



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

MEETING #4 NOTES

Meeting Date
Dec. 12, 2018

Meeting Location
R. G. Cribbet Recreation Center, Fairfax

Meeting Objectives

- Review results of the signal timing improvements made along SR 32 and US 50 within the Segments II and III study area and in the Village of Newtown.
- Review feedback received from the public at the Oct. 24 and 25 Open House meetings and during the subsequent public comment period.
- Discuss:
 - Possible refinements to alternatives based on feedback received and determine which, if any, alternatives should be removed from further consideration.
 - Prioritization preferences for remaining alternatives.
 - Possible funding sources.
- Discuss ODOT's Implementation Plan strategy and next steps.

Meeting Summary

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

- This is the fourth and final Advisory Committee meeting for this focus area. Thank you to all who have invested many hours over the past year to discuss transportation needs, develop possible solutions, review and discuss concept evaluation results, and provide input that will be used to help inform the development of the Implementation Plan.
- The Implementation Plan will identify the projects ODOT recommends for future development and construction. Projects will be designated as high, medium or low priorities. Possible project sponsors and potential funding options will also be identified in the plan.
- While ODOT may be able to assist with the funding and implementation of some of the projects, it is anticipated that the

responsibility for many projects will fall under the purview of local jurisdictions. The Implementation Plan will serve as a tool that jurisdictions can use to assist with their planning efforts.

- ODOT and its consultant team will be developing the Implementation Plan during the upcoming weeks and expects to have a draft completed in early 2019.

Matt Crim, Stantec, shared Signal Timing Study updates and discussed how traffic flow has been affected since signal timing adjustments were completed in October and November. The information shared is summarized on the Signal Timing Study (STS) page of these notes.

Steve Shadix, Stantec, distributed a packet of concept comparison matrices for each of the proposed concepts. Copies of each matrix are provided with the discussion notes for each concept on the following pages. He also passed out copies of a draft report that summarized input received on the improvement concepts proposed for this focus area and presented to the public at the Oct. 24 and 25 Open House meetings. The content of the report was reviewed as part of the meeting's subsequent discussion of concepts. Mr. Shadix also shared the following introductory comments:

- A total of 175 people signed in at the Open Houses. However, because some people opted not to sign in, the total number of attendees was slightly higher.
- 125 people submitted comment forms. Approximately 54% of the comment forms were submitted at the Open House meetings or submitted via email after the meetings had concluded. The remaining 46% were submitted online using a digital version of the comment form (links to the online comment form were provided on the project website, in meeting materials, and in email notices). All responses received at the Open Houses and via mail or email were entered into the online comment form database to facilitate analysis.
- Approximately 52% of respondents (64 people) said they lived in either the 45227 (Mariemont, Fairfax, Madisonville; 26%) or 45244 (Newtown, Anderson Township, Union Township; 26%) zip codes.
- When asked how they heard about the Open House meetings, emails from Eastern Corridor, Facebook and "Other" were most frequently reported as sources. Emails from community councils and/or community representatives, friends/relatives, the Nextdoor community-based social network, and a local bike shop were most frequently cited as information sources for "Other." Mr. Shadix thanked Advisory Committee members for assisting with getting the word out to their constituents about the public Open Houses.

- The comment form asked respondents to indicate the degree to which they support each proposed concept using a five point scale (Strongly Oppose, Dislike, Neutral, Like, and Strongly Support). The summary report focuses on the distribution of responses received for each concept.
- Respondents were also invited to share any comments they may have regarding the proposed concepts. Comments received on the forms, as well as any submitted separately via email and mail, were recorded and are included in the summary report.

Discussion notes for each proposed concept in this focus area are documented on the following pages.

MEETING PARTICIPANTS

Nathan Alley, Sierra Club
Caroline Ammerman, Stantec
Tom Arnold, ODOT
Brittnay Bell, Rasor Marketing Communications
Matt Crim, Stantec
Chris Ertel, Village of Mariemont
Wade Johnston, Green Umbrella
Jenny Kaminer, Village of Fairfax
Becky Orsinski, Great Parks of Hamilton County
Charlie Rowe, ODOT
Steve Shadix, Stantec
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

- No additional comments were received following the 9/7 meeting.

12/12 MEETING DISCUSSION AND COMMENTS

Matt Crim, Stantec, shared Signal Timing Study updates and discussed how traffic flow has been affected since signal timing adjustments were completed in October and November:

- Earlier this year, Stantec, ODOT’s consultant team, conducted a Signal Timing Study within the Segments II and III study area along the SR 32 and US 50 corridors and in the Village of Newtown (from Newtown Road to Valley Avenue to Round Bottom Road).
- A “before study” was conducted in March and, following comprehensive analysis, a series of timing adjustments were implemented in August and September. Additional fine-tuning adjustments were made in October and November. An “after study” was completed in November.
- Stantec compared data from the “after study” with data from the “before study.” Results included the following:
 - US 50 Corridor: Overall, travel time decreased by 9%, vehicle delays decreased by 32%, stop delays decreased by 42% and the average number of stops decreased by 33%. The average travel speed increased by 13%. Using ODOT’s evaluation metrics, benefits of these improvements were determined to be:
 - Benefit/Cost Ratio: 26:1
 - Delay savings: 49,564 hours /\$1,014,262
 - Emission savings: 2.9 kg / \$10,221
 - Crash Reductions: 5 crashes / \$121,800
 - Fuel Savings: 20,623 gallons / \$45,061

Travel in both east and west directions improved during the morning, mid-afternoon and evening peak travel times.

- Village of Newtown: Overall, travel time decreased by 11%, vehicle delays decreased by 33%, stop delays decreased by 37% and the average number of stops decreased by 33%. The average travel speed increased by 13%. Using ODOT’s evaluation metrics, benefits of these improvements were determined to be:

- Benefit/Cost Ratio: 51:1
 - Delay savings: 22,868 hours / \$486,045
 - Emission savings: 0.8 kg / \$2,736
 - Crash Reductions: 1 crash / \$13,938
 - Fuel Savings: 3,298 gallons / \$7,205
- Travel in both east and west directions improved during the morning, mid-afternoon and evening peak travel times.
- SR 32 Corridor: Overall, travel time decreased by 10%, vehicle delays decreased by 38%, stop delays decreased by 51% and the average number of stops decreased by 45%. The average travel speed increased by 9%. Using ODOT’s evaluation metrics, benefits of these improvements were determined to be:
 - Benefit/Cost Ratio: 28:1
 - Delay savings: 21,901 hours / \$490,201
 - Emission savings: 0.03 kg / \$2,820
 - Crash Reductions: 2 crashes / \$53,205
 - Fuel Savings: 6,484 gallons / \$14,166
- Travel in both east and west directions improved during the morning, mid-afternoon and evening peak travel times. However, westbound traffic (in the off-peak direction) has experienced slight increases in travel time and vehicle delays during evening peak period. These increases were intentional to improve travel in the peak direction.
- ODOT suggested that additional benefit can be gained by installing additional detection and modems in controllers to allow the lights to be interconnected and adaptive. With this technology, the lights would be able to better respond to variable traffic conditions and would automatically switch to different timing plans to help improve traffic flow. Committee agreed that considering the benefit/cost ratio, this recommendation should be advanced.

