Wooster Pike Revitalization Project

Location
Wooster Pike Revitalization Project
Studies
2000-2004
Studies
Wooster Pike Revitalization Project

Studies

Planning Studies

Wooster Pike Revitalization Project

Studies

Findings: Primarily Physical Issues

- Automobile dominated
- Variable setbacks
- Overhead lines
- Landscape
- Architectural character
- Pedestrian circulation
- Sign clutter
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Studies

Goal: To create a liveable, walkable community.

Goal: To align the traffic messages with the geometric messages.

Goal: Change traffic patterns through residential area and Dragon Way, without degrading Wooster Pike traffic capacity.

Goal: Revitalize business district.

Goal: Increase safety of the corridor.

Goal: Lower travel speed.

Goal: Provide screening for residential district.
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Studies

Traffic Studies

• Speed Study - Reduced the speed to 35/25 mph.
• Building Study - Official designation of Central Business District.
• Capacity Analyses.
• Crash Analyses.
• Traffic Counts - Tube and Turning Movement Surveys.
• Visual observations of traffic patterns.
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Speed Study/Building Study

March 20, 2008
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Road Diet

**BEFORE:** 4-10’ LANES

**AFTER:** 3-12’ LANES
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Capacity Analysis

Wooster-Road Diet

<table>
<thead>
<tr>
<th>Existing Conditions</th>
<th>Meadowlark AM LOS</th>
<th>Meadowlark PM LOS</th>
<th>Watterson AM LOS</th>
<th>Watterson PM LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eastbound</td>
<td>18.0 B</td>
<td>21.9 C</td>
<td>7.5 A</td>
<td>19.3 B</td>
</tr>
<tr>
<td>Westbound</td>
<td>22.8 C</td>
<td>16.9 B</td>
<td>10.8 B</td>
<td>10.6 B</td>
</tr>
<tr>
<td>Northbound</td>
<td>28.1 C</td>
<td>28.8 C</td>
<td>16.2 B</td>
<td>13.4 B</td>
</tr>
<tr>
<td>Southbound</td>
<td>25.4 C</td>
<td>25.5 C</td>
<td>22.6 C</td>
<td>28.1 C</td>
</tr>
<tr>
<td>OVERALL</td>
<td>22.3 C</td>
<td>21.3 C</td>
<td>11.0 B</td>
<td>17.9 B</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Proposed Solution</th>
<th>Meadowlark AM LOS</th>
<th>Meadowlark PM LOS</th>
<th>Watterson AM LOS</th>
<th>Watterson PM LOS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eastbound</td>
<td>9.7 A</td>
<td>4.8 A</td>
<td>4.2 A</td>
<td>12.1 B</td>
</tr>
<tr>
<td>Westbound</td>
<td>9.4 A</td>
<td>6.5 A</td>
<td>6.7 A</td>
<td>13.7 A</td>
</tr>
<tr>
<td>Northbound</td>
<td>37.9 C</td>
<td>45.1 D</td>
<td>44.1 D</td>
<td>41.7 D</td>
</tr>
<tr>
<td>Southbound</td>
<td>24.1 C</td>
<td>49.1 D</td>
<td>48.0 D</td>
<td>50.8 D</td>
</tr>
<tr>
<td>OVERALL</td>
<td>12.5 B</td>
<td>7.3 A</td>
<td>7.2 A</td>
<td>14.2 B</td>
</tr>
</tbody>
</table>
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Signal Controllers

1968

Now
Wooster Pike Revitalization Project

Adjusted Turning Movement Counts

AM Peak Hour 7:30 AM-8:30 AM

Wooster and Meadowlark

Wooster and Watterson

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Adjusted Turning Movement Counts

PM Peak Hour 4:45 PM-5:45 PM

Wooster and Meadowlark

Wooster and Watterson

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Traffic Patterns
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Public Involvement

After review of studies, a conceptual plan was developed.

5 cul-de-sac’s

Access Road
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Project Timeline

2008 Public Involvement
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Public Involvement

1. Met with Fairfax Council.
2. Met with Fairfax Community Improvement Corporation.
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Public Involvement

After meeting with Council and the CIC meetings, revisions were made to the concept plan.

