

Acknowledgements

Traffic Calming Study Hosbrook Road Corridor

Sycamore Township Trustees

Dick Kent
Cliff Bishop
Tom Weidman

Citizen Committee Members

Vint VanDerzee
Jackie Siedling
Jeff Kindle
Joe Hodge
Rob Molloy, Sycamore Township
Greg Bickford, Sycamore Township
Tom Moeller, City of Madeira
Tim Gilday, Hamilton County Engineer Office
Tracy Kellums, Sycamore Township

Consultant Team

Brandstetter Carroll Inc.
424 East Fourth Street
Cincinnati, Ohio 45202
(513) 651-4224 VOICE
(800) 651-0834
(513) 651-0147 FAX

Benjamin E. Brandstetter, P.E.
Bruce G. Brandstetter, P.E.
Chris Jones, E.I.T.

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Traffic Calming Study Hosbrook Road Corridor

Executive Summary

Excessive speed has consistently been an issue along Hosbrook Road in Sycamore Township. With new proposed developments at the northern end of Hosbrook Road, residents are concerned about additional traffic and speed. Hosbrook Road, while residential in land use, is functionally classified as a collector road. The purpose of this report is to look at traffic calming measures that can be implemented along Hosbrook Road that mitigate speed while still allowing the functional use of the road.

The Institute of Transportation Engineers defines traffic calming as the following:

Traffic calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users.

The contents of this report show that many traffic calming measures were evaluated as a means of reducing speed along the Hosbrook Road corridor. Section IV lays out the overall list of alternatives that are available within the engineering “marketplace” by which traffic calming measures can be implemented. These options were then reduced to four alternatives for further evaluation.

The four alternatives that were examined in greater detail were chosen by the Traffic Calming Committee which was comprised of officials from Sycamore Township, the City of Madeira, the Hamilton County Engineer Office, and residents on Hosbrook Road. The Committee meetings were open to the public.

The four alternatives presented are titled:

- Streetscape Alternative #1
- Streetscape Alternative #2
- Roundabouts
- Gateways and Markings

These alternatives were presented to the public at a meeting on February 11th, 2009. The comments from that meeting, along with input from the Traffic Calming Committee were used to create the Preferred Alternative. This alternative is combination of Streetscape Alternative #1 and the Gateways and Markings Alternative. The implementation of this calls for the construction of new sidewalk and curb on the west side of Hosbrook Road, high visibility crosswalk markings and signage at each intersection, islands at selected intersections, and lighted crosswalks crossing Hosbrook Road at each intersection. The proposed elements included in the prepared alternative are to be used as a guideline once the decision has been made to move forward with the design process. The total cost for the Preferred Alternative is \$1,540,000. A funding source for the implementation of the preferred alternative has not been determined at this time. Both the County and the Township would have to go through a separate public hearing process prior to assessing any property owners for the installation of sidewalks.

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I. Introduction

Every community has distinct traffic patterns by which drivers become comfortable in their use. These routes are traveled frequently and evolve into collector roads for neighborhoods and districts. The evolution of these streets is usually a function of the history by which the community developed, and the associated traffic patterns of surrounding communities.

Main routes in residential areas function as a focal point for community activities such as pedestrian walkways, bikeways, and children's activities. As a result, vehicle speed must be controlled to reduce the opportunity for safety problems. When vehicles are driving at high speeds they have less time to react and the opportunity for accidents increases.

The Institute of Transportation Engineers (ITE) understands the importance that traffic calming has to communities and has developed the following as a standard definition of traffic calming:

Traffic calming is the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users.

As a result, the overall goal of traffic calming is to improve conditions for pedestrians and bikers – all non-motorized users. The “Center for Transportation Research and Education” at Iowa State University compiled a study on the effect of various techniques for meeting the goals of traffic calming. In their analysis they conclude that reducing speed is a function of **changing drivers perception** of what is a safe speed in relation to roadway design. This includes the roadways width, grade, curvature, and turning radius. They state that the physical narrowing of a roadway does lead to reduced speeds while at the same time, a perceived narrowing of the roadway through pavement markings and landscaping can also have the same effect. Additional technical data regarding these conclusions can be found in the October 2007 Final Report available at www.ctre.iastate.edu.

II. Field Survey and Examination

Mr. Chris Jones performed a field survey along Hosbrook Road. The focus of the field activity was to evaluate the road conditions as well as utility locations to determine available roadway widths for potential improvements. A sign inventory was also completed and is shown on the alternative sheets.

Speed data was collected for three weeks along Hosbrook Road using a speed trailer and data collector. The data from the speed measuring device was used to evaluate average and 85th percentile speeds along Hosbrook Road. The 85th percentile speed was 33.4 mph.

The speed was collected in two ways using the speed trailer. The trailer has the capability of displaying the driver's current speed on a display board which is large enough for the driver to see. One set of data was obtained with the display device in the "ON" position, while another set of data was obtained with the display device in the "OFF" position. The tables on the following pages provide detailed information on the data gathered.

A comparison of the data shows that with the display "ON" versus "OFF", the 85th percentile speed was reduced 1.4 mph. In addition, 63% of the vehicles drove 5 mph or more over the speed limit when the display was "OFF", while only 46% of the vehicles drove 5 mph or more over the speed limit when the display was "ON". This is a net reduction of 27%.

Traffic volumes were collected at 9 intersections in the study area. These volumes were used to evaluate current traffic patterns and level of service at the major intersections in the study area. A summary table of the traffic volumes is included in this report.

Figure 1: Speed Summary

Display "OFF"

Day	<20 MPH	20-25 MPH	25-30 MPH	30-35 MPH	35-40 MPH	40-45 MPH	45-50 MPH	>50 MPH	Total
7/16/2008	32	268	1783	2476	865	140	11	68	5643
7/17/2008	41	270	1652	2570	943	133	22	74	5705
7/18/2008	43	290	1691	2415	901	144	11	63	5558
7/19/2008	55	259	1264	1810	639	86	13	57	4183
7/20/2008	41	199	1075	1429	572	80	9	23	3428
7/21/2008	38	230	1702	2301	848	139	15	58	5331
Total	250	1516	9167	13001	4768	722	81	343	29848
Percentage	0.84%	5.08%	30.71%	43.56%	15.97%	2.42%	0.27%	1.15%	100.00%
Average Speed:	31.63								
85th Percentile Speed:	33.4								

Display "ON"

Day	<20 MPH	20-25 MPH	25-30 MPH	30-35 MPH	35-40 MPH	40-45 MPH	45-50 MPH	>50 MPH	Total
7/3/2008	144	669	2385	1473	418	39	9	86	5223
7/4/2008	103	397	1313	1159	308	48	2	26	3356
7/5/2008	112	458	1704	1308	375	43	5	39	4044
7/6/2008	128	364	1337	1159	407	49	9	26	3479
7/7/2008	194	668	2589	2054	545	73	6	100	6229
7/8/2008	179	678	2634	2157	559	72	13	84	6376
7/9/2008	194	710	2799	1932	545	51	8	123	6362
7/11/2008	59	440	2170	2101	662	90	15	78	5615
7/12/2008	61	440	1616	1392	494	68	7	58	4136
7/13/2008	58	333	1456	1259	415	48	11	35	3615
7/14/2008	65	514	2259	2090	563	85	10	82	5668
Total	1297	5671	22262	18084	5291	666	95	737	54103
Percentage	2.40%	10.48%	41.15%	33.43%	9.78%	1.23%	0.18%	1.36%	100.00%
Average Speed:	29.97								
85th Percentile Speed:	32.0								

Figure 2: Speeds with Display "ON"

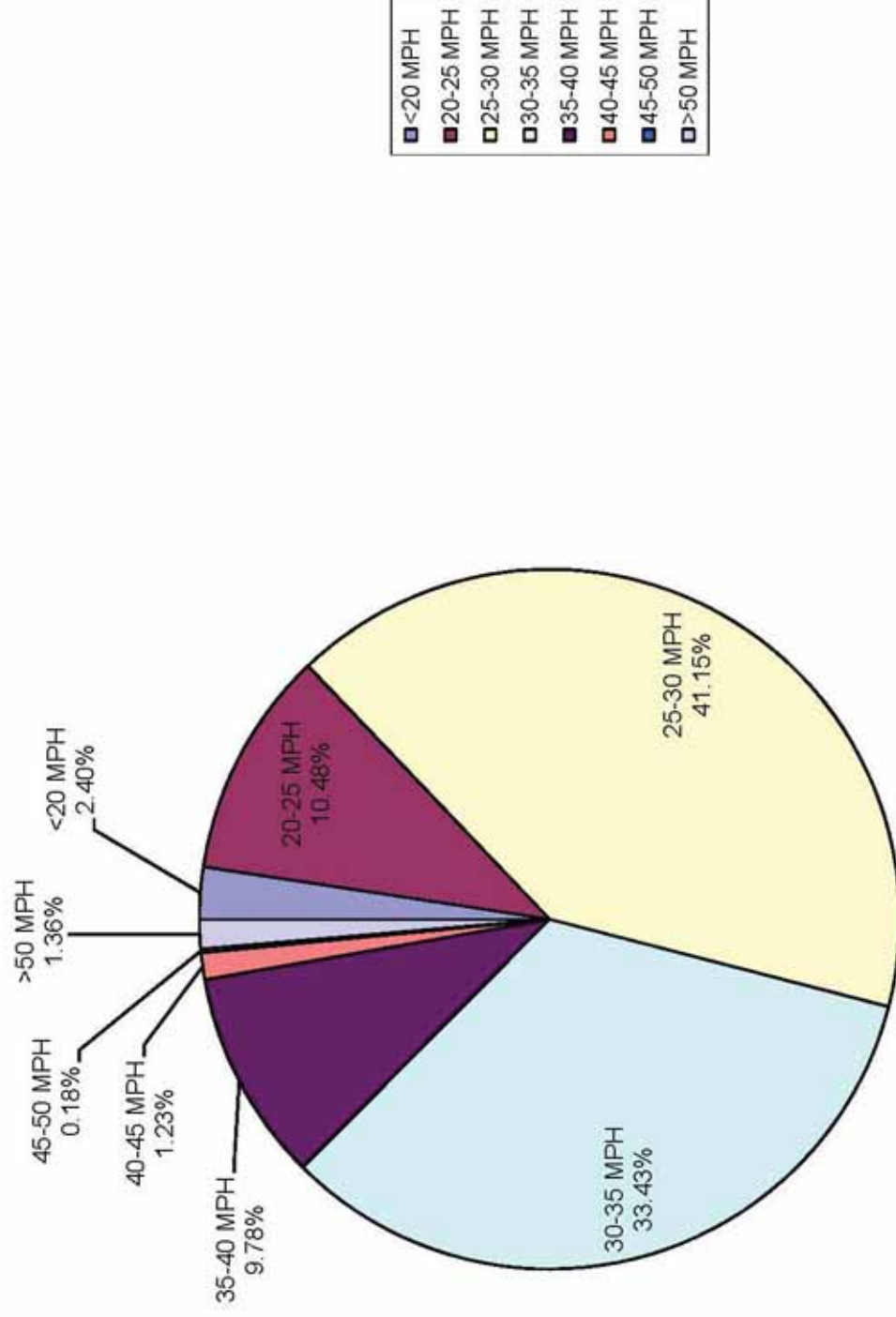


Figure 3: Speeds with Display "OFF"

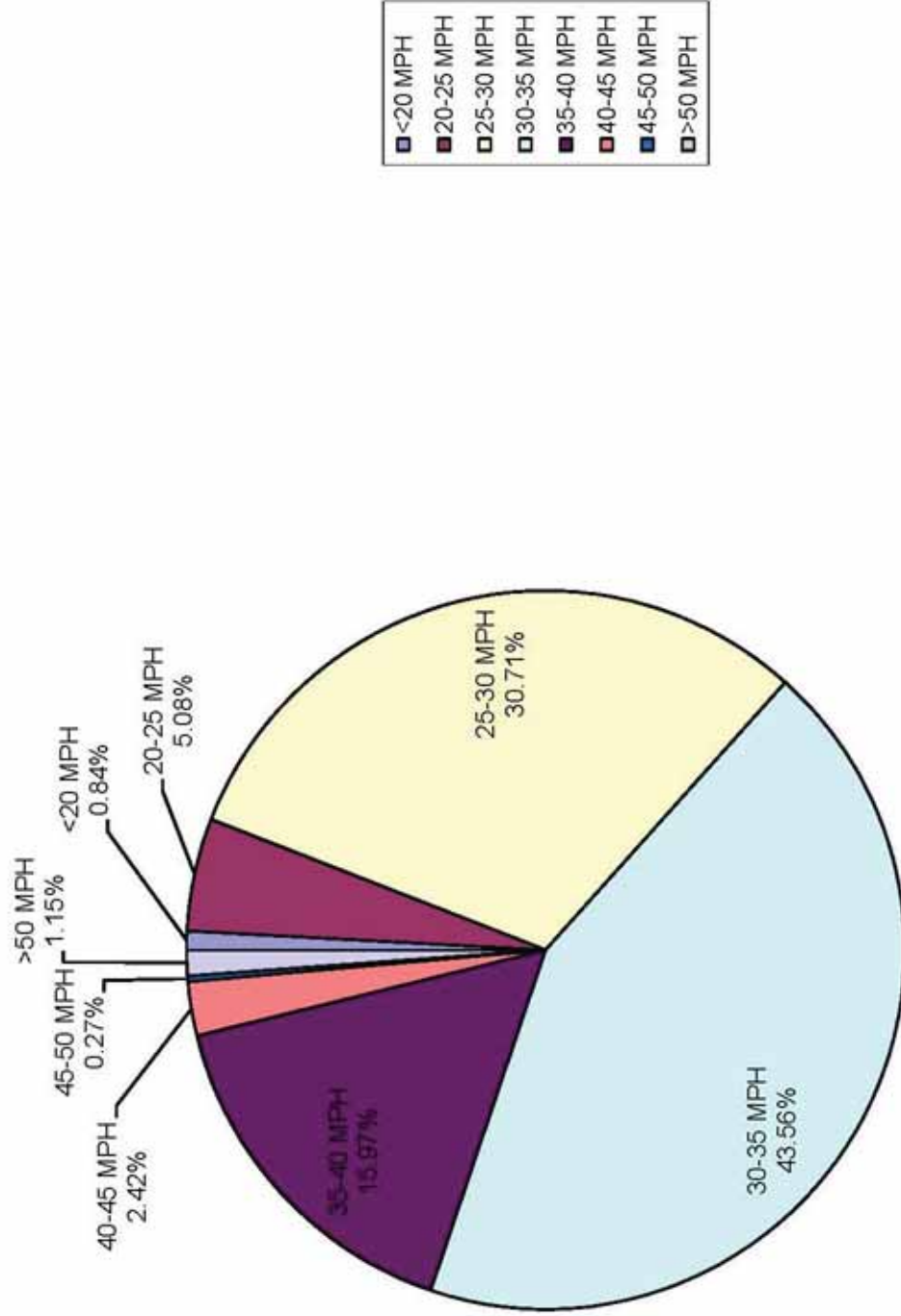


Figure 4: Speeds with Display "ON" 7/3 to 7/14

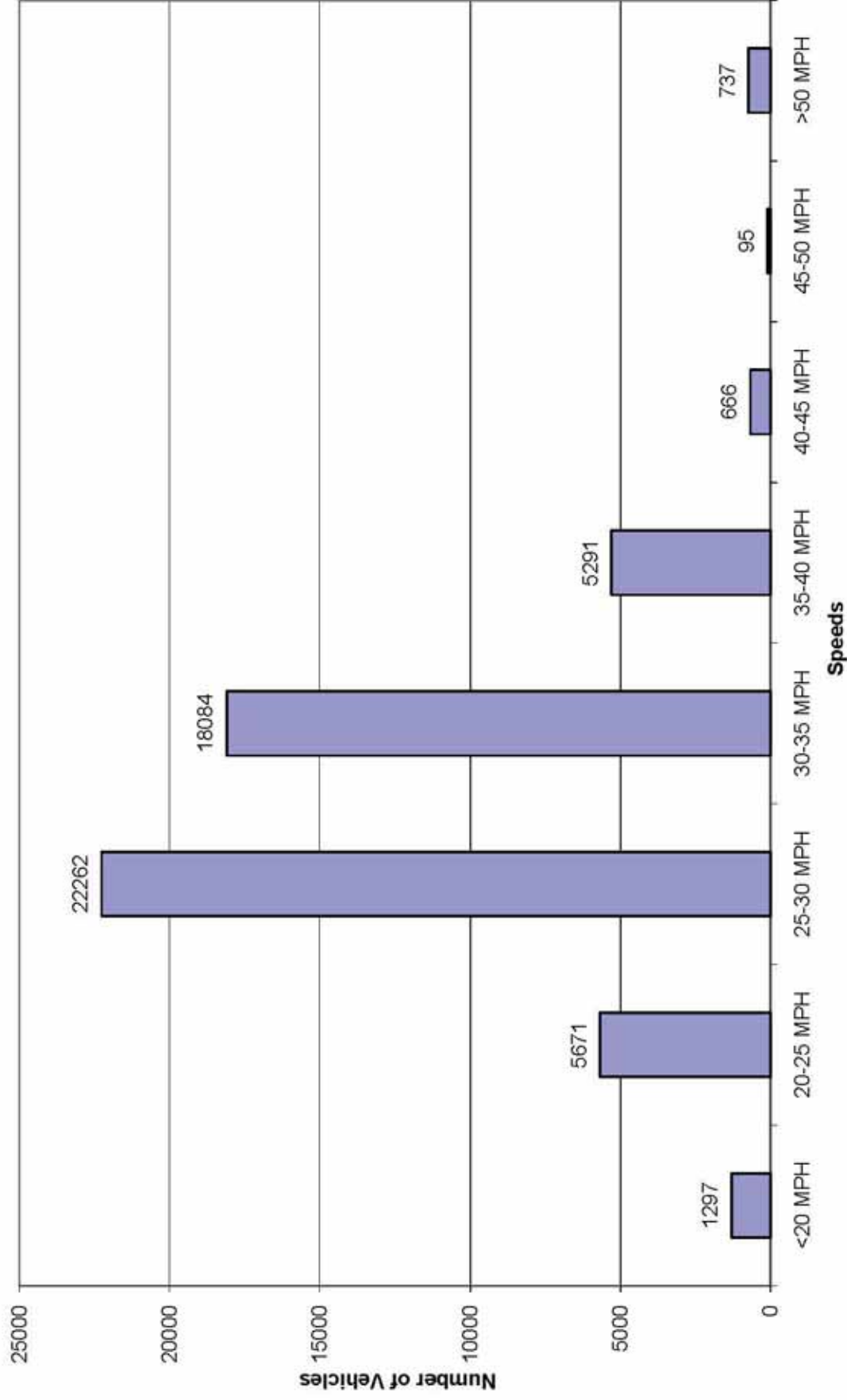


Figure 5: Speeds with Display "OFF" 7/16 to 7/21

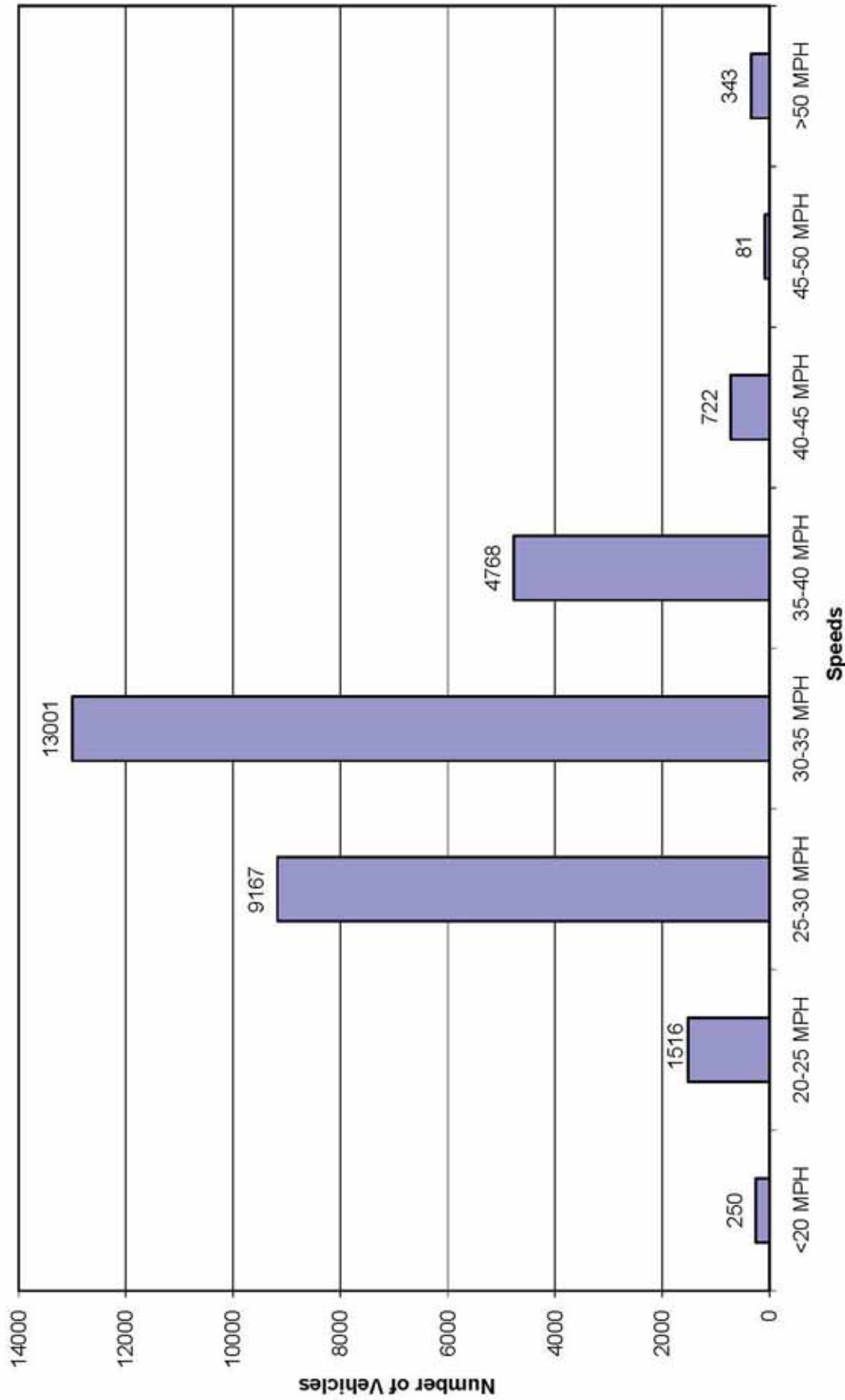


Figure 6: 85th Percentile Speed with Display "ON"

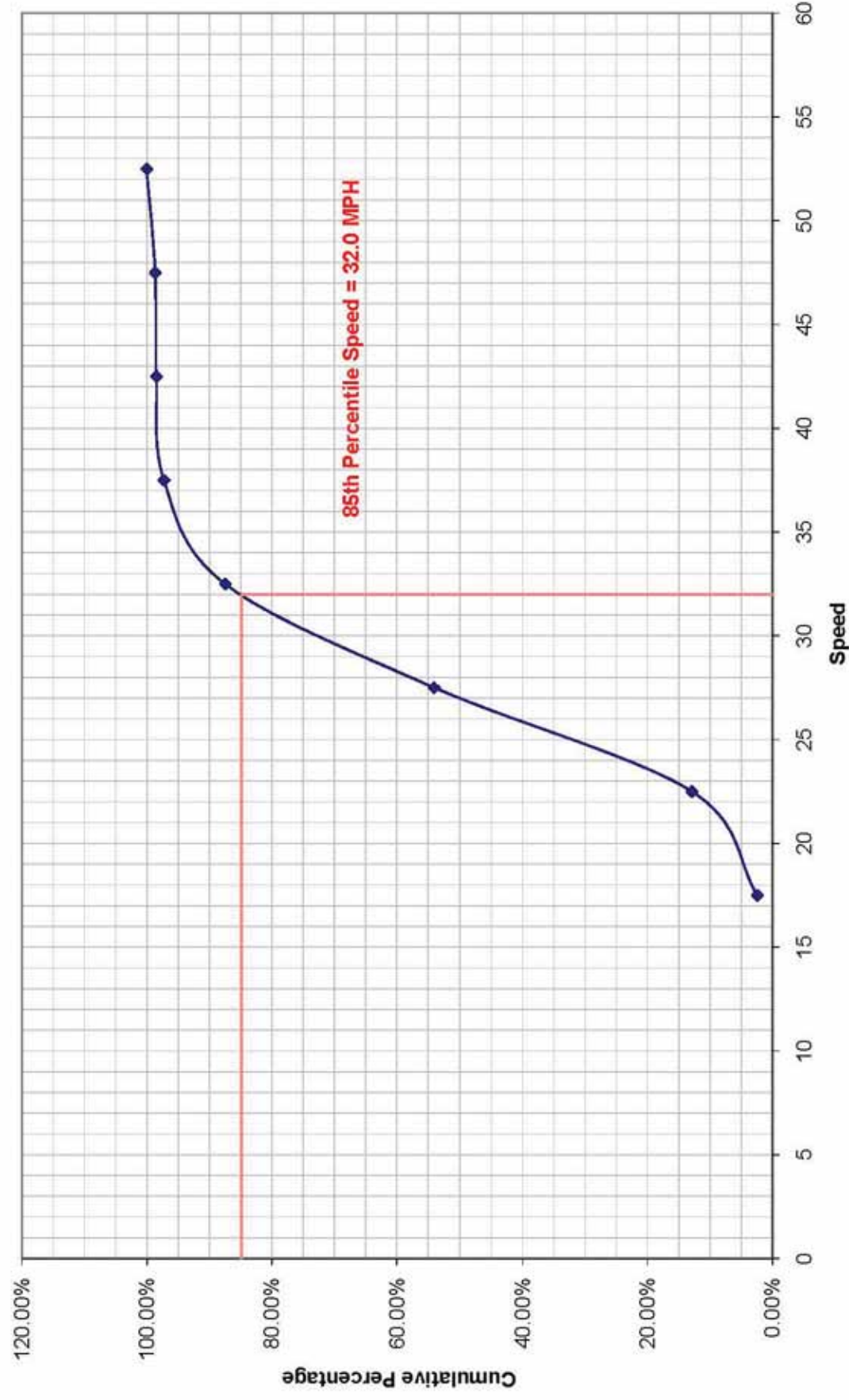
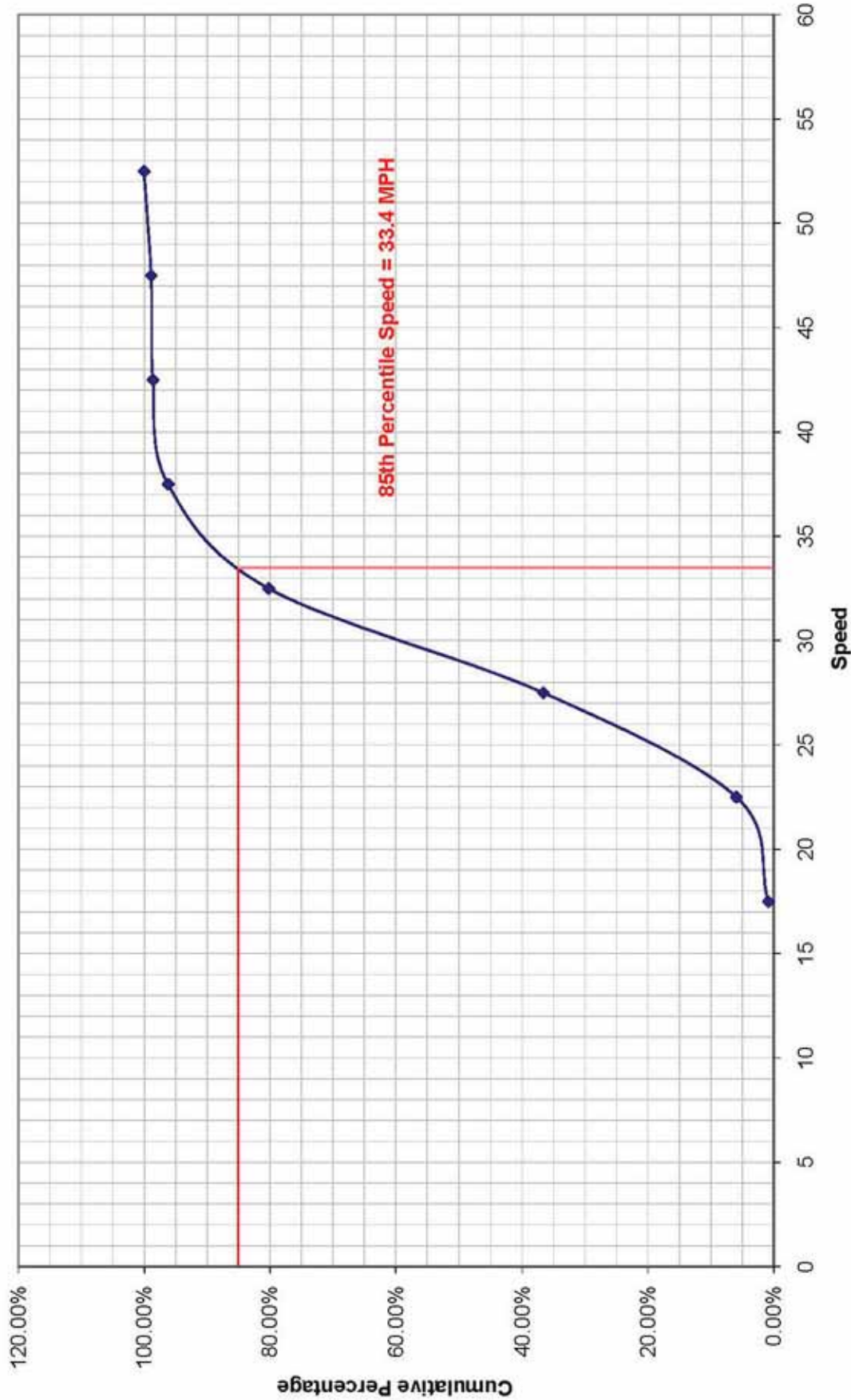


Figure 7: 85TH Percentile Speed with Display "OFF"



Field Survey and Examination

Figure 8: Manual Turning Movement Counts

Intersection	Time	Northbound			Southbound			Eastbound			Westbound			Total
		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Euclid-Miami	AM	42	35	11	119	90	58	46	211	79	23	366	143	1223
	PM	101	133	41	97	180	65	102	367	150	44	317	131	1728
	AM	x	x	x	6	x	26	8	296	x	x	559	5	900
Euclid-Tiki	PM	x	x	x	11	x	17	19	630	x	x	576	15	1268
	AM	x	x	x	100	x	40	110	230	x	x	730	350	1560
Euclid-Hosbrook	PM	x	x	x	310	x	180	120	610	x	x	510	130	1860
	AM	280	20	80	10	0	10	90	560	130	110	770	50	2110
Montgomery-Hosbrook	PM	410	30	160	60	30	100	40	1070	380	90	770	30	3170
	AM	11	241	1	1	275	10	7	1	7	6	5	4	569
Miami Hills-Miami	PM	15	409	28	0	349	22	22	17	21	5	2	4	894
	AM	2	6	11	7	12	1	1	28	3	5	7	0	83
Miami Hills-Tiki	PM	4	10	8	1	10	5	3	16	0	13	23	2	95
	AM	1	286	2	7	78	7	28	7	14	12	3	32	477
Miami Hills-Hosbrook	PM	4	148	15	27	386	22	13	2	4	11	14	12	658
	AM	7	3	0	2	1	8	3	11	3	0	186	0	224
Miami Hills-Timberlane	PM	3	0	0	1	1	8	11	30	18	0	33	0	105
	AM	6	376	x	x	77	10	28	x	13	x	x	x	510
Lyndfield-Hosbrook	PM	4	186	x	x	397	32	14	x	5	x	x	x	638
	AM	x	404	5	30	51	x	x	x	x	6	x	69	565
Shewango-Hosbrook	PM	x	232	19	69	469	x	x	x	x	21	x	30	840
	AM	8	0	1	0	0	11	1	12	2	1	90	0	126
Shewango-Mingo	PM	5	1	2	1	0	5	7	62	8	4	32	1	128

III. Community Survey

A community survey was collected using the online resource Survey Monkey. The survey was used to determine concerns of the citizens in the Hosbrook Road area with regards to speeding, congestion, sidewalks, and various other issues.