NEXT STEPS/RECOMMENDATION

- Include in Implementation Plan as a high priority.
- Enhance signals to provide advanced detection and wireless signal interconnect. Can be packaged with similar signal upgrades on SR 32 and near Red Bank interchange. Also combine with additional signal backplates on US 50, wayfinding signage at Beechmont Circle and Red Bank, and advanced warning signage on US 50 eastbound. Possible HSIP funding.

Concept not drawn.

US-50
Pre-Study vs Optimized Timings
Peak Hour Analysis

Timing	Direction	Travel Time (sec)	Vehicle Delay (sec)	Stopped Delay (sec)	Stops	Average Speed (mph)
CUMULATIVE						
Pre-Study		382	102	66	3.0	23.2
Optimized		349	69	38	2.0	26.3
% Change		-9%	-32%	-42%	-33%	13%
AM Peak						
Pre-Study	EB	336	51	31	1.8	26.2
Optimized	EB	312	27	29	1.2	28.3
EB % Change		-7%	-47%	-6%	-33%	8%
Pre-Study	WB	426	150	97	4.2	21.1
Optimized	WB	347	71	50	1.8	25.5
WB % Change		-19%	-53%	-48%	-57%	21%
MIDDAY Peak						
Pre-Study	EB	376	91	63	3.2	23.5
Optimized	EB	318	33	24	1.6	27.7
EB % Change		-15%	-64%	-62%	-50%	18%
Pre-Study	WB	385	109	62	3.8	22.8
Optimized	WB	397	121	38	1.4	27.3
WB % Change		3%	11%	-39%	-63%	20%
PM Peak						
Pre-Study	EB	390	106	74	4.2	22.7
Optimized	EB	380	95	56	1.6	23.5
EB % Change		-3%	-10%	-24%	-62%	4%
Pre-Study	WB	380	104	68	3.5	23.1
Optimized	WB	342	66	31	1.6	25.6
WB % Change		-10%	-37%	-54%	-54%	11%

No Change

Increase

(Note: in the case of average speed, green means an increase in overall travel speed, whereas red means a reduction in overall travel speed)



Estimated Annual Signal Retiming Benefits
Corridor: US-50

Delay Savings

49,564 Hours
\$1,014,262

Emissions Savings

2.9 kg
\$10,221

Crash Reductions

5 Crashes
\$121,800

Fuel Savings

20,623 Gallons
\$45,061

Benefit Cost Ratio

26:1

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 Relocatio ns	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

PRIORITY: HIGH

Newtown (Newtown Rd/Valley Ave/Round Bottom Rd)

Pre-Study vs Optimized Timings

Peak Hour Analysis

Timing	Direction	Travel Time (sec)	Vehicle Delay (sec)	Stopped Delay (sec)	Stops	Average Speed (mph)
CUMULATIVE						
Pre-Study		236	80	76	3.0	19.3
Optimized		211	54	48	2.0	21.8
% Change		-11%	-33%	-37%	-33%	13%
AM Peak						
Pre-Study	NB	237	63	70	2.6	19.2
Optimized	NB	234	60	62	2.0	19.1
NB % Change		-1%	-5%	-11%	-23%	-1%
Pre-Study	SB	273	134	114	3.1	16.5
Optimized	SB	216	76	59	1.6	21.5
SB % Change		-21%	-43%	-48%	-48%	30%
MIDDAY Peak						
Pre-Study	NB	203	28	39	2.7	21.9
Optimized	NB	193	19	39	2.1	23.3
NB % Change		-5%	-32%	0%	-22%	6%
Pre-Study	SB	209	70	48	1.9	21.5
Optimized	SB	191	52	33	1.4	23.8
SB % Change		-9%	-26%	-31%	-26%	11%
PM Peak						
Pre-Study	NB	214	40	57	2.0	20.7
Optimized	NB	187	12	30	1.6	24
NB % Change		-13%	-70%	-47%	-20%	16%
Pre-Study	SB	281	142	126	3.5	16.1
Optimized	SB	242	102	65	2.2	19.2
SB % Change		-14%	-28%	-48%	-37%	19%

Reduction

No Change

Increase



Estimated Annual Signal Retiming Benefits

Corridor: Newtown Rd/Valley Ave/Round Bottom Rd



SR-32
Pre-Study vs Optimized Timings
Peak Hour Analysis

Timing	Direction	Travel Time (sec)	Vehicle Delay (sec)	Stopped Delay (sec)	Stops	Average Speed (mph)
CUMULATIVE						
Pre-Study		172	45	39	1.1	24.7
Optimized		155	28	19	0.6	26.8
% Change		-10%	-38%	-51%	-45%	9%
AM Peak						
Pre-Study	EB	139	26	11	0.4	29.0
Optimized	EB	139	26	11	0.4	29.1
EB % Change		0%	0%	-1%	-6%	0%
Pre-Study	WB	203	62	50	1.2	21.0
Optimized	WB	182	42	29	1.0	22.9
WB % Change		-10%	-32%	-42%	-17%	9%
MIDDAY Peak						
Pre-Study	EB	142	29	15	0.8	28.3
Optimized	EB	129	16	0	0	30.7
EB % Change		-9%	-45%	-100%	-100%	8%
Pre-Study	WB	170	29	45	1.3	23.8
Optimized	WB	148	7	18	1.0	27.6
WB % Change		-13%	-76%	-60%	-23%	16%
PM Peak						
Pre-Study	EB	210	98	71	1.8	20.1
Optimized	EB	156	43	13	0.5	25.9
EB % Change		-26%	-56%	-82%	-72%	29%
Pre-Study	WB	167	26	44	1.0	25.9
Optimized	WB	174	33	44	1.0	24.7
WB % Change		4%	27%	1%	0%	-5%

Reduction
No Change
Increase



Estimated Annual Signal Retiming Benefits
Corridor: SR-32

Delay Savings

21,901 Hours
\$490,201



Emissions Savings

0.03 kg
\$2,820



Benefit Cost Ratio

28:1



Crash Reductions

2 Crashes
\$53,205



Fuel Savings

6,484 Gallons
\$14,166





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

- No additional comments were received following the 9/7 meeting.

