



MEETING #2 NOTES

Meeting Objectives

- Review concepts developed for Focus Area based on discussions held during Meeting #1
- Review drawings and results of preliminary evaluations for each concept
- Discuss recommendations for concepts and/or refinements to be made

Meeting Summary

Tommy Arnold, ODOT, opened the meeting at and discussed the following:

- This is the second in series of four Advisory Committee meetings for the US 50 Corridor Focus Area.
- This meeting is intended to be a working meeting. It will focus on reviewing the results of the preliminary studies completed for each concept discussed at the first Advisory Committee meeting; discussing possible refinements to be made to the concepts; and determining whether or not to advance each concept for further study.
- The concepts that the group will review today are not final.
- Following today's meeting, the consultant team will conduct more in depth analysis on each concept the group advances for further study. The results will be shared at the third Advisory Committee meeting which will be scheduled for sometime later this summer (likely August). At that meeting, the group will review the results, note any additional refinements to be made and determine which concepts to continue advancing.
- After the third Advisory Committee meeting, the recommended concepts will be presented to the public for review and input. ODOT is currently planning to hold the community meeting in September.

Meeting Summary (continued)

- Using input received from the Advisory Committee and from the public at the community meeting, ODOT and its consultant team will make any necessary final refinements. ODOT will then meet one last time with the Advisory Committee to review the final concepts and begin prioritizing them. The final recommended projects will then be compiled into an Implementation Plan to be shared with local jurisdictions.

Mr. Arnold noted that no money has been set aside for projects yet because the team is still working to develop and refine project concepts. Some projects could potentially be implemented by ODOT; however, many will likely fall under the jurisdiction of the Hamilton County, Clermont County, the City of Cincinnati and/or respective local townships and villages. Funding sources have yet to be identified.

Mr. Arnold also noted that the all project concepts are being developed using the NEPA project development process. Some projects that have very little environmental impact (such as signal timing adjustments) will likely advance through the process very quickly and can be implemented once funding is secured. Implementation will likely take longer for bigger, more impactful projects.

Additional points made during the meeting:

- We are currently in the planning phase for improvements to be made.
- Once the concepts we are discussing are advanced as actual projects, they will undergo formal environmental review. However, we will be following National Environmental Policy Act (NEPA) processes throughout project development.
- All NEPA projects are subject to Section 106 of the National Historic Preservation Act of 1966 (NHPA) which requires federal agencies to take into account the effects of their undertakings on historic properties and allow the Advisory Council on Historic Preservation (ACHP) a reasonable opportunity to comment.

- Another Advisory Committee is looking at a concept that would replace the US 50 and Meadowlark intersection with a roundabout (see Combined Linwood/Eastern Avenue and Red Bank/US 50 Focus Areas Concept I-16b). This roundabout would eliminate the current traffic signal, calm traffic before entering Fairfax but allow traffic to flow continuously, and serve as a gateway to a neighborhood/community. The roundabout concept is being advanced for further study.

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

MEETING PARTICIPANTS

Nathan Alley, Sierra Club
Caroline Ammerman, Stantec
Tom Arnold, ODOT
Sean Creighton, Great Parks of Hamilton County
Matt Crim, Stantec
Chris Ertel, Village of Mariemont
Lance Hollander, Mariemont City Schools
Jenny Kaminer, Village of Fairfax
Bob Koehler, OKI
Mike Lemon, Columbia Township
Dan Policastro, Village of Mariemont
Steve Shadix, Stantec
Christa Skiles, Rasor Marketing Communications
Joe Stoner, Mariemont Preservation Foundation
Karen Sullivan, Village of Mariemont
Laura Whitman, Rasor Marketing Communications



Eastern Corridor Segments II and III

US 50 Corridor Focus Area

Theme

US 50 WEST OF MARIEMONT SQUARE

Primary Needs identified for this theme:

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

Secondary Needs identified for this theme:

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

Concept not drawn.

DESCRIPTION

- Improve signal timing.

NEEDS MET

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

MEETING DISCUSSION AND COMMENTS

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

NEXT STEPS/RECOMMENDATION

- Advance for further study

COMMENTS SUBMITTED

FOLLOWING THE 5/18 MEETING

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

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

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE

Concept not drawn.

DESCRIPTION

- Add eastbound/westbound through lanes on US 50.

NEEDS MET

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

MEETING DISCUSSION AND COMMENTS

- This concept would have significant community impact due to the amount of right of way that would be needed.
- Feedback and dialogue from the Advisory Committee during the initial round of meetings suggested this approach would not be supported by the community.

NEXT STEPS/RECOMMENDATION

- No further study.
- This concept is not being advanced due to its significant right of way and community impacts. In addition, Mariemont does not support the widening of US 50.

COMMENTS SUBMITTED
FOLLOWING THE 5/18 MEETING

- (Comments are presented as submitted by Committee members; no edits to content were made.)*
- Mariemont supports no further study of widening US 50.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
DEGRADES	IMPROVES	MODERATE	\$5 - \$10 MILLION	PROPERTY TAKES	HIGH (D3 or greater)	NEUTRAL	IMPROVES	NEUTRAL	NO FURTHER STUDY

Concept drawn on the following page.

DESCRIPTION

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

NEEDS MET

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

MEETING DISCUSSION AND COMMENTS

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

NEXT STEPS/RECOMMENDATION

- Advance for further study.
- Consultant to quantify the level of benefit that would be achieved by implementing this concept.

COMMENTS SUBMITTED
FOLLOWING THE 5/18 MEETING

- (Comments are presented as submitted by Committee members; no edits to content were made.)
- Mariemont has no comment at this time.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
NEUTRAL	IMPROVES	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	DEGRADES	ADVANCE



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Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

Figure I-15A

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

6

Concept not drawn.

DESCRIPTION

- Restrict left turns from southbound Plainville during peak hours.

NEEDS MET

- P3) Address southbound capacity issues at Plainville/US 50 intersection.

MEETING DISCUSSION AND COMMENTS

- Capacity issues would be addressed by restricting drivers from turning left from Plainville Road onto US 50 during peak traffic hours. Currently, drivers can experience two to three-minute delays at the intersection.
- Drivers would be notified of peak-hour left turn restrictions through ground-mounted signage, potentially posted on the existing stop sign.
- Enforcement would be required by the Village of Mariemont.
- Initial feedback from the Advisory Committee suggests traffic delays at this location is minimal. A crossing guard currently directs movements for Mariemont Elementary School-related traffic. Because of the existing traffic island, drivers are only forced to cross one lane of traffic at a time, and opposing traffic is not moving at a high rate of speed.
- Any related signage would need to fit within the aesthetics of the community (no overhead signage)

NEXT STEPS/RECOMMENDATION

- No further study. On 6/22/18, ODOT found that no angle or left turn crashes occurred at the intersection from 2016-present.
- Mariemont does not support this concept due to potential aesthetic impacts of the signage in the historic district.