A copy of the survey is included in the Appendix. In addition, a summary of the results along with selected written responses is also included in as figure 9.

Over 250 responses to the survey were received. Figure 10 shows the locations of responses. All of the responses were located in either Sycamore Township or the City of Madeira.

Of those who responded to the survey, over 50% prefer to have sidewalks installed on Hosbrook Road. 48% of the respondents would prefer to have bike paths installed on Hosbrook Road. Most of the residents stated that their main traffic related concerns along Hosbrook were at the intersections of Hosbrook Road/Montgomery Road and Hosbrook Road/Euclid Avenue. There were also concerns regarding drivers making left hand turns into the TGI Fridays development from southbound Hosbrook Road.

Figure 9: Survey Summary

Hosbrook Road Corridor Traffic Study

1. Please fill out all fields entirely.			
		Response Percent	Response Count
Name:		100.0%	261
Address:		100.0%	261
Address 2:		3.1%	8
City/Town:		100.0%	261
State:		100.0%	261
ZIP/Postal Code:		100.0%	261
Email Address:		100.0%	261
Phone Number:		100.0%	261
answered question			261
skipped question			0

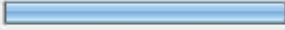
2. Is speeding a problem on your current street of residence?			
		Response Percent	Response Count
Yes		64.1%	143
No		35.9%	80
answered question			223
skipped question			38

3. If Yes, please rate the severity of the problem.									
	Small Problem		Problem		Severe Problem		N/A	Rating Average	Response Count
Severity of Speeding	18.1%	15.2%	19.3%	22.8%	15.2%	9.4%		3.02	171
	(31)	(26)	(33)	(39)	(26)	(16)			
	answered question								171
	skipped question								90

4. Is congestion a problem on Hosbrook Road?			
		Response Percent	Response Count
Yes		43.0%	96
No		48.0%	107
I don't know		9.0%	20
Please describe the basis for response.			167
answered question			223
skipped question			38

5. If Yes, please rate the severity of the problem.							
	Small Problem		Problem		Severe Problem	N/A	Rating Average Response Count
Severity of Congestion	9.9% (15)	9.9% (15)	26.5% (40)	19.9% (30)	12.6% (19)	21.2% (32)	3.19 151
answered question							151
skipped question							110

6. Do you find it difficult to make left turn movements onto side streets from Hosbrook Road?			
		Response Percent	Response Count
Yes		20.7%	46
No		69.4%	154
I don't know		9.9%	22
Please describe the basis for response.			96
answered question			222
skipped question			39

7. Do you find it difficult to make left turn movements onto Hosbrook Road from side streets?		
	Response Percent	Response Count
Yes 	34.8%	77
No 	50.7%	112
I don't know 	14.5%	32
Please describe the basis for response.		99
answered question		221
skipped question		40

8. If not already installed, would you prefer to see sidewalks installed on your current street?		
	Response Percent	Response Count
Yes 	42.6%	95
No 	30.5%	68
N/A 	26.9%	60
answered question		223
skipped question		38

9. Would you prefer to see sidewalks installed on Hosbrook Road?		
	Response Percent	Response Count
Yes 	56.5%	126
No 	22.9%	51
I don't know 	20.6%	46
answered question		223
skipped question		38

10. How often would you and/or your family use sidewalks on Hosbrook Road?						
	Not at all	Once a week	Two or three times a week	Daily	Rating Average	Response Count
Sidewalk Usage	58.4% (128)	19.6% (43)	13.2% (29)	8.7% (19)	1.72	219
	answered question					219
	skipped question					42

11. Would you prefer to see bike facilities added along your current street?				Response Percent	Response Count
Yes				24.7%	54
No				62.1%	136
I don't know				13.2%	29
	answered question				219
	skipped question				42

12. Would you prefer to see bike facilities added along Hosbrook Road?				Response Percent	Response Count
Yes				48.0%	106
No				29.4%	65
I don't know				22.6%	50
	answered question				221
	skipped question				40

13. How often would you and/or your family use bike facilities on Hosbrook Road?						
	Not at all	Once a week	Two or three times a week	Daily	Rating Average	Response Count
Bike Facility Usage	63.3% (136)	20.5% (44)	13.0% (28)	3.3% (7)	1.56	215
	answered question					215
	skipped question					46

14. If street lights were installed on Hosbrook Road, are you concerned your quality of life would be disturbed? (Lighting outside windows, etc.)				Response Percent	Response Count
Yes				18.8%	41
No				58.3%	127
I don't know				22.9%	50
	answered question				218
	skipped question				43

15. In what manner would you like to see improvements be implemented to increase the safety of your current street and Hosbrook Road?		Response Count
		163
	answered question	163
	skipped question	98

16. Please take this opportunity to explain your greatest concerns on your street and Hosbrook Road.		Response Count
		161
	answered question	161
	skipped question	100

Figure 10: Survey Respondent Locations



Online Survey Resident Response Locations
Hosbrook Road Traffic Calming Study
Sycamore Township, Ohio

Recommended Traffic Calming Alternatives

IV. Recommended Traffic Calming Alternatives

The following alternatives listed in this study are the choices available to the Township to mitigate vehicle speed along the Hosbrook Road Corridor. The matrix at the end of this section compares each alternative across four categories. The recommended alternatives are listed in no particular order.

A. Additional Speed Enforcement/Radar Trailers

Additional speed enforcement is a temporary control device, which can be used by Township staff. The radar trailer can have some similar benefits; however, it can be done at a greatly reduced personnel cost.

Advantage:

With the addition of police officers on streets, speed enforcement gives an immediate and noticeable presence. It can have positive short-term effects. The installation of the temporary trailer will provide a longer-term benefit of educating drivers as to their actual speed

Disadvantage:

The disadvantages of speed enforcement are that it is very labor intensive and prevents police from addressing other community needs. Additionally, it is not a long-term solution. The effect of a radar trailer can get desensitized over time as people become conditioned to its location.



B. Permanent Speed Education Devices

The installation of permanent speed education devices has become more popular in recent years as a means of permanently reducing traffic speeds. They are most visible in high accident areas on interstate highways due to the excessive speeds by a variety of vehicle types.



Recommended Traffic Calming Alternatives

They are also appropriate for residential areas because they can be a constant reminder that speed is an issue. The latest designs of these devices provide for a compact installation, which can be mounted on existing poles or adjacent to the roadway edge.

Advantage:

An advantage is that they are less intrusive to the neighborhood than the trailers, which will make them easier to implement and keep in service.

Disadvantage:

After a period of time, drivers can be desensitized to the devices. These devices will still have an impact for the driver who is not a regular user of the roadway.

C. Lane Striping

Lane striping can be used as a non-vertical solution to traffic calming. It would include center yellow striping along with white edge lines plus chevrons at strategic locations. These are highly visible markings and can be installed at little cost, while encouraging drivers to slow down.

Advantage:

Advantages would be that it is inexpensive to install and has no impact to emergency response.

Disadvantage:

Disadvantages are that it increases maintenance costs and its affect on drivers can be diminished over time.

D. High Visibility Crosswalks

These crosswalks would be installed at all locations of street crossings and designed to clearly delineate the location of a crosswalk. This would be in addition to signage, which would be required at these locations.

Advantage:

Advantages would be that the crosswalks are inexpensive to install and have no impact to emergency response. High visibility crosswalks increase the visibility for pedestrians in the area.



Recommended Traffic Calming Alternatives

Disadvantage:

Disadvantages are that they require additional maintenance than traditional crosswalks and provide pedestrians with a false sense of security given the traffic conditions.

E. Speed Humps/Tables

Speed humps and speed tables are the most common and visible means of addressing traffic calming. Speed humps are typically a rounded layer of asphalt that is approximately six inches in height. Speed tables are a larger alternative whereby a flat surface of roadway is elevated 3 to 6 inches for approximately 20 feet.

The size of speed tables is based upon ITE design criteria and is based upon a 35 mph design speed. Their recommendation calls for the tables to be a total length of 22 feet. This allows for a 10 foot table and 6 foot ramps. The typical height is 3 or 4 inches, but can be up to 6 inches. An estimated cost for the installation of the tables is between \$5,000 and \$10,000 a piece. This range accounts for the variation in the height and choices regarding striping alternatives.

Advantage:

Advantages are that speed humps and tables can be installed on most streets with minimal impact to the roadway drainage patterns. They are also viewed by the public as a visible and permanent means of controlling speed on streets. Studies performed by the Center for Transportation Research and Education (CTRE) show that 85th percentile speeds are reduced by up to 10 mph at locations where speed humps or tables are installed.

Disadvantage:

Speed humps and speed tables can present delays by emergency personnel responding to calls. They will have to reduce speed when approaching speed humps and tables to prevent damage to their vehicles. In addition, the humps and tables present a maintenance concern for snow removal because these devices can damage plow blades.



Recommended Traffic Calming Alternatives

F. Raised Crosswalks

Raised crosswalks are similar to speed tables but they have crosswalk markings and are located at strategic locations for pedestrian access.

Advantage:

The advantages are that they are effective in reducing speeds. They increase visibility for pedestrians and slow vehicle traffic at conflict points with pedestrians.

Disadvantage:

The disadvantages are that raised crosswalks slow emergency vehicles and buses. They have a potential negative impact on the drainage systems.



G. Bulbouts

Bulbouts can be installed at intersections along the lengths of the roadway. They narrow the street to help facilitate pedestrian movements and reduce speeds on the approaches.

Advantage:

The advantages of bulbouts are that they reduce vehicle speed near the intersection and make pedestrian crossing safer and easier.

Disadvantage:

The disadvantage is that they affect turning movements for larger vehicles. The construction of the roadway at the intersections reduces the available turning radius for drivers.



Recommended Traffic Calming Alternatives

H. Rumble Strips

Rumble strips are typically installed at approaches to intersections where drivers need to be reminded to slow down. These are typically used in rural areas or away from residential areas.

Advantage:

Rumble strips can provide an inexpensive means of reminding drivers to slow down.

Disadvantage:

Rumble strips cause high levels of noise pollution to surrounding houses. This increase in noise takes place 24 hour a day.

I. Pavement Marking Legends

These are speed limit or other words painted on the pavement to alert drivers of the posted speed limit.

Advantage:

Advantages of pavement marking legends are that they are inexpensive to install and have no impact to emergency personnel.

Disadvantage:

Disadvantages are that it increases maintenance costs and its affect on drivers can be diminished over time.

J. Raised Pavement Markers

These markers can be installed at strategic locations within the project corridor to more clearly delineate the centerline or edge-line of a roadway. They are most often used on horizontal curves; however, they could be used on vertical curves.

Advantage:

Advantages are that they are inexpensive to install and have no impact to emergency response.

Disadvantage:

Disadvantages of these markers include an increase in noise and the high probability that they would be removed during the snow-removal process.

Recommended Traffic Calming Alternatives

K. Streetscaping

This traditionally includes the installation of a planting area between the street and a sidewalk. The Hosbrook Road implementation will most likely require a curb to be installed adjacent to the sidewalk for drainage purposes. The curb itself will act as a traffic calming device by narrowing the effective width of the road.

Advantage:

Advantages of streetscaping are its positive aesthetic effect along the project corridor. The addition of lighting and sidewalk elements cause the driver to reduce their speed.

Disadvantage:

Implementing a streetscape design is a costly endeavor and impacts the entire corridor. It will remove the suburban nature of the neighborhood and dramatically change its character.



L. Gateways/Entryways

Both provide a visual notification to the drivers that they are entering a neighborhood or commercial district. This helps make the area appear more as a destination rather than a means of using that road as a way to get from point A to point B.

Advantage:

Advantages are that they may reduce volumes. They have a positive aesthetic effect and have good functionality. They also improve the quality of life for the neighborhood.

Recommended Traffic Calming Alternatives

Disadvantage:

The disadvantages are that they potentially carry great vehicular hazards and can create poor visibility conditions.



M. Traffic Circles

These provide a circular operation at an intersection rather than either, a two-way, or four-way stop. The vehicles on a thru street must change their travel path in order to navigate through the traffic circle.

Advantage:

Traffic circles require the driver to slow down upon entering the intersection to navigate the circle.

Disadvantage:

Traffic circles take up a large area and can impact drainage patterns. They usually require the acquisition of land for construction purposes. The circles can prevent certain large vehicles from navigating the street without a means of providing an alternative route. Large vehicles could also cause traffic backups.

Recommended Traffic Calming Alternatives

Table 1: Matrix of Alternatives and Associated Impacts

	Speed Reduction			Volume Reduction			Noise Increase			Cost		
	Low	Med	High	Low	Med	High	Low	Med	High	Low	Med	High
Additional Speed Enforcement			x	x			x					x
Permanent Speed Education Devices		x		x			x				x	
Lane Striping		x		x			x			x		
High Visibility Crosswalks	x			x				x		x		
Speed Humps/Tables			x		x			x			x	
Raised Crosswalks	x				x			x			x	
Bulbouts	x			x			x					x
Rumble Strips		x		x					x		x	
Pavement Marking Legends	x			x			x			x		
Raised Pavement Markers	x			x				x		x		
Streetscaping		x			x		x					x
Gateways/Entryways		x			x		x				x	
Traffic Circles			x		x		x					x

Selected Alternatives and Preferred Alternative

V. Traffic Calming Committee Selected Alternatives and Preferred Alternative

A series of four traffic calming alternatives were forwarded from the recommendations stage and evaluated further as a set of selected alternatives by the Traffic Calming Committee. These four alternatives were then presented to the general public at a meeting on February 11th, 2009. The comments from the general public are included in the Appendix to this report. The four alternatives were then revised to a single "Preferred Alternative" by the Traffic Calming Committee on March 12th, 2009. A copy of the four alternatives, the preferred alternative, and the associated cost estimates is included in this section of the report.

A. Streetscape Alternative #1

The alternative labeled "Streetscape Alternative #1" is shown on plan sheets C-301 through C-304. This alternative shows the construction of a sidewalk with a concrete curb on the west side of Hosbrook Road from just south of the existing Duke Realty Building to Euclid Avenue. The sidewalk will create a visual and vertical barrier for drivers traveling on Hosbrook Road. The curb and sidewalk will make the driver feel as though the roadway is narrow which can result in lower speeds.

The exhibits show that the sidewalk will most likely be able to be constructed within the available right-of-way of Hosbrook Road. However, grading easements will need to be acquired from the residents in order to provide the appropriate amount slope from the proposed elevation to the existing ground.

In addition to the sidewalks, intersection modifications were added to this alternative as a means of slowing vehicle speeds at intersections. The addition of a median at the intersection will provide another visual and vertical barrier for drivers as they drive the length of Hosbrook Road.

The cost estimate included in this report shows that the overall cost of this alternative will be approximately \$1,015,500.

B. Streetscape Alternative #2

The alternative labeled "Streetscape Alternative #2" is shown on plan sheets C-401 through C-404. This alternative would be considered a full streetscape because it includes new sidewalk on both sides of the street and a center island raised median with new street lighting. The exhibit shows that the new median would be constructed for nearly the entire length of the roadway and would preclude vehicles from making left turns, except at intersection locations. The new curb on both sides of each lane would create the visual and vertical barrier that leads drivers to slow their speed.

The alternative would also significantly alter the daily traffic patterns of residents along Hosbrook Road. Most would not be able to make left turns into or out of their driveway and would then be forced into making U-turns at median breaks. Due to the overall width of the construction, easements and/or right-of-way would need to be acquired from residents along Hosbrook Road on both the east and west side of the roadway.

Selected Alternatives and Preferred Alternative

The cost estimate included in this report shows that the overall cost of this alternative will be approximately \$2,216,625.

C. Roundabout Alternative

The alternative labeled “Roundabout” is shown on plan sheets C-201 through C-205. This alternative would construct roundabouts at three intersections along Hosbrook Road. The diameter of the roundabout is the minimum that could be constructed to meet the design criteria for school buses and other vehicles which utilize this roadway. The roundabout design would require that drivers reduce their speed significantly as they enter the roundabout.

The diameter of the roundabout and the proximity of the houses to the intersection would require that four homes would be acquired in order to build the new intersection. The cost estimate of \$1,143,000 for all three intersections does not include an allowance for property acquisition and relocation expenses. These expenses are significantly higher than the construction cost of the actual roundabout.

D. Gateways and Markings Alternative

The alternative labeled “Gateways and Markings” is shown on sheets C-501 through C-504. This alternative would build two new gateway signs on the northern and southern end of Hosbrook Road. The signs would be design and located in such a location as to alert drivers that they are entering a residential neighborhood. Once the driver understands that they are in such a neighborhood, then they should adjust their speed accordingly.

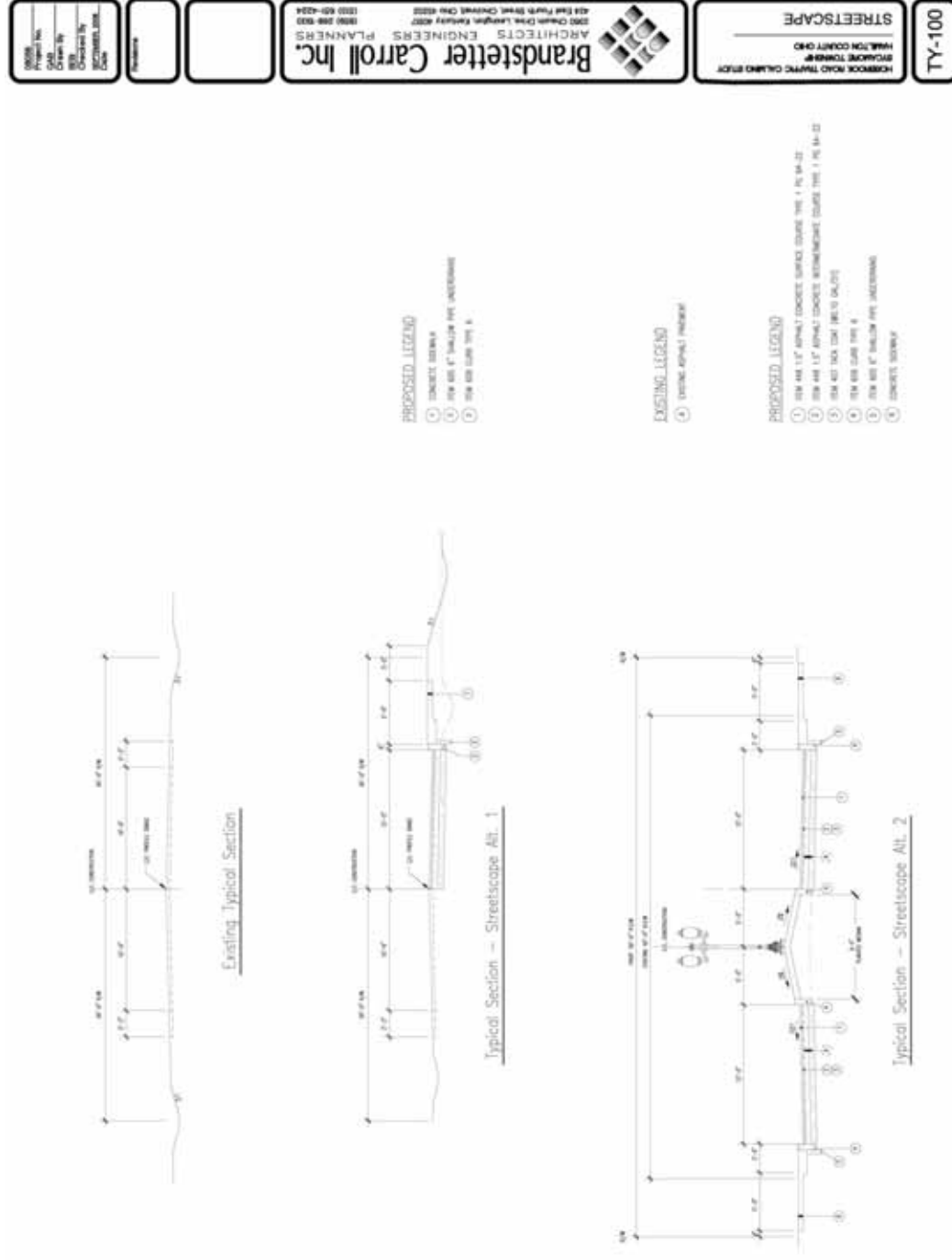
The markings portion of the alternative will install high visibility crosswalk markings and signage at intersections within the Hosbrook Road corridor. The markings will alert drivers that they are approaching a crosswalk where there could be a potential for pedestrians crossing the street. In addition, an “In-Pavement Lighted Crosswalk” could also be installed for increased visibility at night.

The cost for the gateways and markings component is minimal at under \$20,000. The “In-Pavement Lighted Crosswalk” costs approximately \$75,000 per each leg of the intersection. The cost to install them at each intersection for each Hosbrook leg would be approximately \$450,000.

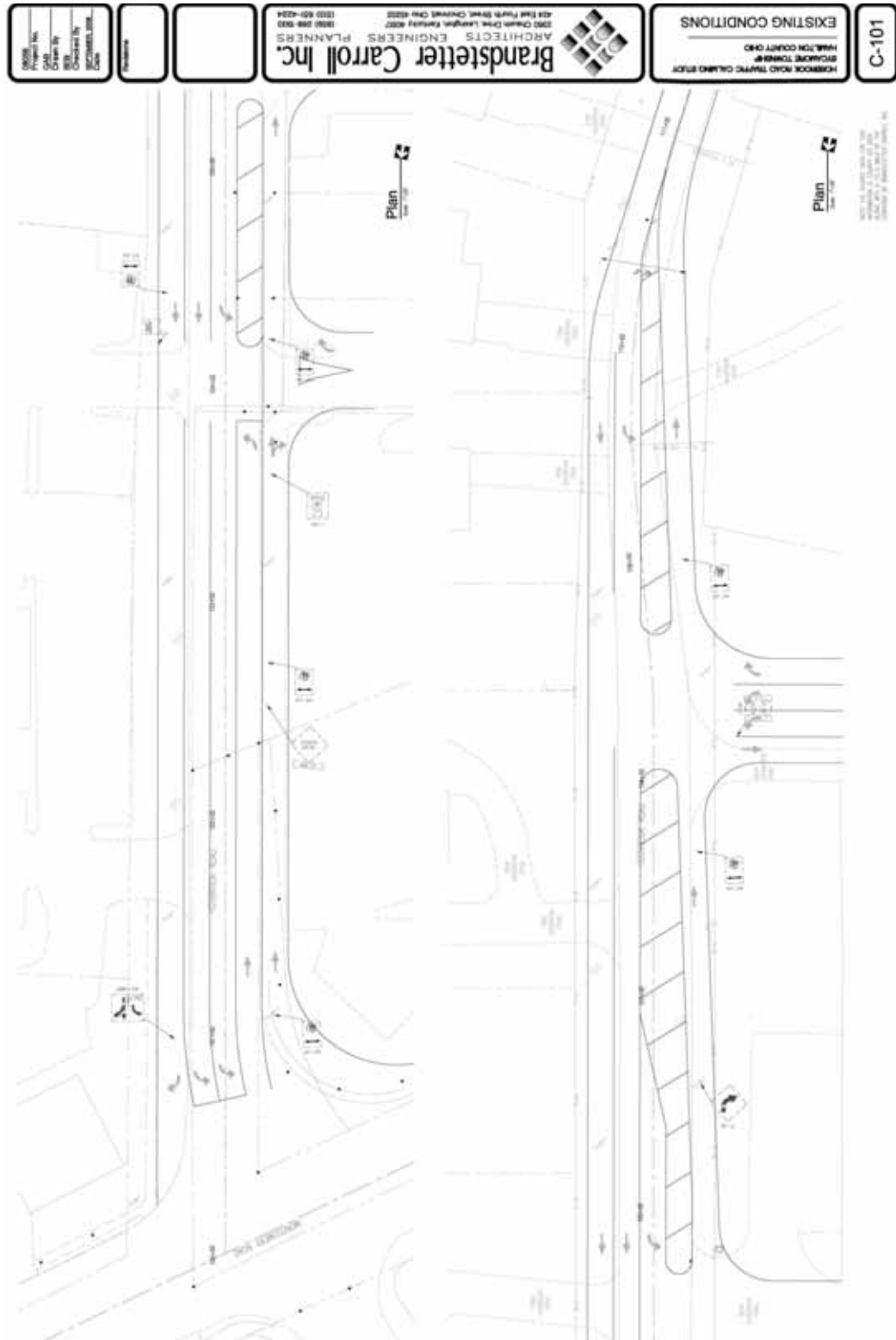
E. Preferred Alternative

The Preferred Alternative from the Traffic Calming Committee is a composition of the “Streetscape Alternative #1” and the “Gateway and Markings Alternative”. By combining the qualities of each alternative into a single design solution, it will give the residents and drivers along Hosbrook Road the changes to the roadway that will be needed to create a physical and visual impediment to slow the speed of traffic. The total cost for the Preferred Alternative is \$1,533,660.

