0:06

Hello everyone. Welcome to today's virtual stakeholder meeting for the US. 30 Corridor Study in Wayne County between Kansas Road and webinar, We'd like to thank you for joining us this afternoon. My name is Chris on the line and I am the District three Public Information Officer.

0:23

We have a few housekeeping items, we'd like to go over first and then we'll get into the project detail.

0:29

Conducting public meeting virtually is still somewhat new to us, so I'd like to thank you in advance for your patience and understanding as we go through this presentation this afternoon.

0:40

We may we'll try to make this as easy and seamless as possible, but there may be some bumps or slight hiccup as we go along.

0:47

So we'd appreciate some feedback at the end of this meeting on how to make this experience better in the future.

0:57

At this time, the audio for the entire audience has been muted to help make sure that everyone can hear us by eliminating background noise.

1:05

Participants will be provided an opportunity to speak during the questions and comments session immediately following the presentation.

1:14

The slide on your screen shows an image of what you should see on your computer desktop in the right upper right corner. You're most likely listening to this using your computer speakers by system default.

1:26

If you would prefer to join over the phone, just click on the little white arrow next to the word audio in the control panel and when the pain expands, click on phone call and the dial in information will displayed.

1:39

If you are experiencing issues with static interference or garbling speech, as you try to connect, or, you should try to connect using another method.

1:49

You may submit your questions at any time during the meeting by typing them into the questions pane of the control panel.

1:56

We will collect these questions and address them during the question and comment session.

2:01

During the question and comments session, you may continue to submit text questions, or you can click on the hand icon.

2:09

To raise your hand, if you wish to speak, you will be unmuted and prompt him within your turn to speak.

2:16

For those of you who are joining by phone or who would like to and would like to provide input following the meeting, you may submit your questions or comments to Donald dot, Ross differ at ... dot ohio dot gov.

2:33

To provide fair and orderly discussion of project information and expression of comment, we will include the ground rules in this meeting participant guide, which can be found on the project website in the handout section of the control panel.

2:48

We won't read the entire list, but I would like to touch on a few of the highlights.

2:52

This meeting is being recorded, and all comments are considered public record.

2:57

We'd like to ask that you please keep comments and questions as specific and related to the project as possible.

3:04

Speakers will be limited to two minutes to allow other participants an opportunity to speak.

3:10

And finally, we know this goes without saying, but please we ask that everyone, please be respectful, demeaning, derogatory, and inflammatory. Vulgar language or actions will not be permitted and may result in attendees being removed from the meeting.

3:25

The agenda for this meeting is as follows. First, we'll introduce the project team. Then we'll go through the project presentation.

3:33

Then we'll allow for a question and comment session of the presentation.

3:37

Then we'll ask you a series of questions and allow for a comment session in-between each question and we'll go over the next step in what will occur after this meeting.

3:49

At this time, I would like to introduce you to the ... District, three Deputy Director, Bob Weaver.

3:56

Thank you Crystal and good afternoon everyone. Thank you for participating in today's stakeholder meetings for the Wayne 30 Corridor Study. Some of you may not have been asked to be stakeholders in the past, so let me just kind of explain this a little bit. So, stakeholders are individuals in the community, such as you see reps, County Commissioners, township trustees, village, mayors, so forth and so on, local officials, and individuals that may have a business, major business in the area.

4:31

Fire, EMS, Certainly, law enforcement, are very well all the tunes, what's going on in the community, and our transportation needs, and wants of the community impact. Or, businesses in day-to-day operations. So that's why we've, we've recognized.

4:50

We can have everybody involved in a stakeholder meeting, so we selected the majority are, or individuals. We saw it, can provide us feedback for today's meeting, an input, So.

5:04

Certainly, we want you to participate and ask questions, and we will have a round of a question and answer session here a little bit. Next slide, please.

5:15

So, again, the purpose of today's meeting is to share information with you about the study. Let me emphasize that. We are launching a study. We'll get into some of the specifics and timeline of this, but this is just for a study. We're looking into court or interviewing out what we can do, What we can do. What's best for the community.

5:36

So, along the way we're going to ask at the very end, we're going to ask for questions specifically. So, I wanted to throw these up so you can be thinking about them along the way. So, which intersection sounds of most local concern and why?

5:52

The highest traveled rails for trucks for machinery, buggies, EMS, school, travel routes and concerns. And what local events do we need to consider that we may impact.

6:04

So, after the presentation, we will answer all of your questions, and, you know, information about the next steps, then we'll open it up two questions, excuse me.

6:19

So, at this time, I'd like to introduce the team.

6:23

We have Catherine Way, the Traffic Planning Engineer, and she's today's presenter, she will be the one, giving us all the information on Roster for Districts: Environmental co-ordinator and meeting moderator, Thompson District Public Information Officer, and we've already heard from Crystal .... She's a public information officer here at the district, as well.

6:45

Matt Water isn't and Tendencies, our District Capital Programs Administrator, Leslie Farley, our District Planning Engineer.

6:52

Julissa cello District Traffic Engineer does 2000 our District Design Engineer?

6:59

Red Quarter or District Real Estate Administrator, ..., District Environmental Specialists in Jason's Sutherland, the manager. We also have members of Ghana Fleming and they will be performing the study.

7:14

... is a Project Manager and lead to Ms.. This is a transportation planner.

7:21

So we have a lot of individuals online and we should have the right people, your answer, your questions.

7:28

So at this time, I'm going to turn it over and we will proceed with the presentation.

7:34

So, answer: please signal worse.

7:40

Sure.

7:43

My name is Catherine Way. I'm the project manager for this study. And this presentation, I wanted to provide a quick background.

7:52

Ah, sorry.

7:58

Wanted to provide a quick background of how the segment got selected for study. Go over crash data and also review the study area, purpose, and schedule.

8:15

Sure.

8:24

I apologize. To discuss prioritization. So in 20 16, the district developed a priority list that ranked the four lane at grade intersection corridor.

8:35

The top three safety ranked corridors and District 3 included 121 from Clinton Road to Grill Road and in 20 20 safety fun for awarded for several intersection improvements along that segment with 2024 estimated construction.

8:54

Then the third segment tied second with Madonna 224. Enrichment wrote from Richmond Road to leeward wrote, In 20 15, safety funds were awarded at Medinah 224 and Westfield Road Intersection for an archive.

9:12

Left Turn Lane, Leroi Road, in 20 19, these improvements were constructed. So, as you can see, this is the next segment, up for study based on our prioritization.

9:31

The study area, we're looking at 14 30 intersection.

9:37

And for a major driveways from Kansas Road to West Lebanon Road, there are going to be many secondary intersections that are part of this study area, as well, to be counted.

9:48

So, wanted to quickly mention to be aware of possible traffic counting equipment that will be at these locations. As you can see, that the dot locations, over the next several months.

10:07

Little bit of crash data.

10:09

So, wanted to discuss the crashes that are happening at these intersections historical crash data from 20 15 to 20 19. This is a five year analysis period.

10:19

There were 242 total crashes at the 18 study intersection.

10:25

There were two fatal crashes: 112 injury and 128 property damage only.

10:32

As you can see from the chart, the two signalized intersections, state Route 94 had 55 crashes.

10:40

And State Route 57 had 43 crashes. Those were the highest intersection, highest crashes for the intersection along the corridor.

10:51

At the Stop Controlled intersections, we're looking at wanger had 23 crashes, followed by polar that had 17 crashes and then Wes Lebanon had 16 crashes over the analysis period.

11:11

The purpose of this study is to analyze crash pattern, capacity and existing conditions.

11:19

Study also is to recommend counter-measure to address the crash patterns at the US. 30 intersection. We're looking at counter-measures such as full or partial intersection closure arquette which is reduce conflict you turn Super Street which is an archive signalized intersections. I'm gonna get a little bit more into that in the following slides.

11:41

Then other innovative counter-measure, as well as turn length or turn lane extension, we also need to determine if the main line counter-measures would impact any of the secondary location.

