



EASTERN CORRIDOR SEGMENTS II AND III (PID 86462)
**US 50 CORRIDOR FOCUS AREA
ADVISORY COMMITTEE MEETING NOTES**

MEETING #3 NOTES

Meeting Date

Sept. 7, 2018

Meeting Location

R.G. Cribbet Recreation Center

Meeting Objectives

- Review analyses of Focus Area concepts advanced for further consideration following Meeting #2.
- Discuss which proposed concepts to recommend including in the Implementation Plan and which to refine or remove from consideration.
- Discuss plan for sharing recommendations with the public and gathering public input.

Meeting Summary

Tommy Arnold, ODOT, opened the meeting and shared the following:

- This is the third in a series of four Advisory Committee meetings for the US 50 Corridor Focus Area.
- This meeting will focus on reviewing the additional studies completed for each concept advanced following the Advisory Committee meeting held in May. We will determine which concepts warrant further consideration, need further refinement or will no longer be studied.
- Concepts recommended for advancement will be presented to the public for review and input at public meetings to be held this fall, likely late October.
- The fourth and final Advisory Committee meeting will be held following the public open houses. The purpose of this meeting is to: review input received at the public open houses; discuss any last refinements to concepts and final recommendations; identify implementation priorities; and identify possible project sponsors.
- Final recommendations will be assembled into an Implementation Plan that will be shared with local jurisdictions and used to help guide future project planning efforts. The goal is to complete the Implementation Plan by the end of the year.

The following points were also discussed by the committee during Mr. Arnold's opening remarks:

- Over the past several weeks, ODOT has used a drone to fly over the US 50 Corridor near Meadowlark to observe existing conditions (this was in conjunction with a University of Cincinnati research project). ODOT saw that traffic volumes vary a lot but seemed to be heavier recently. This may be due to added traffic that is avoiding construction on I-275 and Wooster, back to school traffic or other reasons. ODOT also observed that traffic backs up through Watterson and Meadowlark, and at times, back to Red Bank.
- There is a police officer at the US 50/Meadowlark intersection to help direct traffic during peak hours, however, traffic coming out of Dragon Way disrupts traffic flow.
- A concept proposed for the Combined Linwood/Eastern and US 50/Red Bank interchange Focus Area (I-16b) would help address back ups in the Fairfax/Mariemont area by creating two eastbound lanes and directing traffic through a roundabout. It was noted that roundabouts tend to slow traffic down, are safer and can serve as

gateways to communities. Traffic simulations of this concept show that a roundabout would operate better than what is there now.

- Between now and when a permanent solution can be implemented, interim measures can be taken, such as extending a dotted line further up the road and closer to US 50 to notify drivers earlier about the upcoming right turn only lane as discussed in Concept 50-2.

Discussion notes for each US 50 Corridor Focus Area concept are documented on the following pages.

MEETING PARTICIPANTS

Nathan Alley, Sierra Club

Caroline Ammerman, Stantec

Tom Arnold, ODOT

Sean Creighton, Great Parks of Hamilton County

Matt Crim, Stantec

Chris Ertel, Village of Mariemont

Lance Hollander, Mariemont City Schools

Wade Johnston, Green Umbrella

Jenny Kaminer, Village of Fairfax

Bob Koehler, OKI

Dan Policastro, Village of Mariemont

Steve Shadix, Stantec

Christa Skiles, Rasor Marketing Communications

Joe Stoner, Mariemont Preservation Foundation

Karen Sullivan, Village of Mariemont

Laura Whitman, Rasor Marketing Communications



Eastern Corridor Segments II and III

US 50 Corridor Focus Area

Theme

US 50 CORRIDOR WIDE

Primary Needs identified for this theme:

- P1) Address eastbound PM peak-hour and westbound AM peak-hour delays.
- P2) Address capacity issues on westbound approach of Watterson/US 50 intersection.
- P5) Address eastbound PM peak-hour delays.

Secondary Needs identified for this theme:

None identified.

Concept not drawn.

DESCRIPTION

- Improve signal timing.

NEEDS ADDRESSED

- P1) Address eastbound PM peak-hour and westbound AM peak-hour delays.
- P2) Address capacity issues on westbound approach of Watterson/US 50 intersection.
- P5) Address eastbound PM peak-hour delays.

5/18 MEETING DISCUSSION AND COMMENTS

- ODOT’s consultant is currently performing a Signal Timing Study within this Focus Area. Results will be available in upcoming weeks. Timing improvements that will help better sync the lights are expected to be put in place later this summer.
- While queue issues at the Meadowlark and US 50 intersection cannot be entirely solved with signal improvements, preliminary analysis indicates that the lack of coordination between traffic signals at US 50 and Meadowlark Lane and US 50 and Watterson Road is contributing to traffic delays, especially during evening peak hours.

Comments Submitted Following the 5/18 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- Mariemont supports improved signal timing. As a National Historic Landmark, should new poles and/or supporting equipment be proposed for this area, the Village of Mariemont requires the opportunity to provide input regarding the aesthetics of utility poles.

9/7 MEETING DISCUSSION AND COMMENTS

- Signal timing improvements are underway along SR 32, US 50 and at the Valley intersections in Newtown.
 - New controllers were installed the week of Aug. 13; new GPS clocks were installed the week of Sept. 3.
- Continued evaluation is necessary to tweak improvements. There is more traffic in the area now, likely the result of seasonal fluctuations (back to school, construction on I-275 and the temporary closure of a portion of Wooster Pike).
- Consultant recommends additional upgrades to provide advanced detection and wireless signal interconnects; this would allow signals to be more responsive to fluctuating traffic demand.
 - Advanced detection and wireless signal interconnect equipment are recommended at the following intersections:
 - US 50 & Meadowlark
 - US 50 & Watterson
 - US 50 signals in Mariemont Square
 - US 50 & Pocahontas
 - US 50 & Mariemont Promenade
 - US 50 & Spring Hill
 - US 50 & Walton Creek
 - US 50 & Newtown

- The approximate cost per wireless modem is \$3,000/intersection; radar detection is \$7,000/unit. It’s generally only necessary to install radar detection at one or two approaches (vs. all four) to an intersection.
- Wireless modems would fit inside the existing controller boxes.

Comments Submitted Following the 9/7 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Ongoing signal timing observation and adjustments are underway.
- ODOT recommends enhancing signals to provide advanced detection and wireless signal interconnects.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$104K to \$156K (includes Meadowlark signal)	0	\$0	C1	No Impacts	Neutral	Neutral	Neutral

RECOMMENDATION: ADVANCE



Eastern Corridor Segments II and III

US 50 Corridor Focus Area

Theme

US 50 WEST OF MARIEMONT SQUARE

Primary Needs identified for this theme:

- P1) Address US 50 eastbound PM peak-hour and westbound AM peak-hour delays.
- P2) Address capacity issues on westbound approach of Watterson/US 50 intersection.
- P3) Address southbound capacity issues at Plainville/US 50 intersection.
- P4) Address deteriorated pavement markings in Mariemont Square.
- P5) Address eastbound PM peak-hour delays.

Secondary Needs identified for this theme:

- S1) Address deficient roadway grade between Oak Street and Pleasant Street.
- S2) Address deficient sight distance at Plainville/US 50 intersection.
- S3) Address deficient sight distances in Mariemont Square.

Concept drawn on the following page.

DESCRIPTION

- Extend the right turn lane on southbound Watterson by restricting peak-hour parking.
 - Widening the existing roadway would not be necessary.
 - Existing road would be restriped; space made available by restricting parking during peak hours would be used to extend the right turn lane.

NEEDS ADDRESSED

P1) Address US 50 eastbound PM peak-hour and westbound AM peak-hour delays.

5/18 MEETING DISCUSSION AND COMMENTS

- This concept is designed to address delays for drivers turning from Watterson Road onto US 50.
- The result would stripe a lane for drivers turning left from Watterson Road onto US 50 (Wooster Pike). Currently, the queue for drivers turning left blocks those turning right, although the number of left turns is significantly higher in both morning and evening peak hours (AM = 70 right turns, 130 left turns; PM = 80 right turns, 280 left turns).
- Peak hours are between 7 a.m. and 9 a.m., and 4 p.m. to 6 p.m.
- The loss of parking for homeowners living on the street would need to be weighed against any potential traffic benefit.

Comments Submitted Following the 5/18 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- Mariemont has no comments at this time.

9/7 MEETING DISCUSSION AND COMMENTS

- Further study indicated that this concept shows little improvement (6 percent) during AM peak hours (when there is minimal traffic); during PM peak hours however, it resulted in a 31 percent reduction in traffic delays compared to the No Build option.
- This concept would be implemented through new pavement markings and added signage.

