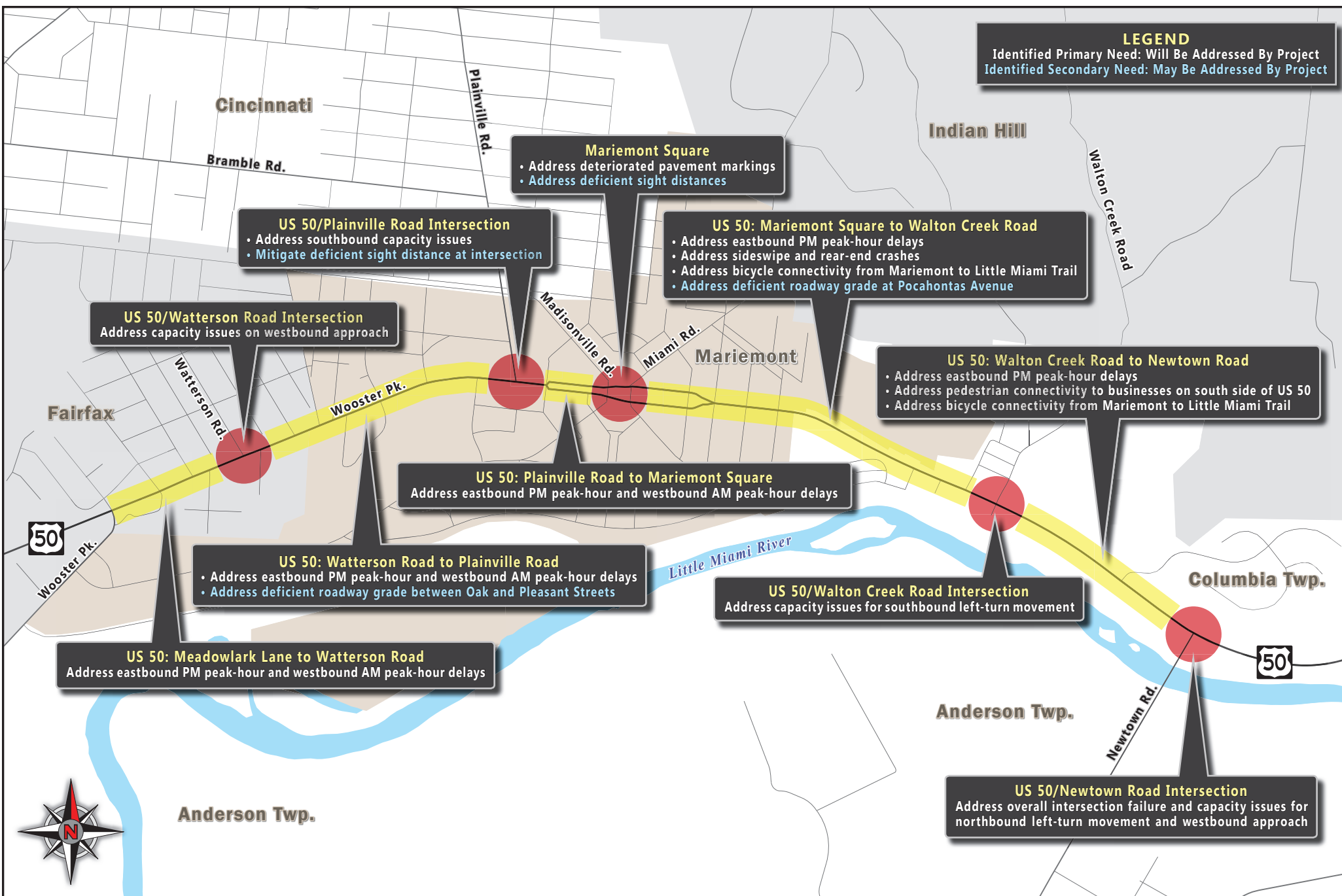


Eastern Corridor Segments II and III

US 50 Corridor Focus Area



2.6 US 50 CORRIDOR FOCUS AREA

The US 50 Corridor Focus Area extends from the US 50/Meadowlark Lane intersection through Mariemont to the US 50/Newtown Road Intersection. The US 50 Corridor Focus Area includes portions of the Village of Fairfax, the Village of Mariemont, and Anderson Township. A detailed roadway map of the US 50 Corridor Focus Area is provided in [Appendix 6](#).

2.6.1 Study Area Characteristics

Land use in the US 50 Corridor between Meadowlark Lane and Belmont Avenue in the Village of Fairfax is primarily commercial and retail. At Belmont Avenue (the western boundary of the Village of Mariemont), US 50 transitions to a boulevard with a treed median (single lane in each direction of travel). The area between Belmont Avenue and the Mariemont Square is characterized by large single-family residences and several parks. Between West Street and Mariemont Square, US 50 is a four-lane divided roadway with street parking and greenspaces separating each direction of travel. Mariemont Square, which serves as the community center, is a vibrant shopping area with a mix of retail and restaurants. East of Mariemont Square to the eastern Mariemont corporation line (near Walnut Creek Road) land use includes Mariemont High School, a public library, and commercial development. The section of the focus area from the eastern Mariemont corporation line to Newtown Road is within Anderson Township. In this section, US 50 is a mix of commercial and retail businesses, with development occurring primarily on the south side of the roadway. Planned and committed transportation projects included on ODOT's 2016-2019 Statewide Transportation Improvement Program (STIP), dated July 29, 2016, are shown on [Table 14](#) below:

Table 14. US 50 Corridor Focus Area Planned and Committed Projects

Project	Description	Construction Year
HAM-US50-30.23 RRFB (PID 999814)	Installation of two Rectangular Rapid Flashing Beacons (RRFB) at crosswalk near intersection of Wooster Pike (US 50) and Belmont Avenue in Mariemont	N/A
HAM-Murray Avenue Bikepath (PID 99816)	Installation of shared use path within grass median of Murray Avenue from Settle Street to Plainville Road	N/A

2.6.2 Community Attributes Identified in the Focus Area Workshop

Community values and priorities were identified for the US 50 Corridor as part of the Focus Area Workshop. Both the Village of Fairfax and Village of Mariemont have a "small town feel". These communities are both business-friendly and supportive of economic development. In general, this area is walkable and bike-able. The communities pride themselves on their high quality schools (both Fairfax and Mariemont are in the same school system), low crime rates, high rate of community volunteerism, and wonderful parks. Mariemont is proud of its historic heritage as one of the nation's planned communities dating from the 1920's and 30s, which is on the National Register of Historic Places (NRHP).

2.6.3 Transportation Needs

Stakeholder Input: Transportation needs within the US 50 Corridor Focus Area were identified during the Focus Area Workshop and the online interactive survey. These comments, which focus on safety, congestion, mobility, and access issues, are included in the Needs Analysis Table (see [Appendix 6](#)) and summarized in the following sections.

Technical Studies: Technical data was collected for the roadway network within the US 50 Corridor Focus Area to identify areas of high crash rates, congestion, geometric deficiencies, and pedestrian usage. This information is provided in the Needs Analysis Table (see [Appendix 6](#)) and summarized in the following sections.

2.6.3.1 US 50: Meadowlark Lane to Watterson Road

The section of US 50 between Meadowlark Lane and Watterson Road has a single through lane in each direction and a center two-way left turn lane. The segment is approximately 0.3 miles in length with a posted speed of 35 mph from Meadowlark Lane to Southern Avenue and a posted speed of 25 mph from Southern Avenue to Watterson Road.

Stakeholder Input: Nineteen comments were provided concerning congestion along US 50 between Meadowlark Lane and Watterson. Representative comments include:

- The reduction of lanes in Fairfax from two lanes to one (in each direction) has caused bottlenecks (3 comments)
- Traffic signal timing needs to be coordinated along US 50 (3 comments)
- The road needs to be widened (1 comment)
- An alternate route around Fairfax/Mariemont is needed; do not impact these neighborhoods with street changes (1 comment)
- One lane road and left turns are a nightmare. Too many side streets have been blocked (1 comment)

Eight comments were provided as follows:

- A bike path/bike lane is needed (5 comments)
- Pedestrian and bike paths to connect beyond the corridor are needed (1 comment)
- A connection from Wasson Way to Bass Island is needed (1 comment)
- The Ohio to Lake Erie Trail could be designated a shared road (1 comment)

Two pedestrian concerns were provided. They include:

- Dividers and streetscape along US 50 are not attractive (1 comment)
- Hawthorne Road is used as an alternative to Fairfax for pedestrians. It is not safe, particularly for school children who frequently walk there (1 comment)

Three public transit comments identify the following needs:

- Direct bus service to downtown

**EASTERN CORRIDOR SEGMENTS II AND III
(PID 86462)
TRANSPORTATION NEEDS ANALYSIS**

- Light rail
- Bus Rapid Transit, possibly along the Oasis Line

Crash Data: ODOT's crash screening did not identify this segment as an area of high hazard. Crash data indicates that 17 crashes occurred over the three-year period (2013 – 2015).

LOS Analysis: No level of service analysis was conducted for this segment; however, the travel time data indicates a 75% increase in the eastbound travel time during the PM peak-hour and a 55% increase in the in the westbound travel time during the AM peak-hour compared to the off-peak travel time indicating congestion during the AM and PM peak hours.

Geometric Data: No geometric deficiencies were identified for this segment.

Pedestrian Data: No pedestrian data is available for this segment.

2.6.3.2 US 50/Watterson Road Intersection

The US 50/Watterson Road intersection is a signalized four-leg intersection.