COMMENTS SUBMITTED

FOLLOWING THE 5/18 MEETING

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

- As noted at meeting May 18, 2018, ODOT to provide traffic and accident statistics for this intersection. Further study and time is needed to allow comment from Mariemont. Traffic entering Mariemont from the East on US 50 is not traveling at a high rate of speed. (The speed limit in adjacent Fairfax is 25 mph).

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	NO FURTHER STUDY

Concept not drawn.

DESCRIPTION

- Investigate signalization at Plainville/US 50 intersection.

NEEDS MET

- P3) Address southbound capacity issues at Plainville/US 50 intersection.

MEETING DISCUSSION AND COMMENTS

- Though data suggests that the intersection of US 50 and Plainville Road warrants a traffic signal to address delays, initial analysis for adding a signal indicates it would cause additional delays on US 50 and is, therefore, not recommended.
- The community would not support the aesthetic impact of adding a signal at this intersection unless safety considerations require it.

NEXT STEPS/RECOMMENDATION

- No further study. A signal at the Plainville/US 50 intersection is not recommended because it would cause additional delays on US 50.

COMMENTS SUBMITTED
FOLLOWING THE 5/18 MEETING

- (Comments are presented as submitted by Committee members; no edits to content were made.)*
- Mariemont agrees to not further study a traffic light at the intersection.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
DEGRADES	DEGRADES	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	NO FURTHER STUDY

Concept drawn on the following page.

DESCRIPTION

- Add southbound left turn lane at the Plainville Road and US 50 intersection.

NEEDS MET

- P3) Address southbound capacity issues at Plainville/US 50 intersection.

MEETING DISCUSSION AND COMMENTS

- The current width of lanes on Plainville Road would allow for adding a left turn lane by restriping the existing roadway.
- While this could alleviate the queues of drivers turning left from Plainville Road onto US 50 from blocking drivers turning right, initial analysis showed no traffic benefit of making this change. The southbound approach would still have a failing level of service at the intersection were this change to be implemented.

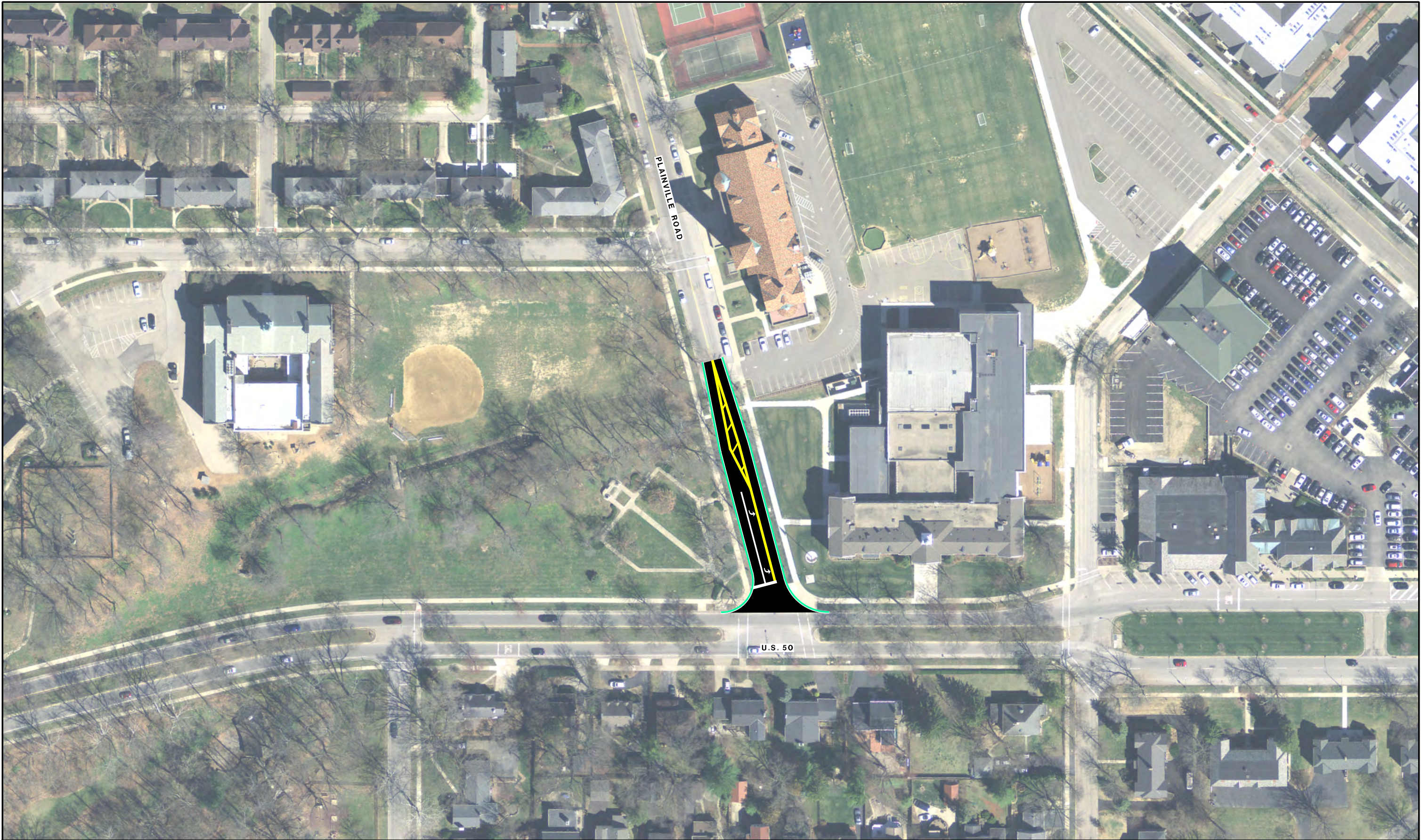
NEXT STEPS/RECOMMENDATION

- Because this concept would not improve the intersection’s overall level of service, no further study is recommended.

COMMENTS SUBMITTED
FOLLOWING THE 5/18 MEETING

- (Comments are presented as submitted by Committee members; no edits to content were made.)*
- Mariemont agrees to not further study changes at the intersection.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
NEUTRAL	NEUTRAL	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	NO FURTHER STUDY



May 2018

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

Figure I-14C

SB LEFT TURN LANE AT PLAINVILLE AND U.S. 50 INTERSECTION

Concept drawn on the following page.

