



CITY OF DUBLIN

Office of the City Manager

5200 Emerald Parkway • Dublin, OH 43017-1090

Phone: 614-410-4400 • Fax: 614-410-4490

Memo

To: Members of Dublin City Council
From: Terry Foegler, City Manager *TF/Sgo*
Date: June 25, 2009
Initiated By: Steve Langworthy, Director of Land Use and Long Range Planning
Re: Hyland-Croy Road Corridor Character Workshops

Summary

On May 26 and May 28, Planning conducted two public workshops for the Hyland-Croy Road Corridor Character Study. The workshops were organized by geographic area, with the first focusing on the Post Road to Brand Road portion of the corridor (Workshop A) and the second focusing on the portion between Brand Road and Brock Road (Workshop B). At least 45 residents within the corridor from both Dublin and Jerome Township attended the first meeting and 32 attended the second meeting.

Participants were invited to engage in group discussion at three stations. At each station participants were asked to discuss issues and ideas for the corridor based on one of three perspectives: as a driver, as a pedestrian or cyclist, and as a resident or property owner. A staff facilitator opened discussion and encouraged dialogue regarding each of the three perspectives, while another staff member recorded the comments on paper. Participants were also encouraged to draw design concepts and write comments on maps of the corridor. The process was repeated at 15-minute intervals so that participants had the opportunity to take part in each station.

This summary provides a consolidated review of the issues and ideas discussed throughout both workshops. Copies of the original map sheets are currently available online. Scanned copies of the map sheets used to collect public feedback at the workshops will soon be available online as well. The full-sized map sheets used at the workshops will be available for review in the Council Planning room prior to the July 1 City Council meeting.

General Feedback

Workshop participants shared a variety of opinions and preferences in each discussion station. Similar themes were discussed for both the north and south segments of the corridor. However, there were some differences, largely reflecting participant composition. Comments for the southern portion of the corridor (Workshop A) tended to support infrastructure improvements to alleviate resident issues, including the improvement of the roadway to a four-lane divided section as indicated in the Dublin Thoroughfare Plan. There was greater concern with this idea in the northern portion of the corridor (Workshop B) due to the larger number of homeowners with properties fronting on and having direct access to Hyland-Croy Road. Comments for the northern section focused on leaving the roadway as it is, or widening only enough to provide a center left-turn lane. Concern was expressed in both groups regarding additional right-of-way acquisition. Overall,

participants recognized the need to balance the impacts of improvements on existing property owners while also providing desired amenities such as pedestrian/bikeway connections.

Growth and Development

Land Use & Development

Planning informed workshop participants that the purpose of the Corridor Character Study is not to alter existing zoning or future land uses within the corridor. They were instead encouraged to discuss solutions to mitigate potential impacts of new development on the character of the corridor and on existing neighborhoods. Nevertheless, some groups discussed land uses and developments they feel are undesirable for the corridor. Some participants are opposed to any additional development; others would prefer only single-family residential development. Additionally, some would like neighborhood retail services and more diverse housing options in the area. There is general opposition to large-format retail development. Many land use-related concerns are based on anticipated traffic increases, although the visual impact of development was also noted as an issue.

Corridor Access

Many participants discussed regional access to and from the Hyland-Croy Road corridor. Increased traffic volumes from additional developments both within the corridor and in close proximity are a concern. Many participants expressed concern over the traffic impacts that will result from the future extension of Hyland-Croy Road northward as part of the Jerome Village development. Some felt that additional access points to US 33 should be provided as an option for motorists to bypass all or portions of the corridor. Others felt that improved access to the highway will lead to increased traffic volumes on Hyland-Croy Road. Some suggested that a reduced speed limit would discourage the use of Hyland-Croy Road for commuter travel. Others suggested re-routing traffic through alternative corridors such as Avery Road/Jerome Road. Some participants did not want more access roads to be connected to Hyland-Croy Road and would prefer that new subdivisions be connected to existing neighborhoods and/or other arterial streets to minimize traffic on portions of the roadway.

Many participants expressed difficulty with accessing Hyland-Croy Road from Post Road. Left turns onto Post Road from Hyland-Croy Road were noted as particularly difficult. There was general support for the planned Post Road/Hyland-Croy Road roundabout, regardless of scheduling for the US 33/SR 161/Post Road interchange improvement. However, mixed feelings were expressed regarding the planned interchange improvement itself, primarily due to the required elimination of the Post Preserve Boulevard access to Post Road.