12/12 MEETING DISCUSSION AND COMMENTS

This concept was presented as F3 at the October Open House meetings.

- Several residents on Watterson reported backups on Watterson due to traffic signal timing changes. ODOT noted that this is understandable because signal adjustments made to help traffic on US 50 flow better would result in longer turning delays on Watterson.
- The committee agreed that this concept should be designated as a low priority.
- ODOT noted that if desired, restriping on Watterson can be completed as part of its upcoming resurfacing project (PID 101309) to be completed in 2019. Fairfax noted that if a decision to advance the project is made after ODOT’s project is complete, Fairfax would likely be able to complete the project using Village resources.

NEXT STEPS/RECOMMENDATION

- Include project in Implementation Plan as a low priority. It will be up to the Village of Fairfax to advance this project if they think it will improve traffic flow.

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 (by taking parking away)
	PM				88.0 (SB Approach)	F	31%								



**Right Turn Lane Extension
By Parking Restriction
at Watterson and US 50
Intersection**

- \$15,000 construction cost
- No new R/W required
- Parking restriction from 4 PM to 6 PM only
- Reduces SB approach PM delays by approximately 30%

PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
8%	5%	33%	38%	17%

(percentages have been rounded)



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.

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)

Comments Submitted Following the 9/7 Meeting

- No additional comments were received following the 9/7 meeting.

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.

12/12 MEETING DISCUSSION AND COMMENTS

- Concept I-13a was presented at the public Open Houses in October on Board 27 as a short-term low-cost project.
- Installing LED lights will make the signals more visible and reduce operation and maintenance costs, however, the Crash Modification Factor* (CMF) score decreases because the lights are cool and won’t melt snow should it accumulate on the traffic signals.

* A CMF is a multiplicative factor used to compute the expected number of crashes after implementing a counter measure at a specific site.

NEXT STEPS/RECOMMENDATION

- Include project in Implementation Plan as a high priority.

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

PRIORITY: HIGH

Concept not drawn.

DESCRIPTION

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

Comments Submitted Following the 9/7 Meeting

- No additional comments were received following the 9/7 meeting.

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.

12/12 MEETING DISCUSSION AND COMMENTS

- Concept I-13b was presented at the public Open Houses in October on Board 27 as a short-term, low-cost project. It has already been determined that the project will be added to ODOT's upcoming resurfacing project (PID 101309) to be completed in 2019.

NEXT STEPS/RECOMMENDATION

- Include project in Implementation Plan; project will be completed with PID 101309 in 2019.

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.

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

PRIORITY: PROJECT TO BE COMPLETED WITH PID 101309 IN 2019

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 bump-out to create perpendicular crosswalk just west of Crystal Springs Road.
- Maintain parking spaces along the **inside, south** edge of Mariemont Square.

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

- No additional comments were received.

12/12 MEETING DISCUSSION AND COMMENTS

This concept was presented as F1 at the October Open House meetings.

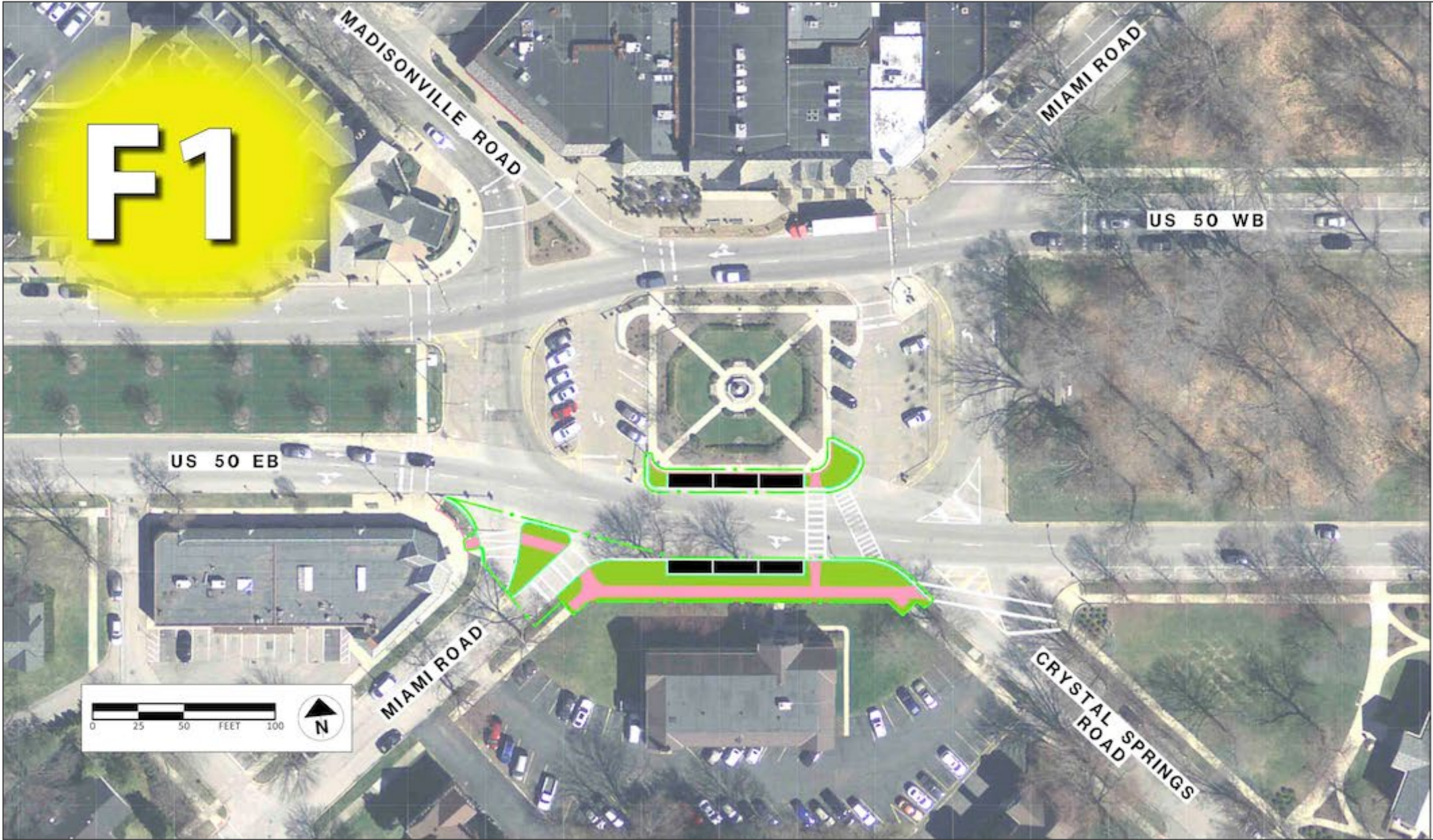
- The Advisory Committee noted that feedback from the public was generally neutral to favorable, however, some people did not like or opposed the project (see Public Feedback Ratings Summary, next page).
- Concept I-13e (F2) is similar to concept I-13d (F1); the primary difference between the two is that the three parallel parking spaces located along the south side of the center island would be kept with I-13d (F1) but removed with Concept I-13e (F2).
- It will be up to the Village of Mariemont to ultimately choose between concepts I-13d and I-13e. At this time, feedback received from the public indicates a slight preference for concept I-13d (F1), which retains the parking spaces.

