

## Special Beavercreek Trustee's Meeting

Tuesday, February 16,

2016

Mrs. Graff called the Special Trustee Meeting to order at 5:02 P.M. Those present were: Trustees Carol Graff, Tom Kretz and Jeff Roberts; and Fiscal Officer, Christy Ahrens. Staff present: Township Administrator/Public Safety Director Alex Zaharieff, Road Superintendent Tim Parks, Fire Chief David VandenBos, and Zoning Administrator/Inspector Ed Amhrein. City Council Members present: Bob Stone, Julie Vann, Melissa Litteral, Zach Upton, Deborah Wallace, Brian Jarvis and Chad Whilding.

The Purpose of this Special Meeting is to meet in **Open Session** with officials from the City of Beavercreek to discuss joint ventures and items of mutual interest between Beavercreek Township and the City of Beavercreek.

Keith Smith, ODOT District & Environmental Engineer and Dave Holstein, P.E. – Administrator, Office of Roadway Engineering spoke to the Trustees and Council Members regarding Rt. 35 and the Factory Road and Orchard Lane intersections. They gave a brief historical update as to the fact that Beavercreek did not receive any TRAC funds; however, in recognition of the importance of the corridor and the safety and congestion issues, they are proposing an interim solution – changing existing intersections into signalized “Superstreets”.

Mr. Smith and Mr. Holstein went through a Power Point presentation regarding what a Superstreet is, possible funding solutions and costs, and Superstreet advantages. Superstreets do not allow side street traffic to turn left or go straight through the main intersection; these movements turn right and do a u-turn at a nearby signal to get to their desired path. These Superstreets have proven to be safer than traditional signals and therefore might be a good interim solution to the current intersections on Rt. 35. In summary, a Superstreet provides higher capacity than the traditional existing signal but not as high capacity as an interchange; provides better coordination which should reduce the amount of times vehicles stop going through the corridor; it is non-traditional, which means it's operation will be new to many drivers; it requires people to do u-turns; and it would provide considerable improvement in operations until the interchanges can be funded and built.

After the presentation, general discussion occurred as questions were asked and answered. Discussion occurred regarding cameras to monitor traffic flow, collect data and make adjustments if needed. Much discussion occurred regarding hypothetical situations and how traffic would move through the Superstreet. Ms. Graff and the Trustees expressed safety as their highest concern and discussed how they had been to the Rt. 4 Bypass Superstreet to see it work in action. They encouraged all elected officials to go drive through the Superstreet concept. They all agreed that a Superstreet would improve the situation since overpasses for the intersections are not going to be available to the region for some time.

Discussion occurred regarding Xenia Township Trustee Scott Miller's concern about the hairpin turn behind the Walmart in Xenia on Rt. 35 if the Trebein Rd intersection is not being addressed to allow the flow of traffic to continue. He feels there needs to be major improvements. The discussion turned back to funding. The Superstreet concept is roughly \$12.5 million, whereas the overpass/underpass solution is roughly \$140 million.

Discussion occurred regarding: school bus travel; pedestrian and bike path access; landscaping; and funding again.

This is just the beginning of a conversation to see if both entities are even interested in this concept. The decision will be made in the future.

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**2016-099** Mr. Kretz made a motion to Adjourn at 6:10 P.M. Mr. Roberts seconded.  
Roll Call: Mr. Kretz, yes; Mr. Roberts, yes; and Ms. Graff, yes.

Trustee: \_\_\_\_\_

Fiscal Officer: \_\_\_\_\_