Figure 45. US 50/Watterson Road Intersection

Stakeholder Input: Eight comments were provided for the Watterson/US 50 intersection. These comments address congestion issues at this intersection as follows:

- Congestion at the light is terrible in the PM rush hour (1 comment)
- Traffic signal timing needs to be fixed (3 comments)
- Noise and traffic are issues (1 comment)
- There is a problem where US 50 pinches down from two lanes to one by the library in Mariemont (2 comments)

One bike comment identifies the need for a bike path in this area.

Crash Data: An ODOT crash screening did not identify this intersection as an area of high hazard. Crash data indicates that 13 crashes occurred over the three-year period (2013 – 2015).

**EASTERN CORRIDOR SEGMENTS II AND III
(PID 86462)
TRANSPORTATION NEEDS ANALYSIS**

LOS Analysis: The HCS analysis indicates that the southbound left turn movement 95th percentile queue length exceeds the storage length during the AM and PM peak hours. This occurs for the existing, the No Build opening year (2022), and No Build design year (2042) conditions. The LOS and v/c ratios are acceptable. By the design year, the westbound through movement is failing with a v/c ratio of 1.0 in the AM peak-hour. It is anticipated that operational or minor intersection improvements are required for the existing, No Build opening year and No Build design year conditions.

Geometric Data: No geometric deficiencies were identified at this intersection.

Pedestrian Data: One hundred twenty- one (121) pedestrians were observed at the intersection during a 24-hour period recorded on November 19, 2015.

2.6.3.3 US 50: Watterson Road to Plainville Road

The section of US 50 from Watterson Road and Plainville Road is a two-lane roadway approximately 0.6 miles in length. From Watterson Road to Harvard Acres the two lanes are separated by a center two-way left turn lane. From Harvard Acres to Plainville Road the two lanes are separated by a raised median. The posted speed is 25 mph from Watterson Road to Belmont Avenue and 35 mph from Belmont Avenue to Plainville Road.

Stakeholder Input: Of 42 comments provided concerning the US 50 corridor between Watterson and Plainville, thirty-seven identify congestion as a significant concern. Representative comments include:

- The new Fairfax traffic pattern has created terrible congestion and air pollution (31 comments)
- Unnecessary speed changes (1 comment)
- A roundabout could be used here (1 comment)
- Extra lanes are needed on US 50 through Fairfax and Mariemont (2 comments)
- Too many lights in Mariemont/Fairfax/Plainville (1 comment)
- Frequent accidents in this location (1 comment)
- It is difficult to access Wooster from Homewood; the lanes are not well defined here (1 comment)

Nine bike comments identify the need for bike paths and bike lanes in this area, as well as specific areas where connections between bike trails are needed. These comments include:

- Bike paths/bike lanes are needed through local communities (4 comments)
- Bike connections are needed to downtown, Hyde Park/Mt. Lookout, UC and Xavier University (1 comment)
- Wasson Way trail should be built (1 comment)
- A bike connection is needed between Mariemont and the Little Miami Bike Trail (2 comments)
- A bike connection is needed between Wasson Way and Little Miami Trail (1 comment)

**EASTERN CORRIDOR SEGMENTS II AND III
(PID 86462)
TRANSPORTATION NEEDS ANALYSIS**

Three general comments concerning pedestrian issues were provided. These comments indicate that there is a need to address safety and pedestrian access in this area.

Thirteen comments relating to public transit were provided:

- More bus service is needed (2 comments)
- Public transit is needed in the populated areas of the corridor and on US 50 to downtown and Newtown (4 comments)
- Light rail is needed to Mariemont, Madisonville, and Downtown (6 comments)
- Commuter trains or light rail is needed from downtown on Oasis out to eastern Hamilton County/Clermont County (1 comment)

Crash Data: An ODOT crash screening did not identify this segment as an area of high hazard. Crash data indicates that 31 crashes occurred over the three-year period (2013 – 2015).

LOS Analysis: No level of service analysis was conducted for this segment; however, the travel time data indicates a 75% increase in the eastbound travel time during the PM peak-hour and a 55% increase in the in the westbound travel time during the AM peak-hour compared to the off-peak travel time indicating congestion during the AM and PM peak hours.

Geometric Data: One vertical curve is deficient in this segment. The sag vertical curve has a k-value of 54 and the minimum required k-value is 64 for 40 mph.

Pedestrian Data: No pedestrian data is available for this segment.

2.6.3.4 US 50/Plainville Road Intersection

The US 50/Plainville Road intersection is an unsignalized three-leg intersection in which Plainville Road is under stop control.



Figure 46: US 50/Plainville Road Intersection

Stakeholder Input: Three roadway comments address congestion and access concerns related to the Plainville/US 60 intersection as follows:

**EASTERN CORRIDOR SEGMENTS II AND III
(PID 86462)
TRANSPORTATION NEEDS ANALYSIS**

- This area is a bottleneck
- It is difficult to turn left onto Plainville Road from Wooster Pike
- There are too many roads intersecting here. It is a great intersection for a roundabout

Two bikeway comments were provided:

- Need marked lanes
- This intersection is hard for bicyclists. A bike light button for crossing, or a roundabout should be considered here.

One pedestrian comment indicates that this intersection is a safety concern for pedestrians.

One public transit comment indicates that greater frequency is needed for express routes serving this area.

Crash Data: ODOT's crash screening did not identify this intersection as an area of high hazard. Crash data indicates that four crashes occurred over the three-year period (2013 – 2015).

LOS Analysis: The HCS analysis indicates that traffic on Plainville Road waiting to enter US 50 is LOS F during both the AM and PM peak hour for the existing, No Build opening year (2022), and No Build design year (2042) conditions. During the PM peak-hour, the southbound approach has a v/c ratio of 1.50 for the existing conditions and is expected to increase to 2.51 by the design year. It is anticipated that major capacity improvements are required for the existing, No Build opening year, and No Build design year conditions.

Geometric Data: The intersection sight distance on Plainville Road and the stopping sight distance on Wooster Pike are both deficient. Vehicles turning right from Plainville Road to eastbound Wooster Pike have an intersection sight distance of 100 feet (the required intersection sight distance is 445 feet). Vehicles traveling east on Wooster Pike have a stopping sight distance of 200 feet (required stopping sight distance is 305 feet). Landscaping at the corner of the intersection is primary sight-distance obstruction.

Pedestrian Data: Eighty-three (83) pedestrians were observed at the intersection during a 24-hour period recorded on December 1, 2015.

2.6.3.5 US 50: Plainville Road to Mariemont Square

The section of US 50 from Plainville Road to Mariemont Square is approximately 0.2 miles in length. From Plainville Road to West Street, US 50 is a two-lane divided roadway with a posted speed of 35 mph. From West Street to Mariemont Square, US 50 is a four-lane divided roadway with on street parking and a posted speed of 25 mph.

Stakeholder Input: Twelve roadway comments were provided, of which ten address congestion and safety in this area. Representative comments include:

- The area is very congested. (7 comments)
- US 50 should be widened to four lanes. (1 comment)
- The traffic light is causing delays. (1 comment)

**EASTERN CORRIDOR SEGMENTS II AND III
(PID 86462)
TRANSPORTATION NEEDS ANALYSIS**

- There are frequent accidents. (1 comment)
- A highway is needed between US 50 and Eastgate. (1 comment)

Bike comments include:

- Additional bike paths are needed. (6 comments)
- A connection is needed between Lunken and the Loveland Bike Trail and the railroad should be converted to bike trail from Lunken to downtown. (1 comment)
- A connection is needed from Avoca Park to downtown. (1 comment)
- A connection is needed from Fairfax through Mariemont to connect to the Little Miami Trail. (1 comment)

Pedestrian comments include:

- Pedestrian safety is a concern here.
- LED lights are needed in the crosswalk, as well as police enforcement of the state law giving pedestrians the right-of-way in the crosswalk.

Eighteen comments concern public transit. These comments identify the need for light rail and bus options in this area. Representative comments include the following:

- Need accessible transit stop (1 comment)
- Need park and ride (1 comment)
- Rail access is needed to connect Mariemont to Clermont County. (1 comment)
- Regular direct lines from Mariemont/Milford to downtown are needed (not just during rush hours), as well as lines to Hyde Park, Mt. Lookout, the hospitals, UC and Xavier University (1 comment)
- Need public transit directly to the Playhouse/Art Museum and downtown from Fairfax/Mariemont (1 comment)
- Need light rail (1 comment)
- Need bus rapid transit and additional bus service (8 comments)
- This is an ideal place for a rail station. (1 comment)

Crash Data: ODOT's crash screening did not identify this segment as an area of high hazard. Crash data indicates that nine crashes occurred over the three-year period (2013 – 2015).

LOS Analysis: No level of service analysis was conducted for this segment; however, the travel time data indicates a 75% increase in the eastbound travel time during the PM peak-hour and a 55% increase in the in the westbound travel time during the AM peak-hour compared to the off-peak travel time indicating congestion during the AM and PM peak hours.

Geometric Data: No geometric deficiencies were identified for this segment.

Pedestrian Data: No pedestrian data is available for this segment.

**EASTERN CORRIDOR SEGMENTS II AND III
(PID 86462)
TRANSPORTATION NEEDS ANALYSIS**

2.6.3.6 Mariemont Square Intersections

The Mariemont Square consists of four closely spaced intersections. Three of the four intersections are signalized. The US 50/Crystal Springs Road intersection is unsignalized. Through the Mariemont Square, US 50 acts as a one-way pair.



