

Kingsdale Mixed-Use Project

Wakefield Forest Neighborhood Traffic Mitigation

Frequently Asked Questions

The City's Engineering Division wishes to thank the many residents that joined us on the evening of November 19 to discuss traffic mitigation options for the Wakefield Forest Neighborhood. We received many insightful comments and good questions from participants throughout the course of the evening and have prepared this Frequently Asked Questions document to share as many answers with you as possible.

Please watch for additional communication from us relative to a follow up meeting, at which time we will present our recommendations for traffic mitigation in your neighborhood and seek your feedback.

Traffic Impact Study

When will the revised traffic study be completed?

A revised Traffic Impact Study (TIS) is still pending City review and approval. An approval date is pending, but per the Board of Zoning and Planning's conditional approval of the Preliminary Development Plan, an approved TIS is required before the Final Development Plan can be submitted to the Board for its review and approval.

When was the Traffic Impact Study completed? Pre-pandemic or during?

The traffic counts for the TIS were taken before and during the COVID-19 pandemic. Traffic counts at the 5 Points intersection were completed pre-pandemic and the rest of the counts were taken during the pandemic. An adjustment factor (1.4x in the am and 1.15x in the pm) was used for all traffic counts completed during the pandemic to accurately indicate pre-pandemic traffic volumes.

Is the Traffic Impact Study based on an accurate # of units? The previous study was not.

Yes, we are studying the proposed development plan option with a Community Center, which would generate more vehicle trips than apartments. Therefore, when we are discussing traffic impacts, we have asked the developer to study the plan with a community center included.

Will the traffic study be able to adequately account for increased traffic flow with the new location of the high School?

The proposed TIS was performed to study the existing and proposed traffic impacts for the Kingsdale Mixed-Use development. The high school use has not changed and with the major parking lot locations off of Brandon Rd. and Mt. Holyoke, changes to traffic patterns to and from the school are not anticipated.

Will the Traffic Impact Study be available to the public?

Requests can be made via Public Records Request to receive a copy of the Traffic Impact Study. At this point, the City is still reviewing and working with the developer towards an Approved Traffic Impact Study. We would recommend waiting until a TIS is approved prior to requesting it. However any formal records request can be made through our City Clerk's office and on our City website at:

<https://upperarlingtonoh.gov/city-council-city-clerk/#records-request>

If there are 363 apartment units planned, why are there just over 100 trips anticipated?

When evaluating and studying the impacts of a development, transportation engineers look at the traffic impacts during the peak periods of traffic volume (7:30 am-8:30 am and 4:30 pm-5:30 pm). Although there are 363 apartment units, that doesn't mean all 363 units will generate one trip for each peak period.



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Other than neighborhood meetings like the one on November 19, is the City planning some way to solicit neighborhood feedback on the preferred method of traffic restrictions/calming?

Yes, following the public meeting on November 19, the Engineering Division will review all the input gathered, and this will assist Staff as they work to develop recommendations. We intend to schedule a follow up neighborhood meeting in order to share these resulting recommendations with residents and to obtain additional feedback.

What methods have worked in UA to successfully restrict or calm traffic, and what have not worked?

Chicanes and small traffic islands with a single tree in the middle have not been popular in Upper Arlington. Instead neighborhood transitions with larger medians, curb extensions and mini-roundabouts have been preferred.

Why doesn't the traffic study (recently performed in our neighborhood) include the starting points of the major cut-thru? Monitoring was only being done on the west side of the neighborhood (Trentwood and Kirkley). Wouldn't including the East side give us a better idea of where the cut through starts and how many cars continue down to Northwest or turn onto Mt Holyoke?

The purpose of the City's Traffic Study was to get baseline numbers for the existing traffic volumes, speeds, crashes, etc. so we can identify any current issues and have a comparison for future use. In addition, if cut-thru traffic is occurring due to the Kingsdale shopping center (west of Wakefield Forest), those cut-thru vehicles would have to pass the locations where the City collected the traffic data on the western limits of Wakefield Forest.

Could a traffic study be done at the light at Kenny and Fishinger? Many turn into the Columbus neighborhood (West of Kenny) due to a lot of traffic in that left turning lane and also because the Green turning arrow is very short. You also have to turn left while yielding to oncoming traffic on Kenny. Could this green turning light be longer allowing more traffic through and to continue faster onto Fishinger?

Yes, we had studied this intersection and additional green time is being added to the northbound left-turn movement.

What are the definitions for Pass-By and Non-Pass-By in the traffic study?

Pass-By is traffic already on the way from an origin to a destination that may make a stop at the site.