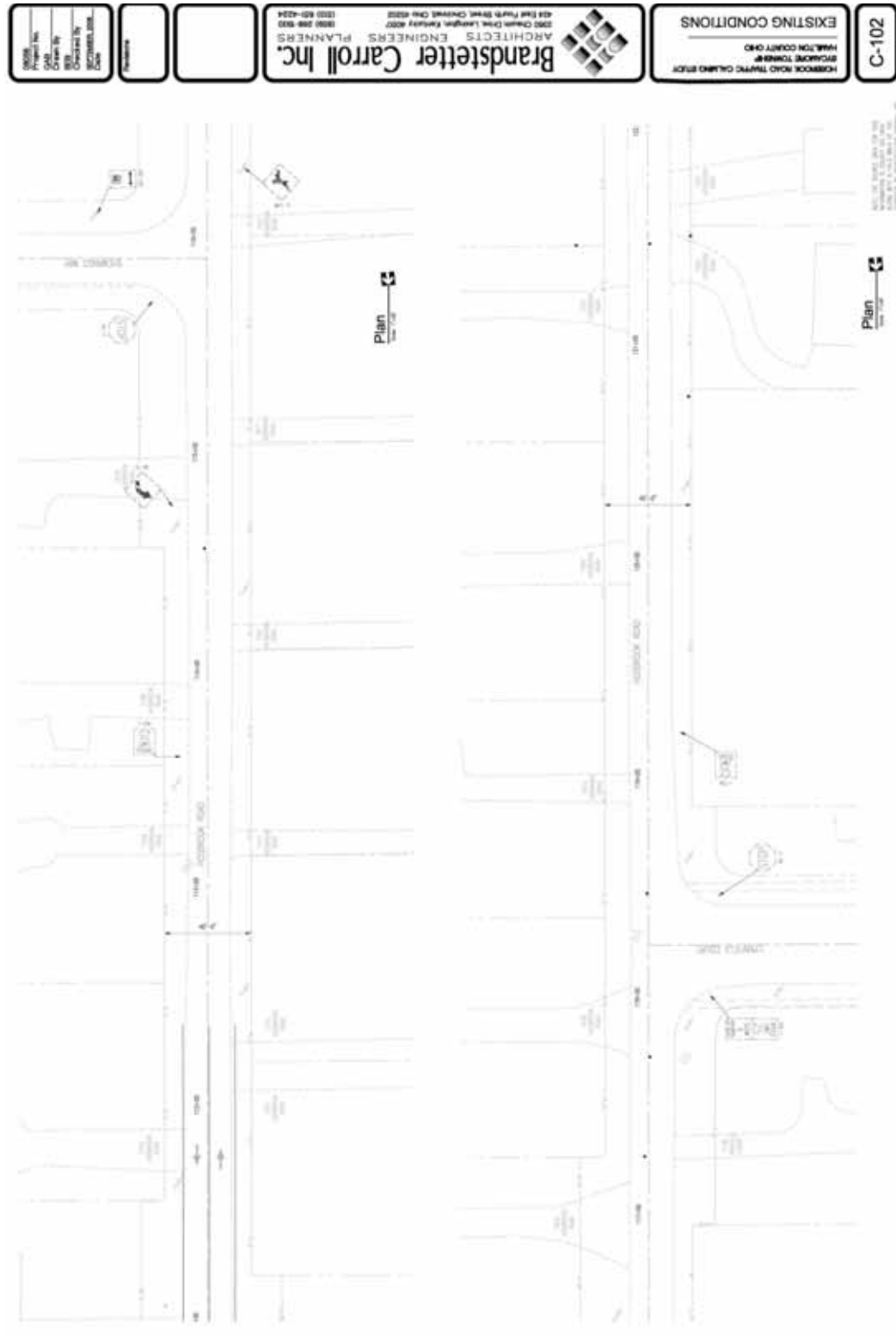
It is noted that the “In-pavement Lighted Crosswalk” are included in this alternative as an option. The final decision regarding the use of this feature will be determined at the final design phase.

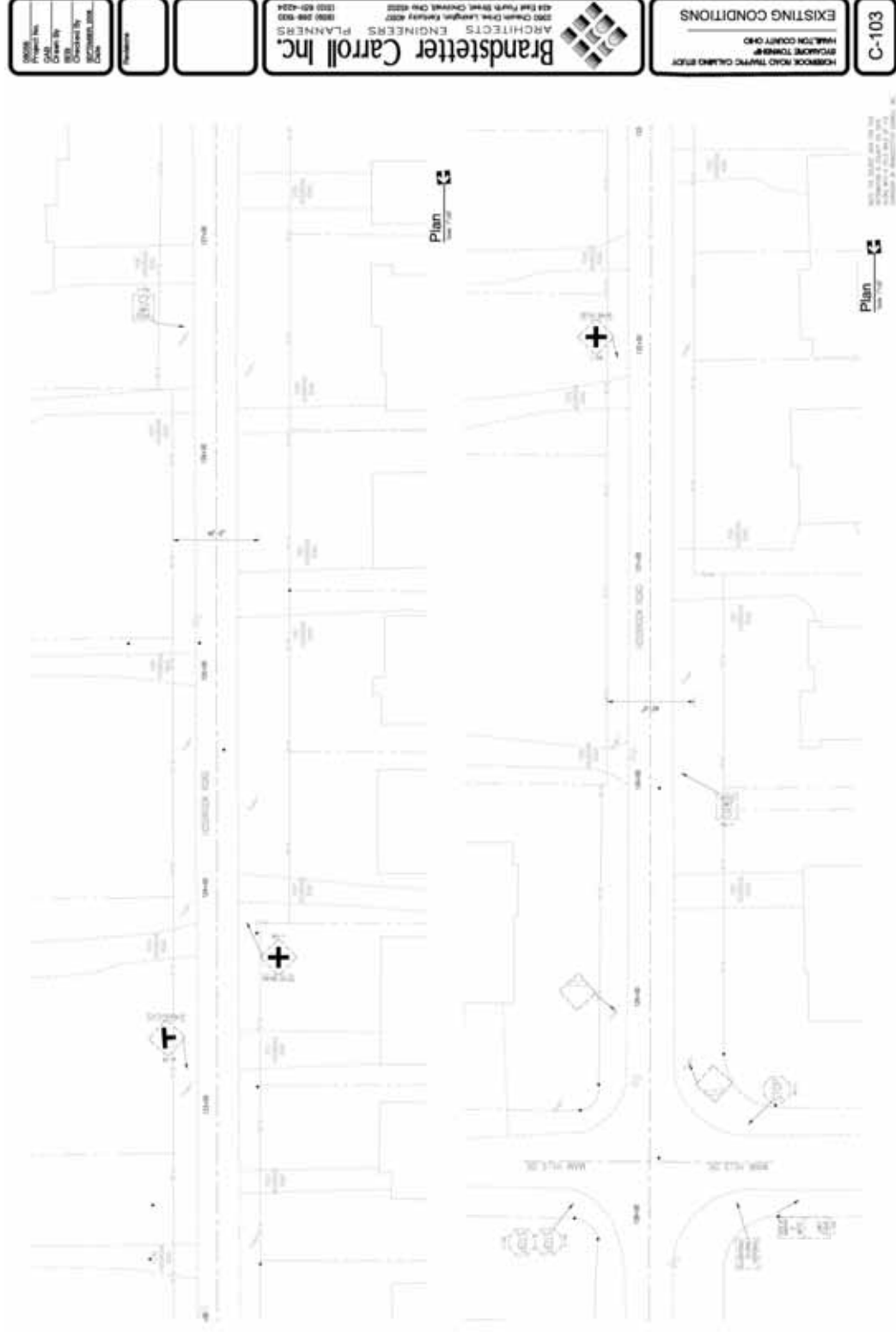


Selected Alternatives and Preferred Alternative

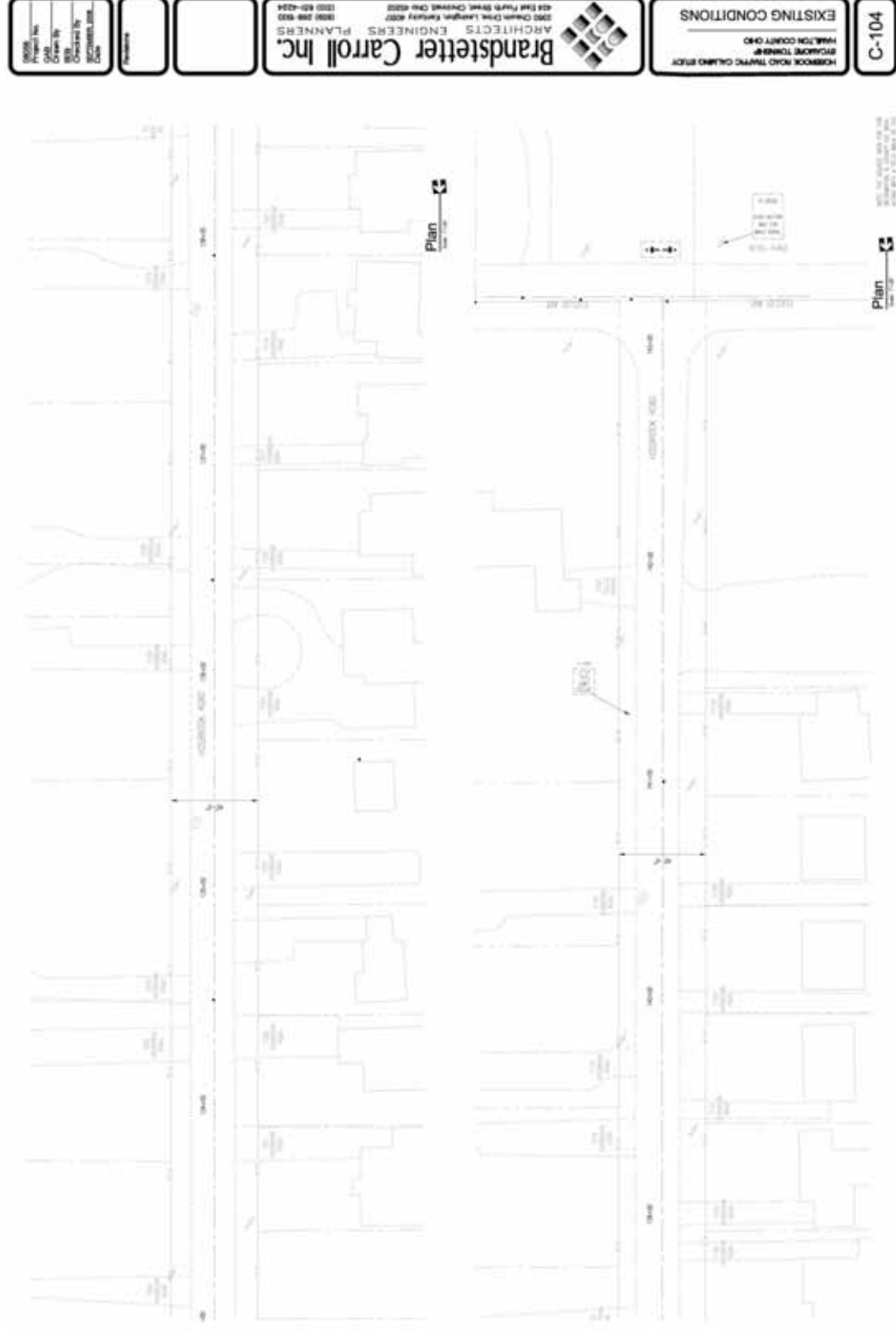


Selected Alternatives and Preferred Alternative



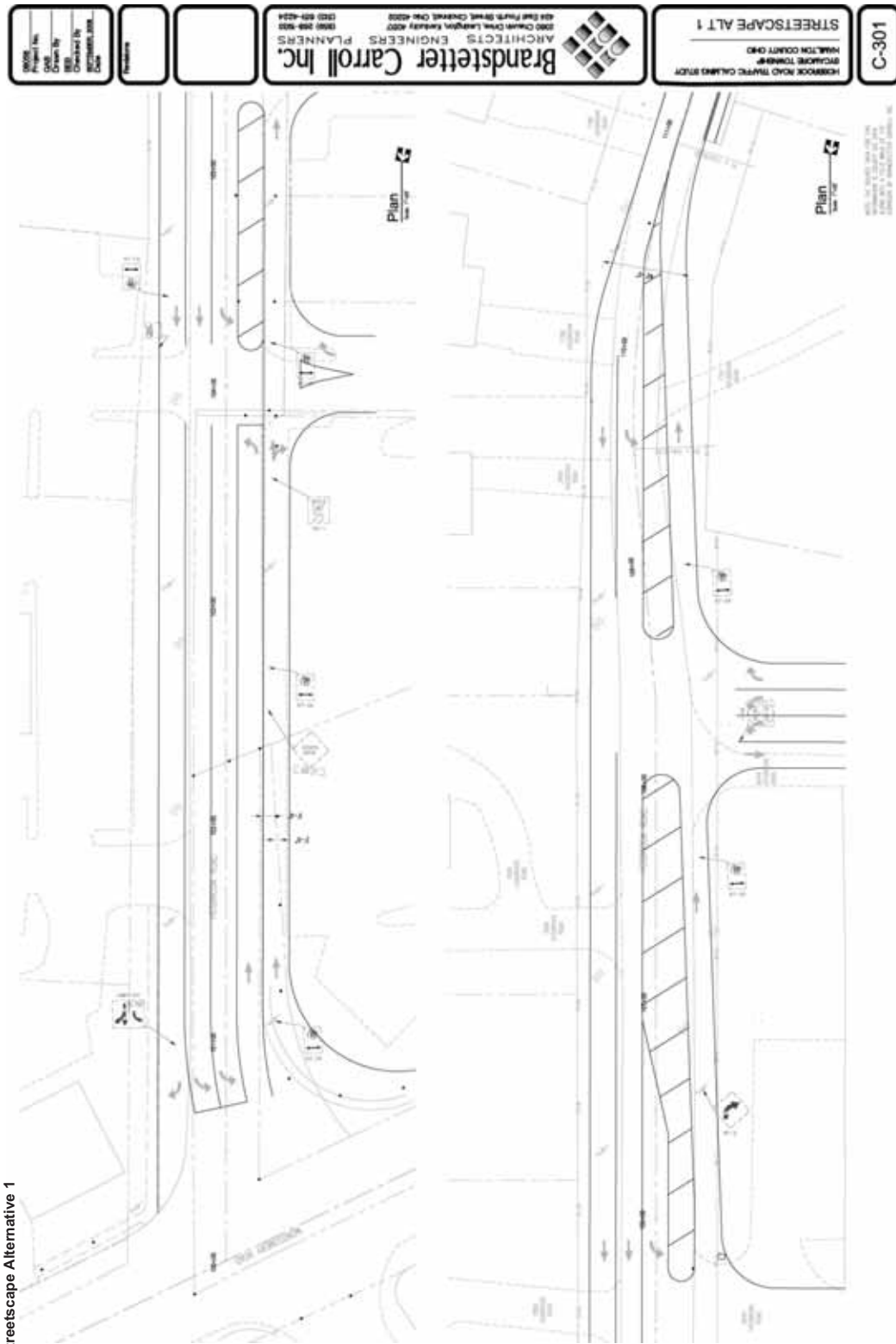


Selected Alternatives and Preferred Alternative

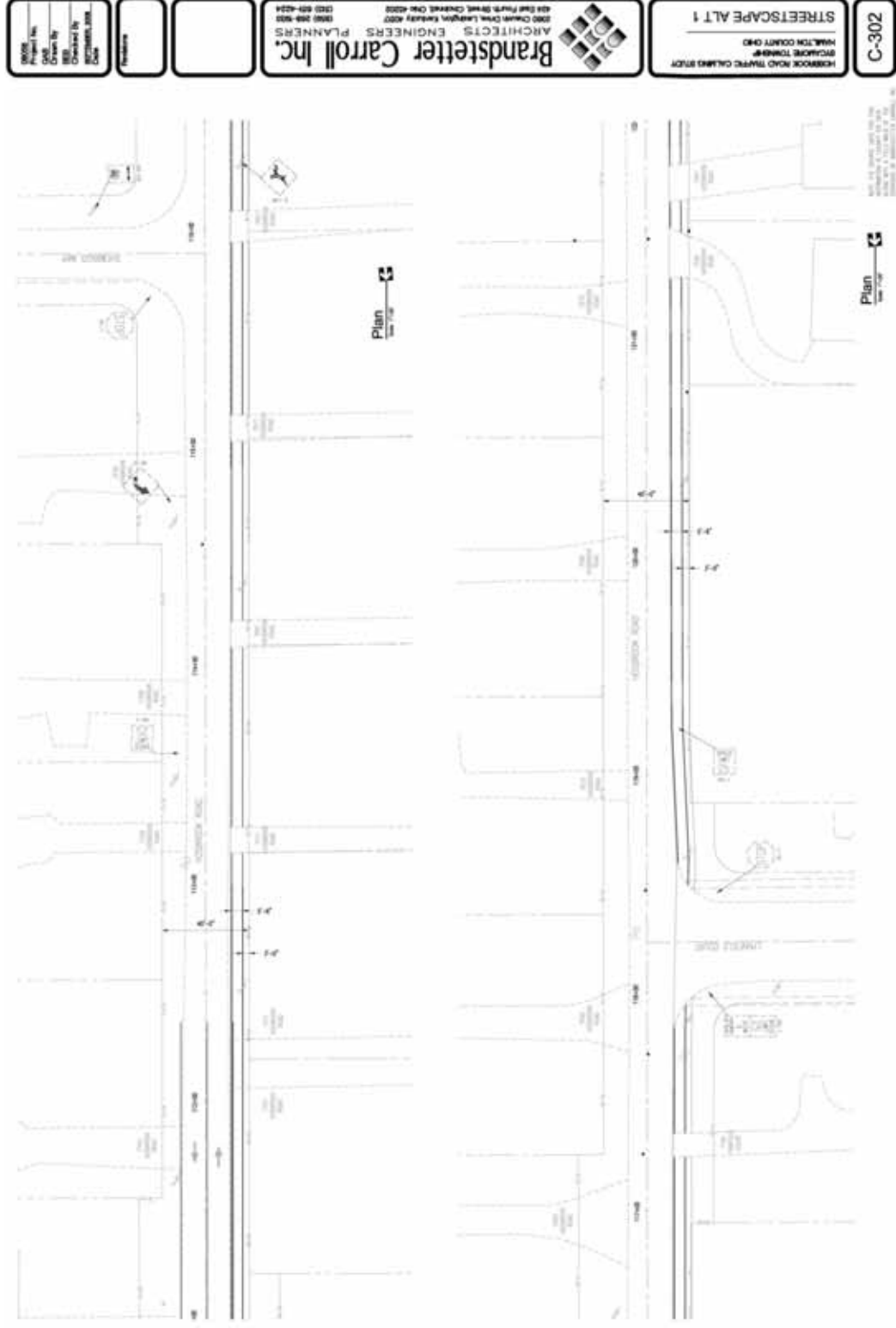


Selected Alternatives and Preferred Alternative

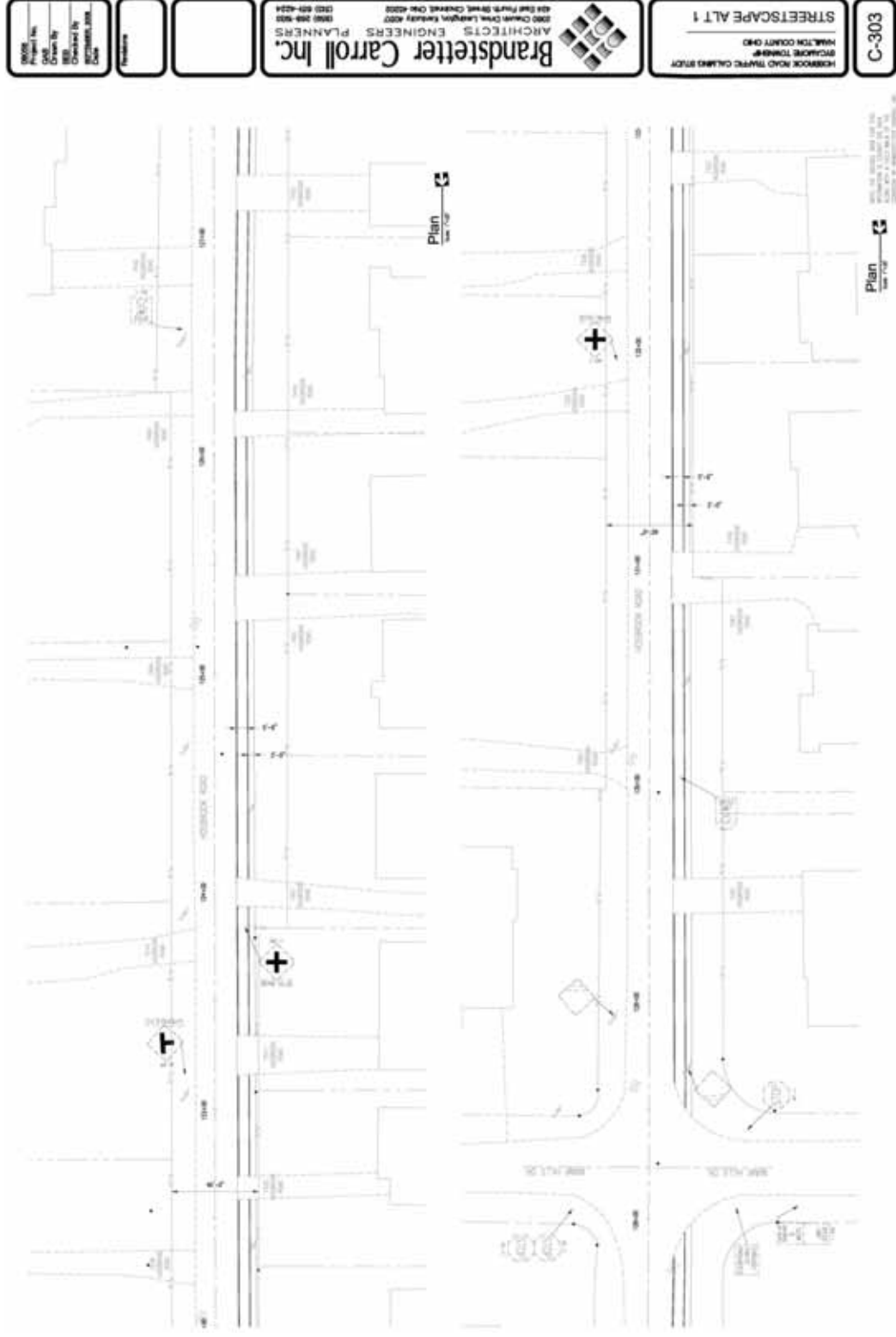
Exhibit 2: Streetscape Alternative 1



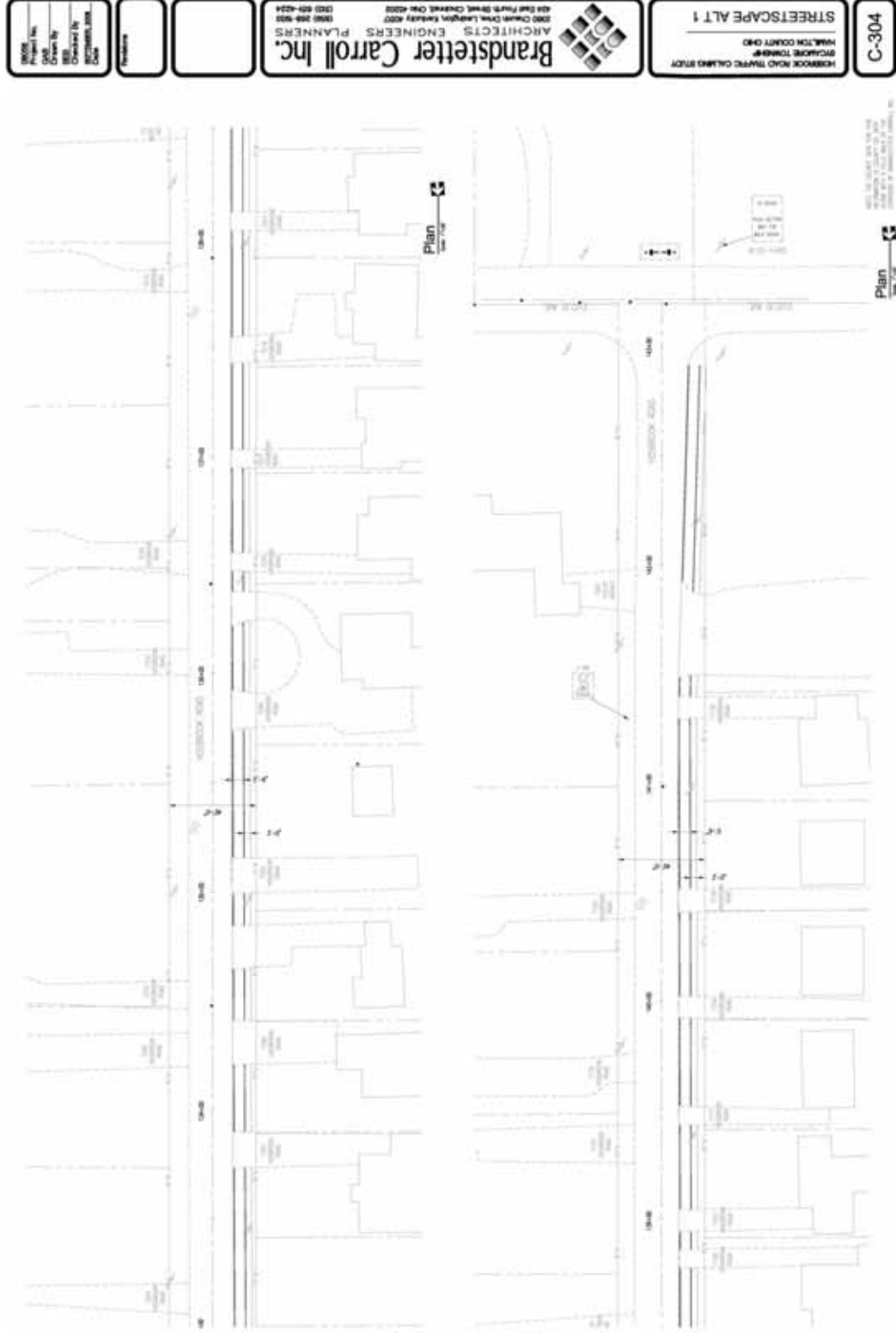
Selected Alternatives and Preferred Alternative



Selected Alternatives and Preferred Alternative



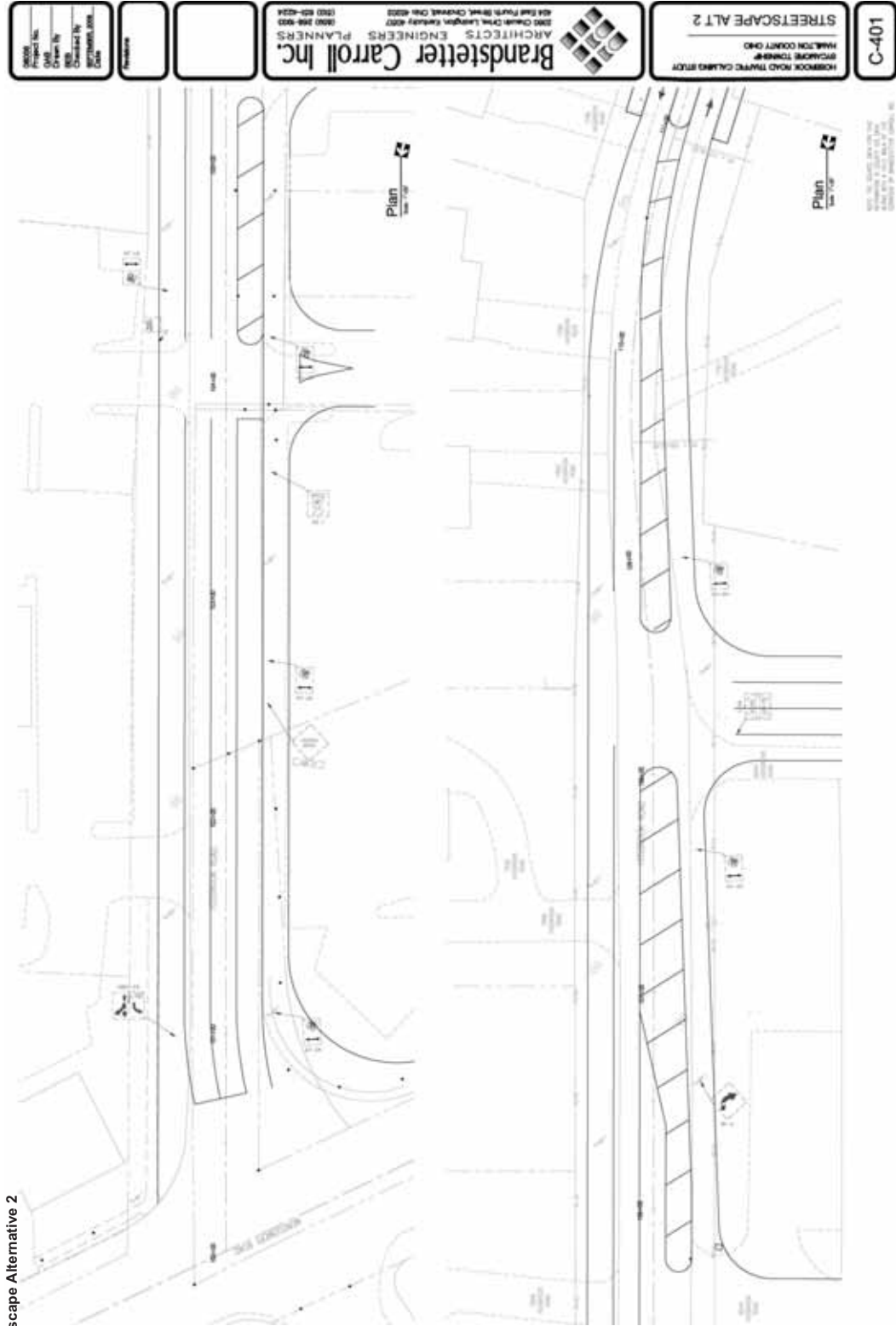
Selected Alternatives and Preferred Alternative



