



Ohio River Trail – Salem to Sutton

Project Update to May 10, 2016 City of Cincinnati Presentation to California Community Council

Presentation Slide #	Comment	Response
1 – Title	Update website	The City's website has been updated to reflect information presented at the May 10, 2016 meeting. (http://www.cincinnati-oh.gov/bikes/bike-projects/ohio-river-trail-salem-road-to-sutton-road/)
Page 3 – Kellogg & Salem	Safety concerns re: crossing Kellogg at Salem Road	The City will do all possible at this time to make crossing Kellogg as safe as reasonably possible (see below responses). These measures include a median island in Kellogg to provide shorter travel distance and potential refuge to facilitate crossing only one direction of car traffic at a time. High visibility fluorescent yellow green trail crossing signs at the location of a crossing and advance signage of a crossing. The City is also investigating the posted speed limit to provide shorter travel distance and potential refuge to ensure the correct posted speed limit is signed.
Page 3 – Kellogg & Salem	Can a traffic signal, or yellow flasher, be provided?	The appropriate traffic signal device to obtain compliance is being implemented with the project. Ongoing evaluation of the compliance could lead to modifications of the treatment according to the Department of Transportation & Engineering (DOTE) pedestrian protection policy. At this time, neither a traffic signal nor yellow flasher is recommended to obtain motorist compliance to the crosswalk.
Page 4 - California Nature Preserve entrance	Can crosswalk be installed across Kellogg to California Nature Preserve?	The entrance is a driveway and not a public street. Therefore, the crossing point is not recommended for a marked crosswalk.
Page 6 – Kellogg & Apple Hill	Can crosswalk be installed across Kellogg at Apple Hill?	Curb ramps will be added to the current legal crossing point.
Page 6 – Kellogg & Apple Hill	Save Ginko Trees near drives to Greater Cincinnati Water Works? (Diane, Secretary California Community Council)	All trees that are at all possible to be saved will be. Exact locations of these trees is currently unknown by City.
Page 7 – Kellogg & Ebersole Community Center	Investigate keeping trail 10' wide all way to Ebersole.	The trail is (and was) proposed to be 10' in width all the way up to Ebersole Community Center.
Page 8 – Kellogg and Eldorado	What about broken sidewalk not in area of trail work? Can it be fixed?	The project will pay for any condemnable sidewalk, per Bob V at the California Community Council meeting.



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Page 10 – Kellogg & Waits	Keep (curb) corners in brick at Kellogg and Waits	The curb corner on the North side of Waits Avenue will remain as is. The curb corner on the South side will be removed, and the ramp and walk widened to construct the proposed trail in concrete.
Page 10 – Kellogg & Waits	David Ross (California Community Council) prefers grass in collector strip, not bricks at Kellogg and Waits	Current Typical Sections have grass in the collector strip. No brick is planned.
Page 10 – Kellogg & Waits	David Ross (California Community Council) is OK with concrete pavement for the path.	The current path material specification is (and was) concrete.
Page 11 – Kellogg & I-275 SB on-ramp	Welcome sign and shrubs in temp for path at Kellogg & I-275 SB on-ramp	These may need relocated/replaced due to width of the new path in this area. Final determination will be approximately at the same time as right-of-way acquisition begins. The area council will be consulted about replacement at that time.
Page 12 – Kellogg & Sutton/ Coney Island	Property acquisition or easement? Coney Island is so far willing to talk.	There has been no further discussion with Coney Island in reference to right-of-way and property/easement issues. Those talks will resume when project right-of-way acquisition begins, after the Environmental Document is approved.