- If implemented, the parking restrictions would be inconvenient to Watterson residents.

Comments Submitted Following the 9/7 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

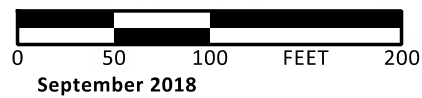
- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Advance for public consideration.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
	AM				36.9 (SB Approach)	D	6%	\$10K to \$15K	0	\$0	C1	No Impacts	Neutral	Neutral	Degrades
	PM				88.0 (SB Approach)	F	31%								

RECOMMENDATION: ADVANCE



Concept Drawing
 Eastern Corridor Projects
 Segment II-III (SR 32 Corridor)
 HAM-32F-0.00; PID 86462

Figure I-15A

**RIGHT TURN LANE EXTENSION ON SOUTHBOUND WATTERSON
 BY USING PEAK-HOUR PARKING RESTRICTION.**



Eastern Corridor Segments II and III

US 50 Corridor Focus Area

Theme

US 50 IN MARIEMONT SQUARE

Primary Needs identified for this theme:

- P1) Address US 50 eastbound PM peak-hour and westbound AM peak-hour delays.
- P4) Address deteriorated pavement markings in Mariemont Square.
- P5) Address eastbound PM peak-hour delays.

Secondary Needs identified for this theme:

- S3) Address deficient sight distances in Mariemont Square.

Concept not drawn.

DESCRIPTION

- Replace traffic signal heads in Mariemont Square.

NEEDS ADDRESSED

- None identified.

5/18 MEETING DISCUSSION AND COMMENTS

- Current traffic signal heads would be replaced with new signal heads with LED lights.
- Backplates would also be added.
- Existing poles would be used, presuming they can support the weight.
- ODOT suggested it may have traffic signal heads that could be used at no cost; however, after checking, there are no surplus signal heads.
- The Village of Mariemont requires the opportunity to provide input regarding aesthetics of signal heads, backplates and any supporting equipment.

Comments Submitted Following the 5/18 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- Mariemont supports LED signal heads and backplates. As a National Historic Landmark, Mariemont requires the opportunity to provide input regarding the aesthetics of signal heads and backplates and supporting equipment. ODOT to provide Mariemont with information on potential federal funding and the application process for funding.

Comments Submitted Following the 9/7 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Advance for public consideration.

9/7 MEETING DISCUSSION AND COMMENTS

- Consultant has provided updated information regarding the potential cost of replacing the traffic signal heads with LED lights (\$26,500 - \$40,000)

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$26.5K to \$40K	0	\$0		No Impacts	Neutral	Neutral	Neutral

RECOMMENDATION: ADVANCE

Concept not drawn.

DESCRIPTION

- Refresh Mariemont Square pavement markings and add raised pavement markers (RPMs) through the intersections.

NEEDS ADDRESSED

- P4) Address deteriorated pavement markings in Mariemont Square.

5/18 MEETING DISCUSSION AND COMMENTS

- Current pavement markings and raised pavement markers (e.g., reflectors) are scheduled to be refreshed in 2019 through a scheduled ODOT project (PID 101309).
- Comments Submitted Following the 5/18 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)
- On PID 101309: Please consider paving the "crossovers" (north/south connections) with mainline US 50. Also please consider installing new RPM's throughout.
 - Mariemont supports refreshing pavement markers in Mariemont Square. However, Mariemont requires more information on RPM's.

NEXT STEPS/RECOMMENDATION

- Advance for implementation with ODOT PID 101309.

9/7 MEETING DISCUSSION AND COMMENTS

- Work will be coordinated with ODOT’s upcoming resurfacing project (PID 101309) scheduled for next spring/summer.
 - Existing pavement markings and markers will be refreshed. Restriping will include markings in the Mariemont Square crossovers. Parking areas will be not included.
- Comments Submitted Following the 9/7 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)
- To be added as comments are received.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
									0	\$0		No Impacts	Neutral	Neutral	Neutral

RECOMMENDATION: ADVANCE

Concept drawn on the following page.

DESCRIPTION

- Add curb bump-out to move stop bar for better sight distance on northbound Miami Road in Mariemont Square.
- Would also add a shorter, curb perpendicular crosswalk just west of Crystal Springs Road.

NEEDS ADDRESSED

None identified.

5/18 MEETING DISCUSSION AND COMMENTS

- This concept is intended to address a sight deficiency for drivers traveling northbound on Miami Road and turning right onto Wooster/US 50 (south side of Mariemont Square). This movement is currently not signalized.
- A curb bump would be added, moving the stop bar (line in the road) forward so that drivers are better able to see past the existing building on their right.
- The concept has the additional potential benefit of straightening the existing crosswalk. This would be particularly helpful for pedestrians.
- The four existing parking spaces would be preserved.
- Pavement removed in this concept could be replaced with grass. Existing trees would be saved.
- A new raised island could be established on Miami Road, similar to the island on Plainfield Road on the north side of the Square

Comments Submitted Following the 5/18 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- Mariemont will provide sketch outlining design options. Limited time being allowed to submit comments did not allow Mariemont to submit sketch at this time. Continued dialogue is needed to address safety, parking, and aesthetics.

Mariemont subsequently submitted a sketch which is shown on the page following the Concept I-13c discussion.

9/7 MEETING DISCUSSION AND COMMENTS

- The only difference between this option and Concept I-13e is whether to retain the three, parallel parking spaces along the south side of the center island in Mariemont Square. In this alternative, the parking spaces are retained.
 - There are aesthetic benefits to removing the parking spaces; however, they are often used by patrons of businesses in Mariemont Square.
- One parking space would be removed on the south side of the US 50/Wooster Pike in the Square, in front of the businesses. Removal of this space improves sight lines for vehicles on Crystal Springs Road and therefore improves travel safety.

Comments Submitted Following the 9/7 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

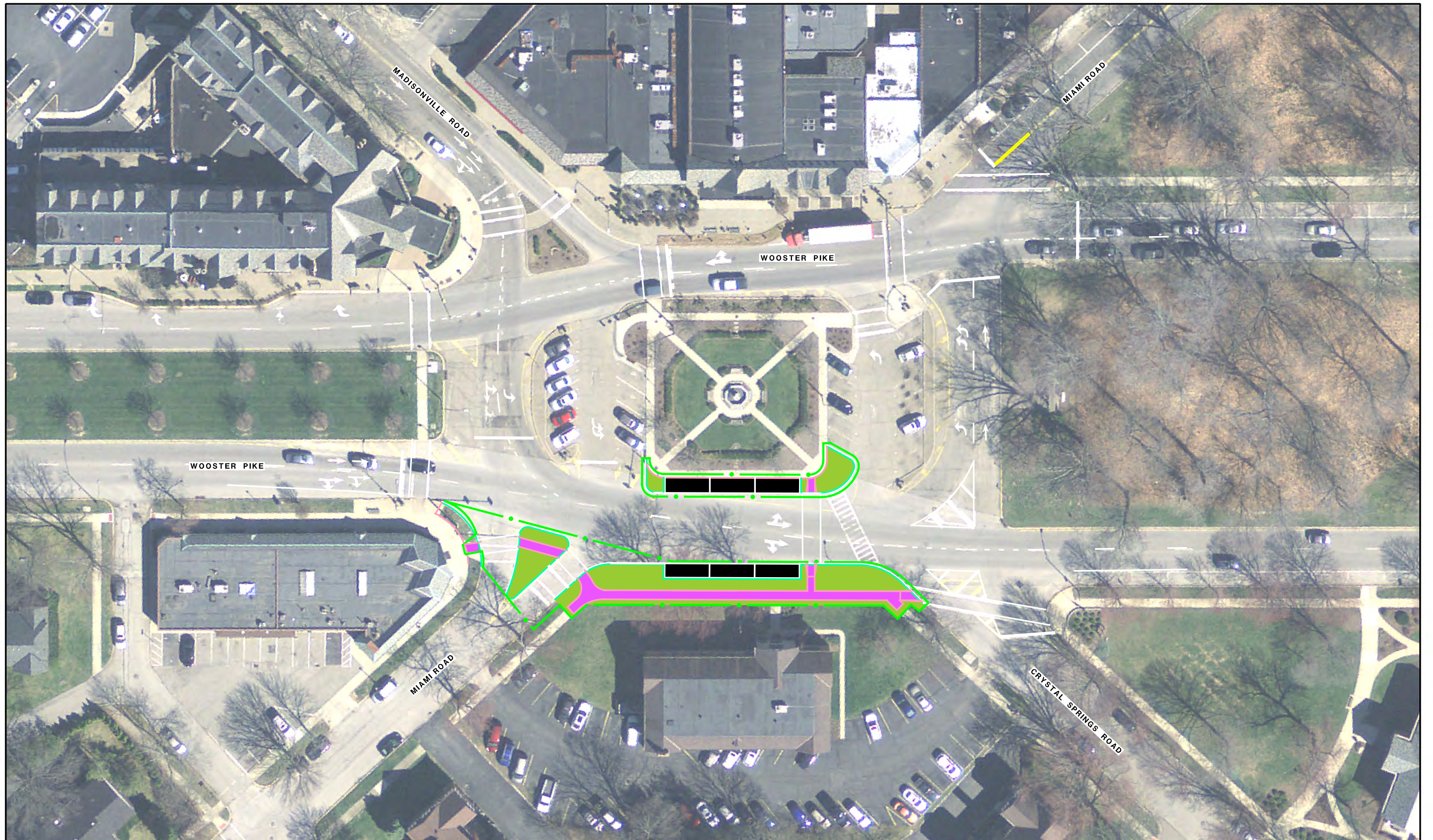
- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Advance for public consideration.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$28K to \$42.5K	0	\$0	C2	National Historic Landmark	Improves	Neutral	Neutral