11:52

Some of you may have been involved last year in the Statewide Amish Study.

11:57

And this corridor study, we will be counting buggies at the US. 30 intersections to identify the cropping patterns.

12:03

We're not getting into anybody buggy counter-measures or recommendations on side streets that may have been included in that study.

12:15

Reduce conflict you turn or an archive, is an accurate intersection with a medium that has the minor road traffic turn right and make a U turn back to crack or to make left.

12:28

The image shows the Medina 224, Westfield Road Archive that was recently constructed in 20 19.

12:36

As you can see, the meeting is closed.

12:38

As well as there are u-turns, it was loose to accommodate the semi traffic.

12:44

These limits are place about 650 feet from the intersection at this location.

12:54

Super Street is an art, signalized intersection and signal at the U-turn as well. This is an example in Butler County at the four bypass the Titusville World.

13:08

This isn't a different district, but as you can see, there are, you turn, as well as learn, to accommodate the semi traffic.

13:23

A quick overview of this schedule, so in February 2021, study Consultant, Gannet Fleming, was authorized, in May of 2021, we are conducting traffic counts on the main line, US. 30 and a few secondary intersections, around down.

13:39

In June, we're finishing the secondary counting location.

13:45

Then fall, we're expecting a draft study to be completed. and I did want to quickly mention it's not in the slide, but we do plan on coming back to this stakeholder group to discuss the draft study and the recommendations.

13:59

Then, in Winter 2122, we're planning on holding a public involvement Meeting.

14:05

February of 2022.

14:07

finalizing this study and in April of 2022, submitting safety applications for any of the recommendations.

14:18

No, any larger counter-measure implementation will likely take several years.

14:22

This isn't a quick short-term process.

14:28

I also wanted to mention an upcoming project, which is US 30 and State Route 57 Intersection Improvement.

14:38

This isn't part of it. It's an ... safety, which is concurrent with the Speedway Development Improvement.

14:45

So marked out on the image to the right in green is the O dot Safety project, which includes signal replacement.

14:53

State Route 57, Southbound right.

14:55

Turn Lane addition, a U S 30 westbound Right.

14:58

Turn Lane Extension, and a US.

15:00

30 westbound Locked Turn lane addition.

15:05

Construction is expected to occur in 20 21, 2022.

15:11

I would now like to introduce Don .... He is going to be our moderator for the question and comment portion of the meeting. Thank you.

15:31

Thank you. Again, my name is Don ..., So we've got a slide up here just to remind you of how to ask questions and to provide comments.

15:41

So, before we go on to the questions that we'd like to ask you, we'd like to open up for questions and answers on the presentation itself. So we'll give a few minutes for folks to raise their hand, or you can type in your question that you may have, that you would like to ask the presentation.

17:00

OK, at this time, Julie is going to answer the first question from Jonathan Hofstetter.

17:08

Yeah, Julie. So yeah, we can basically install arca at every intersection, if that's what the study recommends.

17:19

It all depends on how close intersections are space, so we have to really closely spaced intersections. Then they might have to share the U-turn movement.

17:27

But they would still be like an archive configuration for them, too.

17:31

Thank you, Joey.

17:48

Hey, Julie is going to continue to answer too small question.

17:53

Yeah.

17:53

So our question is, how many intersections are you looking to close or does that depend on the traffic data be dependent on the study? So, when we get the draft study, this fall, we'll see what the recommendations are, and again, that's based on traffic data and crashes.

18:12

Thank You, Julie?

18:29

Next question is, Are the only improvements being considered in the study, what we have seen in the presentation, Jonathan Hofstetter.

18:38

Basically, they're looking at a variety of recommendations. So, those were the main one that we've been doing on. We just wanted to explain the archive with super familiar with those.

18:51

Wanted to make sure we explain what those are in the presentation. But they'll be looking at other improvements to minor improvements, maybe could be even just low cost improvements, such as assigned pavement markings.

19:05

All the way up to much larger projects, such as the ...

19:09

or Super street, could be just return line extensions of signal replacements, or just turn lane improvements, or additions that some of the intersections, similar to what we're doing at the 30th 57 intersection.

19:23

Thank you, Julie?

19:28

Next question was from Frank Geyser Franke.

19:31

Yes, we will repeat the questions before we answer them. Thank you.

19:36

The next question is is a complete bypass as we has been done at 57 to Worcester in consideration. No, we are not looking at doing any type of bypass.

19:51

The new 30, that replaced the old 30 Lincoln Highway Corridor is the section that you have now. And we're not looking or considering another bypass around any part of the county or any of the villages along the 30 corridor.

20:35

Julie's going to answer the next question from Jonathan Hofstetter.

20:40

Jonathan asked if there's any other place in the state currently has. not already in use.

20:47

So, yeah, there is, down by our District eight area, they have actually several superstrings, I in a row on route for bypass, just north-west of Cincinnati.

21:26

So just for clarification on that, on that last statement, Jonathan, if you're looking for multiple, like, one after the other district, eight down in Cincinnati is the place to have multiples.

21:39

But we do have other archives that have been built in the state.

21:44

Here, in district three, we have 1 to 224 and west, West build, dry. And then District 4 have 2 that are not too far away, that are just on the edge of Wayne County, that they have built.

22:08

We have Dan Lowe has his hand raised and would like to ask a question, so, at this time, we will unmute you Dan, and you can ask your question.

22:20

I was just wondering for the work that's scheduled this year at 57 if there's going to be any detour that is the city of Oroville that we need to prepare for, or kinda take into consideration like our fourth of July during that week, a lot of people from all of Wayne County and beyond come to our Fourth of July, Festivities.

22:50

Dan, at this time, we did not believe that you will need to worry about any type of things that you need to do for detouring around that area for that construction.

23:00

We do have a detour plan in place, we believe.

23:03

You do not need to do any more in order to prepare for that construction.

23:08

Does that answer your question?

23:11

Yes.

23:26

Next question is from Lake New Spawn.

23:32

What is the main goal of the study of safety, efficiency, or longevity?

23:39

How would you rank those three goals?

23:47

Yeah, this is Julie Hill. Answer that question.

23:49

So, basically, we were looking for all three of those, and we would rank safety first. So, we will be applying for safety funds.

23:59

Definitely has to be a safety component, has to be a big part of that. So that would be probably the most critical one.

24:06

Thank you, Julie.

24:09

The next question is from Jonathan Hofstetter.

24:12

Yes, I am looking for multiple archive's in a row.

24:16

May I e-mail and get the list. Thank you for answering my question. Yes.

24:21

We can certainly give you the information on that just send me an e-mail or Julie, an e-mail when what you're asking for, and we will be sure to give that to you.

24:34

We also have Scott Miller, raising his hand.

24:39

At this time, Scott, we're going to allow you to unmute and ask your question.

24:56

Sorry about that, Here we go. Oh, can you hear me?

25:01

Yes sir, OK, on winter road, that crossover was just close to last year.

25:10

Consider that intersection for an OR cut or something too to open that back up.

25:24

Julie, So yeah. So we're not able to put an arc elevation difference of eastbound and westbound lines 30.

25:33

This time we're not planning to open that back up.

25:36

As part of the project we did provide a U turn at 94 signalized intersection to accommodate people who are northbound on Winger wanted to on either cross. Or. They could either go down the line for Signal Maker Laughter or also make a U-turn there and that you turn does accommodate semi trucks as well.

25:59

Thank you, Joye.

26:17

Julie's going to answer the next question from Pete.

26:20

Whistler.

26:22

Yeah. So we just really want to be traveling and you know.

26:26

If there's a location where they do cross 30 often, try and come up with some kind of a combination for them to make it so that they can cross route 30 easily and safely.

26:38

Thank You, Julie?

26:57

Next question is from Blake Meyer and Julie will answer your question. Yeah, so the question is the divine road or Pixlr Road going to be affected in any way.

27:08

Ah, I believe there are 57 there and find a way to just west of 57 intersection at TNC Route 30.