Figure 47: Mariemont Square Intersections

Stakeholder Input: Of the 28 roadway comments concerning Mariemont Square, 26 identify congestion as an issue. Representative comments include:

- Traffic lights are too slow and there are too many lights close together (15 comments)
- There are too few lanes (2 comments)

Two comments identify the need for a bypass around Mariemont.

Six comments identify bike facility needs in this area. Representative comments include:

- A bikeway connection from the Murray Avenue Bike Path to the Little Miami Bike Path is needed (2 comments)
- A connection from existing bike paths to the Wasson Way bike path is needed (1 comment)
- Bike lane is needed (2 comments)

Three comments address pedestrian access in this area. Representative comments include:

- Provide pedestrian access to businesses (1 comment)
- There is a safety issue for pedestrians trying to cross US 50 (1 comment)

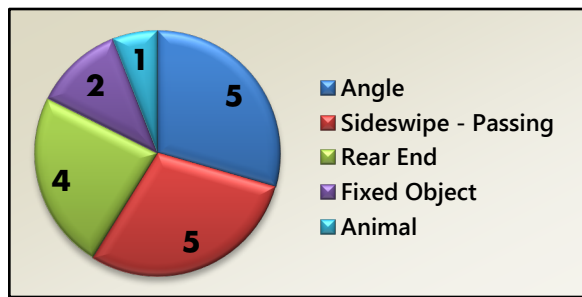
Ten comments concern public transit services. Representative comments include:

- Need for a park and ride (1 comment)
- Any proposed rail transit should stop in Mariemont to help support existing businesses/residents. (1 comment)
- Need an accessible transit stop (1 comment)

**EASTERN CORRIDOR SEGMENTS II AND III
(PID 86462)
TRANSPORTATION NEEDS ANALYSIS**

- Need more bus service and a bus stop shelter (2 comments)
- The street car should be extended here, with routes to UC, Xavier, the hospitals, etc.
- Rail should be provided (2 comments)

Crash Data: The western part of the Mariemont Square intersection was identified as a high hazard location through ODOT's crash screening of the Segments II and III roadway network. Considering the complexity of the entire square, all four intersections were evaluated. As illustrated in [Figure](#)



**Figure 48: Frequency of Crashes by Crash Type
Mariemont Square Intersections**

[48](#), there were 17 total crashes in the square during the three-year period between 2013 and 2015. Angle and sideswipe passing crashes represent 60% of the total crashes. There were two crashes at the US 50/Miami Road intersection (NE corner), 10 crashes at the US 50/Madisonville Road intersection (NW corner), four crashes at the US 50/Miami Road intersection (SW corner), and one crash at the US 50/Crystal Springs Road intersection (SE corner).

The sideswipe passing crashes in the square appear to be, in part, due to driver confusion with the complicated nature of the four closely spaced intersections and parking around the square. At the US 50/Madisonville Road intersection, where the highest number of crashes occurred, all of them occurred in the daylight, 90% occurred in dry conditions, and 60% occurred between the hours of noon to 3:00 PM. For a plot of all 17 crashes, please refer to [Attachment A-2](#).

LOS Analysis: The HCS analysis indicates that the intersection currently operates at an acceptable LOS and will continue to operate at an acceptable LOS for the No Build opening year (2022) and No Build design year (2042) conditions. No intersection improvements are required.

Geometric Data: Intersection sight distance is limited on several approaches to Mariemont Square, due primarily to building obstruction. The intersection of Wooster Pike/Crystal Springs Road has deficient intersection sight distance; vehicles on northbound Crystal Springs Road have a limited sight distance to vehicles traveling eastbound on Wooster Pike due parallel parked cars. The intersection sight distance is 120 feet and the required sight distance is 335 feet. The remainder of the intersections are either signalized or have adequate sight distances.

Pedestrian Data: A significant number of pedestrians were observed in the square. There were 298 pedestrians observed at the US 50/Miami Road intersection (NE corner), 510 pedestrians observed at the US 50/Madisonville Road intersection (NW corner), 110 pedestrians observed at the US 50/Miami Road intersection (SW corner), and 67 pedestrians observed at the US 50/Crystal Springs Road intersection (SE corner) during a 24-hour period recorded on December 1, 2015.

2.6.3.7 US 50: Mariemont Square to Walton Creek Road

The section of US 50 from Mariemont Square to Walton Creek Road is approximately 0.8 miles in length. From the Mariemont Square to East Avenue US 50 is a four-lane divided roadway with on street parking and a posted speed of 35 mph. From East Avenue to Petoskey Avenue, US 50 is a

**EASTERN CORRIDOR SEGMENTS II AND III
(PID 86462)
TRANSPORTATION NEEDS ANALYSIS**

two-lane undivided roadway. From Petoskey Avenue to Walton Creek Road, US 50 is a four-lane undivided roadway. The posted speed from East Avenue to Walton Creek Road is 40 mph.

Stakeholder Input: Thirty-one comments address issues for the section of US 50 between Mariemont Square and Walton Creek. Of these comments the majority identify congestion as the primary transportation issue. Representative comments include:

- The reduction of lanes from two to one (in each direction) causes traffic back-ups (10 comments)
- Multiple traffic lights in this area also contribute to congestion (4 comments)
- Better striping of roads can reduce congestion (1 comment)
- Better lighting is needed along the roads (1 comment)
- There are frequent accidents in this area (3 comments)
- Speed is a concern in this area (1 comment)

Thirty comments address bikeway issues. Representative comments include:

- Safety of bikes in this area is a concern (2 comment)
- There is a need for a bike trail/path in this area (16 comments)
- A dedicated bike lane is needed all along US 50 through Fairfax and Mariemont and into Newtown. (8 comments)
- Connect Wasson Way and Little Miami Trail (1 comment)
- Extend Murray Bike Trail east to Avoca Trail (1 comment)
- Connect the Murray Avenue path thru Mariemont to Newtown (2 comments)
- Need a bike path to connect to the Little Miami Trail; the optimum route would follow the old inter-urban line, cross over at the light at Kroger, then follow the Pennsylvania tracks owned by the Park District (1 comment)

Ten comments concerning pedestrian access were provided. Representative comments include:

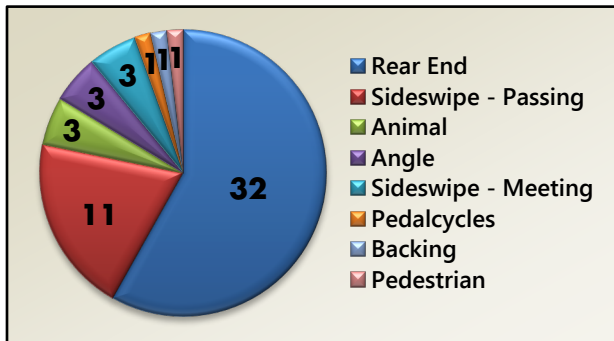
- A signalized crosswalk is needed at Wooster Pike at Bell Tower Park. (1 comment)
- Pedestrian access is needed between Mariemont and the businesses in Columbia Township (and between Columbia Township and the Mariemont High School and Village) to make this a more extended vibrant community. (1 comment)
- The sidewalk on both sides is too close to the road and raised curbs are lacking in several places, which are safety concerns. (1 comment)

The public transit comments include:

- Need more frequent bus service (1 comment)
- Need a park and ride and bus/light rail service to downtown (1 comment)
- Need more buses or light rail service along US 50 to Milford (1 comment)

**EASTERN CORRIDOR SEGMENTS II AND III
(PID 86462)
TRANSPORTATION NEEDS ANALYSIS**

Crash Data: An ODOT crash screening identified the approximate 0.15 stretch of US 50 at the Mariemont Promenade shopping center as a high-hazard area. Therefore, a detailed crash analysis of the entire segment from the Mariemont Square to Walton Creek Road was completed.



**Figure 49: Frequency of Crashes by Crash Type
Mariemont Square to Walton Creek Road**

As illustrated in [Figure 49](#), there were 55 total crashes on this segment during a three-year period (2013-2015). Rear-end crashes represent almost 60% of the total crashes. Of the 55 total crashes on the segment, 15 (30%) occurred in the high-hazard segment. All but one crash on this high-hazard segment was a rear-end crash. See [Attachment A-2](#) for a plot of all 55 crashes.

There is a cluster of five sideswipe crashes in the area where westbound US 50 merges from two lanes to one lane near the Indian View Avenue intersection. There are three other clusters of crashes at the Pocahontas Avenue signalized intersection (7 crashes), the Mariemont Promenade shopping center signalized intersection (15 crashes), and the Spring Hill Drive signalized intersection (14 crashes). Most crashes at signalized intersections on this segment are rear-end crashes.

Rear-end crashes were the most prevalent type of crash. Of the 32 rear-end crashes along the entire segment from the Mariemont Square to Walton Creek Road, 24 occurred during daylight hours, 20 occurred in the westbound direction, 10 occurred in wet conditions, and two resulted in injury.

LOS Analysis: No level of service analysis was conducted for this segment; however, the travel time data indicates a 30% increase in the eastbound travel time during the PM peak-hour compared to the off-peak travel time indicating congestion during the PM peak-hour.

Geometric Data: There is one deficient vertical curve in this segment. Additionally, the maximum superelevation on US 50 on the curve just east of Pocahontas Avenue exceeds the current standard maximum superelevation. The deficient crest vertical curve is located on US 50 at the intersection of Pocahontas Ave. The existing k-value for this curve is 54 and the minimum required k-value is 61 for a design speed of 45 mph.

Pedestrian Data: No pedestrian data is available for this segment.

**EASTERN CORRIDOR SEGMENTS II AND III
(PID 86462)
TRANSPORTATION NEEDS ANALYSIS**

2.6.3.8 US 50/Walton Creek Road Intersection

The US 50/Walton Creek Road intersection is a signalized four-leg intersection.