RECOMMENDATION: ADVANCE



0 25 50 FEET 100
September 2018



Concept Drawing
Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure I-13D

ADD CURB BUMP OUT TO MOVE STOP BAR FOR BETTER SIGHT
DISTANCE ON NORTHBOUND MIAMI AT SQUARE, ALSO ADD CURB
PERPENDICULAR CROSSWALK JUST WEST OF CRYSTAL SPRINGS.
MAINTAIN PARKING SPACES ALONG INSIDE EDGE OF SQUARE.

Concept drawn on the following page.

DESCRIPTION

- Add curb bump out to move stop bar for better sight distance on northbound Miami Road in Mariemont Square.
- Would also add a shorter, curb perpendicular crosswalk just west of Crystal Springs Road.

NEEDS ADDRESSED

None identified.

5/18 MEETING DISCUSSION AND COMMENTS

- This concept is intended to shorten the length of the crosswalk across US 50 at Crystal Springs Road at the southeast corner of the Square.
- Bump outs on both sides of US 50 would not impede traffic lanes but would shorten the amount of time pedestrians spend in an uncontrolled crossing.
- The two eastern-most parking spots on the south side of the Square would be removed to improve sight distance.
- This concept could be implemented in conjunction with I-13d.
- The committee suggested the following:
 - Consider adding a straight crosswalk on the southeast corner of the Square to connect the two shortest points.
 - Consider installing blinking lights on crosswalks to help improve their visibility (ODOT noted that Mariemont would need to fund the addition of blinking lights)

Comments Submitted Following the 5/18 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- Mariemont will provide sketch outlining design options. Limited time being allowed to submit comments did not allow Mariemont to submit sketch at this time. Continued dialogue is needed to address safety, parking, and aesthetics.

Mariemont subsequently submitted a sketch which is shown on the page following the Concept I-13c discussion.

9/7 MEETING DISCUSSION AND COMMENTS

- The only difference between this option and Concept I-13d is whether to retain the three, parallel parking spaces along the south side of the center island in Mariemont Square. In this alternative, the parking spaces are removed.
 - There are aesthetic benefits to removing the parking spaces; however, they are often used by patrons of businesses in Mariemont Square.
- One parking space would be removed on the south side of the US 50/Wooster Pike in the Square, in front of the businesses. Removal of this space improves sight lines for vehicles on Crystal Springs Road and therefore improves travel safety.

Comments Submitted Following the 9/7 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

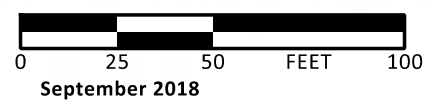
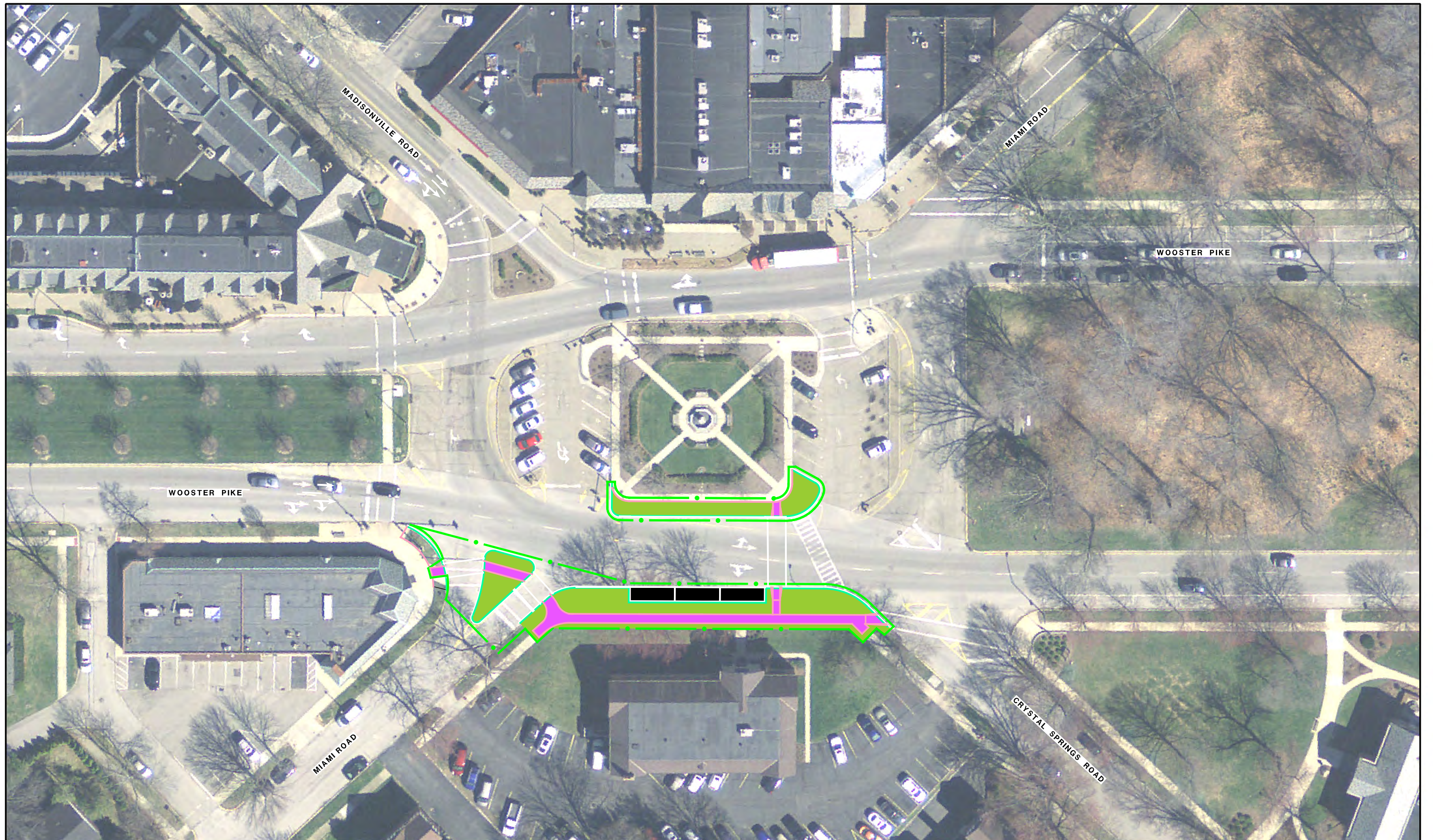
- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Advance for public consideration.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$36.2K to \$54.4K	0	\$0	C2	National Historic Landmark	Improves	Neutral	Neutral

RECOMMENDATION: ADVANCE



Concept Drawing
 Eastern Corridor Projects
 Segment II-III (SR 32 Corridor)
 HAM-32F-0.00; PID 86462

Figure I-13E

ADD CURB BUMP OUT TO MOVE STOP BAR FOR BETTER SIGHT
 DISTANCE ON NORTHBOUND MIAMI AT SQUARE, ALSO ADD CURB
 PERPENDICULAR CROSSWALK JUST WEST OF CRYSTAL SPRINGS.
 REMOVE PARKING SPACES ALONG INSIDE EDGE OF SQUARE.



Eastern Corridor Segments II and III US 50 Corridor Focus Area

Theme

US 50 EAST OF MARIEMONT SQUARE

Primary Needs identified for this theme:

- P5) Address eastbound PM peak-hour delays.
- P6) Address sideswipe and rear-end crashes at signalized intersections.
- P7) Address capacity issues for southbound left-turn movement at Walton Creek/US 50 intersection.
- P8) Address overall intersection failure and capacity issues for northbound left-turn movement and westbound approach at Newtown/US 50 intersection.

