Mayor Spalding moved that council come out of executive session and resume the regular meeting. Council Member Briscoe seconded and council voted with seven yes votes come out of executive session and resume the regular meeting. Council resumed the regular meeting at 7:43 pm.

OTHER BUSINESS:

Community letter - City Manager Stefanov reported that Chief Communications and Marketing Officer Scott McAfee texted him to ask council's preference for the drafted letter distributed by email. Council Members expressed support for the letter. Council members preferred the term "neighborhood parks" over "pocket parks." Council Member Shull asked and City Manager Stefanov and Director Staats responded that \$500,000 for the parks over five years was a projection. The appropriation for 2021 was \$100,000. Council members wanted to make it clear how much was approved for the coming year and what was hoped for the following years.

Business cards – Mayor Spalding asked and Director Joly told council she would get an updated time from for the newly branded business cards. The order was paused while some staffing changes occurred.

ADJOURNMENT:

With no further comments and all scheduled matters attended to, Mayor Spalding moved and Council Member Brisk seconded to adjourn the December 1, 2020 regular council meeting at 7:46 pm.



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ATTEST:

Jennifer H. Mason, Clerk of Council

Sloan Spalding, Mayor

15 DEC 2020

Date

Attachment to 12-15-2020 Council Minutes

From: Dwayne Stradford <dstradford@aep.com>
Sent: Monday, November 30, 2020 11:34 PM
To: Jennifer Mason <jmason@newalbanyohio.org>
Subject: [EXT]New Albany Mobility - Beech Road Commercial Development

Good Evening,

In conjunction with the initial work to widen Beech Road (between Dublin Granville Road and Morse Road), would the New Albany City Council considered the following complementary, parallel projects to further alleviate traffic in the Beech Road area:

- Continue widening of Beech Road down to Morse Road
 - Install a Roundabout at the Morse Road/Beech Road/Clark State Road intersection
- Widening of Morse Road – Between Mink Street Road and Reynoldsburg – New Albany Road (Rte. 605) to three lanes (with sidewalks and street lights)
 - In light of work on Morse Road (between Hamilton and Johnstown), may be ideal to widen Morse to a 3 lane road between Rte. 605 to Rte. 62
- Widening of Clark State Road – Between Morse Road and Reynoldsburg – New Albany Road (Rte. 605) to three lanes (with sidewalks and street lights)

I understand that it would take partnering with neighboring jurisdictions, but I think it would be recognized as a win-win for all parties considered. Especially working with Gahanna and Blacklick. A lot of workers in the area travel from the south up into New Albany using some of the following roads: Mink Street, Waggoner Road, Hazelton Etna Road, and Reynoldsburg – New Albany Road.

Also, is there potential to work on the traffic signal timing of the lights around the Beech Road/161 intersection. It seems like the sequencing of the lights could be improved in that area, along with have the lights flash after 8pm to 9pm with the lack of heavy traffic in the evenings.

Thanks for your time and consideration.

Have a great evening.

Regards,

Dwayne



DWAYNE STRADFORD | MNG DIR TRANS RELBTY ASSURANCE
DSTRADFORD@AEP.COM | D:614.933.2862 | C:614.401.7969
8500 SMITHS MILL ROAD, NEW ALBANY, OH 43054

From: Dwayne Stradford <dstradford@aep.com>
Sent: Monday, November 30, 2020 11:53 PM
To: Jennifer Mason <jmason@newalbanyohio.org>
Subject: [EXT]Parking enhancements in and around Market Square District

Good evening,

With the vaccines on the way, it appears that life may be going back to normal by Summer of 2021. Prior to the pandemic, it was getting challenging to find parking behind Hudson 29/Mellow Mushroom over to the Heit Center.

Would there be consideration to potential construct parking structures to accommodate all of the parking demand when things go back to normal. It seems like parking structures in that lot would not only support Market Square, but could double to support the McCoy Center, the new amphitheater, and the businesses off of Rose Run.

Thanks for your time and consideration.

Regards,

Dwayne



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8500 SMITHS MILL ROAD, NEW ALBANY, OH 43054

From: Jennifer Chrysler

Sent: Thursday, December 3, 2020 4:34 PM

To: 'dstradford@aep.com' <dstradford@aep.com>

Cc: Jennifer Mason <jmason@newalbanyohio.org>; Mike Barker - City of New Albany <mbarker@newalbanyohio.org>

Subject: Response to Traffic and Parking questions

Hi Mr. Stradford,

Thank you for your questions in the emails to Jennifer Mason and during the public comment portion of the city council meeting. Public engagement is the backbone of community development – we are thankful for your thoughtful engagement.

We are pleased to wrap up 2020 with the completion of several major planning initiatives. The Engage New Albany Strategic Plan and the Village Center Parking & Traffic Strategy are two such initiatives that will inform our decision making relative to parking, road infrastructure and mobility throughout the community including the Village Center.