NEXT STEPS/RECOMMENDATION

- Include project in Implementation Plan as a low priority. It will be up to the Village of Mariemont to choose between concepts I-13d (F1) and I-13e (F2) and decide whether or not to implement the project.
- Consider advancing the sidewalk relocation component as a separate, higher priority 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								
								\$28K to \$42.5K	0	\$0	C2	National Historic Landmark	Improves	Neutral	Neutral

PRIORITY: LOW, BUT CONSIDER ADVANCING SIDEWALK RELOCATION AS A SEPARATE, HIGHER PRIORITY PROJECT.



Maintain Parking Along Inside Edge of Square

- \$35,000 construction cost
- No new R/W required
- 2 parking spaces removed along south side of US 50
- Provide better sight distance for drivers approaching square from Miami and Crystal Springs
- Provide shorter crosswalk across US 50 eastbound
- Project within National Historic Landmark

PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
9%	6%	39%	27%	20%

(percentages have been rounded)

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 bump-out to create perpendicular crosswalk just west of Crystal Springs Road.
- Remove parking spaces along the inside south edge of Mariemont Square.

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

- No additional comments were received following the 9/7 meeting.

12/12 MEETING DISCUSSION AND COMMENTS

This concept was presented as F2 at the October Open House meetings.

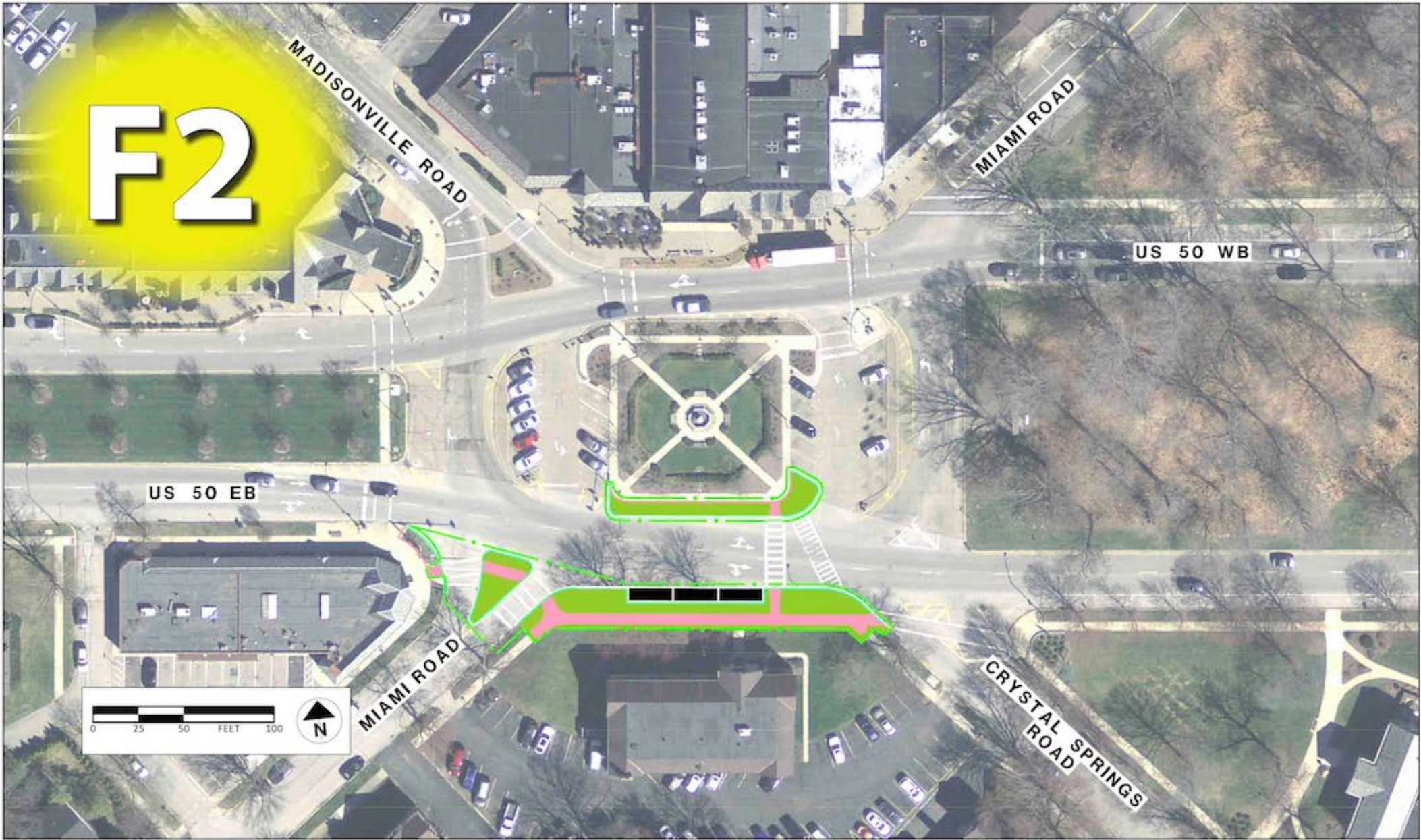
- The Advisory Committee noted that although more than 70% of respondents said they were either neutral, liked or strongly supported concept I-13e (F2), more respondents disliked or strongly opposed it as compared to those disliking or opposing concept I-13d (F1). See Public Feedback Ratings Summary, next page.
- Concept I-13e (F2) is similar to concept I-13d (F1); the primary difference between the two is that the three parallel parking spaces located along the south side of the center island would be kept with I-13d (F1) but removed with Concept I-13e (F2).
- It will be up to the Village of Mariemont to ultimately choose between concepts I-13d and I-13e. At this time, feedback received from the public indicates a slight preference for concept I-13d (F1), which retains the parking spaces.

