



EASTERN CORRIDOR SEGMENTS II AND III (PID 86462)

US 50 CORRIDOR FOCUS AREA

ADVISORY COMMITTEE MEETING #1

R.G. CRIBBET RECREATION CENTER • FEB. 20, 2018

9:30 a.m. – 11:30 a.m.

Last summer, the Ohio Department of Transportation (ODOT) completed a Transportation Needs Analysis for Segments II and III of the Eastern Corridor. Developed in coordination with local communities and interest groups, the analysis identified and prioritized transportation issues that need to be addressed throughout the Segments II and III study area. During the next phase of planning, ODOT will use information from the analysis to develop recommended solutions for the Primary Needs identified in the report. Secondary Needs will be addressed as opportunity and funding allow.

To help guide its planning efforts, ODOT has formed Advisory Committees based on Segments II and III's six Focus Areas (see the attached Focus Area map). Each Focus Area has its own Advisory Committee, with the exception of the Linwood/Eastern Interchange and US 50/Red Bank Focus Areas, which are represented by one committee. Advisory Committee members include elected officials, transportation planning professionals, and community and interest group representatives. Committee members will assist with identifying, evaluating and prioritizing recommended solutions for transportation needs within their assigned Focus Area(s), as well as developing strategies for implementation.

Advisory Committees will convene for four work sessions throughout this process. Recommendations from the Advisory Committee meetings will be presented at a public meeting to be held later this year at which time the general public will have an opportunity to review and provide input on the recommendations before they are finalized.

The meeting on Tuesday, Feb. 20, was the first meeting held for the US 50 Corridor Focus Area Advisory Committee.

MEETING NOTES

MEETING OBJECTIVES

The objectives for this Advisory Committee meeting were to:

- Review transportation needs identified for the US 50 Corridor Focus Area [as presented in the [Eastern Corridor Segments II and III Transportation Needs Analysis Final Report \(July 2017\)](#)]
- Identify evaluation criteria
- Brainstorm preliminary concepts/solutions to be explored

WELCOME AND INTRODUCTIONS

Tom Arnold, ODOT project manager for Eastern Corridor Segments II and III, opened the Advisory Committee meeting by welcoming participants and thanking them for their participation. He outlined the structure of the meeting and emphasized that these meetings are intended to be collaborative working sessions. Advisory Committee members should feel comfortable asking questions or commenting at any point during the presentation or workshop portion of the meeting. Additional questions may be submitted to ODOT by email following the meeting. Mr. Arnold then invited participants to introduce

themselves and the organizations they represented. A list of meeting participants is provided with these notes.

PRESENTATION SUMMARY

Using a PowerPoint presentation, Mr. Arnold provided a brief overview of the Eastern Corridor Program and its component projects, as well as the evolution of Eastern Corridor Segments II and III. He reviewed tasks that were recently completed and used to develop the [Eastern Corridor Segments II and III Transportation Needs Analysis report](#). He then reviewed the role of the Advisory Committees prior to discussing how roadway management responsibilities are coordinated between ODOT and local jurisdictions. Mr. Arnold also provided an overview of ODOT's Project Development Process (noting that Segments II and III are currently in the planning phase), reviewed capital projects already being planned within the Segments II and III study area and briefly discussed possible funding avenues. Key points from Mr. Arnold's presentation included:

- The Eastern Corridor is not just a single project. Instead, it is a program of many projects and investments in our regional transportation network that are in various stages of completion. Much work has already been completed in Eastern Corridor Segments IV and IVa (Eastgate to Batavia) and the new Duck Creek Connector, a component of Segment I (Red Bank Corridor), opened in late 2017.
- Previously, ODOT evaluated the proposed realignment of SR 32 through Segments II and III (Red Bank Corridor to I-275/SR 32). ODOT determined that this option is not feasible due to potentially significant environmental impacts and construction costs. Instead, the project has changed course to focus on making improvements to the existing roadway network.
- Transportation needs in Segments II and III were identified based on the results of updated technical studies and comprehensive public outreach efforts. Public input was gathered through six focus area workshops (approximately 100 participants), a regional online survey (approximately 1,200 responses), a public meeting (approximately 100 attendees) and comments submitted online. At the same time, technical data – including traffic counts, an analysis of travel times and travel patterns, roadway geometry analyses and crash data – were revisited and updated.
- The role of the Advisory Committees is to guide the development, evaluation and refinement of recommended solutions to address Primary Transportation Needs that have been identified within Segments II and III. Committee members are to represent their communities/ organizations, share information with them and bring their concerns back to the planning table. The Committees' role is not to make decisions; their involvement is one part of a process that also will require looking at integration into the broader transportation system and impacts, coordinating with local governments and Native American tribal communities, and seeking further public input. Rather, the Committee's role is to help guide the process, represent local interests and provide recommendations regarding which concepts should be advanced through the solution development process.
- Ohio is a "home rule" state. This means that ODOT maintains interstates and U.S. routes outside of municipalities. Individual municipalities themselves are responsible for local routes and designated U.S. and state routes. ODOT values its relationships with local agencies and partners with them on the development and implementation of transportation projects. Because many of the roads within Segments II and III are under local jurisdiction, funding for such projects will likely come from a variety of local and regional sources, supplemented by state and federal funds.

