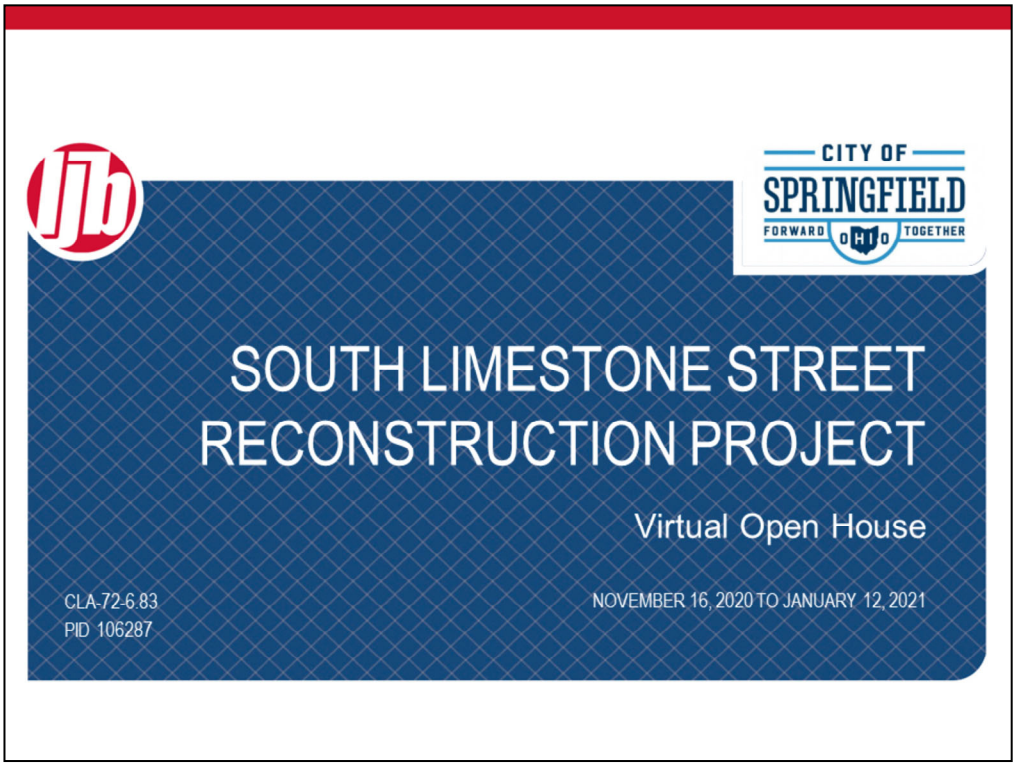
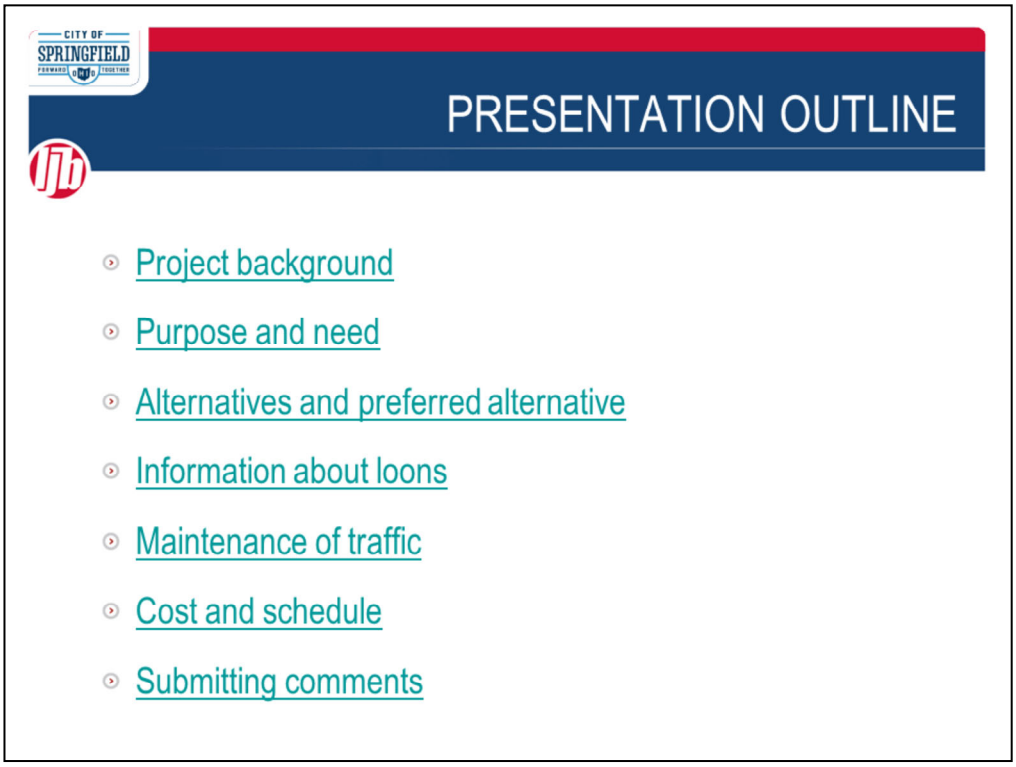
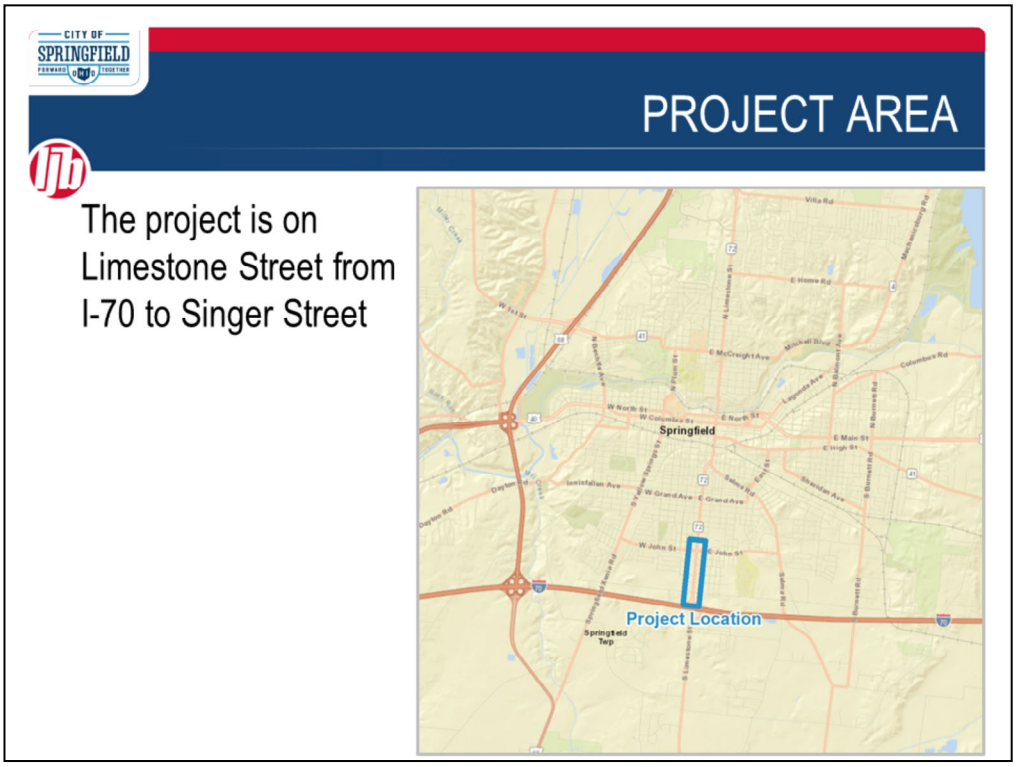


Thank you for joining us for this Virtual Public Meeting. This project is being sponsored by the City of Springfield, in coordination with the Ohio Department of Transportation (ODOT) and the Clark County-Springfield Transportation Coordinating Committee (CCSTCC) . We wish we could be with you in person to tell you about the South Limestone Street Reconstruction project, but we are excited that we can still tell you about our work so far and gather your feedback online. Please view this presentation to learn about the studies and what our plans are to improve South Limestone Street. Afterwards, please use the contact information at the end of the presentation to give us comments and ask any questions you have. We want to hear from you!

The comment period will last from November 16, 2020 to January 12, 2021.