Secondary Needs identified for this theme:

- S4) Address deficient roadway grade at Pocahontas Avenue.

DESCRIPTION

- Eliminate pinch point on Wooster Pike/US 50 between East Street and Petoskey Avenue by restriping and minimally widening the road.

NEEDS ADDRESSED

- P6) Address sideswipe and rear-end crashes at signalized intersections.

2/20 MEETING DISCUSSION AND COMMENTS

- The Committee addressed the issue of eastbound afternoon peak hour delays. One potential issue is that traffic currently experiences a pinch point on US 50 between East Street and Petoskey Avenue because it is forced from two lanes to one and then back to two lanes. It may be possible to carry two lanes through with restriping and minor widening.
- At one point, the section was restriped to one through lane, with a left turn lane at Pocahontas for a very brief period of time. This caused a significant backup and was removed.
- Simulations will show whether two lanes could make a difference in addressing delays.

5/18 MEETING DISCUSSION AND COMMENTS

- People aware of the existing travel pattern in this area begin merging as far back as the Pocahontas Avenue signal, resulting in delays at Pocahontas and US 50 and inefficient lane utilization from this intersection through the Square.
- A minimal amount of space from each side of the traffic island (one foot, either side) would be needed to implement this change; work can be done in conjunction with PID 101309 to be completed in 2019.
- New pavement would be added by narrowing the island by 1 foot on each side and restriping the existing lanes.

- The concept would require reducing speed in this area from 35 to 25 miles per hour.
 - The Village could do this by defining the area as part of the Central Business District.
 - Another option is to conduct a speed study to determine if a lower speed is warranted.
- The committee suggested the following:
 - Providing two westbound travel lanes may encourage drivers to speed up through Mariemont.
 - Providing two travel lanes may result in the rear-ending of stopped drivers turning left on Indian View Avenue.
 - John Nolen purposely designed the turns in the road at this location to slow traffic down; this idea should be preserved.

Comments Submitted Following the 5/18 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- Mariemont does NOT support widening to two lanes in either direction. Current traffic pattern aids in eastbound and westbound traffic safely accessing side streets on south side of Wooster Pike (US RT 50) and aids in calming traffic as it flows into Mariemont Square where there is a larger concentration of pedestrians and businesses.

Traffic entering Mariemont from the West is not travelling at a high rate of speed. Concept Development Summary matrix provided by ODOT does not accurately depict safety concerns, traffic operations, right-of-way impacts, environmental impacts, and community impacts. The current traffic flow is an important part of John Nolen's design for the Village of Mariemont, a National Historic Landmark community, and should be retained.

Concept drawn on the following page.

9/7 MEETING DISCUSSION AND COMMENTS

- This concept has potential to provide traffic calming and lane utilization benefits farther east, as currently there is poor lane utilization extending back to Pocahontas Ave. Therefore, it has been retained for further consideration.
- To allow enough space for a continuous second lane, the east end of the the traffic island located immediately east of Indian View Avenue would need to be trimmed on its sides by approximately 4 ½ ft. This small modification would only be made to the sides of the island.
- No trees would be affected; the flashing beacon on the island would not be affected; the existing Mariemont sign also appears to be OK, although it may be desirable to shift it back slightly. Note: ODOT recommends shifting both the sign and light for clearance.
- ODOT recommends reducing the speed through this area to 25 mph (potentially extending to Pocahontas Avenue). A speed study would need to be completed before any changes could be made.
- Committee members reiterated concerns about the potential for increased rear-end crashes for drivers turning across traffic onto Indian View Avenue.
- A Mariemont representative requested that the Red Flag Trigger box in the evaluation matrix (see below) be colored red rather than green due to Mariemont's status as a National Historic Landmark. The committee discussed changing the notation to "Requires Section 106 coordination" to help reduce confusion.

Comments Submitted Following the 9/7 Meeting

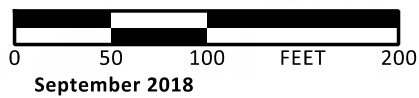
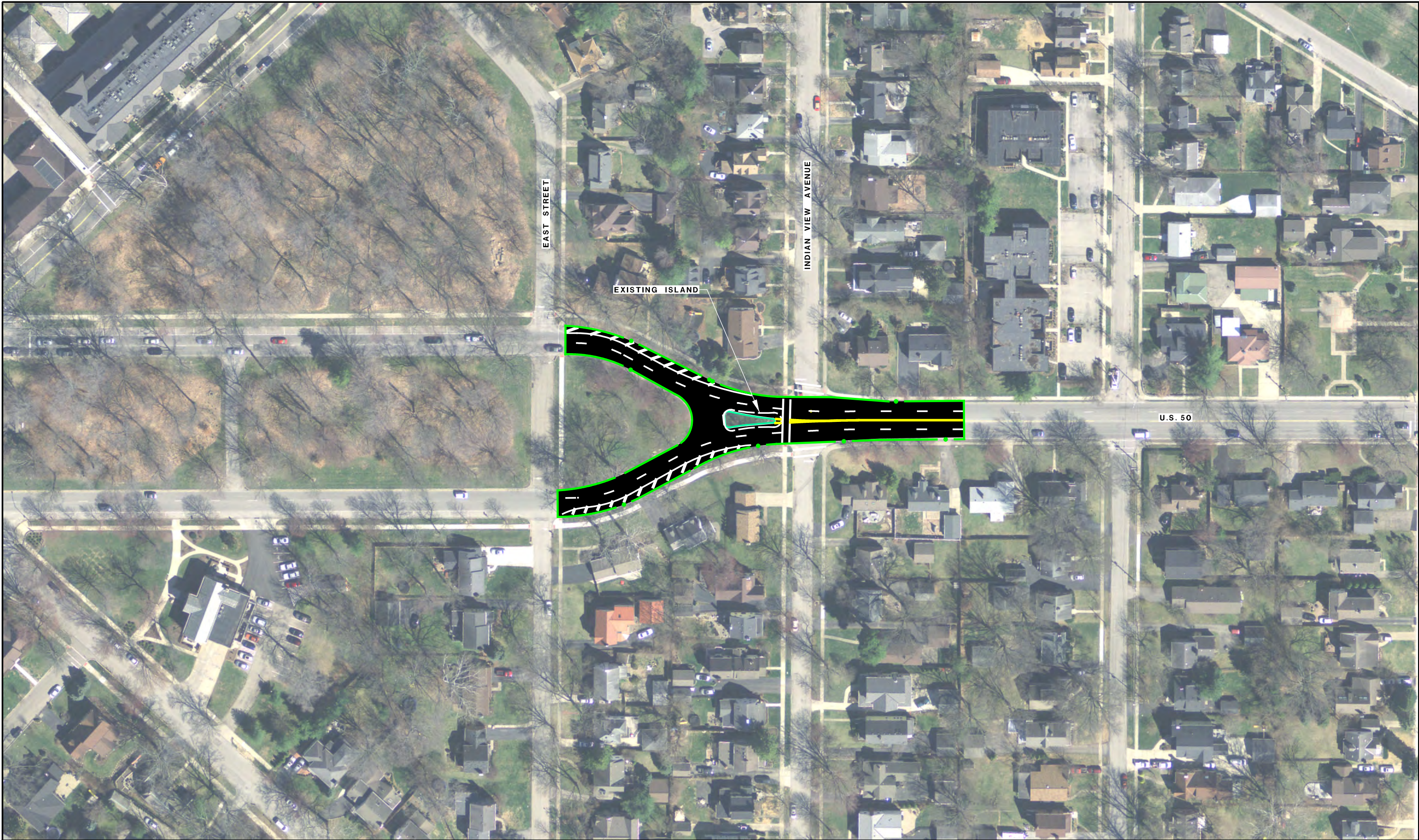
- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Advance for further study and possible inclusion in ODOT 2019 resurfacing project (PID 101309). ODOT is initiating Section 106 Coordination and speed study to extend the 25 mph speed to the east corp. limit.