DESCRIPTION

- Restripe westbound Wooster Pike/US 50 between West Street and Mariemont Square to better delineate and extend the existing drop lane.

NEEDS MET

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

MEETING DISCUSSION AND COMMENTS

- Currently, there are two westbound traffic lanes through Mariemont Square. However, through traffic in the right lane must merge left past the Square as the right lane becomes a right-turn only lane. This has resulted in a number of side-swipe crashes. (ODOT will pull crash data for review.)
- This concept would restripe the westbound pavement between West Street and Mariemont Square to give drivers more time to merge into the left lane. The dedicated right-turn lane at West Street would remain.
- ODOT is currently planning to resurface this area in 2019 (PID 101309). This concept could be implemented at very little cost as part of that project.
- Impacts to drivers backing out from existing parking for businesses located along this route would need to be evaluated.
- The current pavement markings are intended to encourage drivers to merge left sooner, creating space for cars that are backing out onto the road.
- Feedback from community stakeholders would need to be considered before making this decision.

NEXT STEPS/RECOMMENDATION

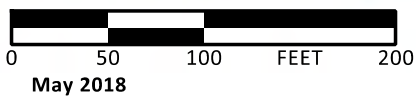
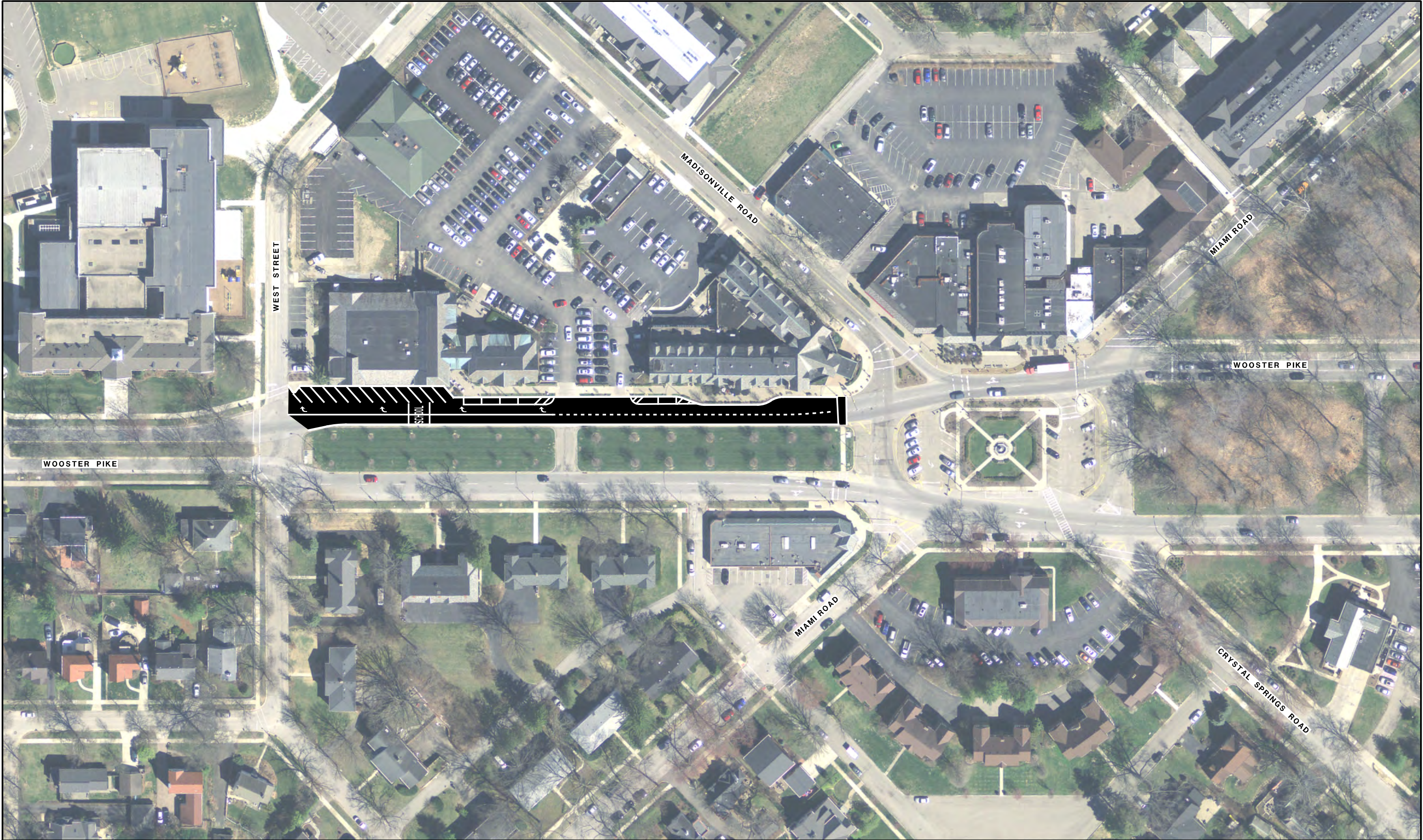
- Due to a lack of support from Mariemont, this concept will not be advanced.

COMMENTS SUBMITTED FOLLOWING THE 5/18 MEETING

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

- Mariemont does not approve of extending the drop lane, and discussions with business owners in the area support this. The existing pavement with angled striping is frequently used for deliveries to the businesses, opening up valuable parking for customers within the parking lot.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	NO FURTHER STUDY



Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

Figure 50-4
RESTRIPIING WB BETWEEN WEST STREET
AND MARIEMONT SQUARE
DELINEATE AND EXTEND DROP LANE

Concept not drawn.

DESCRIPTION

- Replace traffic signal heads in Mariemont Square.

NEEDS MET

- P4) Address deteriorated pavement markings in Mariemont Square.

MEETING DISCUSSION AND COMMENTS

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

NEXT STEPS/RECOMMENDATION

- Advance for further consideration

COMMENTS SUBMITTED
FOLLOWING THE 5/18 MEETING

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

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

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE

Concept not drawn.

DESCRIPTION

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

NEEDS MET

- P4) Address deteriorated pavement markings in Mariemont Square.

MEETING DISCUSSION AND COMMENTS

- Current pavement markings and raised pavement markers (e.g., reflectors) are scheduled to be refreshed in 2019 through a scheduled ODOT project (PID 101309).

