

## **APPENDIX A**

### **A.6 US 50 CORRIDOR FOCUS AREA**



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

## Meeting Dates

February 20, 2018

May 22, 2018

September 7, 2018

December 12, 2018



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# Meeting Overview Notes





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



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.



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- 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.





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- 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.



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- 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.





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- 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.



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

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

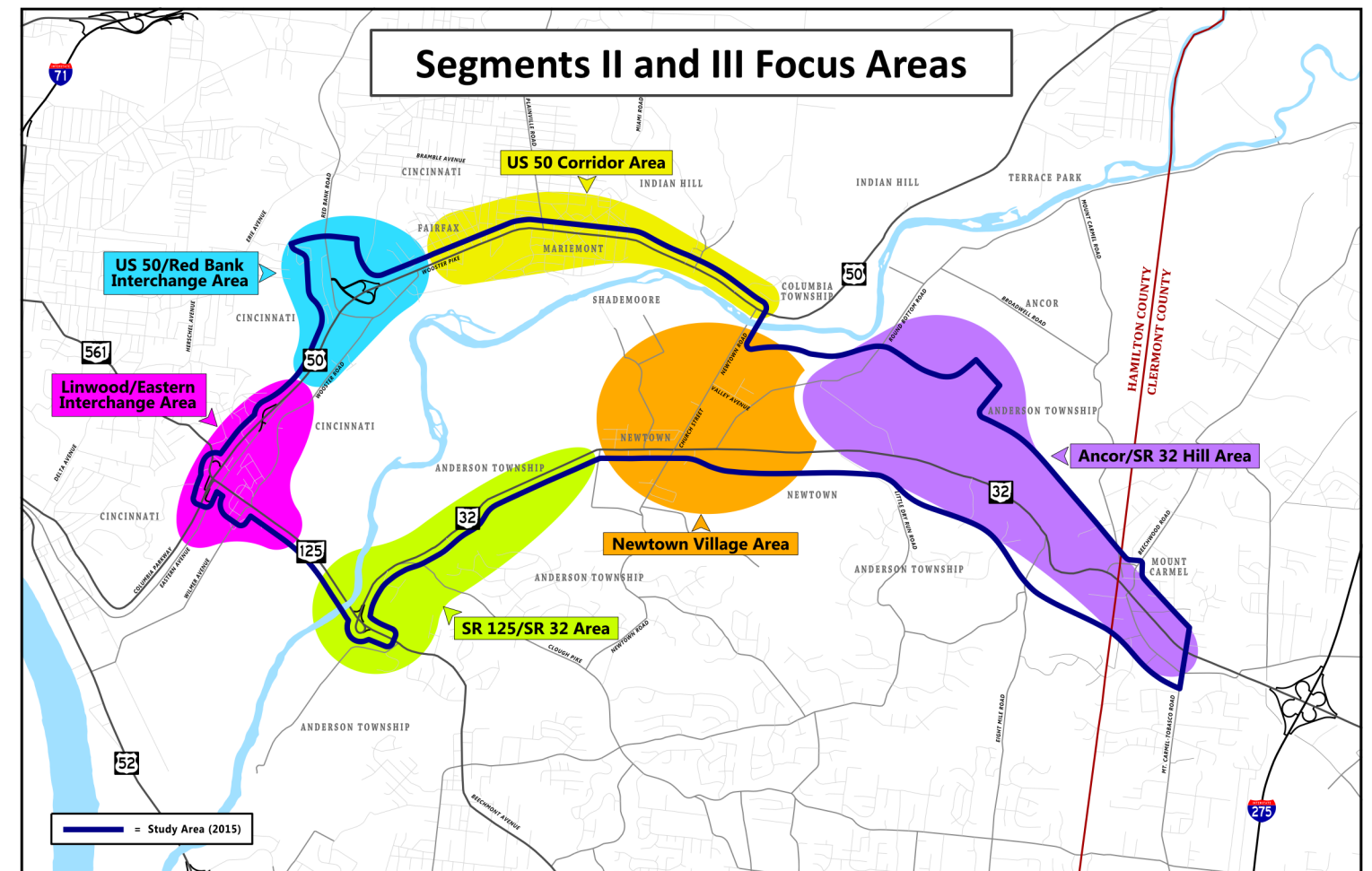


## US 50 CORRIDOR FOCUS AREA WORKSHEET

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"> <li>Address bicycle connectivity from Mariemont to Little Miami Trail.</li> <li>Address pedestrian connectivity to businesses on south side of US 50.</li> </ul> <p><u>Secondary</u></p> <ul style="list-style-type: none"> <li>None.</li> </ul>	<ul style="list-style-type: none"> <li>Provide more efficient travel patterns and destination linkages.</li> <li>Improve vehicular, bicycle, and pedestrian safety.</li> <li>Improve regional connectivity to existing and planned bike/pedestrian facilities.</li> <li>Maintain community setting and charm ("small town feel").</li> <li>Support existing and planned land use.</li> <li>Minimize environmental and community impacts.</li> </ul>	<ul style="list-style-type: none"> <li>Use old RR bed for bicycle connectivity to Little Miami Trail.*</li> <li>Create shared use path along the south side of US 50 to Promenade intersection, then continue on north side of US 50 to Pocahontas.*</li> <li>Create shared use path on old traction line along north side of US 50.*</li> <li>US 50 road diet to create bike facility on pavement.</li> <li>Extend sidewalk along south side of US 50 east to Newtown Rd.</li> <li><b>Pedestrian crossing of US 50 at Ashley Oaks.</b></li> </ul> <p>*Columbia Township &amp; 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>







The Eastern Corridor

# US 50 CORRIDOR FOCUS AREA ADVISORY COMMITTEE MEETING NOTES

## MEETING #2 NOTES

### Meeting Date

May 18, 2018

### Meeting Location

R.G. Cribbet Recreation Center

### 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 and discussed the following:

- This is the second in a 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.
- 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

### Meeting Summary (continued)

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 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 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



## MEETING #3 NOTES

### Meeting Date

Sept. 7, 2018

### Meeting Location

R.G. Cribbet Recreation Center

### Meeting Objectives

- Review analyses of Focus Area concepts advanced for further consideration following Meeting #2.
- Discuss which proposed concepts to recommend including in the Implementation Plan and which to refine or remove from consideration.
- Discuss plan for sharing recommendations with the public and gathering public input.

### Meeting Summary

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

- This is the third in a series of four Advisory Committee meetings for the US 50 Corridor Focus Area.
- This meeting will focus on reviewing the additional studies completed for each concept advanced following the Advisory Committee meeting held in May. We will determine which concepts warrant further consideration, need further refinement or will no longer be studied.
- Concepts recommended for advancement will be presented to the public for review and input at public meetings to be held this fall, likely late October.
- The fourth and final Advisory Committee meeting will be held following the public open houses. The purpose of this meeting is to: review input received at the public open houses; discuss any last refinements to concepts and final recommendations; identify implementation priorities; and identify possible project sponsors.
- Final recommendations will be assembled into an Implementation Plan that will be shared with local jurisdictions and used to help

guide future project planning efforts. The goal is to complete the Implementation Plan by the end of the year.

The following points were also discussed by the committee during Mr. Arnold's opening remarks:

- Over the past several weeks, ODOT has used a drone to fly over the US 50 Corridor near Meadowlark to observe existing conditions (this was in conjunction with a University of Cincinnati research project). ODOT saw that traffic volumes vary a lot but seemed to be heavier recently. This may be due to added traffic that is avoiding construction on I-275 and Wooster, back to school traffic or other reasons. ODOT also observed that traffic backs up through Watterson and Meadowlark, and at times, back to Red Bank.
- There is a police officer at the US 50/Meadowlark intersection to help direct traffic during peak hours, however, traffic coming out of Dragon Way disrupts traffic flow.

A concept proposed for the Combined Linwood/Eastern and US 50/Red Bank interchange Focus Area (I-16b) would help address back ups in the Fairfax/Mariemont area by creating two eastbound lanes and directing traffic through a roundabout. It was noted that roundabouts tend to slow traffic down, are safer and can serve as gateways to communities. Traffic simulations of this concept show that a roundabout would operate better than what is there now.

- Between now and when a permanent solution can be implemented, interim measures can be taken, such as extending a dotted line further up the road and closer to US 50 to notify drivers earlier about the upcoming right turn only lane as discussed in Concept 50-2.

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  
Wade Johnston, Green Umbrella  
Jenny Kaminer, Village of Fairfax  
Bob Koehler, OKI  
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 (PID 86462)

## US 50 CORRIDOR FOCUS AREA

### ADVISORY COMMITTEE MEETING NOTES

## MEETING #4 NOTES

Meeting Date  
Dec. 12, 2018

Meeting Location  
R. G. Cribbet Recreation Center, Fairfax

### Meeting Objectives

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

### Meeting Summary

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

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

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

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

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

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

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

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

Near the end of the meeting, there was some discussion among the committee about the bike trail connection along Murray Avenue between Settle and Plainville. Discussion points included:

- Funding has been received.
- Construction is two years away.
- The trail will travel through the road's grassy median.
- There is a sentiment among some in the community that once this portion of the trail is completed, a connection from Plainville to the east side of Mariemont will still be needed.

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

## MEETING PARTICIPANTS

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



# Concept Discussion Notes & Exhibits



# Eastern Corridor Segments II and III

## US 50 Corridor Focus Area

### Theme

# US 50 CORRIDOR WIDE

#### Primary Needs identified for this theme:

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

#### Secondary Needs identified for this theme:

None identified.



Concept not drawn.

DESCRIPTION

- Improve signal timing.

NEEDS ADDRESSED

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

5/18 MEETING DISCUSSION AND COMMENTS

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

Comments Submitted Following the 5/18 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

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

9/7 MEETING DISCUSSION AND COMMENTS

- Signal timing improvements are underway along SR 32, US 50 and at the Valley intersections in Newtown.
  - New controllers were installed the week of Aug. 13; new GPS clocks were installed the week of Sept. 3.
- Continued evaluation is necessary to tweak improvements. There is more traffic in the area now, likely the result of seasonal fluctuations (back to school, construction on I-275 and the temporary closure of a portion of Wooster Pike).
- Consultant recommends additional upgrades to provide advanced detection and wireless signal interconnects; this would allow signals to be more responsive to fluctuating traffic demand.
  - Advanced detection and wireless signal interconnect equipment are recommended at the following intersections:
    - US 50 & Meadowlark
    - US 50 & Watterson

- US 50 signals in Mariemont Square
  - US 50 & Pocahontas
  - US 50 & Mariemont Promenade
  - US 50 & Spring Hill
  - US 50 & Walton Creek
  - US 50 & Newtown
- The approximate cost per wireless modem is \$3,000/intersection; radar detection is \$7,000/unit. It’s generally only necessary to install radar detection at one or two approaches (vs. all four) to an intersection.
  - Wireless modems would fit inside the existing controller boxes.

Comments Submitted Following the 9/7 Meeting

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

12/12 MEETING DISCUSSION AND COMMENTS

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

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

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

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

- Benefit/Cost Ratio: 51:1
- Delay savings: 22,868 hours / \$486,045
- Emission savings: 0.8 kg / \$2,736
- Crash Reductions: 1 crash / \$13,938
- Fuel Savings: 3,298 gallons / \$7,205

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

- SR 32 Corridor: Overall, travel time decreased by 10%, vehicle delays decreased by 38%, stop delays decreased by 51% and the average number of stops decreased by 45%. The average travel speed increased by 9%. Using ODOT’s evaluation metrics, benefits of these improvements were determined to be:
  - Benefit/Cost Ratio: 28:1
  - Delay savings: 21,901 hours / \$490,201
  - Emission savings: 0.03 kg / \$2,820
  - Crash Reductions: 2 crashes / \$53,205
  - Fuel Savings: 6,484 gallons / \$14,166

Travel in both east and west directions improved during the morning, mid-afternoon and evening peak travel times. However, westbound traffic (in the off-peak direction) has experienced slight increases in travel time and vehicle delays during evening peak period. These increases were intentional to improve travel in the peak direction.

- ODOT suggested that additional benefit can be gained by installing additional detection and modems in controllers to allow the lights to be interconnected and adaptive. With this technology, the lights would be able to better respond to variable traffic conditions and would automatically switch to different timing plans to help improve traffic flow. Committee agreed that considering the benefit/cost ratio, this recommendation should be advanced.

NEXT STEPS/RECOMMENDATION

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

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

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

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



Estimated Annual Signal Retiming Benefits  
Corridor: US-50

Delay Savings

49,564 Hours  
\$1,014,262

Emissions Savings

2.9 kg  
\$10,221

Crash Reductions

5 Crashes  
\$121,800

Fuel Savings

20,623 Gallons  
\$45,061

Benefit Cost Ratio

26:1

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocatio ns	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$104K to \$156K (includes Meadowlark signal)	0	\$0	C1	No Impacts	Neutral	Neutral	Neutral

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

*Pre-Study vs Optimized Timings*

Peak Hour Analysis

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

Reduction

No Change

Increase



Estimated Annual Signal Retiming Benefits

Corridor: Newtown Rd/Valley Ave/Round Bottom Rd

Delay Savings

22,868 Hours  
\$486,045

Crash Reductions

1 Crashes  
\$13,938

Emissions Savings

0.8 kg  
\$2,736

Fuel Savings

3,298 Gallons  
\$7,205

Benefit Cost Ratio

51:1



SR-32

Pre-Study vs Optimized Timings

Peak Hour Analysis

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

Reduction

No Change

Increase



Estimated Annual Signal Retiming Benefits

Corridor: SR-32

Delay Savings

21,901 Hours

\$490,201

Crash Reductions

2 Crashes

\$53,205

Emissions Savings

0.03 kg

\$2,820

Fuel Savings

6,484 Gallons

\$14,166

Benefit Cost Ratio

28:1



# Eastern Corridor Segments II and III

## US 50 Corridor Focus Area

### Theme

## US 50 WEST OF MARIEMONT SQUARE

#### Primary Needs identified for this theme:

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

#### Secondary Needs identified for this theme:

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

Concept not drawn.

DESCRIPTION

- Add eastbound/westbound through lanes on US 50.

NEEDS ADDRESSED

- P1) Address US 50 eastbound PM peak-hour and westbound AM peak-hour delays.

5/18 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.

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.

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.

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

RECOMMENDATION: NO FURTHER STUDY

Concept drawings are presented on the following pages.

DESCRIPTION

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

NEEDS ADDRESSED

- P1) Address US 50 eastbound PM peak-hour and westbound AM peak-hour delays.

5/18 MEETING DISCUSSION AND COMMENTS

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

Comments Submitted Following the 5/18 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- Mariemont has no comments at this time.