- Every potential project involving federal monies must go through the ODOT Project Development Process, which consists of five phases: planning, preliminary engineering, environmental engineering, final engineering and construction. The speed at which projects move through this process depends on their complexity. A simple project may move through the process in a year or two; projects that require right-of-way acquisition may take between three and five years; complex projects, such as highway interchanges, often take between five and seven years. We are currently in the planning phase for transportation improvements in Eastern Corridor Segments II and III.
- Currently, funding exists just for the early stages of project development. Ninety percent of ODOT's funding goes toward taking care of the current network of roadways and bridges. ODOT also has funding for projects that improve safety and ensure safe routes to schools. TRAC funding is available for larger projects (generally \$12 million or more). Most projects require multiple funding sources. We are fortunate to have OKI (Ohio-Kentucky-Indiana Regional Council of Governments) in our region to serve as a conduit for federal transportation funds. OKI is responsible for approving every project needing federal transportation dollars in our area. Transportation funding is highly competitive, and decisions are typically data-based to ensure the best of the best projects rise to the top.
- ODOT District 8 operates according to a six-year work plan that is updated annually. Most of these projects involve roadway resurfacing and minor bridge rehabilitation. There are a number of capital projects within this focus area that already have been approved and funded, including:
 - In coordination with Columbia Township, ODOT provided edge line pavement marking along US-50 at Walton Creek to help drivers visually differentiate between the sidewalk and roadway surface.
 - 2018 – Intersection improvements at Bells Lane and SR 32 in Clermont County. In addition to upgrades to the intersection of SR 32 with Mt. Carmel Tobasco Road/Bells Lane and SR 32 with Old SR 74, the project will address pedestrian access needs identified for this area, including the addition of sidewalks on Mt. Carmel Tobasco Road and a pedestrian signal to cross SR 32 from Bells Lane.
 - 2019 – Pavement repair project along US 50 from Fairfax through Mariemont to Terrace Park. ODOT will restripe US 50 eastbound to create a bike lane.
 - 2021 – Bikeways connector project that will link the Lunken Trail with the Little Miami Scenic Trail
 - Study to widen SR 32 for turn lanes east of Little Dry Run in Newtown (near Burger Farm)
 - Dynamic Messaging – ODOT will be installing a dynamic message board (electronic signage) on I-275 at the SR 32 interchange and on SR-32 west of Glen Este Withamsville. Signage will provide real-time travel time estimates to downtown from that location.

ODOT also received funding to research the effectiveness of providing travel time on non-freeway routes.

ODOT will consider these planned projects as opportunities for broader coordination with potential Eastern Corridor initiatives.

WORKSHOP SESSION

Following the presentation, the meeting shifted to a guided conversation about the transportation needs identified within the US 50 Corridor Focus Area and possible solutions to be further studied. To facilitate the conversation, these needs were organized into three main themes:

- Theme #1: US 50 West of Mariemont Square
- Theme #2: US 50 East of Mariemont Square
- Theme #3: Bicycle and Pedestrian Connectivity to Little Miami Trail

Advisory Committee members were provided with a worksheet summarizing the identified needs pertaining to each theme and draft evaluation criteria. Preliminary concepts for possible solutions were also provided to help jumpstart discussion. Committee members were asked to provide feedback on the concepts shared to help the planning team further develop the concepts or eliminate them as options, if needed. Members were also invited to brainstorm additional concepts that weren't already on the list. A copy of the worksheets provided to Committee members, along with notes from the meeting, are attached. Summaries of the discussions held for each theme are presented below.

