

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.

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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.

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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/ped 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>