9/7 MEETING DISCUSSION AND COMMENTS

- Further study indicated that this concept shows little improvement (6 percent) during AM peak hours (when there is minimal traffic); during PM peak hours however, it resulted in a 31 percent reduction in traffic delays compared to the No Build option.
- This concept would be implemented through new pavement markings and added signage.
- If implemented, the parking restrictions would be inconvenient to Watterson residents.

Comments Submitted Following the 9/7 Meeting

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

12/12 MEETING DISCUSSION AND COMMENTS

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

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

NEXT STEPS/RECOMMENDATION

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

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
	AM				36.9 (SB Approach)	D	6%	\$10K to \$15K	0	\$0	C1	No Impacts	Neutral	Neutral	Degrades (by taking parking away)
	PM				88.0 (SB Approach)	F	31%								





0

50

100

FEET

200

May 2018

N

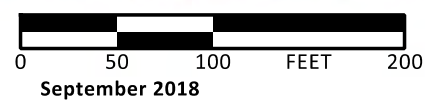
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Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

Figure I-15A

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





**Concept Drawing**  
Eastern Corridor Projects  
Segment II-III (SR 32 Corridor)  
HAM-32F-0.00; PID 86462

**Figure I-15A**

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



Concept drawing was presented at the October 24 & 25 Open House meetings.



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

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

**PUBLIC FEEDBACK RATINGS SUMMARY**

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

(percentages have been rounded)

Concept not drawn.

DESCRIPTION

- Restrict left turns from southbound Plainville during peak hours.

NEEDS ADDRESSED

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

5/18 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 are 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)

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).

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.

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

RECOMMENDATION: NO FURTHER STUDY



Concept not drawn.

DESCRIPTION

- Investigate signalization at Plainville/US 50 intersection.

NEEDS ADDRESSED

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

5/18 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.

- 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.

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.

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

RECOMMENDATION: NO FURTHER STUDY

Concept drawing is presented on the following page.

DESCRIPTION

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

NEEDS ADDRESSED

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

5/18 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.

**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.

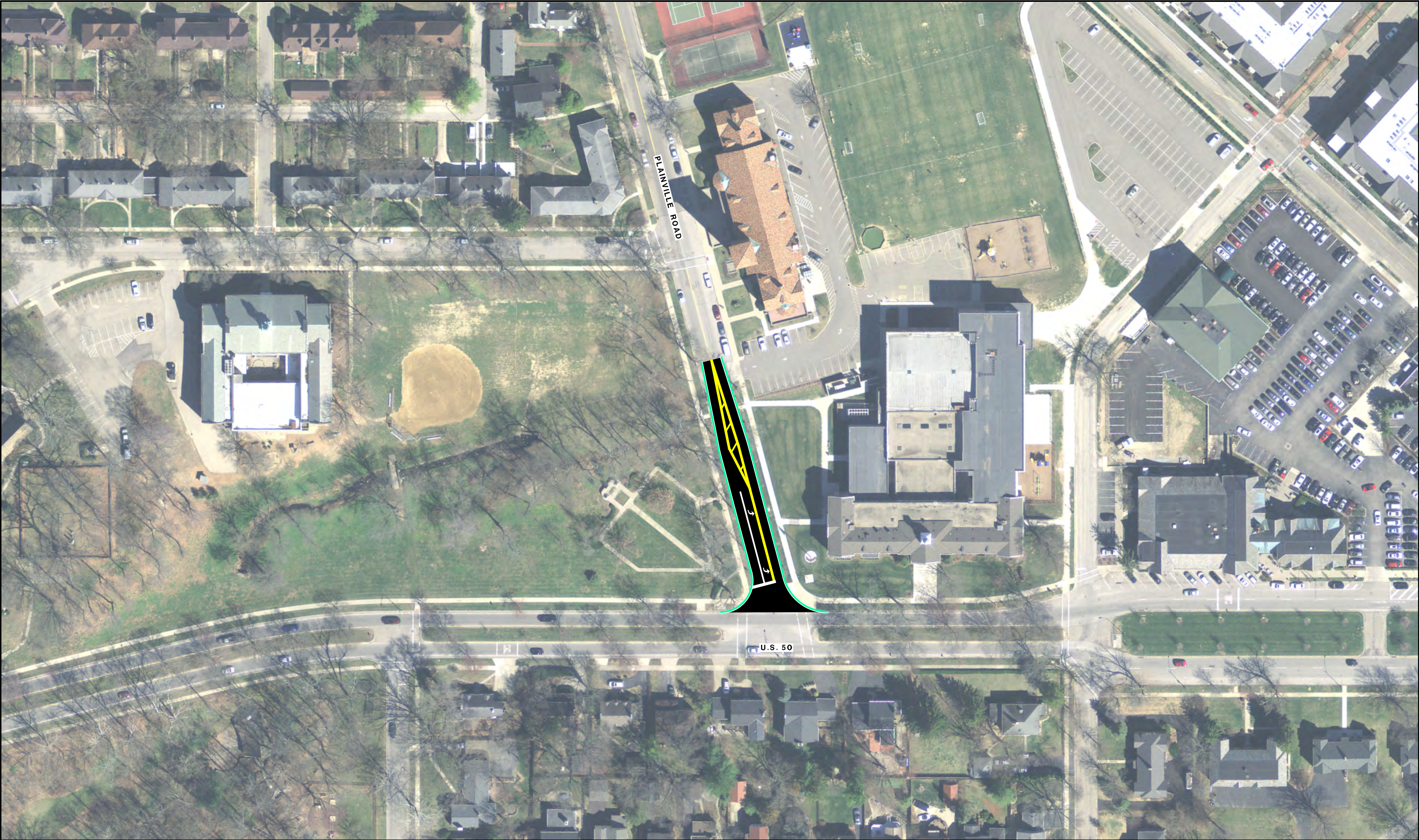
NEXT STEPS/RECOMMENDATION

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

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

RECOMMENDATION: NO FURTHER STUDY





0

100

200

FEET

400

May 2018

N

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-14C

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





# Eastern Corridor Segments II and III

## US 50 Corridor Focus Area

### Theme

# US 50 IN MARIEMONT SQUARE

#### Primary Needs identified for this theme:

- P1) Address US 50 eastbound PM peak-hour and westbound AM peak-hour delays.
- P4) Address deteriorated pavement markings in Mariemont Square.
- P5) Address eastbound PM peak-hour delays.

#### Secondary Needs identified for this theme:

- S3) Address deficient sight distances in Mariemont Square.

Concept drawing is presented 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 ADDRESSED

- P1) Address US 50 eastbound PM peak-hour and westbound AM peak-hour delays.

5/18 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.

**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.

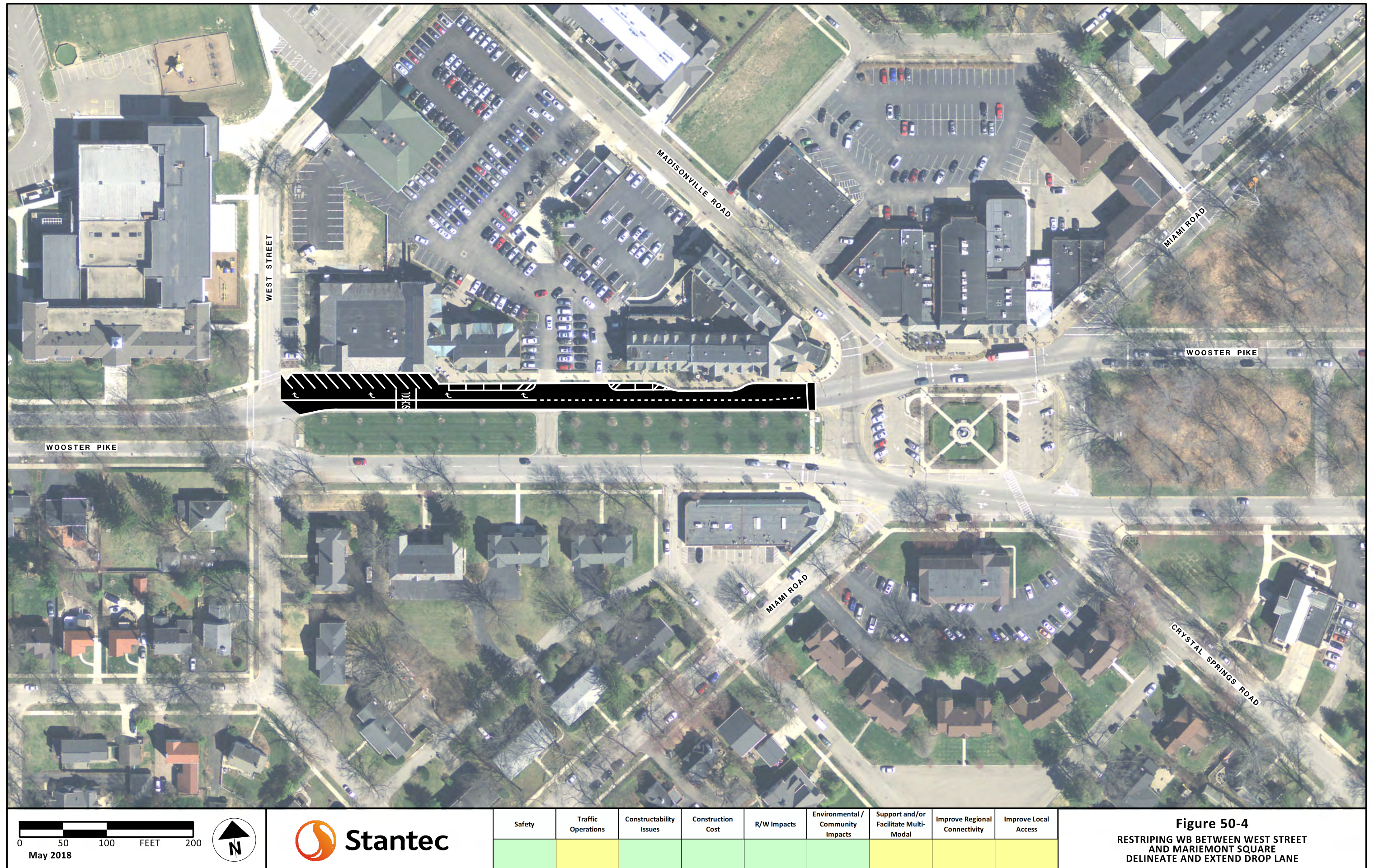
NEXT STEPS/RECOMMENDATION

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

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

RECOMMENDATION: NO FURTHER STUDY







Concept not drawn.

DESCRIPTION

- Replace traffic signal heads in Mariemont Square.

NEEDS ADDRESSED

- None identified.

9/7 MEETING DISCUSSION AND COMMENTS

- Consultant has provided updated information regarding the potential cost of replacing the traffic signal heads with LED lights (\$26,500 - \$40,000)

Comments Submitted Following the 9/7 Meeting

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

5/18 MEETING DISCUSSION AND COMMENTS

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

Comments Submitted Following the 5/18 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

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

12/12 MEETING DISCUSSION AND COMMENTS

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

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

NEXT STEPS/RECOMMENDATION

- Include project in Implementation Plan as a high priority.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$26.5K to \$40K	0	\$0		No Impacts	Neutral	Neutral	Neutral

DESCRIPTION

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

Comments Submitted Following the 9/7 Meeting

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

NEEDS ADDRESSED

P4) Address deteriorated pavement markings in Mariemont Square.

5/18 MEETING DISCUSSION AND COMMENTS

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

Comments Submitted Following the 5/18 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- On PID 101309: Please consider paving the "crossovers" (north/south connections) with mainline US 50. Also please consider installing new RPM's throughout.
- Mariemont supports refreshing pavement markers in Mariemont Square. However, Mariemont requires more information on RPM's.

12/12 MEETING DISCUSSION AND COMMENTS

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

NEXT STEPS/RECOMMENDATION

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

9/7 MEETING DISCUSSION AND COMMENTS

- Work will be coordinated with ODOT's upcoming resurfacing project (PID 101309) scheduled for next spring/summer.
- Existing pavement markings and markers will be refreshed. Restriping will include markings in the Mariemont Square crossovers. Parking areas will be not included.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
									0	\$0		No Impacts	Neutral	Neutral	Neutral

PRIORITY: PROJECT TO BE COMPLETED WITH PID 101309 IN 2019



Concept drawings are presented on the following pages.

DESCRIPTION

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

NEEDS ADDRESSED

- P1) Address US 50 eastbound PM peak-hour and westbound AM peak-hour delays.

5/18 MEETING DISCUSSION AND COMMENTS

- This concept is 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-13d and I-13e might be better options.

**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.*

9/7 MEETING DISCUSSION AND COMMENTS

- This concept was not discussed at the Sept. 7 meeting. The needs addressed by this concept were instead incorporated into Concepts I-13d and I-13e based upon input from Mariemont.
- Comments Submitted Following the 9/7 Meeting**  
*(Comments are presented as submitted by Committee members; no edits to content were made.)*
- To be added as comments are received.