27:20

No, we're not affecting them with our project. Speedway Gas Station. Those are going to be the two main access points for the Speedway Gas Station.

27:32

Thank you, Joel.

27:54

At this time, Blake Bomb had his hand up, and we're going to allow Blake to unmute and answer, ask this question.

28:05

Yes, good afternoon. Can you hear me OK?

28:09

Yes, sir.

28:11

So, just to make sure that I understand, the full goal to study, You know, that it's primary focus is safety. and then, more than likely, efficiency and last longevity to make sure that whatever solution we put in is the appropriate one.

28:27

What kind of information?

28:28

Do you really want from this season's assembled, so that we can provide you the best information to make those decisions. So I just wanted to clarify that because I want to make sure I tailor any further questions that I have to ensure that the information that you're designing.

28:48

So I add area for question at the department, wants to ask, the individuals in this meeting, and what that is going to help us do is to tailor the study that we're getting ready to do to include those intersections and those areas along 30, that the stakeholders believe we should be looking at. So what we did want to do is we want to get your comments, your input into those areas, which intersections, you Believe are the most unsafe that need the most systems. What kind of things you think we're looking at at those intersections along 30 and also some of the side road where they intersect with some of our state routes within that general area that we're trying to study right now. And then we're going to take your information. And we're going to work with our consultants who was going to do the study and look at the traffic to collect the data that we need in order to determine what kind of improvements, if any, at all with each of these intersections that we're all wanting to look at.

29:49

And then, from that point, will come up with some preferred alternatives that we will look to try to get funding for, in order to try to make some improvements in this area.

30:00

So you can ask, you can answer the questions today, or you can think about the questions, and you can provide us with some of your answers through e-mail back to me, or to Julie or to CAC all three of us, you have our information, and then we can use that information to get the study started.

30:21

Juliet, did you want to add to that?

30:25

All right, thank you.

30:27

Did that answer your question, Blake? Yes. But, I did wanna kinda just clarify one part that you've said, So yes, the focus of safety in our information as to what ones we feel is most unsafe, obviously, fields, and opinion. So, from a safety standpoint, you would assume that A traffic light would be more safe. But it's not necessarily true, depending upon the traffic pattern, so that's why.

30:53

Our information that we get to you.

30:55

What do you feel is the most safe in regards to the information that we're providing, whether it be convenience, no backups, times for cross? Again, I feel like I could ask you probably 300 questions to get to the root cause, and I don't want to waste your time. So from, from that aspect, and that's just safety. Not even talking about the efficiency of the traffic patterns, whether it be from school letting in versus letting out, in certain businesses. So, you know.

31:30

I hope I'm not being too vague, but that's really what I'm looking for, is safety aspects, Especially from a fire and EMS, which is why, you know, I'm trying to help to be on here.

31:41

What is going to be value added for us to provide to you versus opinions?

31:50

So, for someone like yourself being emergency services, I think that would really help us clarify.

31:59

some of the information that we're collecting, is, where do you go out and spend a lot of your time going two emergencies in order to with people that are in serious racks where you're taken to Hospital?

32:14

Unfortunately, if there's a doubt, or do you see it from your standpoint?

32:18

Where would you see places where you're going to most often, again, back and wait for.

32:28

That also places where you believe that you see that from a safety standpoint, we should be looking at this intersection in order to try to do some type of improvement, like say for instance, you see that there's a traffic light at one of the intersections. You don't like traffic lights because you believe they are creating more crashes.

32:49

Um, you know, you have that information, you know, as you see it, when you go out on site to deal with emergencies.

32:58

So you're going to be helping us validate some of the intersections that we're lacking crash data on to pinpoint those intersections and looking at them just term, and what kind of alternatives should we be looking at in order to make that intersection more safe.

33:15

And that could be a warrant to traffic like that could be turn lanes.

33:20

That could be an archive that could be around the types of things crossovers where we take them out because it just changes.

33:32

So some of it is opinion but a lot of it's based on your experience and your position that you hold in your community.

33:42

OK, thank you very much.

33:44

Yep, that does.

33:45

I just wanted to make sure that, you know, whenever we did, we work together, to make sure that the solution was the best for everyone, Because safety is always the most important, but efficiency is also going to be something that is, is important. And, of course, whatever solution we put in, we want to make sure works for a longer period of time, and isn't just a temporary short-term solution. So, as long as I'm on the same pattern of where your guys' thoughts are and we can put something on paper that makes sense from those three categories. I look forward to the project. So, thank you for your time, sir.

34:17

Thank you.

34:37

OK, the next question we have is from Jim factor, sorry, I'm butchering your name. And Julia is gonna answer your question.

34:47

Question is, with this study, are you open to expanding the intersection for en route 30, the closure of the road as greatly increased congestion?

34:59

So, yeah. So the study will analyze the traffic operations at the intersection.

35:06

Of course, as we mentioned, will be getting new traffic counts out there, they'll analyze, come up with recommendations that will improve safety and operations at that intersection. So, it could be.

35:20

Super street, could be, you know, keeping the current intersection and adding additional lanes, so there'll be other options that will be looked at.

35:30

Thank you, Julie?

35:36

Mister Lowe, you have your hand raised and we wanted to allow you to ask your question. You can unmute yourself.

35:58

Yes, I just had a question on the children road intersection.

36:05

I know a lot of times, line of sight, and, like Julie mentioned, elevation, is critical in the safety of an intersection.

36:15

And I just wondered through the crash data that you guys have looked at.

36:21

I know Koehler Road had more accidents, but it actually has a greater line of sight looking both directions.

36:29

I wondered if you have any plans for Kidron Road make that safer And if you knew why one of the intersections coal are being a little higher than Kidron Road, which does not have the line of sight or and also has the elevation coming over the bridge.

36:50

Yes, sir, Julie will answer your question.

36:54

Yeah.

36:55

So, yeah, we love. actually, a part of the study will be looking at all that stuff that you just mentioned. So, that's what the study will be doing.

37:03

We haven't gotten into the crash record yet, see exactly what each crash was, and, you know, what the cause of each crash was. It will be done with our consultants as part of the study.

37:15

Right. Now, all we had was, we collected all the crash records from the village, from the state patrol, for the Department of Public Safety database.

37:25

That's where those numbers came from, that we showed you previously in the slide, but we haven't gotten into the details of the crash record yet.

37:34

Thank you, Joel.

37:35

Dan, Dan, did that help answer your question? Yes, that I kind of figured more details will be coming up with the study, but I was just curious what had been looked at already.

37:46

Yes, thank you, sir.

37:52

Next person has their hand raised Scott Miller at this time. Mister Miller, we'd like allow you to unmute yourself and ask your question.

38:00

Good afternoon, thank you.

38:03

How does this project or study going to affect Business Drive's entrances on US 30?

38:11

Are they looking at potentially combining drives and or adding access roads to limit the number of entrances under US 30?

38:31

So, as we get into the study, that could be a recommendation. When we get into some of the questions that we're going to be asking of you as a stakeholder. If we don't get those kind of questions or comments for looking into that, then most likely, those will not be looked into to do those types of things. So a lot of, that's going to depend on how the answers come in from the questions that we're going to be asking here shortly.

38:58

Yeah, I'm just thinking if you're adding signals, like a super street, something like that. You're gonna want to have a driveway like right next to say no or something like that.

39:07

The access management, uh, no doubt would be watching out for, I'm assuming.

39:14

Uh, they would have to take that into consideration.

39:20

Yeah, most definitely. We get into the weeds far enough to where that becomes the preferred alternative. Obviously, we do have to look at access management with the design of that kind of proof.

39:34

So, yes, to answer your question, we would be looking at that as we look through different alternatives.

39:41

Thank you.

39:43

You're welcome.

40:17

So the next question is from Blake Meyer and Juliet's, going to answer your question.

40:24

yeah, the question from Joseph Rabbit then from East Unit Township Trustee.