Safety ECAT Benefit/Cost Ratio	Traffic Operations						Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access	
	Time Period	HCS Results			TransModeler Results			Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers				
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS									% Reduction from No Build
	AM	EB Average Travel Speed			27.6 mph	C	-7%	\$25.8K to \$38.8K	0	\$0	C2	National Historic Landmark	Neutral	Neutral	Neutral
		WB Average Travel Speed			23.2. mph	C	-11%								
	PM	EB Average Travel Speed			25.4 mph	C	-13%								
		WB Average Travel Speed			23.2 mph	C	-10%								

RECOMMENDATION: ADVANCE



Concept Drawing
 Eastern Corridor Projects
 Segment II-III (SR 32 Corridor)
 HAM-32F-0.00; PID 86462

Figure 50-5

**RESTRIPE PAVEMENT TO MAINTAIN TWO LANES
 IN EACH DIRECTION ON WOOSTER PIKE**

Concepts drawn on the following page.

DESCRIPTION

- Add backplates to signals.

NEEDS ADDRESSED

- P6) Address sideswipe and rear-end crashes at signalized intersections.

5/18 MEETING DISCUSSION AND COMMENTS

- Backplates cut down on sun glare to enhance the visibility of traffic signals.

Comments Submitted Following the 5/18 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- Mariemont supports LED signal heads and backplates. As a National Historic Landmark, Mariemont requires the opportunity to provide input regarding the aesthetics of backplates. ODOT to provide Mariemont with information on potential federal funding and the application process for funding.

NEXT STEPS/RECOMMENDATION

- Advance for further consideration.

9/7 MEETING DISCUSSION AND COMMENTS

- Backplates are recommended at the intersections of US 50 with Pocahontas Avenue, Mariemont Promenade, Walton Creek and Newtown Road.
- Backplates draw attention to the signal, making it easier to see the lights, particularly in sunny conditions.
- Most new signals include backplates, and they are a proven Federal Highway Administration safety measure to reduce crashes at a fairly low cost.

Comments Submitted Following the 9/7 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$8.6K to \$13K	0	\$0		No Impacts	Neutral	Neutral	Neutral

RECOMMENDATION: ADVANCE



*ALTERNATIVES I-33A, I-32A, I-12A,
AND I-11A CONSIST OF PLACING
BACKPLATES ON TRAFFIC SIGNALS
AT THE FOLLOWING INTERSECTIONS:*

I-33A: US 50 AND POCAHONTAS AVENUE

I-32A: US 50 AND MARIEMONT PROMENADE

I-12A: US 50 AND WALTON CREEK

I-11A: US 50 AND NEWTOWN ROAD

Concept not drawn.

DESCRIPTION

- Remove unwarranted signal at Mariemont Promenade Shopping Center.
- Mariemont HS is considering new access point to connect to US 50/Promenade signal.

NEEDS ADDRESSED

None identified.

5/18 MEETING DISCUSSION AND COMMENTS

- Traffic levels do not currently warrant the need for a traffic signal at the Mariemont Promenade Shopping Center.
- Discussions currently underway to create another access to Mariemont High School and by groups advocating for more pedestrian and bicycle connections within Mariemont to the Little Miami Scenic Trail could alter current needs. Both have the potential to require the signal in the future.
 - Plans for a new access point are still under development by the school district but no firm plans are available yet.
 - There are existing right-of-way and easement challenges with Duke Energy in the area.

- Comments Submitted Following the 5/18 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)
- ODOT to provide usage statistics for this signal. Information has not yet been provided, and was not included in the Segment II/III Transportation Needs Analysis. Light serves to slow traffic entering Mariemont. No bike information has been provided to Mariemont for review.
 - Mariemont supports improving vehicular and pedestrian access to Mariemont High School by creating a new access point on US 50.

9/7 MEETING DISCUSSION AND COMMENTS

- Mariemont High School is considering a new access point to connect to US 50 at the Promenade signal. Currently, the lack of a secondary access drive on and off the property is a safety concern.

- The high school is currently reviewing traffic studies to determine how a new access point would be used and what the benefits would be.

- Comments Submitted Following the 9/7 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)
- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Concept is on hold pending resolution of Mariemont High School access plans.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
													Neutral	Neutral	Improves

RECOMMENDATION: ON HOLD

Concept drawn on the following page.

DESCRIPTION

- Add protected/permissive southbound left turn phase at Walton Creek/US 50 intersection.
 - This would provide vehicles on Walton Creek turning left onto US 50 with a left turn arrow as part of the traffic signal cycle.
- Lengthen storage capacity for southbound turn lane.

NEEDS ADDRESSED

- P7) Address capacity issues for southbound left-turn movement at Walton Creek/US 50 intersection.

5/18 MEETING DISCUSSION AND COMMENTS

- Adding the left turn phase at the intersection provides a benefit in the afternoon (300 cars currently make southbound left turns during this time) but increases delays in the morning.
- An alternative could be to upgrade existing signals to five section head traffic signals. These could run the left-turn arrow only during peak evening hours.

Comments Submitted Following the 5/18 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- Mariemont supports adding a protected/permissive southbound left turn phase at Walton Creek/US 50 intersection. Mariemont would further suggest improving the road alignment of Walton Creek Road on the north side of US 50 and the entrance/exit drive to Walton Creek strip center on the south side of US 50.

Comments Submitted Following the 9/7 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- ODOT to implement the addition of a protected/permissive southbound left turn phase at Walton Creek/US 50 intersection by adding a five-section signal head. [Post meeting note: this was completed in Sept. 2018.]
- Advance additional storage capacity improvements on Walton Creek Road for public consideration.

9/7 MEETING DISCUSSION AND COMMENTS

- Consultant looked at the opportunity to realign Walton Creek Road on the north side of US 50. However, this would severely impact a business and is not recommended.
- ODOT is installing the five-section signal head soon. [Post meeting note: this was completed in Sept. 2018.]
- Existing turn lane storage capacity on Walton Creek is short; lengthening would provide better efficiency for left turns. Widening to accomplish this would occur on the Walgreen’s side of the road.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
	AM	29.2	C	0%				\$80K to \$119K	0	\$125K to \$250K	C2	R/W Impacts, Floodplain, ESA Issues	Neutral	Neutral	Neutral
	PM	43.5	D	11%											

RECOMMENDATION: ADVANCE



0 50 100 200
FEET
September 2018



Concept Drawing

Eastern Corridor Projects
Segment II-III (US 50 Corridor)
HAM-32F-0.00; PID 86462

Figure I-12B

ADD PROTECTED/PERMISSIVE SB LEFT TURN PHASE
AT WALTON CREEK/ US 50 INTERSECTION

Concept not drawn.

DESCRIPTION

- Lengthen storage capacity for the southbound left turn lane on Walton Creek Road.
 - Storage capacity refers to the amount of space available for vehicles to line up in a designated turn lane
- Investigate adding a double left turn on Walton Creek Road by changing the right lane to allow left, straight, and right turn movements at the Walton Creek and US 50 intersection.

NEEDS ADDRESSED

- P7) Address capacity issues for southbound left-turn movement at Walton Creek/US 50 intersection.

5/18 MEETING DISCUSSION AND COMMENTS

- This concept would change the existing southbound right lane on Walton Creek Road from a right/straight lane to a left/straight/right lane at the intersection.
- This concept would require two receiving lanes for left-hand turns onto eastbound US 50. Dual left turns would run under the protection of a green arrow and would require traffic signals at the intersection to run a split phase.
- Concept I-12b (left turn lane, left arrow) provides a better alternative because it offers both morning and afternoon traffic benefits.
- There are not a lot of cars traveling north out of the Kroger parking lot, but those that do don't seem to understand that they have the right-of-way which tends to slow traffic down at this intersection. This could be a result of the fact that the access drive to the shopping center is offset from the intersection.

Comments Submitted Following the 5/18 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- Mariemont supports adding a protected/permissive southbound left turn phase at Walton Creek/US 50 intersection. Mariemont would further suggest improving the road alignment of Walton Creek Road on the north side of US 50 and the entrance/exit drive to Walton Creek strip center on the south side of US 50.

9/7 MEETING DISCUSSION AND COMMENTS

- Additional storage capacity incorporated into Concept 1-12b.
- Comments Submitted Following the 9/7 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)
- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Additional storage capacity for the southbound left turn lane on Walton Creek Road will be studied as part of concept I-12b. Dual left turns will not be advanced for further study.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	MODERATE	< \$5 MILLION	PROPERTY TAKES	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE ADDITIONAL STORAGE ONLY AS PART OF CONCEPT I-12b

RECOMMENDATION: NO FURTHER STUDY

Concept drawn on the following page.

DESCRIPTION

- Install a roundabout at the Newtown Road and US 50 intersection.

NEEDS ADDRESSED

- P8) Address overall intersection failure and capacity issues for northbound left-turn movement and westbound approach at Newtown/US 50 intersection.