THEME #1: US 50 WEST OF MARIEMONT SQUARE

The Committee reviewed and discussed potential concepts to address the identified needs. All concepts outlined on the worksheet were accepted for further consideration. A few additional ideas were added to the list based on the Advisory Committee discussion (see *Additional Concepts to Be Evaluated for Theme #1* below); these new ideas have been added in red on the attached worksheet. All concepts listed for Theme #1 will undergo preliminary analysis (performed by Stantec, ODOT's consultant for Eastern Corridor Segments II and III) to determine their potential viability and impacts. Results will be shared with the Advisory Committee at the next meeting, currently scheduled for later this spring.

Discussion points for Theme #1:

- ODOT's goal for finalizing transportation solution recommendations is the end of this year (2018).
- ODOT noted that, as part of the overall Eastern Corridor project, signal timing is being reviewed throughout the entire corridor.
 - Travel time studies will be completed in March [NOTE: these studies were originally scheduled for late February but were postponed due to recent flooding issues]. The villages of Mariemont, Fairfax and Newtown likely are eligible for computer signal upgrades with no local match funding. ODOT reported that the upgrades were for controller & GPS clock components, but that additional upgrades such as detection & real-time traffic monitoring would be evaluated to see if they are recommended for future improvements.
 - Signal improvements made in one area of the corridor have the potential to affect other Focus Areas. For example, the signal at US 50 and Meadowlark is being investigated as part of the US 50/Red Bank Interchange Focus Area; improvements made there could impact traffic along other sections of US 50 as well. Traffic simulations will be conducted to ensure that recommended improvements don't create new issues in other corridor areas.

- Signals in Mariemont Square are older (1993) and use incandescent bulbs. There could be opportunities to upgrade these to LEDs or to provide other “smart” advancements such as detection technology which would sense when vehicles are present. They also use old-style clocks vs. GPS clocks, so it’s difficult to keep timing accurate. An initial analysis shows that timing is off for some signals in the study area so signals are not synchronized. GPS clocks will help resolve this issue.
- A Mariemont representative indicated that they hope that this technology can help improve travel flow through Mariemont and Fairfax as there is no room to widen the road.
- There are significant eastbound backups on US 50 during the evening peak hours and westbound backup during morning peak drive times. These backups present a safety concern when traffic traveling at higher speeds approach the villages and encounter queued traffic. The overall traffic flow through Fairfax and Mariemont is a problem.
 - One Committee member noted that when traveling east on US 50 into Fairfax, the right-hand lane becomes a right-turn only lane. Drivers who are unaware of this lane change designation and who do not desire to turn often find themselves quickly trying to merge left. It was suggested that pavement markings be extended at least 100 yards farther west or changed to a dotted line so that drivers are aware of the change earlier and that signage be improved in this area.
 - Another issue raised is that drivers coming north on Wooster Pike to US 50 and want to turn right on red have trouble seeing or realizing they need to yield to approaching traffic from the middle lane since there is only one eastbound lane past this intersection. ODOT suggested that this situation could be improved by repainting a stop bar on the pavement.
- The Committee discussed capacity issues on the westbound approach of the Watterson/US 50 intersection.
 - ODOT mentioned that there may be opportunity to coordinate the Watterson/US 50 signal with the one at US 50/Meadowlark if they are not already coordinated.
 - The Committee discussed the potential for a roundabout at the Meadowlark/US 50 intersection, a concept that was also discussed by the US 50/Red Bank Interchange Focus Area Advisory Committee. A Committee member expressed concern that a roundabout at this intersection could make backups at Watterson worse. ODOT indicated that traffic volumes and simulations would need to be studied to ensure this would not happen. ODOT mentioned that roundabouts have several positive features: they have better lane utilization than signalized intersections; slow traffic; and help create gateways to communities. ODOT stressed that any improvements suggested for one intersection would need to be evaluated in conjunction with other intersections before final recommendations are made.
 - The group discussed restructuring the intersection into a Green T configuration to keep traffic free flowing in one direction. [NOTE: a Green T intersection allows main line through traffic to pass through a signalized intersection without stopping, while also eliminating conflicting vehicular movement]. It was noted that a Green T intersection would likely not work here because access to the Midas station needs to be maintained. Additionally, topography here is challenging.