NEXT STEPS/RECOMMENDATION

- Advance for further consideration.
- ODOT to confirm if the restriping will include markings in the Mariemont Square crossovers

COMMENTS SUBMITTED

FOLLOWING THE 5/18 MEETING

- (Comments are presented as submitted by Committee members; no edits to content were made.)*
- On PID 101309: Please consider Paving the "crossovers" (north/south connections) with mainline US 50. Also please consider installing new RPM's throughout.
 - Mariemont supports refreshing pavement markers in Mariemont Square. However, Mariemont requires more information on RPM's.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE

Concept drawn on the following page.

DESCRIPTION

- Provide merging lane on south side of Mariemont Square for unsignalized northbound Miami Road traffic.

NEEDS MET

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

MEETING DISCUSSION AND COMMENTS

- This concept is intended to address a sight deficiency for drivers traveling northbound on Miami Road and turning right on to Wooster/US 50 (the south side of Mariemont Square). This movement is currently not signalized.
- The addition of a merging lane would be created by adjusting current pavement markings. No existing parking would need to be removed.
- By striping an island, northbound traffic would be able to pull out farther into the intersection to merge more safely.
- Stop signs would be removed and replaced with yield signs
- These changes could be implemented as part of the planned ODOT pavement refresh project (PID 101309) to be completed in 2019.
- Concepts I-3d and I-3e might be better options.

NEXT STEPS/RECOMMENDATION

- Advance for further study.
- Work with Mariemont on concept development.

COMMENTS SUBMITTED
FOLLOWING THE 5/18 MEETING

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

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

Mariemont subsequently submitted a sketch which is provided following the original concept drawing.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE



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May 2018

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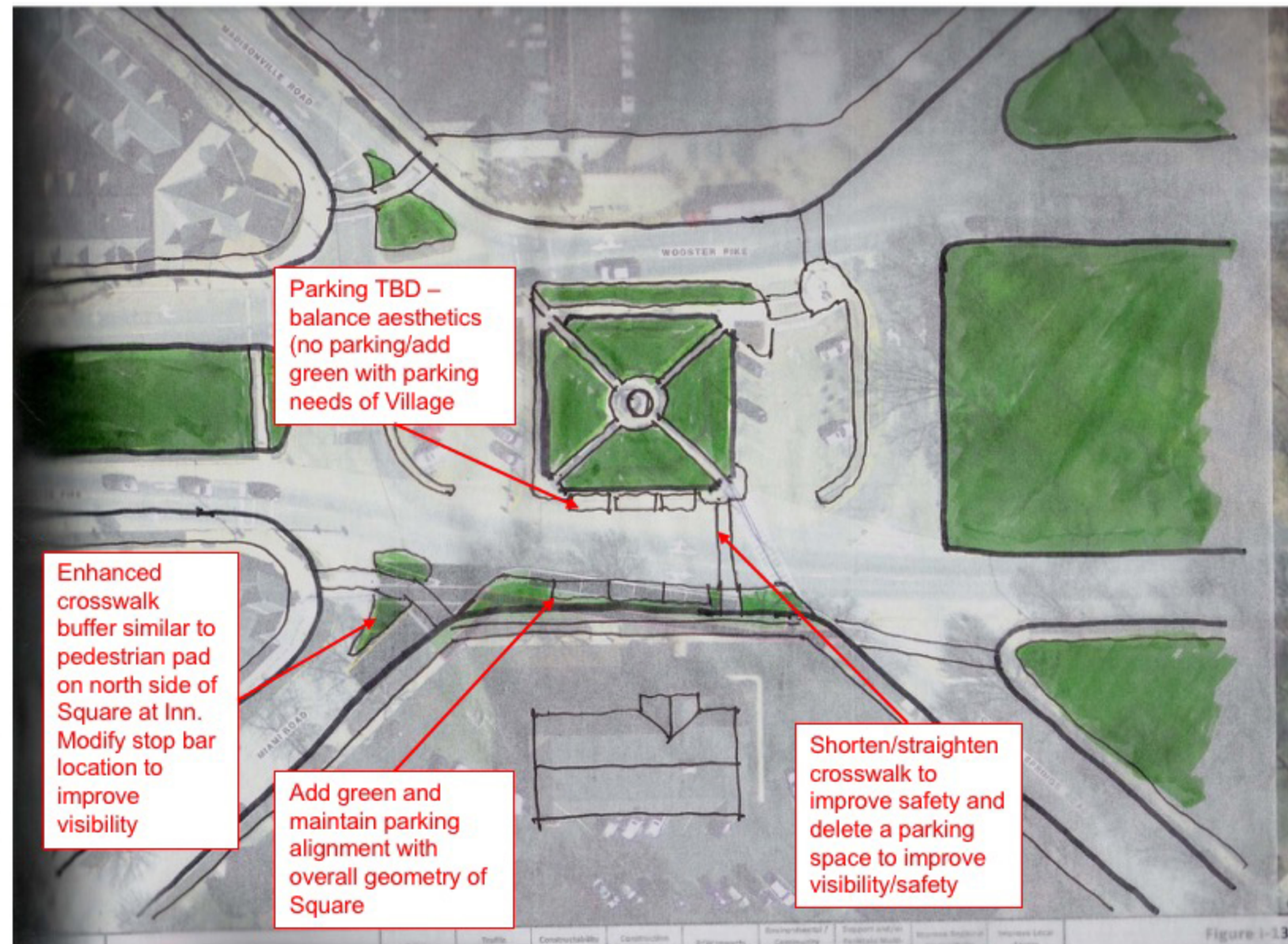
Stantec

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

Figure I-13C

PROVIDE MERGING LANE FOR UNSIGNALIZED NORTHBOUND MIAMI ROAD TRAFFIC

Alternate drawing for Concept I-13c, submitted by the Village of Mariemont. Drawing is meant to be a starting point for further discussions regarding improved safety at the square.



Concept drawn on the following page.

DESCRIPTION

- Add curb bump out to move stop bar for better sight distance on northbound Miami Road in Mariemont Square.
- Would also straighten crosswalk.

NEEDS MET

None identified.

MEETING DISCUSSION AND COMMENTS

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

NEXT STEPS/RECOMMENDATION

- Advance for further study.
- Work with Mariemont on concept development.