Vehicular Safety and Mobility

Participants felt that Hyland-Croy Road is hazardous for drivers, pedestrians and cyclists alike. There was general agreement that traffic is too fast, due to inappropriately high speed limits and to drivers traveling at illegal speeds. The narrowness of the roadway, lack of sufficient shoulders and steep roadside ditches were cited as safety concerns. The Hyland-Croy/McKitrick Road intersection was noted as particularly dangerous due to poor visibility. Many drivers stated that winter road conditions are hazardous throughout the corridor due to steep ditches in the southern section and snow drifts in the northern section.

Traffic Control

Participants expressed a desire for traffic calming measures including elimination of existing passing zones, reduced speed limits and controlling traffic at intersections using traffic signals and/or roundabouts. Greater enforcement of existing speed limits was also suggested. However, some felt that traffic sometimes moves too slowly and stated that the length of the Dublin-Jerome High School speed zone is excessive.

Some motorists felt that the Glacier Ridge Boulevard roundabout is too tight to accommodate safe turning movements. However, many participants advocated roundabout installation at regular intervals throughout the corridor as traffic calming devices.

Suggested roundabout locations include:

- Post Road
- Brand Road
- Corazon Drive
- McKitrick Road
- Future Tartan Ridge Access Road
- Brock Road

Neighborhood/Property Access

Both the speed and volume of traffic on Hyland-Croy Road were cited as issues affecting access to and from neighborhoods and individual properties along the corridor. Participants stated that traffic does not slow down sufficiently to accommodate safe turning movements onto neighborhood entrance streets in the southern portion of the corridor. Residents also noted that left turns onto Hyland-Croy Road from neighborhood collector streets are difficult and can be unsafe from individual driveways. Right turn deceleration lanes were suggested for approaches to Park Mill Drive at Park Place and Tullymore Drive at Bishop's Run and Bishop's Crossing.

Roadway Design

Participants discussed the trade-offs of roadway widening for additional travel lanes. Some participants suggested that widening the roadway to a four-lane divided section would better accommodate existing and future traffic volumes and might help to slow speeds. Others were concerned that additional lanes will attract more traffic and encourage speeding. A three-lane section with a center turn lane was suggested as an alternative.

Participants described a perceived relationship between roadway design, corridor character and traffic speed. Many felt that drivers tend to speed because the roadway is long and straight. Others suggested that the open field of view throughout the corridor also encourages speeding. Many participants suggested that speeding could be discouraged by curving or meandering the roadway and by installing a median with trees. Advocates of realigning the roadway suggested that curving could be implemented during the development process for future proposals on remaining vacant land within the corridor.

Suggested locations for a curved roadway alignment include:

- Eastward between Park Place and Bishop's Crossing

- Eastward toward the Tartan West pond
- Immediately north of the McKittrick Road intersection

Participants in both workshops expressed concern over the impacts of right-of-way acquisition on homeowners and on the Metro Park. There was generally greater opposition to the widening and realignment of Hyland-Croy Road in the northern portion of the corridor, due to the larger number of homes with direct access to Hyland-Croy Road in this area. Concern was also expressed over the access impacts of a center median, which would limit driveway access along Hyland-Croy Road to right-in/right-out movements.

Pedestrian/Bicycle Mobility

The Glacier Ridge Metro Park and Dublin-Jerome High School were identified as the major pedestrian/cyclist destinations within the corridor. Some participants noted that future retail developments within the corridor at Oak Park, Tartan Ridge and potentially at Hall's Corner would become likely destinations once developed. Regional destinations include the Dublin Community Recreation Center, Dublin park system and retail areas along Avery-Muirfield Drive.

On-Road Cycling

Participants noted that advanced cyclists currently ride along all portions of Hyland-Croy Road and that cycling clubs often use the north section of the corridor as a travel route to and from the Glacier Ridge Metro Park. From the drivers' perspective, there is not enough space on the roadway for both cyclists and automobiles. From the cyclists' perspective, drivers often do not obey the speed limit, do not pay attention to the presence of cyclists and do not make an effort to share the road.

Bike lanes, shared lanes and wide shoulders were suggested as options to provide adequate space for on-road cyclists. Participants felt that a designated space for bicycles within the roadway would also help to slow traffic speeds. Some participants expressed concern that on-road cycling would be discouraged if the road is widened to four lanes without also adding a bike lane.

Multi-Use Paths/Sidewalks

Participants discussed the need for improvements to the existing multi-use pedestrian/bike path network in addition to on-road bicycle facilities. Some stated that incomplete paths force recreational cyclists and pedestrians onto or near Hyland-Croy Road. Others noted that they or their children currently avoid walking or cycling to nearby destinations because they lack safe routes. Generally, participants desire multiple safe and convenient path options to provide access to various destinations. There was a general consensus that gaps in the existing path system should be connected. Some residents would like separate paths on both sides of the road; others felt that a complete path on one side of the road would be sufficient. Many participants preferred a meandering path design buffered with trees and mounding, although it was also noted that meandering paths may not accommodate efficient bicycle travel.