Figure 50: US 50/Walton Creek Road Intersection

Stakeholder Input: One comment indicates that there is a traffic signal issue at the Walton Creek/US 50 intersection.

Crash Data: ODOT's crash screening did not identify this intersection as an area of high hazard. Crash data indicates that nine crashes occurred over the three-year period (2013 – 2015).

LOS Analysis: The HCS analysis indicates that the southbound left turn movement is currently failing during both the AM and PM peak hours. During the PM peak-hour the v/c ratio is 1.52. In the No Build opening year (2022) and No Build design year (2042) conditions, the failure is corrected and v/c ratio is less than 1.0 due to the ODOT methodology of balancing delays for future intersection analyses. This indicates that the failure of the southbound left turn movement is likely due to a signal timing issue. It is anticipated that operational or minor intersection improvements are required for the existing, No Build opening year conditions and No Build design year conditions.

Geometric Data: The US 50/Walton Creek Road intersection sight distance is substandard. A retaining wall, signal cabinet, and vegetation all contribute to obstructed sight distance for vehicles turning onto US 50 from Walton Creek Road. Because this intersection is fully controlled by a traffic signal, proper intersection sight distance is not required per *L&D Vol. 1*; however, intersection sight distance for vehicles making right turns from Walton Creek Road to US 50 is 80 feet. This is significantly short of required 500-foot sight distance and inhibits the ability of vehicles to turn right on red.

Pedestrian Data: Forty (40) pedestrians were observed at the intersection during a 24-hour period recorded on November 24, 2015.

**EASTERN CORRIDOR SEGMENTS II AND III
(PID 86462)
TRANSPORTATION NEEDS ANALYSIS**

2.6.3.9 US 50: Walton Creek Road to Newtown Road

The section of US 50 from Walton Creek Road to Newtown Road has two through lanes in each direction and a center two-way left turn lane. The segment is approximately 0.5 miles in length with a posted speed of 40 mph.

Stakeholder Input: Six comments address roadway concerns for US 50 between Walton Creek and Newtown. Comments include:

- A new or second bridge is needed in Newtown due to traffic congestion (1 comment)
- Congestion is due to one lane in each direction (2 comments)
- Safety is a concern (1 comment)
- There is an off-street parking issue (1 comment)
- A road diet with pedestrian, bicycle, and transit connections is needed from the east side of Mariemont to the road diet in Terrace Park (1 comment)

Seventeen bikeway comments identify the need for bike lanes/bike paths in the area. Representative comments include:

- A connector to the Avoca bike trail is needed (2 comments)
- A shared bike/pedestrian path is needed going up the hill; existing sidewalk is in bad shape (1 comment)
- A bike path from Fairfax/Mariemont to the Little Miami Scenic Trail is needed (6 comments)
- A safer route to get to the Murray Bike Trail is needed (1 comment)
- A bike path along US 50 to Lunken is needed; it is dangerous to cycle on the US 50 (1 comment)

Nine comments identify the following pedestrian concerns:

- Safe sidewalks are needed on both sides of US 50 since this area is an emerging entertainment district (8 comments)
- Sidewalks are needed between Mariemont and the various shopping centers to the east, including the Kroger (1 comment)

One public transit comment indicates that there is limited availability of bus service in this area.

Crash Data: ODOT's crash screening did not identify this segment as an area of high hazard. Crash data indicates that 16 crashes occurred over the three-year period (2013 – 2015).

LOS Analysis: No level of service analysis was conducted for this segment; however, the travel time data indicates a 30% increase in the eastbound travel time during the PM peak-hour compared to the off-peak travel time indicating congestion during the PM peak-hour.

Geometric Data: No geometric deficiencies were identified for this segment.

Pedestrian Data: No pedestrian data is available for this segment.

**EASTERN CORRIDOR SEGMENTS II AND III
(PID 86462)
TRANSPORTATION NEEDS ANALYSIS**

2.6.3.10 US 50/Newtown Road Intersection

The US 50/Newtown Road intersection is a signalized three-leg intersection.



Figure 51: US 50/Newtown Road Intersection

Stakeholder Input: Nine comments address issues at the Newtown/US 50 intersection. Representative comments include:

- There are frequent backups along US 50 (3 comments)
- US 50 needs to be narrowed to a single lane for eastbound traffic before the intersection; too many people race around traffic in the right lane that's ending soon, then force their way into the left lane (1 comment)
- A better connection is needed between SR 32 and US 50 (2 comments)

Eleven bikeway comments were provided which address the need for additional bike paths in this area. Representative comments include:

- Need better access for bikes coming from the trail to businesses on US 50 and up into Mariemont (1 comment)
- Need a convenient and safe path to get from the Newtown Bridge to downtown (1 comment)
- Need a bike connection between the Little Miami Scenic Trail and the Murray Road Trail (1 comment)
- Need to extend the existing bike trail through Mariemont to Wasson Way (4 comments)
- A bike path to Miami Bluff Road is needed (1 comment)
- Need a bike path connection through Mariemont so that cyclists have an option to Wooster Pike, which is unsafe (1 comment)

One pedestrian comment identified the need for a sidewalk in this area and one public transit comment identified the need for an accessible transit stop.

Crash Data: ODOT's crash screening did not identify this intersection as an area of high hazard. Crash data indicates that 23 crashes occurred over the three-year period (2013 – 2015).

**EASTERN CORRIDOR SEGMENTS II AND III
(PID 86462)
TRANSPORTATION NEEDS ANALYSIS**

LOS Analysis: The HCS analysis indicates that during the AM peak-hour the overall intersection is failing for the existing conditions. The two movements contributing to the overall intersection failure is the failing northbound left turn movement with a v/c ratio of 1.25 and the failing westbound left turn movement with a v/c ratio of 1.02. These failures are only exacerbated in the No Build opening year (2022) and No Build design year (2042) conditions. It is anticipated that major capacity improvements are required for the existing, No Build opening year and No Build design year conditions.



Northbound Newtown Road at US 50 (AM Peak)

To supplement the HCS analysis a queue study was conducted for the northbound approach during the AM peak period and the northbound and westbound approaches during the PM peak period. The number of cars in the queue was recorded at the end of green for 15 minutes prior to the peak hour to 15 minutes after the peak-hour ended. The number of cars was translated to a length by assuming a queue length of 25 feet per vehicle. During the AM peak period the maximum northbound queue extended 625 feet. During the PM peak period the maximum northbound queue extended 350 feet and the maximum westbound queue extended 225 feet. The recorded queues during the AM peak period are shown in **Figure 52** and the recorded queues during the PM peak period are shown in **Figure 53** and **Figure 54**.