Traffic Safety

Can we add sidewalks on Mt Holyoke, Trentwood and/or Brandon? Are sidewalks coming on North Star Rd?

Sidewalks will be added on North Star as part of the 2022 resurfacing project between Fishinger and Zollinger. The north side of Trentwood has more city right-of-way with less obstructions for a sidewalk. Brandon Road has many mature trees that would be impacted with sidewalk so that is not recommended at this time. Additionally, they city is looking at sidewalks for the west side of Mt. Holyoke where the city has more right-of-way and less tree obstructions.

Since it doesn't appear that sidewalks are recommended on Brandon Rd, what are your recommendations for Brandon Rd?

A neighborhood transition on Brandon at Zollinger.



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Can sidewalks be placed to allow for the safety of those utilizing them? Ex. No one walks to Fishinger (north) so on Trentwood it would be more beneficial for them to be on the south side allowing safety measures for those to continue onto less busy streets in the neighborhood (left hand turns) and also to the High School. What standards are needed for sidewalks to be on both sides of the street?

The City typically only installs sidewalks on one side of the street for collectors and arterials. This is a residential street that usually would take a sidewalk petition with over 60% for the City to contribute half of the construction cost. We are looking at an exception to that with this development being so close. The right-of-way on the south side of Trentwood is tighter and wouldn't allow for street trees and a sidewalk.

Can you share the traffic plans for when the high school is complete? Are there any changes to the current one ways on Mt Holyoke and Brandon?

No changes are planned for Mt. Holyoke and Brandon.

Can Mt Holyoke & Trentwood be narrowed with sidewalks and street trees to make it less appealing as a cut through?

The City will need to look closer at Mt. Holyoke as the city right-of-way is tighter.

If the ability to turn left from Trentwood to Northwest Blvd is still an option, can the cut through from the Kingsdale development to Chase be eliminated? Can we prevent thru traffic on certain streets by restricting the direction you can turn into or out of/one way portion streets/ (IE one way on Trentwood heading out of WFF at North Star or left turn only on Trentwood as you head North on North Star)

We can look at this, but realize this impacts your daily vehicular trips as well.

Who maintains the trees/shrubs in the traffic circles or tree curbs? Some examples of these in UA aren't maintained very well...

The City would maintain the landscaping in a mini-roundabout and also we maintain city trees.

Now that Aldi has been approved, is there a plan to manage the tractor trailers that will traverse our area more frequently?

We will work with Aldi to educate them on deliveries using Fishinger and Northwest.

Once traffic changes are made, how often and how long do police officers monitor compliance?

Engineering works with Police and can ask for additional monitoring especially with any traffic pattern changes.

Are there any future plans for the 5-points intersection? I.e. making it easier to turn left onto NW or Trentwood from Fishinger? Or a roundabout for the entire thing?

Not at this time, but we have looked very high level at a roundabout at 5-points. There are no plans to move forward with this.

What are your plans for diverting construction vehicles away from our neighborhood during the building phase?

Education and communication with the contractors and develop routes plans prior to construction beginning that do not utilize residential streets.

With the addition of parallel parking on Zollinger, is the potential for a Zollinger connector to 315 a dead issue?

There is no plan for a Zollinger to 315 connector.



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Was a possible Zollinger connector part of an agreement when the new medical building was built on Zollinger?

No

Can we quickly add signage to our neighborhood streets? (Ex. Children at play, Speed monitoring signs similar to Northstar south of Lane). Signage placed where children are or where speeding occurs.

We will have the speed radar signs installed on Trentwood and Mt. Holyoke in early December.

Will homeowners have input on sign placement?

We typically try to put speed limit and radar signs at the adjacent property lines so they are not in the middle of someone's property.

A homeowner on Milden said that he was required to pay \$4,400 for installation of sidewalks. Is that fairly normal? He had a very small property. We would like to request that the cost of sidewalks and/or other options we decide on be included in the TIF financing.

The City is looking at traffic calming and sidewalk installation for the neighborhood as a City project with no additional cost to the residents. Typically sidewalk on residential streets is installed by a petition process and costs are incurred by homeowners, but we are looking at an exception to this due to the proposed development.

If the development is built and traffic is much worse than projected, will Upper Arlington consider another round of traffic control options?

Yes, if traffic is worse than projected, the City will work with residents to look at ways to better control the traffic.

Pedestrian / Bike Safety Questions

Can we add a bike lane similar to Tremont on NW Blvd?

This portion of NW is an upcoming project in the 10 Year CIP. A road diet for NW similar to Tremont can be explored for this section.

How do we safely cross from WFF to any new development?

The City is looking at adding a crosswalk with a push button activated beacon like on Tremont between Tremont Center the Library/Tremont Elementary. Also the existing signal at Giant Eagle will remain, just moved 65' south of the existing location.