- Simpler solutions discussed involve restriping the Watterson southbound approach and extending the right turn lane, and restricting parking during peak hours.
- Heading east on US 50, there are southbound capacity issues at the intersection of Plainville and US 50. To avoid delays on US 50, many drivers take Madison Road to Plainville Road to travel east. There is a lot of traffic here and just one lane in each direction.
 - One possible solution discussed is to signalize the intersection of US 50 and Plainville since it appears this intersection would meet signal warrant requirements. ODOT mentioned that while adding signals is a traditional fix, it's not always an ideal solution. Whenever signals are added, rear-end crashes increase. Signals are recommended only when there is a definite need.

The Mariemont Preservation Foundation noted that a signal in this location would not be aesthetically pleasing and could detract from the intended view of the statuary group in Dale Park on the north side of Wooster Pike. Unless there is a pressing safety need for the signal, the Foundation would prefer other alternatives.

ODOT noted that it considers aesthetics in project planning and that aesthetics are particularly relevant in this area considering the Village of Mariemont's designation as a national historic landmark. Any improvement decisions would be evaluated relevant to the need.

One Committee member from Mariemont mentioned that perhaps the initial suggestion for a signal at this location came from comments received during earlier public input opportunities and was actually in reference to the intersection of Madisonville and Plainville, where there is currently a six-way stop, rather than the intersection of Plainville and US 50.

- The Committee discussed whether there was a benefit to prohibiting left turns at this intersection. A Mariemont representative mentioned that they had received comments to investigate that option. ODOT suggested this could be something to implement during restricted times, i.e., just at rush hour.

Mariemont representatives said it might also be worth considering restricting left turns just during school hours and would appreciate ODOT's assistance with this determination.

The school has a crossing guard who essentially serves as a traffic cop directing drivers in and out of the school from Plainville before and after school. A pedestrian signal may or may not be a better solution; a signal may cause US 50 to back up more, which is slow moving at that time of day.

ACTION ITEM – The Village of Mariemont will check with the principal of Mariemont Elementary School to see if cars trying to turn left back up on Plainville during school hours and if a signal would be beneficial in assisting students crossing the intersection.

- A Committee member asked if there was the potential to install pavement markings for three lanes (adding a dedicated left-turn lane) without widening Plainville Road. The width is 32 feet, so it's likely too tight; however, the additional lane would provide room for traffic storage, so it's an option to investigate.
- Another possible solution mentioned was to improve signage to encourage drivers to use the existing signal at Madisonville.

- The Committee discussed refreshing pavement markings throughout Mariemont Square and adding raised pavement markings through the intersections.
- Westbound travel in Mariemont Square fluctuates between one and two lanes. For example, as you travel west through the square, there are two lanes through the Wooster Pike/ Madisonville Road traffic signal, but one lane terminates into the parking lot behind the National Exemplar Restaurant. The Committee discussed whether or not it makes sense to extend the right turn lane all the way through this area since some drivers get trapped in this area.
 - One potential solution is to remove the slanted lines between the entrance and exit to the parking lot behind the National Exemplar. The right turn lane would still end at West Street, but drivers would have more time to merge left.
 - Pavement markings also could be changed to dotted lines to signify that it is not a through lane.
 - In this scenario, all existing parking spaces would remain.
 - A potential negative to this concept could be drivers trying to back out of the angled parking here. It's possible the slanted line is a safeguard for this reason. This will need to be studied.
- The Committee discussed several concerns related to traffic coming to Mariemont Square via Miami Road. A Committee member noted that traveling through the square is not intuitive for many drivers.
 - One potential solution discussed would be to add an additional lane on the south side of eastbound US 50 or eliminate on-street parking on the south side of the square to provide a merging lane for unsignalized traffic coming from northbound Miami Road. A potential negative is that someone traveling from Miami to westbound US 50 might have to merge multiple times before circling around the square.
 - One alternative discussed is adding a curb bump-out at the corner of Miami Road (south side of square) and US 50. Doing so would allow the northbound Miami Road stop bar pavement marking to be moved out further, giving drivers turning right better sightlines. This change could also have the benefit of straightening and shortening the crosswalk. ODOT indicated that no trees would need to be removed and the modification could eliminate some pavement. A question was asked whether it would make sense to add a pedestrian light at the bump out, but it likely would not be a benefit.
 - ODOT does not believe there are any significant crash issues in this area but will review the data. In the past, there had been side-swipe crashes on the northwest side of the square, but an island installed in 2006 helped correct that issue.
- When traveling north on Crystal Springs, there are two parking spots along eastbound US 50 that are difficult to see around, particularly if occupied by a truck or van. The Committee discussed realigning the intersection into more of a "T" configuration and adding a curb bump out, which would also shorten the crosswalk. The Committee also discussed studying the efficiency of the crosswalk at Crystal Springs Road and Wooster Pike.
- One Committee member questioned whether roundabouts could be installed at all four sections of Mariemont Square. This solution worked in a similar square in Newark, Ohio. However, the Mariemont Square appears to be significantly smaller.