5/18 MEETING DISCUSSION AND COMMENTS

- Preliminary analysis of installing a roundabout at the intersection of Newtown Road and US 50 indicates the potential to improve traffic delays:
 - Reduces delays by approximately 80 percent during morning peak drive times
 - Reduces delays by approximately 50 percent during afternoon peak drive times
- Roundabouts offer the additional benefits of slowing traffic while maintaining flow, and reducing the number of crashes. However, they are expensive to build.
- Public support for roundabouts is growing.

Comments Submitted Following the 5/18 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- Major traffic flow change will require community input. ODOT needs to verify Figure I-11c is drawn to scale and is sized to allow trucks and life-safety equipment adequate clearance/passage through the roundabout.

9/7 MEETING DISCUSSION AND COMMENTS

- Simulations confirm nearly an 80 percent reduction of AM peak traffic delays and 50 percent reduction in PM peak traffic delays.
- Today, the current right turn from US 50 to Newtown Road is almost continuous and would not be changed.

- US 50 is four lanes in this point and can handle a constant stream of dual left turns from Newtown Road to US 50 generated by the roundabout.
- Roundabouts have the added benefit of calming traffic, providing easier access and improving safety in addition to serving as a gateway feature.
- The roundabout can accommodate fire trucks and semi trucks.

Comments Submitted Following the 9/7 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

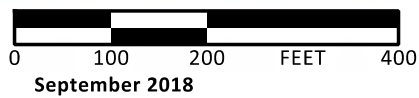
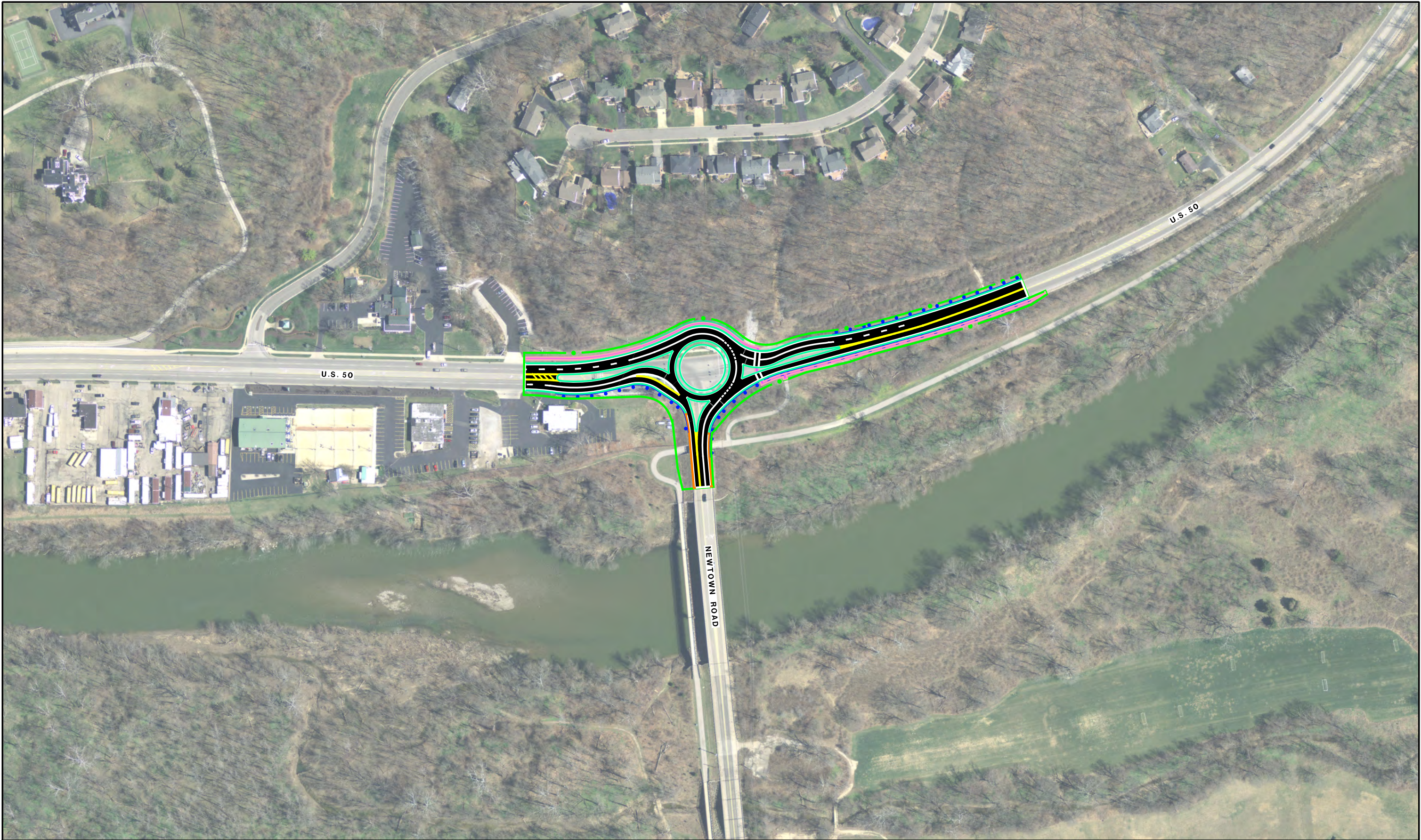
- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Advance for public consideration.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
0.8	AM	18.6	C	79%				\$1.4M to \$2.2M	0	\$180K to \$360K	D1	Section 4(f)	Neutral	Neutral	Neutral
	PM	19.3	C	47%											

RECOMMENDATION: ADVANCE



Concept Drawing
 Eastern Corridor Projects
 Segment II-III (S.R. 32 Corridor)
 HAM-32F-0.00; PID 86462

Figure I-11C
ROUNDAABOUT AT NEWTOWN ROAD
AND WOOSTER PIKE INTERSECTION



Eastern Corridor Segments II and III US 50 Corridor Focus Area

Theme

BICYCLE AND PEDESTRIAN CONNECTIVITY TO LITTLE MIAMI TRAIL

Primary Needs identified for this theme:

- P9) Address bicycle connectivity from Mariemont to Little Miami Trail.
- P10) Address pedestrian connectivity to businesses on south side of US 50.

Secondary Needs identified for this theme:

None.

Concept is provided on the following page as the Little Miami Scenic Trail Library Connector, prepared by Great Parks of Hamilton County and Columbia Township.

DESCRIPTION

- Use old railroad bed for bicycle connectivity to Little Miami Trail.

NEEDS ADDRESSED

- P9) Address bicycle connectivity from Mariemont to Little Miami Trail.

5/18 MEETING DISCUSSION AND COMMENTS

Great Parks of Hamilton County, Columbia Township and their consultant, IBI, are currently studying options to connect bicyclists and pedestrians with the Little Miami Trail. ODOT will wait until their study is completed to further develop concepts for bike/pedestrian connections within this portion of the US 50 Corridor. However, bike/pedestrian concepts suggested at the first Advisory Committee meeting were briefly reviewed in more detail with Great Parks and Columbia Township representatives and other Advisory Committee members during the May 18 meeting.

In addition, Columbia Township stated that trail connectivity would likely be done in phases:

- The first 1,000 feet of a new path, from west of Newtown Road to the western edge of Fifty West Brewing Company, is currently funded. (Columbia Township is paying to pave an extension to the edge of the Fifty West Production Works lot.)
- The next phase would likely bring the bike/ped path behind Kroger up to US 50 between the Kroger Fuel Center and McDonald’s. There, IBI has looked at routes on the south side of US 50 to Pocahontas Avenue, crossing US 50 at the Mariemont Branch Library and at Spring Hill Drive.
- Further development of bike/pedestrian concepts are on hold, pending completion of Great Parks, Columbia Township and IBI study.

Comments Submitted Following the 5/18 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- ODOT has not provided information to Mariemont regarding proposed bike paths. US 50 focus area was only area where no bike plans were provided to date. Any proposed bike path(s) through Mariemont requires Mariemont approval.

9/7 MEETING DISCUSSION AND COMMENTS

- Great Parks and Columbia Township are moving forward with the initial phase of this project, which creates the first 1,000 feet of a new path from west of Newtown Road to the western edge of Fifty West Brewing Company. This first phase should be under construction by spring 2019.
- No funding is available yet for the second phase of the project.
- If a roundabout is built at the US 50/Newtown Road intersection, bicyclist safety may be improved since vehicles would be traveling at lower speeds.
- It is likely that a crosswalk would be established near the entrance of Fifty West Brewing (see Concept 50-10).
- ODOT has secured funding for Rectangular Rapid Flash Beacons (RRFB) so they will be installed. See Concept 50-10 for more related information.