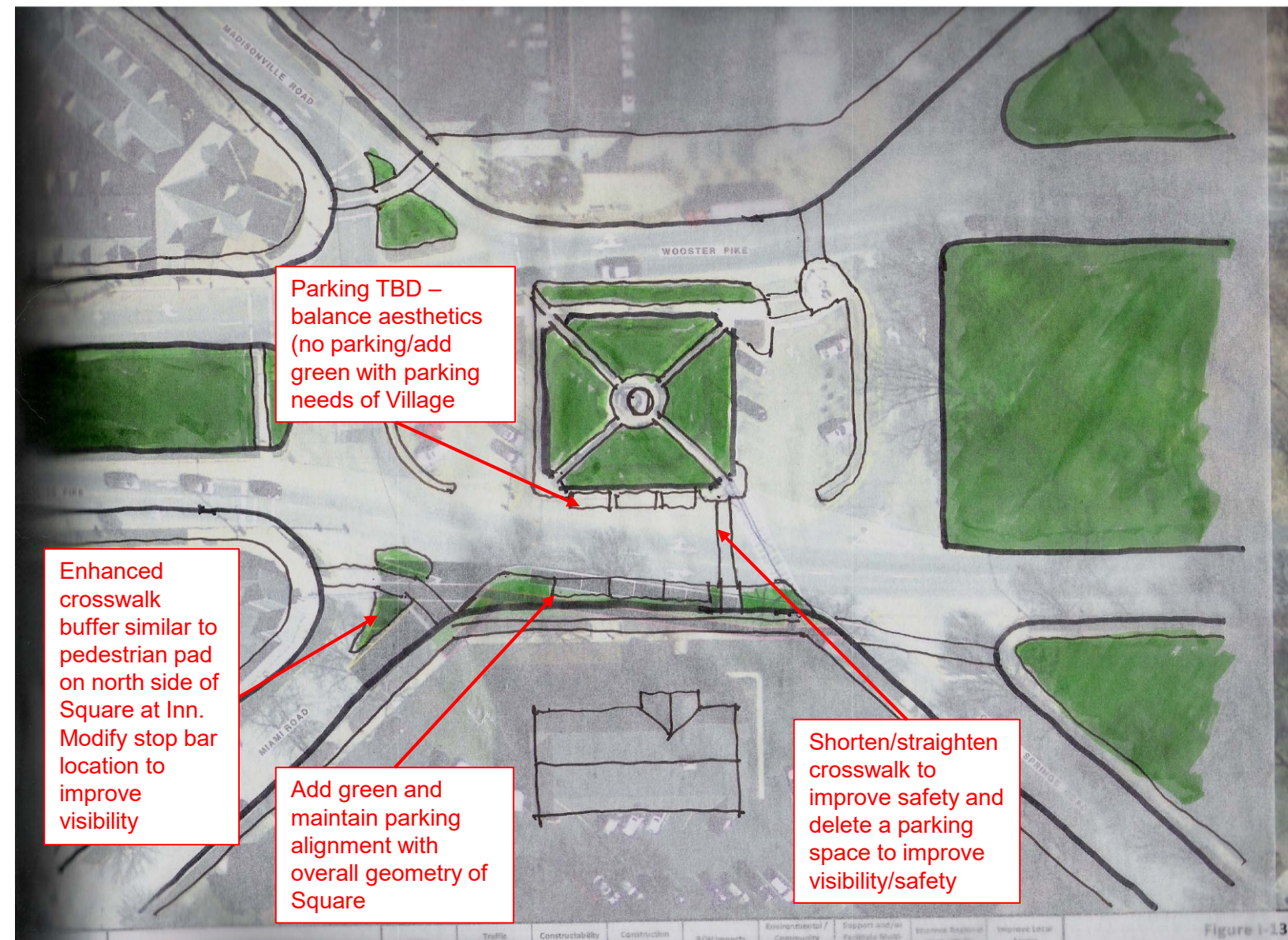
NEXT STEPS/RECOMMENDATION

- No further 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
IMPROVES	NEUTRAL	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	NO FURTHER STUDY

RECOMMENDATION: NO FURTHER STUDY

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 drawings are presented on the following pages.

DESCRIPTION

- Add curb bump-out to move stop bar for better sight distance on northbound Miami Road in Mariemont Square.
- Would also add a shorter curb bump-out to create perpendicular crosswalk just west of Crystal Springs Road.
- Maintain parking spaces along the **inside, south** edge of Mariemont Square.

NEEDS ADDRESSED

None identified.

5/18 MEETING DISCUSSION AND COMMENTS

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

Comments Submitted Following the 5/18 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

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

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

9/7 MEETING DISCUSSION AND COMMENTS

- The only difference between this option and Concept I-13e is whether to retain the three, parallel parking spaces along the south side of the center island in Mariemont Square. In this alternative, the parking spaces are retained.
  - There are aesthetic benefits to removing the parking spaces; however, they are often used by patrons of businesses in Mariemont Square.
- One parking space would be removed on the south side of the US 50/Wooster Pike in the Square, in front of the businesses. Removal of this space improves sight lines for vehicles on Crystal Springs Road and therefore improves travel safety.

Comments Submitted Following the 9/7 Meeting

- No additional comments were received.

12/12 MEETING DISCUSSION AND COMMENTS

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

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

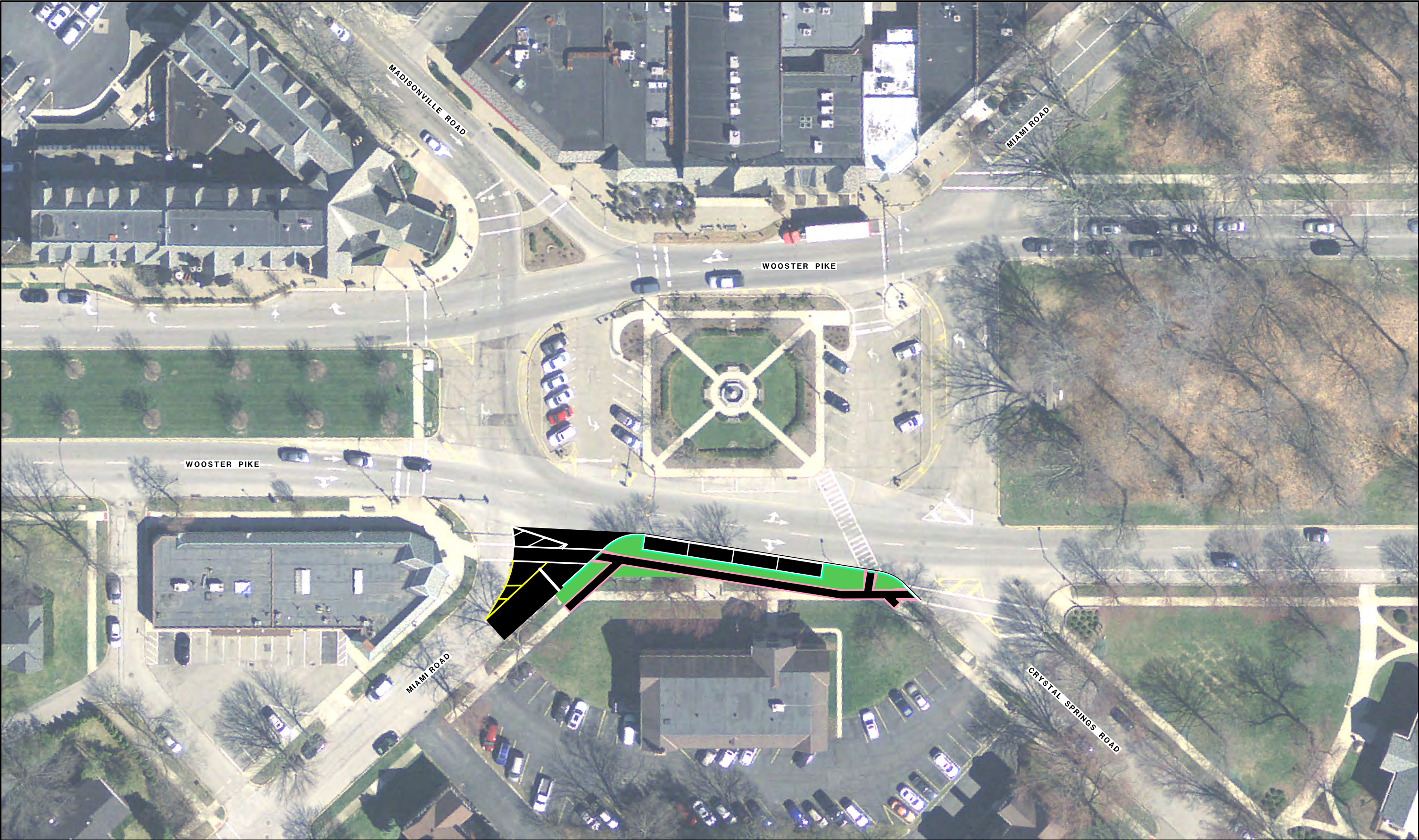
NEXT STEPS/RECOMMENDATION

- Include project in Implementation Plan as a low priority. It will be up to the Village of Mariemont to choose between concepts I-13d (F1) and I-13e (F2) and decide whether or not to implement the project.
- Consider advancing the sidewalk relocation component as a separate, higher priority project.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$28K to \$42.5K	0	\$0	C2	National Historic Landmark	Improves	Neutral	Neutral

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





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FEET

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May 2018

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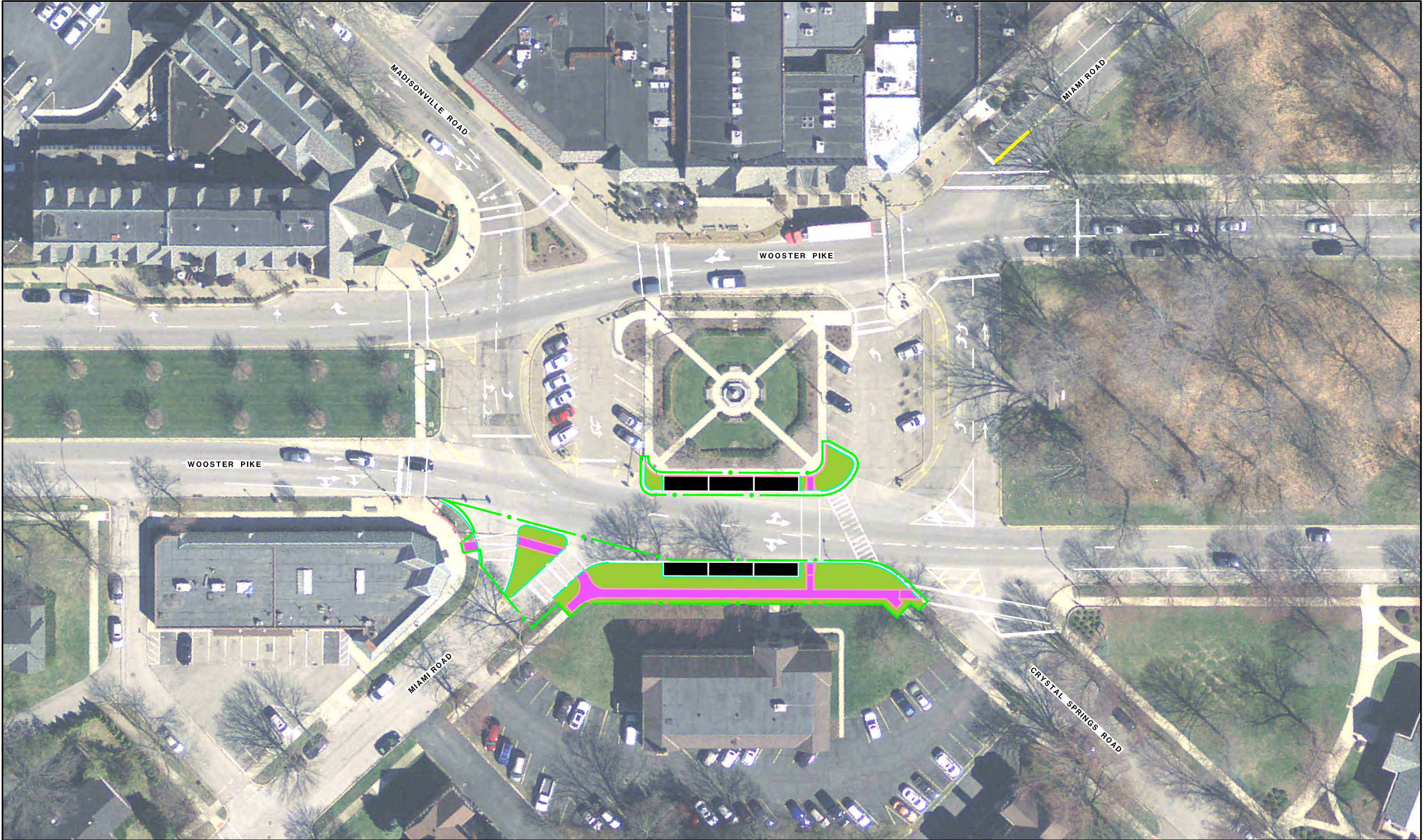
Stantec

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-13D

BETTER SIGHT DISTANCE AND CURB BUMP OUT TO SHORTEN CROSS WALKS





0 25 50 FEET 100  
September 2018



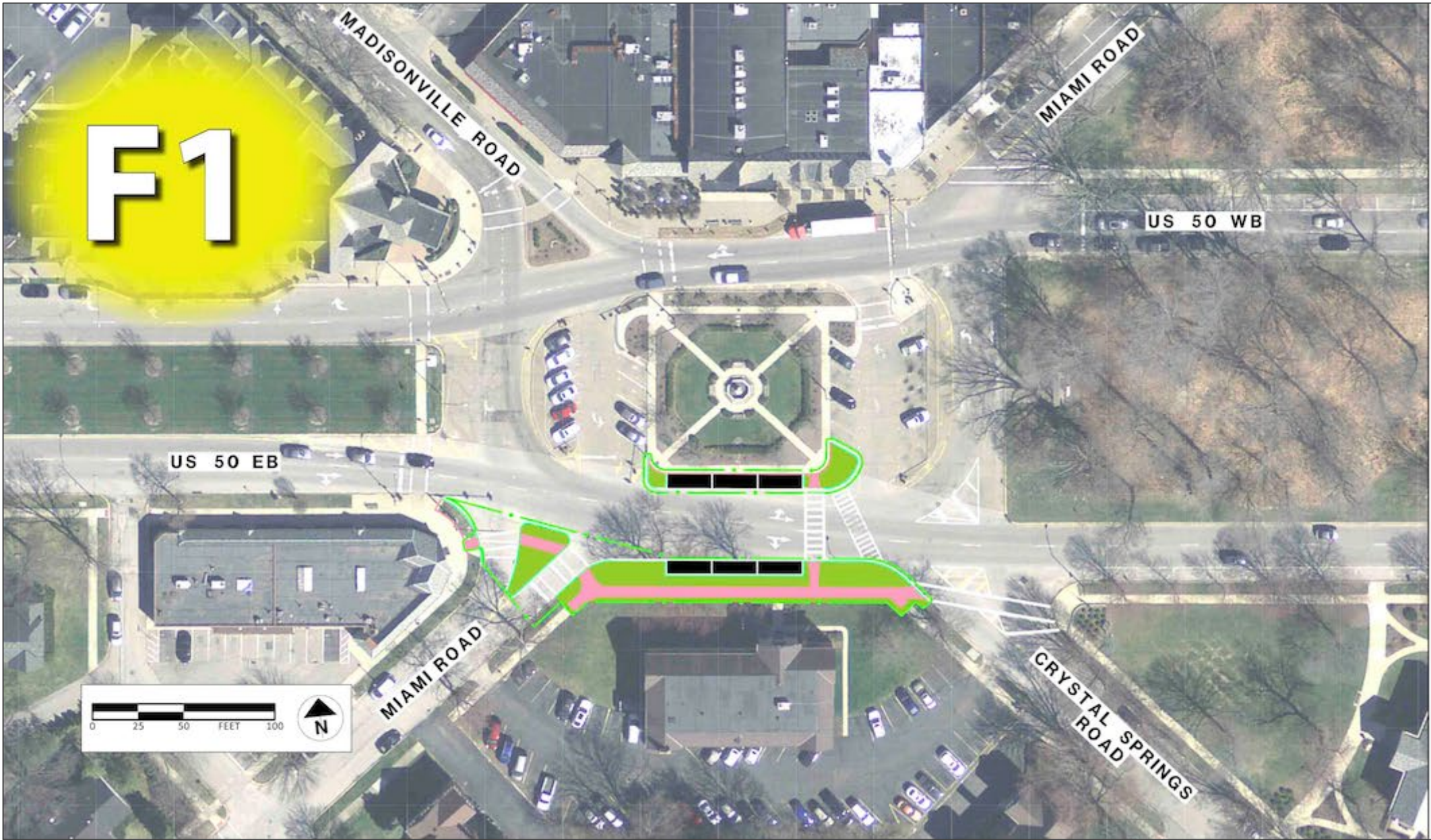
Concept Drawing  
Eastern Corridor Projects  
Segment II-III (SR 32 Corridor)  
HAM-32F-0.00; PID 86462

Figure I-13D

ADD CURB BUMP OUT TO MOVE STOP BAR FOR BETTER SIGHT  
DISTANCE ON NORTHBOUND MIAMI AT SQUARE, ALSO ADD CURB  
PERPENDICULAR CROSSWALK JUST WEST OF CRYSTAL SPRINGS.  
MAINTAIN PARKING SPACES ALONG INSIDE EDGE OF SQUARE.