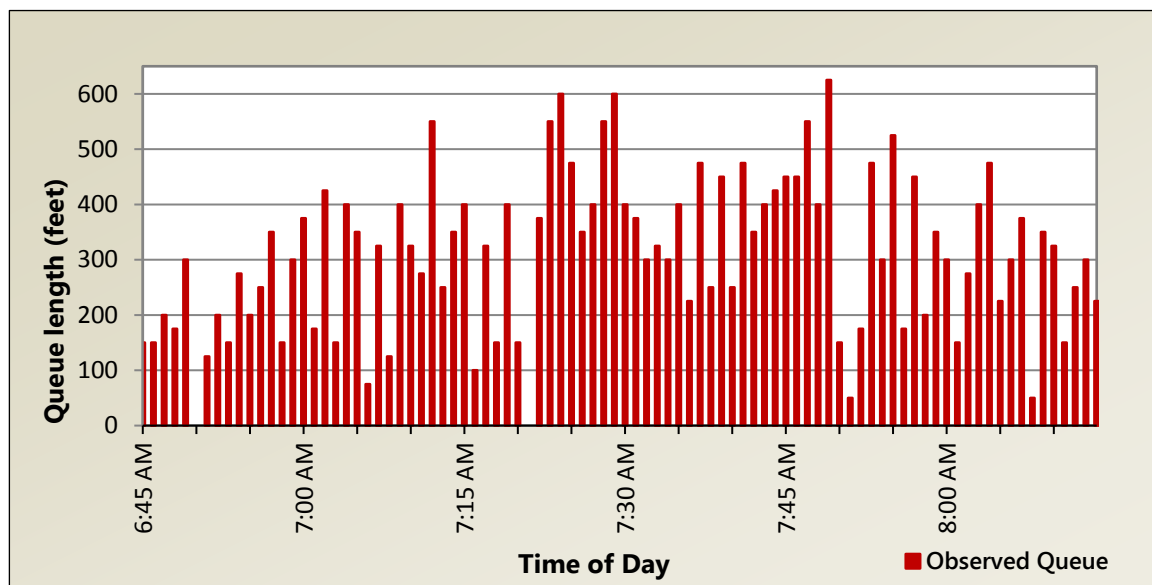


Figure 52: Northbound Newtown Road AM Peak Period Queues at US 50

**EASTERN CORRIDOR SEGMENTS II AND III
(PID 86462)
TRANSPORTATION NEEDS ANALYSIS**

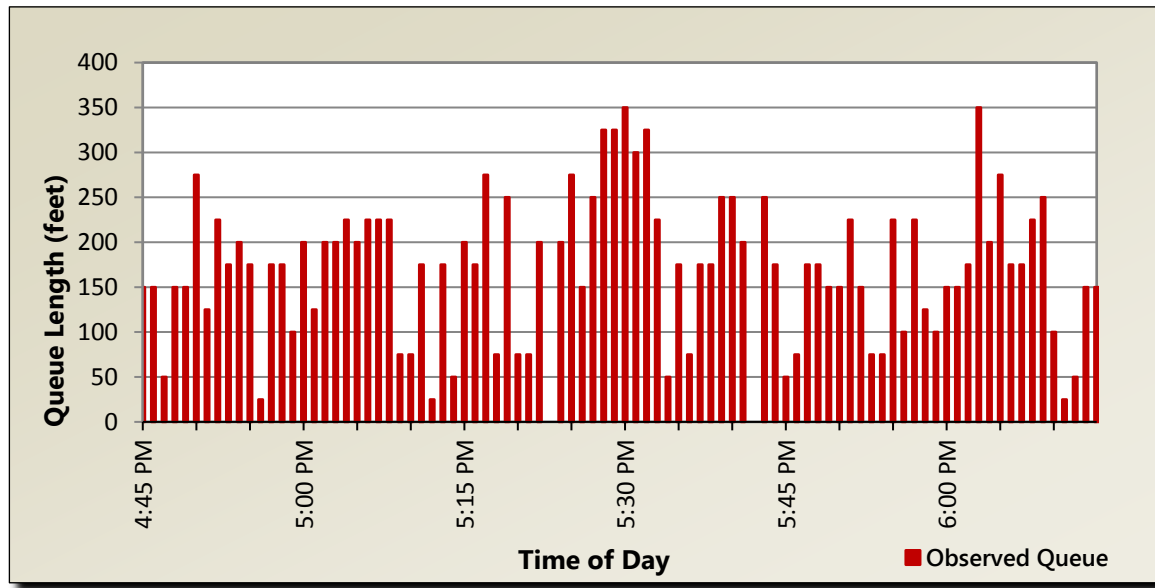


Figure 53: Northbound Newtown Road PM Peak Period Queues at US 50

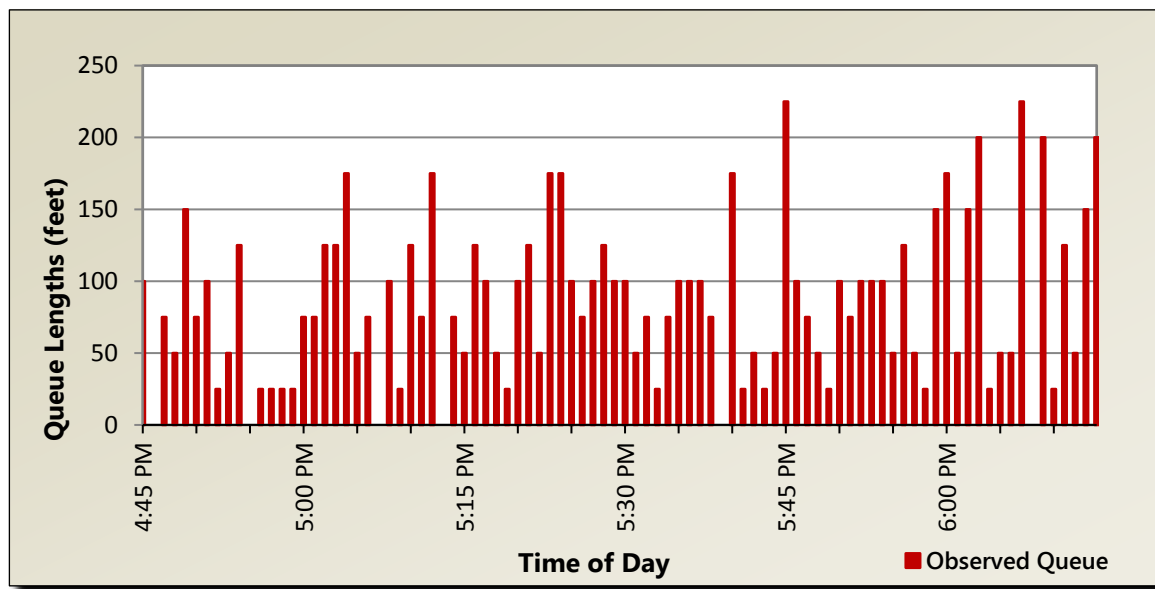


Figure 54: Westbound US 50 AM Peak Period Queues at Newtown Road

Geometric Data: No geometric deficiencies were identified at this intersection.

Pedestrian Data: Twelve (12) pedestrians were observed at the intersection during a 24-hour period recorded on November 24, 2015.

2.6.4 US 50 Corridor Focus Area Needs Analysis

Based on the results of the technical studies, as well as the extensive public input received from the Focus Area Workshops, online interactive survey, and other public outreach efforts, the primary and secondary needs of the transportation network within the US 50 Corridor Focus Area were identified (primary needs are needs that will be addressed by this project; secondary needs

**EASTERN CORRIDOR SEGMENTS II AND III
(PID 86462)
TRANSPORTATION NEEDS ANALYSIS**

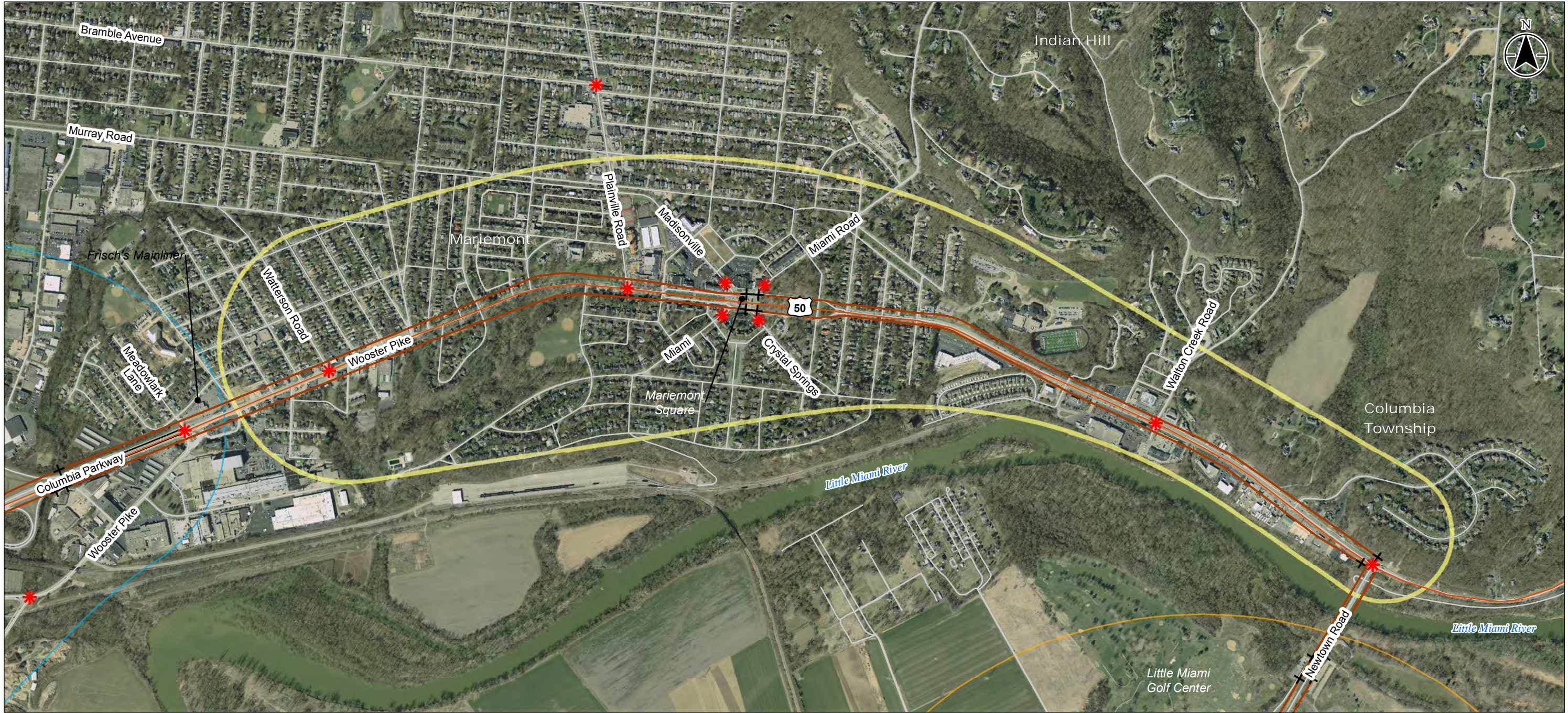
are needs that may be addressed by this project). The input used in the needs analysis is presented in [Appendix 6](#). The primary and secondary needs are presented in [Table 15](#):

Table 15. US 50 Corridor Focus Area Needs Analysis

Primary Needs	Secondary Needs
US 50: Meadowlark Lane to Watterson Road	
Address eastbound PM peak-hour and westbound AM peak-hour delays	None
US 50/Watterson Road Intersection	
Address capacity issues on westbound approach	None
US 50: Watterson Road to Plainville Road	
Address eastbound PM peak-hour and westbound AM peak-hour delays	Address deficient roadway grade between Oak and Pleasant Streets
US 50/Plainville Road Intersection	
Address southbound capacity issues	Mitigate deficient sight distance at intersection
US 50: Plainville Road to Mariemont Square	
Address eastbound PM peak-hour and westbound AM peak-hour delays	None
Mariemont Square Intersections	
Address deteriorated pavement markings	Address deficient sight distances
US 50: Mariemont Square to Walton Creek Road	
<ul style="list-style-type: none"> • Address eastbound PM peak-hour delays • Address sideswipe and rear-end crashes • Address bicycle connectivity from Mariemont to Little Miami Trail 	<ul style="list-style-type: none"> • Address deficient roadway grade at Pocahontas Avenue
US 50/Walton Creek Road Intersection	
Address capacity issues for southbound left-turn movement	None
US 50: Walton Creek Road to Newtown Road	
<ul style="list-style-type: none"> • Address eastbound PM peak-hour delays • Address pedestrian connectivity to businesses on south side of US 50 • Address bicycle connectivity from Mariemont to Little Miami Trail 	None
US 50/Newtown Road Intersection	
Address overall intersection failure and capacity issues for northbound left-turn movement and westbound approach	None

APPENDIX 6

US 50 CORRIDOR AREA



- Legend
- Newtown Village Area
 - US 50 Corridor Area
 - US 50-Red Bank Interchange Area
 - * LOS Analysis Intersection
 - ++ LOS Analysis Roadway Segment

Notes

1. Coordinate System: NAD 1983 StatePlane Ohio South FIPS 3402 Feet
2. Base features: produced from project design elements.
3. Base Imagery: Orthoimagery - OGRIP-OSIP II, 2012.