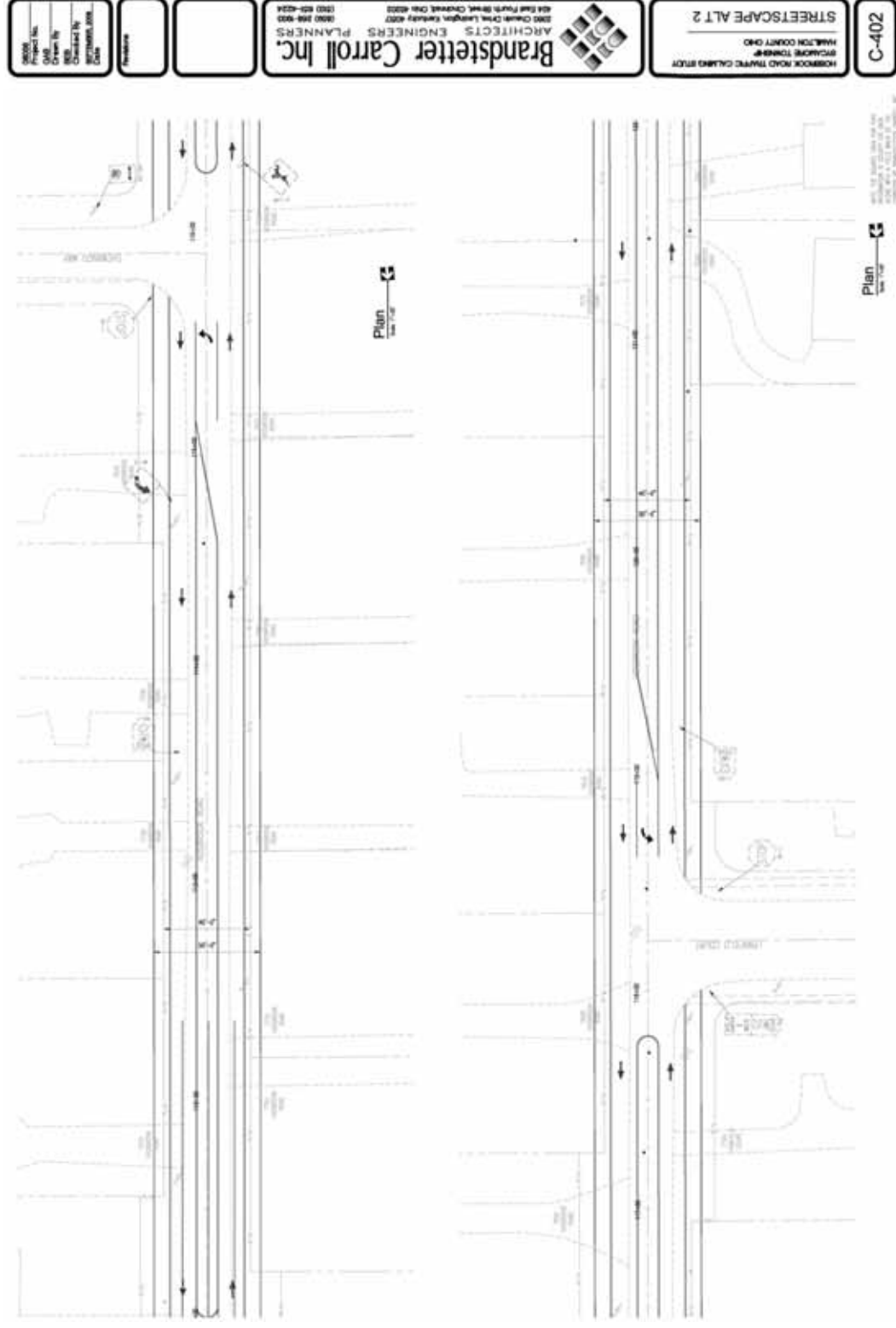
Selected Alternatives and Preferred Alternative



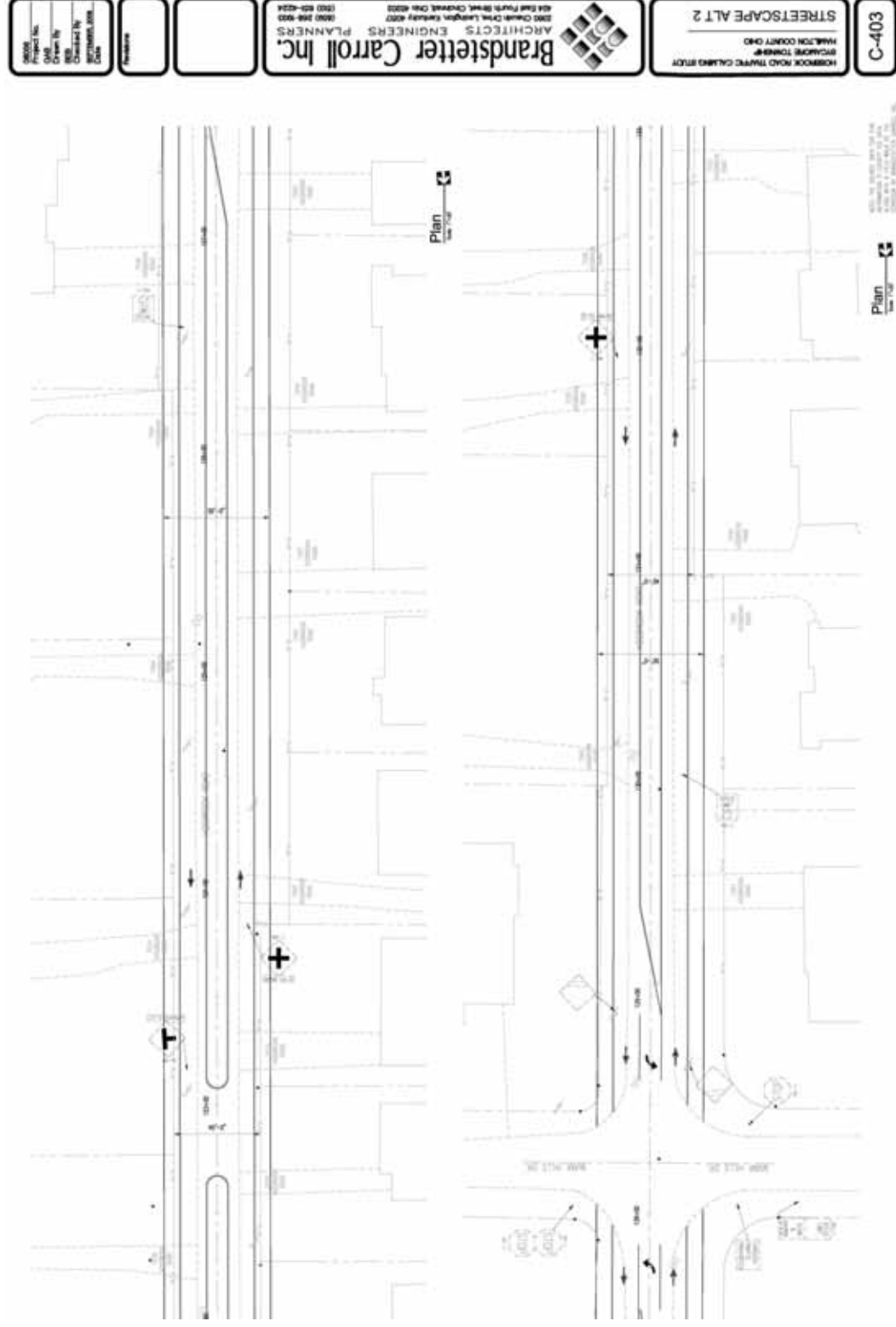
Exhibit 3: Streetscape Alternative 2



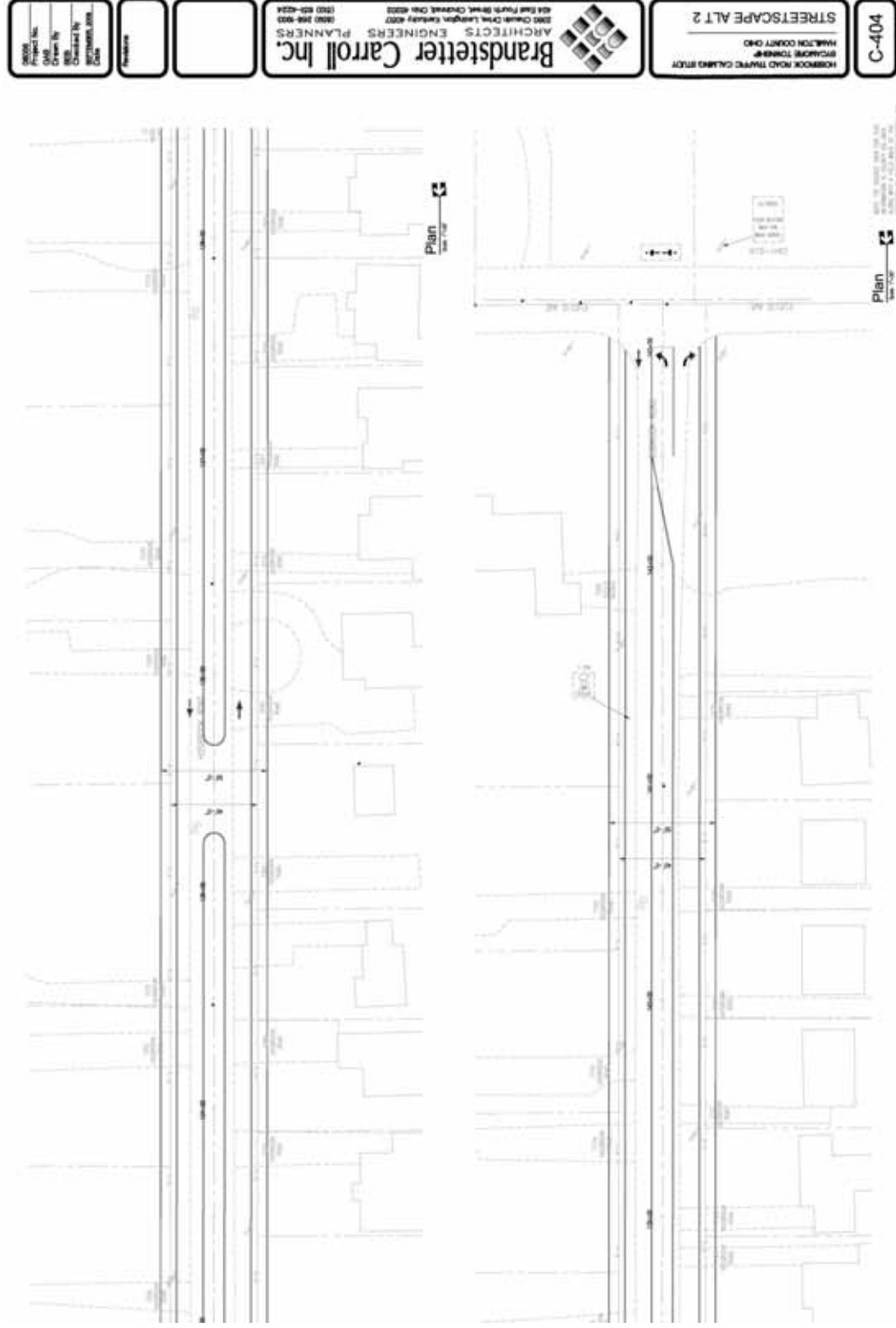
Selected Alternatives and Preferred Alternative



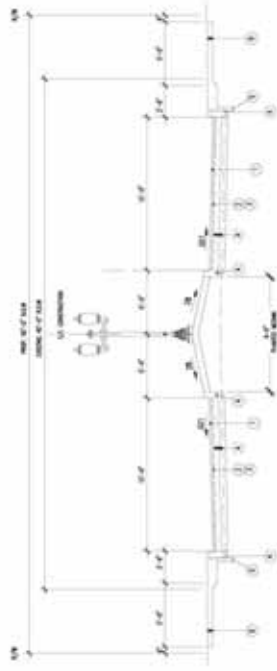
Selected Alternatives and Preferred Alternative



Selected Alternatives and Preferred Alternative



Selected Alternatives and Preferred Alternative



Typical Section

EXISTING LEGEND

- 1. EXISTING ASPHALT PAVEMENT

PROPOSED LEGEND

- 1. NEW 4IN 1.5" ASPHALT CONCRETE SURFACE COURSE TYPE 1 PLS 84-22
- 2. NEW 4IN 1.5" ASPHALT CONCRETE INTERMEDIATE COURSE TYPE 1 PLS 84
- 3. NEW 4IN 1.5" ASPHALT CONCRETE BASE COURSE TYPE 1 PLS 84
- 4. NEW 4IN 1.5" ASPHALT CONCRETE BASE COURSE TYPE 1 PLS 84
- 5. NEW 4IN 1.5" ASPHALT CONCRETE BASE COURSE TYPE 1 PLS 84
- 6. NEW 4IN 1.5" ASPHALT CONCRETE BASE COURSE TYPE 1 PLS 84

PROJECT No. 2020-001
 DRAWN By: JMB
 CHECKED By: JMB
 DATE: 01/15/2021

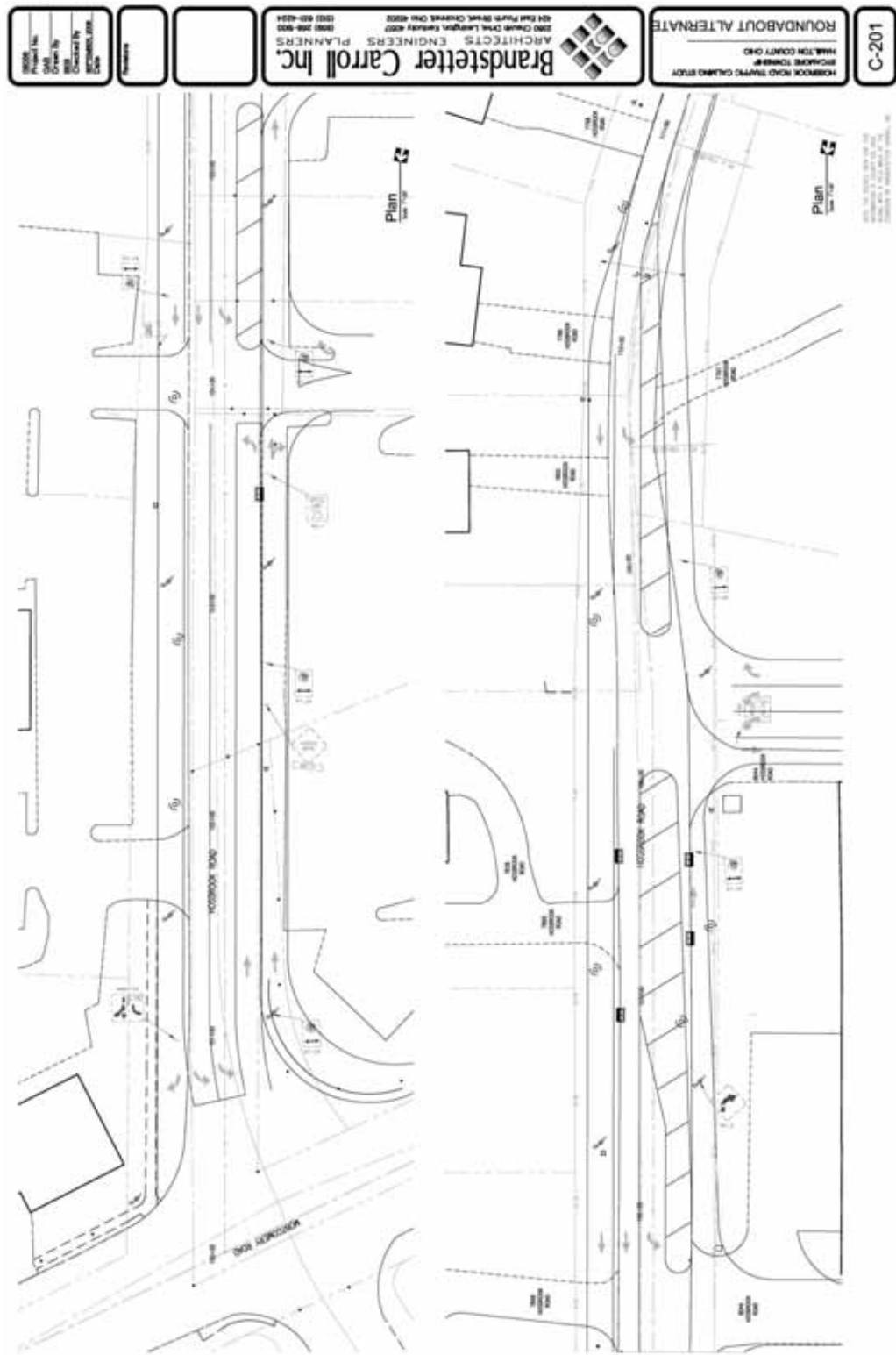
REVISIONS

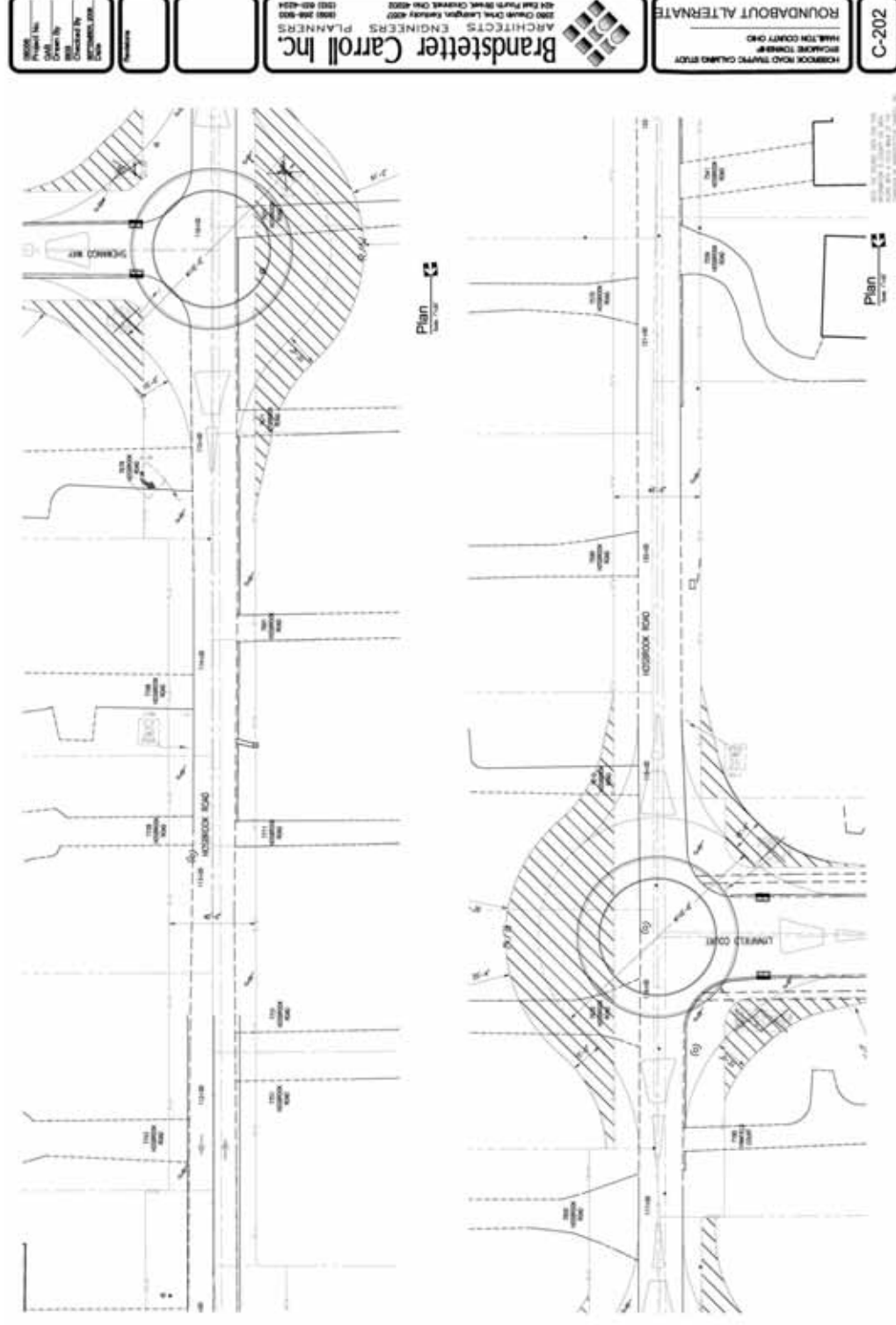
BRANDSTETTER CARROLL INC.
 ARCHITECTS ENGINEERS PLANNERS
 404 East Fourth Street, Columbus, Ohio 43215
 (614) 266-4000

STREETSCAPE ALT 2
 HOBBS ROAD TRAMP CAMPUS STUDY
 HAMILTON COUNTY OHIO

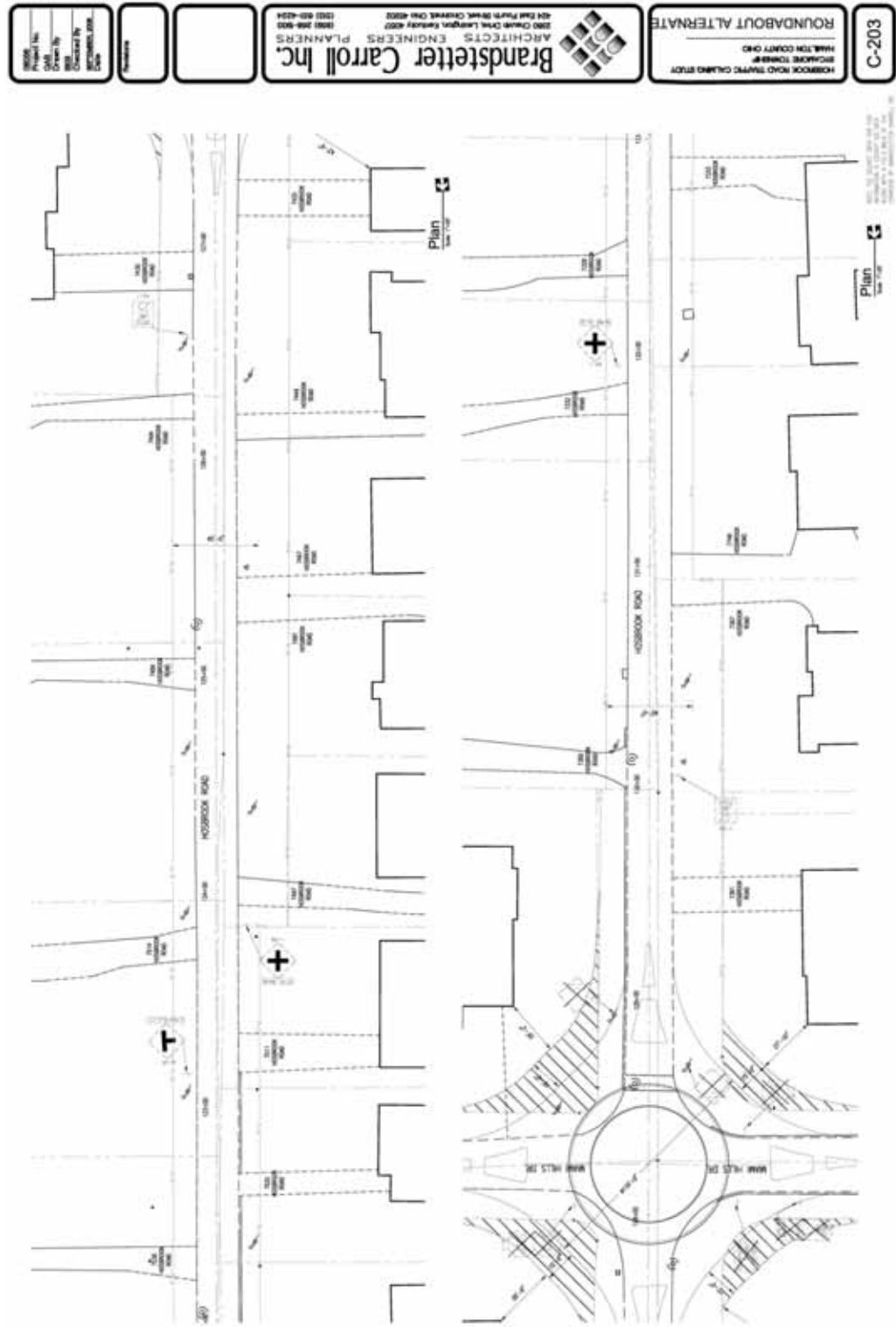
TY-400

Exhibit 4: Roundabout Alternative

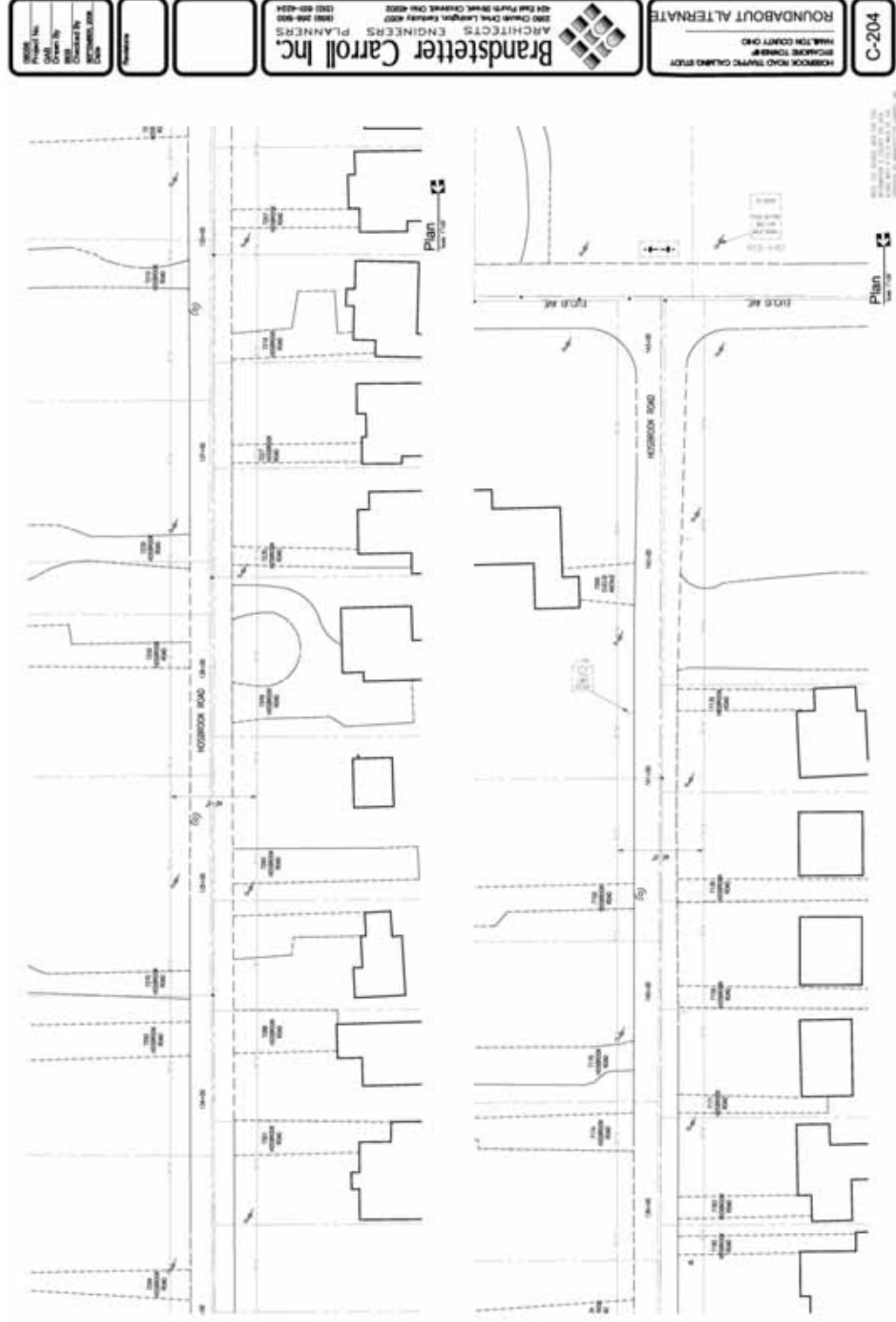




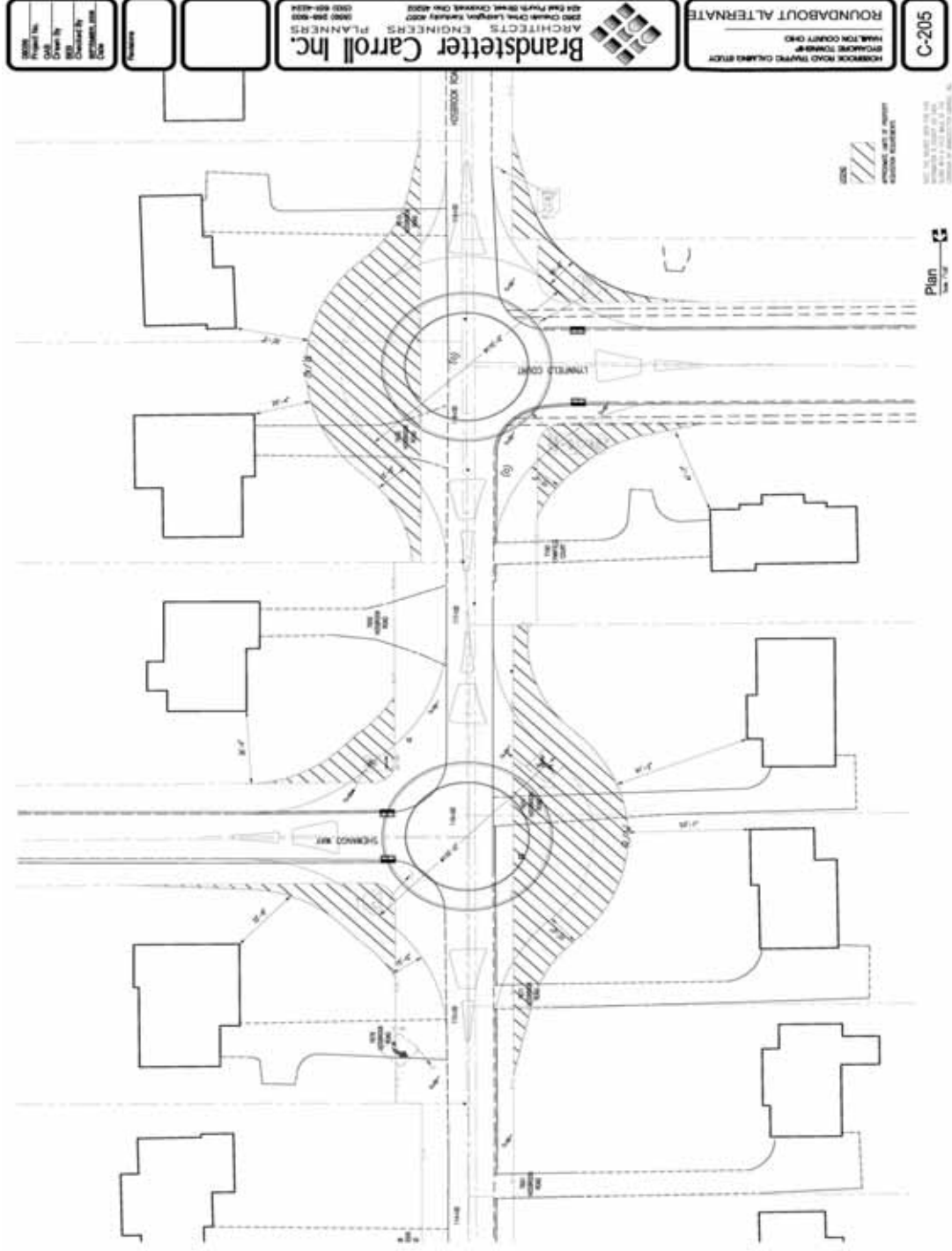
Selected Alternatives and Preferred Alternative