NEXT STEPS/RECOMMENDATION

- Include project in Implementation Plan as a low priority. It will be up to the Village of Mariemont to choose between concepts I-13d (F1) and I-13e (F2) and decide whether or not to implement the project.
- Consider advancing the sidewalk relocation component as a separate, higher priority 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								
								\$36.2K to \$54.4K	0	\$0	C2	National Historic Landmark	Improves	Neutral	Neutral

PRIORITY: LOW, BUT CONSIDER ADVANCING SIDEWALK RELOCATION



Remove Parking Along Inside Edge of Square

- \$45,000 construction cost
- No new R/W required
- Replace parking with additional landscaped area along inside edge of square
- 5 parking spaces removed (3 along inside edge of square and 2 along south side of US 50)
- Provide better sight distance for drivers approaching square from Miami and Crystal Springs
- Provide shorter crosswalk across US 50 eastbound
- Project within National Historic Landmark

PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
17%	13%	31%	28%	13%

(percentages have been rounded)



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.

Concept drawn on the following page.

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.

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

- No additional comments were received following the 9/7 meeting.

(See next page)

Concept drawn on the following page.

12/12 MEETING DISCUSSION AND COMMENTS

This concept was presented as F6 at the October Open House meetings.

- This project was generally well-received by the public, although public input tended to be more varied on this concept. Nearly 62% either like or strongly support it, 20% were neutral and 18% either disliked (3%) or strongly opposed the concept (15%). See Public Feedback Ratings Summary, next page.
- The Advisory Committee discussed reducing the travel speed within the area from 35 mph to 25 mph. As part of its evaluation of this concept, ODOT completed a speed study for this area; results indicate that it makes sense to consider reducing the travel speed to 25 mph. This change would especially be beneficial if the travel lanes between East Street and Petosky Avenue are increased from one to two (the curves in this area would be designed for a travel speed of 30 mph).
- Reasons respondents gave for disliking or opposing this concept included concerns that vehicles would travel faster through the area if an additional travel lane is added, and, the change would impact John Nolen’s original design for the community at this location.
- ODOT’s Office of Environmental Services (OES) would like to review this project with the Village of Mariemont in more detail; the State Historic Preservation Office did not express any specific concerns.

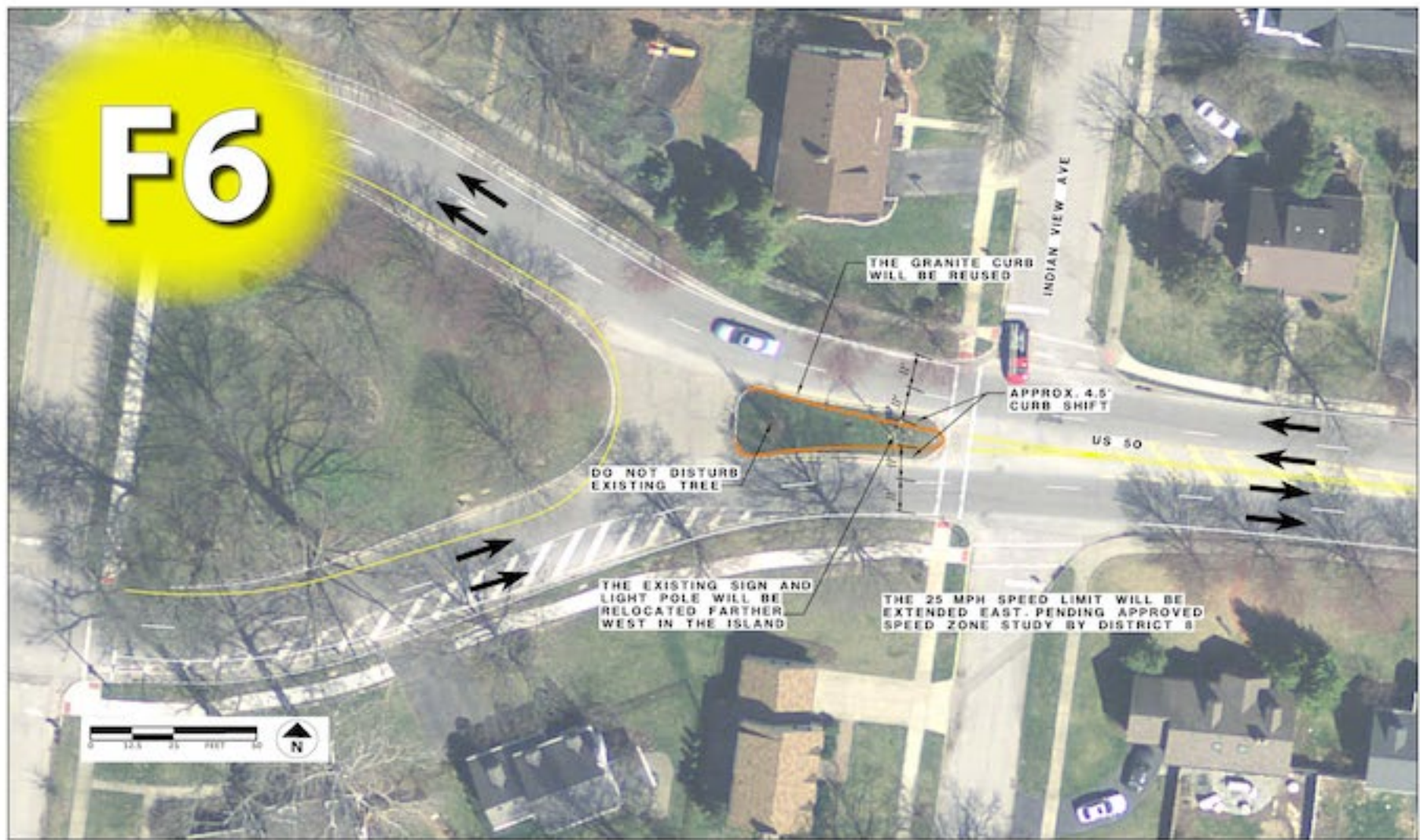
NEXT STEPS/RECOMMENDATION

- This project is on hold because the Mariemont Planning Commission voted to not approve the proposed change in January 2019.

POST MEETING NOTE: The Mariemont Planning Commission voted in January 2019 to not approve the proposed change. Therefore, the lane modification will not be taking place in conjunction with the proposed resurfacing work (PID 101309) in 2019.