0 900 1,800 Feet
1:12,000 (At original document size of 11x17)



Project Location
Hamilton and Clermont
Counties, Ohio
173620069
Prepared by BL on 2016-11-21

Client/Project
Ohio Department of Transportation, District 8
Transportation Needs Analysis
Eastern corridor Segments II and III

Figure No.

Title
Focus Area Detail
US 50 Corridor

Focus Area:

Community Attributes Identified in the Focus Area Workshop:

US 50 Corridor

The US Corridor Focus Area includes portions of the Village of Fairfax and the Village of Mariemont. Mariemont residents described their community as walkable and bikeable, safe, and having a real sense of place and a "small town feel." Mariemont was a planned community dating from the 1920s and is on the National Register. While this historic status is a source of pride, it can be a double-edged sword in planning since the town needs some updating. Mariemont has older, historic homes, parks, and tree-lined streets. The local government is considered to be very easy to access and there is a high level of volunteerism. Schools are of high quality. The Village of Fairfax is a small village which maintains a friendly and neighborly feel. Fairfax borders the Village of Mariemont to its east and is part of the Mariemont School System. Fairfax's business district, which is along the Wooster Pike Corridor between Meadow Lanes Road and Camden Avenue, has undergone revitalization over the past ten years. Fairfax has a diversity of housing and the community is seeing much "infill" construction of newer homes that are

Transportation Concern		MetroQuest Comments	Workshop Comments		Existing Year 2015		HCS Analysis		Opening Year 2022	Design Year 2042	Safety	Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs
US 50: Meadowlark Lane to Watterson																
Congestion	Need to widen road.		The biggest problem is where US 50 in Fairfax narrows down to one lane in each direction. (2 comments)	n/a	n/a	n/a	17 crashes along segment from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	75% increase in the EB travel time during the PM peak-hour and a 55% increase in the WB travel time during the AM peak-hour compared to the off-peak travel time.	n/a	No deficiencies	Address eastbound PM peak-hour and westbound AM peak-hour delays.	none				
	Congestion builds up here around evening rush hour and takes a lot longer to get through Mariemont. (7 pins)															
	Congestion has drastically increased since the roadway was unnecessarily narrowed. Lights are poorly timed.															
	Slows to 35-25 MPH. Traffic lights are slow. Roads are small. Too much congestion.															
	When Fairfax inexplicably took Route 50 down from two lanes to one [each direction], this caused a huge amount of congestion and bottlenecks for no discernible purpose. Fairfax should be mandated to reinstate the two-lane configuration of Route 50.															
	Fairfax and Mariemont have heavy congestion especially in the evening hours when people are going home from work.															
	Congestion issue.															
	Traffic Signal Issue															
	Light's are not timed/Synced correctly, bypass on Dragon's way creates frustration and road rage. Using Red Bank as a bypass increases congestion.															
	One lane and left turns are a nightmare. Too many side streets have been blocked.															
Slows to 35-25 mph. Traffic lights are slow. Roads are small. Too much congestion																
Access	Find an alternate way around Fairfax/Mariemont - do not impact these neighborhoods with street changes.															
Mobility	Need bike path. (4 pins)		none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none				
	Need bike lanes. Road not bike friendly.															
	Current Ohio to Lake Erie could be designated shared road.															
Mobility/Access	Pedestrian and bike paths are needed in the corridor and to connect beyond the corridor. Stop holding up progress on Oasis.															
Access	Make sure there's connection from Wasson Way to Bass Island. That would be very important.															
Safety			People use Hawthorne Road as an alternative to Fairfax, which is a skinny side road. It's not safe, particularly for school children who frequently walk it.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none				
Mobility	Hideous dividers and streetscape.															
Mobility	Maintain direct bus service to downtown.		none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none				
	Need light rail.															
	Bus Rapid Transit, possibly along the Oasis Line, would be an excellent mass transit option. In many countries around the world, Bus Rapid Transit (BRT) has been transformative of urban development. Taking unused rail lines and converting them to bus [cut-off].															
Watterson / US 50 Intersection																
Congestion	The backup at this light in the afternoon is horrible.		There is a problem where US 50 pinches down from two lanes to one by the library in Mariemont.	AM SBL = Queue > Storage PM SBL = Queue > Storage	AM SBL = Queue > Storage PM SBL = Queue > Storage	AM SBL = Queue > Storage AM EBL = Queue > Storage AM WBT = LOS F v/c 1.00 PM SBL = Queue > Storage	13 crashes at intersection from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	n/a	No deficiencies	Address capacity issues on westbound approach.	none				
	Poorly timed traffic light backs morning commute all the way to Mariemont Square.															
	This light takes forever and it makes no sense that Watterson has longer time than Wooster. Fix this!!															
	Noise, traffic.		The timing of the signals in Mariemont Square needs to be fixed.													
Mobility	No need to change Wooster Pike through Fairfax. Already well done.															
Mobility	Need bike path.		none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none				
US 50: Watterson to Plainville																
Congestion	New Fairfax traffic pattern has created terrible congestion and air pollution. (5 pins)		none	n/a	n/a	n/a	31 crashes along segment from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	75% increase in the EB travel time during the PM peak-hour and a 55% increase in the WB travel time during the AM peak-hour compared to	n/a	Deficient vertical sag curve between Oak Street and Pleasant Street.	Address eastbound PM peak-hour and westbound AM peak-hour delays.	Address deficient roadway grade between Oak Street and Pleasant Street.				
	Always a bottleneck. (8 pins)															
	Unnecessary speed limit changes.															
	Fairfax has become a huge bottleneck at rush hour since they went to 1 lane each way & dropped speed limit to 25. (10 pins)															
	Could utilize roundabouts in this corridor .															
	Now that it is one way in each direction there are major delays at peak travel times - sometimes all the way from Downtown. When you live in these areas and work Downtown you are limited on options.															

Transportation Concern	MetroQuest Comments	Workshop Comments	Existing Year 2015	Opening Year 2022	Design Year 2042	Safety	Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs
	Fairfax and Mariemont need streamlining of US 50 to increase flows. At this time it is more like a meandering village pathway. Traffic is congested from around Southern Ave to Oak. Can they add an extra lane to relieve congestion? Too many lights in Mariemont/Fairfax/Plainville. Return Route 50 thru Fairfax to 4 lanes and make Mariemont 4 lanes or just plow those 2 communities into the ground. Late afternoon traffic through Fairfax and Mariemont is super slow. One Lane, congested						the off-peak travel time.				
Congestion/Safety	Massive delays in and out as it goes down to one lane; how to move less traffic away from [through] Mariemont OR speed it up; school crossing in morning, etc. (5 pins)										
Safety	Frequent accidents.										
Mobility	No need to change Wooster Pike through Fairfax. Already well done Have to go around Mariemont! But Mariemont has rich people of whom have influential ties to people in power. Those people will fight a highway near Mariemont.										
Access	Very difficult access to Wooster from Homewood. Bad lane definition. Current roadway; no additions needed.										
Mobility	Need bike path. More bike paths though local communities. Need marked bike lanes. Safe bike trails to downtown, Hyde Park/Mt. Lookout, UC and Xavier University. Build Wasson Way trail. Need marked bike lanes. Need to have barrier separation. Get from Mariemont neighborhood to Little Miami bike trail without going onto roads. I'd like the bike path from Fairfax to go through Mariemont and connect with Little Miami bike trail with minimal time on Wooster Pike.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Access	Connect Wasson Way to Little Miami. Do not run a road through south 80. I would like to see the brush cleared from the park so that it is more accessible for bike-riders and pedestrians.										
Safety	Safety concern.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Mobility	Better methods for traffic flow and pedestrian area.										
Access	Park and trails provide public access to the Wild and Scenic Little Miami River - the current Record of Decision is flawed stating that there is no public access except by canoe or kayak. This should be corrected so that agencies reviewing the project h [cut-off].										
Mobility	More mass transit options New Fairfax station, Oasis line. We need more and bigger buses to run over multiple bicycles all at once. Use buses to clear the highway of bicycles and cops[messing] up traffic thinking they know how to direct. Need bus service. Public transit is needed in the populated parts of the corridor. More mass transit options. Light rail to Mariemont. Bring light rail to Madisonville. Need a rail option downtown! (4 pins) Commuter trains or light rail from downtown on Oasis out Eastern corridor to eastern Hamilton County/ Clermont County.	We need better bus service (and to promote the Oasis rail line)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Mobility/Access	Lack of bus routes that go across the city. Having to transfer to another bus adds to travel times. Public transit rail or system on 50 to downtown and Newtown.										
Plainville / US 50 Intersection											
Congestion	Bottle Neck.	none	PM SB = LOS F, v/c 1.50	PM SB = LOS F, v/c 2.05	PM SB = LOS F, v/c 2.51	4 crashes at intersection from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	n/a	Deficient stopping sight distance and intersection sight distance.	Address southbound capacity issues.	Mitigate deficient sight distance at intersection.
Access	Difficult at times to turn left onto Plainville from Wooster Pike.										
Congestion/Safety	Too many roads intersecting. Great spot for a roundabout (Plainville/Madisonville/Murray intersection).										
Mobility	Need marked bike lanes.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Safety	We are car-free bike commuters year-round. This intersection is tough at rush hours, Maybe a bike light button to cross or a roundabout.										
Safety	Safety concern.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Mobility	Greater frequency needed on the side express routes.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
US 50: Plainville to Mariemont Square											
Congestion	Jammed. (6 pins) 50 should be widened to four lanes.	none	n/a	n/a	n/a	9 crashes along segment from 2013 through 2015. Not identified as a high hazard location by ODOT.	75% increase in the EB travel time	n/a	No deficiencies	Address eastbound PM peak-hour and westbound AM peak-hour delays	