Concept drawing was presented at the October 24 & 25 Open House meetings.



## Maintain Parking Along Inside Edge of Square

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

### PUBLIC FEEDBACK RATINGS SUMMARY

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

(percentages have been rounded)



Concept drawings are presented on the following pages.

DESCRIPTION

- Add curb bump-out to move stop bar for better sight distance on northbound Miami Road in Mariemont Square.
- Would also add a shorter curb bump-out to create perpendicular crosswalk just west of Crystal Springs Road.
- Remove parking spaces along the inside south edge of Mariemont Square.

NEEDS ADDRESSED

None identified.

5/18 MEETING DISCUSSION AND COMMENTS

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

Comments Submitted Following the 5/18 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

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

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

9/7 MEETING DISCUSSION AND COMMENTS

- The only difference between this option and Concept I-13d is whether to retain the three, parallel parking spaces along the south side of the center island in Mariemont Square. In this alternative, the parking spaces are removed.
  - There are aesthetic benefits to removing the parking spaces; however, they are often used by patrons of businesses in Mariemont Square.
- One parking space would be removed on the south side of the US 50/Wooster Pike in the Square, in front of the businesses. Removal of this space improves sight lines for vehicles on Crystal Springs Road and therefore improves travel safety.

Comments Submitted Following the 9/7 Meeting

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

12/12 MEETING DISCUSSION AND COMMENTS

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

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

NEXT STEPS/RECOMMENDATION

- Include project in Implementation Plan as a low priority. It will be up to the Village of Mariemont to choose between concepts I-13d (F1) and I-13e (F2) and decide whether or not to implement the project.
- Consider advancing the sidewalk relocation component as a separate, higher priority project.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$36.2K to \$54.4K	0	\$0	C2	National Historic Landmark	Improves	Neutral	Neutral





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25

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FEET

100

May 2018

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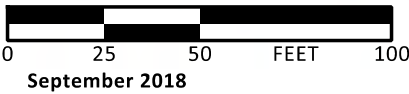
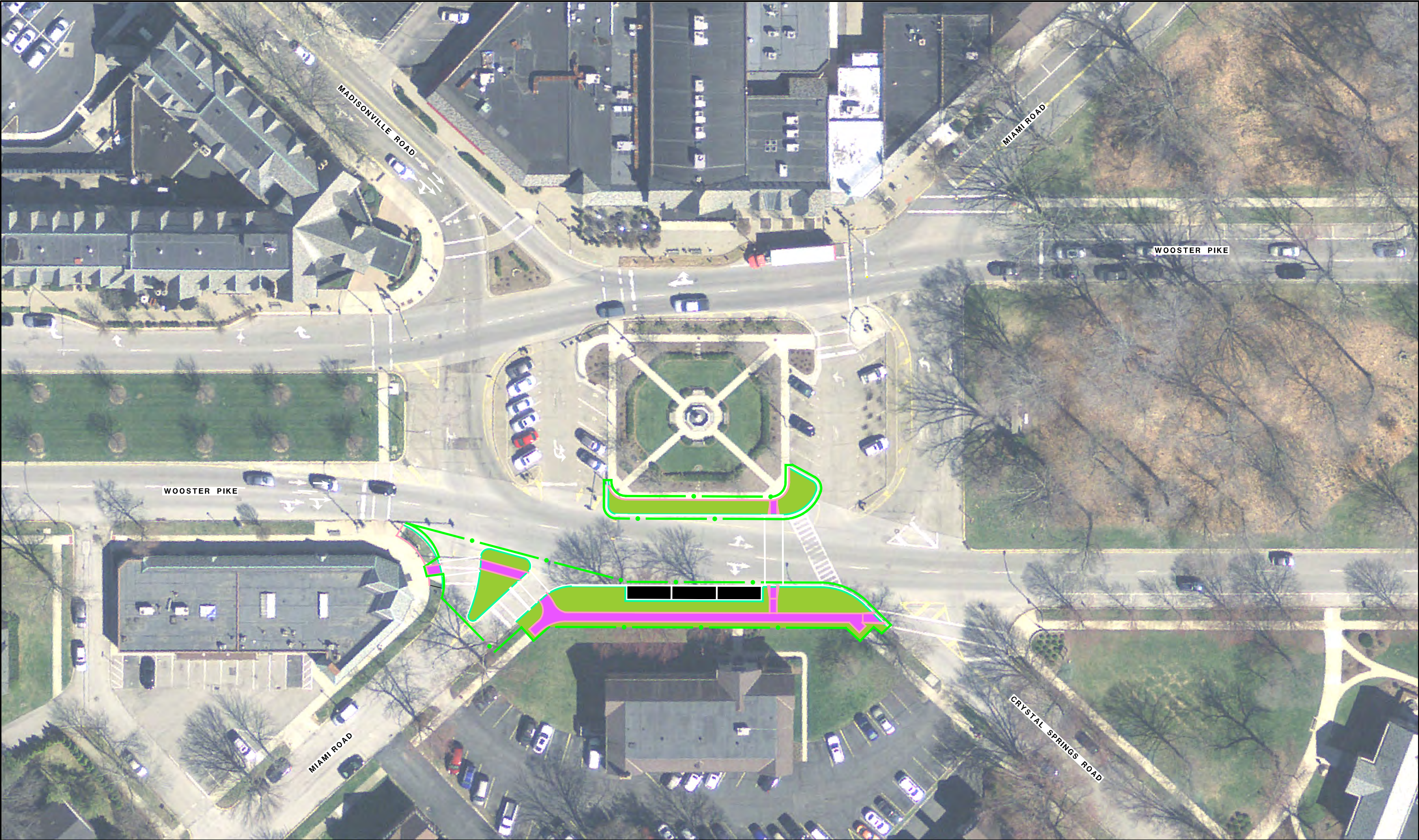
Stantec

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





**Concept Drawing**

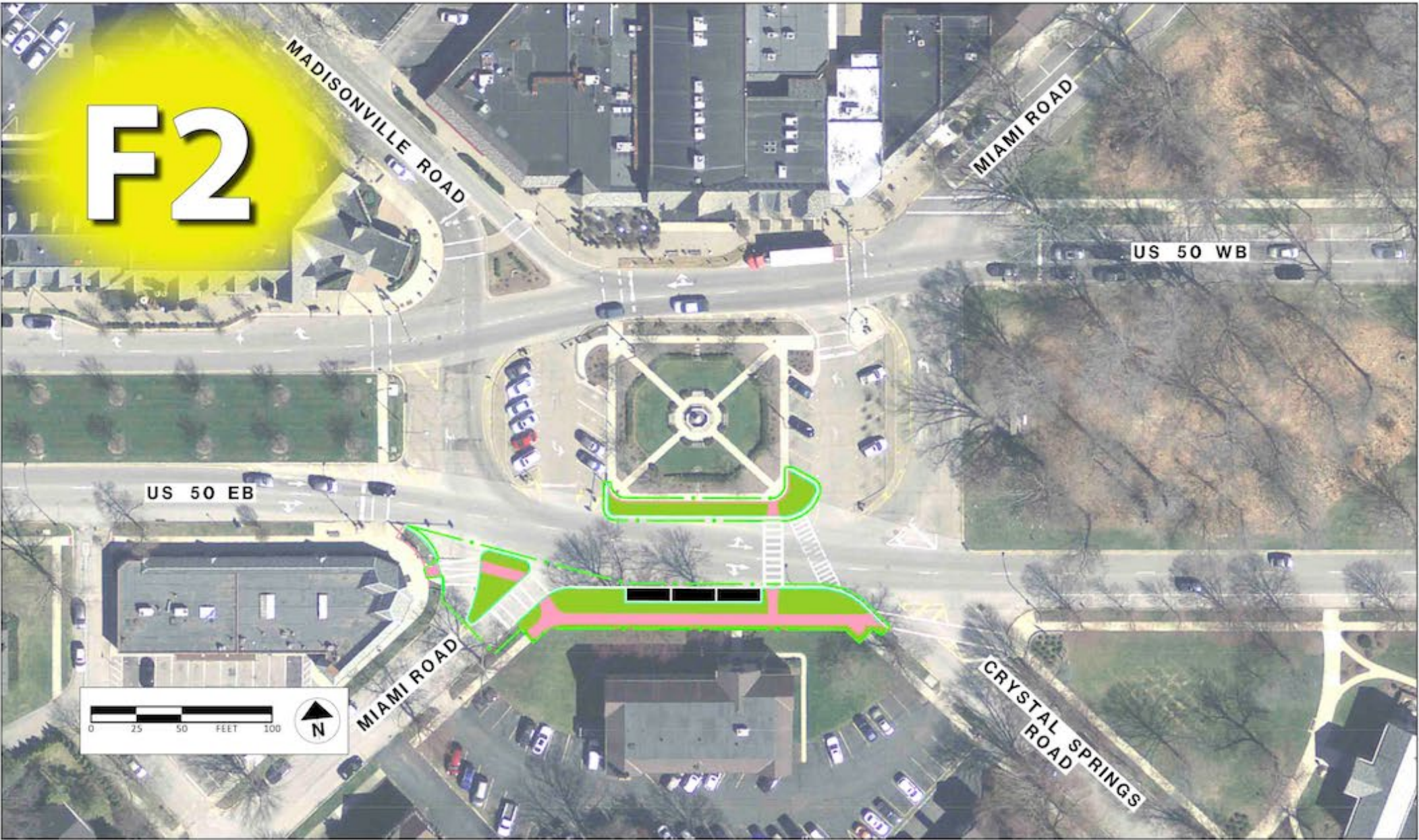
Eastern Corridor Projects  
Segment II-III (SR 32 Corridor)  
HAM-32F-0.00; PID 86462

**Figure I-13E**

ADD CURB BUMP OUT TO MOVE STOP BAR FOR BETTER SIGHT  
DISTANCE ON NORTHBOUND MIAMI AT SQUARE, ALSO ADD CURB  
PERPENDICULAR CROSSWALK JUST WEST OF CRYSTAL SPRINGS.  
REMOVE PARKING SPACES ALONG INSIDE EDGE OF SQUARE.



Concept drawing was presented at the October 24 & 25 Open House meetings.



# Remove Parking Along Inside Edge of Square

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

## PUBLIC FEEDBACK RATINGS SUMMARY

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

(percentages have been rounded)





## Eastern Corridor Segments II and III US 50 Corridor Focus Area

### Theme

# US 50 EAST OF MARIEMONT SQUARE

#### Primary Needs identified for this theme:

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

#### Secondary Needs identified for this theme:

- S4) Address deficient roadway grade at Pocahontas Avenue.

DESCRIPTION

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

NEEDS ADDRESSED

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

2/20 MEETING DISCUSSION AND COMMENTS

- The Committee addressed the issue of eastbound afternoon peak hour delays. One potential issue is that traffic currently experiences a pinch point on US 50 between East Street and Petoskey Avenue because it is forced from two lanes to one and then back to two lanes. It may be possible to carry two lanes through with restriping and minor widening.
- At one point, the section was restriped to one through lane, with a left turn lane at Pocahontas for a very brief period of time. This caused a significant backup and was removed.
- Simulations will show whether two lanes could make a difference in addressing delays.

5/18 MEETING DISCUSSION AND COMMENTS

- People aware of the existing travel pattern in this area begin merging as far back as the Pocahontas Avenue signal, resulting in delays at Pocahontas and US 50 and inefficient lane utilization from this intersection through the Square.
- A minimal amount of space from each side of the traffic island (one foot, either side) would be needed to implement this change; work can be done in conjunction with PID 101309 to be completed in 2019.
- New pavement would be added by narrowing the island by 1 foot on each side and restriping the existing lanes.
- The concept would require reducing speed in this area from 35 to 25 miles per hour.

- The Village could do this by defining the area as part of the Central Business District.
- Another option is to conduct a speed study to determine if a lower speed is warranted.
- The committee suggested the following:
  - Providing two westbound travel lanes may encourage drivers to speed up through Mariemont.
  - Providing two travel lanes may result in the rear-ending of stopped drivers turning left on Indian View Avenue.
  - John Nolen purposely designed the turns in the road at this location to slow traffic down; this idea should be preserved.

Comments Submitted Following the 5/18 Meeting  
*(Comments are presented as submitted by Committee members; no edits to content were made.)*

- Mariemont does NOT support widening to two lanes in either direction. Current traffic pattern aids in eastbound and westbound traffic safely accessing side streets on south side of Wooster Pike (US RT 50) and aids in calming traffic as it flows into Mariemont Square where there is a larger concentration of pedestrians and businesses.

Traffic entering Mariemont from the West is not travelling at a high rate of speed. Concept Development Summary matrix provided by ODOT does not accurately depict safety concerns, traffic operations, right-of-way impacts, environmental impacts, and community impacts. The current traffic flow is an important part of John Nolen's design for the Village of Mariemont, a National Historic Landmark community, and should be retained.

9/7 MEETING DISCUSSION AND COMMENTS

- This concept has potential to provide traffic calming and lane utilization benefits farther east, as currently there is poor lane utilization extending back to Pocahontas Ave. Therefore, it has been retained for further consideration.