This presentation will discuss the background, purpose, and needs for South Limestone Street. We will tell you about the alternatives were evaluated, and which one is the preferred alternative. The preferred alternative includes “loons”, so we will describe how to drive through and use loons. Then we will talk about how traffic will be maintained during construction, and when construction will occur. Finally, we will tell you how to give us comments, feedback, and ask questions.



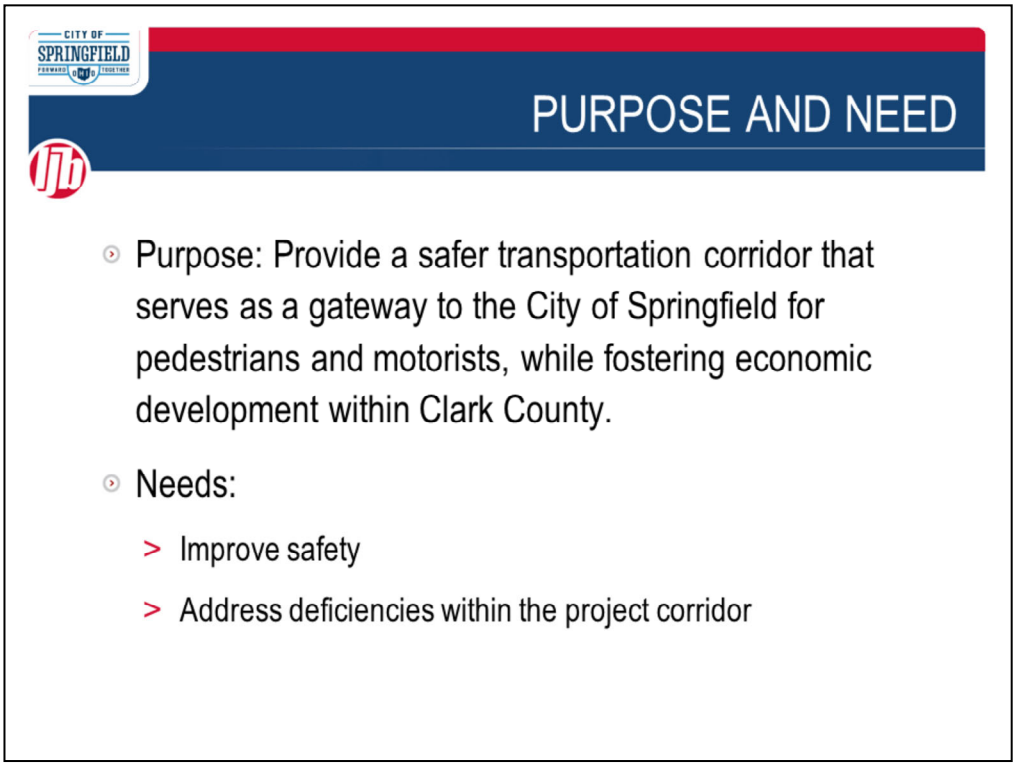
The project area starts at the I-70 and Limestone Street interchange on the south end of Springfield, OH. The project area extends north for about ¾ mile to Singer Street. In between, there are two intersections with traffic signals: Leffel Lane and John Street. This corridor is a gateway into the city from the south. There are many businesses along the road, and some houses on the northern end too. About 16,000 vehicles per day use this part of Limestone Street. About 2%, or 300, of those vehicles are trucks. The speed limit on Limestone Street is 35 miles per hour. There are 2 lanes in each direction, with a two-way left turn lane in the middle – and left turn lanes at intersections.

The Limestone Street corridor has been studied several times. In February 2003, a Conceptual Streetscape Master Plan was completed for the Limestone Street corridor between I-70 and Spring Street. The study noted that there was no visual theme or community character to the corridor. The study proposed landscaping features such as street trees, welcome signage, and pedestrian improvements. It did not assess traffic conditions or crash history.

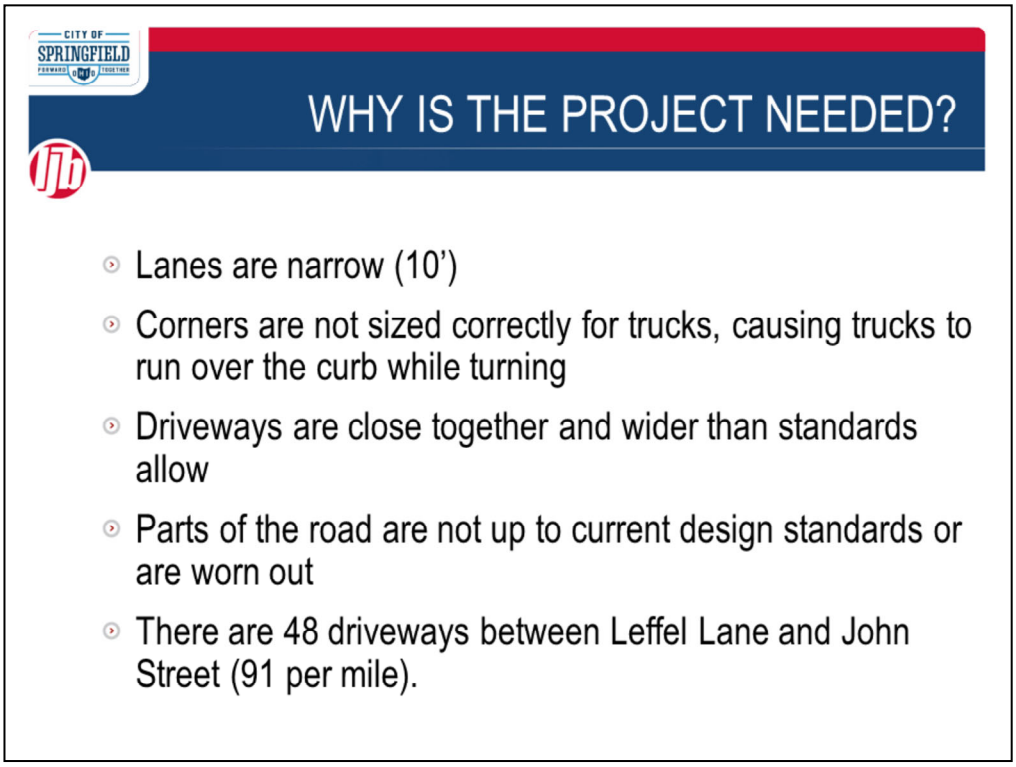
In January 2017, the Clark County-Springfield Transportation Coordinating Committee (CCSTCC) prepared the Limestone Street Corridor Study. The study identified issues related to traffic flow, crashes, aesthetics, and economic development potential. The recommendations included reconstruction of Limestone Street to widen the two outside lanes and two-way-left turn lane, and to close most driveways to left turns, instead providing access to businesses from improved alleys and side streets. This approach is similar to Alternative 3, which will be discussed later in this presentation.

The 2018 Clark County Comprehensive Plan discussed planned development improvements throughout the county. Two of the development goals were to improve infrastructure and physical character. The document states that the pedestrian, development, and traffic improvements discussed in the 2017 Limestone Street Corridor Study are included in the comprehensive plan.

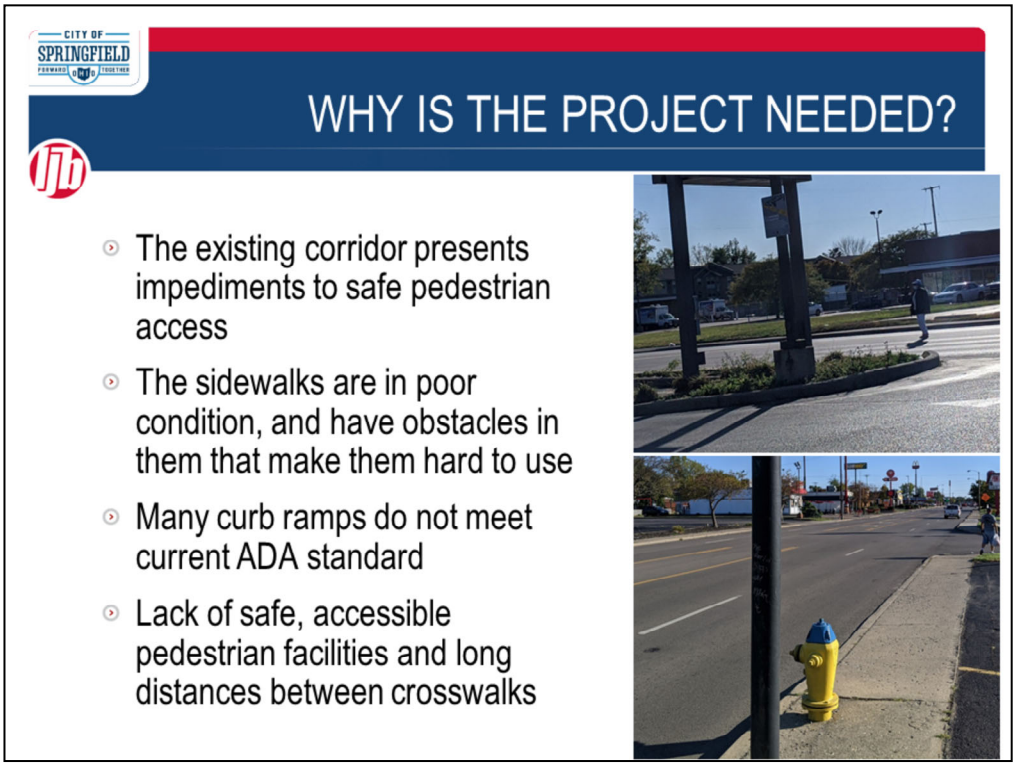
The most recent study was the Clark-72-6.83 Feasibility Study in April 2020. This study identified needs for the Limestone Street corridor, including a discussion of crash history and traffic. The study built on the past studies and in many cases confirmed that previous conclusions were still valid using more recent crash and traffic data. The study presented multiple alternatives and looked into the improvements and impacts that each may cause. The results of this study are the subject of this presentation.