Discussion at one workshop station produced a recommended hierarchy of path configurations, ranked from best to acceptable in terms of form and function:

- Best: Route paths away from the roadway through open space areas with trees, ponds and other landscaping.

- Good: Route paths generally along the roadway but buffered by trees and mounds.
- Acceptable: Route paths parallel and adjacent to the roadway.

Some pedestrians and cyclists stated that they do not want views of cars on the roadway while they are using the path system. It was suggested that paths do not necessarily need to follow the roadway alignment, and could diverge away from the roadway to create a safer and more comfortable pedestrian experience while providing greater access to residents within existing and future subdivisions. Others suggested sidewalks or multi-use paths should generally follow the roadway alignment to ensure access and connectivity along Hyland-Croy Road. The bike path along Dublin Road between the Donegal Cliffs and Amberleigh subdivisions was suggested as an example of an attractive path near a busy roadway.

Although right-of-way acquisition was a concern, some property owners with Hyland-Croy Road frontage expressed a willingness to have a bike path installed in front of their property. However, homeowners generally prefer that paths remain close to the roadway in those locations. Where property ownership or physical constraints require paths to be aligned close to the roadway, trees and fences were suggested as physical barriers that could be installed between bike paths and the roadway edge.

Suggested path connections to fill gaps in the existing network include:

- Park Place to Post Road
- Park Place to Bishop's Crossing
- Bishop's Run to Brand Road
- Bishop's Run sidewalk connections to the existing path on the adjacent Metro Park property
- Dublin-Jerome High School to Tartan West
- Tartan West to Tartan Ridge/Glacier Ridge Elementary
- Tartan Ridge to Brock Road

Suggested routes that could diverge from the roadway or provide additional connections include:

- Routing a path from Park Place to Post Road eastward toward Post Preserve
- Providing a path connection from Park Place to the southern Metro Park boundary across Hyland-Croy Road
- Providing a path connection through the eastern Metro Park property between Bishop's Run and Brand Road
- Extending the Clover Mill Drive path northward to a new Brand Road crossing at the high school access drive
- Bypassing the McKitrick Road intersection to the east by connecting Tartan West to the future Tartan Ridge path system via a new McKitrick Road crossing
- Utilizing a future Tartan Ridge path connection between Glacier Ridge Boulevard and Brock Road to bypass existing front yards on the northern section of Hyland-Croy Road
- Creating a path from Brock Road to the Metro Park path system

Pedestrian Crossings

Participants stated that crossing Hyland-Croy Road, Brand Road and McKitrick Road is difficult and unsafe for pedestrians and cyclists. The McKitrick Road intersection was identified as

dangerous for both drivers and pedestrians due to poor visibility and excessive speeding, while the Tullymore Drive, Brand Road and Glacier Ridge Boulevard intersections were noted as dangerous primarily for pedestrians and cyclists. Concern was expressed that marked crosswalks at roundabouts do not provide safe crossings for pedestrians (particularly children) because motorists are not forced to stop (i.e. via a traffic signal) and pedestrians are unsure when to cross. Some would like to see marked crosswalks and/or traffic signals at entrances to the Metro Park (in addition to the Glacier Ridge Boulevard roundabout), as well as at entrances to Dublin-Jerome High School and retail destinations. Others prefer tunnels or pedestrian bridges to provide grade-separated crossings.

Suggested locations for crossings (with a preference for grade separation) include:

- Across Hyland-Croy Road at Tullymore Drive to the southern Metro Park entrance
- Across Brand Road to Dublin-Jerome High School
- Across McKittrick Road to replace the existing at-grade bike path crossing
- Across Hyland-Croy Road at Glacier Ridge Boulevard to the northern Metro Park entrance
- Across Hyland-Croy Road to access the Metro Park to the north and south of McKittrick Road

Pedestrian/Bicycle Amenities and General Issues

Some workshop participants would like bike paths to be lined with shade trees and to have rest stops with water fountains and benches along the route. Shelters were also suggested for those waiting to cross Hyland-Croy Road. Some participants suggested that bike racks be required in new developments and that parking lots be designed to accommodate bicycles as well as cars. The incorporation of more formal recreational and community gathering spaces within open space areas throughout the corridor was also suggested.

Visual Character

Participants discussed the rapidly changing character of the corridor due to recent and planned development, and generally agreed that the rural character of the corridor should be preserved or enhanced. A range of character treatments was suggested to address a variety of issues.