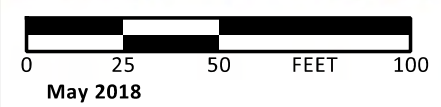
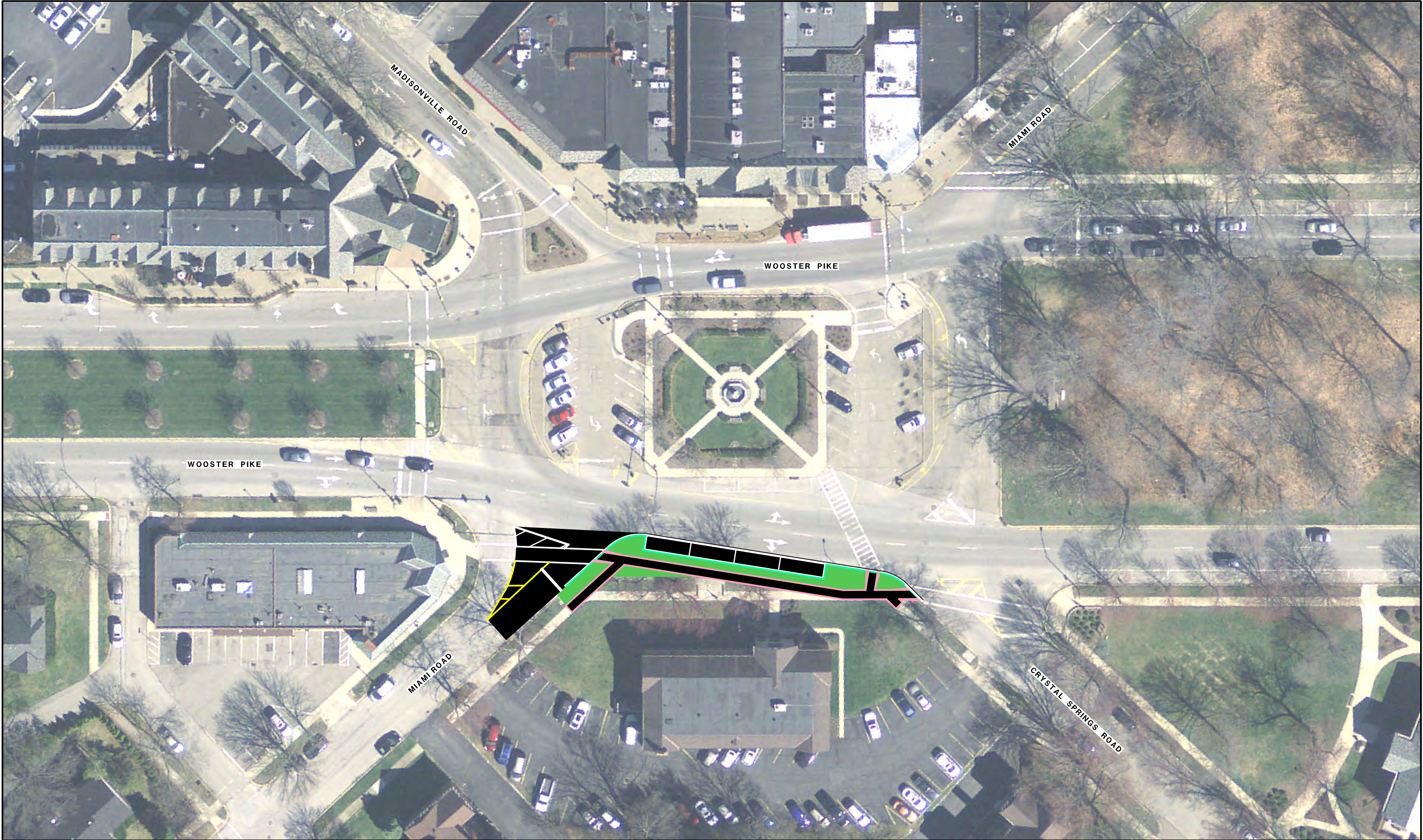
COMMENTS SUBMITTED
FOLLOWING THE 5/18 MEETING

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

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

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

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	IMPROVES	NEUTRAL	NEUTRAL	ADVANCE



Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

Figure I-13D
BETTER SIGHT DISTANCE AND CURB BUMP OUT
TO SHORTEN CROSS WALKS

Concept drawn on the following page.

DESCRIPTION

- Add curb bump outs to shorten crosswalks and better delineate lanes in Mariemont Square.

NEEDS MET

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

MEETING DISCUSSION AND COMMENTS

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

NEXT STEPS/RECOMMENDATION

- Advance for further study, but relocate crosswalk orientation per sketch provided by Mariemont.

COMMENTS SUBMITTED
FOLLOWING THE 5/18 MEETING

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

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

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

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	IMPROVES	NEUTRAL	NEUTRAL	ADVANCE



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May 2018

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Stantec

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

Figure I-13E

ADD CURB BUMP OUT TO SHORTEN CROSSWALK AND IMPROVE SIGHT DISTANCE AT CRYSTAL SPRINGS ROAD



Eastern Corridor Segments II and III US 50 Corridor Focus Area

Theme

US 50 EAST OF MARIEMONT SQUARE

Primary Needs identified for this theme:

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

Secondary Needs identified for this theme:

- S4) Address deficient roadway grade at Pocahontas Avenue.

Concept not drawn.

DESCRIPTION

- Improve signal timing.

NEEDS MET

- P1) Address eastbound PM peak-hour and westbound AM peak-hour delays.
- P5) Address eastbound PM peak-hour delays.

MEETING DISCUSSION AND COMMENTS

- ODOT’s consultant is currently performing a Signal Timing Study within this Focus Area. Results will be available in upcoming weeks. Timing improvements that will help better synchronize the lights are expected to be put in place later this summer.

NEXT STEPS/RECOMMENDATION

- Advance for further consideration

COMMENTS SUBMITTED

FOLLOWING THE 5/18 MEETING

- (Comments are presented as submitted by Committee members; no edits to content were made.)*
- Mariemont supports improved signal timing. As a National Historic Landmark, should new poles and/or supporting equipment be proposed for this area, Mariemont requires the opportunity to provide input regarding the aesthetics of utility poles.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE

Concept drawn on the following page.

DESCRIPTION

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

NEEDS MET

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

MEETING DISCUSSION AND COMMENTS

- People aware of the existing travel pattern in this area begin merging as far back as the Pocahontas Avenue signal, resulting in delays at Pocahontas and US 50 and inefficient lane utilization from this intersection through the Square.
- A minimal amount of space from each island (one foot, either side) new pavement would be needed to implement this change; work can be done in conjunction with PID 101309 to be completed in 2019.
- New pavement would be added by narrowing the island by 1 foot on each side) and restriping the existing lanes
- The concept would require reducing speed in this area from 35 to 25 miles per hour.
 - The Village could do this by defining the area as part of the Central Business District.
 - Another option is to conduct a speed study to determine if a lower speed is warranted.
- The committee suggested the following:
 - Providing two westbound travel lanes may encourage drivers to speed up through Mariemont.
 - Providing two travel lanes may result in the rear-ending of stopped drivers turning left on Indian View Avenue.
 - John Nolen purposely designed the turns in the road at this location to slow traffic down; this idea should be preserved.