- There was also a question as to whether the Square could function as one large roundabout, but there was concern for pedestrian traffic to and from the middle of the square, as it could not be accommodated in the center of a roundabout.

Additional Concepts to Be Evaluated for Theme #1:

- Extend the right turn lane on southbound Watterson by using a peak-hour parking restriction.
- Restricting left turns from southbound Plainville during peak hours.
- Add a curb bump out to move the stop bar pavement marking for better sight distance on northbound Miami Road [on the south side of the square]. This would also straighten the crosswalk.
- Investigate other opportunities in Mariemont Square to add curb bump outs to shorten crosswalks and better delineate lanes. Include the intersection of Crystal Springs and eastbound US 50.

The Committee did not review the draft Evaluation Criteria outlined on the worksheet. ***Committee members are asked to review the criteria and provide feedback to ODOT by Monday, March 19, 2018.***

THEME #2: US 50 EAST OF MARIEMONT SQUARE

The Committee reviewed and discussed potential concepts to address the identified needs. All concepts outlined on the worksheet were accepted for further consideration. One additional idea was added to the list based on the Advisory Committee discussion (see *Additional Concept to Be Evaluated for Theme #2* below); this idea has been added in red on the attached worksheet. All concepts listed for Theme #2 will undergo preliminary analysis (performed by Stantec) to determine their potential viability and impacts. Results will be shared with the Advisory Committee at the next meeting, currently planned later in the spring.

Discussion points for Theme #2:

- 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.
- The Committee also discussed the addition of backplates at the signals at Pocahontas. ODOT now requires backplates at all signals that receive federal funding. [NOTE: backplates provide a visual contrast between traffic signal heads and the environment, enhancing signal visibility and intersection safety].
- The Committee discussed the potential removal of the signal at the Mariemont Promenade Shopping Center. Based on traffic counts, the signal does not appear to be warranted, and federal dollars cannot be spent on unwarranted signals.
 - Removing the signal could mitigate congestion on US 50.

- However, the signal serves a private drive. Removing it could make it difficult to get in and out of the shopping center.
- Mariemont City Schools is considering a new access point to connect to US 50 at the Promenade signal. At this time, there is only one way in and out of the school which is located at Warrior Way.
- This is a good place to cross US 50 for potential bike path connections between the Little Miami Scenic Trail and the library.
- Traffic backups are heavier than expected at the intersection of Walton Creek and US 50. One potential reason could be that Google Maps often directs travelers from southbound I-71 to take this route.
 - Potential solutions are to add a protected/permissive southbound left turn phase [a left turn arrow that allows left turns while other traffic is stopped (protected) and left turns only after yielding to oncoming traffic (permissive)], extend the length of the southbound left turn lane, and investigate adding double left turn lanes by changing the existing lane configurations.
- At US 50 and Newtown Road, the Committee discussed the need to address the overall intersection failure and capacity issues.
 - This intersection was previously restriped to provide left and combination left/right lanes, which was a good improvement.
 - When this area is restriped, a bike lane will be added to tie into the connection to the Little Miami Trail. There is not enough width to add the bike lane in both directions.
 - The Committee discussed creating a continuous right turn lane from US 50 to southbound Newtown Road so that traffic in the right lane could move through the intersection without stopping. An issue is the large size of the bridge. The project would be expensive, and it's unclear if it would provide a benefit.
 - Installing a roundabout at the intersection is another option. A roundabout could be installed without widening the road. An initial look suggests a roundabout might work well here, with additional benefits of providing a gateway and calming traffic.
 - One person asked whether the sidewalk would be widened to seven feet in this area. ODOT answered that the sidewalk is being widened to seven feet around Spring Hill and not quite as far as the library to fix drainage issues.