- To allow enough space for a continuous second lane, the east end of the the traffic island located immediately east of Indian View Avenue would need to be trimmed on its sides by approximately 4 ½ ft. This small modification would only be made to the sides of the island.
- No trees would be affected; the flashing beacon on the island would not be affected; the existing Mariemont sign also appears to be OK, although it may be desirable to shift it back slightly. Note: ODOT recommends shifting both the sign and light for clearance.
- ODOT recommends reducing the speed through this area to 25 mph (potentially extending to Pocahontas Avenue). A speed study would need to be completed before any changes could be made.
- Committee members reiterated concerns about the potential for increased rear-end crashes for drivers turning across traffic onto Indian View Avenue.
- A Mariemont representative requested that the Red Flag Trigger box in the evaluation matrix (see below) be colored red rather than green due to Mariemont’s status as a National Historic Landmark. The committee discussed changing the notation to “Requires Section 106 coordination” to help reduce confusion.

Comments Submitted Following the 9/7 Meeting

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

*(See next page)*



Concept drawings are presented on the following pages.

12/12 MEETING DISCUSSION AND COMMENTS

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

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

NEXT STEPS/RECOMMENDATION

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

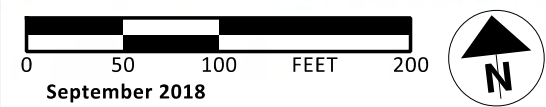
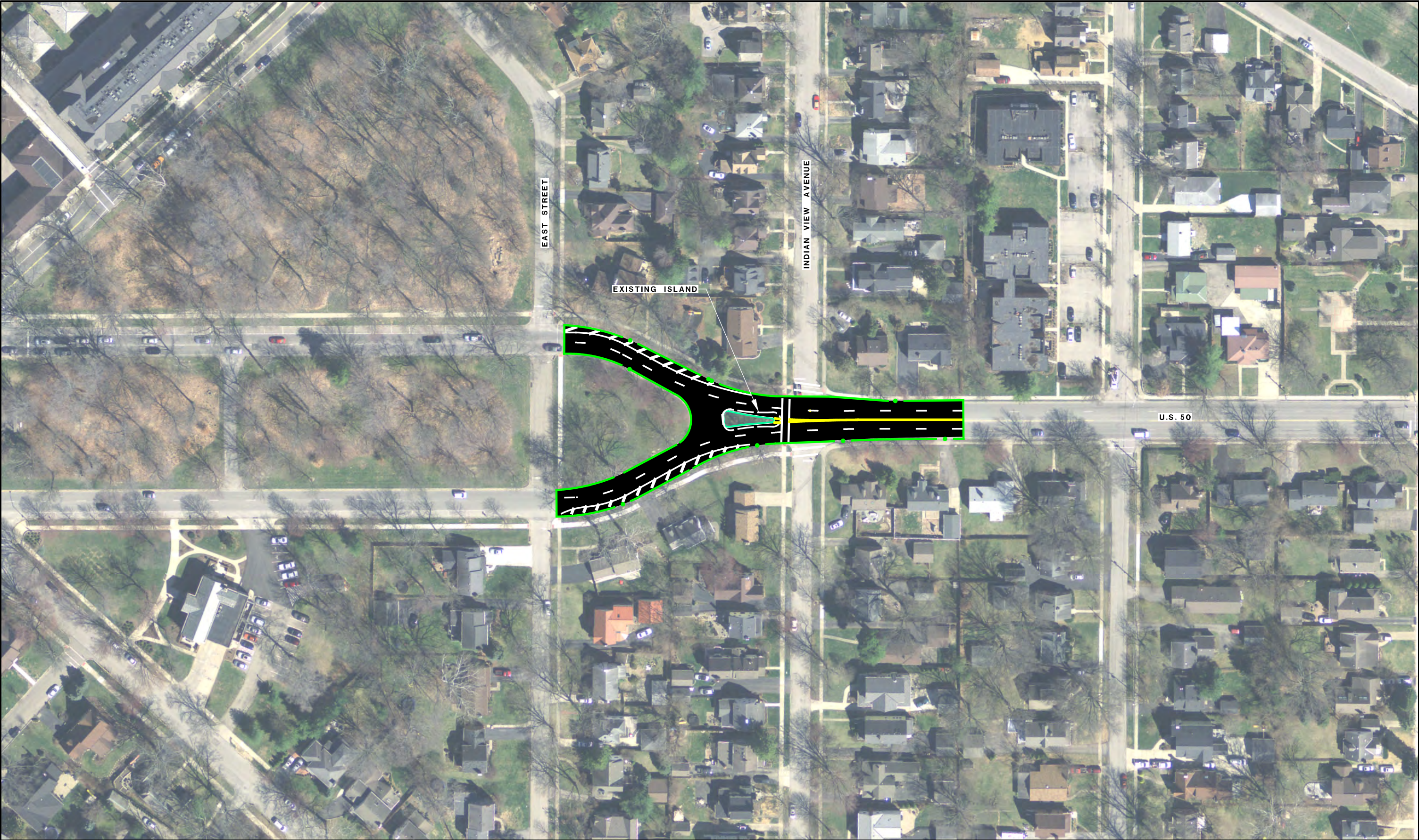
POST MEETING NOTE: The Mariemont Planning Commission voted in January 2019 to not approve the proposed change. Therefore, the lane modification will not be taking place in conjunction with the proposed resurfacing work (PID 101309) in 2019.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
	AM	EB Average Travel Speed			27.6 mph	C	-7%	\$25.8K to \$38.8K	0	\$0	C2	National Historic Landmark	Neutral	Neutral	Neutral
		WB Average Travel Speed			23.2. mph	C	-11%								
	PM	EB Average Travel Speed			25.4 mph	C	-13%								
		WB Average Travel Speed			23.2 mph	C	-10%								









**Concept Drawing**  
Eastern Corridor Projects  
Segment II-III (SR 32 Corridor)  
HAM-32F-0.00; PID 86462

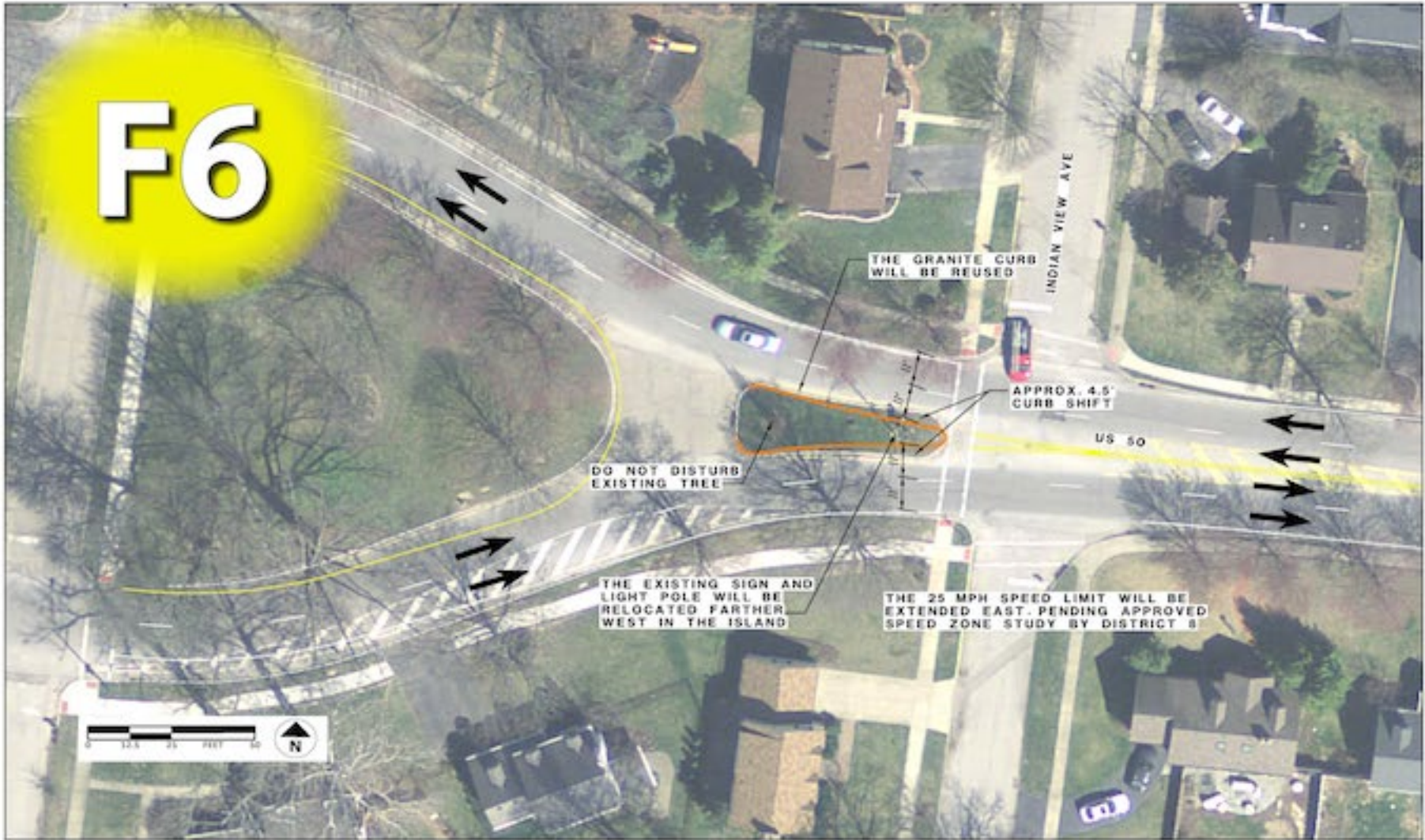
**Figure 50-5**  
**RESTRIPE PAVEMENT TO MAINTAIN TWO LANES**  
**IN EACH DIRECTION ON WOOSTER PIKE**



Concept drawing was presented at the October 24 & 25 Open House meetings.

**Maintain Two Lanes in Each Direction on US 50 at Chicane**

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



**PUBLIC FEEDBACK RATINGS SUMMARY**

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

(percentages have been rounded)



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 ADDRESSED

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

5/18 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.

**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.

NEXT STEPS/RECOMMENDATION

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

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

RECOMMENDATION: NO FURTHER STUDY



Concept drawing is presented on the following page.

DESCRIPTION

- Add backplates to signals.

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

Comments Submitted Following the 9/7 Meeting

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

NEEDS ADDRESSED

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

5/18 MEETING DISCUSSION AND COMMENTS

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

Comments Submitted Following the 5/18 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

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

9/7 MEETING DISCUSSION AND COMMENTS

- Backplates are recommended at the intersections of US 50 with Pocahontas Avenue, Mariemont Promenade, Walton Creek and Newtown Road.
- Backplates draw attention to the signal, making it easier to see the lights, particularly in sunny conditions.
- Most new signals include backplates, and they are a proven Federal

12/12 MEETING DISCUSSION AND COMMENTS

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

NEXT STEPS/RECOMMENDATION

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

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$8.6K to \$13K	0	\$0		No Impacts	Neutral	Neutral	Neutral





ALTERNATIVES I-33A, I-32A, I-12A,  
AND I-11A CONSIST OF PLACING  
BACKPLATES ON TRAFFIC SIGNALS  
AT THE FOLLOWING INTERSECTIONS:

I-33A: US 50 AND POCAHONTAS AVENUE

I-32A: US 50 AND MARIEMONT PROMENADE

I-12A: US 50 AND WALTON CREEK

I-11A: US 50 AND NEWTOWN ROAD



Concept not drawn.

DESCRIPTION

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

Mariemont. No bike information has been provided to Mariemont for review.

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

NEEDS ADDRESSED

None identified.

9/7 MEETING DISCUSSION AND COMMENTS

- Mariemont High School is considering a new access point to connect to US 50 at the Promenade signal. Currently, the lack of a secondary access drive on and off the property is a safety concern.
- The high school is currently reviewing traffic studies to determine how a new access point would be used and what the benefits would be.

Comments Submitted Following the 9/7 Meeting

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

5/18 MEETING DISCUSSION AND COMMENTS

- Traffic levels do not currently warrant the need for a traffic signal at the Mariemont Promenade Shopping Center.
- Discussions currently underway to create another access to Mariemont High School and by groups advocating for more pedestrian and bicycle connections within Mariemont to the Little Miami Scenic Trail could alter current needs. Both have the potential to require the signal in the future.
  - Plans for a new access point are still under development by the school district but no firm plans are available yet.
  - There are existing right-of-way and easement challenges with Duke Energy in the area.

Comments Submitted Following the 5/18 Meeting

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

- ODOT to provide usage statistics for this signal. Information has not yet been provided, and was not included in the Segment II/III Transportation Needs Analysis. Light serves to slow traffic entering

12/12 MEETING DISCUSSION AND COMMENTS

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

NEXT STEPS/RECOMMENDATION

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

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
													Neutral	Neutral	Improves

PRIORITY: ON HOLD



Concept drawings are presented on the following pages.

DESCRIPTION

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

NEEDS ADDRESSED

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

5/18 MEETING DISCUSSION AND COMMENTS

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

**Comments Submitted Following the 5/18 Meeting**  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- Mariemont supports adding a protected/permissive southbound left turn phase at Walton Creek/US 50 intersection. Mariemont would further suggest improving the road alignment of Walton Creek Road on the north side of US 50 and the entrance/exit drive to Walton Creek strip center on the south side of US 50.

9/7 MEETING DISCUSSION AND COMMENTS

- Consultant looked at the opportunity to realign Walton Creek Road on the north side of US 50. However, this would severely impact a business and is not recommended.
- ODOT is installing the five-section signal head soon. *[Post meeting note: this was completed in Sept. 2018.]*
- Existing turn lane storage capacity on Walton Creek is short; lengthening would provide better efficiency for left turns. Widening to accomplish this would occur on the Walgreen’s side of the road.