NEXT STEPS/RECOMMENDATION

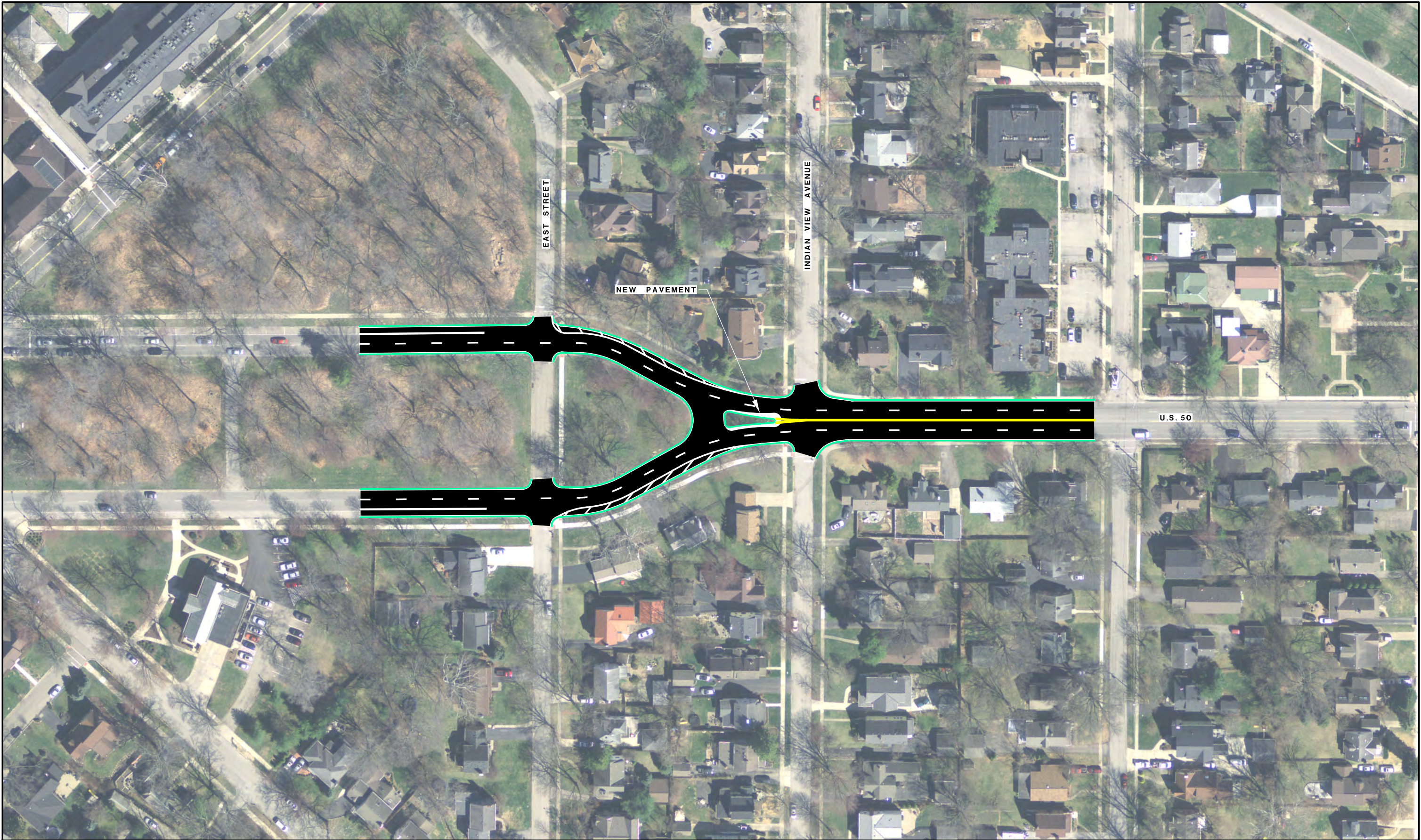
- Advance for further study.

COMMENTS SUBMITTED
FOLLOWING THE 5/18 MEETING

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

- Mariemont does NOT support widening to two lanes in either direction. Current traffic pattern aids in eastbound and westbound traffic safely accessing side streets on south side of Wooster Pike (US RT 50) and aids in calming traffic as it flows into Mariemont Square where there is a larger concentration of pedestrians and businesses. Traffic entering Mariemont from the West is not travelling at a high rate of speed. Concept Development Summary matrix provided by ODOT does not accurately depict safety concerns, traffic operations, right-of-way impacts, environmental impacts, and community impacts. The current traffic flow is an important part of John Nolen's design for the Village of Mariemont, a National Historic Landmark community, and should be retained.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE



Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

Figure 50-5
RESTRIPE PAVEMENT TO MAINTAIN TWO LANES
IN EACH DIRECTION ON WOOSTER PIKE

Concept not drawn.

DESCRIPTION

- Restripe inside westbound lane on Wooster Pike/US 50 to create a center turn lane and eastbound left turn lane at Pocahontas Avenue.

NEEDS MET

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

MEETING DISCUSSION AND COMMENTS

- This concept would restripe pavement markings to create a center turn lane and eastbound left turn lane at Pocahontas Avenue.
- It is also possible to stripe two lanes on US 50 in each direction through the chicane (a curve in the road deliberately added to slow traffic), as demonstrated in concept 50-5.
- This concept was tried on the eastbound lanes in the past but it didn't work.

NEXT STEPS/RECOMMENDATION

- No further study due to capacity requirements for two westbound lanes.

COMMENTS SUBMITTED
FOLLOWING THE 5/18 MEETING

- (Comments are presented as submitted by Committee members; no edits to content were made.)
- Mariemont supports no further study of this option.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
			Concept was not evaluated.						NO FURTHER STUDY

Concepts not drawn.

DESCRIPTION

- Add backplates to signals.

NEEDS MET

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

MEETING DISCUSSION AND COMMENTS

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

NEXT STEPS/RECOMMENDATION

- Advance for further consideration.

COMMENTS SUBMITTED
FOLLOWING THE 5/18 MEETING

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

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

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE

Concept not drawn.

DESCRIPTION

- Remove unwarranted signal at Mariemont Promenade Shopping Center.

NEEDS MET

None identified.

MEETING DISCUSSION AND COMMENTS

- Traffic levels do not currently warrant the need for a traffic signal at the Mariemont Promenade Shopping Center.
- Discussions currently underway to create another access to Mariemont High School and by groups advocating for more pedestrian and bicycle connections within Mariemont to the Little Miami Scenic Trail could alter current needs. Both have the potential to require the signal in the future.