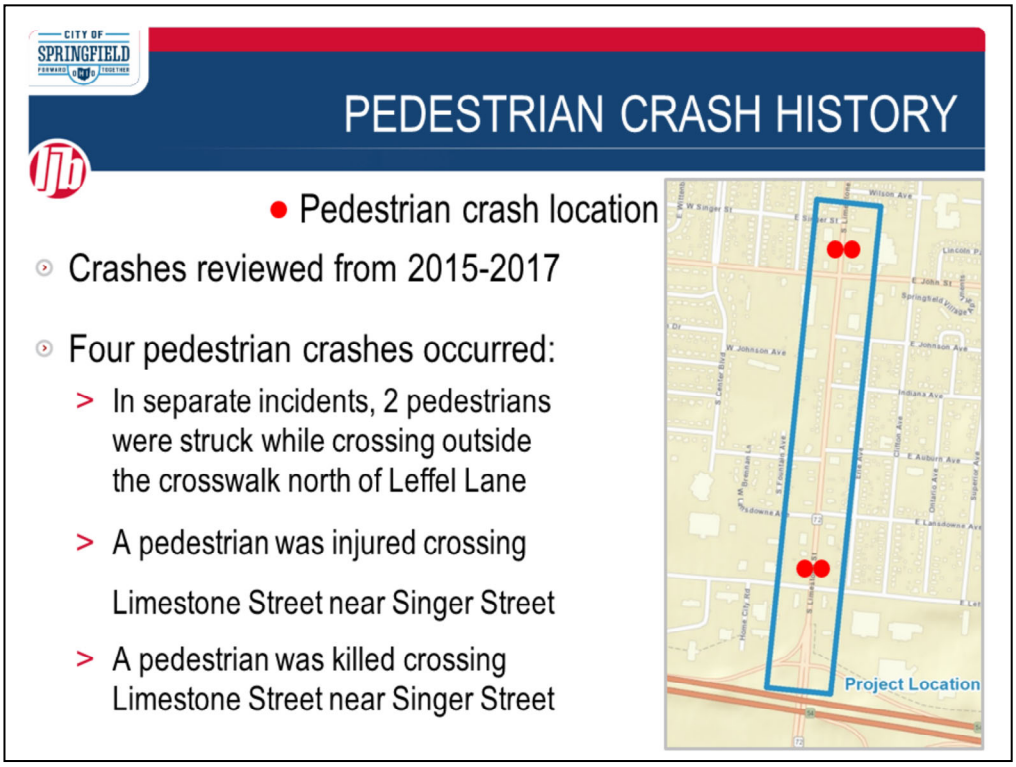
The purpose of the study is to provide a safer transportation corridor that serves as a gateway to the City of Springfield for pedestrians and motorists, while fostering economic development within Clark County. To accomplish this purpose, the project must improve safety and address deficiencies within the project corridor that are out of standard or in poor condition.



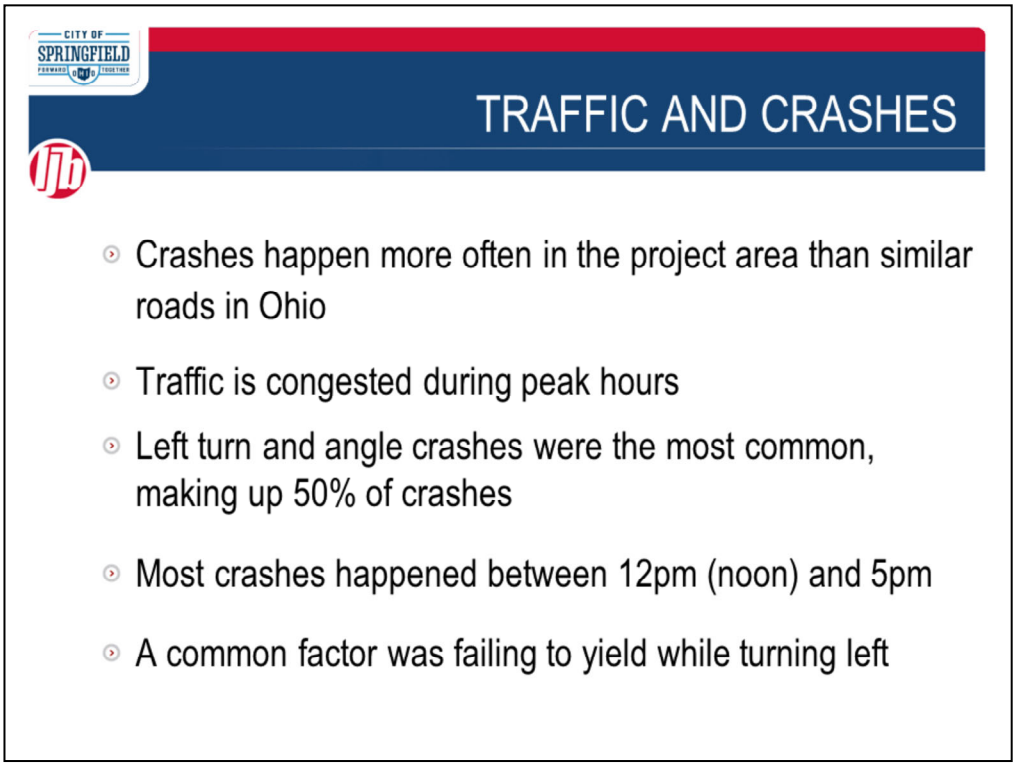
There are design deficiencies that lead to challenges for both vehicles and pedestrians. For vehicles, the lanes are narrow at 10 feet wide. For state routes like Limestone Street (Ohio State Route 72), at least one lane must be 12 feet wide. Narrow lanes also allow less room to maneuver. Combined with the narrow lanes, the corners are too tight for trucks to easily turn without running over the curb. This damages the curbs and could be dangerous to pedestrians standing on the corner. The driveways are closely spaced to each other and are wider than standards allow for. Tightly spaced driveways make driving more difficult because they create many driver decisions. Other vehicles may stop abruptly to enter a driveway, or turn left into traffic if they cannot find a gap quickly enough. There are 48 driveways along Limestone Street between Leffel Lane and John Street. That is a rate of 91 driveways per mile.