Additional Concepts to Be Evaluated for Theme #2:

- Mariemont High School is considering a new access point to connect to US 50 near the Promenade Shopping Center signal.

The Committee did not review the draft Evaluation Criteria outlined on the worksheet. ***Committee members are asked to review the criteria and provide feedback to ODOT by Monday, March 19.***

THEME #3: BICYCLE AND PEDESTRIAN CONNECTIVITY TO LITTLE MIAMI TRAIL

The Committee reviewed and discussed potential concepts to address the identified needs. All concepts outlined on the worksheet were accepted for further consideration. One additional idea was added to the list based on the Advisory Committee discussion (see *Additional Concepts to Be Evaluated for Theme #3* below); this idea has been added in red on the attached worksheet. All concepts listed for Theme #3 will undergo preliminary analysis (performed by Stantec) to determine their potential viability and impacts. Results will be shared with the Advisory Committee at the next meeting, currently planned later in the spring.

The Committee discussed the opportunity and complex challenges in this area in terms of increasing bicycle and pedestrian connectivity to the Little Miami Trail. The Committee agreed that the hill and getting over the creek were the biggest challenges.

- Great Parks of Hamilton County owns a portion of the old rail bed east of Miami Run behind Kroger and over to the Little Miami Trail. The question is how to connect Mariemont to it.
 - One potential US 50 crossing exists at the Promenade Shopping Center. The Murray Trail comes into Mariemont on the west side, and the streets of Mariemont offer pleasant riding experiences for cyclists. If the high school driveway is connected to the Promenade signal, this could offer a link to US 50, east of the right-of-way on the south side. The north side is steep.
- One potential consideration is the creation of a shared use path on the south side of US 50 to the Promenade intersection, continuing on the north side of US 50 to Pocahontas. The sidewalk could be widened in those areas to accommodate a shared use path.
- Columbia Township, Great Parks of Hamilton County and IBI are conducting a feasibility study to investigate seven alternatives for creating a connection for the bike trail using the old rail bed to the library. Most of the options stay on the south side of US 50, taking the path behind Kroger and then up Miami Run to cross at the Promenade. Alternatives are dependent on topography and cost. More information should be available in the next few weeks.
- The elevation from US 50 up through Spring Hill is a challenge.
 - Spring Hill community is not enthusiastic about running a bike path through the neighborhood. However, the community is less concerned about a walking path.
 - Great Parks has meetings scheduled with Spring Hill representatives and other groups over the next month to discuss their concerns.
 - ODOT indicated it will stay engaged with Columbia Township's efforts to find the best solutions.
- ODOT owns a portion of land between the Shell station and Plant World to get across Walton Creek. There is a developer interested in the area, too, but this has been on hold while determinations are made regarding the best options for the bike path.
- The Committee's Green Umbrella representative shared their vision to extend Murray Trail through the Plainville intersection (using the old trolley right of way) to link to the Mariemont library and connect with Great Parks' trail plan to link to the Little Miami Scenic Trail. Green Umbrella believes this to be a feasible and economical connection to link Wasson Way to the Little Miami Scenic Trail. Cyclists would share the road to access Mariemont Square from the Murray Trail.

- Another option being considered is decreasing the number of lanes on US 50 to create bike lanes.
 - This option presents challenges – a previous effort to drop a lane at Pocahontas was unsuccessful.
 - ODOT acknowledged that on-road bike lanes are not the ideal bike facility for most people. A separate path is preferable, but a road diet (reducing travel lanes widths to provide space for a bike lane) will be investigated to see if it provides a benefit.
- The Committee discussed that there is a gap in the sidewalk system on the south side of US 50 east of Walton Creek. One possible solution is to extend the sidewalk along the south side of US 50 east to Newtown Road.
 - In the past, property owners were opposed to sidewalks in this area. Now, sidewalks are very much in demand.
 - A Committee member asked about the option of a pedestrian crosswalk at the intersection of Ashley Oaks and US 50. 50 West Brewery owns property on both sides of the street here, so it seems to be a logical place that someone might want to go from one side to the other.
- A Committee member asked about the width behind Kroger to add a bike trail, and the Committee agreed it looked tight there, though specifics were not known.
- Another Committee member asked if there was a rail bridge over Walton Creek. There is not; however, the township has looked at putting one in for the bike path and has committed money to study this with Great Parks.
- A Committee member asked if there was any discussion about connecting these paths to the Wasson Way Trail. ODOT responded that the City of Cincinnati acquired property along the rail tracks that extends to the Clare Yards rail yard (located south of Miami Bluff in Mariemont). Beyond this, the rail line is owned by Norfolk Southern and is an active line at this time.
 - A Village of Mariemont representative said that the village owns the property south of Clare Yards and might consider allowing a bike path to go through it, but at some point, the trail would need to be on railroad property.
 - A potential option is to end Wasson Way near the Mariemont Pool and utilize the streets of Mariemont to connect back into the Little Miami Trail on the north side.
 - Another option would connect the Little Miami Trail to the north side of US 50, through the side streets of Mariemont to the Murray Trail and then down Red Bank to Wasson. From there, if a connection can be accomplished to Otto Armleder Park, it would create a full loop.