Selected Alternatives and Preferred Alternative



Selected Alternatives and Preferred Alternative



Selected Alternatives and Preferred Alternative

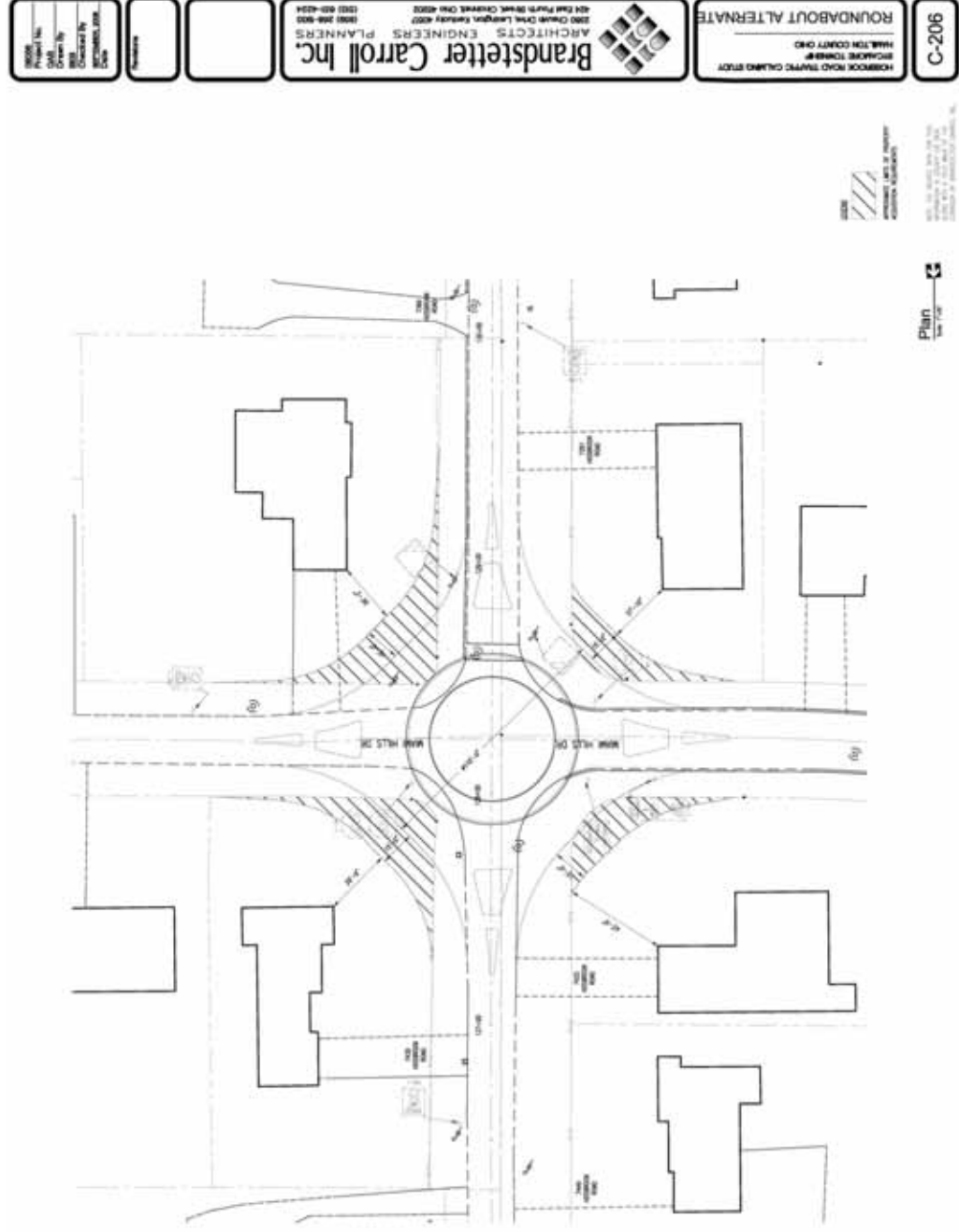
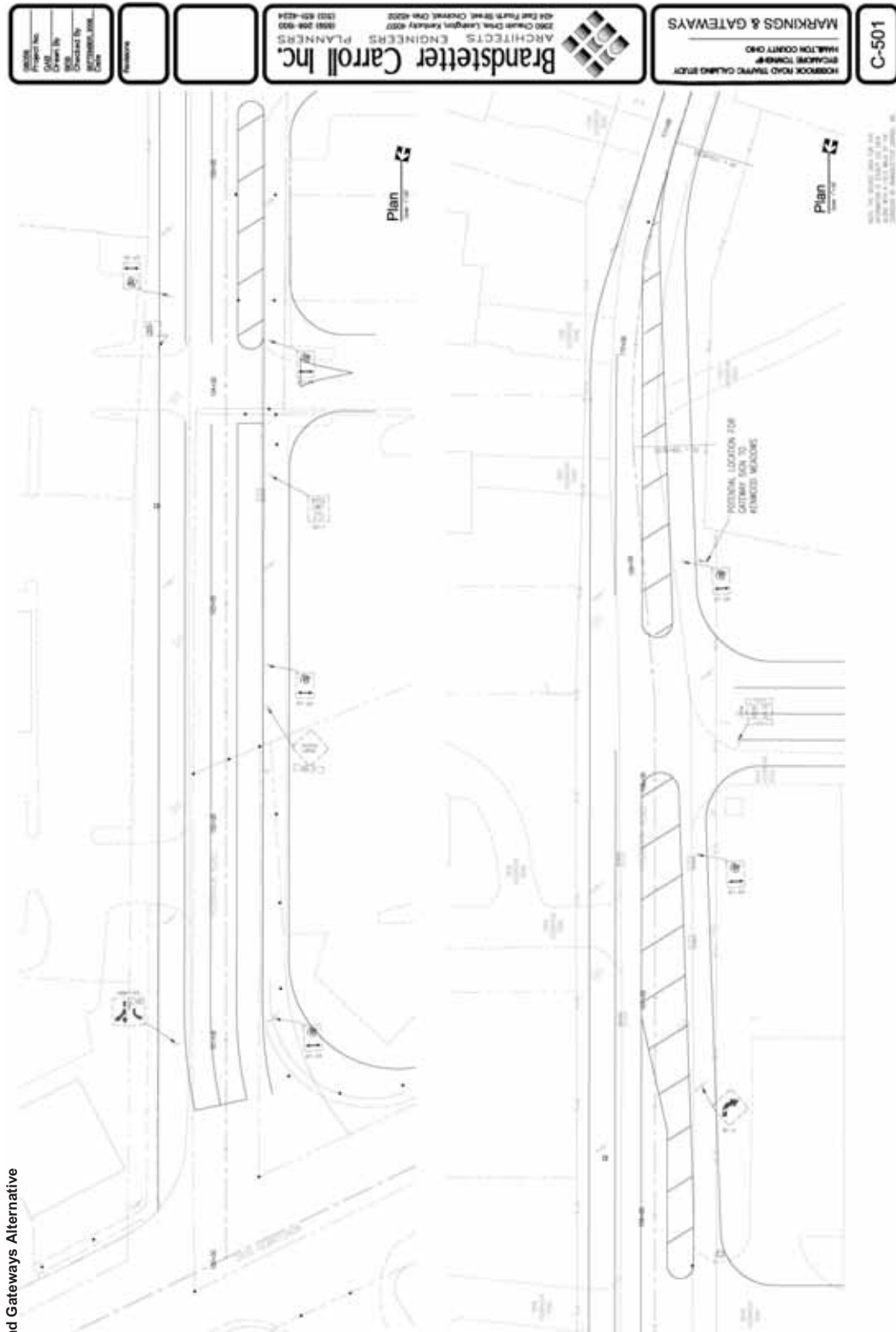
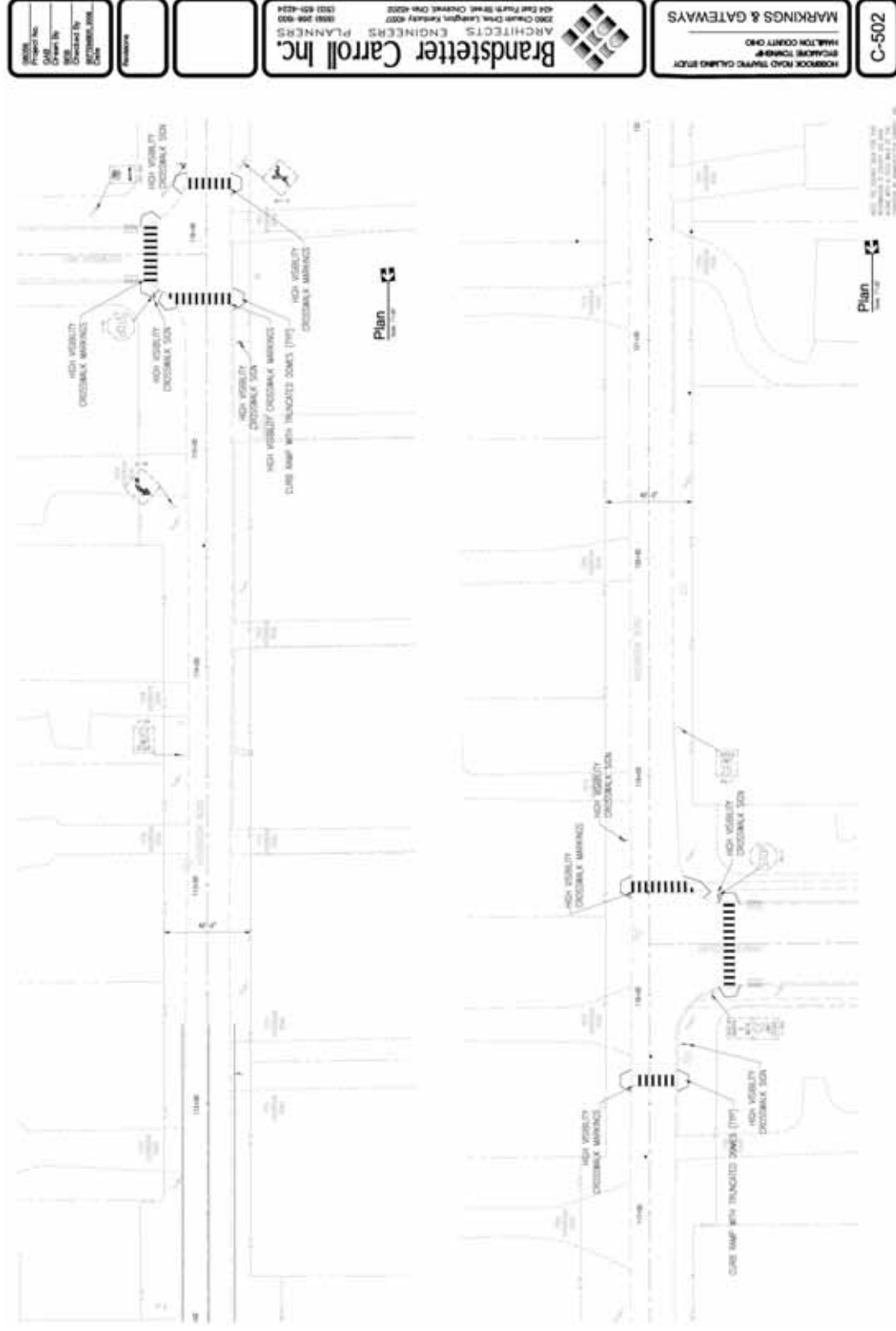


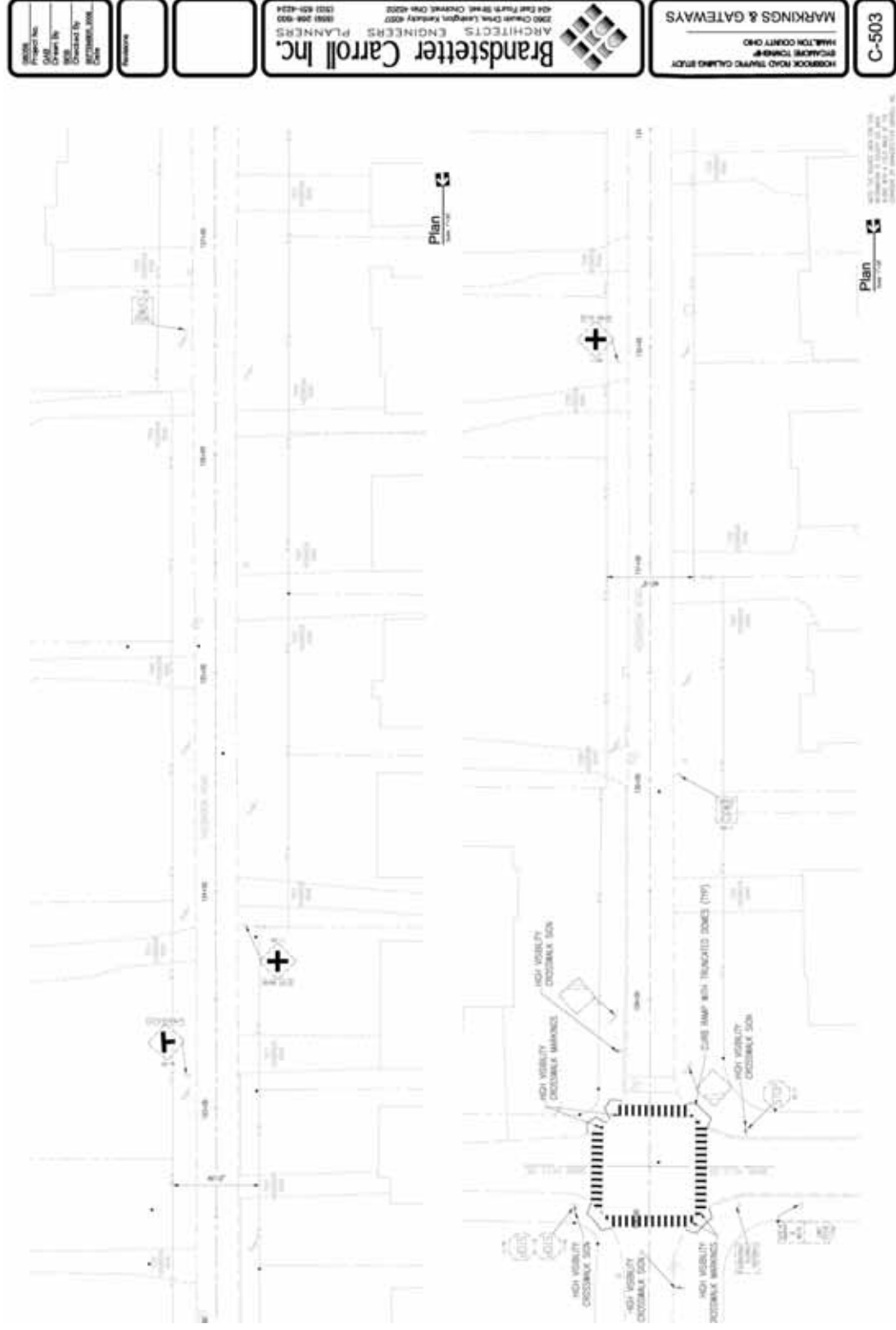
Exhibit 5: Markings and Gateways Alternative



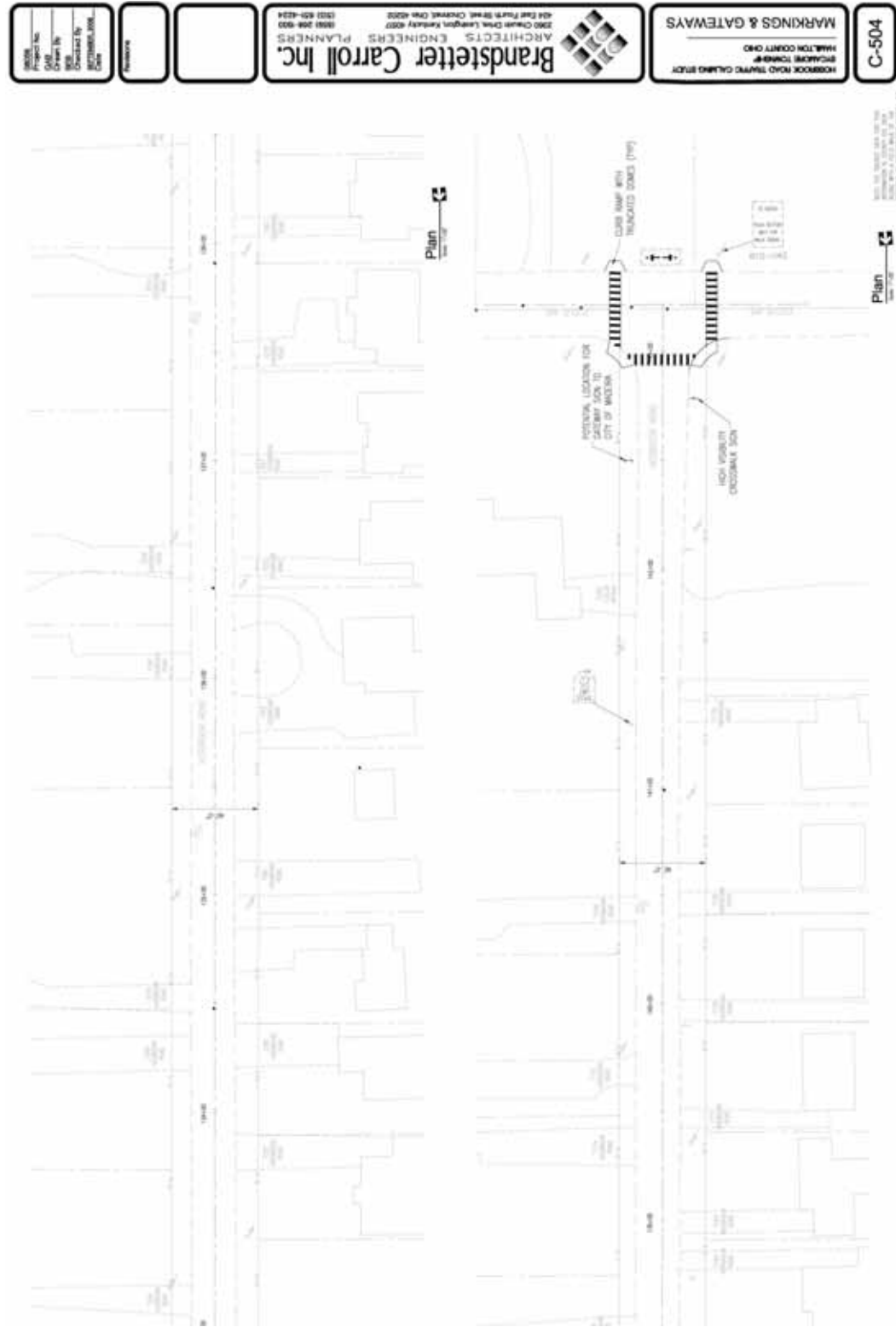
Selected Alternatives and Preferred Alternative



Selected Alternatives and Preferred Alternative

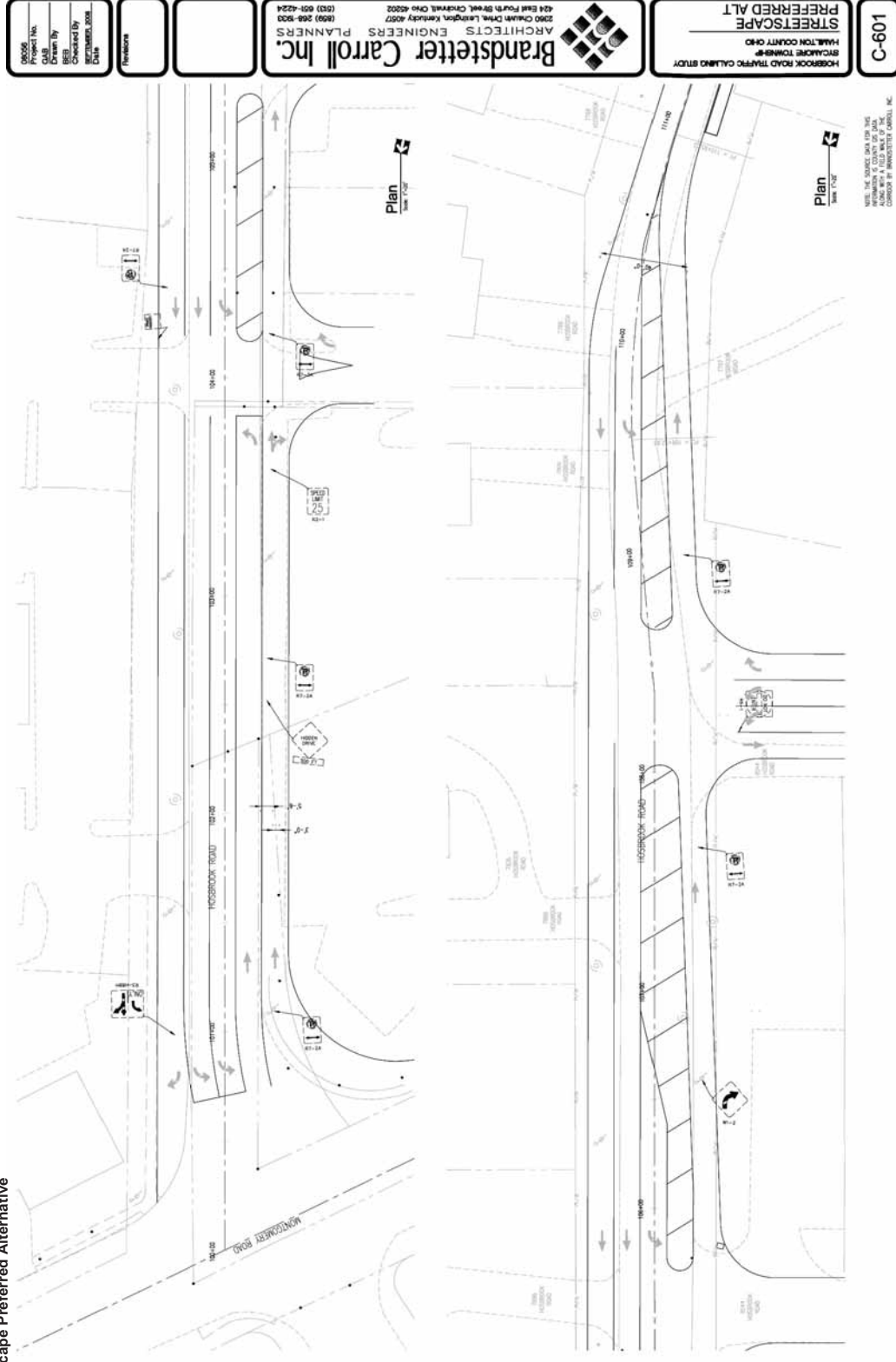


Selected Alternatives and Preferred Alternative

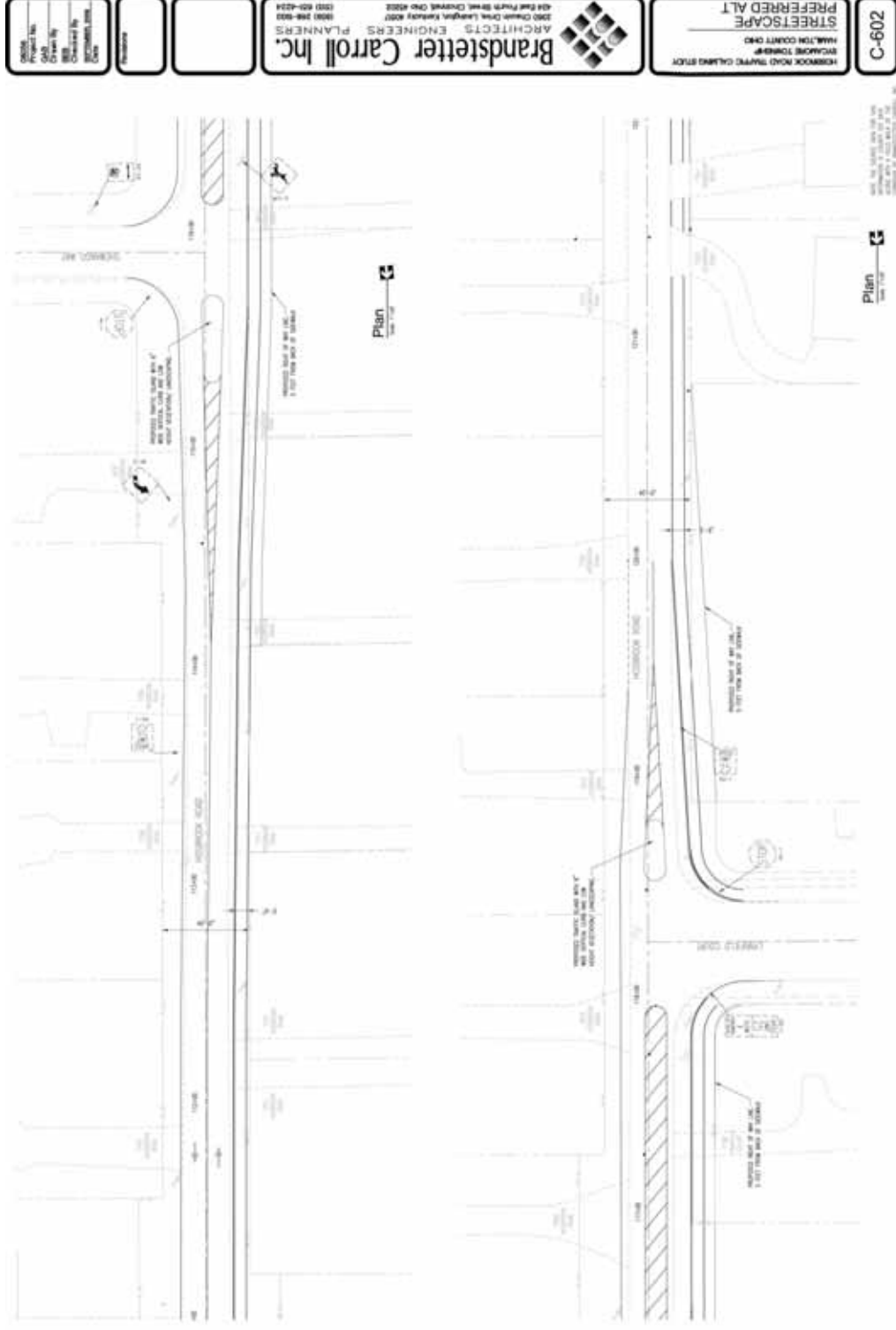


Selected Alternatives and Preferred Alternative

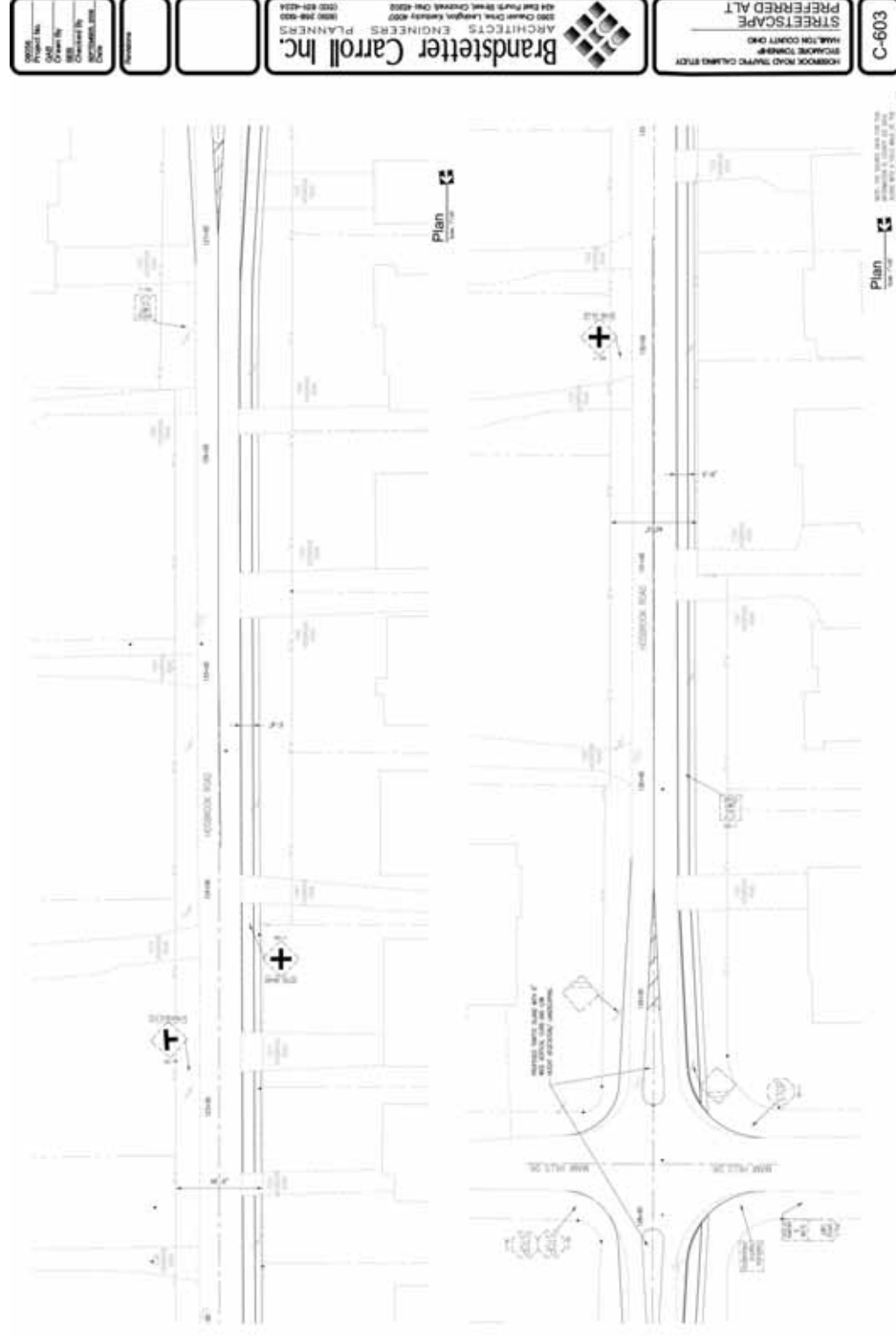
Exhibit 6: Streetscape Preferred Alternative