40:30

He's asking, you don't want to ask the road question.

40:33

He said he was contacted by Larry, listen. At the golf course there is concern about the speed of traffic coming off of new 30.

40:47

Is the speed limit going to be something in question?

40:50

The limits are based on code, and not really much.

40:55

We can do to change it, so that 70 miles an hour on the freeway portion of Route 30 to the west, going all the way westar, by definition, is code 70 miles an hour.

41:11

Then it does drop to 55 where the freeway portion ends.

41:15

And again, that 55 is based off.

41:17

The code, actually says that that piece about 30 to 60 miles per hour.

41:26

And when that law was changed back in 2013 law or changed, we actually did a speed don't study, keep it at 55 miles per hour.

41:37

So we're not able to drop at any lower than the 55.

41:42

Thank You, Julie?

41:53

OK, we have Blake Meyer raising his hand. At this time, Blake, we're going to allow you to unmute yourself and ask your question.

42:05

Yes.

42:25

Hello, mister Meyer, did you want to ask a question?

42:29

Please, go ahead. We can hear you.

42:58

OK, Ryan Pearson asked a question and Juliet's want to answer that for him.

43:03

Yes, all right, where is the closest super arca and are there any in our district?

43:09

So, not currently right now Super Street, which are Sigma Ys arcot, they are, District eight is only one but I'm aware of at this point.

43:23

But we we will be building to superstrings update Route 21 in Wayne County.

43:30

We got approval for that last year from the Safety Funding Committee and that will be at 21 and Edwards wrote 21, an Eastern road.

43:39

And right now, construction is scheduled for fiscal year 24.

43:49

I'm sorry, which is our calendar year 23 and 24? Yes.

44:21

OK, at this time, it doesn't look like we have any more questions, or anybody else have their hand up wanting to ask questions about the presentation?

44:29

So, at this time, I'm going to ask for, We go to the next slide, and I'm gonna start asking each of the questions, and, just like we did through this question and answer session here, before, I want to ask a question, this time, when I get done asking the question, feel free to raise your hand.

44:50

Or put your comment in the question bar.

44:54

And we will work to address your comments.

45:02

So, before I do that, we have one more person that raised her hand.

45:05

It looks like mister Meyer raised his hand.

45:09

At this time, mister Meyer will allow you to ask your question.

45:16

See? Yes, if you can hear me.

45:20

If you can lower the, this is Joe rep team, by the way, if you can lower from 60 to 65, why can't you lower it, some 70 to 65 or 60, new 30?

45:44

We're going to answer your question, mister Meyer.

45:47

Yeah, so there is a process in a higher bias code that allows us to do a study. that don't work study is based off of roadside development.

45:58

Because the new portion of Route 30 is a freeway. There are no, there is no development that has direct access to route 30.

46:07

There really is no way to lower that piece of Route 30.

46:12

The only reason we were able to get the piece that east of the Freeway section beginning 57, all the way to the county line, by doing that we don't study because there are several driveways along route that section around 30 including several great intersections.

46:36

So, that was the reason why we were able to justify keeping that 55 miles per hour.

46:43

Thank you, Julie.

46:45

Does that help answer your question, mister Meyer?

46:50

Yes.

46:53

Alright, thank you, sir.

46:55

OK, at this time, I'm going to start asking the questions that we have for you as a stakeholder.

47:01

And like I said before, go ahead and raise your hand if you want to make a comment on that particular question or use the question, uh, texting area to provide your comments there or questions you may have.

47:17

OK at this time the first question is, Which intersections have the most local concerns and why?

47:33

Yes.

47:37

OK, you've got your hand raised. We'll go ahead and let you go first.

47:44

Good afternoon, and greetings from the village about I. Know, currently, right now, the greatest concern of the Village of Doubt, and their residence continues to be the intersection of 94 and 30.

47:55

If you look at your crash data, you'll notice that there were 55 accidents and intersection prior to the closure of the wing or road crossing.

48:04

And since then, what it's done is, it's brought all the traffic to the 1430.

48:10

If you look at the crash data pertaining to the Winger Road Crossing, it was actually the third rated processing with crash data as well.

48:20

Um, let's see.

48:22

The most popular change, I think, that was, has been made to the intersection right now that residents like the most is actually the split phase.

48:30

Prior to the split phase, the issue that we're having was there, there were a lot of people attempting to make left-hand turns on the Route 30 from 94, and the traffic would enter the intersection and not know what to do.

48:42

Things haven't gotten a lot of safer in the middle of the intersection since then.

48:47

The location of accidents have now changed.

48:50

Instead of being in the center of the intersection of 9430, the accidents are now created primarily by people who become impatient, trying to get out of local businesses. I know last night I received a complaint from a man from Canal Fulton who said it took him 15 minutes to get out of that darya parking lot on Monday afternoon.

49:11

I also received another call last night pertaining to concern from residents about pedestrian traffic and their safety at the softball field due to all the traffic being backed up past the ball diamonds.

49:25

And so the ball field that we're talking about is actually the ones that the girls softball team uses for their varsity gains. So we have quite a few people that come in from other communities.

49:37

So I know that there's been a lot of change in consumer behavior at local businesses.

49:41

The business at the Bell Store West is up by profit, probably 50%, because people are trying to avoid making certain left-hand turns that they would have to make if they were at the Bell Store east.

49:55

However, the business, the Bell store, Easters down.

49:59

Last night, I received a call from the owners of the doubt and dera yet, and they're very concerned with the potential loss of business due to the frustration from their customers that they're hearing.

50:09

Things that, the impact, the amount of traffic and things that we noticed where there's problems with the intersection, a lot of it has to do with like Gerber feed early in the morning trying to get their feed trucks up to speed.

50:21

And one of the strange things is the fact that a lot of it comes down to the timing of the light.

50:29

So the time allowing for the split phase is the main concern at this time.

50:35

There may only be 8 to 10 cars, and in one direction or route 30, but there may be an additional 10 to 12 trying to get out of local businesses at the same time.

50:45

This happens daily at the Bell Store ended the darya. The most common complaint is that there are times where I'm not sure if the sensor is malfunctioning or something, but only 3 to 4 cars can get to the intersection at one time.

50:58

Um, and then we've had people that if they're actually during peak times are actually there was stopwatch isn't saying they're only getting NaN as creating massive congestion.

51:11

So I know there's, there are things that we're trying to do on this end. So one of the things that the village about, I'm just taking initiative on, is we will be hitting mass drive.

51:22

So this will enable ... to change their entrance to their business if they so choose.

51:29

We would also like as you look at things in the future, look at exploring relocating the entrance to Lincoln view.

51:36

Lincoln view is the street that runs parallel to Route 30.

51:40

Right there.

51:41

It's right there around the 94 intersection, and we would propose moving the entrance between the ball sealed and the Bell store west.

51:50

that would assist anyone who is attempting to lead the Bell stores, intending to head West on 30 to be able to head North, 194 only a few hundred seat and then use LinkedIn View as a way to connect or reroute to route 30.

52:06

I knew, after talking to a lot of you on Monday, I know one of the things that we need to also do as the village's.

52:13

We will be doing what we can to actually educate residents who normally would have used Winger Road.

52:21

It is actually quicker if they continue to go all the way out to around 30 instead of using Henry Street, and get caught up in the mess at 94 and 30.

52:31

So it's in their best interest to go all the way out to Route 30, make a right hand turn.

52:39

And what we found, is there, the left-hand turn lane on 90 store.

52:43

You can get as many as 10 cars through it. No problem at all. That would be, if you're on Route 30, and you want to make a Left-hand turn either on the 90 store, or to loop.

52:56

Back up, For instance, if you're headed East on 30, and be able to make that loop to be able to head back West. So you, people will be able to take a lot more time, off. And we what we need to do is try to find ways to reduce the amount of traffic going through there.

53:14

And part of that education, and probably looking at some, some upgrades in the area, too, So. Thank you very much for your time.