Additional Concepts to Be Evaluated for Theme #3:

- Adding a pedestrian crossing of US 50 at Ashley Oaks.

The Committee did not review the draft Evaluation Criteria outlined on the worksheet. ***Committee members are asked to review the criteria and provide feedback to ODOT by Monday, March 19.***

CLOSING AND NEXT STEPS

The meeting ended at approximately 11:15 a.m. Mr. Arnold thanked participants for their time and contributions. He noted that presentation materials and a meeting summary would be posted to the Segments II and III Advisory Committee page of the Eastern Corridor website (<http://easterncorridor.org/projects/red-bank-to-i275-sr32-segments-ii-and-iii/advisory-committee/>).

Committee members are invited to submit additional feedback and comments until Monday, March 19 (two weeks following the distribution of meeting minutes).

Stantec will evaluate the concepts discussed/suggested at today's session and share their results at the next Advisory Committee meeting.

MEETING PARTICIPANTS

Caroline Ammerman, Stantec
Jacque Annarino, ODOT OES
Tom Arnold, ODOT
Sean Creighton, Great Parks of Hamilton County
Matt Crim, Stantec
Chris Ertel, Village of Mariemont
Tim Hill, ODOT OES
Lance Hollander, Mariemont City Schools
Wade Johnston, Green Umbrella
Martha Kelly, Cincinnati Department of Transportation and Engineering
Bob Koehler, OKI
Mike Lemon, Columbia Township
Dan Policastro, Village of Mariemont
Charles Rowe, ODOT
Steve Shadix, Stantec
Christa Skiles, Rasor Marketing Communications
Joseph Stoner, Mariemont Preservation Foundation
Karen Sullivan, Village of Mariemont
Reggie Victor, Cincinnati Department of Transportation and Engineering
Laura Whitman, Rasor Marketing Communications

OTHER MEETING ATTENDEES

Caroline Duffy, Barr & Prevost

The environmental review, consultation and other actions required by applicable federal environmental laws for this project are being, or have been, carried-out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated Dec. 11, 2015, and executed by FHWA and ODOT.

US 50 CORRIDOR FOCUS AREA WORKSHEET

Red text represents edits made at Advisory Committee Meeting #1 held on 2/20/2018.

Theme #1: US 50 West of Mariemont Square		
Needs	Evaluation Criteria	Concepts
<p><u>Primary</u></p> <ul style="list-style-type: none"> Address eastbound PM peak-hour and westbound AM peak-hour delays. Address capacity issues on westbound approach of Watterson/US 50 intersection. Address southbound capacity issues at Plainville/US 50 intersection. Address deteriorated pavement markings in Mariemont Square. <p><u>Secondary</u></p> <ul style="list-style-type: none"> Address deficient roadway grade between Oak Street and Pleasant Street. Address deficient sight distance at Plainville/US 50 intersection. Address deficient sight distances in Mariemont Square. 	<ul style="list-style-type: none"> Provide more efficient travel patterns and destination linkages. Augment capacity and provide congestion relief. Reduce travel times and delays. Improve vehicular, bicycle, and pedestrian safety. Improve regional connectivity and accessibility to regional destinations including the airport, downtown Cincinnati, and Kenwood. Support and facilitate bus, rail, and TSM investments. Maintain community setting and charm ("small town feel"). Support existing and planned land use. Minimize impacts to the community and historic setting. Minimize environmental impacts. 	<ul style="list-style-type: none"> Improve signal timing. Add southbound left turn lane at Plainville/US 50 intersection. Investigate signalization at Plainville/US 50 intersection. Restripe WB between West St and Square to better delineate and extend drop lane. Replace signal heads in Mariemont Square. Refresh Mariemont Square pavement markings and add RPMs through intersections. Eliminate EB US 50 on street parking on south side of Square to provide merging lane for unsignalized NB Miami Rd traffic. Right turn lane extension on southbound Watterson by using peak-hour parking restriction. Restrict left turns from southbound Plainville in peak hour. Add curb bump out to move stop bar for better sight distance on northbound Miami in Square. Would also straighten crosswalk. Investigate other opportunities in Square to add curb bump outs to shorten crosswalks and better delineate lanes. Include intersection of Crystal Springs and eastbound US 50.