The Village Center Parking & Traffic Strategy examines the existing and future parking needs in a comprehensive, data driven manner as necessary to develop a plan that provides targeted parking recommendations to facilitate the continued growth. The plan will include recommendations for parking best practices. An example of a best practice is enhancing the pedestrian experience from parking areas to destinations in order to increase the likelihood that people will walk from a more centralized parking lot or structure to nearby sites. Wayfinding solutions is another consideration for all types of parking (e.g lots, on-street, shared, etc.) and for local Village Center destinations. Attached is a comprehensive update on this project to date that includes the scope of work, plan methodology and standards and next steps.

Our deputy service director, Mike Barker, collaborated with our team to provide the following answers to your questions about the Beech Road Corridor and Morse Road:

Widening of Beech Road to Morse Road - Install a Roundabout at the Morse Road/Beech Road/Clark State Road intersection

The Beech Road improvements, as constructed in 2018, were designed to stop short of Morse Road in consideration of a future intersection improvement. A roundabout has been evaluated on a preliminary level and is estimated to cost approximately \$3M to design and construct. This project is not currently funded, however, the intersection will continue to be evaluated as additional development and traffic volume is incurred. This project will fall within the jurisdictions of New Albany, Pataskala and Licking County. The city requires that future developments on Beech Road will include a thorough analysis of traffic, the impact to that intersection and may also include cost sharing provisions (as a part of infrastructure & development agreements). We have a long history of proactively designing infrastructure to meet the future demand. As a part of that strategy (and absent an economic development project) the city hopes to begin multi-jurisdictional conversations about the design improvements in Q3 2021.

Widening of Morse Road – Between Mink Street Road and Reynoldsburg – New Albany Road (Rte. 605) to three lanes (with sidewalks and street lights)

There are no current plans or recommendations to widen Morse Road. The Engage New Albany Strategic Plan included a substantial traffic evaluation which considered the full build out of the community. The data suggests that the average daily traffic for several sections of Morse Road will realize only marginal increases, and others suggest a decrease in traffic volume. This is because the continued buildout of the overall street grid and roadway network will ultimately redirect traffic from Morse Road to other areas. Based on this data, a widening of Morse Road does not appear to be needed. Please note that a center turn lane or a drop right turn lane might become necessary along Morse Road for project specific access, however, holistic improvements to Morse Road are not anticipated. The Engage New Albany Strategic Plan further recommends the continued protection of rural corridors including SR 605 and Morse

Road. The multiplicity of road connections recommended in the plan serve to disperse traffic throughout the area and protect the integrity of the rural design aesthetic.

Widening of Clark State Road – Between Morse Road and Reynoldsburg – New Albany Road (Rte. 605) to three lanes (with sidewalks and street lights)

We have not evaluated this specific suggestion, however, we had a similar idea as a part of the Engage New Albany Strategic Plan process. Based on trip distribution data, there is a significant amount of traffic going to and from SR 161 by way of Waggoner Road/Clark State Road/Beech Road. Our Engage New Albany Strategic Plan suggests that an intersection improvement be further evaluated at the Waggoner Road and Clark State Road in order to better accommodate this north/south flow of traffic. This is entirely outside of the city of New Albany and will involve coordination with Jefferson Township and the Franklin County Engineer's office. We are interested in this improvement as it will better facilitate traffic in and out of New Albany.

Flashing Signals at Smith's Mill Road and Beech Road

In this instance, the Ohio Manual of Uniform Traffic Control Devices (OMUTCD) does not recommend flashing yellow due to the higher speed of the roadways in conjunction with the more rural roadway character. There are elements of engineering judgement involved in this determination, but our engineering team does not recommend a flashing signal at this location.

Traffic Signal Interconnect Project

All of the infrastructure related to the traffic signal interconnect project has been installed and the system has been fully connected and operational since September. We checked on the signal timings this morning and determined that a vehicle that encounters a red light during off peak hours should only have to wait about 45 seconds. The primary purpose of the traffic signal interconnect project was to reduce carbon emissions that result from vehicles idling unnecessarily. While we are still in the learning curve of operating the system, this project is expected to reduce delay at every traffic signal in the city. In the meantime, Mike will work with our traffic engineer to discuss further modifying the off-peak signal timing at this location to see if there is opportunity to further reduce delay.

The Engage New Albany Strategic Plan will go through the formal adoption process in early 2021. For more information please visit <https://newalbanyohio.org/answers/strategic-plan/> - the site includes a slide show with preliminary plan recommendations from the last community meeting.

We anticipate that the Village Center Parking & Traffic Strategy will be presented to council on February 16th. Once completed both plans will be presented to city council during one of their regularly scheduled meetings. You can find additional information and updates on all current planning projects on our monthly report website here: <https://newalbanyohio.org/answers/annual-report/>.

Best Regards,

Jennifer

Jennifer Chrysler

Director of Community Development



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fax 614.939.2234

newalbanyohio.org

Village Center Parking & Traffic Strategy

Anticipated Completion Date: January/February 2021

Anticipated Presentation Date to Council: February 16, 2021

Background:

Parking in the Village Center has been discussed extensively over the last several years. The first set of recommendations started in the 2001 Strategic Plan. In 2006, the city adopted the Village Center Plan that included several parking recommendations. As development patterns evolved over the years it will be important for the working team to analyze the adopted plans throughout the years and identify best practices within those plans that are relevant today.