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%								

PRIORITY: ON HOLD



Maintain Two Lanes in Each Direction on US 50 at Chicane

- \$30,000 construction cost
- No new R/W required
- Reduce speed on US 50 to 25 MPH
- Shift location of "Village of Mariemont" sign and light pole
- All trees untouched
- Shift curb up to 4.5 feet inward on east end of island
- Reuse granite curb
- Improves lane utilization on US 50 reducing delay
- Project within National Historic Landmark
- Section 106 coordination underway
- Proposed to be completed with PID 101309 in Spring 2019

PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
15%	3%	20%	21%	41%

(percentages have been rounded)

Concepts not drawn.

DESCRIPTION

- Add backplates to signals.

Highway Administration safety measure to reduce crashes at a fairly low cost.

Comments Submitted Following the 9/7 Meeting

- No additional comments were received following the 9/7 meeting.

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.

12/12 MEETING DISCUSSION AND COMMENTS

- This concept was presented on Board 27 at the public Open Houses as a short-term, low-cost project.
- The committee agreed that this concept should be designated as a high priority.
- The project could potentially qualify for Highway Safety improvement Program (HSIP) funding.

NEXT STEPS/RECOMMENDATION

- Include in the Implementation Plan as a high priority.
- Project can be packaged with signal timing upgrades on US 50, SR 32 and near Red Bank interchange. It can also be combined with wayfinding signage at Beechmont Circle and Red Bank, and advanced warning signage on US 50 eastbound.
- Possible HSIP funding.

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

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

Concept not drawn.

DESCRIPTION

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

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.

NEEDS ADDRESSED

None identified.

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

- No additional comments were received following the 9/7 meeting.

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

12/12 MEETING DISCUSSION AND COMMENTS

- This alternative is being considered by Mariemont Schools and is on hold pending the resolution of school district’s decision.

NEXT STEPS/RECOMMENDATION

- Concept is on hold pending resolution of Mariemont High School access plans.
- No priority ranking was assigned.

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

PRIORITY: 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.

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.

Comments Submitted Following the 9/7 Meeting

- No additional comments were received following the 9/7 meeting.

12/12 MEETING DISCUSSION AND COMMENTS

This concept was presented as F4 at the October Open House meetings.

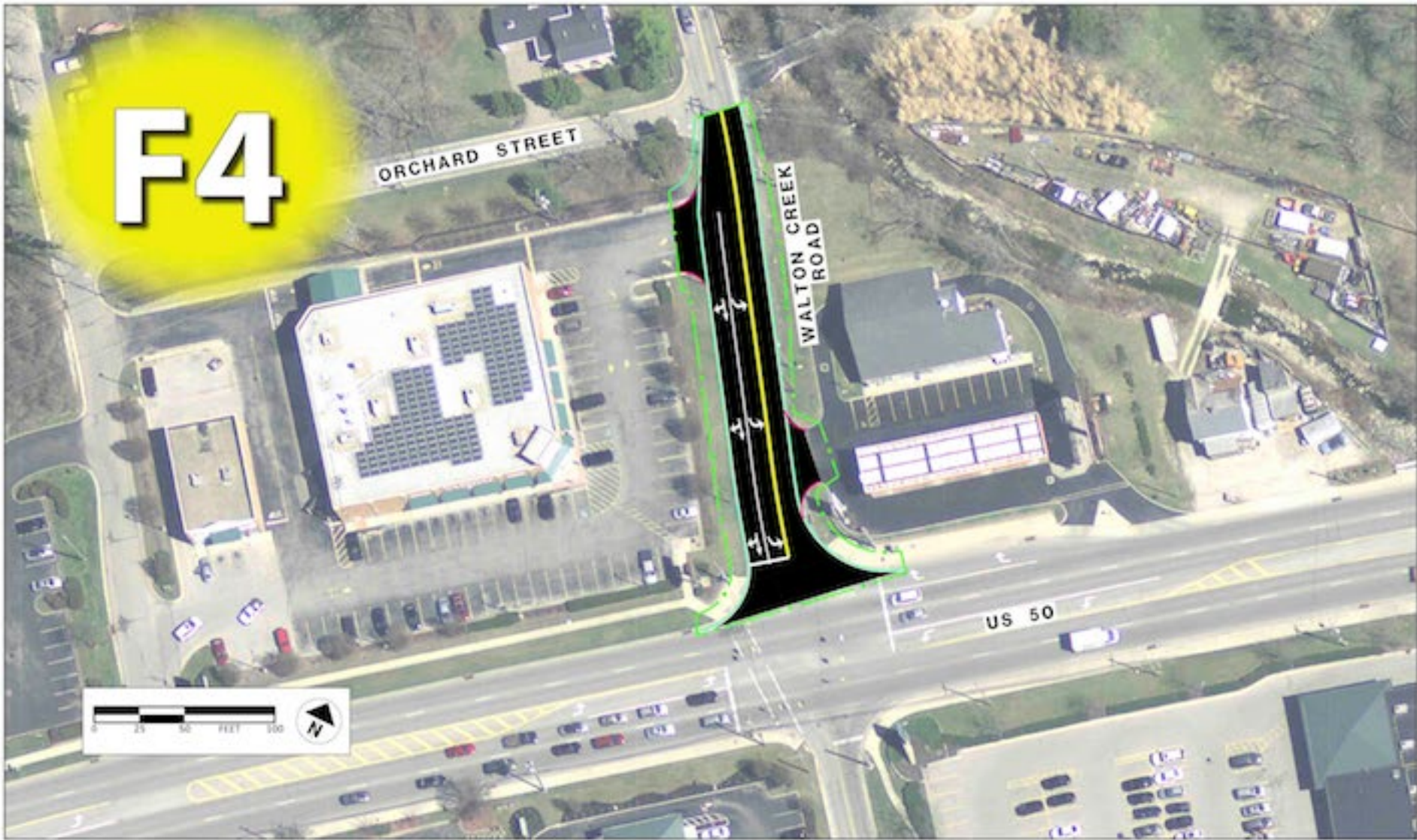
- The addition of the protected/permissive left-turn phase with the newly installed fin-section head and adjustments made to the timing of the traffic signal appears to have improved traffic flow.
- The current left lane storage doesn’t meet minimum design standards.
- The committee agreed that this concept should be designated as a low priority.
- The Sierra Club said that it doesn’t support adding additional asphalt so near a creek.
- This is a Hamilton County road and they would need to advance this project.

NEXT STEPS/RECOMMENDATION

- Include this concept in the Implementation Plan as a low priority.

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%											

Concept drawn on the following page.