**Comments Submitted Following the 9/7 Meeting**

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

12/12 MEETING DISCUSSION AND COMMENTS

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

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

NEXT STEPS/RECOMMENDATION

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

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
	AM	29.2	C	0%				\$80K to \$119K	0	\$125K to \$250K	C2	R/W Impacts, Floodplain, ESA Issues	Neutral	Neutral	Neutral
	PM	43.5	D	11%											



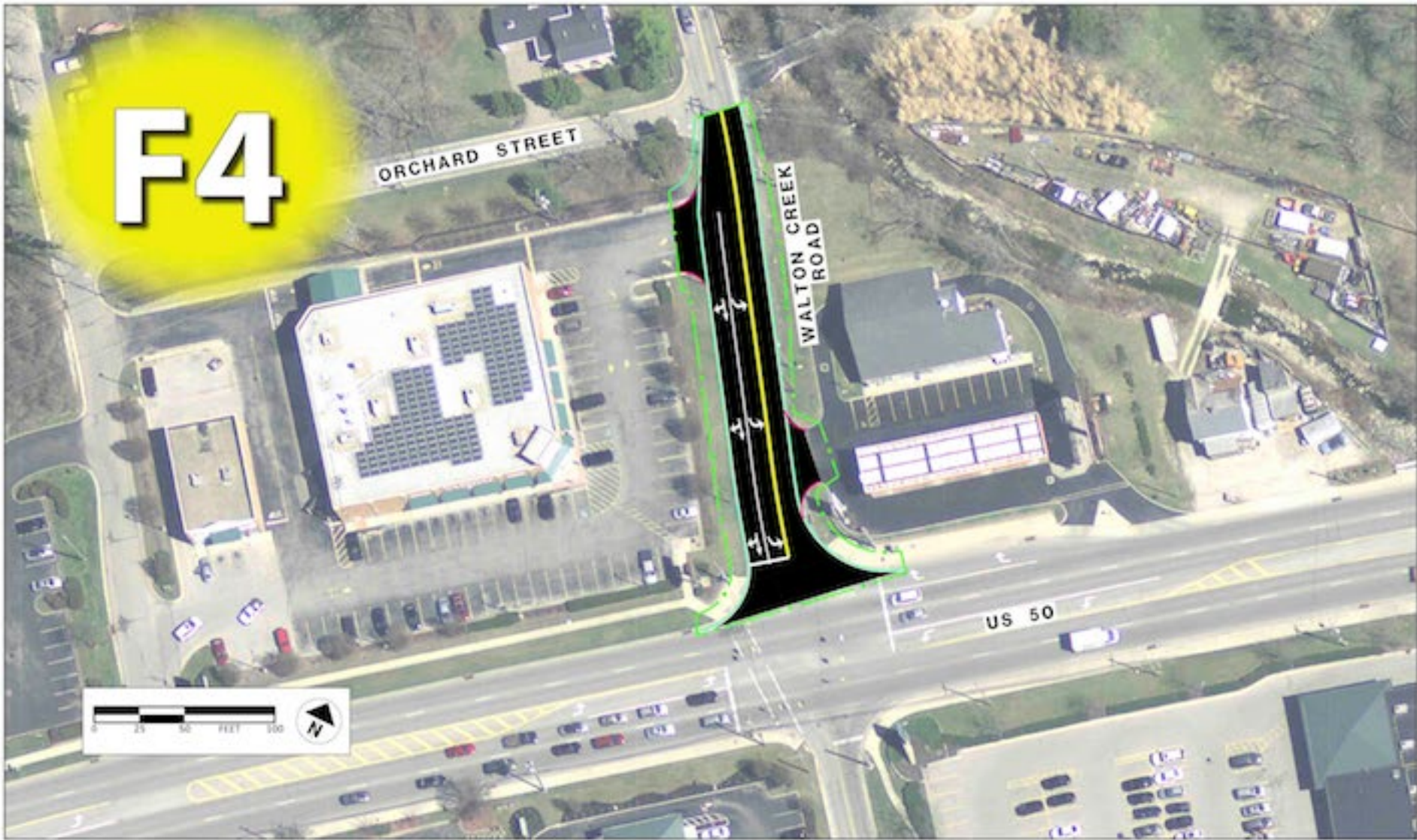


**Concept Drawing**  
Eastern Corridor Projects  
Segment II-III (US 50 Corridor)  
HAM-32F-0.00; PID 86462

**Figure I-12B**  
ADD PROTECTED/PERMISSIVE SB LEFT TURN PHASE  
AT WALTON CREEK/ US 50 INTERSECTION



Concept drawing was presented at the October 24 & 25 Open House meetings.



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

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

**PUBLIC FEEDBACK RATINGS SUMMARY**

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

(percentages have been rounded)



Concept is 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 ADDRESSED

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

5/18 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.

Comments Submitted Following the 5/18 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- Mariemont supports adding a protected/permissive southbound left turn phase at Walton Creek/US 50 intersection. Mariemont would further suggest improving the road alignment of Walton Creek Road on the north side of US 50 and the entrance/exit drive to Walton Creek strip center on the south side of US 50.

9/7 MEETING DISCUSSION AND COMMENTS

- Additional storage capacity incorporated into Concept 1-12b.

Comments Submitted Following the 9/7 Meeting

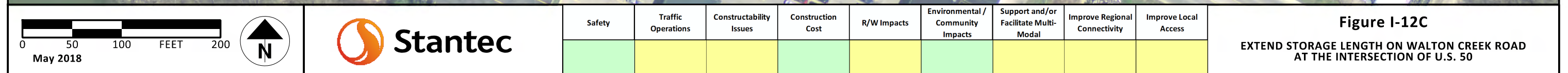
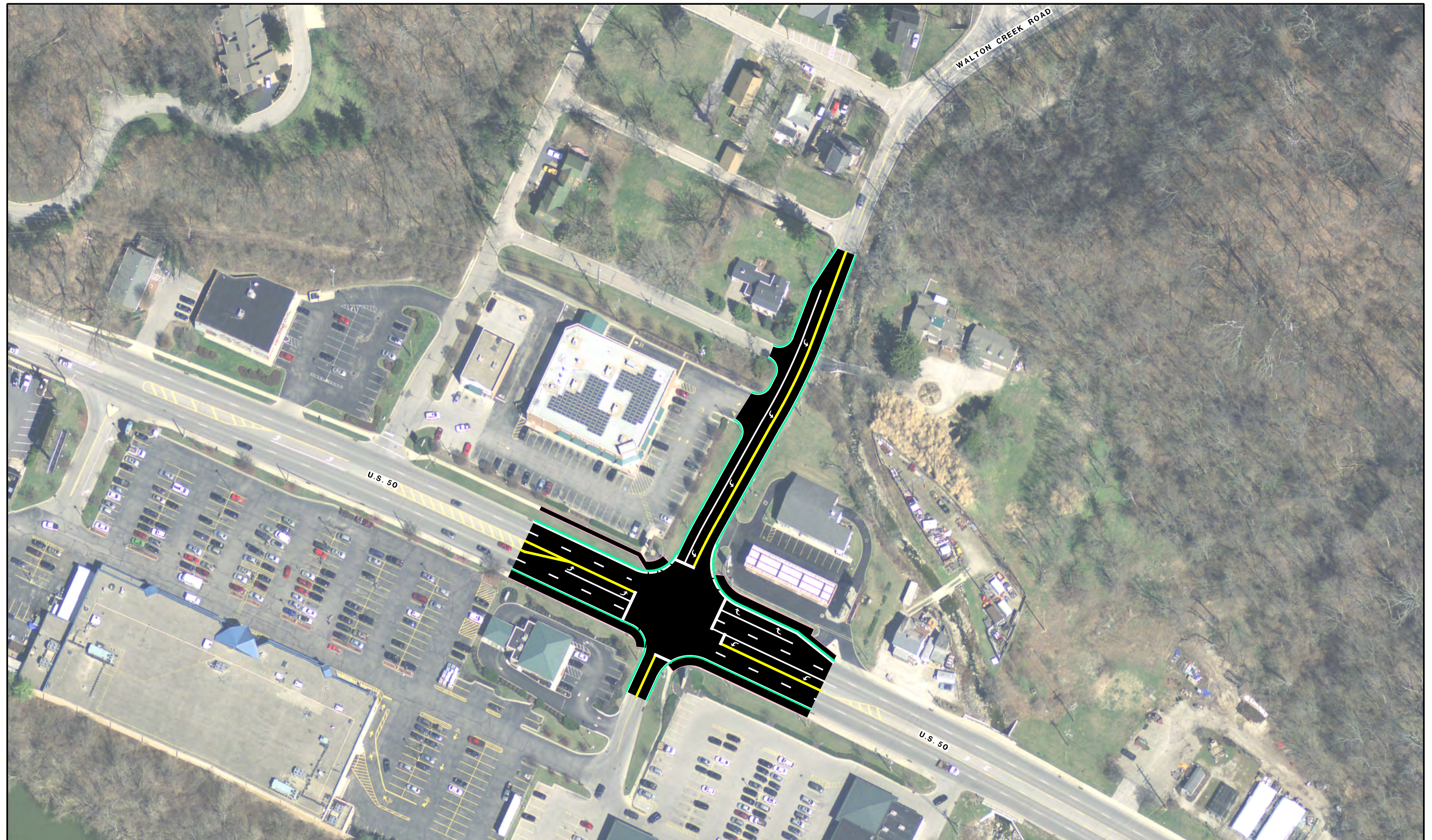
- No additional comments were received following the 9/7 meeting.

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.

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 ADDRESSED

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

5/18 MEETING DISCUSSION AND COMMENTS

- 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.

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.

NEXT STEPS/RECOMMENDATION

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

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 drawings are presented on the following pages.

DESCRIPTION

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

NEEDS ADDRESSED

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

5/18 MEETING DISCUSSION AND COMMENTS

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

Comments Submitted Following the 5/18 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- Major traffic flow change will require community input. ODOT needs to verify Figure I-11c is drawn to scale and is sized to allow trucks and

life-safety equipment adequate clearance/passage through the roundabout.

9/7 MEETING DISCUSSION AND COMMENTS

- Simulations confirm nearly an 80 percent reduction of AM peak traffic delays and 50 percent reduction in PM peak traffic delays.
- Today, the current right turn from US 50 to Newtown Road is almost continuous and would not be changed.
- US 50 is four lanes in this point and can handle a constant stream of dual left turns from Newtown Road to US 50 generated by the roundabout.
- Roundabouts have the added benefit of calming traffic, providing easier access and improving safety in addition to serving as a gateway feature.
- The roundabout can accommodate fire trucks and semi trucks.

Comments Submitted Following the 9/7 Meeting

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

12/12 MEETING DISCUSSION AND COMMENTS

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

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

nearby stream.

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

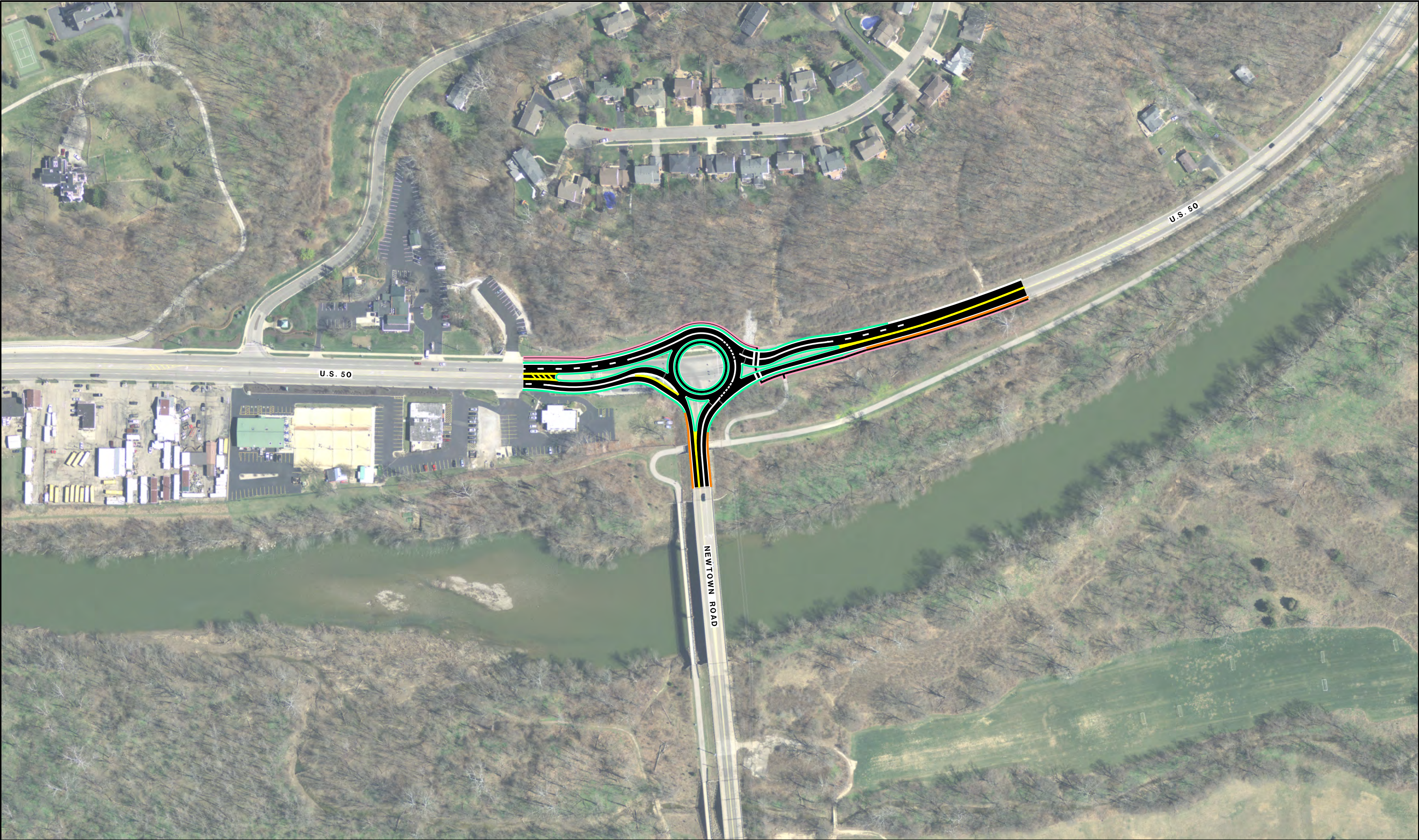
NEXT STEPS/RECOMMENDATION

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

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
0.8	AM	18.6	C	79%				\$1.4M to \$2.2M	0	\$180K to \$360K	D1	Section 4(f)	Neutral	Neutral	Neutral
	PM	19.3	C	47%											