Transportation Concern		MetroQuest Comments	Workshop Comments	Existing Year 2015	Opening Year 2022	Design Year 2042	Safety	Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs
		Traffic light and slowing cause delays					high hazard location by ODOT screening.	travel time during the PM peak-hour and a 55% increase in the WB travel time during the AM peak-hour compared to the off-peak travel time.				
		The traffic through Fairfax for the morning and evening commute is unnecessary and egregious. There is no need for the extra daily wait times of 25 plus minutes through Fairfax both in the way and return from downtown. This needs to be addressed once and [cut-off].										
Safety		Frequent accidents.										
???		Do not change this historical residential/business district.										
Access		There should be a highway between here and Eastgate.										
Mobility		I'd like the bike path from Fairfax to go through Mariemont and connect with Little Miami bike trail with minimal time on Wooster Pike. Need bike path. (4 pins) Bike path to connect to main bike trail. Get the BICYCLES off of the highways. Declare open season on hunting down politicians and the bicyclists and just run them over with cars, trucks, police cars or buses. Connect Lunken to Loveland Bike trail. Need RR to be converted to bike trail from Lunken to downtown. Along with a bike path and possibly public transit. Ned to connect the trail from Avoca Park to Downtown. Avoid riding on roads. Drivers get pissed and it's not safe for kids to ride on the roads.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Safety		Led lights in crosswalk, police enforcement of state law giving pedestrians right of way in crosswalk.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
		Safety concern.										
Access		Need Accessible Transit Stop. Need park and ride.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Access/Mobility		Connect Mariemont west to the city and east to Clermont County by rail. Regular direct lines from Mariemont/Milford to downtown [not just during rush hours],to Hyde Park-Mt. Lookout, to the hospitals, to UC and to Xavier University. Public transit directly to the Playhouse/Art Museum from Fairfax/Mariemont and also downtown so I wouldn't have to take my car all the time.										
Mobility		Light rail access . Would be great to have bus rapid transit like in Cleveland. Ideal place for RAIL SERVICE STATION, as the large unused median could allow for this, and it services many points near the main business district. Need bus service. (5 pins) Could use more options on express routes to downtown, and routes to Hyde park. Should include high-quality shelters and a good signage. See comments about Newtown. OKI should be aggressively pursuing funding for a multi-use Wasson Corridor that can support a bike/pedestrian trail, along with light rail terminating in Mariemont. I would like to take the bus or train downtown for Bengals games. Timing is not good now. Public transit directly to the Playhouse/Art Museum from Fairfax/Mariemont and also downtown so I wouldn't have to take my car all the time.										
Mariemont Square Intersection												
Congestion		Too many lights too close together. Traffic light is too slow. Lots of back up. Only about 3-4 cars can fit between lights westbound on Wooster. (3 pins) The richest community in the study area has used its considerable resources to create a bottleneck, and waste of time for its fellow citizens of the Cincinnati area. Too few lanes, school traffic at midday. Hwy 50 is always congested and slow through the stop lights. (11 pins) Slows to 35-25 MPH. Traffic lights are slow. Roads are small. Too much congestion. Rush hour traffic jams. (3 pins) Rt 50 through Mairemont and Terrace Park have been reduced to one lane both ways which makes for congestion. Getting around Mariemont square is a nightmare. 25 mph speed limit plus not enough lanes. (3 pins) Really ..lovely town, but what a bottle neck!! It must give way to an update someday, Really! Congestion Issue	none	none	none	none	The western part of the Mariemont Square intersection was identified as a high hazard location through ODOT's screening. Considering the complexity of the entire square, all four intersections were evaluated. 17 total crashes in the square during the three year period between 2013 and 2015. Angle and sideswipe passing = 60% of the total crashes. 2 crashes at the US 50/Miami Road intersection (NE corner), 10 crashes at the US 50/Madisonville Road intersection (NW corner), 4 crashes at the US 50/Miami Road intersection (SW corner), and 1 crash at the US 50/Crystal Springs Road intersection (SE corner). Sideswipe passing crashes in the square appear to be, in part, due to driver confusion with the	n/a	n/a	Deficient stopping sight distance and intersection sight distance. Sight obstructed by buildings. Vehicles on EB 50 parallel parked between Miami and Madisonville obstruct intersection sight distance for vehicles turning right onto EB 50 from Madisonville.	Address deteriorated pavement markings.	Address deficient sight distances.

Transportation Concern	MetroQuest Comments	Workshop Comments	Existing Year 2015	HCS Analysis		Design Year 2042	Safety	Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs
				Opening Year 2022								
	Traffic light is too slow. Lots of back-ups. Only about 3-4 cars can fit between lights westbound on Wooster.						complicated nature of the four closely spaced intersections and parking around the square. At the US 50/Madisonville Road intersection, all of them occurred in the daylight, 90% occurred in dry conditions, and 60% occurred between the hours of noon to 3:00 PM.					
Access	There should be a highway between here and Eastgate.											
	A bypass around Mariemont.											
Access	Connectivity from Murray Avenue Bike Path to Little Miami Bike Path.	none	n/a	n/a	n/a		n/a	n/a	n/a	n/a	none	none
	Connect to Wasson Way project.											
	Evaluate extending the Murray Road Trail eastward through Mariemont on the old traction right-of-way											
Mobility	Bike lanes needed in available areas.											
Safety	Streets are tight.											
	Need marked bike lanes.											
Access/Safety	Continue traffic flow with pedestrian access to business. Also, restricted traffic flow to one lane. These items need to be corrected.	none	n/a	n/a	n/a		n/a	n/a	n/a	n/a	none	none
Safety	Traffic on 50 often does not respect crosswalks.											
	Safety Concern											
Access	Need park and ride.	none	n/a	n/a	n/a		n/a	n/a	n/a	n/a	none	none
	Any proposed rail transit should stop in Mariemont to help support existing businesses/residents.											
	Need Accessible Transit Stop.											
Access/Mobility	Needs more bus service.											
Mobility	I would like to see the street car come here and have direct routes to UC, Xavier, the hospital, etc.											
	Public transit directly to the Playhouse/Art Museum from Fairfax/Mariemont and also downtown so I wouldn't have to take my car all the time.											
	Rail from the east side to downtown.											
	Commuter rail.											
	Regular direct lines from Mariemont/Milford to downtown (not just during rush hours), to Hyde Park-Mt. Lookout, to the hospitals, to UC and to Xavier University											
	Need Bus Stop Shelter.											
US 50: Mariemont Square to Walton Creek												
Congestion	People fly up and cut everyone else off where it goes from two to one lane.	none	n/a	n/a	n/a		55 total crashes from 2013 through 2015; the 0.15-mile sub segment in front of the Mariemont Promenade shopping center was identified as a high hazard location. Rear-End = 60% of the crashes. 15 crashes occurred on the high hazard sub segment. 5 sideswipe crashes clustered where westbound US 50 merges from two lanes to one lane near the Indian View Avenue intersection. Rear-end crash clusters at the Pocahontas Avenue signalized intersection, the Mariemont Promenade shopping center signalized intersection, and Spring Hill Drive signalized intersection.	30% increase in the EB travel time during the PM peak-hour compared to the off-peak travel time	n/a	Deficient vertical crest curve at Pocahontas Avenue.	1. Address eastbound PM peak-hour delays 2. Address rear-end crashes at signalized intersection	Address deficient roadway grade at Pocahontas Avenue.
	Drop lanes both directions. (3 pins)											
	Speed trap, super slow speed and congestion.											
	Why does this go from two lanes to one lane to two lanes?											
	Why not just leave it two lanes?											
	ALWAYS backed up in the morning. (3 pins)											
	Mariemont High School causes right lane to be backed up westbound in the mornings.											
	Rather bizarre lanes - nice for a small town, but unrealistic to consider this a workable travel corridor in its current state. A bypass is needed.											
	Congestion; crooked lanes; multiple traffic lights. (4 pins)											
	Bottle Neck.											
	Need bypass around Mariemont.											
	From 2 lanes to one, then back to 2 lanes within 100 feet is bizarre. Full 2 lanes would yield cooler tempers. (4 pins)											
	Major bottleneck in afternoons and morning.											
Congestion/Safety	Going to one lane for a few feet then back to two lanes causes congestion and drivers to cut each other off.											
	Better lighting along the roads. Better placement of road lines can help reduce congestions.											
Congestion/Access	The only options west of Roundbottom Rd are either US 50 which goes through the middle of Mariemont and Fairfax with several traffic lights or St Rt 32 cutting through the middle of Newtown with only 2 lanes. This makes travelling west of Eastgate very frustrating.											
Access	I would like this roadway area to be more dressed up like Mariemont. For example, single lane on both sides with grassy/tree area in the middle.											
Safety	There is a left turn arrow even though no turn lane.											
	Frequent accidents. (3 pins)											
Mobility	Speed.											
Safety	Too much traffic...not safe for bikes.	none	n/a	n/a	n/a		n/a	n/a	n/a	n/a	Address bicycle connectivity from Mariemont to Little Miami Trail	none
	Bike lane on climbing side of hill needed. Sidewalk is deteriorated [pin was on pedestrian layer].											
	Cycling along route 50 to any of the trails is dangerous.											
	Safe bike trails.											
Safety/Mobility	Bike lane on climbing side of hill needed. Sidewalk is deteriorated.											
Mobility	Need bike path. (7 pins)											