Extend Southbound Left Turn Lane at Walton Creek and US 50 Intersection

- \$100,000 construction cost
- New R/W needed from 6 parcels; no buildings impacted
- Improves traffic operations by reducing left turn queue from blocking adjacent lane

PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
5%	3%	35%	29%	29%

(percentages have been rounded)

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

- No additional comments were received following the 9/7 meeting.

12/12 MEETING DISCUSSION AND COMMENTS

This concept was presented as F5 at the October Open House meetings.

- While 78% of respondents said they were either neutral towards this concept (13%), liked the concept (28%) or strongly supported the concept (37%), the number of people disliking (12%) or strongly opposing (11%) it was higher than all other proposed concepts within the US 50 Corridor focus area (see Public Feedback Ratings Summary, next page).
- Sierra Club expressed concern with the amount of engineering needed for this project, and the impact it would have on the hillside and

nearby stream.

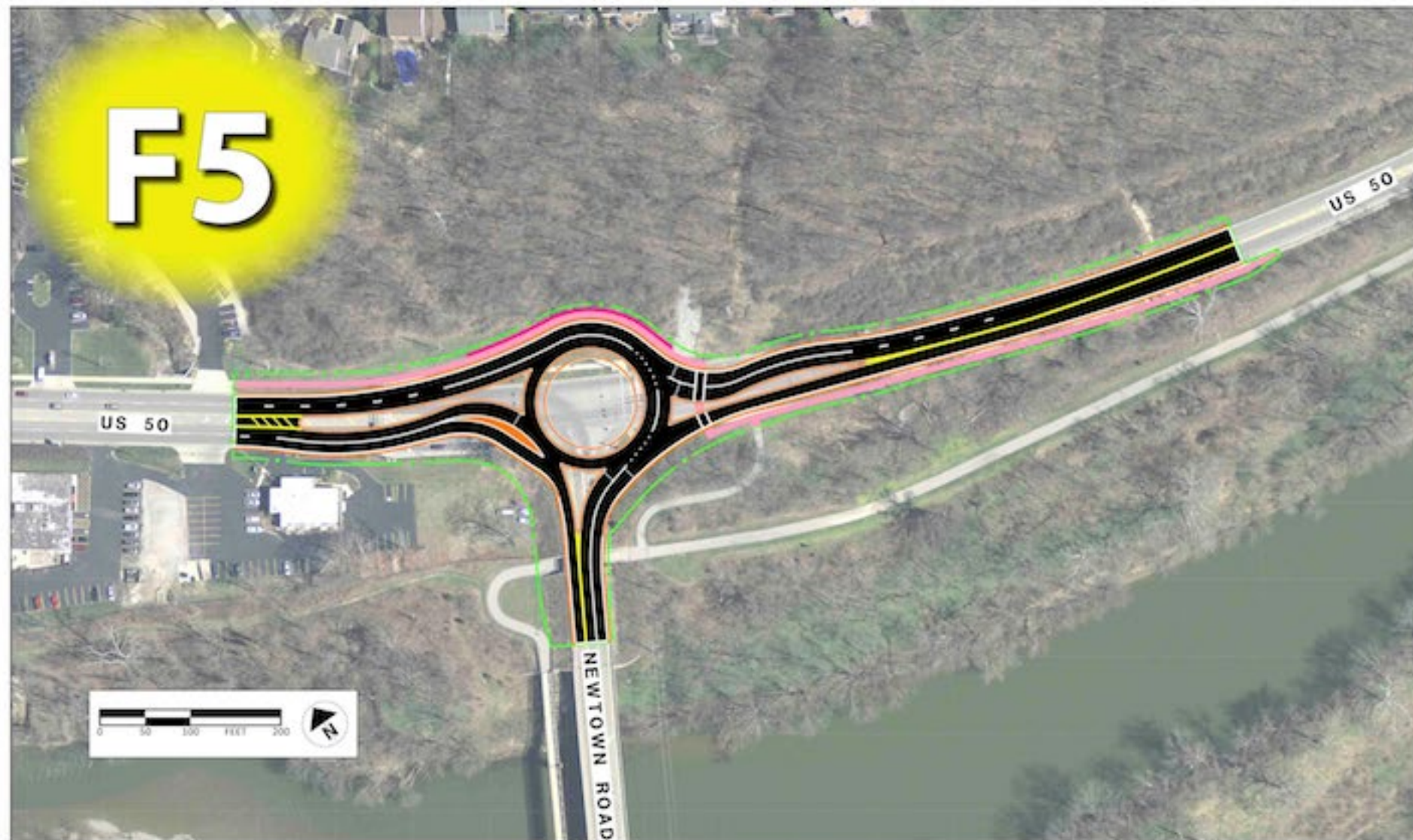
- The committee agreed that this concept should be designated as a medium priority due to the benefits that can be realized from the projected reductions in travel delays (approx. 80% reduction during morning peak hours and 50% reduction during evening peak hours).
- Although roundabouts offer a number of safety benefits, this intersection does not have significant safety concerns. Instead, benefits realized from of a roundabout at this location center on capacity and traffic flow improvements.
- To date, no specific comments have been received from Newtown and Columbia Township regarding this concept. The owners of 50 West Brewing Company (on US 50) have expressed strong support for it.
- ODOT stated that it most likely would not apply for funding for this project in the near future because there is no specific driving need for it at the moment (such as safety concerns). Local jurisdictions can opt to advance the project more quickly if they choose to implement the project themselves.

NEXT STEPS/RECOMMENDATION

- Include concept in the Implementation Plan as a medium priority.

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%											

PRIORITY: MEDIUM



Roundabout at Newtown and US 50 Intersection

- \$1.4M to \$2.2M construction cost
- New R/W needed from 5 parcels; no buildings impacted
- Reduce AM peak delay by approximately 80%; PM peak delay by approximately 50%
- Improves safety
- Eliminate existing traffic signal
- Requires one retaining wall

PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
11%	12%	13%	28%	37%

(percentages have been rounded)



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 drawn on the next page.

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 50 West Brewing Company (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

- No additional comments were received following the 9/7 meeting.

12/12 MEETING DISCUSSION AND COMMENTS

This concept was presented as F7 at the October Open House meetings.

- This concept received overwhelming support from the public - the highest for all concepts presented. See Public Feedback Ratings Summary, next page.
- There is still a plan to build a trail to 50 West in 2019. Great Parks of Hamilton County is currently requesting funding assistance from local businesses.