Comments Submitted Following the 9/7 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

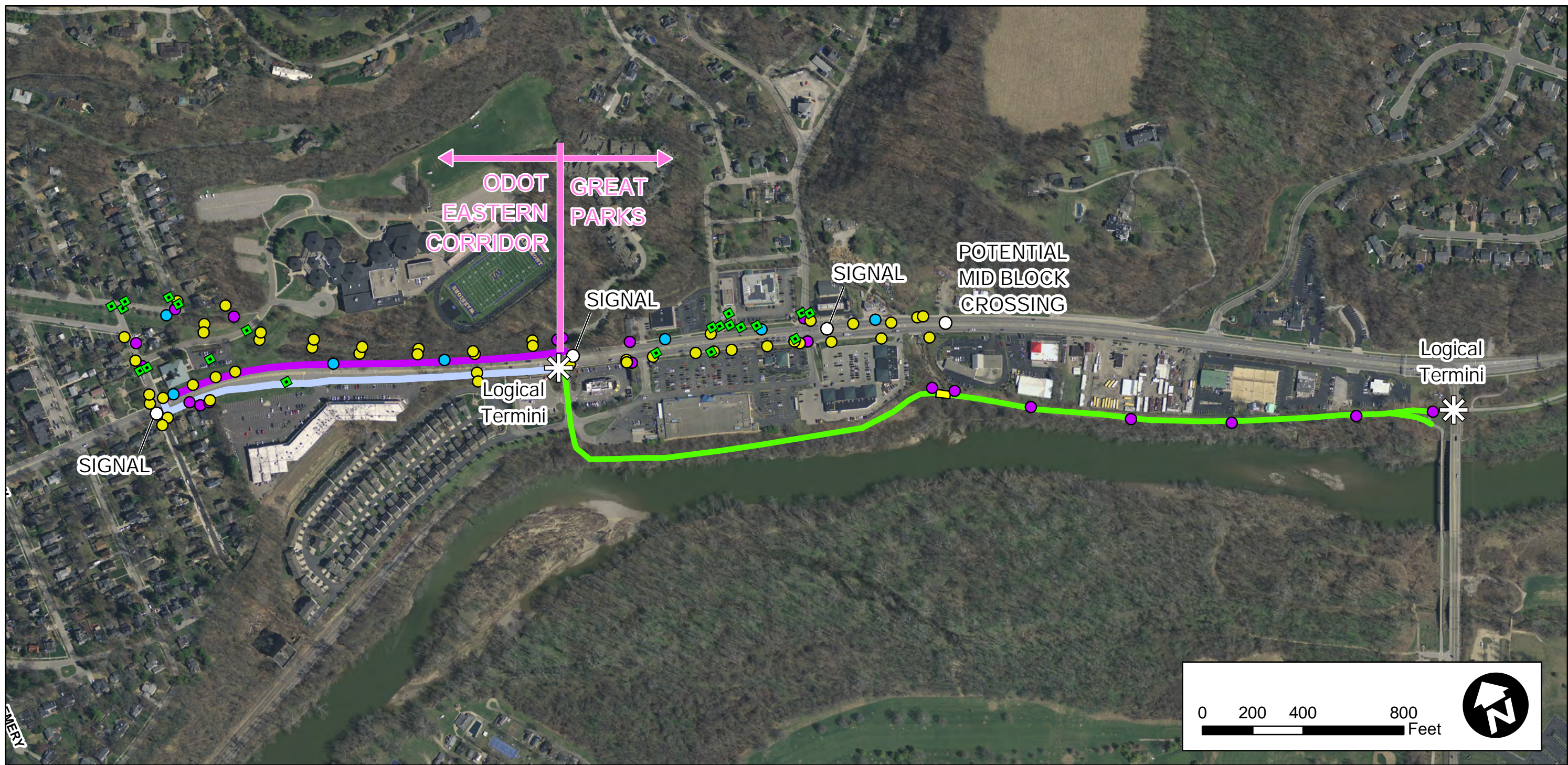
- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- This alternative is being advanced by Great Parks/Columbia Township.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
													Improves	Improves	Improves

RECOMMENDATION: ADVANCED BY GREAT PARKS/COLUMBIA TOWNSHIP



Legend			
—	PROBABLE ALIGNMENT (GREAT PARKS)	■	STORM INLETS
—	PROBABLE ALIGNMENT OPTION A (ODOT)	●	UTILITY POLES
—	PROBABLE ALIGNMENT OPTION B (ODOT)	●	MSD MANHOLE
	PROPOSED BRIDGE	●	GCWW FIRE HYDRANT



For further information please contact:
 Jeff Koehn, IBI Group
 23 Triangle Park Drive Suite 2300, Cincinnati, Ohio 45246
 513-942-3141 ext. 232 | jeff.koehn@ibigroup.com
 www.ibigroup.com





**LITTLE MIAMI SCENIC TRAIL
LIBRARY CONNECTOR**

Probable Alignment Options

Sheet 1 of 1

Figure BIKE-5

Concept drawn on the following page.

DESCRIPTION

- Create shared-use path along the south side of US 50, between Kroger and the Mariemont Promenade, then cross the street to continue on north side of US 50 to Pocahontas.

NEEDS ADDRESSED

P9) Address bicycle connectivity from Mariemont to Little Miami Trail.

5/18 MEETING DISCUSSION AND COMMENTS

(in the 5/18 Notes, this concept was 50-7)

Great Parks of Hamilton County, Columbia Township and their consultant, IBI, are currently studying options to connect bicyclists and pedestrians with the Little Miami Trail. ODOT will wait until their study is completed to further develop concepts for bike/pedestrian connections within this portion of the US 50 Corridor. However, bike/pedestrian concepts suggested at the first Advisory Committee meeting were briefly reviewed in more detail with Great Parks and Columbia Township representatives and other Advisory Committee members during the May 18 meeting.

- There is a steep drop-off between the Mariemont Promenade and the Kroger gas station; if used as a bike path, the hillside would need to be stabilized with a retaining wall, making this concept expensive.
- A current project to replace a culvert at US 50 and Spring Hill will also widen the existing sidewalk here as much as possible at this time (to approx. 7 ft). Columbia Township would like this widening project to continue up the hill.

Comments Submitted Following the 5/18 Meeting

- (Comments are presented as submitted by Committee members; no edits to content were made.)
- ODOT has not provided information to Mariemont regarding proposed bike paths. US 50 focus area was only area where no bike plans were provided to date. Any proposed bike path(s) through Mariemont requires Mariemont approval.

9/7 MEETING DISCUSSION AND COMMENTS

- This concept is an alternative to concept 50-7b.
- Restriping a portion of pavement on US 50 would allow lanes to shift slightly, minimizing the retaining wall needed for this concept, as well as the impacts.
- The stairway behind Kroger that currently connects to the Miami Run development (marked with a red “X” on the drawing) would be eliminated in this alternative. However, the shared-use path is minimally farther and more accessible/ADA compliant.
- If Mariemont High School were to move forward with a secondary access point at the Promenade signal, this path would cross that drive.
- The committee also discussed establishing a bike trail from east Mariemont to Murray:
 - A Committee member asked about the possibility of connecting the shared-use path to the Murray Trail using the old trolley corridor. However, Mariemont prefers a bike route through the village. Property owners generally do not want a bike path established in front of their homes, in the medians of side streets or in its small parks.
 - Another Committee member asked about connecting to Wasson Way via a private drive along railroad property (Clare Yard).

Establishing a bike path through Mariemont’s Lower 80 would be welcomed by Mariemont, but this would need to be coordinated with the railroads. Mariemont would be the lead on this effort and would like assistance with this process if possible.

Comments Submitted Following the 9/7 Meeting

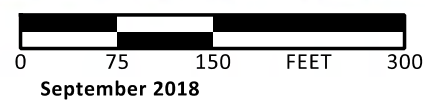
- (Comments are presented as submitted by Committee members; no edits to content were made.)
- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Advance for public consideration.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$850K to \$1.3M	0	\$100K to \$200K	C2	R/W Impacts, Potential T&E, ESA Issues	Improves	Improves	Improves

RECOMMENDATION: ADVANCE



Concept Drawing
 Eastern Corridor Projects
 Segment II-III (SR 32 Corridor)
 HAM-32F-0.00; PID 86462

Figure 50-7A

SHARED USE PATH ALONG THE SOUTH SIDE OF
 U.S. 50 TO PROMINADE INTERSECTION, THEN
 CONTINUE ON NORTH SIDE OF U.S. 50 TO
 POCAHONTAS

Concept not drawn.

DESCRIPTION

- Create shared-use path along the north side of US 50 to Pocahontas.

NEEDS ADDRESSED

- P9) Address bicycle connectivity from Mariemont to Little Miami Trail.

