

# WAS-7-23.05

## Improvement of the Pike-Acme-Jefferson Intersection PID 83389

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### **Public Meeting Summary**

November 5, 2008

A Public Meeting was held on November 5, 2008 from 3pm to 6pm in the District 10 Office to initiate a dialogue with stakeholders concerning any proposed improvements to the Pike St. intersection with Acme and Jefferson Streets. A sign in sheet, brochure, and a comment form were distributed to public meeting participants. Presentation boards were on display around the room to depict the conceptual alternatives, the measures of effectiveness, and collision diagram of the intersection.

13 stakeholders attended the meeting, in addition to the 10 staff members from ODOT, the City of Marietta and the WVV Interstate Planning Commission.

Tom Camden greeted the guests and opened the meeting with a short presentation on the traffic and safety issues that have been identified along the SR 7 corridor over much of the last 20 years.

Joe Tucker utilized a slideshow presentation to introduce the workgroup participants and study history. He introduced and deferred the floor to Mayor Mullen. Then provided more detail into the issues affecting traffic on Greene Street and Pike Street. Citing the Safety Study conducted by LJB, Inc., he indicated the safety hot-spots throughout the section. He then explained the remedial actions that are already under way throughout the corridor. Upcoming projects include the retrofit of the signal heads with LED lights and backplates, improvements to signage and striping, and the timing optimization/coordination of all signals through the corridor.

Tony Durm discussed the importance of public involvement and public input in the project development process. Focusing on the improvement at the Pike-Acme-Jefferson Street intersection, the Stakeholders were encouraged to understand the factors affecting traffic flow and safety at the intersection; and provide input concerning the operation of their property or interests in the area. He emphasized that the ramifications to businesses and safety were major considerations in the development of alternatives for this project. It was requested that the public return their comments on the project via the ODOT website or by phone to the City or ODOT. Written comments were solicited from the public to aid in the NEPA process. However, it was acknowledged that verbal comments would be given equal consideration.

Eric Davis presented an exhibit highlighting the accident locations in the vicinity of the intersection and explained the relationship between accident type, congestion influences and physical roadway features. He then presented the three Conceptual Alternatives: A) No Build; B) Realignment of Acme St. & S. Durwood Hoag Drive; C) Realignment of Acme St. & reconfigure S. Durwood Hoag Drive. He also noted that design considerations will seek to improve pedestrian access and safety at the intersection.

## **Conceptual Alternatives:**

- A. No Build. Action limited to minor stripping and signage changes, LED retrofit, and signal timing optimization.
- B. Realignment of Acme St. to include dual left-turn lanes, a thru and right turn lane widened to the northwest; Offsetting the Pike St. left-turn lanes to improve sight distance; Closing the existing entrance of S. Durwood Hoag Drive by realigning the road thru the Kmart property to the existing drive entrance on Jefferson Street.
- C. Realignment of Acme St. to include dual left-turn lanes, a thru and right turn lane widened to the northwest; Offsetting the Pike St. left-turn lanes to improve sight distance; Reconfigure the existing entrance of S. Durwood Hoag Drive by creating a right-in/right-out movement and the placement of a roundabout at the intersection of Jefferson and S. 8<sup>th</sup> Streets.

## **General Response:**

The floor was opened to questions and comments by those stakeholders and media representatives in attendance.

It was generally agreed that something needs to be done to improve the operation and safety of the intersection. However, the reconfiguration of Hoag Drive and the round-about proposed in Alternative C were considered entirely untenable by the business interests in the southeast quadrant.

Additional concerns were raised about the placement of a roundabout near the primary entrance to the City's Wastewater Treatment Plant. The potential conflict of additional traffic with the existing truck traffic to the plant was voiced. Likewise, the loss of useable space on the property was raised, considering the Treatment Plant will soon undergo a multi-million dollar renovation and expansion to meet water-quality standards. Additional issues such as a USGS monument, natural gas and utility mains near the 8<sup>th</sup> Street intersection further complicate the viability of the alternative.

The restaurant and hotel interests expressed serious concerns about the misdirection or circuitry of travel towards their businesses. They strongly preferred Conceptual Alternative B as a more preferred option to improve the Hoag Drive safety issues. The Hampton and Microtel Hotels, along with Bob Evans Restaurant, represent a \$25 million investment. The McDonald's property also represents a significant investment in property and business to the local economy. Unfortunately, it was not apparent that Kmart was represented at the meeting.

It was noted that the Microtel Hotel, currently under construction, will include a restaurant lot and parking in front. The employee and service entrances will be in back accessing from the extension of S. 8<sup>th</sup> Street. Therefore, an increase in traffic on Jefferson and S. 8<sup>th</sup> Streets is anticipated, particularly delivery and refuse trucks. Most importantly though, is the easy and

direct access for the out-of-town customers. As such, appropriate commercial signage would become a critical element of any plan to ensure overall success.

A question was posed as to how traffic will operate at the BP gas station once the Pike Street and Acme Street improvements are implemented. Mr. Davis explained that any access restrictions/limitations/details would be more fully developed later in the design process, but indicated that access onto Pike or Acme Street would favor right turns due to the number of lanes crossed for a left turn.

In response to a question concerning the construction schedule, Mr. Camden indicated that the project would have a 2011 sale date with construction to commence soon after.

A gentleman asked if a stoplight would be installed at the K-mart Driveway intersection if Alternative B was selected. Mr. Davis responded that the signal warrants would be determined during the design phase.

Mr. Davis thanked the public for their participation and comments and invited them to examine the display boards and discuss any comments or questions further with a workgroup participant. This concluded the presentation portion of the public meeting.

The meeting, which started at 3:00 pm, was concluded by 4:30 pm after discussions with some attendees and the local media. Eric Davis and Matt First remained available until 6:00 pm. However, no one else arrived to participate in the Open House portion of the public involvement meeting.