NEXT STEPS/RECOMMENDATION

- Concept is on hold pending resolution of Mariemont High School access plans and bike trail connection alignments.

COMMENTS SUBMITTED
FOLLOWING THE 5/18 MEETING

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

- ODOT to provide usage statistics for this signal. Information has not yet been provided, and was not included in the Segment II/III Transportation Needs Analysis. Light serves to slow traffic entering Mariemont. No bike information has been provided to Mariemont for review.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
This concept is dependent on Mariemont High School access plans and bike trail connection alignments.									ON HOLD

Concept not drawn.

DESCRIPTION

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

NEEDS MET

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

MEETING DISCUSSION AND COMMENTS

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

NEXT STEPS/RECOMMENDATION

- Advance the addition of a protected/permissive southbound left turn phase at Walton Creek/US 50 intersection with additional storage for further study.

COMMENTS SUBMITTED
FOLLOWING THE 5/18 MEETING

- (Comments are presented as submitted by Committee members; no edits to content were made.)*
- Mariemont supports adding a protected/permissive SB left turn phase at Walton Creek/US 50 intersection. Mariemont would further suggest improving the road alignment of Walton Creek Road on the north side of US 50 and the entrance/exit drive to Walton Creek strip center on the south side of US 50.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE

Concept drawn on the following page.

DESCRIPTION

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

NEEDS MET

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

MEETING DISCUSSION AND COMMENTS

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

NEXT STEPS/RECOMMENDATION

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

COMMENTS SUBMITTED

FOLLOWING THE 5/18 MEETING

- (Comments are presented as submitted by Committee members; no edits to content were made.)*
- Mariemont supports adding a protected/permissive SB left turn phase at Walton Creek/US 50 intersection. Mariemont would further suggest improving the road alignment of Walton Creek Road on the north side of US 50 and the entrance/exit drive to Walton Creek strip center on the south side of US 50.

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

Concept not drawn.

DESCRIPTION

- Create a drop right turn lane from US 50 to southbound Newtown Road at the Newtown/US 50 intersection.
- Allow the existing turn lane to be used as a bike path.

NEEDS MET

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

MEETING DISCUSSION AND COMMENTS

- ODOT is holding on studying this concept further until the alignment of the bike path and connections to it are determined. These are currently being developed by others.

NEXT STEPS/RECOMMENDATION

- No further study. Bike path plans in this area are under development by others.

COMMENTS SUBMITTED
FOLLOWING THE 5/18 MEETING

- (Comments are presented as submitted by Committee members; no edits to content were made.)
- Information on proposed bike path(s) has not yet been provided to Mariemont.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
Concept was not evaluated because bike path plans are currently under development by others.									NO FURTHER STUDY

Concept drawn on the following page.

DESCRIPTION

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

NEEDS MET

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

MEETING DISCUSSION AND COMMENTS

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

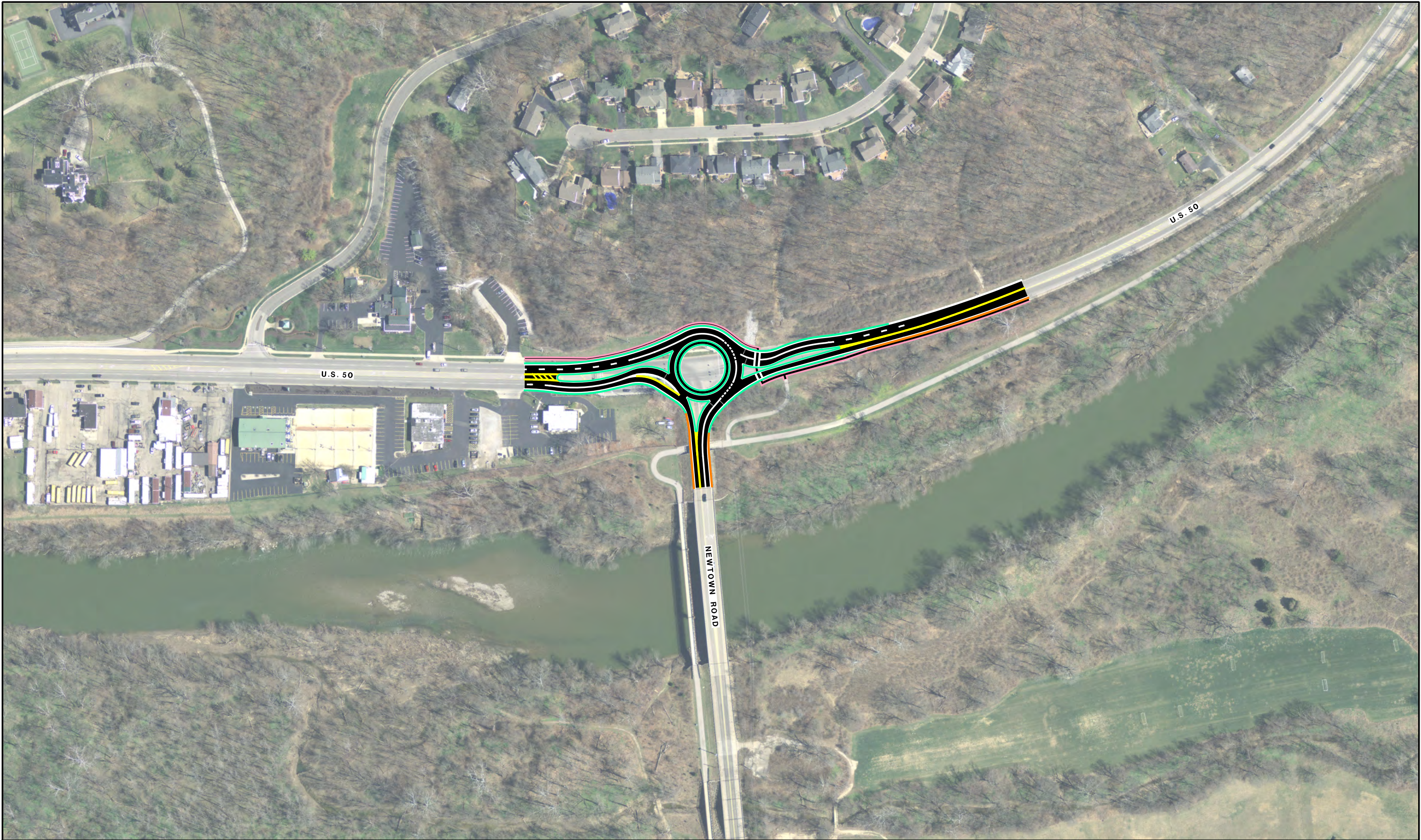
NEXT STEPS/RECOMMENDATION

- Advance for further study

COMMENTS SUBMITTED
FOLLOWING THE 5/18 MEETING

- (Comments are presented as submitted by Committee members; no edits to content were made.)
- Major traffic flow change will require community input. ODOT needs to verify Figure I-11c is drawn to scale and is sized to allow trucks and life-safety equipment adequate clearance/passage through the roundabout.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	MODERATE	\$5 - \$10 MILLION	PROPERTY TAKES	MODERATE (D1/D2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE



0 100 200 FEET 400

MARCH 2018

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

Figure I-11C

ROUNDBOUT AT NEWTOWN ROAD AND WOOSTER PIKE INTERSECTION

Concept not drawn.