53:25

Thank you, Mayor. We appreciate your comments on that question.

53:29

At this time, I would like to ask Dan Low if you'd like to elaborate on what he wrote in his book, in the question box as Cameron Road Safety.

53:42

We'll allow you to unmute yourself and if you'd like to elaborate on that.

53:48

Um yes, it was just you asked which streets and intersections have a concern.

53:55

Just I live down at Lake Harmony and so, for many years, I've grown up in that area and Kidron Road was always a intersection that we always tried to avoid. If we could and we would try to use color instead.

54:13

So I just was trying to be concise and not have to take up a lot of time, so I just put Kidron Road and the safety of it.

54:23

That's fine. Thank you, sir. Give them more details on that.

54:28

We also got a comment from Nathan amps Ah.

54:33

I would bill that Route 57 and 94 are the highest risk.

54:39

Nathan, would you'd like to take an opportunity to elaborate on that a little bit?

54:49

Sure. Yeah. Thank you for the opportunity.

54:53

I'm part of the smucker organization and also local residents. So I frequent that area quite a bit.

54:59

And obviously, just by volume of traffic, Route 57 and Route 94, obviously are the highest areas of concern, just because of the amount of traffic through those areas. Also, I did note there as well that the Kidron Road intersection there is very troublesome.

55:19

It's it's kind of dangerous particularly for traffic that's headed northbound on Kidron Road and wishes to make the left-hand turn to proceed West on 30.

55:31

Kind of making that split, and then merging with traffic and getting up to speed there, especially if that's larger vehicle traffic can be can be. Something that is troublesome and dangerous as visibility is limited with the elevation change, of traffic that's proceeding in the westbound direction on 30.

55:57

Thank you, sir, we appreciate that.

56:00

Next comment we received was from Jim factor, and it is another concern with Route 94 and Route 30 is the number of people who are trying to accelerate through the intersection.

56:14

Because, sorry, I gotta put down here.

56:21

Because the light is changing to red.

56:27

Mister ..., would you like to elaborate on that? I think we have a clear understanding of what you're trying to say.

56:32

But I want to give you the opportunity, if you'd like to take it, to expand on that if you'd like.

56:38

I mean, just in general terms, and I think ...

56:41

talked about it, but you know, with the fact that you reduce the width, like he said, changing the light to go in one direction has been great, because, you know, everybody is going in one direction, people can turn left onto onto Route 30. That's a concern is because it's only, know, at best NaN set, we're going in one direction that people are going to get through the intersection and by the time they're getting through, you know, it's red, you want to talk about safety in that, that's a concern.

57:17

Thank you, sir, we appreciate that.

57:20

We have a comment here from Lindsey Shoop.

57:23

I lost audio, but I must be on my must be on my end.

57:28

Yes, we're hearing everybody else on our end Lyndsey, you may want to talk with Jackie.

57:37

Yup.

57:38

If I can interrupt. What she can try is clicking on the little white arrow, next, audio and her control pain, and clicking no audio, and then back on computer and see if that works. If that doesn't work, then she can clinic, phone call and the phone call information will be displayed so she can call in and listen.

57:58

There you go. Jackie just gave away the information you needed. Thank you Jackie.

58:04

Sure, Thanks.

58:39

OK, I don't see any more. one more, OK, we got Memoriam, so.

58:46

Mister Findley has made a statement of Lake Harmony residents, have expressed concern of needing to slow up and make a right hand turn off 30, when Heading east.

58:59

The speed of heavy truck traffic with people needing to slow down has created a number of the near misses.

59:08

Thank you for that response, mister Bingley, would you like to add to that?

59:26

OK, we're going to move on to the next question.

59:31

The next question is: what are the highest travel routes for trucks, farm machinery, buggies, and MS?

1:00:28

Mister Hofstetter will allow you to go ahead and ask, or make your comment.

1:00:37

Thank you.

1:00:40

When you look at our section of US, 30, and you look at the, cross streets coming across, all of those streets handle different types of traffic.

1:00:50

We don't have a grid system where the roads interconnect.

1:00:54

So, each you Know Agricola Road.

1:00:57

West Lebanon even Wanger Road was heavy with agricultural traffic going in that direction getting into Downton was a wagon road or 94 intersection coming in.

1:01:09

We haven't talked a whole lot about corrosion road but there is some development that is happening there. The township just granted annexation to some parcels of land for some commercial development.

1:01:20

Curzon's also, just out there, There is a very large farm and they use Route 30 to get to different parcels that they farm, whether it's going across North, on Christian or using Route 30 itself to travel. They have some larger equipment that does go faster.

1:01:40

This plays into firing EMS as well. There's not very good access.

1:01:45

Heading South, again, it's not a grid system, so each of them kind of plays an important role to get to a different section of the Township.

1:01:54

Really right now all these intersections serve a very important purpose for different parts of township or village life.

1:02:01

That's all I have, thank you.

1:02:05

Thank you, sir.

1:02:07

Next person with their hand raises Ryan Pearson.

1:02:11

At this time, mister Pearson, you can go ahead and make your comment.

1:02:16

Thank you, everybody.

1:02:18

I just wanted to re-iterate exactly what Johnson said. Recently, I've been monitoring traffic at 30 incurs and.

1:02:26

And maybe two weeks ago I observed the crash maybe a little bit longer. Observed the crash happened right in front of me, because of the intersection was clogged up in the middle, and then traffic is stopping on Route 30, and it's going, you know, pretty rapid there.

1:02:43

So, as I actually observe that, crash myself, so, I'm looking at that with some turn lanes to go north, things like that. Also, the semi trucks are going to like wind out and door until more in the, in the farm equipment. You know, So Jonathan really nailed a lot of that intersection.

1:03:04

Sometimes a trap, the semi trucks turn, I'm sorry, they're going south and then they're going turning south from occurs and to then go east on on 30 and there trailers are so long that they can't maneuver the middle of the intersection and so traffic then has to slow up. That's traveling West.

1:03:27

so I just wanted to to let everybody know that occurs an intersection that is getting a lot of truck traffic and it's, I think it's become an issue.

1:03:45

Thank you, sir. We really appreciate that.

1:03:50

Our next statement is from mister Finlay, and it is 94 and 30 is the only way to cross from north to south in our community.

1:04:02

Mister Bentley, would you like to expand on that statement?

1:04:07

Yeah.

1:04:08

That's the big thing is whether it'd be a school event or anything that would businesses letting out, that would be a potential issue.

1:04:17

Now I know one of the things that we need to keep in mind for the future, too, I noticed that they had just mentioned, wasn't what we were just talking about Persian.

1:04:28

So Kirsch and Road, there is something that's going to be up, I believe, is about 100,000 square foot building that's going to be going up and there's going to be, like a small cosine going in there.

1:04:40

So there's not only going really heavy truck traffic that will be there, but there is going to be a lot of families.

1:04:46

So we're going to have people coming from from all over the state in order to be able to visit the location.

1:04:51

So as you plan in the future, keep in mind at that intersection that you just have a fraction of the traffic that you're going to have, probably within the next year, a year, and a half when it opens up.

1:05:13

Thank you, sir.

1:05:16

Our next statement is from Nathan Amstutz, and he's just saying for trucks and EMS traffic, I would rank the top three in descending order as 57, 94, and then Kendra Road.

1:05:34

For Book Buggy Traffic, I would rank them as ... Road 94, and then 57.

1:05:43

Sir, would you like to expand on that statement, or are you OK with moving on?

1:06:15

All right, Do we have any other comments on question number two?

1:06:23

Blake, Nusbaum has raised his hand per head.

1:06:29

Make your comment, please.

1:06:31

Yes, again, thank you for the opportunity. So, just real quick to re-iterate what I think pretty much everybody said.

1:06:36

The closure of Winter Road has really forced traffic through the intersection of 94 and 30, and that really is the only way to get to certain sections, either south or north.

1:06:50

So, from a response, time standpoint, not being able to go across the moon or road has been a hindrance, because it forces everything that's in a certain corridor.