NEXT STEPS/RECOMMENDATION

- Include this concept in the Implementation Plan as a high priority.
- 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: HIGH | ADVANCED BY GREAT PARKS/COLUMBIA TOWNSHIP



**Shared-Use Path from
Little Miami Trail to Spring
Hill**

- This alternative is being advanced by Great Parks of Hamilton County and Columbia Township
- Phase 1 from Newtown Road to the west edge of 50 West Brewing Company will be constructed in 2019

PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
3%	0%	17%	17%	63%

(percentages have been rounded)

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

Concept drawn on the following page.

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

- No additional comments were received following the 9/7 meeting.

12/12 MEETING DISCUSSION AND COMMENTS

This concept was presented as F8 at the October Open House meetings.

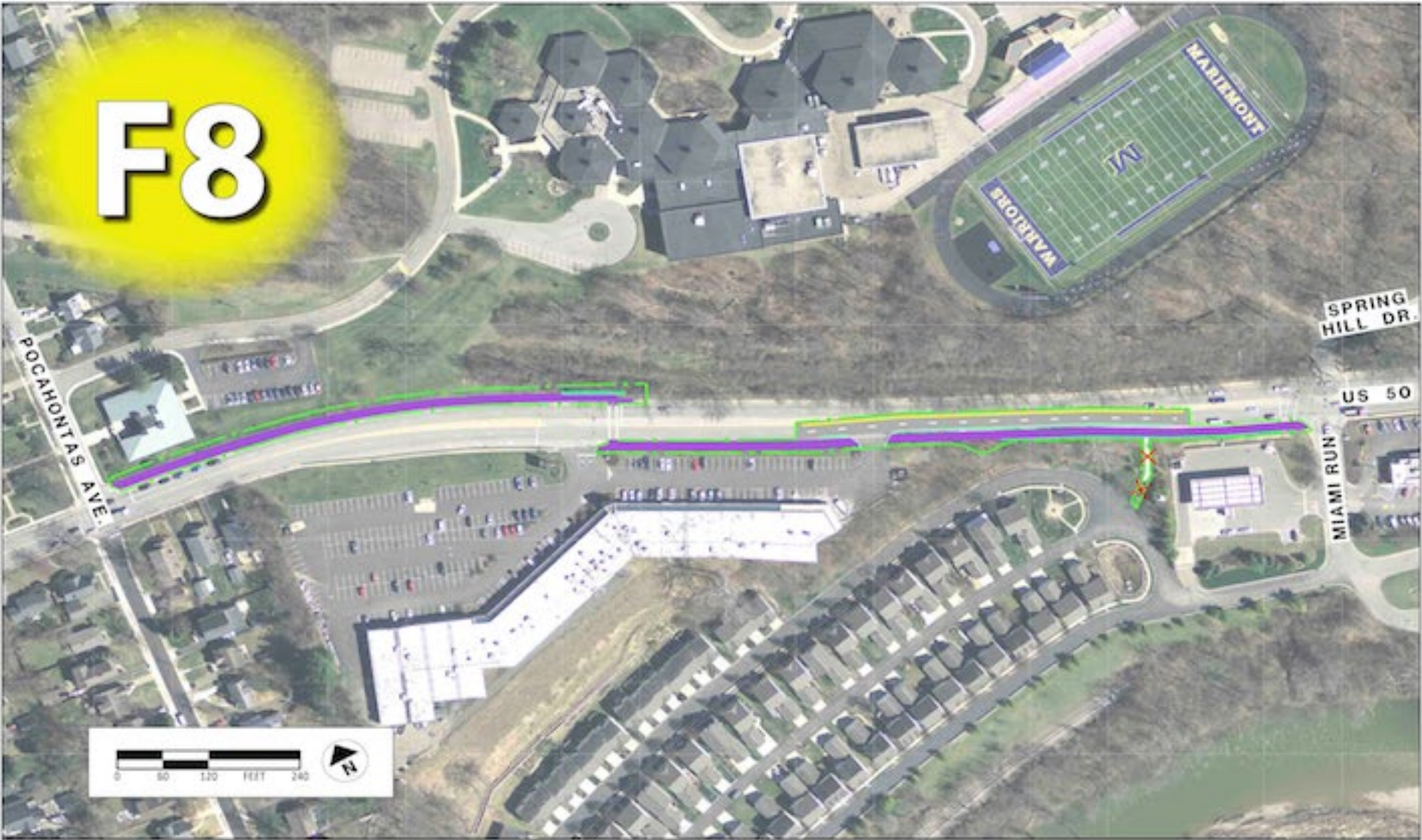
- The concept would be Phase 3 of Great Parks’ project.
- A 375-foot retaining wall would be needed between Miami Run and the Mariemont Promenade.
- Shifting the lanes on the south side of US 50 reduces the length and height of the retaining wall required.
- This project would need to be coordinated with Mariemont High School’s proposed new access project (concept I-32b), which would be located across from the Mariemont Promenade shopping center.

NEXT STEPS/RECOMMENDATION

- Include concept in the Implementation Plan as a high priority.

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

PRIORITY: HIGH



**Shared-Use Path Along
US 50 from Spring Hill to
Pocahontas**

- \$850,000 to \$1.3M construction cost
- New R/W needed from 7 parcels; no buildings impacted
- Eastbound lanes shifted to reduce R/W impacts
- Requires 375 foot long retaining wall
- Stairs to Mariemont Landing removed; access provided using new path along Miami Run (see alt F7)

PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
4%	6%	25%	21%	44%

(percentages have been rounded)

Concept drawn on the following page.

DESCRIPTION

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

provided to date. Any proposed bike path(s) through Mariemont requires Mariemont approval.

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

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

- No additional comments were received following the 9/7 meeting.

12/12 MEETING DISCUSSION AND COMMENTS

This concept was presented as F9 at the October Open House meetings.

- This concept will be designated as a medium priority.
- It was discussed that some of the businesses located on the south side were not particularly pedestrian-friendly.
- This could be a good project to keep for future local jurisdictions/businesses to pursue at a future time if additional development plans arise.

NEXT STEPS/RECOMMENDATION

- Include concept in the Implementation Plan as a medium priority.

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

PRIORITY: MEDIUM



Sidewalk Along South Side of US 50

- \$170,000 to \$260,000 construction cost
- New R/W needed from 9 parcels; no buildings impacted
- Sidewalk placed directly behind back of curb

PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
6%	9%	24%	26%	35%

(percentages have been rounded)

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

- No additional comments were received following the 5/18 meeting.

12/12 MEETING DISCUSSION AND COMMENTS

- This concept will be designated as a high priority.

NEXT STEPS/RECOMMENDATION

- Include concept in the Implementation Plan as a high priority.
- Columbia Township is advancing this project with ODOT.

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