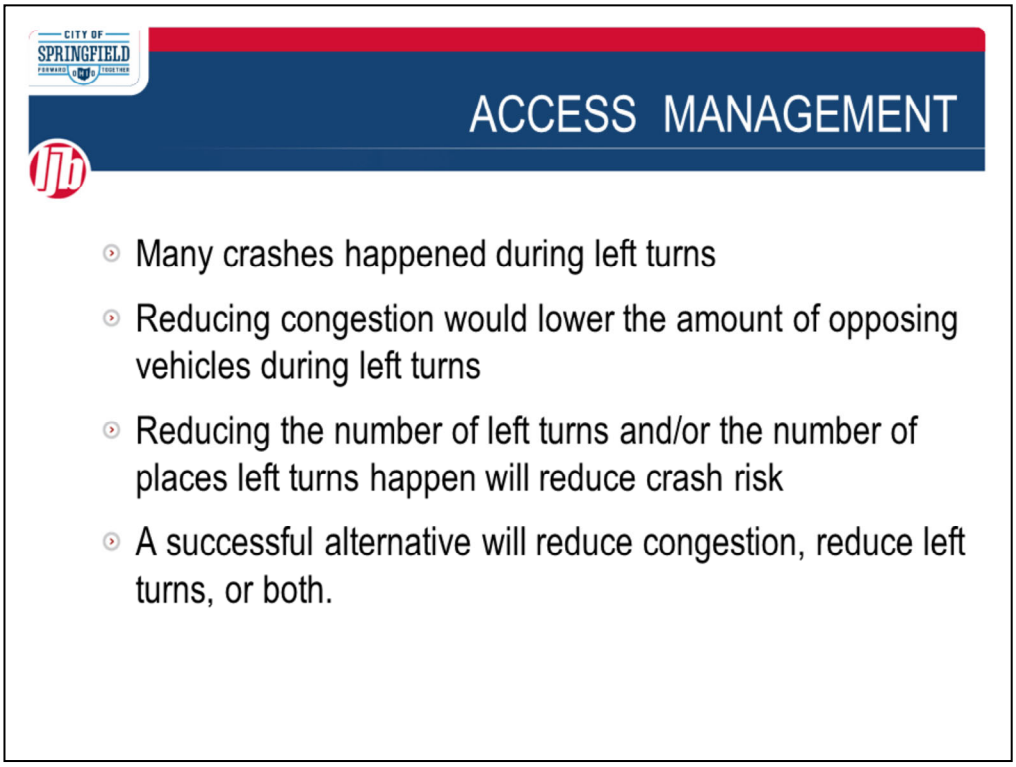
There are similar challenges for pedestrians. There are sidewalks, but they are in poor condition, and have obstacles such as poles or fire hydrants in them that make them too narrow for a person with a disability to use them. At intersections, the curb ramps are not up to current Americans with Disabilities Act (ADA) standards. There is a long distance – over one-half mile – between Leffel Lane and John Street, where there are no marked crosswalks. This leads to pedestrians crossing the roadway in an unsafe manner where no crosswalks are marked and has led to pedestrian crashes.



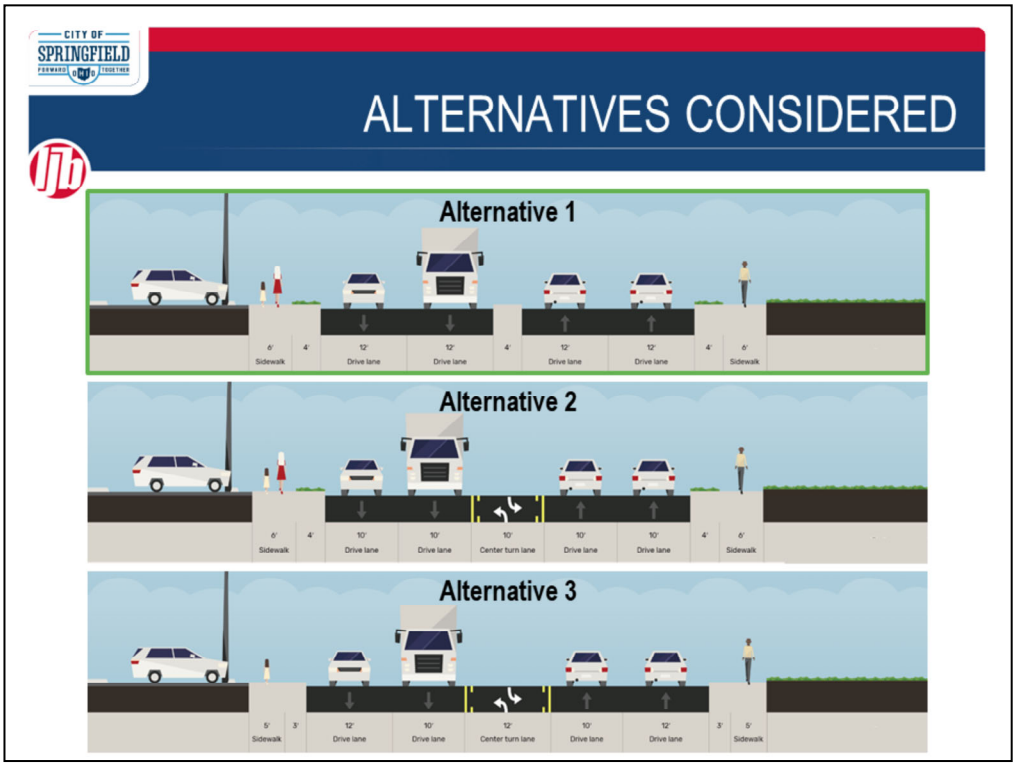
From 2015-2017, four crashes involved pedestrians. In all four cases, pedestrians were crossing outside of marked crosswalks and did not have large enough gaps in traffic to safety cross Limestone Street. Two of these crashes happened just north of Leffel Lane. The other two happened near Singer Street. In one case near Singer Street, the pedestrian who was struck was injured. In the other case, the pedestrian was struck and killed in the crash.



The Ohio Department of Transportation identified Limestone Street as one of the highest crash risk locations in the state based on how often crashes occur and how much traffic the street carries. Crashes occur more often on Limestone Street than on similar roads throughout Ohio. The Limestone Street and Leffel Lane intersection is ranked as the #300 most dangerous urban intersection in the state. The Limestone Street and John Street intersection ranked at the #397 most dangerous urban intersection in the state. Half of the crashes were left turn and angle crashes. Most crashes happened between noon and 5pm, which is one of the most high-traffic times of the day. A common factor was that motorists did not yield to oncoming traffic when turning left. One reason left turn crashes happened more than other crash types is the number of driveways. Having too many driveways makes driving more difficult because there is more information a driver needs to process. When driveways are very wide or if there are multiple driveways for the same destination, it adds to the number of decisions a driver has to make quickly. In addition, motorists may need to stop suddenly when a vehicle in front of them stops to turn left, creating a risk for rear end crashes. Rear end crashes were the third most frequent crash type in the project corridor.



Since many crashes happened during left turns, this was a focus area of study. One way to reduce left turns is to reduce congestion so that there are fewer opposing vehicles during left turns and more gaps in traffic to allow for a turning vehicle to safely turn. Another way to reduce crashes is to reduce the number of left turns or the number of drives where motorists can turn left. However, we don't want to prevent customers from reaching businesses, or residents from reaching their homes. Each alternative we looked at had a way to reduce congestion, reduce the number of left turns, or reduce the number of driveways.

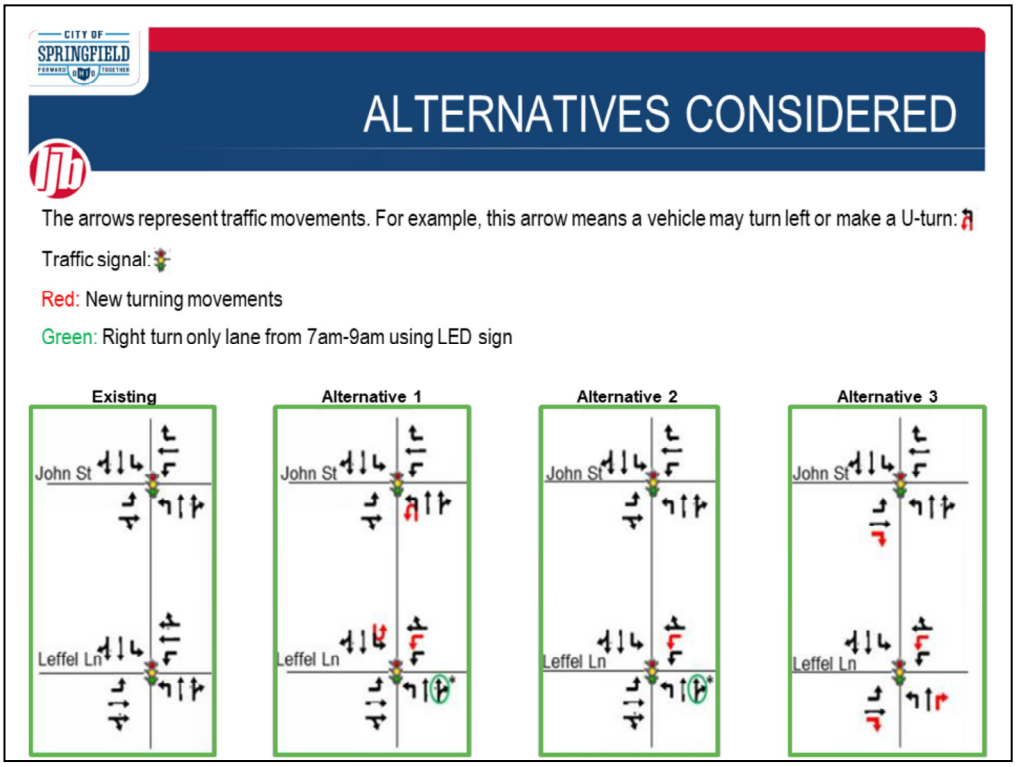


The Feasibility Study considered three alternatives, numbered 1, 2, and 3. We'll talk about each of those now.