Roadway and Roundabout Design

Discussion of the corridor's visual character largely revolved around the potential future widening of Hyland-Croy Road. Many participants, particularly those attending Workshop A, felt that widening the roadway to four lanes with a median and a meandering alignment would enhance the character of the corridor if designed with appropriate landscaping. Many participants felt that a meandering roadway alignment would provide more visual interest as one drives through the corridor and would help to calm traffic. Others, predominantly those attending Workshop B, prefer the existing, relatively straight roadway alignment and two-lane configuration, and feel that any widening would detract from the scenic character of the corridor. Some participants suggested widening only enough to accommodate a center turn lane. Others suggested dense landscaping treatments, balanced with preservation of open views, to mitigate the visual impacts of roadway widening. As noted previously, concerns were expressed over the right-of-way acquisition necessary to accommodate a widened road section and/or meandering alignment. There was general agreement that existing tree rows and wooded areas should be preserved.

Participants pointed out other roadways with design elements that could be adapted to the Hyland-Croy context, including Muirfield Drive, Frantz Road and Emerald Parkway as examples where meandering alignments and landscaping within medians and roadsides create an attractive driving experience. Specific examples include Muirfield Drive between Brand Road and Glick Road and Avery Road near the Belvedere neighborhood. Some participants prefer the formally-maintained landscape treatment of Muirfield Drive, while others did not consider it appropriate for Hyland-Croy Road. Many participants stated that these roadway treatments should not be exactly replicated for Hyland-Croy Road, but serve as design concepts that could be adapted to a rural context in order to create a unique character treatment for this corridor.

Although there was general support for the use of roundabouts as a traffic calming device, many participants in the northern section of the corridor stated that the Glacier Ridge Boulevard roundabout lacks visual appeal and is cluttered with traffic signs. The landscape treatment of the roundabouts at Manley Road/Avery Road/Glick Road and at Brand Road/Muirfield Drive were suggested as more visually appealing examples.

Views, Vistas and Landscape Treatments

Participants cited a variety of rural and natural landscape elements that should be preserved and which can serve as examples for new character treatments throughout the corridor. These include agricultural elements such as existing farmsteads, wheat and corn fields, horse pastures and wooden fences. Natural landscape elements include wildflowers, short and tall grasses, woodlands, tree rows, streams and ponds. Many would like to see more trees along the roadway, although there is also a strong desire to maintain open views of the Metro Park and farmland areas. The views along the Tri-County Ditch stream crossing were noted in the southern section of the corridor. North of Brand Road, the tree rows and wooded areas (Metro Park and private) to the west of Hyland-Croy Road were identified as appropriate views for preservation.

Many participants appreciated the diversity of landscape elements visible while traveling the corridor and would like multiple styles of landscaping implemented along the roadway. Some prefer more formal landscape treatments, such as mown lawn areas and conventional stormwater retention ponds. Others prefer naturalized landscape treatments or a mix of naturalized and manicured areas. Participants suggested a more formalized, tree-lined landscape treatment for the southernmost portion of the corridor, from Post Road to the southern boundary of the Metro Park, transitioning to more informal, naturalized treatments to the north. Many participants suggested that landscape design for new development and infrastructure improvements be coordinated with the Metro Park landscape. Many participants like the use of ponds as a natural buffer between the roadway and development areas, although some are concerned about the proximity of water features to the roadway. Post Preserve residents suggested that the existing landscape treatment and retention pond at Post Preserve Boulevard/Post Road be replicated at the planned Hyland-Croy Road access point. Some participants suggested that the naturalized treatment of the Park Place pond is an appropriate design approach for other stormwater facilities. Others prefer the Oak Park and Tartan West pond treatments, although residents noted that geese are a nuisance on the existing bike paths surrounding the Tartan West pond. The waterfall feature at Tartan West was also cited as a visually pleasing feature. Participants generally like the Tartan West vineyards, although

mixed opinions were expressed regarding the tall grass treatment of the mounds between Corazon Drive and McKittrick Road.

Buffering and Screening

Screening through mounding and dense tree planting within wide roadway setbacks was suggested as a means to mitigate the visual impact of new development, particularly retail land uses. Trueman Boulevard in Hilliard was suggested as an example of attractive landscaping and effective buffering for portions of the corridor with more intense retail development, such as that proposed at Hall's Corner. Residents in close proximity to planned retail areas expressed concern with potential light pollution. Participants also suggested a two-story maximum for any new development. Where existing homes have relatively short setbacks to the roadway, dense landscaping was suggested to mitigate sight and noise impacts from traffic if the roadway is widened in the future.

Recommendation

Information only. Planning has scheduled a follow-up workshop for the entire corridor, to be held at the DCRC on July 21. This meeting will include a visual preference exercise in which Planning will present a series of photographs depicting design options to address the visual character suggestions identified during the May workshops. Planning will use feedback obtained from the visual preference workshop to generate recommendations for corridor design guidelines that will be presented to City Council at a later date.