1:07:02

So, right now, that's one of my biggest complaints and concerns to try to alleviate that because, as Jonathan ...

1:07:14

stated, all of these, north to South are important to get access to Good.

1:07:21

So, any any more that we close or impede is going to have an impact.

1:07:28

So, whatever that solution becomes, we just need to keep in mind that we still need an efficient way to cross 30.

1:07:41

For fire and EMS protection.

1:07:45

Yes, I skipped the safety on that one, Should see those come into play at some point.

1:07:52

Thank you, Chief.

1:07:54

So, Julie wants to provide you with some comments on the winner road crossover and how it relates to emergency service vehicles being able to get through that intersection?

1:08:10

Yeah.

1:08:10

So we built that up media enclosure their weight in the road.

1:08:16

We did provide a reinforced bridge system in the meeting area to accommodate fire, EMS personnel ought to be able to cross that intersection.

1:08:28

Unfortunately, other people were using that as well.

1:08:32

So we were having some safety issues and concerns with other vehicles. They'll try to use that as a crossing.

1:08:42

So we did add to that all winter, because they basically were where somebody got stuck in the Mud Cafe, OneDrive, and got all money. And really wasn't going to be effective anymore for fire trucks across there.

1:09:00

So our hope is that we're able to do something there that will still accommodate that fire and EMS personnel to be able to use that in emergencies.

1:09:11

Thank you, Julie?

1:09:13

I don't know, did you, did you know that already? Chief?

1:09:17

I personally did not, just for clarification. I'm the board chair, Kyle News Fund as the chief. I know that's sort of confusing. I apologize for that.

1:09:26

All right.

1:09:28

So, yeah.

1:09:29

We did build something into that crossover for emergent service vehicles to be able to get through, but we've had to close it off, just because of everything that's been happening there.

1:09:41

So, one thing to add to this conversation with fire emergency vehicles, crossing 30 or any of the intersections, where, let's say, we were planning to put, wants to put in archives.

1:09:56

one of the things that our district, and even District four has been doing, is speaking directly to those types of individuals about what they would like to see us put in a design project.

1:10:12

In order to help them be able to get through the intersection safely, to minimize their time, in order to get to an emergency. And it's been a mixed bag.

1:10:24

Some of its archives has been, too do what we're trying to do it when you're road, and we did that at the 224 site in District three.

1:10:35

Another comments we got like on the super Street is that they are going to have the brace curb and the islands in the center, the low enough that they can pop up on to those with emergency equipment to get through the intersection that they like.

1:10:51

But we're also hearing from our district eight counterparts that these individuals are just going through super straight through the wound and back. And they say they're saving time.

1:11:08

And that rather than trying to go through the areas where we're building lower kerbs for them to try to jump and go through the center.

1:11:15

So those are the things we're hearing.

1:11:17

And we're definitely willing to work with emergency service providers on this subject as we develop whatever things we decide to do at each of these intersections.

1:11:35

Thank you. That's well received. Appreciate that.

1:11:38

You're welcome.

1:11:45

Mister Lowe has his hand raised, we wanna allow you to unmute yourself and provide your comment, sir.

1:11:53

OK, thank you.

1:11:54

I also wanted to kinda piggyback on top of the comment that was made about Kidron Road people going Northbound having difficulty turning to the left to Head West on Route 30.

1:12:06

Another issue that I see happening is if a truck is wanting to turn Southam Kidron Road, and they are in that turn lane, is subsequent people who want to turn behind him and also go south.

1:12:23

Start backing up into the fast lane, and different times, you'll be coming up over the bridge, and you do not have a whole lot of room.

1:12:32

And you have to try to squeeze over into the slow lane.

1:12:35

To avoid stop traffic that has now converged into the fast lane on westbound traffic. So that was just another concern with trucks and that intersections.

1:12:52

Thank you, sir.

1:12:55

Our next comment is from Jim factor.

1:12:58

And it is, is it possible for an archive to be placed for winter road traffic traveling east?

1:13:06

So, the traffic would travel weft, and then you turn to travel east.

1:13:20

Yes, sir. We will definitely look at that as part of this study.

1:13:23

Um, if you're having more that you'd like to say on that will give you the opportunity to speak, if you'd like.

1:13:32

No, I mean, it's pretty self explanatory.

1:13:34

I'm just looking at, if you're traveling south on Winger, and you come to Route 30, isn't theirs there is A turnaround then there. But I think it's more along the lines for, there's a There's someone's driveway right there. But it'd be nice. If it's like, what would you guys did overrun?

1:13:54

585 murtha Doyle's town is a great example of what could be done, where a turn lena's is implemented with the loop.

1:14:04

That'd be great in that area.

1:14:13

Thank you, sir.

1:14:16

OK, I'm gonna go ahead and go to the next question, Next question is, are there any concerns along school travel routes?

1:14:39

Jim ... has his hand raised, Sir, go ahead and make your comment, please.

1:14:45

Yeah, my answer, that would be absolutely.

1:14:48

So, as the superintendent, the school district, we went through Uncalculated.

1:14:53

We have eight bus routes, three bands that cross route 30, 64 times a day, Um, I was gonna put, it could occur earlier, but you kind of.

1:15:07

Question number two, but you kind of focused more on trucks and buggies and machines form firm equipments.

1:15:14

But our school busses cross, Route 94 Kidron Road, then Eastern western old Lincoln way, at least 10 times a day.

1:15:27

We're crossing where road koehler occurs in West Lebanon at least five times a day.

1:15:33

And then, just a couple of times a day, Eckard Road and Cockerham, so, but, but 64 times a day is a tremendous amount of time for our busses to be crossing Route 30.

1:15:48

That's where the congestion and Route 94 is, is huge. For us.

1:15:55

It's not uncommon for the end of the day for busses to sit through at least five light changes before they're able to get through.

1:16:09

Um, it's, I guess, I should have said this first.

1:16:13

You know, I appreciate the fact that you're looking at the study, and the fact that you included this, this group, because this is a concern, especially for the school district, with the number of times that are our busses are crossing Route 30. It's a huge safety concern, as well, as a time concern for us.

1:16:39

Thank you for the comment, sir.

1:16:44

Jonathan Hofstetter, has his hand raised? Would you like to go ahead and unmute yourself and provide your comment?

1:17:09

Mister Hofstetter has his hand raised at this time, if you'd like to make a comment.

1:17:45

Yeah.

1:17:48

Jackie. Would you be able to help, mister Hofstetter, we cannot hear him at this time.

1:17:53

Yeah, I am not sure what to do.

1:17:57

He is unmuted, on phones, our end, and his end.

1:18:02

So, aye.

1:18:06

Could ask him maybe to disconnect and reconnect, and see if that will help, or change it and change his audio. Again.

1:18:15

Change the click on, click on the little white arrow next to the word audio, and click on no Audio, and then click back to computer audio, or test his microphone there, and see if that helps.

1:18:31

And he's lost his microphone, so he must be trying to.

1:18:36

OK, I will unmute him.

1:18:39

He's still self muted now.

1:18:43

Oh, now.

1:18:45

Now, we're here. Yeah.

1:18:46

All right. Good.

1:18:47

Sorry about that.

1:18:49

What happens, gotta love Technology.

1:18:54

I'm not sure if Central Christian Schools was represented this meeting. They are slightly smaller than that and local school district.

1:19:01

They do not provide as much bussing being a private school, and bringing students in from outside, just a small area.

1:19:10

They also have student drivers more so, because the distance, they're traveling from other areas. So they might want to consider this your way through study as well, that there's maybe in our bus or two plus U at school events, that happen that Central Christian as well.

1:19:28

Jim, I think, did a great job putting some numbers together. I would say be slightly increased with the traffic going to Central Christian, which is on Cunard.

1:19:38

Thank you.

1:19:42

Thank you, sir.

1:19:46

Do we have any more comments on Question three?