Where is the crosswalk (mentioned in #2 above) planned to go? Something by Chase/CVS would be really helpful as that area is tough to cross now.

Across NW at Trentwood.

Parking Questions

How many spots are required by code for the Continental project? Still 1,037? 905 are planned 755 new, 150 shared with Giant Eagle.

Our code allows for a maximum of 1,037 spaces. The development proposes a total of 897 parking spaces and we feel the site requires 679 due to shared parking.



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How many spots are required by code for the new High School vs. how many are planned?

The new High School will have 592 spaces onsite (previously 583). We are adding 46 spaces with angled parking on Brandon and an additional 30 spaces with parallel parking on the south side of Zollinger, for a total increase of 85 spaces.

Where are overflow cars parking? Will there be an initiative to have student's park in the development's parking garage on NW?

While we aren't anticipating regular overflow, we will continue to monitor and work with the neighborhood on future parking restrictions as needed. We don't like to put in blanket parking restrictions before we have a major problem, but feel free to let us know your areas of concern.

Can parking be restricted on one side of the road?

Yes, the City will evaluate and work with the residents to determine if parking restrictions (i.e. parking allowed on one side of the road) are necessary to improved safety.

What is a smart parking pass? And if smart parking passes are used, how would we have guest parking?

This would need to be explored further, but there would be an online registration process for residents with a similar option for guests to be added temporarily.

Can we do "no parking during school hours or football games" on neighborhood streets?

We will monitor this situation and will work with the residents on future parking restrictions if needed.

If students continue parking in our neighborhood after the new high school opens, will the City create additional angled parking on Mt. Holyoke or Ridgeview?

We will continue to look at options with you, but don't anticipate adding angled parking to those roads at this time.

Where will construction workers be asked to park while the development is being built? How long is the estimated time frame from start to completion for the Continental project?

We don't have the exact answers to these questions yet, but contractors will not be permitted to park on residential streets, we will develop a plan with the contractor. The project would likely take approximately two years to construct.

Utilities

What is the plan for the sewer line? The existing system is inadequate to accommodate increased load (no Pun Intended). This line runs from Kingsdale to Chase and through the backyards of Trentwood/Fishinger residents then heads south/east from Olivers' property through Wakefield and towards Olentangy River. Jeff Oliver's neighbor is pulling those existing plans.

Attached is an exhibit we presented at the most recent Council Meeting showing the current usage of the sanitary sewer based on flow monitoring. We are still awaiting the submission of the sanitary calculations, but only anticipate an upsizing of the existing 8" to a 12" line near the site since we are well below current capacity.



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Will water pressure be impacted by the addition of over 500 apartments + everything else (offices, community center, restaurant, etc.)?

This will be addressed in the utility submission before this goes to the Board of Zoning and Planning for the Final Development Plan approval. Since water lines are pressurized and there is an existing 12" on Tremont Rd. and a 12" on Northwest Blvd., we don't expect any new water mains to be installed.

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Miscellaneous Questions

What does senior living housing mean?

Senior housing is housing that is suitable for the needs of an aging population. It ranges from independent living to 24-hour care. In senior housing there is an emphasis on safety, accessibility, adaptability, and longevity that many conventional housing options may lack.

What restaurant is being proposed?

At the October 19 Board of Zoning and Planning meeting, the developer indicated that Old Bag of Nails was the restaurant being proposed at this time.

General Traffic Engineering Frequently Asked Questions

Can we install “Children At Play,” “Watch for Children,” “Slow Children,” and any “Disabled Child Area” Signs

“Children at Play” or any other signs used to warn motorists of children playing in or near residential streets are not used by the City of Upper Arlington. Regulatory and warning signs should be used conservatively because these signs, if used in excess, tend to lose their effectiveness. The purpose of warning signs is to alert motorists of potential hazards and/or draw attention to abnormal activity. Children’s playing is a normal activity along residential streets, and should not occur within the street itself.

These signs are not approved by the Ohio Manual on Uniform Traffic Control Devices (OMUTCD), the state standard for traffic control signs. The City of Columbus and the Ohio Department of Transportation also prohibit the use of these signs. The generic message of these signs does not command sufficient motorists’ attention since motorists are generally aware of the increased possibility of children playing in adjacent yards and sidewalks when they are driving on any residential street.

The Ohio Traffic Engineering Manual Section 202-2 states the following:

Signs intended to alert drivers that children may be present in an area, such as “Children at Play” or “Watch for Children”, have not been shown to have a discernible benefit to traffic safety but still remain popular with the public. No factual evidence has been presented to document the success of this type of signing in reducing pedestrian accidents, operating speeds or legal liability. Studies have shown that many types of signs attempting to warn of normal conditions in residential areas, or conditions that are not always present, have failed to achieve the desired safety benefits.