Alternative 1 would add a 4-foot concrete median to the center of Limestone Street between intersections to prevent left turns into or out of driveways. Instead, motorists who want to reach destinations could make U-turns legally at the Leffel Lane intersection and at the John Street intersection using "loons" – we'll describe those later in this presentation – and then turn right into the driveways. Alternative 1 would utilize 2 lanes in each direction. The lanes would be twelve feet wide, inclusive off a one-foot shy distance to the curb. Pedestrians would utilize a 6-foot sidewalk which would be separated from the roadway by a 4-foot tree lawn on either side of Limestone Street. From back of sidewalk to back of sidewalk, Limestone Street would be 72 feet wide.

Alternative 2 would add a concrete median between Leffel Lane and Lansdowne Avenue, then keep the two-way left turn lane from Lansdowne Avenue through Singer Street. The lane widths would be 10 feet. Two lanes in each direction of Limestone Street would be utilized in Alternative 2. There would be no loons, and no legal U-turns. Pedestrians would utilize a 6-foot sidewalk which would be separated from the roadway by a 4-foot tree lawn on either side of Limestone Street. From back of sidewalk to back of sidewalk, Limestone Street would be 70 feet wide. The roadway matches the existing width of Limestone Street, so parts of the roadway, such as the curb, could be reused. A wider version of this alternative was also considered, but the additional property impacts did not provide enough benefit to consider it further.

Alternative 3 would add a concrete median between Leffel Lane and Auburn Avenue, then keep the two-way left turn lane from Auburn Avenue to Singer Street. The outside lanes would be 12 feet wide to better suit truck traffic. Likewise, the two-way left turn lane would be 12 feet wide to give more space for left turning vehicles. However, the inside through lanes would be 10 feet in each direction. Alternative 3 would also remove several driveways on Limestone Street, combining them into improved access roads and alleys. This alternative was studied in the 2017 Limestone Street Corridor Study. From back of sidewalk to back of sidewalk, Limestone Street would be 72 feet wide.

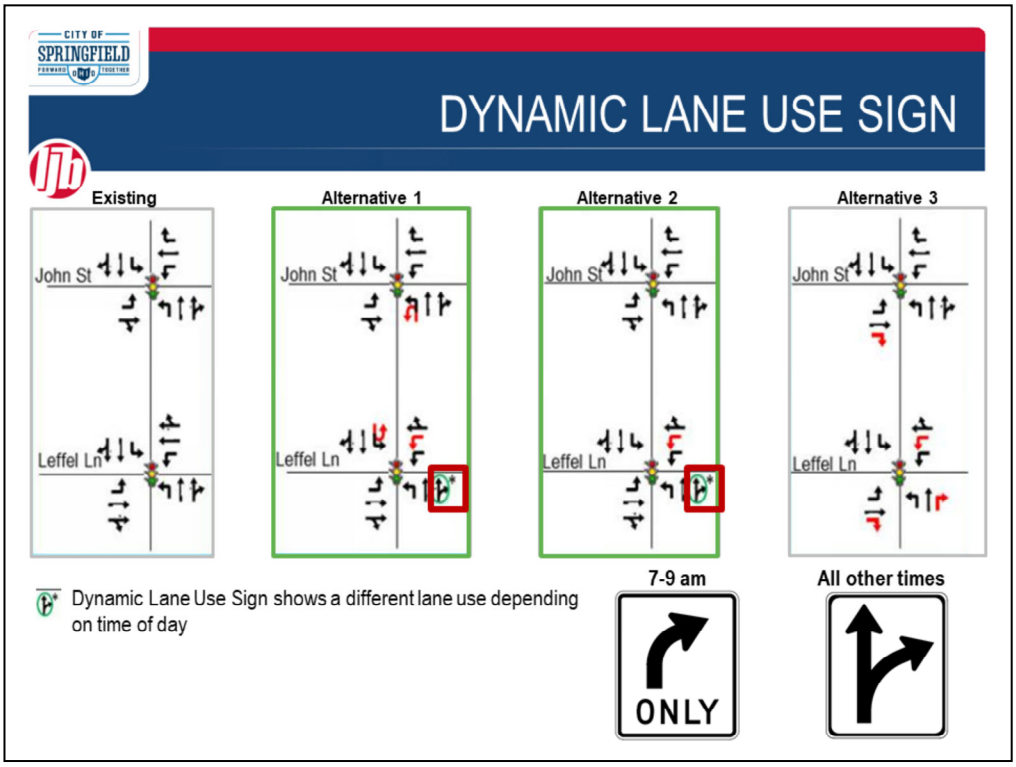


This slide shows the number of Limestone Street vehicle lanes at the Leffel Lane intersection and at the John Street intersection in the existing configuration and for each alternative. Each black arrow is one lane. If there are two arrows attached together, that represents a lane where a driver can use the same lane for two different movements, such as going through the intersection or turning right. The red arrows represent proposed changes from each alternative compared to the existing configuration. The green circle shows where we would use a changeable LED sign to change what vehicles are permitted to do during different times of the day. We'll talk more about that in a few minutes.

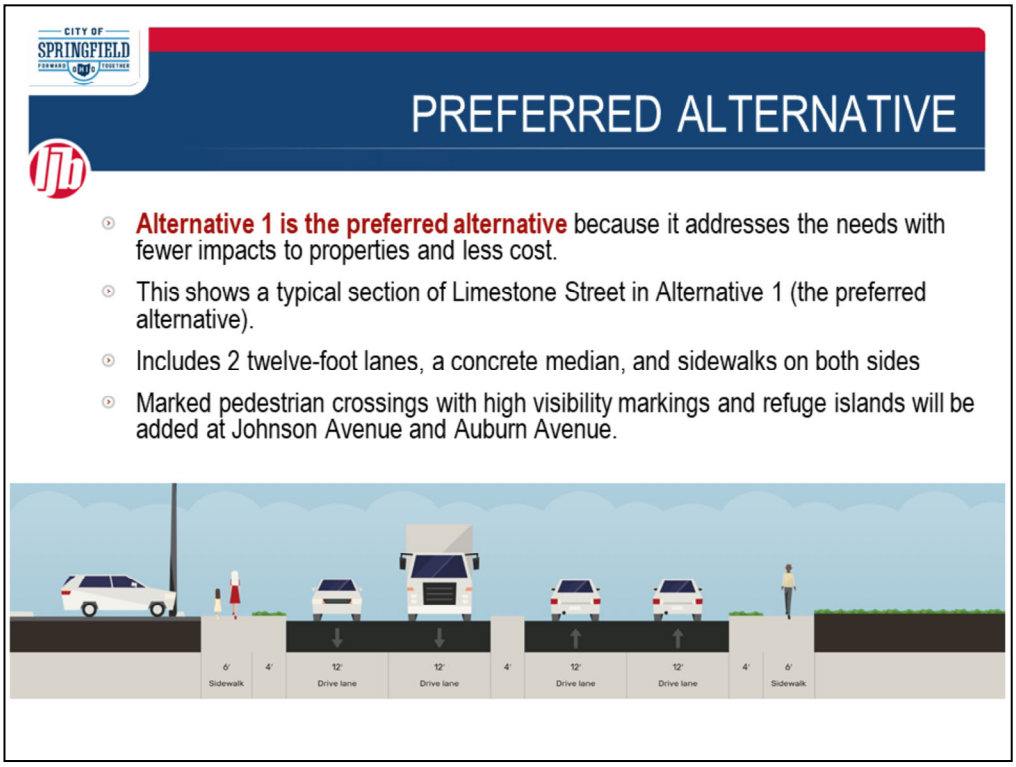
Alternative 1 would add a westbound left turn lane on Leffel Lane at the Limestone Street intersection. Vehicles traveling west on Leffel Lane would have two left run lanes to head southbound on Limestone Street. Westbound through traffic along Leffel Lane at this intersection would share one lane with right turning vehicles at this intersection. Alternative 1 would also add a loon at the Leffel Lane and Limestone Street intersection and at the John Street and Limestone Street intersection. The loon at the Leffel Lane intersection allows for legal U-turns for southbound vehicles turning to head north. The loon at the John Street intersection allows for legal U-turns for northbound vehicles turning to head south.