4 cul-de-sac’s  No Access Road
The plan was reviewed at the following meetings:

All attendees were asked to fill out a comment sheet.

The responses to the comment sheet resulted in several follow-up meetings held with individual residents and businesses upon request, July 2008.

Met individually with 15 businesses and 23 residences.
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Public Involvement Meeting Results

Added cul-de-sac at Camden Avenue, Added parking lot and bicycle trail connection, Removed speed humps for chicanes, Added loading zone for restaurant.

Graphic credit: Gary W. Meisner, FASLA
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Public Involvement

- Met with utility companies and developed relocation plan, July, 2008.

- Met with Mariemont and Cincinnati officials to review plans, July, 2008.

- Met with SORTA officials to review plans, August, 2008.

- ODOT approved concept plan, August, 2008.

- Met with Bike Group, 2013.
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Funding

- OPWC: $1,544,262.00
- CMAQ: $2,192,317.60
  $3,736,579.60

SORTA in-kind $25,000
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Funding Timelines

CMAQ Funding
- Environmental Document Cleared
  DELAYED!
- Right-of-Way Cleared
- Contractor Selected by 12/31/13

OPWC Funding

STIMULUS
- Contractor Selected by 12/31/11
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Project Timeline

Phase 1
Construction

2012
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Phase 1 Construction

- Road Diet on Wooster Pike: one lane each direction with center left turn lane.
- Construct all curb and drainage work.
- Install temporary guardrails across future cul-de-sac’d streets.
- Construct bus features near Meadowlark intersection.
- Construct ADA compliant sidewalks.
- All utility relocations.
- Upgrade and coordinate signals at Meadowlark Lane and Watterson Road.
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Project Timeline

Phase 2 Construction

2014
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Phase 2 Construction

- Build cul-de-sac residential streets.
- Construct colored driveable medians and paver strips on Wooster Pike.
- Construct bus pull-over at Watterson Road.
- Construct bus shelter and bus layover at Meadowlark Lane.
- Construct decorative lighting.
- Construct bike path and bike racks.
- Construct Bike ‘Share the Lane’ amenities.
- Construct parking lots.
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Complete Streets Features

Drivers
- Three-lane 'Road Diet'
- Landscaped or colored stamped median
- Decorative street lights
- Removed fence and upgraded landscaping
- Upgraded traffic signals

Pedestrians
- ADA sidewalks and curb ramps
- High-visibility crosswalks and signing
- Decorative street lights
- Colored and stamped tree lawn

Bicyclists
- Shared lane for bicyclists
- Decorative street lights

Transit Users
- Bus pull-off
- Decorative street lights
Wooster Pike Revitalization Project

Complete Streets Features

**Drivers**
- Three-lane ‘Road Diet’
- Landscaped or colored stamped median
- Decorative street lights
- Removed fence and upgraded landscaping
- Upgraded traffic signals

**Pedestrians**
- ADA sidewalks and curb ramps
- High-visibility crosswalks and signing
- Decorative street lights
- Colored and stamped tree lawn
- Pedestrian push-button and heads

**Bicyclists**
- Shared lane for bicyclists
- Decorative street lights

**Transit Users**
- Bus pull-off
- Decorative street lights
Wooster Pike Revitalization Project

Complete Streets Features

**Drivers**
- Three-lane ‘Road Diet’
- Colored and stamped driveable median and tree lawn
- Decorative street lights
- Utilities relocated to south side of street

**Pedestrians**
- ADA sidewalks and curb ramps
- High-visibility crosswalks and signing
- Decorative street lights
- Colored and stamped tree lawn

**Bicyclists**
- Shared lane for bicyclists
- Decorative street lights

**Transit Users**
- Decorative street lights
Wooster Pike Revitalization Project

Complete Streets Features

**Drivers**
- Three-lane ‘Road Diet’
- Colored and stamped driveable median and tree lawn
- Decorative street lights
- Utilities relocated to south side of street
- Access Management