Children should not be encouraged to play in the roadway. If signs encourage parents and children to believe they have an added degree of protection, which the signs do not and cannot provide, this can result in a disservice. This type of signing has long been rejected since it is a direct and open suggestion that this behavior is acceptable. For these reasons, ODOT does not provide “Children at Play” or similar signing. This type of signing is not recommended for use on any roadway at any time.

Can stop signs reduce/control speeding?

We get many complaints from residents about cars speeding in their neighborhoods. They often ask us to install more stop signs. This concern is very understandable. Unfortunately, adding stop signs may not be the best solution. In fact, you may be surprised to learn, adding stop signs can sometimes make the problem worse. Here is why:

Stop signs should only be placed where they meet the Ohio Manual on Uniform Traffic Control Devices (OMUTCD) warrant

See Section 2B.06 Stop Sign Applications in the OMUTCD for guidance on where stop signs are warranted.



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Stop signs don't always slow traffic

Strange as it may seem, installing stop signs may not result in reduced traffic speeds. Studies have shown that stop signs are not effective at controlling drivers' speeds between intersections. In fact, motorists sometimes drive even faster between stop signs to make up for time "lost" while stopped—actually increasing peak speeds and potentially making neighborhoods more dangerous.

Installing stop signs can do more harm than good

Too many stop signs may also actually discourage good driving habits. Studies have shown that if stop signs are overused or are located where they don't seem to be necessary, some drivers become careless about stopping at them, many times rolling through the intersection without stopping. This can be especially dangerous for pedestrians and bicyclists who may have a false sense of safety from the existence of a stop sign.

Can we add stop signs to make the intersection an all-way (4-way) stop intersection?

Adding four-way stop signs may seem like it would slow drivers down and make the streets safer, but additional stop signs do not necessarily increase safety. In fact, in some cases, especially when they are not really needed, the overuse of signs can lead to them being ignored by drivers. Therefore, traffic engineers make careful decisions concerning the use of four-way stop signs. Here are some of the factors they consider:

Too many signs can lead to ineffectiveness

Studies have shown that when stop signs are placed at intersections where they are not really needed, some motorists become careless about stopping. Moreover, overuse of four-way stop signs can contribute to the number of frustrated and impatient drivers on the streets, and these drivers may start driving recklessly.

Where are all-way or 4-way stop signs installed?

Four-way stop signs are often used at the intersection of two roadways that contain similar traffic volumes. The intersection must, however, meet at least one of the following conditions established by the Ohio Manual on Uniform Traffic Control (OMUTCD):

- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- B. Five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right-turn and left-turn collisions as well as right-angle collisions.
- C. Minimum volumes:
 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and
 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but
 3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum volume warrants are 70 percent of the values provided in Items 1 and 2.
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.



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Other solutions may provide just as much safety

To make travel efficient and safe, four-way stop signs are usually installed only where they are absolutely necessary. Before four-way stop signs are installed, other solutions should be considered. Here are a few examples:

- Investigate if there are any sight distance visibility concerns at the intersection. These could include; landscaping, signage, on-street parking, etc.
- Relocate the stop bar pavement marking where vehicles stop to improve visibility at the intersection
- Consider traffic calming alternatives in lieu of stop signs to control speeds.

Why Speed Bumps Are Not Used in Upper Arlington?

The City of Upper Arlington prohibits the use of speed bumps as a traffic control device for the following reasons:

- Slows down our emergency services (Police and Fire) response times
- Increased speeding can occur. Drivers tend to speed up once they pass the speed bumps to make up for “lost” time when slowing down for the speed bumps.
- Drainage concerns: Speed bumps promote pockets of stormwater which lead to freezing issues in the winter and pavement deterioration throughout the year.
- Damage to speed bumps and City snow plows during snow/ice operations.
- Reduces property values.
- Increases noise levels: Speed bumps result in the constant noise of scraping cars and engines revving over the speed bumps.
- Increases air pollution: Studies have shown that on roads with speed bumps, carbon monoxide emissions increase by 82 percent, carbon dioxide emissions double and nitrogen oxide increases by close to 40 percent.
- Vehicle damage. Speed bumps have the capability of causing some minor damage to vehicles.
- Unpopular. A high majority of people don’t like speed bumps.
- Speed bumps can cause pain for drivers and passengers with medical conditions (back pain, etc.) when driving over the bumps.
- Speed bumps are expensive to install and expensive to remove.