HCS Analysis												
Transportation Concern	MetroQuest Comments	Workshop Comments	Existing Year 2015	Opening Year 2022	Design Year 2042	Safety	Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs	
	A dedicated bike lane all along US 50 through Fairfax, Mariemont and into Newtown is needed. Island area primed for bike path. There is absolutely room for a 5 foot bike lane to be added to much of Wooster Pike through the heart of Mariemont. (3 pins) Safe bike trails. Wooster Pike needs bike lanes. (4 pins) What a wonderful place for biking.											
Mobility/Access	Need to connect the terminus of the Wasson Way at Fairfax to the terminus of the Little Miami Trial east of Mariemont. Extend Murray trail EAST so cyclist do not have to ride on US 50 to get to Avoca Trail. Extend a bike/pedestrian only bridge over RED BANK RD to connect to Ault Park without dealing with traffic. Let's connect the path in Madisonville and Fairfax thru the right of ways in Mariemont thru to Newtown. Need a Bike path to connect to Little Miami Bike trail. US 50 Wooster Pike is too dangerous. Best path would be follow the old Interurban line, cross over at light at Krogers then follow the old Pennsylvania Tracks owned by the Park District. Need bike Paths from Mariemont to Little Miami Scenic trail.											
Access	No connection between Little Miami Trail in Newtown and Murray Rd. corridor in Mariemont. No bike path after the trail ends. To be able to connect the Little Miami Bike Trail to Plainville, Mariemont, Fairfax, and Madisonville would enhance all of these communities.											
Safety	Need a signal crosswalk to get across Wooster Pike at Bell Tower Park. Safety concern. (3 pins) Sidewalk on both sides is too close to the road. Plus several places near here are lacking raised curbs. There is a lot of pedestrian traffic in this area. Sometimes, when I'm walking in this small area, I see 8-10 other people on either sides of road. The sidewalks on Columbia Parkway are very dangerous especially east of Mariemont.											
Safety/Mobility	Traffic calming and pedestrian improvements throughout town to promote a better pedestrian environment.											
Mobility	Need pedestrian access to walk from Mariemont to the various shopping centers to the east of Mariemont including the Kroger. Pedestrian access between Mariemont and the businesses in Columbia Township is a pressing concern (and between Columbia Township and the Mariemont High School and village). To make this a more vibrant extended community and enhance access to businesses, [cut-off].											
Access/Mobility	Shared access with bike path.											
Access	More frequent bus service needed. Currently running times are an hour or more other than rush hour. Should be every 20 minutes throughout the day.											
Access/Mobility	There needs to be a way to park/ride and take bus/light rail on a straight shot to downtown. More buses/light rail service along Route 50 to Milford.											
Congestion	Mariemont is already dramatically changed by the traffic going through it. Public transit, while it may not be used by everyone, would at least ease some of the marginal increases in traffic that will destroy Mariemont.											
Walton Creek / US 50 Intersection												
Congestion	Traffic signal issue.		AM SBL = Queue > Storage PM SBL = Queue > Storage PM SBL = LOS F, v/c 1.52	AM SBL = Queue > Storage PM SBL = Queue > Storage	AM SBL = Queue > Storage PM SBL = Queue > Storage	9 crashes at intersection from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	n/a	No deficiencies	Address capacity issues for southbound left-turn movement.	none	
Mobility	Hill climb needs bike lanes.		n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none	
Safety/Mobility	When you are walking westbound on the south side of Columbia Parkway, there is no safe way to cross the street to continue on Columbia Parkway. Both directions have a sign that says no pedestrian crossing. Please add a crosswalk and pedestrian crossing signs.		n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none	
US 50: Walton Creek to Newtown												
Congestion	In the evening traffic is often backed up from Newtown into Mariemont, sometimes all the way to Kroger. This is shocking. Once the bridge was closed for an accident and it took me 90 minutes to get home, when it's only two miles from here. Redesign or add a 2nd bridge. Good speed limit but one lane so stuck behind slower vehicles. One lane.		n/a	n/a	n/a	16 crashes along segment from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	30% increase in the EB travel time during the PM peak-hour acompared to the off-peak travel time	n/a	No deficiencies	Address eastbound PM peak-hour delays.	none	
Safety	Lots of speeding on Wooster Pike in this area.											

Transportation Concern	MetroQuest Comments	Workshop Comments	Existing Year 2015	Opening Year 2022	Design Year 2042	Safety	Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs										
Mobility	Road diet with pedestrian, bicycle, and transit connections need to be from the east side of Mariemont to the road diet in Terrace Park.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Address bicycle connectivity from Mariemont to Little Miami Trail	none										
Access	Off street parking issue.																				
Mobility	Popular cycling spot could use bike lane or trail from Newtown to Fairfax.																				
	Need marked bike lanes. (3 pins)																				
	Need bike path.																				
	Need connector to the Avoca bike trail.																				
	Climb up hill needs a shared bike / pedestrian path. Current sidewalk is in bad shape.																				
Mobility/Access	Need bike paths from Mariemont to Little Miami Scenic trail.																				
	How to safely get to Mariemont and beyond from current trail.																				
	Need bike Paths from Mariemont to Little Miami Scenic trail.																				
	Bike lanes from Mariemont to Newtown Road on US 50.																				
Access	Connectivity to Fairfax and Miami Bike Trails; parking.																				
	Better access to Avoca.																				
	Better access to little Miami scenic trail for recreational cyclists to link with other neighborhoods.																				
Safety	Safety concern.																				
	Need safer route to get to the Murray Trail.																				
	Having to ride down Route 50 to get onto trail or going to Lunken, drivers and big-rigs are often rude and do not provide the required 3 ft.																				
Access/Safety	I guess just a safe way for pedestrians to access various entertainment/dining venues across US 50.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Address pedestrian connectivity to businesses on south side of US 50	none										
Safety	Safety concern.																				
Safety/Mobility	This is an emerging entertainment district. Frequent events feature HUGE numbers of pedestrians. If any part of the east side calls for a skywalk or pedestrian tunnel, this is the place!!																				
Mobility	Need for sidewalks on both sides of Wooster Pike. (4 pins)																				
	Need pedestrian access to walk from Mariemont to the various shopping centers to the east of Mariemont including the Kroger.																				
	Needs to be more pedestrian friendly over all. Better sidewalks and clearly marked crosswalks.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none										
Mobility	There is very limited availability of bus service in this area.																				
Newtown / US 50 Intersection																					
Congestion	Frequent backups from Newtown Rd clogging Rt 50 weekday evenings. (4 pins)											none	AM Overall Intersection = F AM NBL = Queue > Storage AM NBL = LOS F, v/c 1.25 AM WBL = LOS F, v/c 1.02 PM NBL = Queue > Storage	AM Overall Intersection = F AM NBL = Queue > Storage AM NBL = LOS F, v/c 1.15 AM WBL = LOS F, v/c 1.30 PM NBL = Queue > Storage	AM Overall Intersection = F AM NBL = Queue > Storage AM NBL = LOS F, v/c 1.20 AM WBL = LOS F, v/c 1.30 AM WBT = LOS F, v/c 1.00 PM NBL = Queue > Storage	23 crashes at intersection from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	AM Peak-Hour Max Queue NB = 625'	No deficiencies	Address overall intersection failure and capacity issues for northbound left-turn movement and westbound approach.	none
	This is where the backup starts just to get though the first light (middle of bridge over LMR).																	PM Peak-Hour Max Queue NB = 350' WB = 225'			
Safety	The road needs to be narrowed to a single lane for eastbound traffic before the intersection. Too many people race around traffic in the right lane that's ending soon, then force their way into the left lane.																				
Access	Better connection to 32.																				
	Put in a service road for local traffic. Put a straight shot over to the 32 bypass going around Newtown allowing traffic to flow more freely off 50 and off 32.																				
Safety/Mobility	Better access for bikers coming from the trail to business on 50 and up into Mariemont.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none										
	Need a convenient and safe path to get from here (Newtown Bridge) to Downtown.																				
Mobility	Need bike path.																				
	Bicycle lanes or path connecting Little Miami Trail to Murray Road Trail																				
	Continue to enhance existing trail																				
Mobility/Access	Extend existing bike trail through Mariemont and to Wasson Way. (4 pins)																				
	Add bike path to get to Miami Bluff Road.																				
Access/Safety	There needs to be a connection through Mariemont so that there are cycling options other than Wooster. The traffic is too heavy and too fast for safe cycling on Wooster itself.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none										
Mobility	Need sidewalk.																				
Access	Need Accessible Transit Stop																				

- Roadway
- Pedestrian
- Bicycle
- Transit