Selected Alternatives and Preferred Alternative

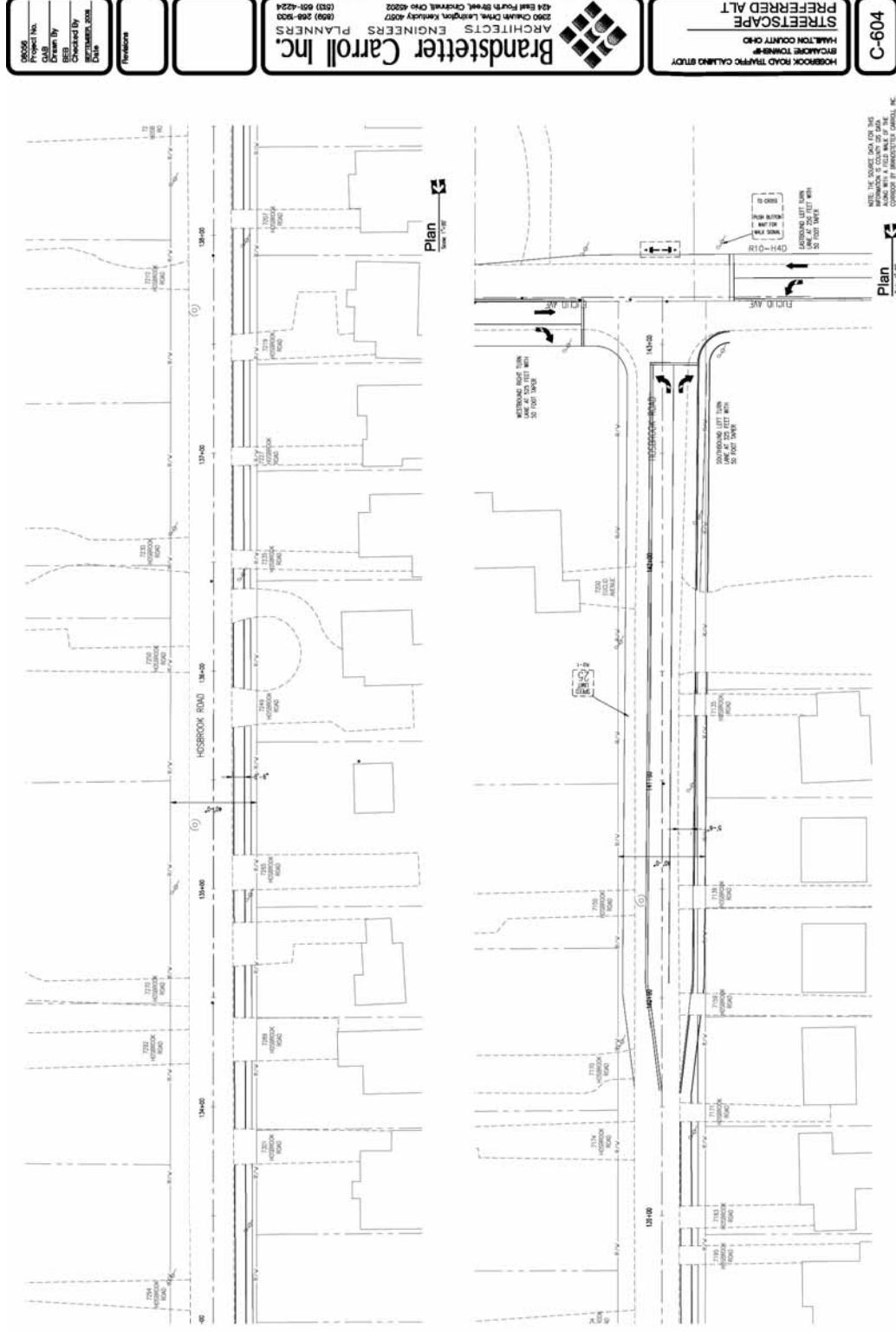


Selected Alternatives and Preferred Alternative



PROJECT Project No. DATE Drawn By Checked By Reviewed By Date	REVISIONS	Brandstetter Carroll Inc. ARCHITECTS ENGINEERS PLANNERS 3205 Chautauque Drive, Columbus, Ohio 43224 (614) 291-4224	HOSBROOK ROAD IMPROVEMENT STUDY STREETSCAPE PREFERRED ALT HAMILTON COUNTY, OHIO	C-603
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Selected Alternatives and Preferred Alternative



Selected Alternatives and Preferred Alternative

00096
Project No.
QAB
Drawn by
Checked By
REVISIONS, DATE
Date

Revisions

Typical Section

PROPOSED LEGEND

- 1 CONCRETE SIDEWALK
- 2 ITEM 600 6" SHALLOW PCC UNDERDRAINS
- 3 ITEM 600 CURB TYPE 6

00096
Project No.
QAB
Drawn by
Checked By
REVISIONS, DATE
Date

Revisions

Brandstetter Carroll Inc.
ARCHITECTS ENGINEERS PLANNERS
2250 Cheshire Drive, Lexington, Kentucky 40507
424 East Fourth Street, Cincinnati, Ohio 45202
(502) 651-4224 (502) 268-1933

STREETSCAPE ALT 1
HOSBROOK ROAD TRAFFIC CALMING STUDY
BRADYBORNE TOWNSHIP
HAMILTON COUNTY, OHIO

0009-TY

Selected Alternatives and Preferred Alternative

Table 2: Streetscape Alternative 1

STREETSCAPE ALTERNATIVE #1 (Sidewalk on West Side Only and Intersection Modifications)

DESCRIPTION	QUANTITY	UNIT	PRICE	TOTAL
<u>Sidewalk</u>				
Mobilization	1	LS	\$ 20,000.00	\$ 20,000.00
Maintain and Control Traffic	1	LS	10,000.00	10,000.00
Remove Existing Asphalt Pavement	1,000	SY	10.00	10,000.00
Borrow Excavation	500	CY	18.00	9,000.00
Embankment	7,000	CY	15.00	105,000.00
4" Dense Graded Aggregate	2,000	SY	4.00	8,000.00
Asphalt Concrete Surface Course, 2"	1,000	SY	10.00	10,000.00
Flowable Fill	1,000	SY	7.00	7,000.00
Sidewalk, 5" Thick, Concrete	18,000	SF	5.50	99,000.00
Curb Ramps, 7" Thick	10	EA	500.00	5,000.00
Concrete Entrance Pavement, 7"	1,000	SF	6.50	6,500.00
Concrete Header Curb	3,200	LF	25.00	80,000.00
12" Storm Pipe	2,500	LF	75.00	187,500.00
Storm inlet	12	EA	2,500.00	30,000.00
Yard Drains	20	EA	1,250.00	25,000.00
Landscaping and Street Trees	1	LS	30,000.00	30,000.00
Headwall	5	EA	650.00	3,250.00
Pavement Marking	1	LS	10,000.00	10,000.00
Utility Adjustments	1	LS	8,000.00	8,000.00
Seed and Mulch	6,000	SY	2.00	12,000.00
<u>Intersection Modifications (Total of 3)</u>				
Concrete Header Curb	3,300	LF	25.00	82,500.00
Asphalt Concrete Surface Course 2"	900	SY	10.00	9,000.00
Asphalt Concrete Base Course 8"	210	CY	125.00	26,250.00
Asphalt Concrete Intermediate Course 3"	75	CY	125.00	9,375.00
Landscaping	1	LS	10,000.00	10,000.00
Total				\$ 812,400.00
Contingency @ 15%				\$ 121,860.00
Surveying, Engineering, Construction Administration, etc. @ 10%				\$ 93,426.00
Grand Total				\$ 1,027,686.00

Selected Alternatives and Preferred Alternative

Table 3: Streetscape Alternative 2

STREETSCAPE ALTERNATIVE #2 (Full Streetscape with Raised Medians and Lighting)

DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
Mobilization	1	LS	\$ 20,000.00	\$ 20,000.00
Maintain and Control Traffic	1	LS	10,000.00	10,000.00
Remove Existing Asphalt Pavement	8,500	SY	10.00	85,000.00
Borrow Excavation	3,500	CY	20.00	70,000.00
Embankment	3,500	CY	50.00	175,000.00
Subgrade Compaction	8,500	SY	1.00	8,500.00
Asphalt Base Course (8")	1,900	CY	125.00	237,500.00
Asphalt Intermediate Course (3")	700	CY	125.00	87,500.00
Asphalt Surface Course (1.5")	350	CY	125.00	43,750.00
Sidewalk 5" Thick Concrete	36,000	SF	5.50	198,000.00
Curb Ramps, 7" Thick	14	EA	500.00	7,000.00
Concrete Header Curb	12,800	LF	20.00	256,000.00
12" Conduit	6,400	LF	75.00	480,000.00
Storm Inlet	24	EA	2,500.00	60,000.00
Signage	1	LS	10,000.00	10,000.00
Pavement Markings	1	LS	25,000.00	25,000.00
Utility Adjustments	1	LS	10,000.00	10,000.00
Seed and Mulch	50	SY	2.00	100.00
Lighting	30	EA	8,000.00	240,000.00
Lighting Conduit and Cable	6,400	FT	12.00	76,800.00
Landscaping Allowance	1	LS	75,000.00	75,000.00
Total				\$ 2,175,200.00
Contingency @ 15%				\$ 326,280.00
Surveying, Engineering, Construction Administration, etc. @ 10%				\$ 250,148.00
Grand Total				\$ 2,751,628.00

Selected Alternatives and Preferred Alternative

Table 4: Roundabout Alternative

ROUNDABOUT ALTERNATIVE - THREE ROUNDABOUTS ONLY

DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
Mobilization	1	LS	\$ 20,000.00	\$ 20,000.00
Maintain and Control Traffic	1	LS	10,000.00	10,000.00
Remove Existing Asphalt Pavement	3,500	SY	10.00	35,000.00
Borrow Excavation	2,200	CY	20.00	44,000.00
Embankment	3,000	CY	50.00	150,000.00
Subgrade Compaction	4,000	SY	1.00	4,000.00
Asphalt Base Course (8")	900	CY	125.00	112,500.00
Asphalt Intermediate Course (3")	350	CY	125.00	43,750.00
Asphalt Surface Course (1.5")	175	CY	125.00	21,875.00
Reinforced Concrete	775	SY	150.00	116,250.00
Sidewalk 5" Thick Concrete	6,000	SF	5.50	33,000.00
Curb Ramps, 7" Thick	24	EA	500.00	12,000.00
Concrete Header Curb	1,800	LF	20.00	36,000.00
12" Storm Pipe	2,400	LF	75.00	180,000.00
Storm Inlet	24	EA	2,500.00	60,000.00
Signage	1	LS	15,000.00	15,000.00
Pavement Markings	1	LS	21,000.00	21,000.00
Utility Adjustments	1	LS	5,000.00	5,000.00
Seed and Mulch	500	SY	2.00	1,000.00
Total				\$ 920,400.00
Contingency @ 15%				\$ 138,060.00
Surveying, Engineering, Construction Administration, etc. @ 10%				\$ 105,846.00
Grand Total				\$1,164,306.00

Note:

1. The outer limits of the estimate area is the crosswalk on each leg of the roundabout.
2. The above estimate does not include an allowance for right-of-way acquisition.

Selected Alternatives and Preferred Alternative

Table 5: Gateways and Markings Alternative

GATEWAYS AND MARKINGS ALTERNATIVE

DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
Gateway Sign	2	EA	\$ 5,000.00	\$ 10,000.00
Pavement Markings	1	LS	5,000.00	5,000.00
Signage	1	LS	3,000.00	3,000.00
Subtotal				\$ 18,000.00
<i>In-Pavement Lighted Crosswalk (Cost is for each leg of an intersection)</i>				
Pavement Removed	200	SY	\$ 10.00	\$ 2,000.00
4" Conduit Type B 707.31	25	LF	10.00	250.00
Maintenance of Traffic	1	LS	1,000.00	1,000.00
Pull Box 24"	2	EA	800.00	1,600.00
Trench	200	LF	15.00	3,000.00
Distribution Cable, No. 6 AWG, 600V	540	LF	3.00	1,620.00
Ground Rod	2	EA	150.00	300.00
2" Conduit	160	LF	12.00	1,920.00
8' Pedestal, with Foundation	1	EA	2,000.00	2,000.00
Power Service	1	LS	5,000.00	5,000.00
TS600 Fixture	6	EA	2,800.00	16,800.00
Audible Pedestrian Push Button	2	EA	1,500.00	3,000.00
4" Aggregate Base	5	CY	100.00	500.00
Portland Cement Concrete Base-Class FS, 10" Thick	35	SY	90.00	3,150.00
Brick Pavers	300	SF	50.00	15,000.00
Subtotal				57,140.00
Total of 6 In-Pavement Lighted Crosswalks				342,840.00
Total				\$399,980.00
Contingency @ 15%				\$ 59,997.00
Surveying, Engineering, Construction Administration @ 10%				\$ 45,997.70
Grand Total				\$ 505,974.70

Selected Alternatives and Preferred Alternative

Table 6: Preferred Alternative

Summary of Alternative Costs

Streetscape Alternative #1 Sidewalk on West Side Only and Intersection Modifications	\$ 1,027,686.00
Streetscape Alternative #2 Full Streetscape with Raised Medians and Lighting	\$ 2,751,628.00
Roundabout Alternative - Three Roundabouts Only	\$ 1,164,306.00
Gateways and Markings Alternative	\$ 505,974.70

Preferred Alternative

Streetscape Alternative #1 Sidewalk on West Side Only and Intersection Modifications	\$ 1,027,686.00
Gateways and Markings Alternative (Including In-Pavement Lighted Crosswalks)	505,974.70
Grand Total	\$ 1,533,660.70

VI. Source Materials

City of Delaware, Ohio “Traffic Calming Device Policy, Procedure, and Criteria for The City of Delaware”.

City of Dublin, Ohio “Traffic Calming Solutions for the Tara Hill Area”.

City of Loveland, Ohio “Speed Control Policy”

City of Sandusky, Ohio “Traffic Calming”

Columbia Township, Ohio “Speed Hump Program”

City of Winston-Salem, North Carolina “Traffic Calming Policy”

Center for Transportation Research and Education – Iowa State University “Evaluation of Gateway and Low-Cost Traffic Calming Treatments for Major Routes in Small Rural Communities”

Institute of Transportation Engineers (ITE)

Minnesota Department of Transportation – “The Three E’s of Traffic Calming”

Federal Highway Administration – “Traffic Calming”

VII. Appendix

- A. Sycamore Township, Ohio Speed Study Questionnaire**
- B. Sycamore Township, Ohio Speed Study Results**
- C. 24 Hour Speed Summary Data**
- D. Hosbrook Road Traffic Calming Committee Meeting Agendas**
- E. Hosbrook Road Public Meeting Citizen Comments**
- F. Stop Sign Implementation Discussion**

Appendix A – Sycamore Township, Ohio Speed Study

Hosbrook Road Questionnaire #1

1. Personal Information

Thank you for visiting this survey and taking the time to offer your perspective on Hosbrook Road. The survey is the first of two online tools which will help gauge public opinion with respect to traffic calming on Hosbrook Road. It is important that all information on this page be completed in order for the results to be saved.

Your input will be included with comments from other citizens in order to more fully understand the existing conditions in the Hosbrook Road corridor.

1. Please fill out all fields entirely.

Name:

Address:

Address 2:

City/Town:

State:

ZIP/Postal Code:

Email Address:

Phone Number:

Appendix A – Sycamore Township, Ohio Speed Study

Hosbrook Road Questionnaire #1

2. Current Conditions

1. Do you perceive speeding to be a problem along your street?

☐ Yes

☐ No

2. If Yes, please rate the severity of the problem.

Severity of Speeding Small Problem Problem Severe Problem N/A

☐ ☐ ☐ ☐ ☐

3. Is congestion a problem on Hosbrook Road?

☐ Yes

☐ No

☐ I don't know

Please describe the basis for response.

4. If Yes, please rate the severity of the problem.

Severity of Congestion Small Problem Problem Severe Problem N/A

☐ ☐ ☐ ☐ ☐

5. Do you find it difficult to make left turn movements onto side streets from Hosbrook Road?

☐ Yes

☐ No

☐ I don't know

Please describe the basis for response.

6. Would you prefer to see sidewalks installed on Hosbrook Road?

☐ Yes

☐ No

☐ I don't know

7. How often would you and/or your family use sidewalks?

Sidewalk Usage Not at all Once a week Two or three times a week Daily

☐ ☐ ☐ ☐

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Appendix A – Sycamore Township, Ohio Speed Study

Hosbrook Road Questionnaire #1

8. Would you prefer to see bike facilities added along Hosbrook Road?

- ☐ Yes
☐ No
☐ I don't know

9. How often would you and/or your family use bike facilities?

Bike Facility Usage Not at all Once a week Two or three times a week Daily

☐ ☐ ☐ ☐

10. If street lights were installed, are you concerned your quality of life would be disturbed? (Lighting outside windows, etc.)

- ☐ Yes
☐ No
☐ I don't know

11. In what manner would you like to see improvements be implemented to increase the safety of Hosbrook Road?

12. Please take this opportunity to explain your greatest concern along Hosbrook Road.

If you have any additional questions/comments, please contact:

Ben Brandstetter
Brandstetter Carroll, Inc.
(513) 651-4224

Appendix B – Sycamore Township, Ohio Speed Study Results

		Is speeding a problem on your current street of residence?	If Yes, please rate the severity of the problem.	Is congestion a problem on Hosbrook Road?	Please describe the basis for response.	If Yes, please rate the severity of the problem.
City/Town: Madeira	State/ZIP/Post: OH 45243		Severity of Speeding Response	Response		Severity of Congestion
madeira	OH 45243	Yes	Severe Problem	Yes	During rush hour in the morning and evening, there are long lines at the intersection of Hosbrook and Montgomery.	Severe Problem
Madeira	OH 45243	Yes	Problem	I don't know		N/A
Madeira	OH 45243	Yes		Yes	During the evening rush hour times (4-6 pm)	Problem
madeira	OH 45243	Yes	Problem	No	never have been backed up on hosbrook significantly.	N/A
madeira Cincinnati	OH 45243 OH 45236	Yes No	Problem N/A	Yes I don't know	At the street lights dummy and at jalapenos where traffic enters near the ritz, close off that driveway. Sit through a few lights to get onto montgomery rd. need two left turn lanes. need left turn lane on montgomery north to hosbrook to be set back at euclid need left turn lane from hosbrook expressway.	N/A
Madeira	OH 45243	Yes	Small Problem	Yes	When entering zone near Jalapenos, Fridays, and the Montgomery Road light it becomes congested and backed-up. The light to turn onto Montgomery road does not stay with an arrow, or green, long enough to allow the congestion of traffic to flow at a great enough speed to reduce back-up and congestion.	Problem

Appendix B – Sycamore Township, Ohio Speed Study Results

	Do you find it difficult to make left turn movements onto side streets from Hosbrook Road?		Do you find it difficult to make left turn movements onto Hosbrook Road from side streets?	
City/Town:	Response	Please describe the basis for response.	Response	Please describe the basis for response.
Madeira				
madeira	Yes	I turn left at Hosbrook and Montgomery to go to I71.	I don't know	
Madeira	I don't know		I don't know	
Madeira	No		Yes	
madeira	No		No	i make a left turn every day from miami hills to hosbrook and have no problems.
madeira				
madeira	I don't know	Traffic comes over hill fast, making it difficult to turn on shewango	Yes	from shewango to hosbrook, same hill with cars speeding, house on corner has too many damn trees next to road, hindering visibility.
Cincinnati	I don't know		I don't know	
Madeira	Yes	As stated, when trying to turn left from Hosbrook road onto Montgomery Road at the traffic light at the intersection of these two roads.	No	

Appendix B – Sycamore Township, Ohio Speed Study Results

	If not already installed, would you prefer to see sidewalks installed on your current street?	Response	Would you prefer to see sidewalks installed on Hosbrook Road?	Response	How often would you and/or your family use sidewalks on Hosbrook Road?	Response	Would you prefer to see bike facilities added along your current street?	Response	How often would you and/or your family use bike facilities on Hosbrook Road?	Response	If street lights were installed on Hosbrook Road, are you concerned your quality of life would be disturbed? (Lighting outside windows, etc.)
City/Town: Madeira											
madeira	Yes	No		No	Not at all			No	Not at all		I don't know
madeira	Yes	I don't know		Yes	Not at all			I don't know	Not at all		No
madeira	No	No		I don't know	Not at all			Yes	Not at all		No
madeira	No	Yes		No	Once a week			Yes	Once a week		No
madeira	No	Yes		No	Once a week			Yes	Once a week		Yes
Cincinnati	N/A	I don't know		I don't know				I don't know			I don't know
madeira	No	No		No	Not at all			No	Not at all		No

Appendix B – Sycamore Township, Ohio Speed Study Results

	In what manner would you like to see improvements be implemented to increase the safety of your current street and Hosbrook Road?	Please take this opportunity to explain your greatest concerns on your street and Hosbrook Road.
City/Town: Madera	Open-Ended Response	Open-Ended Response
madera	We need speed bumps on Shewango Way. Cars cut through this street to get from Miami to Hosbrook. Many of them speed, making the street dangerous for the children who walk and bicycle on it. I always hope that no child will get hurt or killed on Shewango Way.	Same as above.
Madeira	People, often the students, speed up/down Loannes Drive. The majority do not stop at the stop sign.	Speeding up/down Loannes Drive and on Miami Avenue is an issue. Another major issue I have found is people running the light on Miami Avenue @ Loannes Drive. I have almost been hit several times crossing by people either speeding to beat the light, or not paying attention to the light. Although signs and lights have been added to pedestrian crossing on Miami Avenue @/around Laurel people still fail to yield to pedestrians.
Madeira	speed humps installed	Speeding in the major concern. It makes it unsafe on my street for children playing and people walking. Sidewalks would make it somewhat safer but would not get rid of the speeding. Hosbrook is becoming a very busy street. It is sometimes difficult to make a left turn onto Hosbrook, mostly because of the traffic and because of trees blocking the view.
madera	speed limit signs posted on north timberlane. monitor that people stop for pedestrians at crosswalk at corner of miami and miami hills.	people drive fast on n. timberlane. on hosbrook it is difficult to only go 25 mph- it feels like a 35 mph street.
madera	speeds humps everywhere. toll gates. add gates to my road. need police to monitor road. will bring big \$ to madeira.	need to make wider, taking extra space from sycamore side. buy houses on madeira side, turn into green space and add sound barriers. if lights are added, make sure they are the ones with little light pollution, directed lighting, need sidewalks on hosbrook, sycamore side. if circles installed then need about 100 of them along hosbrook, at every driveway. hosbrook stinks, more offices means more stink. sycamore needs to do something about the poop. it can't be madeira council, they can't get their shit together. traffic will just enter side streets, ruining ambience.
Cincinnati		Our concern remains the same as documented to City Manager Tom Moeller for the last several years and has to do with the inadequate rain water drainage system on North Mingo Lane. We already have consistent street overflow with heavy rains and with only one drainage area all the water flows only to it rather than gradually being reduced if there were more drainage openings on North Mingo for the water to flow into rather than all of it heading to one area and creating a bottleneck effect. It seems a simple solution for the city to add more drainage openings on North Mingo at the very least though the drainage system is archaic and inadequate for today's times. Any money that comes from the city should first go to remedying this water drainage system issue that has been repeatedly documented to Mr. Moeller without any efforts on the city's part to take responsibility to remedy the problem, at least with the additions of more drainage openings. If they were to then alter the land/ground with additional sidewalks, construction, bike paths, etc. the water problem could be even further intensified for the residents of North Mingo. a great majority of whom are unhappy with the current rain water drainage system on our street.
Madeira	The problem lies at the intersection of Hosbrook and Montgomery which then translates to back-ups onto Hosbrook making it hard to turn from Shewango onto Hosbrook going either directions. Becomes a dangerous situation with frustrated drivers who are impatient waiting on Hosbrook for the light at the intersection of Montgomery and Hosbrook.	

Appendix B – Sycamore Township, Ohio Speed Study Results

		Is speeding a problem on your current street of residence?	If Yes, please rate the severity of the problem.	Is congestion a problem on Hosbrook Road?		If Yes, please rate the severity of the problem.
Madeira	OH	45243 No	N/A	No		Busy, but does flow
						The congestion is at the corner of Montgomery Road and Hosbrook. The turn lanes are not adequate for the businesses on that corner causing traffic to back up. Left turns going either direction at the corner are problems.
Cincinnati	OH	45243 No		Yes		too many cars coming out of Bank One Bldg going both ways on Hosbrook, particularly late in the day
Cincinnati	OH	45243 Yes	Severe Problem	Yes		
Cincinnati	OH	45243				
Madeira	OH	45243 Yes		No		
gurnee	IL	60031				
Madeira	OH	45243 No	N/A	I don't know		N/A
						On sanitation collection days (Thursdays and Friday morns) or when delivery, service or school-bus vehicle is stopped, one of the lanes are blocked, albeit for a short time. Caution is usually exercised by those in the impeded lane but it is hazardous. Pedestrians are also at risk.
Madeira	OH	45243 Yes	Severe Problem	Yes		
Cincinnati	OH	45243 No		No		
Cincinnati	OH	45243 Yes		No		
Cincinnati	OH	45243 Yes	Problem	Yes		The back up of traffic at the Hosbrook/Montgomery Rd traffic light during rush hours. It would also be helpful to change the speed limit from 25 to 35.
						Severe Problem
Madeira	OH	45243 Yes		No		I use this route nearly daily and very rarely experience dense traffic.
Madeira	OH	45243 Yes		No		I generally do not travel Hosbrook during potential "congestions" times, but only have had maybe 3 or 4 cars in front of me waiting for the light onto Montgomery.

Appendix B – Sycamore Township, Ohio Speed Study Results

	Do you find it difficult to make left turn movements onto side streets from Hosbrook Road?	During Rush Hour	Do you find it difficult to make left turn movements onto Hosbrook Road from side streets?	
Madeira	Yes	During Rush Hour	Yes	again, during rush hour
Cincinnati	No	Going north or south on Hosbrook, I do not notice a problem turning left onto side streets.	No	While there are times it takes a little longer to turn out onto Hosbrook, I don't think it has been overly difficult.
Cincinnati	No		I don't know	
Cincinnati				
Madeira	No		No	
gurnee				
Madeira	No		I don't know	
				Because of the changing levels in the distance of the road itself, it is sometimes difficult to be assured that oncoming traffic is "clear" to safely commence and complete the turn.
Madeira	No		Yes	
Cincinnati	No		Yes	
Cincinnati	No		No	
Cincinnati	No		No	
Madeira	No	I don't, but I know that people turn left into the "Friday's" parking lot do. They cause a backup onto Montgomery, and it is a potential hazard for accidents, since people turning off Montgomery don't expect to have to stop so soon. If they "closed" the first driveway into the Mexican restaurant, this problem would be minimized, and cars would have to turn left into the second driveway, which is further down Hosbrook. The people exiting the "garage" onto Hosbrook often take their lives into their hands as they dash onto Hosbrook. This is an area for possible improvement.	I don't know	
Madeira	No		No	Again, I usually don't travel during possibly heavy traffic times on Hosbrook.