**Pedestrians**
- ADA sidewalks and curb ramps
- High-visibility crosswalks and signing at intersection
- Decorative street lights
- Colored and stamped tree lawn
- Mid-block pedestrian crossing

**Bicyclists**
- Shared lane for bicyclists
- Decorative street lights

**Transit Users**
- Decorative street lights
Wooster Pike Revitalization Project

Complete Streets Features

**Drivers**
- Parking Lot
- Decorative street lights

**Bicyclists**
- Bike trail connection to Murray Bike Trail
- Bicycle Parking
- Decorative street lights
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Complete Streets Features

**Drivers**
- Parking Lot
- Decorative street lights
Wooster Pike Revitalization Project

Complete Streets Features

**Drivers**
- Three-lane ‘Road Diet’
- Colored and stamped driveable medians and tree lawn
- New traffic signal mast arm
- Decorative street lights
- Utilities relocated to south side of street
- Access Management

**Pedestrians**
- ADA sidewalks and curb ramps
- High-visibility crosswalks
- Decorative street lights
- Colored and stamped tree lawn
- Mid-block pedestrian crossing

**Bicyclists**
- Shared lane for bicyclists
- Decorative street lights

**Transit Users**
- Bus pull-off
- Decorative street lights
Wooster Pike Revitalization Project

Complete Streets Features

Drivers
- Three-lane ‘Road Diet’
- Colored and stamped driveable medians and tree lawn
- Decorative street lights
- Utilities relocated to south side of street

Pedestrians
- ADA sidewalks and curb ramps
- High-visibility crosswalks and signing
- Decorative street lights
- Colored and stamped tree lawn

Bicyclists
- Shared lane for bicyclists
- Decorative street lights

Transit Users
- Decorative street Lights
Wooster Pike Revitalization Project

Complete Streets Features

**Drivers**
- Three-lane ‘Road Diet’
- Colored and stamped driveable medians and tree lawn
- Decorative street lights
- Utilities relocated to south side of street
- Access Management

**Pedestrians**
- ADA sidewalks and curb ramps
- High-visibility crosswalks and signing
- Decorative street lights
- Colored and stamped tree lawn

**Bicyclists**
- Shared lane for bicyclists
- Decorative street lights

**Transit Users**
- Decorative street Lights
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• Provided screening for separation of residential and business district
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Redevelopment
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Redevelopment
Wooster Pike Revitalization Project

Redevelopment
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Redevelopment
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Redevelopment
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Redevelopment
Wooster Pike Revitalization Project

Existing Business Success

“I talked with the staff at Smitty’s about the project. They said a customer asked them how long they had been in this location and the staff responded close to 30 years. The customer said that he had been driving the corridor everyday for 20 years but this was the first time he noticed their store.”

Frank Henson, President
Queen City Bike
“Over the past few years, we have seen redevelopment that has not occurred in decades in the business district. Pedestrians can now safely walk the corridor and cross at signalized intersections. The overall aesthetics of Wooster Pike has encouraged economic investment in the business corridor.”

Mayor Carson Shelton
Village of Fairfax, Ohio
Wooster Pike Revitalization Project

Residential Success

“We were very pleased with the project plans and ultimately made the decision to purchase a home because of the project design. Carlton Street would get very congested with the through-traffic and we were concerned about the safety of the residents and children on the street. When we saw that the project called for the street to become a cul-de-sac, we felt comfortable making an offer on the home.”

Dan Dockery, 3710 Carlton Avenue
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Complete Streets accepted by FHWA in 2010

To have safe, comfortable, and convenient access to community destinations and public places—whether driving, walking, bicycling, or taking public transportation.
Wooster Pike Revitalization Project

America’s Transportation Awards:
Mid America Association of State Transportation Officials (MAASTO) Region Award:
Quality of Life/Community Development award

American Society of Highway Engineers
TRIKO Valley Section
2014 Project of the Year award

American Society of Highway Engineers
Great Lakes Region
2015 Project of the Year award
Wooster Pike Revitalization Project

For more information on this project and Complete Streets, please contact:

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