Alternative 2 would add a westbound left turn lane on Leffel Lane at Limestone Street. No loons would be added, and U-turns would not be allowed at Leffel Lane or John Street.

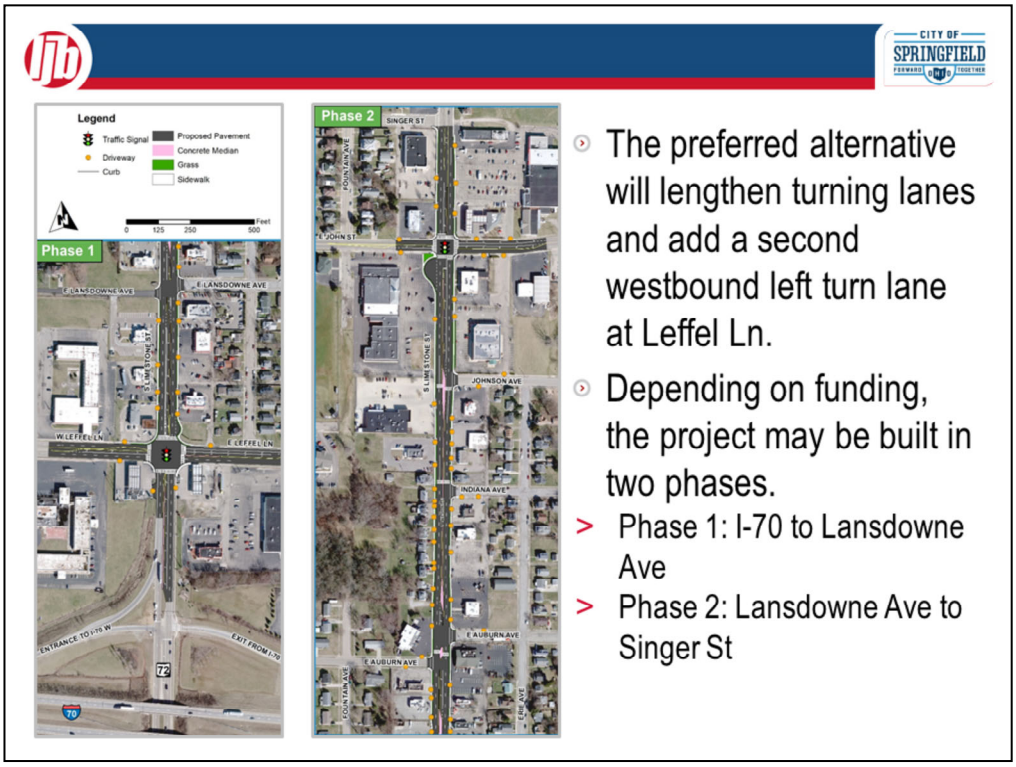
Alternative 3 would add a westbound left turn lane on Leffel Lane at Limestone Street. At the same intersection, a northbound and eastbound right turn lane would be provided. Only one through lane would be provided for each of those directions. At the John Street and Limestone Street, an eastbound right turn lane would be added on John Street by widening the roadway.



Alternatives 1 and 2 would utilize a Dynamic Lane Use sign, which uses LED lights to show a different lane use sign depending on the time of day. Between 7 am and 9 am, the right northbound lane at Leffel Lane would permit right turns to eastbound Leffel Lane only. At any other time of day, this lane would permit both through movements and right turns.

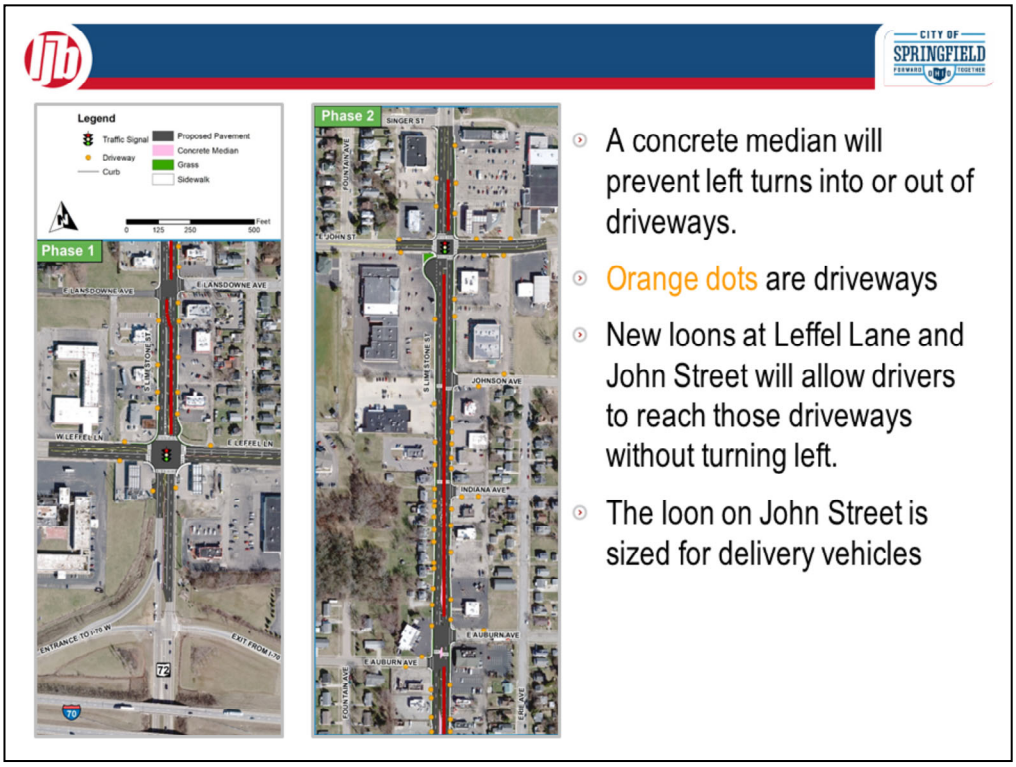


After considering the benefits, impacts, and costs of each alternative, the City of Springfield and ODOT have selected Alternative 1 as the preferred alternative. Selecting a preferred alternative does not mean that no changes or improvements can be made to the design. We are still looking for suggestions, concerns, and comments on this project. This image shows what Limestone Street would look like. There would be two 12-foot lanes in each direction and a 4-foot concrete median. On both sides of the road, pedestrians can use 6-foot sidewalks that are separated from the roadway by a 4-foot tree lawn. At the Limestone intersections at Leffel Lane and at John Street, high visibility crosswalk markings will be added to make the crosswalk more visible. Marked crosswalks with refuge islands across Limestone Street will be added at the Limestone and Johnson Avenue intersection and at the Limestone and Auburn Avenue intersection. A marked crosswalk across Limestone Street would also be provided at the Indiana Avenue intersection.