DESCRIPTION

- Mariemont High School considering constructing a new access point from US 50, at the Mariemont Promenade signal.

NEEDS MET

None identified.

MEETING DISCUSSION AND COMMENTS

- Plans for a new access point are still under development by the school district but no firm plans are available yet.
- There are existing right-of-way and easement challenges with Duke Energy in the area.

NEXT STEPS/RECOMMENDATION

- Hold for resolution of Mariemont High School plans.

COMMENTS SUBMITTED
FOLLOWING THE 5/18 MEETING

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

- Mariemont supports improving vehicular and pedestrian access to Mariemont High School by creating a new access point on US 50.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
		This concept is dependent on Mariemont High School access plans.							ON HOLD



Eastern Corridor Segments II and III US 50 Corridor Focus Area

Theme

BICYCLE AND PEDESTRIAN CONNECTIVITY TO LITTLE MIAMI TRAIL

Primary Needs identified for this theme:

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

Secondary Needs identified for this theme:

None.

Concept not drawn.

DESCRIPTION

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

NEEDS MET

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

--NOTE--

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

- In addition, Columbia Township stated that trail connectivity would likely be done in phases:*
- *The first 1,000 feet of a new path, from west of Newtown Road to the western edge of Fifty West Brewing Company, is currently funded. (Columbia Township is paying to pave an extension to the edge of the Fifty West Production Works lot.)*
 - *The next phase would likely bring the bike/ped path behind Kroger up to US 50 between the Kroger Fuel Center and McDonald's. There, IBI has looked at routes on the south side of US 50 to Pocahontas Avenue, crossing US 50 at the Mariemont Branch Library and at Spring Hill Drive.*

NEXT STEPS/RECOMMENDATION

- On hold, pending completion of Great Parks, Columbia Township and IBI study.

COMMENTS SUBMITTED
FOLLOWING THE 5/18 MEETING

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

MEETING DISCUSSION AND COMMENTS

- On hold, pending completion of Great Parks, Columbia Township and IBI study.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
		On hold pending completion of studies by others.							ON HOLD

Concept not drawn.

DESCRIPTION

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

NEEDS MET

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

--NOTE--

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

COMMENTS SUBMITTED
FOLLOWING THE 5/18 MEETING

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

MEETING DISCUSSION AND COMMENTS

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

NEXT STEPS/RECOMMENDATION

- On hold, pending completion of Great Parks, Columbia Township and IBI study.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
		On hold pending completion of studies by others.							ON HOLD

Concept not drawn.

DESCRIPTION

- Create shared use path on old traction line along north side of US 50.

NEEDS MET

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

--NOTE--

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

COMMENTS SUBMITTED
FOLLOWING THE 5/18 MEETING

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

MEETING DISCUSSION AND COMMENTS

- Duke Energy is updating poles along this line now.

NEXT STEPS/RECOMMENDATION

- On hold, pending completion of Great Parks, Columbia Township and IBI study.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
		On hold pending completion of studies by others.							ON HOLD

Concept not drawn.

DESCRIPTION

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

NEEDS MET

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

--NOTE--

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

MEETING DISCUSSION AND COMMENTS

- Columbia Township, Great Parks and Mariemont schools are interested in employing a road diet (reducing from two lanes to one lane in each direction) along US 50 between Pocahontas Avenue and Newtown Road to create space for an on-road bike lane.
 - One concept for bike/pedestrian connections under their consideration is an on-street shared use path. When moving west on US 50 from Walton Creek, the path would be located on the south side of the road, then would cross US 50 near McDonald’s to Spring Hill Drive, then follow the north side of the road to facilitate connections to the Mariemont Branch Library and the Village.
 - This concept could be the fastest and least expensive option for moving the bike/pedestrian connections forward, however there would be some utility challenges to work through on the north side of the road.
- Traffic on US 50 is currently experiencing delays during peak hours between Pocahontas and Walton Creek. Implementing a road diet (reducing the number of lanes) in this area could potentially intensify the delays.
- A road diet was implemented at Pocahontas in 2010 and was removed just days later because of the negative impact to traffic.

- Modeling would be required to determine the potential impact a road diet would have on traffic flow.
- ODOT expressed a preference for not advancing the road diet concept because there are other concepts under consideration that would be easier to use and would take bike and pedestrian traffic off of US 50 (which improves safety for drivers, bicyclists and pedestrians alike). However, upon further discussion with Advisory Committee members, ODOT will keep the road diet concept on the list of concepts to be further explored.

NEXT STEPS/RECOMMENDATION

- Advance for further study, pending completion of Great Parks, Columbia Township and IBI study.

COMMENTS SUBMITTED
FOLLOWING THE 5/18 MEETING

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

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

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
			Advance for traffic modeling.						ADVANCE

Concept not drawn.

DESCRIPTION

- Extend shared used path along south side of US 50 east to Newtown Rd.

NEEDS MET

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

--NOTE--

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

COMMENTS SUBMITTED
FOLLOWING THE 5/18 MEETING

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

MEETING DISCUSSION AND COMMENTS

- No discussion was held.

NEXT STEPS/RECOMMENDATION

- Columbia Township, in coordination with ODOT, is moving forward with implementing this crossing in 2018.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
									MOVING FORWARD

Columbia Township and ODOT are moving forward with implementation in 2018.

Concept not drawn.

DESCRIPTION

- Pedestrian crossing of US 50 at Ashley Oaks.

NEEDS MET

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

--NOTE--

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

COMMENTS SUBMITTED
FOLLOWING THE 5/18 MEETING

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

MEETING DISCUSSION AND COMMENTS

- No discussion was held.

NEXT STEPS/RECOMMENDATION

- On hold, pending completion of Great Parks, Columbia Township and IBI study.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
		On hold pending completion of studies by others.							ON HOLD