Appendix B – Sycamore Township, Ohio Speed Study Results

	If not already installed, would you prefer to see sidewalks installed on your current street?	Would you prefer to see sidewalks installed on Hosbrook Road?	How often would you and/or your family use sidewalks on Hosbrook Road?	Would you prefer to see bike facilities added along your current street?	Would you prefer to see bike facilities added along Hosbrook Road?	How often would you and/or your family use bike facilities on Hosbrook Road?	If street lights were installed on Hosbrook Road, are you concerned your quality of life would be disturbed? (Lighting outside windows, etc.)
Madeira	No	Yes	Daily	No	No	Not at all	No
Cincinnati	N/A	I don't know	Not at all	I don't know	I don't know	Not at all	No
Cincinnati	No	No	Not at all	No	No	Not at all	No
Cincinnati							
Madeira	No	No	Daily	No	No		Yes
gurnee							
Madeira	Yes	Yes	Once a week	No	Yes	Once a week	No
Madeira	Yes	Yes	Two or three times a week	Yes	Yes	Two or three times a week	No
Cincinnati	Yes	Yes	Once a week	Yes	Yes	Once a week	No
Cincinnati	Yes	No	Not at all	No	No	Not at all	No
Cincinnati	Yes	Yes	Once a week	I don't know	No		No
Madeira	Yes	I don't know	Not at all	Yes	Yes	Once a week	No
Madeira	No	Yes	Daily	No	Yes	Once a week	No

Appendix B – Sycamore Township, Ohio Speed Study Results

		In what manner would you like to see improvements be implemented to increase the safety of your current street and Hosbrook Road?	
Madeira		Hosbrook rd needs sidewalks and no additional access roads to new businesses being planned	Please take this opportunity to explain your greatest concerns on your street and Hosbrook Road. Congestion between Lynfield and Montgomery Rd and pedestrian safety
Cincinnati		My current street, N. Mingo Lane, is safe. It is a little less safe on Shewango Way and Hosbrook Road.	My street is fine. The north end of Hosbrook Road has become a very commercial area without adequate street space to handle traffic entering and exiting the businesses.
Cincinnati			
Cincinnati			
Madeira		More radar enforcement!	Due to the speed of cars traveling on Hosbrook Rd it is difficult to back out of our driveway to the street. I would like more radar enforcement.
gurnee			
Madeira			
		Speed limit monitored and/or enforced, regularly. Encourage property owners to trim and keep heavy foliage and landscaping from blocking visibility near to the street. At heavy traffic hours (8:00-9:30 AM, 11:30-1:30 PM, 4:30-6:00 PM) it is extremely difficult to exit our driveways, but even more so with this additional problem.	Our concerns involve, of course, the proposed development at the Montgomery/Hosbrook site. Like most other residents on Hosbrook, we certainly don't want to be exposed to heavier traffic than is currently a problem. Children do live on this street and while all of them are very cautious and rarely are near the street for any reason, it would be nice to see sidewalks for families to take walks to parks or downtown. Safety must come first for all of us in the area. Increasing traffic volumes or patterns would not benefit anyone who lives along or around this Road.
Madeira			
Cincinnati		I don't have any	I don't have any
Cincinnati			Traffic traveling through our neighborhood on Michael Dr seems to be a little high and the rate of speed is increasing. People often do not do any better than slowing down at stop signs at Nodding Way, Qualihollow, Tiki and there are often children and pedestrians on the streets. I would like to see some patrols posted in the neighborhood temporarily to deter this activity.
Cincinnati			It seems that this particular survey is centered on the topic of Hosbrook, but I would argue that the stretch of Euclid Avenue where we live would be greatly enhanced by a sidewalk/bikepath on at least one side leading into downtown Madeira. Foot/bike traffic definitely exists, but pedestrians/pets are relegated to walking in someone's yard or using the dangerous, narrow shoulder area.
Madeira			
		I think teen-agers should not be allowed to drive on my street. (They seem to be the majority of the speeders) :-). But seriously, there is a very large pine tree in the yard on the bend of N. Timberlane that blocks the view ahead of you around the bend. If that was removed, my street would be safer, as my kids are always riding bikes and scooters in the street. I only have a few issues with Hosbrook: 1) the first few hundred yards of Hosbrook (on the montg. end) can be a hazard. If there is a way to "cut off" that area in some way (from non-Madeira resident traffic) that would help. If the businesses in that immediate area would re-direct their traffic, (doubtful) or if Hosbrook was widened to four lanes (or 3 with a turn lane) for a few hundred yards, I think that would improve the situation greatly.	Hosbrook is not a very big concern to me, except that it is a cut through to Euclid. Both Euclid, the intersection of Euclid and Miami, and the intersection of Dawson and Miami are of much more concern to me. It is almost impossible to cross traffic turning out of Madeira businesses during much of the day. And so many school children walk along downtown Miami, that I am concerned about the lack of "distance" between the sidewalk and the "Kroger side" traffic lane. A solution might be to encourage traffic not targeting downtown businesses to "bypass" downtown Madeira. Maybe you could connect Euclid (at Hosbrook intersection) to Shawnee Run (behind Wal-greens) and call it the "Madeira ByPass", or possibly the "Indian Hill Highway". :-). A southbound "Kenwood" exit would probably help Madeira, as well as the general congestion around the Mall.
Madeira			

Appendix B – Sycamore Township, Ohio Speed Study Results

			Is speeding a problem on your current street of residence?	If Yes, please rate the severity of the problem.	Is congestion a problem on Hosbrook Road?			If Yes, please rate the severity of the problem.
Cincinnati	OH	45243	Yes		No			N/A
Cincinnati	OH	45243	Yes	Small Problem	Yes		Traffic flows fine there. Rush hours	Problem
Sycamore Twp	OH	45243	Yes		Yes		Very difficult to back out on Hosbrook from driveway. Almost always a delay of 1 or 2 minutes due to long (12+ cars) platoons of cars. Long queues at Montgomery and Euclid.	Severe Problem
Cincinnati	OH	45236	Yes	Severe Problem	I don't know			N/A
Cincinnati	OH	45243	Yes	Severe Problem	No		Don't travel down Hosbrook Rd	Small Problem
Cincinnati	OH	45243	Yes	Problem	No		I have not experienced any real issues there.	
Cincinnati	OH	45243						
Cincinnati	OH	45243	Yes	Severe Problem	Yes			Problem
Madeira Cincinnati	OH	45243	No	N/A	I don't know			N/A
Cincinnati	OH	45243						
Cincinnati	OH	45243	Yes		Yes		Visibly more vehicles at more than just peak time. Back up at lights that are longer than timed lights. local commercial traffic, not just transition traffic.	

Appendix B – Sycamore Township, Ohio Speed Study Results

	Do you find it difficult to make left turn movements onto side streets from Hosbrook Road?		Do you find it difficult to make left turn movements onto Hosbrook Road from side streets?	
Cincinnati Cincinnati	No No	I don't find it difficult to turn left.	No No	I don't find it difficult to turn onto Hosbrook.
Sycamore Twp	Yes	Long platoons of vehicles due to signal phasing at Montgomery and Euclid	Yes	Same as Question #5 above.
Cincinnati Cincinnati Cincinnati Cincinnati	I don't know No No No	I have never had a problem.	I don't know No No	I have not had any problems.
Cincinnati	Yes	Mostly during rush hour.	Yes	not the side streets but the retail center (Fridays, Mexican, Half-Price books, etc) turning left onto Hosbrook takes a long time waiting for a break.
Cincinnati	I don't know		Yes	
Cincinnati	No	Not as much trouble from Hosbrook to Shewango due to congestion, however, due to speeding, cars are hidden in dip in road, leading to delays turning trying to estimate oncoming car speed.	Yes	see above

Appendix B – Sycamore Township, Ohio Speed Study Results

	If not already installed, would you prefer to see sidewalks installed on your current street?	Would you prefer to see sidewalks installed on Hosbrook Road?	How often would you and/or your family use sidewalks on Hosbrook Road?	Would you prefer to see bike facilities added along your current street?	Would you prefer to see bike facilities added along Hosbrook Road?	How often would you and/or your family use bike facilities on Hosbrook Road?	If street lights were installed on Hosbrook Road, are you concerned your quality of life would be disturbed? (Lighting outside windows, etc.)
Cincinnati	Yes	No	Not at all	No	No	Not at all	No
Cincinnati	Yes	Yes	Once a week	No	Yes	Not at all	No
Sycamore Twp	Yes	Yes	Two or three times a week	Yes	Yes	Not at all	No
Cincinnati	Yes	Yes	Two or three times a week	No	No	Not at all	I don't know
Cincinnati	Yes	Yes	Once a week	No	No	Not at all	No
Cincinnati	No	No	Not at all	No	No	Not at all	No
Cincinnati	Yes	Yes	Daily	No	No	Not at all	No
Madeira Cincinnati	N/A	I don't know	Not at all	I don't know	Yes	Once a week	I don't know
Cincinnati	Yes	Yes	Daily	Yes	Yes	Two or three times a week	No

Appendix B – Sycamore Township, Ohio Speed Study Results

	In what manner would you like to see improvements be implemented to increase the safety of your current street and Hosbrook Road? Monitor and write lots of tickets at the 3-way stop at Dawson and Eleck for the 90% of drivers that run the stop sign. Keep the speed down	Please take this opportunity to explain your greatest concerns on your street and Hosbrook Road.
Cincinnati Cincinnati		speed and traffic volume
Sycamore Twp	Consistent with the Traffic Calming Study. Paid for with TIF money.	Cut through traffic on Miami Hills: increasing volume of large trucks using Hosbrook rd, as connector, delays in backing out of driveways (note that several homeowners are construction turn around driveways at their own expense, increasing pedestrians, many of them children; substandard drainage in some locations; very concerned that Hosbrook will become so congested that home values will decrease.
		My concern is total development in the area. Below are the pending or in process developments in a 2 mile radius. What are the plans to update Mont Rd to handle all of this development? Montgomery Rd development: Hosbrook Rd/Mont Rd Kubicki Development by Willie's complex Montgomery Town Center Available land next to Mercedes dealership OH Valley Ortho on Kugler Mill Available land next to Gilligan Funeral Home FBI Building + Hotel Redstone Plaza Kenwood Rd: 6-8 apartment buildings available across from mall (Happiness Way/Frolic, etc) Galbraith Rd development by Jewish Hospital Kenwood Rd & Galbraith Rd - houses available for development I believe a focus should be on incorporating a contiguous sidewalk from Kenwood to downtown Mont along Mont Rd. and the connecting streets. I don't know why we have all of this development without providing for the safety of the residents by incorporating sidewalks along these busy corridors. Also, what is the plan to preserve greenspace? Would the township consider purchasing land for this purpose? Enforce speed limits. Widen Hosbrook Road.
Cincinnati Cincinnati Cincinnati Cincinnati	There needs to be 2 left turn lanes onto Montgomery Rd. You need to plan for the Hosbrook/Mont Rd development and the new FBI building/Hotel development. Widen Hosbrook Road. More police patrols and traffic enforcement	
Cincinnati	A sidewalk or at least space to walk on the pavement is much needed. I exercise daily and have nearly been hit by cars numerous times. There are areas where there is nowhere to go to get out of the way of traffic. The speed limit is ignored and not enforced by HCPD.	Wreckless disregard for the speed limit and and no sidewalk. If I leave my house going either direction, my life is at risk until I get off of Hosbrook Road
Madeira Cincinnati		The 25 mph speed limit is too low on Hosbrook. It would be too easy to get a ticket on there.
Cincinnati	I'd like to ensure that the issues of volume and speed also be linked to the obvious pattern of short cutting - using Shewango Way as a connector and avoiding Montgomery and other roads. I'd want to see Shewango limited to local only traffic or at least install speed bumps to both discourage speed and cut throughs. We are avid walkers and bikers, so infra structure improvements we definately be used, and appreciated, but would NOT be considered a consolation prize/package deal linked to increased traffic. Traffic and speeding must be reduced, not just limited. I am excited to Brandstetter's involvement and hope all the forward thinking planning tools available to them can be used to these means.	See above, plus: Madeira must deal with it's neighbors growth, but maintain it's unique accessibility or our standard of living and property values will decrease. Commercial encroachment has it's costs and it takes 20 seconds more to navigate a planned traffic route/speed bump, etc, than that is the cost of business to the developers, NOT the neighbors. Use of Shewango as a cut through street between commercial districts is most worrying. Immediate addressing of this issue will help in the others.

Appendix B – Sycamore Township, Ohio Speed Study Results

		Is speeding a problem on your current street of residence?	If Yes, please rate the severity of the problem.	Is congestion a problem on Hosbrook Road?		If Yes, please rate the severity of the problem.
Madeira	OH 45243	No		Yes		Turning right onto Hosbrook from northbound Montgomery Rd is difficult because of the narrowness and steep drop of the lane onto H.
Cincinnati	OH 45243	Yes	Small Problem	No		Rush hour traffic is particularly bad. People speed along Hosbrook. It is dangerous for pedestrians, and for people turning onto the road.
Madeira	OH 45243	Yes		No		Not currently
Madeira	OH 45243	No		No		I find most times when I drive across Hosbrook that there is very little traffic. The only improvement I would make is the left turn arrow from Euclid sometimes activates and sometimes doesn't. Don't know why there is a difference. Also, the yellow light from Euclid at Hosbrook time should be extended.
Cincinnati	OH 45243	Yes		Yes		It is congested during 7-830 am and 430-6 pm. I have seen multiple times where cars have been passed on the left when residents are turning left to enter their driveways.
Cincinnati	OH 45243	Yes	Small Problem	Yes		Lots of times cars get backed up at rush hour
kenwood	OH 45243	Yes	Severe Problem	Yes		I have lived on Hosbrook my entire life. The increase in traffic is terrible. The new development will make it unbearable, I can't understand why the trustees would destroy the neighborhood like this. Are they so addicted to new tax dollars they they just don't care?
cincinnati	OH 45243	Yes	Severe Problem	Yes		
Madeira	OH 45243	No		No		Traffic is always moving. The light at the Euclid Rd. end turns over quickly. The light at the Montgomery end takes a little longer when making a left onto Montgomery.

Appendix B – Sycamore Township, Ohio Speed Study Results

	Do you find it difficult to make left turn movements onto side streets from Hosbrook Road?		Do you find it difficult to make left turn movements onto Hosbrook Road from side streets?	
Madeira	No		No	
Cincinnati	Yes	It sometimes takes a lot of patience to make a left turn during rush hours.	Yes	It is difficult during peak times.
Madeira	No		No	
Madeira				
Madeira	No	Never had a real problem.	No	
Cincinnati	Yes	there have been numerous wrecks of cars turning to and from hosbrook to miami hills, in front of our house.	Yes	see #5
Cincinnati	Yes		Yes	
kenwood	Yes	I live it everyday!	Yes	Due to the speed and volume of traffic coupled with zero enforcement of the traffic laws, it can be down right dangerous!
cincinnati	Yes	In both the morning and evening it is extremely difficult to turn on to our street due to the traffic and the speed that they travel	Yes	
Madeira	I don't know	I don't turn onto side streets from Hosbrook	I don't know	I don't go this way

Appendix B – Sycamore Township, Ohio Speed Study Results

	If not already installed, would you prefer to see sidewalks installed on your current street?	Would you prefer to see sidewalks installed on Hosbrook Road?	How often would you and/or your family use sidewalks on Hosbrook Road?	Would you prefer to see bike facilities added along your current street?	Would you prefer to see bike facilities added along Hosbrook Road?	How often would you and/or your family use bike facilities on Hosbrook Road?	If street lights were installed on Hosbrook Road, are you concerned your quality of life would be disturbed? (Lighting outside windows, etc.)
Madeira	N/A	Yes	Once a week	No	I don't know	Not at all	No
Cincinnati	Yes	Yes	Once a week	Yes	Yes	Not at all	I don't know
Madeira	No	Yes	Two or three times a week	No	Yes	Two or three times a week	No
Madeira							
Madeira	No	I don't know	Not at all	No	I don't know	Not at all	No
Cincinnati	No	No	Not at all	No	No	Not at all	Yes
Cincinnati	Yes	Yes	Two or three times a week	Yes	Yes	Two or three times a week	No
kenwood	No	No	Not at all	No	No	Not at all	Yes
cincinnati	Yes	Yes		I don't know	I don't know	Once a week	I don't know
Madeira	N/A	Yes	Not at all	No	Yes	Not at all	No

Appendix B – Sycamore Township, Ohio Speed Study Results

	In what manner would you like to see improvements be implemented to increase the safety of your current street and Hosbrook Road?	Please take this opportunity to explain your greatest concerns on your street and Hosbrook Road.
Madeira	No problems with my street that I am aware of. I think Hosbrook's speed limit of 25 mph after traffic is away from the business area of the Montgomery Rd intersection should be raised to 35 because the houses are set way back from H. My entire lot could set in the front yards so there is no danger to children.	
Cincinnati	I would like to see the residential nature of our area protected. I think too many large commercial buildings are going up in our vicinity. I feel this will affect property values.	If traffic becomes worse on Hosbrook, cars will cut through our neighborhoods. We have too many children, bikers, and walkers to allow that to happen.
Madeira	It seems fine currently. Sidewalks would be a big plus. There is a lot of foot traffic and no place to walk other than the street.	
Madeira	None needed. I see very little foot/bicycle traffic on Hosbrook. This may be due to a lack of a sidewalk. Not sure really.	Leaving Lakota onto Kenwood can be difficult. Pine tree on SW corner blocks view of northbound traffic. Hedge row on NE corner requires you to pull up with the nose of your car almost onto Kenwood to see southbound traffic. With the hill from the north on Kenwood, cars suddenly appear. Can be dangerous at times.
Cincinnati	enforce the speed limit	speeding
Cincinnati		
kenwood	Stop dumping more and more traffic down Hosbrook Rd. Add stop signs at side streets. No thru for trucks. Make the police enforce the law instead of ignoring it.	The total lack of speed law enforcement. The added traffic will destroy our property values. Who wants a house that you can't egress. The trustees care more about money than the people that make this neighborhood. I wish they had to put up with this mess!
cincinnati	I would like to see on street parking allowed all day on our street. When cars are parked on the street it causes the traffic to slow down and pause in order to navigate the parked cars. This greatly reduces the speed. Sidewalks would also be helpful. Trying to navigate the street with a stroller at certain times of the day is quite nerve-racking as many of the drivers are not very courteous.	I am extremely concerned that any additional traffic will greatly increase the risk for an accident. Our street is very straight and has a downhill slope. It is already very dangerous and full of commuting cars who use it as a pass through to and from Miami and Hosbrook. There is complete disregard for our neighborhood and the people who live on this street. I don't know how you could eliminate the current problem but increasing office and retail space at the corner of Miami and Hosbrook will certainly make the situation much worse. Without sidewalks for pedestrians, there is no option but to walk in the street. It is very precarious. At rush hour it can be quite dangerous just pulling out of the driveway and off the street.
Madeira		

Appendix B – Sycamore Township, Ohio Speed Study Results

		Is speeding a problem on your current street of residence?	If Yes, please rate the severity of the problem.	Is congestion a problem on Hosbrook Road?		If Yes, please rate the severity of the problem.
cincinnati	OH	45238 Yes		Yes		It's a problem during rush and lunch hours when the Bank One building empties out. We go to the Kenwood Swim Club on a daily basis in the summer and notice this congestion. Also, the people pulling out of the building, on the Hosbrook side, have to pull out into traffic to see beyond the cement block retaining wall near where the LoneStar was.
Cincinnati	OH	45243 Yes	Problem	Yes		Exiting Hosbrook left onto Montgomery there is always a backup. This makes it difficult for cars to turn into and out of the various driveways near the corner. I think this will get unbearable if great care is not taken in exit strategies from the corner development properties.
Cincinnati	OH	45243 No		Yes		Closer to Montgomery Rd there is a problem of getting in and out of Bank One building and the light is not time properly in my opinion.
Madeira	OH	45243 Yes		Yes		Time is takes to back out of the drive way to head South on Hosbrook. We own a motorhome and have to literally stop traffic in both directions to back into our driveway. Have to start turn signal 4 houses away to keep drivers from riding your back bumper
Madeira	OH	45243 Yes		I don't know		Thus far it has not been a problem for me.
Madeira	OH	45243 No	N/A	No		I have never had a problem on hosbrook
Cincinnati	OH	45243 No		I don't know		I do not generally travel on Hosbrook
Cincinnati	OH	45243 Yes	Small Problem	No		There is rarely a time when I am slowed down by traffic when I am on Hosbrook or when I am waiting to turn on to Hosbrook.
cincinnati	OH	45243 Yes	Severe Problem	No		problem at bank one towers exit
						Severe Problem

Appendix B – Sycamore Township, Ohio Speed Study Results

	Do you find it difficult to make left turn movements onto side streets from Hosbrook Road?		Do you find it difficult to make left turn movements onto Hosbrook Road from side streets?	
cincinnati	Yes	Forget about turning left into the Jalapenos or Ritz Camera. Dead zone.	No	As long as people go 25, it's okay. You have time to turn. When they speed, you do not.
Cincinnati	No	Though when I ride my bike, I'm quite afraid to make a left hand turn.	No	But I rarely do so have little data. I think at rush hour it might be difficult.
Cincinnati	No		Yes	
Madeira	Yes	Drivers will not stop to allow turn. In fact many will speed up to avoid letting you through	Yes	Amount of traffic
Madeira	No	I have not found left turns difficult.	No	I do not have many occasions to make left turns onto Hosbrook.
Madeira	No	Never more than a short wait.	No	Never more than a short wait.
Cincinnati	No		No	
Cincinnati	No	Same as response to question 3.	No	Same as response to question 3.
cincinnati	Yes		Yes	

Appendix B – Sycamore Township, Ohio Speed Study Results

	If not already installed, would you prefer to see sidewalks installed on your current street?	Would you prefer to see sidewalks installed on Hosbrook Road?	How often would you and/or your family use sidewalks on Hosbrook Road?	Would you prefer to see bike facilities added along your current street?	Would you prefer to see bike facilities added along Hosbrook Road?	How often would you and/or your family use bike facilities on Hosbrook Road?	If street lights were installed on Hosbrook Road, are you concerned your quality of life would be disturbed? (Lighting outside windows, etc.)
cincinnati	Yes	Yes	Not at all	I don't know	I don't know		I don't know
Cincinnati	Yes	Yes	Daily	I don't know	I don't know	Once a week	Yes
Cincinnati	Yes	Yes	Two or three times a week	No	Yes	Two or three times a week	No
Madeira	Yes	Yes	Once a week	Yes	Yes	Once a week	Yes
Madeira	No	Yes	Not at all	No	I don't know	Not at all	No
Madeira	N/A	No	Not at all	No	No	Not at all	No
Cincinnati	Yes	Yes	Once a week	Yes	Yes	Two or three times a week	Yes
Cincinnati	Yes	No	Not at all	No	Yes	Two or three times a week	No
cincinnati	No	Yes	Once a week	No	No		No

Appendix B – Sycamore Township, Ohio Speed Study Results

	In what manner would you like to see improvements be implemented to increase the safety of your current street and Hosbrook Road?	Please take this opportunity to explain your greatest concerns on your street and Hosbrook Road.
cincinnati		My greatest concern is speeding. I don't live in the immediate area, but whenever I am on Hosbrook, I'm almost run over for driving 25. I've had aggressive drivers honk and pass me. It's ridiculous.
		An increase in traffic due to congestion at the Montgomery Rd corner could cause a lot of cars to drive down Hosbrook. Already frustrated, the people will speed more than they currently do. This will be dangerous for walkers (me) and for animals crossing the road. Widening Hosbrook will be expensive, since there are poles on both sides. I would not want all of the widening on one side to cut cost, thus reducing my front yard significantly and putting traffic on my doorstep. Please - no street lights. That would just increase traffic speed, to say nothing of lights in the windows at night.
Cincinnati	I think a 30 mile per hour speed, enforced, would be better than the 25 miles currently ignored.	Concern with new development and making sure traffic flow is adequate. Ideally is to flow traffic north on Hosbrook to Montgomery Rd. and have a wider intersection with better timing on traffic lights.
Cincinnati	Sidewalks on Hosbrook would be ideal.	
Madeira	Sidewalks and Traffic Calming measures.	Children and pedestrians accessing the swim club on Lynfield via Hosbrook road.
Madeira	No comment	Safety of the children, safety for all pedestrians.
Madeira	I see no problems at this time.	My street is fine. I see no problems on Hosbrook.
Cincinnati	Bike path/Sidewalk with a curb would be nice on Hosbrook. S Timberlane is rather narrow and sidewalks would be nice to get people out of the street.	People walking in the street.
		As someone who rides a bike frequently in the area, my greatest concern is the way the bike path on Euclid narrows down severely at the intersection of Hosbrook. My second greatest concern is that the speed limit along Hosbrook is unrealistically low for such an important traffic corridor. The congestion on this road is not a problem, but the speed limit is very difficult to comply with along this length of road. Finally, I feel the bike paths along Euclid should be wider.
Cincinnati	I would like Hosbrook to have sidewalks and a bike path. If both are not feasible and a sufficiently wide bike path (wider than Euclid) can not be built along Hosbrook I would rather have sidewalks built to serve both pedestrians and bike riders.	Madeira must be involved in any improvements, no traffic discharge into Kenwood Meadows
cincinnati	sidewalks, speeding	

Appendix B – Sycamore Township, Ohio Speed Study Results

			Is speeding a problem on your current street of residence?	If Yes, please rate the severity of the problem.	Is congestion a problem on Hosbrook Road?		If Yes, please rate the severity of the problem.
Cincinnati	OH	45243	Yes	Severe Problem	No		Small Problem
Cincinnati	OH	45243	No		No		
							I moved into my home with my parents when I was 6 years old. I am now almost 51 years old and living here again since my parents recently passed away. Needless to say I have lived on Hosbrook a very long time. Speeding was always a problem and continues to be. I was "grazed" by a speeding car when I was 11 after getting ice cream from Mr. Softee right across the street from my house. My parents were watching and their warning probably averted a disaster. Way back then they were just building I-71 and the Towne Center was just a plaza. There was also very little development on Montgomery Road, yet the speeding was always there. As we all know Kenwood has grown immensely and continues to grow on a daily basis. Hosbrook is the main street most people take to get to Kenwood from Madeira and Indian Hill, and also to access the I-71 corridor. As with most growth, there are more people, more cars, and everyone is in a hurry. Congestion and speeding on Hosbrook has always been a problem and has gotten much worse over the years, especially the last several years. Thank you for taking the time to research this issue!
Cincinnati	OH	45243	Yes	Severe Problem	Yes		
Madiera	OH	45243	No		No		
Sycamore Twship	OH	45243	Yes	Small Problem	No		
Madiera	OH	45243					
madeira	OH	45243	No		No		
MADERIA	OH	45243	Yes		Yes		Problem
							I drive Hosbrook at least 10 times a week although not at rush hour.

Appendix B – Sycamore Township, Ohio Speed Study Results

	Do you find it difficult to make left turn movements onto side streets from Hosbrook Road?		Do you find it difficult to make left turn movements onto Hosbrook Road from side streets?	
Cincinnati	No		Yes	
Cincinnati	No		No	
		Not only is it difficult to make left turns, it is almost impossible to get our motorhome safely in and out of the driveway without almost getting hit by someone. Visibility is also a problem in the spring and summer because of the trees, bushes, and weeds by Lynnfield. The amount of traffic on the street makes turning left almost impossible at times.		
Cincinnati	Yes		Yes	Same response as above.
Madeira	No		No	
Sycamore Township	No		No	
Madeira				
madeira	No	I turn at the intersection of Miami Hills and Hosbrook to get to my home on mar del	No	Same as #5.
MADERIA				

Appendix B – Sycamore Township, Ohio Speed Study Results

	If not already installed, would you prefer to see sidewalks installed on your current street?	Would you prefer to see sidewalks installed on Hosbrook Road?	How often would you and/or your family use sidewalks on Hosbrook Road?	Would you prefer to see bike facilities added along your current street?	Would you prefer to see bike facilities added along Hosbrook Road?	How often would you and/or your family use bike facilities on Hosbrook Road?	If street lights were installed on Hosbrook Road, are you concerned your quality of life would be disturbed? (Lighting outside windows, etc.)
Cincinnati	N/A	Yes	Not at all	No	Yes	Not at all	Yes
Cincinnati	No	No	Not at all	No	No	Not at all	No
Cincinnati	N/A	Yes	Two or three times a week	I don't know	Yes	Two or three times a week	No
Madeira	No	Yes	Once a week	No	Yes	Two or three times a week	Yes
Sycamore Twship	No	No	Not at all	No	No	Not at all	No
Madeira	No	I don't know	Not at all	No	No	Not at all	No
MADERIA	No	No	Not at all	No	Yes	Not at all	Yes

Appendix B – Sycamore Township, Ohio Speed Study Results

	In what manner would you like to see improvements be implemented to increase the safety of your current street and Hosbrook Road?	Please take this opportunity to explain your greatest concerns on your street and Hosbrook Road.
	Speed bumps would help on my street as would making it a non-thru street; many residents of Indian Hill who live on Clippinger and other side streets use my street as a short-cut and they speed as well. Hosbrook needs sidewalks and if the last curve was straightened out a bit, that would be helpful. It is the curve before you approach the retail on Montgomery Road. Additionally, cars turning onto Hosbrook out of the parking garage right after the curve cause a lot of hazardous situations.	Speeding on my street is my greatest concern. It is also hilly and there are many, many children. Youthful drivers just don't pay heed to the children or the speed limit and there are many youthful drivers. Hosbrook and the last curve before the retail is my greatest concern. That parking garage causes problems no matter what direction you're traveling on Hosbrook. The drivers who leave that parking area are not careful and are usually taking chances pulling out onto Hosbrook because they're frustrated with the wait to get out. I would like to add that the bike traffic on Shawnee Run and Miami causes problems year round, especially on weekends. They don't use the sidewalks and they hog the road on Shawnee Run and Miami, slowing down weekend traffic. They travel in packs with little regard to the 4-wheel traffic.
Cincinnati Cincinnati		Increased traffic on Hosbrook Rd. would create problems gaining access to it.
	We have laughed over the years and said that speed bumps would slow down the traffic, but several stop signs at the side streets might be effective.	My biggest concerns are speeding and congestion. There are many kids who walk along Hosbrook on a daily basis, also people walking, walking their dogs, and joggers. Over the years I have seen many near misses, several accidents, and was "grazed" by a speeding car myself as a child. Speeding and congestion has continued to be a problem and is only getting worse. Once again, thank you for looking into this issue and hopefully addressing the problem. Jayna Wilson 7590 Hosbrook Road Cincinnati, Oh 45243 513-891-7595
Cincinnati		I do not have any current concerns about S Timberlane. Hosbrook needs to be safer and that means limiting traffic and enforcing the speed limit. This will be a bigger concern with the developments on Montgomery. Designs should include maintaining Hosbrook for local traffic and encouraging traffic from new developments to use Montgomery. Hosbrook should NEVER be widened for auto traffic, only made safer for pedestrians with a sidewalk/bike path. If traffic increases on Hosbrook stop signs should be added at Miami Hills to slow it down and give local traffic an opportunity to make safe turns.
Madeira Sycamore Twinsip Madeira	I do not see any problems with S Timberlane. I would like to have it left alone. Hosbrook needs either a bike path OR sidewalk on ONE side of the street. There is no way to safely walk/bike on Hosbrook at this time.	
madeira MADERIA	I do not see a need. Enforce the speed limit and it will be very satisfactory to me.	DO NOT have one other than folks speeding. So if it isn't broke, don't fix it.