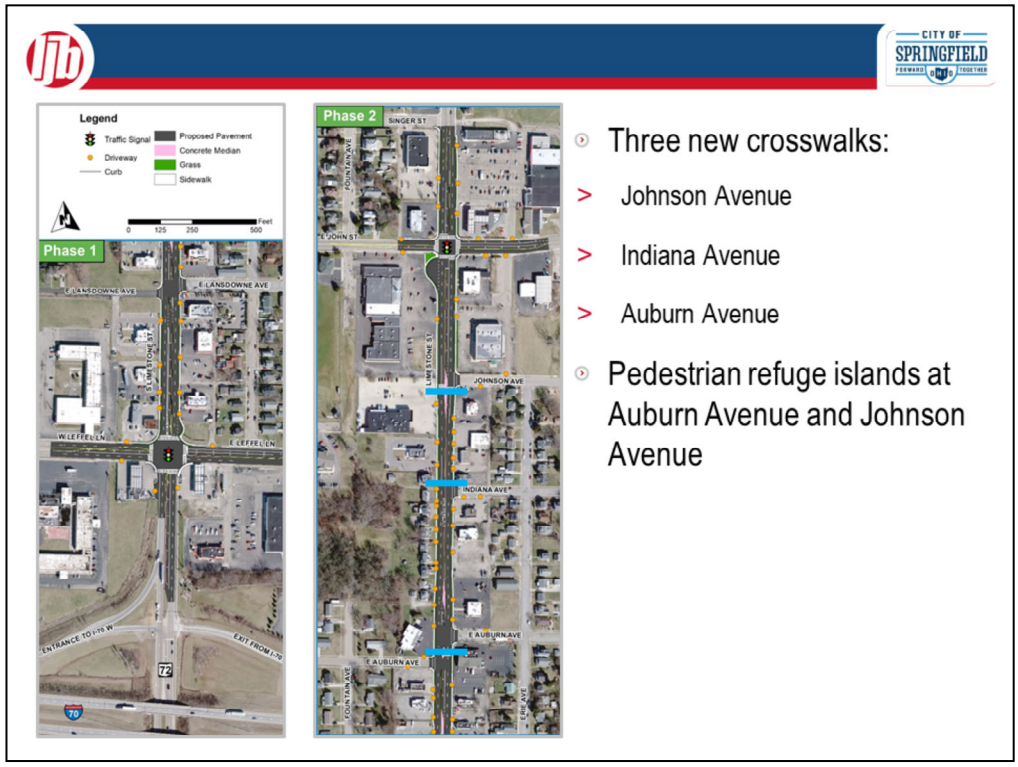


This slide shows a map of the project area. It is divided into two maps labeled Phase 1 and Phase 2. Depending on when funding becomes available, the project may be constructed in two phases. The southern portion, Phase 1, would be built first. Phase 1 extends from Interstate 70 to Lansdowne Avenue, including the southbound left turn lane at Lansdowne Avenue. The second phase would construct the improvements between Lansdowne Avenue and Singer Street. Funding for Phase 1 has already been awarded by the Ohio Department of Transportation's Highway Safety Improvement Program. The city recently applied for funding for Phase 2.

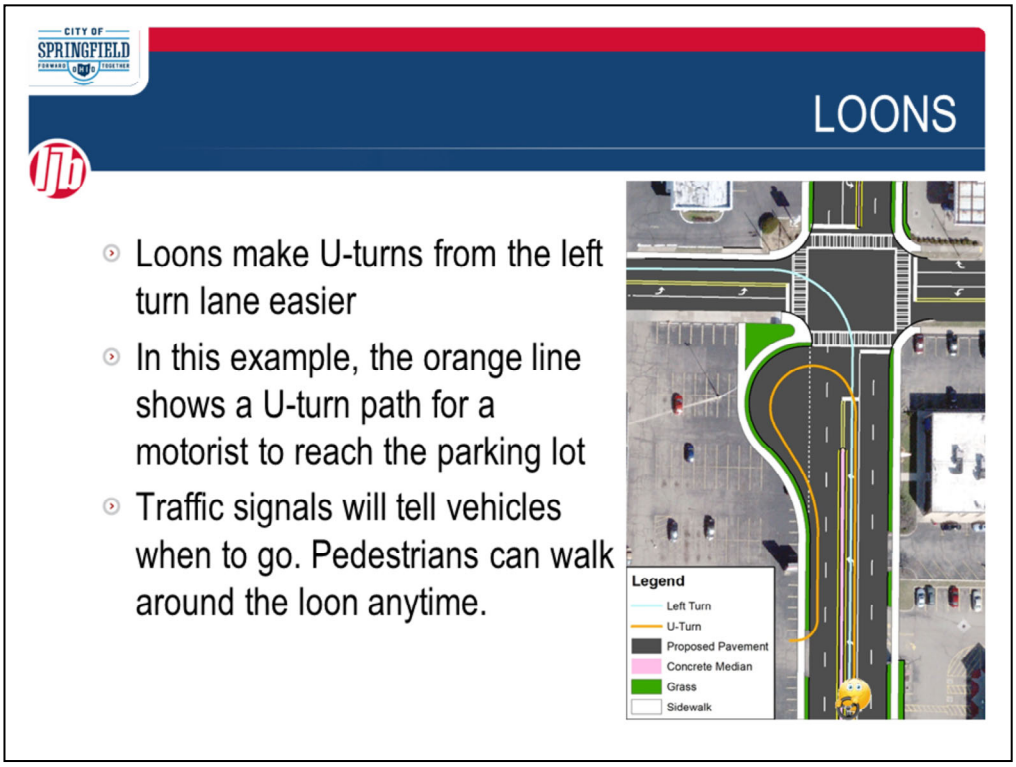
Left turns will not be possible at Indiana Avenue and Johnson Avenue due to the concrete median. Left turns will be allowed at Leffel Lane, Lansdowne Avenue, Auburn Avenue, and John Street.



A concrete median, shown in red on this slide, will be built throughout much of the corridor. This median will prevent left turns into or from driveways. Instead, drivers can use the new loons at Leffel Lane and John Street to turn around and then drive to their intended direction. The loon at John Street will be sized for delivery vehicles, which are expected to need to make this maneuver at the John Street intersection to make deliveries to Limestone Street businesses and then reach the interstate.

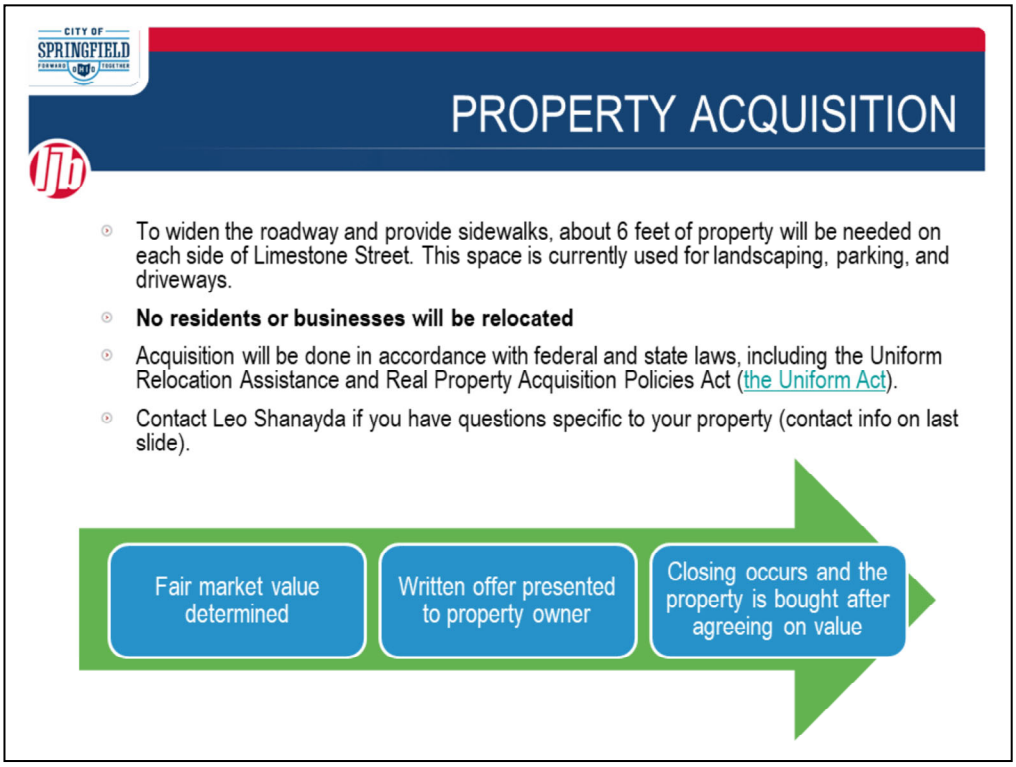


Three new crosswalks will be added to help pedestrians cross Limestone Street. These crosswalks will be located at the following intersections: Auburn Avenue, Indiana Avenue, and Johnson Avenue. The crosswalks at Auburn Avenue and Johnson Avenue will include a wider median to provide for a pedestrian refuge island if they can't safely cross both lane directions at once.



The preferred alternative, Alternative 1, utilizes loons to make U-turns at Leffel Lane and John Street. This image shows what the loon at John Street would look like. A northbound vehicle on Limestone Street that wants to make a U-turn to go southbound on Limestone Street would enter the left turn lane. There will be signs that show U-turns are permitted from this lane. U-turns will be permitted during the same traffic signal phase as left turning vehicles turning to head westbound on John Street. The traffic signal will show when U-turns are permitted by showing a green arrow. During the same time, vehicles in the opposing direction – southbound vehicles – will be stopped and see a red light. In the example, the northbound driver starts in the left turn lane, approaches the intersection, then makes a U-turn to head south towards a driveway on the other side of the concrete median.

