

## **Oxford Parking and Transportation Advisory Board**

### *Meeting Minutes*

8 June 2020

Attendance: David Prytherch, Thor Hogan, Kathy Fawley, Vince Hand, Carla Blackmar, and Jon Ralinovsky. City Manager designee Mike Driesbach.

Meeting called to order at 9.32 AM

Motion to approve the June agenda - David; 2nd - Vince. Motion passed.

Motion to approve the April minutes - Jon; 2nd - David. Motion passed.

David provided an overview of transportation plans and Complete Street policy. Mike Driesbach gave information about the City's plan for repaving and street improvement/safety. The City has about \$500K for repaving in July. Bayer & Becker provide assistance in analyzing options for compliance with the Complete Streets policy. City ordinance requires public hearing and Council action on neighborhood permit parking.

The repaving project on Chestnut St. from Patterson to Oak St. was discussed. The board emphasized the importance of Chestnut Street as a major east/west corridor providing key connections used by all modes. Chestnut is identified as a key "Complete Streets Corridor" in City Transportation Plans, and will grow in importance with proposed multi-modal facilities and proximity to Oxford Area Trails.

Mr. Driesbach provided engineering and cost analysis of a range of strategies, including no bicycle accommodations, shared use arrows and signage, bike lanes, and widening of the sidewalk on the northern side of Chestnut into a multi-use pathway. He described the process required to change residential permitted parking.

The board discussed at length the benefits and costs of different strategies.

The board focused on ways to best assure pedestrians and bicycle safety within the scope of 2020 repaving. The board found no action unacceptable. Shared use arrows, while recommended in 2014 plans, was deemed insufficient to ensure safety of bicycle travel. While an off-street multi-use pathway/expanded sidewalk would be ideal, this option is costly and unlikely to be implemented in the near term. The board considered ways lane striping might accommodate bicyclists, buffer sidewalks, calm traffic, and shorten pedestrian crossing distances.

OPTAB members sought to preserve on-street parking, but under the assumption user safety should be prioritized over parking convenience. While roadway width is unfortunately insufficient to provide on-street bicycle accommodations and maintain parking, already limited parking appears underutilized due to low neighborhood demand and traffic conditions. The Board

recommends residential permit holders be notified of proposed parking removal and public hearing be held as per ordinance.

After careful and lengthy debate it recommends to City Council and the City Manager:

1. Pedestrian crossing safety should be prioritized, including additional rapid flash beacon(s). Motion to approve recommendation #1 - Kathy; 2nd - Jon. Motion passed, recuse - Vince.
2. Bicycles should be safely accommodated on the street -- east and west bound -- using bicycle lanes in some configuration. Motion to approve recommendation #2 - Carla; 2nd - Lee. Motion passed, recuse - Vince.
3. Residential permitted parking should be modified accordingly. Motion to approve recommendation #3 - Lee; 2nd - Kathy. Motion passed, recuse - Vince.
4. Long-term plans should consider widening the sidewalk on the north side of Chestnut (in future capital budgets), ideally in partnership with Miami University. Motion to approve recommendation #4 - Carla; 2nd - Jon. Motion passed.

Motion to adjourn - Lee; 2nd - Carla. Motion passed. Meeting adjourned at 11.27 AM.

Respectfully submitted,  
Jon Ralinovsky