1:20:04

Alright, last question, we're going to ask everybody today, What local events, should we be aware of that may impact traffic?

1:20:30

Susan, smell. You have your hand raised. If you'd like to make a comment, please unmute yourself, please.

1:20:37

Hi. Yes. Thank you.

1:20:38

So just as a matter of information Duane County Commissioners in our office, we did a comprehensive plan and as a result of that comprehensive plan, we identified some corridors for expansion.

1:20:55

And just wanted to let you know that 57 expansion maybe West, um, isn't the area that no, we have currently identified. Especially now with the Speedway Locating there.

1:21:10

No, nobody is knocking down our doors to locate their or anything.

1:21:15

But, you know, just so you have that as a point of information, that, that is the area that has been identified by us.

1:21:23

And, um, on the golf course, the Riflemen Golf Course.

1:21:29

I know somebody earlier mentioned Larry Lisak, who is the owner of the Restaurant Golf Course. And, he said that there are, you know, some really bad accidents. People turning into the golf course off of Route 30. So, he wanted that, brought to your attention. I'm going to send you his e-mail when we're done so that you have it in its entirety.

1:21:50

Um, and also, if there could be any. I know there's a sign that says reduce speed ahead. When you're traveling east on Route 30 and coming up to the restaurant intersection, there is a sign that says reduce speed ahead.

1:22:06

But if there could be something else done, to maybe call their attention, or if that intersection is going to be, upgrade it at all. To keep that in mind as you do that.

1:22:22

Thank you, ma'am. We appreciate your comments.

1:22:26

Hold on, Julie is going to provide some information.

1:22:30

Yeah. I know that part of our intersection improvements that will start here this year at the intersection at 57 30.

1:22:40

We are going to be installing a westbound left turn lane, which will help with the issues brought up people turning golf course, OK, for tolerably, I want to say, at least three years now. There has been discussion of possible development on the golf course.

1:23:00

Maybe some housing. So keep that in mind, also. They would, You know, Exit, obviously, out onto what is that road right there.

1:23:10

Swartz Center.

1:23:11

Oh!

1:23:13

I don't remember what road that is, but anyway, just something else to keep in mind going forward.

1:23:19

Yeah, we've heard rumors of that to keep mind. Perfect, Thanks, Julie.

1:23:35

Have a comment from mister Findley: Is there a way for the police department to manually control the light: at 90.3, when there are large sporting events, or, if my wife needs derriere?

1:24:00

So, I just spoke with Julie, and she said that We would not allow the local police department to control the lights.

1:24:09

Sorry, sir.

1:24:12

Next comment is from mister.

1:24:15

Well P gram done.

1:24:18

We'll be having our annual Dealer conference on May 18th and 19th, which will bring expected 200 plus cars and trucks through to 94 30 intersection on this date. That is from Frank Geyser.

1:24:36

Thank you for that comment.

1:24:38

Did you want to have an opportunity to elaborate on that?

1:24:48

OK, Thank you.

1:24:57

Mister Hofstetter has his hand raised.

1:25:03

Go ahead and make your comments, sir.

1:25:05

Thank you.

1:25:07

Yes, The kitten area, Lehman's Hardware pre coded, did have special events that would go on on weekends, and those did drive up tour bust amounts of people to the area.

1:25:21

along with there's flea markets and couple of events that happened down in the downtown area, kidron.

1:25:29

Thursday's is a big days with the auction livestock option that happens in catering as well. So we do see an increased truck and trailer traffic.

1:25:39

Not only does it do livestock, they do A So you have semis or one Ton Trucks with Fifth Wheels.

1:25:47

Or just even pickup trucks with hay in the backs of bed. There. There's a multitude of different types of units that are heading indicator.

1:25:55

And for those auctions on Thursdays for your, when your group is studying, Thursday would be a day to study, Kidron Road.

1:26:09

Thank you, sir.

1:26:48

Mister Family made a comment.

1:26:50

We have the fire in the sky in conjunction with the war bill, the dog days, basketball tournament, the Dalton's Hollie, holidays, festival, and the school events.

1:27:03

It is especially bad when there are gains due to the proximity, 94 30.

1:27:14

Thank you for that comment.

1:27:28

Are there any more comments on questions for time?

1:27:50

Mister Hofstetter made an auction, also has a large machinery, cell and a few times a year. Mister Hofstetter, I think you're talking about the ... auction? Correct?

1:28:05

Yeah, The auction, the same when I was talking about with the livestock sales, they usually do I believe three auctions.

1:28:12

So the week before, the auction, or they allow machinery and stuff to be brought into there. So there's extra truck traffic for that.

1:28:21

And I'd also just brought up the kid or volunteer fire department the first week, I believe, somewhere in there of August. They do a chicken barbecue fundraiser, and they, they do get a large turnout from outside the community to easy barbecue, somewhere around 5050, 250. And those are all sold in a few hours a week. We have a high congestion of traffic for that event and ... as well.

1:28:45

OK, thank you. I have a question on the auction. I had heard that it's possible that that might be shutting down, or being sold is, Would you be able to add any information on that?

1:28:57

I know the owner, and I'm not heard that from the owner that he's looking to sell at this time.

1:29:02

OK, thank you, sir.

1:29:30

OK, at this time, we don't have any more questions or comments.

1:29:34

Question number four.

1:29:35

So now I'm going to open it up one last time for any questions or comments that our stakeholders may have in general, about the presentation that they may not have asked before, or about any of the questions or anything else that we may not have brought up during this meeting that you would like to bring up now.

1:30:15

Mister News Bomb has his hand raised. This time. Sir, you can unmute yourself and provide us with your comments. Just one blanket statements to didn't hear any talk about an overpass.

1:30:31

Was just curious if that would be in the considering consideration of solutions within a study.

1:30:40

Or a bridge?

1:30:41

I'm sorry.

1:30:49

So, yes, it would be a feasible alternative, We can tell you that.

1:30:54

However, be aware that doing road separation projects are very expensive.

1:31:00

We're talking in the in the arena of $10 million plus and right now with our funding options that we may have available to us, it's highly unlikely that we would get the funds we need to construct that type of a project, OK.

1:31:20

Thank you for that, and then just to elaborate similar to what they did.

1:31:26

Um, not car road, but the one before it.

1:31:29

It's just a simple bridge that does not tie into the through a portion of 30 right after Kansas Road that something like that would be feasible for winter roadworks simply a bridge across 30 to take some congestion off of 94 and route 30 there. So just just a generic thought.

1:31:49

I had no basis in that, I'm just going to get that out in the ether that there's an option.

1:31:59

So the way to answer that question is like what I said before.

1:32:04

We had those kind of comments come up during the public involvement for the ... project.

1:32:10

So to do a road separation project like an winger, it would be very pricey.

1:32:16

Not mentioned, we'd be taken out a lot of residents on the north side of that road in order to create that situation. So we already looked at that ad winger and decided that it no longer could be a feasible, feasible alternative because of the cost and the amount of dislocation property owners that we would have in order to do that.

1:32:40

It's copy that surface always a tough decision to distinguish between safety and cost.

1:32:48

Right? Decision sometimes might not be feasible.

1:32:51

Appreciate the time.

1:32:54

Bankers are, Jonathan Hofstetter has his hand raised at this time. Go ahead.

1:33:00

Ask your question or make your comments, sir.

1:33:03

I think I get more of a comment, and I think, yeah, we've talked where we've heard of rivers of a bridge or the winner road intersection, and I would agree that that's just too tight.

1:33:14

I wouldn't say that.

1:33:15

there's not an, it's impossible to put a bridge somewhere, but we would have to maybe look at doing some extra infrastructure to connect township roads or village roads to to a bridge site.

1:33:28

Is that a possibility that could happen, is putting a bridge somewhere else as a possibility? I guess, maybe there is a question.

1:33:40

So, road separation projects are a feasible alternative, but you have to look at them against other alternatives.

1:33:49

You have as you try to determine what your, a preferred alternative would be at any location, so, I have a question for you, which, which wrote locations that crop 30, would you be wanting to look at this type of phenomenon?