Pedestrians can walk around the loon using the sidewalk at any time.

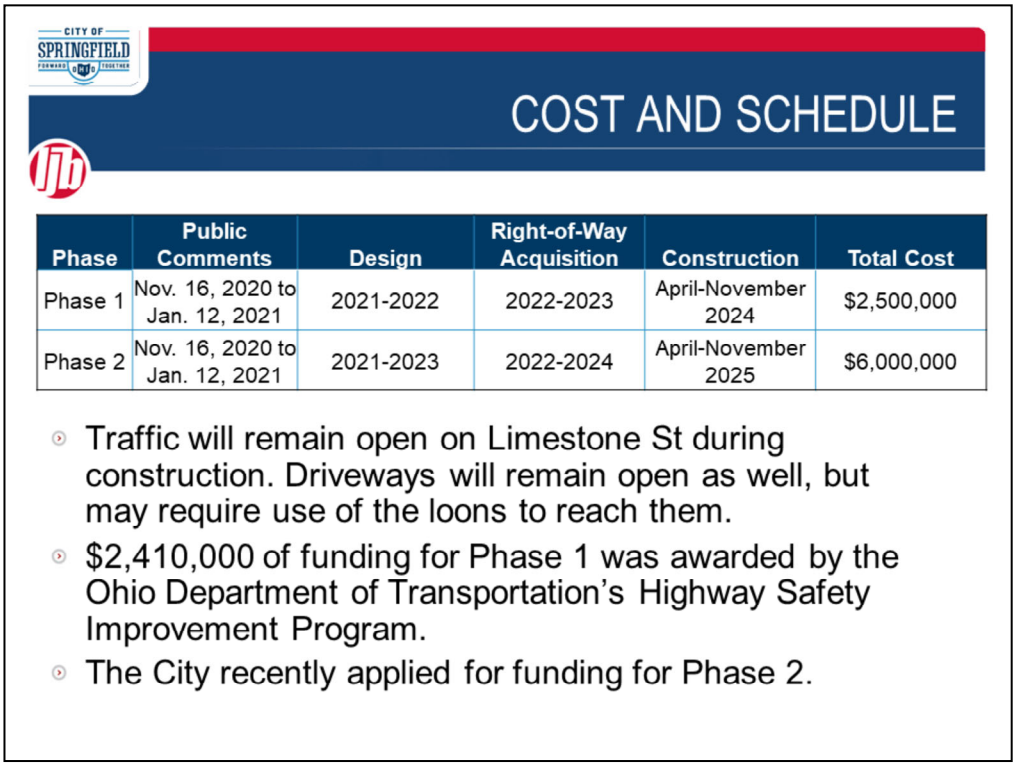


The preferred alternative is wider than existing Limestone Street. The city will need to acquire about 6 feet on either side of Limestone Street to build the project. This space is currently used for landscaping, parking, and driveways. No residents or businesses will need to be relocated. Acquisition of property will be done in accordance with federal and state laws, including the Uniform Relocation Assistance and Real Property Acquisition Policies Act, also called the Uniform Act for short.

The Uniform Act ensures that property owners are given a fair value and process when property is acquired. The process will work like this. First, a fair market value will be determined for the portion of the property being acquired. Then, an offer for that value will be given to the property owner. When the offer has been accepted by both parties, closing occurs and the property is bought.

The process can last a few months or even a year. The time it will start depends on where the property is, and whether it is part of Phase 1 or Phase 2. If you have questions about a specific property, please see the Project Overview map that is available on the Virtual Public Meeting website. This shows where the temporary and permanent right-of-way lines are expected to be after construction. Temporary right-of-way will be used to store materials, provide access for construction vehicles, or construct driveways. It will be restored by the end of construction. Permanent right-of-way will be purchased from the property owner. The right-of-way lines are not final, and may change during project design. If you are a property owner and want more information, please state this on the comment form, or reach

out to Leo Shanayda using the contact information at the end of this video.

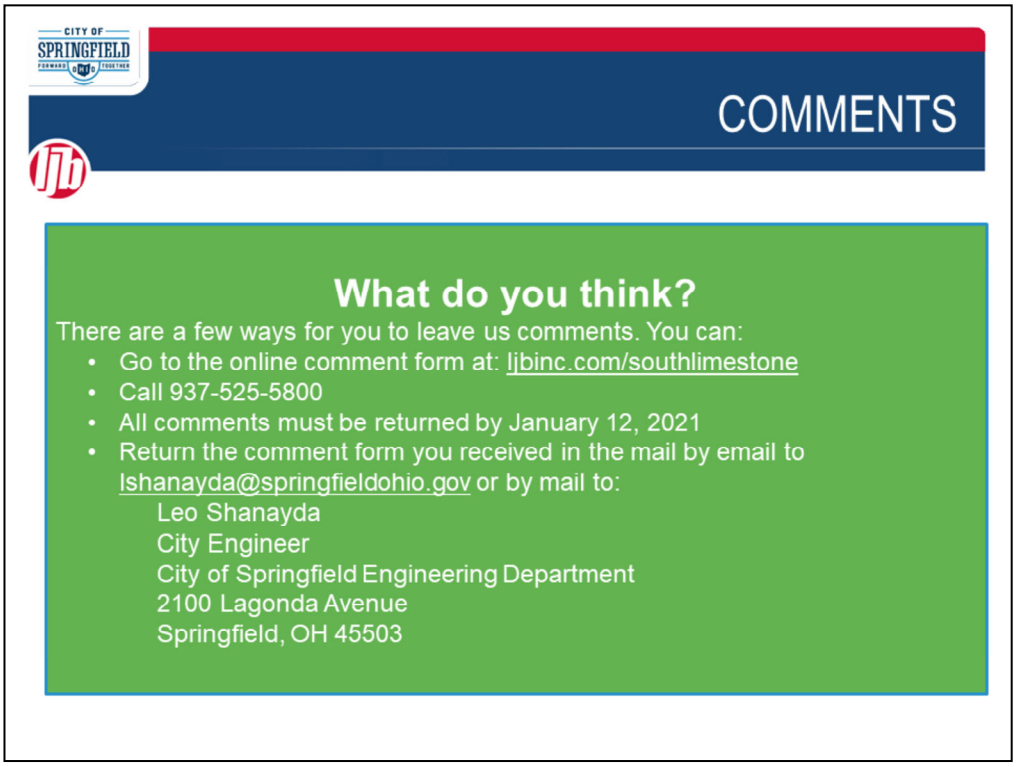


Phase	Public Comments	Design	Right-of-Way Acquisition	Construction	Total Cost
Phase 1	Nov. 16, 2020 to Jan. 12, 2021	2021-2022	2022-2023	April-November 2024	$2,500,000
Phase 2	Nov. 16, 2020 to Jan. 12, 2021	2021-2023	2022-2024	April-November 2025	$6,000,000

This table shows what the schedule is for both Phase 1 and Phase 2. We are requesting public comments for both phases by January 15, 2021. We will then begin design and environmental clearance. As the design is finalized, we will begin to acquire right-of-way, first for Phase 1 in 2022 to 2023 then for Phase 2 in 2022 to 2024. When design and right-of-way acquisition is complete, we will begin construction of Phase 1. Phase 1 construction would occur between approximately April and November of 2024. Phase 2 construction would occur between approximately April and November of 2025. These timelines may change, especially if funding becomes available for Phase 2 sooner than expected. Then both phases would be built at once.

Phase 1 will cost about approximately 2.4 million dollars. Phase 2 will cost approximately 6 million dollars, for a total cost of 8.4 million dollars. 2.41 million dollars for Phase 1 has been awarded by the Ohio Department of Transportation. The city recently applied for funding from the same program for Phase 2.

During construction, traffic will remain open on Limestone Street. Driveways will remain open as well, but drivers may need to use the loons to reach them once the median barrier has been built.



Thank you for attending this Virtual Public Meeting! If you received a comment form in the mail, please fill it out and send it to the address above, or email it to lshanayda@springfieldohio.gov. If you did not receive a comment form in the mail, you can visit the Virtual Public Meeting website and fill out the online comment form, or print one out and send it. If you prefer, you can also provide your input verbally by calling 937-525-5800. All comments must be sent by January 12, 2021.