US 50 CORRIDOR FOCUS AREA WORKSHEET

Red text represents edits made at Advisory Committee Meeting #1 held on 2/20/2018.

Theme #2: US 50 East of Mariemont Square		
Needs	Evaluation Criteria	Concepts
<p><u>Primary</u></p> <ul style="list-style-type: none"> Address eastbound PM peak-hour delays. Address sideswipe and rear-end crashes at signalized intersections. Address capacity issues for southbound left-turn movement at Walton Creek/US 50 intersection. Address overall intersection failure and capacity issues for northbound left-turn movement and westbound approach at Newtown/US 50 intersection. <p><u>Secondary</u></p> <ul style="list-style-type: none"> Address deficient roadway grade at Pocahontas Avenue. 	<ul style="list-style-type: none"> Provide more efficient travel patterns and destination linkages. Augment capacity and provide congestion relief. Reduce travel times and delays. Improve vehicular, bicycle, and pedestrian safety. Improve regional connectivity and accessibility to regional destinations including the airport, downtown Cincinnati, and Kenwood. Support and facilitate bus, rail, and TSM investments. Maintain community setting and charm ("small town feel"). Support existing and planned land use. Minimize impacts to the community and historic setting. Minimize environmental impacts. 	<ul style="list-style-type: none"> Improve signal timing. Eliminate pinch point between East St and Petoskey Ave by restriping and minor widening. Restripe inside WB lane to create a center turn lane and EB left turn lane at Pocahontas Ave. Add backplates to signals. Remove unwarranted signal at Mariemont Promenade Shopping Center. Add protected/permissive SB left turn phase at Walton Creek/US 50 intersection. Lengthen storage capacity for SB left turn. Investigate adding double left turn by changing right lane to left, straight, and right at Walton Creek/US 50 intersection. Create slip lane to SB Newtown Road at Newtown/US 50 intersection. Install a roundabout at Newtown/US 50 intersection. Mariemont HS considering new access point to connect to US 50 Promenade signal.

US 50 CORRIDOR FOCUS AREA WORKSHEET

Red text represents edits made at Advisory Committee Meeting #1 held on 2/20/2018.

Theme #3: Bicycle and Pedestrian Connectivity to Little Miami Trail		
Needs	Evaluation Criteria	Concepts
<p><u>Primary</u></p> <ul style="list-style-type: none"> Address bicycle connectivity from Mariemont to Little Miami Trail. Address pedestrian connectivity to businesses on south side of US 50. <p><u>Secondary</u></p> <ul style="list-style-type: none"> None. 	<ul style="list-style-type: none"> Provide more efficient travel patterns and destination linkages. Improve vehicular, bicycle, and pedestrian safety. Improve regional connectivity to existing and planned bike/pedestrian facilities. Maintain community setting and charm (“small town feel”). Support existing and planned land use. Minimize environmental and community impacts. 	<ul style="list-style-type: none"> Use old RR bed for bicycle connectivity to Little Miami Trail.* Create shared use path along the south side of US 50 to Promenade intersection, then continue on north side of US 50 to Pocahontas.* Create shared use path on old traction line along north side of US 50.* US 50 road diet to create bike facility on pavement. Extend sidewalk along south side of US 50 east to Newtown Rd. Pedestrian crossing of US 50 at Ashley Oaks. <p>*Columbia Township & Great Parks working with IBI Group has study underway on how to connect bike trail from old RR bed along river to the Mariemont library. More info should be available in the next few weeks.</p>

Segments II and III Focus Areas