1:34:10

I'm not sure if I would look at any existing cross locations.

1:34:15

I think they're all built up around 9430, you have businesses all around that intersection and as you start going across, there's just homes or businesses and a lot of these intersections.

1:34:26

So, think open minded, and maybe in a open more open area, that would?

1:34:35

maybe be more feasible and maybe we put connecting roads, two existing roads in township or village would take over those roads once completed.

1:34:45

Or find ways to help us fund making roads to a bridge. Maybe that's a better idea than trying to put bridges that current existing crossings. Just keep an open mind.

1:34:56

Maybe we're bridge my suit actually versus doing it at current locations.

1:35:09

So, yeah, Basically, we scoped Arkansas to look at locations that might be feasible for an overpass.

1:35:18

Oh, so, that is part of the study that they will be looking at.

1:35:23

But, again, you know, it's, I just want to warn everybody is going to be very difficult to get something like that funded right now. The safety program. But, yeah, that is something that the scope to look at.

1:35:38

So, do you know of a location where we don't have existing road crossings now where you would like to see new roads put in to eventually have a bridge?

1:35:49

Or road separation over 30 We would we would like to have that information So we know where they involve If you don't, if you could do that for us.

1:36:02

Yeah, I wouldn't mind providing that, for you kind of an EIN things over the last month or so, but I'd like to talk to my board as well as familiar individuals that have been on this Webinar and run a pass them before presenting to you. And if most of them think this may be an idea, I'd be happy to present that to you if you don't mind me checking with other entities before I provide that to you.

1:36:26

Yeah, we understand.

1:36:27

Just just understand that our study were most of the study is going to be occurring here in late spring and through the summer.

1:36:36

So we're going to want to see that information sooner than later if it's possible.

1:36:42

Understood.

1:36:44

Thank you, sir.

1:36:45

Mister Finley, you had your hand raised. So we wanted to give you the opportunity to speak at this time.

1:36:56

We fully realize that, that route 30 takes precedence over, oh there, the crossroads and including Route 94.

1:37:06

I know that you're looking at long term solutions to things, but right now, you know, can you revisit or relook at the amount of time that's given to Route 94?

1:37:20

Because, whether the sensors don't see people, or what the story is, we may not have a bunch of people, 194.

1:37:27

We have a bunch that are actually logjams in businesses, and so when you have realistically, 20 people waiting to actually go to the intersection, well, even more than that, and only 3 and 4 cars are getting through at a time, People aren't even able to get out of parking lots right now.

1:37:51

And so that's, it's, it's causing a lot of tension and anxiety over here, so, you know, especially when you have businesses concerned about their future, because not knowing if customers are going to come back because they're, they're getting a lot of complaints right now.

1:38:08

Like I said, this split phase is, is nice, Everyone loves it.

1:38:13

When we were, when we were split says, before we were split phase, we're at NaN.

1:38:18

So we can go down here with Stopwatch. And we can find NaN both sides.

1:38:24

So we went from 25 to 14.

1:38:27

And somewhere along the line The map doesn't compute for the people who live in our community.

1:38:33

So I know we've e-mailed back and forth, but we have issues right now. So, waiting for a year, two years, three years, isn't isn't a practical thing.

1:38:44

We need, we need a solution, and many of 430 right now, because it's an ongoing problem. So, anything you can do would be greatly appreciated.

1:39:03

Thank you, sir, for your comments.

1:39:04

We appreciate it and we do appreciate your concern and the issues that you're dealing with there at 30 and 94 am, as you know, we have been looking at this as well for a couple of years that I've been you're dealing with it so longer than that even so we do appreciate your comments. And we do know that this intersection is one of the intersections that's definitely going to be looked at.

1:39:40

Brian Pearson provided comment for question number four.

1:39:48

Delis andrew, five K has brought approximately 1200, 200 people to the Village of Doubt, and it is only held once a year in Nepal. Pretty cool, but, of course, no need to elaborate. Thank you, sir.

1:40:19

OK, if we don't have any more questions or comments on the targeted questions or on the presentation, I'm going to hand the meeting back over to mister Weaver to discuss the next steps for the study.

1:40:32

If you think of any comments or questions as we continue with the meeting, or after the meetings, please feel free to raise your hand during the meeting to submit your question, in the question panel, or you can submit your questions or comments to me by e-mail, or you can go to our webpage and leave comments there. So at this time, I'm going to hand it back over to Mister Weaver.

1:40:57

Yes, you dongs next slide please.

1:41:03

So, let's talk about the next steps and the process here.

1:41:07

So, know, this, this meeting is just the beginning of the study, if you will.

1:41:12

And so there will be a comment, period of about 30 days to May 27th And provide some information on, you know, how we get those comments to us.

1:41:22

So, so please, talk to your constituents, concerned citizens, And e-mail us your comments, so we can include them in the study.

1:41:30

And at the end of that period will cancel, Take all those comments, and consider them, and then, the consultant will be involved, and they'll start to set a year.

1:41:41

And that'll serve, essentially, like Darlene previously, said, it'll start here. The first part you continue on draft study is to be completed in the fall.

1:41:53

And then after that, we'll have a second stakeholder meeting, you know, everybody on this call, and everybody that was invited, to this initial meeting here.

1:42:02

So, yes, After we have our second meeting, then we will have a server, which will be a public involvement meeting, And that will involve everybody in the open discussion about the alternatives that we're looking at, and the findings of the study, so forth and so on, be a commentary and for the for the public in general.

1:42:26

And then there'll be some determination about what direction we go.

1:42:29

So all of this is contingent upon funding later on after we do the study.

1:42:35

You know what, what direction we go, can we get funded, and that's where the safety application will be submitted in the Spring of 2022.

1:42:44

If we get funded for some of the measures that we would like to move forward with. You know, realistically, we're looking at construction in probably 2025, 2026.

1:42:57

Just to give you an idea of the length of this process timeline, here it will be sure to be ample opportunity to comment.

1:43:06

So, are there any questions about that, the process at this time?

1:43:24

Scott Miller has his hand.

1:43:29

Yeah, the safety applications. Because that's 123 of them.

1:43:35

That would be Spring of 2022, Scott.

1:43:38

Oh.

1:43:41

So that'll be before the public involvement comment.

1:43:46

No, The public involvement will be late winter of 2022.

1:43:53

Well, essentially. Yeah. You're right. OK, I see what you're seeing here. That's a little bit confusing.

1:44:03

Public involvement will occur before we go out and apply for the safety sconce.

1:44:14

Did I answer your question, Scott?

1:44:20

Well, I was just, it appeared that the public involvement was half what's happening after.

1:44:26

There's safety application.

1:44:30

The winter of 2022, and then comment periods, and then after we get all the comments, we'll put together the safety application to proceed with procuring some funding.

1:44:44

OK, yep, thank you.

1:44:58

OK, I don't see any comments or any questions.

1:45:03

Certainly, if you would think of anything related to the process or anything, you can submit those to Don as well.

1:45:09

So, now, we'll turn it over to Crystal. And she will wrap it up.

1:45:17

Thanks, Bob, and thanks, everyone, for participating in today's meeting.

1:45:23

If you have any other questions or comments following the meeting that come up, please feel free to contact ... differ at ... dot ohio dot gov, or by phone, or if you feel the need, you may send a mail letter through the mail.

1:45:42

You're also welcome to visit our webpage and leave any comments on the project page. If you go to transportation, that ohio dot gov, and you search stupid for the Project, 1, 1, 3, 0, 3 5, we have a comment page there that you can leave comments at the product page.

1:46:00

After today's meeting, you will receive a survey. We would appreciate your feedback on today's meeting. And then you will also receive a follow-up e-mail within 24 to 48 hours with a link to view a recording of today's meeting.

1:46:15

So, on behalf of the Department of Transportation and our presenters, we would like to thank you for joining us today, and enjoy the rest of your day.