5/18 MEETING DISCUSSION AND COMMENTS

(in the 5/18 Notes, this concept was 50-7)

--NOTE--

Great Parks of Hamilton County, Columbia Township and their consultant, IBI, are currently studying options to connect bicyclists and pedestrians with the Little Miami Trail. ODOT will wait until their study is completed to further develop concepts for bike/pedestrian connections within this portion of the US 50 Corridor. However, bike/pedestrian concepts suggested at the first Advisory Committee meeting were briefly reviewed in more detail with Great Parks and Columbia Township representatives and other Advisory Committee members during the May 18 meeting.

- There is a steep drop-off between the Mariemont Promenade and the Kroger gas station; if used as a bike path, the hillside would need to be stabilized with a retaining wall, making this concept expensive.
- A current project to replace a culvert at US 50 and Spring Hill will also widen the existing sidewalk here as much as possible at this time (to approx. 7 ft). Columbia Township would like this widening project to continue up the hill.

Comments Submitted Following the 5/18 Meeting

(Comments are presented as submitted by Committee members; no edits to content were made.)

- ODOT has not provided information to Mariemont regarding proposed bike paths. US 50 focus area was only area where no bike plans were provided to date. Any proposed bike path(s) through Mariemont requires Mariemont approval.

9/7 MEETING DISCUSSION AND COMMENTS

- This concept is an alternative to concept 50-7a.
- A much larger retaining wall would be necessary for this alternative, increasing the costs considerably when compared to Concept 50-7a.

Comments Submitted Following the 9/7 Meeting

(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- No further study.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$2.7M to \$4.1M					Improves	Improves	Improves

RECOMMENDATION: NO FURTHER STUDY

Concept not drawn.

DESCRIPTION

- US 50 road diet to create bike facility on pavement.

NEEDS ADDRESSED

P9) Address bicycle connectivity from Mariemont to Little Miami Trail.

--NOTE--

Great Parks of Hamilton County, Columbia Township and their consultant, IBI, are currently studying options to connect bicyclists and pedestrians with the Little Miami Trail. ODOT will wait until their study is completed to further develop concepts for bike/pedestrian connections within this portion of the US 50 Corridor. However, bike/pedestrian concepts suggested at the first Advisory Committee meeting were briefly reviewed in more detail with Great Parks and Columbia Township representatives and other Advisory Committee members during the May 18 meeting.

5/18 MEETING DISCUSSION AND COMMENTS

- Columbia Township, Great Parks and Mariemont schools are interested in employing a road diet (reducing from two lanes to one lane in each direction) along US 50 between Pocahontas Avenue and Newtown Road to create space for an on-road bike lane.
 - One concept for bike/pedestrian connections under their consideration is an on-street shared-use path. When moving west on US 50 from Walton Creek, the path would be located on the south side of the road, then would cross US 50 near McDonald’s to Spring Hill Drive, then follow the north side of the road to facilitate connections to the Mariemont Branch Library and the Village.

- This concept could be the fastest and least expensive option for moving the bike/pedestrian connections forward, however there would be some utility challenges to work through on the north side of the road.
- Traffic on US 50 is currently experiencing delays during peak hours between Pocahontas and Walton Creek. Implementing a road diet (reducing the number of lanes) in this area could potentially intensify the delays.
- A road diet was implemented at Pocahontas in 2010 and was removed just days later because of the negative impact to traffic.
- Modeling would be required to determine the potential impact a road diet would have on traffic flow.
- ODOT expressed a preference for not advancing the road diet concept because there are other concepts under consideration that would be easier to use and would take bike and pedestrian traffic off of US 50 (which improves safety for drivers, bicyclists and pedestrians alike). However, upon further discussion with Advisory Committee members, ODOT will keep the road diet concept on the list of concepts to be further explored.

Comments Submitted Following the 5/18 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- ODOT has not provided information to Mariemont regarding proposed bike paths. US 50 focus area was only area where no bike plans were provided to date. Any proposed bike path(s) through Mariemont requires Mariemont approval.

9/7 MEETING DISCUSSION AND COMMENTS

- As a result of a culvert replacement project undertaken by ODOT this summer along US 50, ODOT was able to see what the impacts of

- implementing a US 50 road diet might be. Traffic impacts of the road closure were as follows:
- Maintenance of traffic during that project required the closure of one lane up the hill, which resulted in traffic queues back to Ashley Oaks/Newtown Road.
 - In the opposite direction, traffic backed up to Mariemont Square.
 - A simulation of 20-year traffic estimates demonstrates that traffic would back up through Mariemont Square during PM peak hours. Overall, the simulation showed a degradation of operation and poor level of service.

Comments Submitted Following the 9/7 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- No further study.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmenta l Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
	AM	EB Average Travel Speed			25.3 mph	C	2%						Improves	Improves	Improves
		WB Average Travel Speed			15.3. mph	E	27%								
	PM	EB Average Travel Speed			11.5 mph	F	49%								
		WB Average Travel Speed			21.2 mph	D	-1%								

RECOMMENDATION: NO FURTHER STUDY

Concept drawn on the following page.

DESCRIPTION

- Extend sidewalk along south side of US 50 east to Newtown Rd.

NEEDS ADDRESSED

- P10) Address pedestrian connectivity to businesses on south side of US 50.

--NOTE--

Great Parks of Hamilton County, Columbia Township and their consultant, IBI, are currently studying options to connect bicyclists and pedestrians with the Little Miami Trail. ODOT will wait until their study is completed to further develop concepts for bike/pedestrian connections within this portion of the US 50 Corridor. However, bike/pedestrian concepts suggested at the first Advisory Committee meeting were briefly reviewed in more detail with Great Parks and Columbia Township representatives and other Advisory Committee members during the May 18 meeting.

5/18 MEETING DISCUSSION AND COMMENTS

- No discussion was held.

Comments Submitted Following the 5/18 Meeting

(Comments are presented as submitted by Committee members; no edits to content were made.)

- ODOT has not provided information to Mariemont regarding proposed bike paths. US 50 focus area was only area where no bike plans were provided to date. Any proposed bike path(s) through Mariemont requires Mariemont approval.

9/7 MEETING DISCUSSION AND COMMENTS

- The sidewalk currently ends at the creek crossing.
- Sidewalk would be adjacent to the roadway curb in order to minimize right-of-way impacts.
- Construction costs have been estimated (\$170,000 - \$260,000) but right-of-way costs have not been obtained yet.

Comments Submitted Following the 9/7 Meeting

(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Advance for public consideration.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$170K to \$260K	0	\$0	C2	Floodplain, ESA issues	Improves	Neutral	Improves

RECOMMENDATION: ADVANCE



0 100 200 400
FEET
September 2018



Concept Drawing
Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure 50-9
**SIDEWALK ALONG THE SOUTH SIDE OF U.S. 50
TO NEWTOWN ROAD**

Concept not drawn.

DESCRIPTION

- Pedestrian crossing of US 50 at Ashley Oaks.

NEEDS ADDRESSED

- P10) Address pedestrian connectivity to businesses on south side of US 50.

5/18 MEETING DISCUSSION AND COMMENTS

Great Parks of Hamilton County, Columbia Township and their consultant, IBI, are currently studying options to connect bicyclists and pedestrians with the Little Miami Trail. ODOT will wait until their study is completed to further develop concepts for bike/pedestrian connections within this portion of the US 50 Corridor. However, bike/pedestrian concepts suggested at the first Advisory Committee meeting were briefly reviewed in more detail with Great Parks and Columbia Township representatives and other Advisory Committee members during the May 18 meeting.

- No discussion was held.

Comments Submitted Following the 5/18 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- ODOT has not provided information to Mariemont regarding proposed bike paths. US 50 focus area was only area where no bike plans were provided to date. Any proposed bike path(s) through Mariemont requires Mariemont approval.

9/7 MEETING DISCUSSION AND COMMENTS

- Columbia Township is advancing this alternative, with a mid-block crossing of US 50 near the Fifty West Brewing property. The crossing will incorporate an island in the middle of the roadway and utilize a Rectangular Rapid Flash Beacon (RRFB).
- The mid-block crossing is being constructed with a mix of safety and local funding; ODOT and the Township will coordinate the implementation.
- A Committee member asked how the proposed roundabout at US 50 and Newtown Road would impact the pedestrian crossing; ODOT stated that it would make the crossing safer, as traffic would be coming through the intersection at a lower speed.

Comments Submitted Following the 5/18 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- To be added as comments are received.

NEXT STEPS/RECOMMENDATION

- Columbia Township is advancing this project.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
													Improves	Neutral	Improves

RECOMMENDATION: ADVANCED BY COLUMBIA TOWNSHIP