



To: Members of Dublin City Council
From: Dana L. McDaniel, City Manager
Date: May 24, 2022

Initiated By: Matthew C. Earman, Acting Deputy City Manager/Chief Operating Officer
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Re: Trails End Drive, Area 1B – Sanitary Sewer Extension and Street Reconstruction
April 13, 2022 Public Meeting Summary

BACKGROUND

Trails End Drive, Area 1B, was previously identified in the Public Water and Sanitary Sewer Extension Policy (2015) as an area in need of sanitary sewer service. A sanitary sewer extension project (Glencree Place, Area 1C) adjacent to Trails End Drive was completed last year and makes possible the downstream connection required for Trails End Drive (Area 1B). In addition to the sanitary sewer extension project, the City's asset management team identified and programmed Trails End Drive for reconstruction of the roadway in the City's Annual Street Maintenance program. The City initiated design of the sanitary sewer for Trails End Drive (Area 1B) in 2021 with sanitary sewer construction and the street reconstruction programmed for 2022.

Staff received a number of e-mails and phone calls from residents during the first half of 2021 expressing their concerns about the reconstruction of Trails End Drive and if the project would include sidewalks/shared-use path and curb and gutter/roadside improvements. A virtual public meeting was held on June 22, 2021, followed by two separate survey letters requesting resident input on side walk/shared-use path, curb and gutter installation, and tree replacement. From the survey responses received, the homeowners overwhelmingly supported maintaining the rural character of the neighborhood by not providing a sidewalk/shared-use path, or curb and gutter.

A memo was provided to Council in the September 28, 2021 City Manager Update (as attached) covering the above topics with staff recommending the construction of the sanitary sewer for Trails End Drive (Area 1B) and not constructing sidewalk or curb and gutter as part of the street reconstruction.

PUBLIC MEETING SUMMARY

A second virtual public meeting was held on Wednesday, April 13, 2022 to inform residents of the design progress and current timing of the project. The invitation to the meeting was sent by letter to homeowners on Trails End Drive and a copy of the September 28, 2021 Council memo was included with the invitations. Council members Mr. Andy Keeler, Ms. Amy Kramb, and Ms. Chris Amorose Groomes, several Engineering staff members, the City Forrester and a member of the Communications and Public Information team were present at the meeting. Of the 21 homeowners

on Trails End Drive, twelve joined the meeting. The meeting was recorded and placed on the City's website at www.dublinohiousa.gov/trailsend.

Following the staff presentation, a question and answer period was conducted with the attending residents with several asking for further information regarding potential tree impacts during construction. The City Forrester discussed techniques to minimize stress to tree roots and offered to meet individually with homeowners to address their concerns. The construction of the improvements as presently designed should have minimal impacts to existing trees. As is typical practice, protective measures will be included in the construction documents to protect the existing trees. Additionally, a Dublin Project Inspector will be monitoring the construction with particular attention to tree protection and preservation.

At the recent virtual public meeting, the residents attending once again expressed concerns the upcoming improvements include widening the existing street from 16 feet to a proposed width of 22 feet. As it exists today, Trails End Drive is generally 16 feet wide with a narrow aggregate berm. The residents like the existing narrower street because to them, it represents rural character and forces motorists to travel slower than the posted 25 MPH speed limit. Staff proposed the 22-foot paved asphalt street width included in the construction plans to provide two 11-foot wide lanes allowing for larger vehicles (school busses, delivery vehicles, etc.) to easily pass each other without tracking off the paved street surface.

After the public meeting, Engineering and Transportation & Mobility staff discussed the possibility of narrowing the proposed street width. Considering Trails End Drive is a "No Outlet" street with approximately 200 vehicles per day using it, and the majority of those vehicles are occupied by those living on it, staff felt a minimum 20-foot wide street would be acceptable. When improved in 2021, Glencree Place (another "No Outlet" street located east of Trails End Drive, extending north of Summit View Road) was constructed with concrete curb and gutter and is 24 feet wide when measuring back-to-back of the curb, resulting in the paved asphalt portion of the street being 20 feet wide. Additionally, a 20 foot wide street would still allow pedestrians to safely share the street with motorists, although both motorists and pedestrians would need to be cautious, and provides acceptable access for service and emergency vehicles.

Recently, staff shared with two Trails End Drive residents the determination that the street width could be reduced from the proposed 22 feet to 20 feet. The residents felt this was a fair compromise and understood staff would not support nor propose maintaining the existing 16-foot width. One of the residents did share this information with the neighborhood and has indicated the majority of the residents felt the 20-foot width was a fair compromise and would not be pursuing a further reduction in the street width.

The conclusion regarding the street width is staff will be proposing the improvement plans include widening Trails End Drive to 20 feet of asphalt pavement. Furthermore, it is proposed the "berm" not be gravel and that a material be placed that will allow vegetation to grow adjacent to the street. Staff believes this compromise with the residents has resolved their concerns regarding the street width.

Lastly, concern regarding the speed of traffic on the street was expressed by some residents. As previously discussed at the June 2021 meeting, the no outlet street does not warrant speed management measures. However, staff does intend on installing one additional speed limit sign, in each direction, to raise awareness regarding the speed limit and adding an advisory "No Outlet" sign to the beginning of Trails End Drive due to the length of the no outlet street. Following the meeting, staff received comments from other residents requesting the project to progress as planned and

desired the sanitary sewer to be installed this year given the concerns with their existing household sewage treatment systems.

RECOMMENDATION

Staff will continue to work with the design consultant to reduce and minimize impacts to mature trees. Staff recommends reconstructing Trails End Drive to be a 20-foot wide paved asphalt street in consideration of the existing street character, that the street has no outlet with a low daily traffic volume, and that the proposed width would still allow pedestrians to safely share the street with motorists and provides acceptable access to service and emergency vehicles.