The city received many parking and traffic related comments from residents as a part of the outreach for Engage New Albany, the city's five-year strategic plan. That feedback highlighted the need for the existing parking areas to be examined and studied for potential improvements and to ensure there is adequate parking access and availability in the future. The feedback also included strong recommendations to continue to plan and build proactively for the road infrastructure that will support future development. In response to last year's community feedback and throughout 2020, the city staff has worked with stakeholders in conjunction with planning and traffic consultants to create a Village Center parking strategy plan.

Project Description/Scope of Work:

Examination of existing and future parking needs in a comprehensive, data driven manner as necessary to develop a plan that provides targeted parking recommendations to facilitate the continued growth of the Village Center. The project deliverables include:

- Data validation of the parking model recommendations and traffic data analysis to ensure the parking recommendations and existing roadways are in alignment (transportation consultants Wells and Associates).
- Development of a "Build-Out Plan" that includes a range of future development scenarios varying in density and scale to adequately understand the impact on future parking and the overall transportation network (i.e. traffic).
- Short-term parking management strategies to address existing parking needs and long-term parking management strategies that anticipate future development conditions. Certain areas within the Village Center may be assigned multiple long-term parking management strategies based on the consensus plan (aka "Build-Out Plan").
- A phasing plan as well as an order of magnitude costs for the parking improvement(s) recommendations.
- The plan will link parking and street improvements to density or other quantitative measure rather than time. This will allow the plan to remain relevant regardless of the timeframe that the Village Center builds out or how it might build out. It will also provide options for the city when evaluating proposed development projects.
- The traffic studies from the engineering firm Carpenter Marty and MORPC will be used to inform final parking recommendations in the final deliverable. Additional traffic consulting may be required by Wells & Associates. The final report will tie parking recommendations to these traffic studies.

Plan Methodology & Plan Standards:

- The working group (aka steering committee) for the plan included internal staff members, external consultants and community stakeholders.
- The working group determined that the plan needed to link parking and street improvements to density or other quantitative measures rather than time. This will allow the plan to remain

relevant regardless of the timeframe that the Village Center builds out or how it might build out. The plan should provide options for the city when evaluating proposed development projects.

- The working group analyzed existing plans adopted throughout the years to identify best practices that are relevant today for shared parking, walksheds (the distance people are willing to walk from their car to businesses), and discussed how phasing development impacts parking needs.
- The working group discussed various development scenarios, parking analyses and street alignments in order to achieve a common understanding of the potential scale of development (i.e.: density, use, etc). Based on this discussion, the group identified areas needing low and high ranges of development scenario.
- MKSK drafted a maximum Build-Out Plan representing all existing and planned development for the Village Center study area.
 - Ten individual “Parking Districts” were identified within the Village Center.
 - The working group reviewed the existing and anticipated development pattern(s) (i.e. types of uses and densities), existing parking, and future parking needs in each district. The group determined that each Parking District, except one in the historic core, should be able to “park itself”, meaning it will be able to provide adequate parking independent of other districts.
 - Exceptions include large events where a regional parking strategy may need to be implemented. (ie: concerts, public events, etc.).
 - Parking on the school campus is included as a basis for conversation when assessing parking needs for large events.
- MKSK subcontracted with traffic consulting firm Wells & Associates to evaluate different Market Street extension alignment proposals. The final alignment may provide additional parking opportunities and improve traffic within the Village Center. The evaluation should include specific data quantifying the amount of improvement a specific alignment will afford.

Status Update:

The traffic consultant, Wells & Associates, finished their review of two proposed extensions of Market Street. The traffic simulation analysis concluded that connecting Third Street to Market Street results in overall less car travel delay within the Village Center. This connection, along with other intersection improvements at Main Street and Third Street, provides the most efficient flow of vehicular traffic. The simulation modeled AM/PM peak travel times based on anticipated development in the year 2031. The traffic impact study showed significant reduction in delays (travel times) at AM and PM peak hours for Main Street north of Market Street, Main Street east of High Street and High Street north of Market Street.

Next Steps:

- MKSK will continue to refine the exact alignment to ensure the Village Center historic lot and block network is preserved while also taking into consideration established environmental features. Wells & Associates and MKSK will collaborate on a schedule.
- Wells & Associates will run the same traffic simulation based on current conditions in order to know the immediate impact on present day traffic flow.
- Wells & Associates and MKSK will collaborate on a schedule to finalize their tasks and report back to the city.
- Once the final alignment is determined, MKSK will continue working on the build-out plan and “decision schedule” drafts.
- Once there is final agreement on the build-out plan, it will be used to create draft recommended parking assignments and recommendations for each parking district.

- Once comments from Wells & Associates are received for the alignment of the Market Street extension, a final design will be chosen and used with other parking data to assist in the strategies and recommendations.