

Fairfax Blvd. Topic Meeting

Friday, September 09, 2011

10:48 AM

- DEP - how will stormwater management in street design
- Rick - what are your hopes and fears for this project?
 - Nutshell context
 - Hwy 9 east of area; Old SR 9 off circle, next to rail line = only two ways to get to new commercial center north of town; not an efficient way of getting around
 - Description of thoroughfares and name recognition
 - Not talking about a highway here; we are talking about a street or boulevard; already named accurately; we intend to use the boulevard name as a model for how to redesign it
 - Fairfax will be added to the two N/S connections
 - Importance of motor vehicle speeds for walkability
 - Elements of walkability
 - New Urbanism
 - We want "probable" walkability; not just "possible"; actualizing all four modes of mobility
 - Showed 1893 plan; pre-Henry Ford; "Trolley and Walking Plan"
 - Recreation versus destination walking; we want more destination
 - Very moderate speed for people going through the corridor
 - Design Vision statement about walkability; not about stopping the use of the automobile; how this

Design standards to support thoroughfare functions of enhanced walkability, bikability and transit-friendliness will apply to this effort. These concepts include the complete thoroughfare design standards emerging nationally. Designers will balance the needs of motor vehicle mobility and pedestrian mobility. If conflicts arise between the two, priority will be given to the pedestrian.

- Resident - Will it punch through to Fairfax Crossing? What will be speed?; RH - post at 25mph
- People have existing driveways and where parking exists - what about existing paved driveways?; RH - parallel parking for speed management; could be that the orientation of the parking they already have will change to parallel
 - But I have a paved driveway on my property; so will there be an apron?; RH - if possible, we will grant access to driveway
 - RH showed 100' city property line and that some residents are parking in it now; expect a two-lane street
 - Resident also wants to know about street trees, lights and sidewalks; RH - we'll already do that
 - Projected start time; RH - design will complete in Dec 2012; implementation and construction will depend on other funds (not scheduled at this point)
 - Biggest issue is that they will be able to use their own driveways on private property
- Resident - how will we regulate 25mph speeds? Not going 25 now.; RH - description of walkability elements; mostly narrow lane width and street trees

- Resident - sees effectiveness of speed cameras; want safety for children more than driving 5mph faster
 - RH - three E's of traffic management - education, engineering and enforcement
- Planning Commissioner - for clarity, is the intent along Fairfax Blvd only for walkability or for cyclists only? Are they the same?; DC - when you design around pedestrian comfort, the other modes are enhanced too. Don't have to do anything special for cyclists if places are comfortable for pedestrians already; only see special cycling facilities on auto-dominant designs
- What about snow removal with parallel parking?; RH - snow removal considerations will be a key element of the design
- What is planned use of Boulevard? Right now it is residential only. When we plug through, we are increasing traffic on Fairfax?; RH - LU1, TR 2; got to consider land use and development structure first; then transportation design follows to bring that land use vision to fruition; showed 5-minute walk sheds where walkable design of a certain scale could occur
 - Sean - foundry site redevelopment; aware of potential that could exist from being able to get out of town easily; thinking holistically to promote economic development for whole community; aware it is important to not have indirect impacts from redesign
- Will this increase my property values?; RH - yes, you will benefit from being able to walk
- Planning Commissioner - Like the ped shed drawings; helps to demonstrate the scale of walkability we are talking about. How does SmartCode fit in? What are challenging areas and need community involvement?; RH - current zoning is not normally compatible with plan/vision; SmartCode needs to exist to make plans implementable; template usable for many cities that will begin to detail uniqueness of City; SmartCode is integrally aligned with design of Boulevard; synergy between efforts to they are all implementable; legal way to bring land use and transportation planning together
 - RH - plenty of challenges in corridor; two most challenging
 - residential area on north end; need to gain trust of residents so they are supporters and convincing them this is not a highway going through your neighborhood
 - Elbow at city limits near RR track; important for economic vitality; great opportunity with APUS, as long as design is walkable and fills that donut hole
- RH - MPO modeling of long term traffic projections to
 - 1 year old report on that with fresh data
 - Report also talks about walkability and bikability goals
 - Still does arterial planning separately
 - Would recommend next round merge arterial planning with desired goal of walkability and do it physically (identify "drive-only" areas and "multimodal" areas, so designs can follow)
- Stormwater treatment ideas
 - Mark - hard to handle rain in a 100' wide corridor; traditional approach is we do design, then fix problem; we want to maximize corridor's potential as stormwater feature; three ways:
 - what can we infiltrate in ground and use for vegetation; may retain offsite water and use as asset
 - Once you've reached capacity for use on site, it will use; treat as off-site; clean for other uses
 - Water as an off-site hazard is biggest challenge; only have this is large, rare storms
 - Updating comp plan to deal with stormwater for Ranson

- More hard surface, so there will be increase in runoff; we'd like the Boulevard to be part of the solution
Tim - look at materials and techniques; pervious pavement; underground cells; systems; green roofs; rain gardens