PRIORITY: MEDIUM





0

100

200

FEET

400

MARCH 2018

Stantec

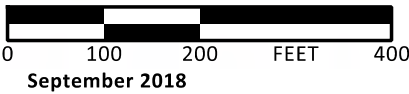
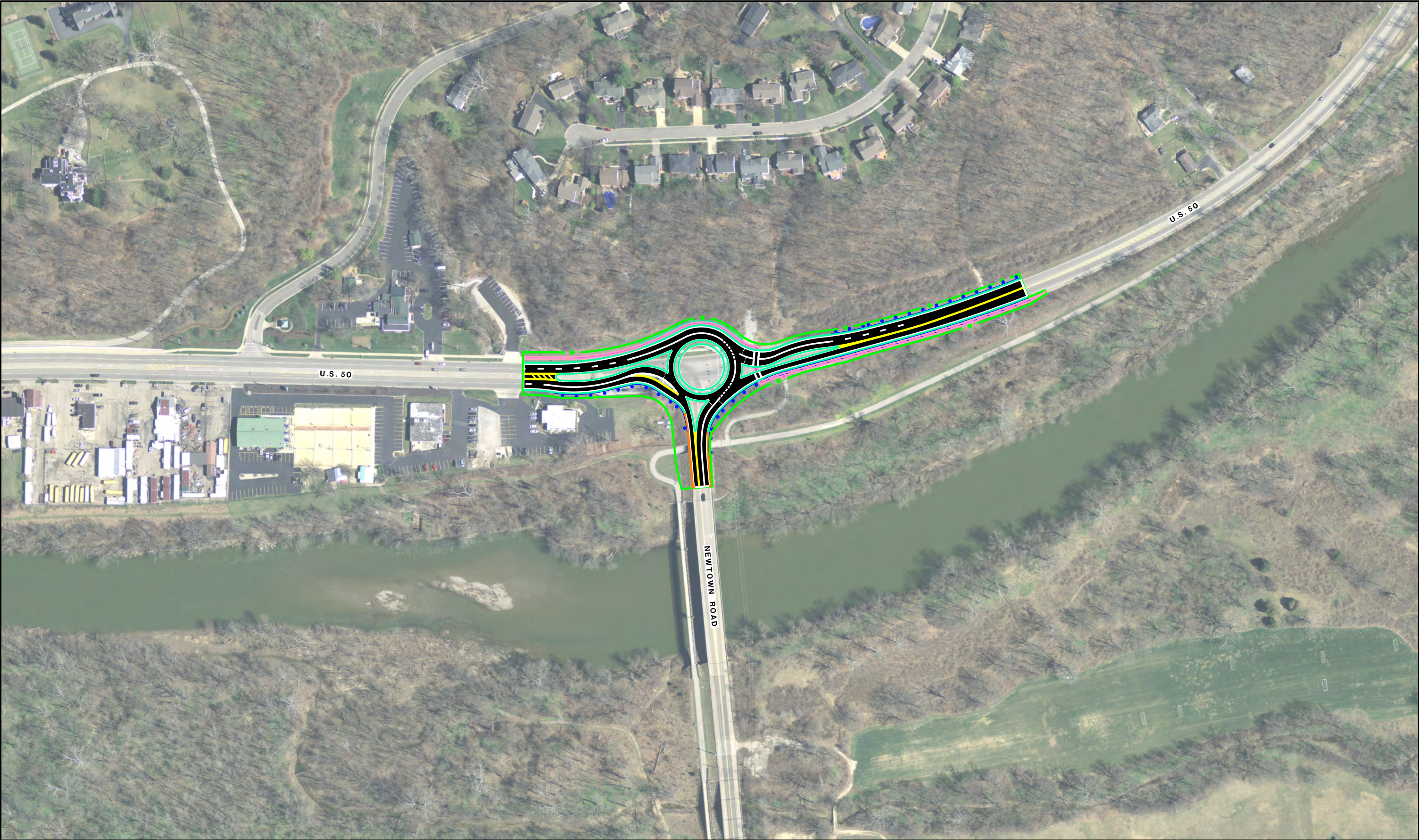
Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

Figure I-11C

ROUNDBOUT AT NEWTOWN ROAD AND WOOSTER PIKE INTERSECTION

62





**Stantec**

**Concept Drawing**

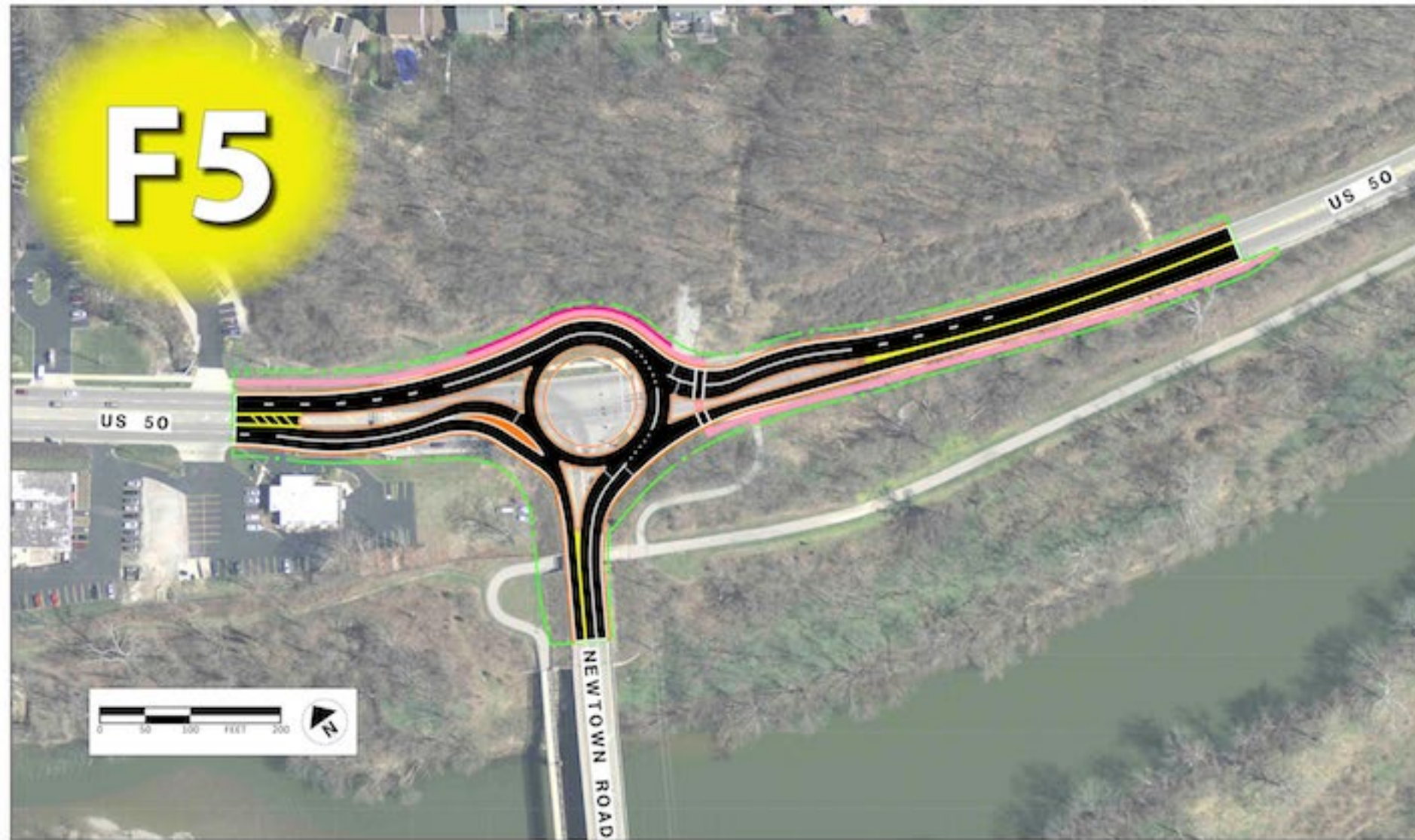
Eastern Corridor Projects  
Segment II-III (S.R. 32 Corridor)  
HAM-32F-0.00; PID 86462

**Figure I-11C**

**ROUNDBOUT AT NEWTOWN ROAD  
AND WOOSTER PIKE INTERSECTION**



*Concept drawing was presented at the October 24 & 25 Open House meetings.*



### Roundabout at Newtown and US 50 Intersection

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

### PUBLIC FEEDBACK RATINGS SUMMARY

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

*(percentages have been rounded)*





## Eastern Corridor Segments II and III US 50 Corridor Focus Area

### Theme

# BICYCLE AND PEDESTRIAN CONNECTIVITY TO LITTLE MIAMI TRAIL

#### Primary Needs identified for this theme:

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

#### Secondary Needs identified for this theme:

None.



Concept drawings are presented on the following pages.

DESCRIPTION

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

NEEDS ADDRESSED

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

5/18 MEETING DISCUSSION AND COMMENTS

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

In addition, Columbia Township stated that trail connectivity would likely be done in phases:

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

- Further development of bike/pedestrian concepts are on hold, pending completion of Great Parks, Columbia Township and IBI study.

Comments Submitted Following the 5/18 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

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

9/7 MEETING DISCUSSION AND COMMENTS

- Great Parks and Columbia Township are moving forward with the initial phase of this project, which creates the first 1,000 feet of a new path from west of Newtown Road to the western edge of Fifty West Brewing Company. This first phase should be under construction by spring 2019.
- No funding is available yet for the second phase of the project.
- If a roundabout is built at the US 50/Newtown Road intersection, bicyclist safety may be improved since vehicles would be traveling at lower speeds.
- It is likely that a crosswalk would be established near the entrance of 50 West Brewing Company (see Concept 50-10).
- ODOT has secured funding for Rectangular Rapid Flash Beacons (RRFB) so they will be installed. See Concept 50-10 for more related information.

Comments Submitted Following the 9/7 Meeting

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

12/12 MEETING DISCUSSION AND COMMENTS

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

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

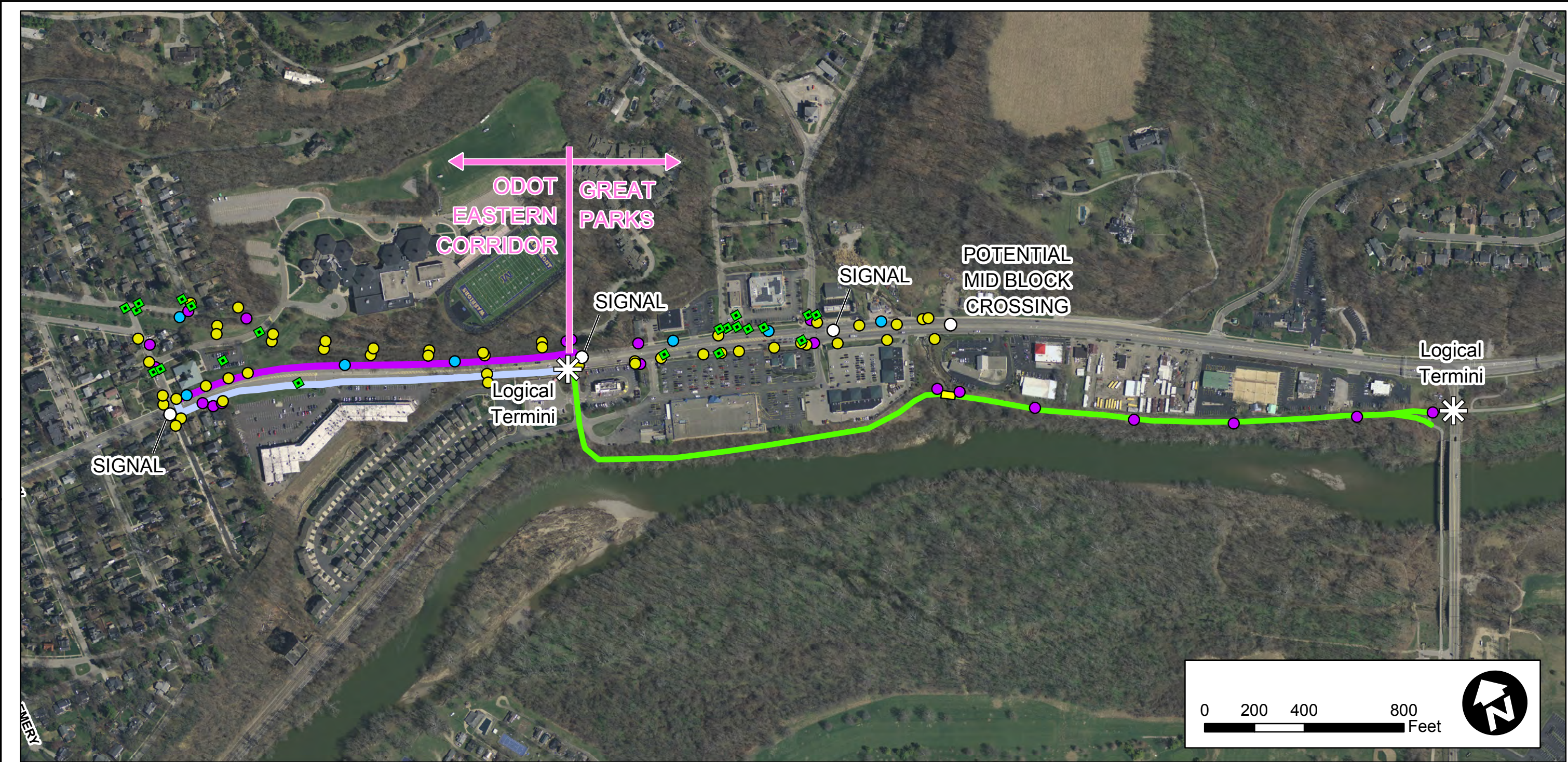
NEXT STEPS/RECOMMENDATION

- Include this concept in the Implementation Plan as a high priority.
- This alternative is being advanced by Great Parks/Columbia Township.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
													Improves	Improves	Improves

RECOMMENDATION: HIGH | ADVANCED BY GREAT PARKS/COLUMBIA TOWNSHIP





**Legend**

PROBABLE ALIGNMENT (GREAT PARKS)

PROBABLE ALIGNMENT OPTION A (ODOT)

PROBABLE ALIGNMENT OPTION B (ODOT)

PROPOSED BRIDGE

STORM INLETS

UTILITY POLES

MSD MANHOLE

GCWW FIRE HYDRANT



For further information please contact:  
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23 Triangle Park Drive Suite 2300, Cincinnati, Ohio 45246  
513-942-3141 ext. 232 | jeff.koehn@ibigroup.com  
www.ibigroup.com

**LITTLE MIAMI SCENIC TRAIL  
LIBRARY CONNECTOR**  
Probable Alignment Options  
Sheet 1 of 1

Figure BIKE-5



Concept drawing was presented at the October 24 & 25 Open House meetings.



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

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

**PUBLIC FEEDBACK RATINGS SUMMARY**

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

(percentages have been rounded)



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.

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.

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
		On hold pending completion of studies by others.							ON HOLD



Concept drawings are presented on the following pages.

DESCRIPTION

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

NEEDS ADDRESSED

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

5/18 MEETING DISCUSSION AND COMMENTS

(in the 5/18 Notes, this concept was 50-7)

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

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

Comments Submitted Following the 5/18 Meeting

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

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

9/7 MEETING DISCUSSION AND COMMENTS

- This concept is an alternative to concept 50-7b.
- Restriping a portion of pavement on US 50 would allow lanes to shift slightly, minimizing the retaining wall needed for this concept, as well as the impacts.
- The stairway behind Kroger that currently connects to the Miami Run development (marked with a red “X” on the drawing) would be eliminated in this alternative. However, the shared-use path is minimally farther and more accessible/ADA compliant.
- If Mariemont High School were to move forward with a secondary access point at the Promenade signal, this path would cross that drive.
- The committee also discussed establishing a bike trail from east Mariemont to Murray:
  - A Committee member asked about the possibility of connecting the shared-use path to the Murray Trail using the old trolley corridor. However, Mariemont prefers a bike route through the village. Property owners generally do not want a bike path established in front of their homes, in the medians of side streets or in its small parks.
  - Another Committee member asked about connecting to Wasson Way via a private drive along railroad property (Clare Yard). Establishing a bike path through Mariemont’s Lower 80 would be

welcomed by Mariemont, but this would need to be coordinated with the railroads. Mariemont would be the lead on this effort and would like assistance with this process if possible.

Comments Submitted Following the 9/7 Meeting

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

12/12 MEETING DISCUSSION AND COMMENTS

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

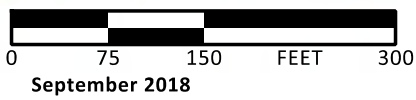
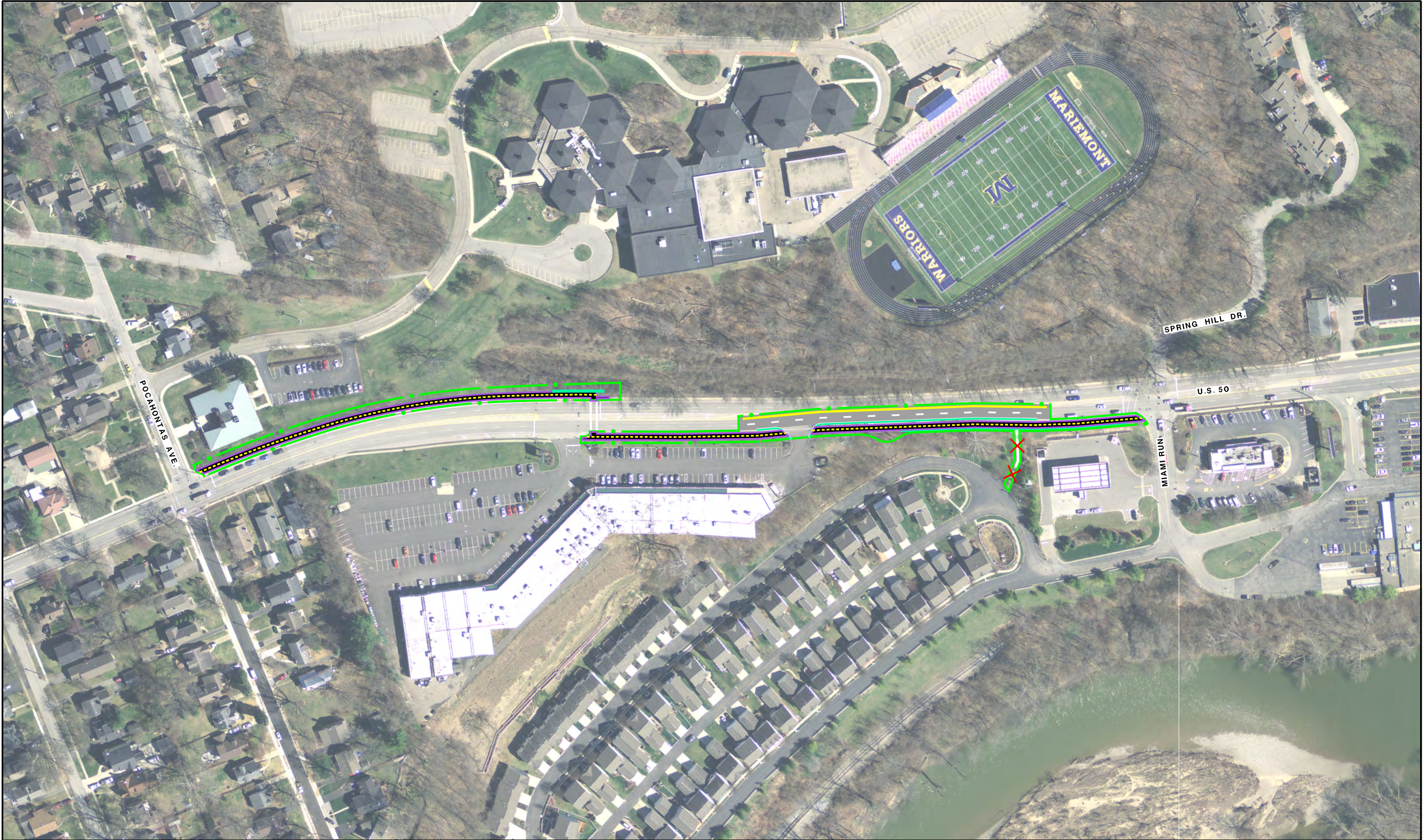
- The concept would be Phase 3 of Great Parks’ project.
- A 375-foot retaining wall would be needed between Miami Run and the Mariemont Promenade.
- Shifting the lanes on the south side of US 50 reduces the length and height of the retaining wall required.
- This project would need to be coordinated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

NEXT STEPS/RECOMMENDATION

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

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$850K to \$1.3M	0	\$100K to \$200K	C2	R/W Impacts, Potential T&E, ESA Issues	Improves	Improves	Improves



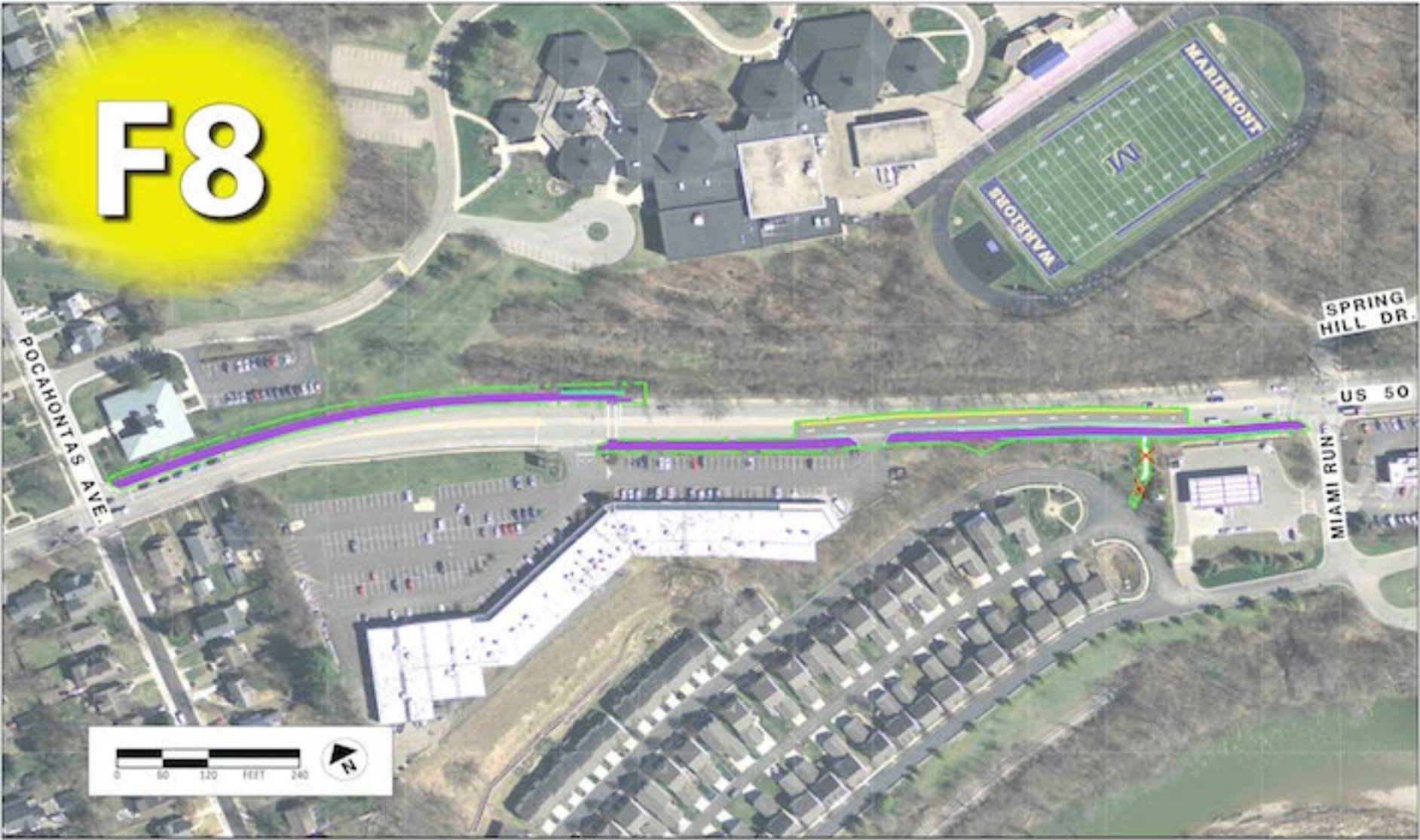


**Concept Drawing**  
Eastern Corridor Projects  
Segment II-III (SR 32 Corridor)  
HAM-32F-0.00; PID 86462

**Figure 50-7A**  
SHARED USE PATH ALONG THE SOUTH SIDE OF  
U.S. 50 TO PROMINADE INTERSECTION, THEN  
CONTINUE ON NORTH SIDE OF U.S. 50 TO  
POCAHONTAS



Concept drawing was presented at the October 24 & 25 Open House meetings.



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

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

**PUBLIC FEEDBACK RATINGS SUMMARY**

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

(percentages have been rounded)



Concept not drawn.

DESCRIPTION

- Create shared-use path along the north side of US 50 to Pocahontas.

NEEDS ADDRESSED

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

5/18 MEETING DISCUSSION AND COMMENTS

(in the 5/18 Notes, this concept was 50-7)

--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.

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

Comments Submitted Following the 5/18 Meeting

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

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

9/7 MEETING DISCUSSION AND COMMENTS

- This concept is an alternative to concept 50-7a.
- A much larger retaining wall would be necessary for this alternative, increasing the costs considerably when compared to Concept 50-7a.

Comments Submitted Following the 9/7 Meeting

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

NEXT STEPS/RECOMMENDATION

- No further study.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$2.7M to \$4.1M					Improves	Improves	Improves

RECOMMENDATION: NO FURTHER STUDY



Concept not drawn.

DESCRIPTION

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

NEEDS ADDRESSED

- 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.

NEXT STEPS/RECOMMENDATION

- No further study.

5/18 MEETING DISCUSSION AND COMMENTS

- Duke Energy is updating poles along this line now.

**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
									NO FURTHER STUDY

RECOMMENDATION: NO FURTHER STUDY



Concept not drawn.

DESCRIPTION

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

NEEDS ADDRESSED

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.

5/18 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.

Comments Submitted Following the 5/18 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

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

9/7 MEETING DISCUSSION AND COMMENTS

- As a result of a culvert replacement project undertaken by ODOT this summer along US 50, ODOT was able to see what the impacts of

- implementing a US 50 road diet might be. Traffic impacts of the road closure were as follows:
- Maintenance of traffic during that project required the closure of one lane up the hill, which resulted in traffic queues back to Ashley Oaks/Newtown Road.
  - In the opposite direction, traffic backed up to Mariemont Square.
  - A simulation of 20-year traffic estimates demonstrates that traffic would back up through Mariemont Square during PM peak hours. Overall, the simulation showed a degradation of operation and poor level of service.

Comments Submitted Following the 9/7 Meeting

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

NEXT STEPS/RECOMMENDATION

- No further study.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmenta l Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
	AM	EB Average Travel Speed			25.3 mph	C	2%						Improves	Improves	Improves
		WB Average Travel Speed			15.3. mph	E	27%								
	PM	EB Average Travel Speed			11.5 mph	F	49%								
		WB Average Travel Speed			21.2 mph	D	-1%								

RECOMMENDATION: NO FURTHER STUDY



Concept drawings are presented on the following pages.

DESCRIPTION

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

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

NEEDS ADDRESSED

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

--NOTE--

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

5/18 MEETING DISCUSSION AND COMMENTS

- No discussion was held.

Comments Submitted Following the 5/18 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

- ODOT has not provided information to Mariemont regarding proposed bike paths. US 50 focus area was only area where no bike plans were

9/7 MEETING DISCUSSION AND COMMENTS

- The sidewalk currently ends at the creek crossing.
- Sidewalk would be adjacent to the roadway curb in order to minimize right-of-way impacts.
- Construction costs have been estimated (\$170,000 - \$260,000) but right-of-way costs have not been obtained yet.

Comments Submitted Following the 9/7 Meeting

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

12/12 MEETING DISCUSSION AND COMMENTS

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

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

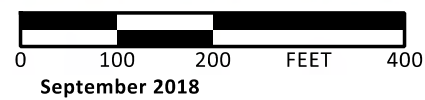
NEXT STEPS/RECOMMENDATION

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

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								\$170K to \$260K	0	\$0	C2	Floodplain, ESA issues	Improves	Neutral	Improves

PRIORITY: MEDIUM





**Concept Drawing**  
 Eastern Corridor Projects  
 Segment II-III (SR 32 Corridor)  
 HAM-32F-0.00; PID 86462

**Figure 50-9**  
 SIDEWALK ALONG THE SOUTH SIDE OF U.S. 50  
 TO NEWTOWN ROAD



Concept drawing was presented at the October 24 & 25 Open House meetings.



Sidewalk Along South Side of US 50

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

PUBLIC FEEDBACK RATINGS SUMMARY

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

(percentages have been rounded)



Concept not drawn.

DESCRIPTION

- Pedestrian crossing of US 50 at Ashley Oaks.

NEEDS ADDRESSED

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

5/18 MEETING DISCUSSION AND COMMENTS

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

- No discussion was held.

Comments Submitted Following the 5/18 Meeting  
(Comments are presented as submitted by Committee members; no edits to content were made.)

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

9/7 MEETING DISCUSSION AND COMMENTS

- Columbia Township is advancing this alternative, with a mid-block crossing of US 50 near the Fifty West Brewing property. The crossing will incorporate an island in the middle of the roadway and utilize a Rectangular Rapid Flash Beacon (RRFB).
- The mid-block crossing is being constructed with a mix of safety and local funding; ODOT and the Township will coordinate the implementation.
- A Committee member asked how the proposed roundabout at US 50 and Newtown Road would impact the pedestrian crossing; ODOT stated that it would make the crossing safer, as traffic would be coming through the intersection at a lower speed.

Comments Submitted Following the 5/18 Meeting

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

12/12 MEETING DISCUSSION AND COMMENTS

- This concept will be designated as a high priority.

NEXT STEPS/RECOMMENDATION

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

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
													Improves	Neutral	Improves