Appendix B – Sycamore Township, Ohio Speed Study Results

		Is speeding a problem on your current street of residence?	If Yes, please rate the severity of the problem.	Is congestion a problem on Hosbrook Road?		If Yes, please rate the severity of the problem.
Madeira	OH	45243 Yes		No		
Cincinnati	OH	45243				
Cincinnati	OH	45243 No	Small Problem	No		N/A
Cincinnati	OH	45243 Yes		Yes		Severe Problem
Madeira	OH	45243 No		No		Small Problem
Cincinnati	OH	45243 Yes		I don't know		Problem
Madeira	OH	45243 Yes	Severe Problem	No		
Cincinnati	OH	45243 Yes	Problem	Yes		Problem
Madeira	OH	45243 Yes	Small Problem	No		N/A
Madeira	OH	45243 Yes		No		Small Problem
madeira	OH	45243 No	N/A	Yes		

Appendix B – Sycamore Township, Ohio Speed Study Results

	Do you find it difficult to make left turn movements onto side streets from Hosbrook Road?			Do you find it difficult to make left turn movements onto Hosbrook Road from side streets?	
Madeira Cincinnati	No			No	
Cincinnati	No	I have not found Hosbrook busy when I have traveled on it at non rush hour times.		No	I have not found Hosbrook busy when I have traveled on it at non rush hour times, so turns have not been difficult.
Cincinnati	Yes			Yes	
Madeira	No			No	
Cincinnati	I don't know	As our subdivision is off of the right side of Hosbrook, I rarely have a necessity to turn left from Hosbrook.		Yes	There are certain times during the day when this is very difficult because of the constant flow of traffic up Hosbrook toward Madeira.
Madeira	No			Yes	Can be difficult to see cars coming depending on what side street you are on.
Cincinnati	No	I don't make left turns from Hosbrook very often. My trips involve right turns from Hosbrook.		Yes	See comments on #3 above.
Madeira	No	Not experienced any problems		Yes	difficult to see oncoming traffic (from Euclid) when turning from Shewango Way
Madeira	I don't know			I don't know	
Madeira	Yes	can be a problem at times.		Yes	see above

Appendix B – Sycamore Township, Ohio Speed Study Results

	If not already installed, would you prefer to see sidewalks installed on your current street?	Would you prefer to see sidewalks installed on Hosbrook Road?	How often would you and/or your family use sidewalks on Hosbrook Road?	Would you prefer to see bike facilities added along your current street?	Would you prefer to see bike facilities added along Hosbrook Road?	How often would you and/or your family use bike facilities on Hosbrook Road?	If street lights were installed on Hosbrook Road, are you concerned your quality of life would be disturbed? (Lighting outside windows, etc.)
Madeira Cincinnati	No	No	Not at all	No	No	Not at all	Yes
Cincinnati	N/A	Yes	Once a week	Yes	Yes	Once a week	I don't know
Cincinnati	N/A	Yes	Not at all	No	No	Not at all	No
Madeira	No	No	Not at all	No	No	Not at all	No
Cincinnati	Yes	Yes	Once a week	No	No	Not at all	No
Madeira	Yes	Yes	Two or three times a week	Yes	I don't know	Once a week	No
Cincinnati	Yes	Yes	Once a week	No	Yes	Once a week	Yes
Madeira	No	Yes	Not at all	No	No	Not at all	No
Madeira	No	No	Not at all	No	I don't know	Not at all	No
madeira	No	I don't know	Not at all	No	I don't know	Not at all	No

Appendix B – Sycamore Township, Ohio Speed Study Results

	In what manner would you like to see improvements be implemented to increase the safety of your current street and Hosbrook Road? I'm perfectly happy with the way things are now. I live on a corner and as such, it's busy sometimes but nothing to cause concern for more safety.	Please take this opportunity to explain your greatest concerns on your street and Hosbrook Road.
Madeira Cincinnati		
Cincinnati	A bike lane and side walks on Hosbrook, and bike lane on my street. and the speeding was awful. Several times when I slowed down to make a left into our driveway, a motorist passed me on my left as I was making my turn. Luckily I had quick reflexes to slam on my brakes to avoid an accident. We had a long driveway with a double car side entry into our house and several times I could not back up out of my garage because someone was flying off of Hosbrook to use our driveway as a turn around. I notified the police several times and they were just as concerned as we were but could not give me any workable solutions. I unfortunately did not record any license plate numbers because of the shock of the current situation. I did offer my driveway to the police which they did accept. A lot of frustration occurred with two different jurisdictions governing Hosbrook Road. We were repeatedly told by the police that motorists would not be stopped for speeding unless they were going at least 10 miles over the speed limit. Years ago, a child was killed on Hosbrook but the 25 mile speed limit was posted but not enforced.	I think if we make Hosbrook much bigger, with street lights and such you will love the neighborhood feel Our greatest concern on Madeira Hills Drive is speeding as was the concern when we lived on Hosbrook Road. There is, however, much less traffic on Madeira Hills Drive. The police periodically were visible but sometimes I felt it was more because of the sexual predator that use to live next door to us. Repeatedly, motorists do not stop at the stop sign at Greylock. There are many more children in our current neighborhood. We have had one major wreck in our front yard with a car hitting a basketball post. Luckily no one was critically hurt, but wrapped their vehicle around our basketball post. It also shocked us to see this the car was totaled that was taken without permission. It also shocked us to see this young man who lived in Madeira obtain a license shortly after this accident. At the time of the accident he drove a car without the owner's permission, without a license, and drove the vehicle at a high rate of speed. I never could figure this one out. Can you??? Please what ever changes are made, enforce the rules.....
Cincinnati		
Madeira	Enforce stop signs	young speeders cutting through
	Traffic needs to be directed out to Montgomery Road in a more efficient way so people are not encouraged to cut through the subdivision to avoid the congestion on Hosbrook.	As congestion on Hosbrook increases because of the planned development at the corner of Montgomery & Hosbrook, more people will be cutting through Kenwood Meadows to avoid the congestion on Hosbrook.
Cincinnati		
Madeira	I think the biggest thing you could do to improve safety and a community feel would be to add sidewalks!!!! I feel that Hosbrook could be closed for improvements there are alternate routes one could take. I feel it would be difficult to close Euclid so maybe small portions at a time, but to still get it done in an efficient manner that does not drag on for a long period of time.	NO SIDEWALKS
	Study the options for future development impacting on Kenwood Meadows area. Evaluate various factors, including but not solely traffic, that would be affected by those development options. Create a strategic plan to result in the optimum development from the standpoint of the existing KM residential area.	I'm concerned that the character of my street and the Hosbrook area will be negatively changed as a result of developments that just "happen" in the absence of a strategic plan for the area.
Cincinnati		
Madeira	Reduce speeding	See #14
Madeira	More police monitoring of speeding vehicles.	Speeding--danger to children Q 10? We have bike lanes on Dawson--no answer is correct
madeira	a traffic lite at hosbrook and shewango and eventual widening of hosbrook	as noted above

Appendix B – Sycamore Township, Ohio Speed Study Results

			Is speeding a problem on your current street of residence?	If Yes, please rate the severity of the problem.	Is congestion a problem on Hosbrook Road?		If Yes, please rate the severity of the problem.
Madeira Cinti	OH 45243	Yes					
	OH 45243				I don't know		Problem
madeira Cincinnati	OH 45243	Yes		Problem	Yes		Problem
	OH 45227	No		Small Problem	No		Small Problem
Cincinnati	OH 45243	Yes		Small Problem	No		
	OH 45243	No			Yes		Problem
Cincinnati	OH 45243	Yes		Severe Problem	Yes		Problem
	OH 45243	Yes		Severe Problem	Yes		
	OH 45243	Yes			No		Small Problem
Cincinnati	OH 45243	Yes		Problem	Yes		Severe Problem
	OH 45243	Yes			Yes		
	OH 45243	No		Small Problem	I don't know		

Appendix B – Sycamore Township, Ohio Speed Study Results

	Do you find it difficult to make left turn movements onto side streets from Hosbrook Road?		Do you find it difficult to make left turn movements onto Hosbrook Road from side streets?	
Madeira Cinti	No	Again, I don't use Hosbrook on a frequent basis and it usually is not during rush or peak hours	No	I seldom access Hosbrook Rd. from a side street and almost never needing a left turn.
Madeira Cincinnati	No		Yes	especially from shewango to hosbrook where traffic comes over the hill too fast. need council members to stand in street and direct traffic. right turns bad too.
	No		No	
Cincinnati	No		Yes	On occasion - not frequently - it takes a little time to turn onto Hosbrook from Miami Hills. The real problem is turning left onto Hosbrook from Euclid - the turn lane really isn't wide enough and the opposing traffic on Euclid does not get over enough.
Cincinnati	I don't know		I don't know	
Cincinnati	No		I don't know	
Cincinnati	Yes		Yes	
Madeira	No		No	
Cincinnati	Yes		Yes	From Miami Hills Drive to Hosbrook, I will wait an average of 1-2 minutes to find an open spot to get onto Hosbrook. It never used to be like that. There's alot of traffic coming north on Hosbrook from Euclid - where are they going?
Cincinnati	Yes	I drive down Miami Hills quite often and it is sometimes several minutes before I can turn left.	Yes	During "rush hour" the traffic is constant on Hosbrook and difficult to turn onto Hosbrook.
Cincinnati	No		No	

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	If not already installed, would you prefer to see sidewalks installed on your current street?	Would you prefer to see sidewalks installed on Hosbrook Road?	How often would you and/or your family use sidewalks on Hosbrook Road?	Would you prefer to see bike facilities added along your current street?	Would you prefer to see bike facilities added along Hosbrook Road?	How often would you and/or your family use bike facilities on Hosbrook Road?	If street lights were installed on Hosbrook Road, are you concerned your quality of life would be disturbed? (Lighting outside windows, etc.)
Madeira Cincinnati	N/A	No	Not at all	Yes	Yes	Not at all	Yes
Madeira Cincinnati	No	Yes	Not at all	No	No	Not at all	Yes
Cincinnati	Yes	Yes	Two or three times a week	Yes	Yes	Two or three times a week	Yes
Cincinnati	N/A	Yes	Not at all	Yes	Yes	Once a week	No
Cincinnati	Yes	Yes	Daily	Yes	Yes	Daily	Yes
Cincinnati	No	No	Not at all	No	No	Not at all	Yes
Madeira	Yes	Yes	Once a week	No	No	Once a week	No
Cincinnati	Yes	Yes	Daily	Yes	Yes	Two or three times a week	Yes
Cincinnati	No	Yes	Two or three times a week	No	Yes	Once a week	Yes
Cincinnati	Yes	Yes	Two or three times a week	No	Yes	Two or three times a week	I don't know

Appendix B – Sycamore Township, Ohio Speed Study Results

	In what manner would you like to see improvements be implemented to increase the safety of your current street and Hosbrook Road?	Please take this opportunity to explain your greatest concerns on your street and Hosbrook Road.
Madeira Cincinnati	I would like to see better speed control on Shawnee Run east of Miami Ave., especially truck traffic. I think we do a poor job of controlling trucks speeding on Miami Ave. between Euclid and Shawnee Run Rd.	Trucks speeding through Madeira. I'd like to be able to ride my bike on Miami Ave. and other Madeira street using safe bike paths. Currently, most, if not all Madeira streets are too narrow to handle the traffic and provide adequate, safe bike ares. I am not aware of any, properly designed or marked bike lanes on city streets in our community.
madeira Cincinnati	tear down the houses on hosbrook, install a green belt with sound barriers along the expressway, add toll booths, add speed humps.	death curve needs straightened out and the low spot where it stinks of sewer gases needs filled in if sidewalks and bike trails installed they should be on the sycamore side. I think present bike path on Kenwood Rd. is dangerous.
Cincinnati	Hosbrook should be widened - the road itself and a bike lane added as well as a sidewalk off the road. There is a section with quite a drop off with no shoulder. Additionally, the intersection on Euclid at Hosbrook needs to be widened - it's often suicidal to try to turn left with the oncoming traffic on Euclid.	The traffic currently is not bad but additional load will be a big problem. These are all residential streets - our street has a lot of young kids.
Cincinnati	Sidewalks and bike facilities should link all Madeira neighborhoods with downtown	Hosbrook is already congested and more construction will add to this. Sidewalks would make the area walkable to Kenwood area.
Cincinnati	some way to slow down the traffic, by speed humps or by designating it as a speed trap	Safety of my family, noise, property value; being able to walk/ride bike on hosbrook would greatly enhance the quality of life, and knowing that the speed is being closely monitored.
Cincinnati	Police monitoring traffic for speed limit compliance and complete stops at stop signs.	Speeding and running stop signs
Madeira	Speed humps and/or stricter enforcement of speed limits. If only the police would monitor my street half as much as Hosbrook, perhaps the speeding would be reduced.	
Cincinnati	Hosbrook needs sidewalks and decreased traffic volume.	
Cincinnati Kenwood	Perhaps speed bumps on Lynnefield outside of the swim club. Several speeders there and lots of kids playing out by the street.	Speed on Lynnefield and congestion on Hosbrook.
Cincinnati	sidewalks on Euclid, from Kenwood to Miami	

Appendix B – Sycamore Township, Ohio Speed Study Results

			Is speeding a problem on your current street of residence?	If Yes, please rate the severity of the problem.	Is congestion a problem on Hosbrook Road?			If Yes, please rate the severity of the problem.
Madeira	OH	45243	No		I don't know		I typically travel Hosbrook during non-peak hours and don't experience any congestion at those times.	
MADERA	OH	45243	Yes	Small Problem	No			N/A
Cincinnati	OH	45243	Yes		No		Take this road daily, have never seen congestion as a problem.	
cinti	OH	45243	Yes	Problem	Yes		traffic lights back up	Problem
Cincinnati	OH	45243	Yes		Yes		Yes, traffic backed up turning left onto Montgomery Road. This back up also makes it difficult to exit south on Hosbrook from the Jalapeno's shopping/eating area.	Problem
Madeira	OH	45243	Yes	Problem	Yes		The lights at Montgomery and Hosbrook are not timed well. Anyone turning on Hosbrook and turning left into the camera lot causes a gridlock problem	
kenwood	OH	45243	Yes	Severe Problem	Yes		During morning and afternoon rush periods it is next to impossible to back out of your driveway without a near miss. During the Xmas period traffic is unbearable. I have been here for 26 years and it is now so bad we are thinking of leaving.	Severe Problem
Cincinnati	OH	45243	Yes		Yes		When I making a right turn onto Hosbrook from Montgomery, traffic is backup up. People want to turn left into Ritz or Jalapeno's. Often, cars are trying to turn left out of the Duke building and can't see oncoming traffic. I am always very cautious in that area.	Severe Problem
Madeira	OH	45243	No		No			Problem
Cincinnati	OH	45243	No		Yes			
Madeira	OH	45243	Yes		Yes		Congestion is a problem more so as you approach the light at Montgomery (Ritz Camera) vs the light at Euclid. MUCH of this congestion is caused by the "short" entry into the parking lot between Ritz and Jalapeno's -- MANY people who turn right on to Hosbrook stop and try to make this left-hand turn, resulting in drivers attempting to BACK-UP on Hosbrook to make room for them to enter...this "entrance" needs to be made an "exit only" and all entry should be at the next driveway below the Jalapeno's.	

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	Do you find it difficult to make left turn movements onto side streets from Hosbrook Road?		Do you find it difficult to make left turn movements onto Hosbrook Road from side streets?	
Madeira	I don't know	I typically only make right turn movements on to side streets when I travel Hosbrook. I don't have any recollection of being held up by a vehicle in front of me waiting to make a left turn onto a side street.	No	There is sometimes an occasional wait, but nothing I wouldn't expect making a left turn from a stop onto a through street.
MADEIRA	No		No	
Cincinnati	No		No	
cinti	Yes	going into camera store and fridays shopping plaza	Yes	yes coming out of Duke building and also out of fridays shopping plaza.
Cincinnati	No		No	
Madeira	No	Do to the volume and speed of cars and trucks it is sometimes hard to turn. I have witnessed a number of accidents at Miami Hills Dr. and Hosbrook Rd. personally.	Yes	4 to 6 pm
kenwood	Yes	Coming down Lynnfield is always an experience. There is a slight hill on Hosbrook and I am always careful when making that turn. Cars like to speed in that area.	Yes	Same as above.
Cincinnati	Yes		Yes	Same as above. Speeding cars!
Madeira	No		No	
Cincinnati	No		Yes	Worst from Bank One Towers
Madeira	No	Not usually, but I am often traveling earlier than rush-hour or later than rush-hour.	Yes	This is more often the case- especially during morning rush-hour... there are also a high number of drivers who "cut-through" Miami Hills to go down to Miami so they can make a right on Miami and avoid the left at Hosbrook & Euclid THIS IS MY BIGGEST BEEF - WE NEED SPEED BUMPS to discourage these commuters from using Miami Hills as an alternate Auto-Bon

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	If not already installed, would you prefer to see sidewalks installed on your current street?	Would you prefer to see sidewalks installed on Hosbrook Road?	How often would you and/or your family use sidewalks on Hosbrook Road?	Would you prefer to see bike facilities added along your current street?	Would you prefer to see bike facilities added along Hosbrook Road?	How often would you and/or your family use bike facilities on Hosbrook Road?	If street lights were installed on Hosbrook Road, are you concerned your quality of life would be disturbed? (Lighting outside windows, etc.)
Madeira	N/A	I don't know	Not at all	No	Yes	Once a week	I don't know
MADEIRA	Yes	I don't know	Not at all	I don't know	I don't know	Not at all	I don't know
Cincinnati	Yes	Yes	Two or three times a week	Yes	Yes	Two or three times a week	I don't know
cinti	Yes	Yes	Two or three times a week	Yes	Yes		
Cincinnati	Yes	Yes	Once a week	No	Yes	Two or three times a week	No
Madeira	No	I don't know	Not at all	No	Yes	Once a week	No
kenwood	No	No	Not at all	No	No	Not at all	Yes
Cincinnati	Yes	Yes	Two or three times a week	I don't know	I don't know	Not at all	No
Madeira	No	I don't know	Once a week	Yes	Yes	Once a week	I don't know
Cincinnati	N/A	I don't know	Not at all	No	Yes	Daily	No
Madeira	No	Yes	Not at all	No	Yes	Two or three times a week	No

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	In what manner would you like to see improvements be implemented to increase the safety of your current street and Hosbrook Road? on-street parking is not sufficiently restricted at intersections, allowing people to park all the way to the corner or in the case of a three way intersection, allowed to park within the intersection along the through leg of the intersection. This causes problems with narrow streets in my neighborhood where on-street parking allows for only a single travelled lane of traffic.	Please take this opportunity to explain your greatest concerns on your street and Hosbrook Road.
Madeira	sidewalks. I'm a walker and have to get off of the road when cars drive by. kids don't have a way to walk or ride their bikes up the street safely. I'm not afraid of taxes having to pay for these. Can we put this on a voting ballot?	no sidewalks, kids playing in the street, riding bikes, cars speeding or just driving by not seeing the kids.
MADEIRA		Greatest concern - speeding. Cars travel well above speed limit of 35.
Cincinnati		
	Euclid rd has to much traffic. We do not need more traffic on this road! to many people talking on cell phones while driving. PEOPLE NOT PAYING ATTENTION TO THERE SPEED WHILE DRIVING AND TALKING ON CELLS. Not safe to walk on Euclid although many people do walk to get to Madiera and the Mall. Many times I've motions cars to slow down while I'm walking.	To much traffic and people not paying attention to what they are doing when driving!
Cincinnati	I would like to see speed humps on Tiki to slow down cut-through traffic.	Our greatest concern is the speed of traffic on Tiki and the increase of traffic due to the development at Hosbrook and Montgomery.
Madeira	Less access to Hosbrook from the surrounding office buildings	in the morning and from 4 to 8 pm the traffic is too heavy for a residential area. If any new buildings are to be constructed, access should be limited to Montgomery Rd
kenwood	I would like to see stop signs installed at all side streets connecting to Hosbrook Rd. I would like to see the 25MPH limit ENFORCED. I would like to see a cruiser more than once a month	Volume and speed are completely ignored on Hosbrook. Someone will eventually be killed trying to exit their drive. My greatest concern is that nothing will be done. No one cares!
Cincinnati	Control the speed!!!!!!!!!!!!!!	Speed!!!!!!!!!!!!!!
Madeira		
Cincinnati		
Madeira	I would like the wide-arched speed-bumps (See Minot Ave in Oakley for reference of this type of speed bump) installed on Miami Hills and also on Shewango -- we have so many young children living on these streets and too many commuters use these as through-ways, driving at excessive rates- over 50 MPH	We NEED the wide-arched speed-bumps (See Minot Ave in Oakley for reference of this type of speed bump) installed on Miami Hills and also on Shewango -- we have so many young children living on these streets and too many commuters use these as through-ways, driving at excessive rates- over 50 MPH....PLEASE address this issue before a child is seriously injured or killed, given the additional traffic flow, it's just a matter of time before we have a tragedy.

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			Is speeding a problem on your current street of residence?	If Yes, please rate the severity of the problem.	Is congestion a problem on Hosbrook Road?			If Yes, please rate the severity of the problem.
Cincinnati	OH	45243	Yes	Severe Problem	Yes		The traffic congestion makes it difficult to safely enter and exit the driveway of our home.	Severe Problem
Cincinnati	OH	45243	Yes	Severe Problem	Yes		Frequently too much traffic (and moving too fast) to be able to back out of driveways, especially during rush hour.	
Cincinnati	OH	45243	Yes	Problem	Yes		At traffic light at Montgomery Rd. with left turn, right turn and through traffic on Hosbrook. Also traffic pulling out of Bank One building and shopping area. Also, wait at Hosbrook and Euclid, on several occasions, had to wait through two green lights to turn left.	Problem
Cincinnati	OH	45243	No		Yes		There are more cars than the lanes can handle and sometimes it is hard to get out from Lynnfield on to Hosbrook.	
Cincinnati	OH	45243	Yes		No		I frequently use Hosbrook from Euclid for access to 71 North, but it's a straight through shot, no issues	
Madeira	OH	45243	No		Yes		Too many curb cuts - site distance poor	Severe Problem
Cincinnati	OH	45243	Yes		No		A Lot of people tend to drive faster than the speed limit on Hosbrook. I've never see Hosbrook really congested to date.	Small Problem
Cincinnati	OH	45243	No		Yes		Takes a while to get in and out of driveway especially during high traffic times	Problem
Cincinnati	OH	45243	No		No		N/A	N/A

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	Do you find it difficult to make left turn movements onto side streets from Hosbrook Road?		The long waits to turn left cause traffic to back-up in other lane, and more congestion along the road.	Do you find it difficult to make left turn movements onto Hosbrook Road from side streets?	
Cincinnati	Yes		The long waits to turn left cause traffic to back-up in other lane, and more congestion along the road.	Yes	The visibility is low and the speeding cars make it hard to safely get on to Hosbrook in either direction.
Cincinnati	No		Usually never more than a 3-5 car wait.	Yes	Again, long waits during rush hour, and excessive speeds make it difficult all day. The high spot near Miami Hills blocks the view enough so if you pull out when it looks clear, someone travelling 35+ mph comes up on you awful quick.
Cincinnati	Yes		see above	Yes	Turning left from Miami Hills on to Hosbrook.
Cincinnati	Yes		It is a problem turning on to Hosbrook from Montgomery Rd. because of left turns into Ritz Camera and the Mexican Restaurant.	Yes	It is difficult at times to turn left from Lynrfield to Hosbrook.
Cincinnati	No		Do it somewhat infrequently, but never an issue for me	No	Do it somewhat infrequently, but never an issue for me
Madeira	Yes		Turning left onto Shewango Way from Hosbrook is dangerous - traffic comes over the hill and visibility is poor. Turning into and out of the Camera store, Jalapenos, the Galleria, the apartments on the east side and people coming out of the office building driveways on the other side - turning right onto Hosbrook from Montgomery and having to stop short if someone is turning into those places, all make it dangerous	Yes	Same reasons as listed above
Cincinnati	No		I haven't had problems turning left on side streets.	No	There are usually cars but only a few. Nothing to complain about.
cincinnati	Yes		not too terrible, just depends on the time of day.	Yes	
Cincinnati	No			No	

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	If not already installed, would you prefer to see sidewalks installed on your current street?	Would you prefer to see sidewalks installed on Hosbrook Road?	How often would you and/or your family use sidewalks on Hosbrook Road?	Would you prefer to see bike facilities added along your current street?	Would you prefer to see bike facilities added along Hosbrook Road?	How often would you and/or your family use bike facilities on Hosbrook Road?	If street lights were installed on Hosbrook Road, are you concerned your quality of life would be disturbed? (Lighting outside windows, etc.)
Cincinnati	Yes	Yes	Daily	Yes	Yes	Daily	Yes
Cincinnati	Yes	Yes	Daily	Yes	Yes	Daily	Yes
Cincinnati	No	I don't know	Not at all	No	No	Not at all	Yes
Cincinnati	Yes	Yes	Two or three times a week	I don't know	I don't know	Not at all	I don't know
Cincinnati	N/A	I don't know	Not at all	Yes	No	Not at all	No
Madeira	No	Yes	Once a week	No	Yes	Once a week	No
Cincinnati	Yes	Yes	Two or three times a week	Yes	Yes	Once a week	No
Cincinnati	Yes	Yes	Daily	I don't know	I don't know	Once a week	Yes
Cincinnati	No	Yes	Two or three times a week	No	Yes	Two or three times a week	No

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	In what manner would you like to see improvements be implemented to increase the safety of your current street and Hosbrook Road?		Please take this opportunity to explain your greatest concerns on your street and Hosbrook Road.
Cincinnati	Sidewalks, bike path and traffic roundabouts. The lighting is not the problem, the traffic is.		The traffic disturbs our quality of life and safety of our family and pets. Further, I feel Hosbrook Road is an opportunity to showcase Sycamore Township as a great place to live, work and shop, it should absolutely have sidewalks.
Cincinnati	I would like to see sidewalks and bike lanes most of all. Currently, here is no good way to bike/walk down Hosbrook, so access to the shopping at the end of the street is safe only via car. Next safety issue is the excessive speeds - perhaps removing the painted center line and adding roundabouts at Miami Hills and Loannes would help cut down speed - the roundabouts with an emergency lane through the middle since there are frequently fire trucks/Madeira cops. I think, though, that adding sidewalks and bike lanes would help slow people down also. What is needed is a safe bike/pedestrian passageway from Kenwood Meadows and Madeira up to the shopping areas.		Safety of pedestrians and cyclists (including plenty of kids) is the biggest concern. The cars frequently move too fast, and road is too narrow to allow everyone to use it safely.
Cincinnati	No through traffic in Kenwood Meadows and enforce it.		There is so much through traffic in Kenwood Meadows and I live at the west end of Miami Hills where it deadends. So many cars disregard the no outlet sign which necessitates them having to turn around. In the last few years new people have moved in to this area and they and their guests seem to disregard the no parking sign so therefore, our driveway is being used as a turn around. We had a new driveway installed last year which was very expensive and we certainly did not do so for it to be used as a turn around.
Cincinnati	I would like to see trimming kept up on bushes that can sometimes block the view getting out of Lynnfield on to Hosbrook. If the cars are going too fast it is hard to see far enough to judge speed.		Our street is a cul-d-sac so have no problems with our street but concerned with Hosbrook Rd.
Cincinnati			I have none
Madeira	Fewer curb cuts near the intersection of Montgomery Road		Too many curb cuts near the intersection of Montgomery Road
Cincinnati	A lot of people walk on Hosbrook road. Side walks would be a lot safer for their walk.		Speeding as well as people walking and riding bikes along Hosbrook, especially at the bend where you don't see them until you've completed the bend, they need side walks and bike paths for safety. Children playing in the middle of Lynnfield Drive.
Cincinnati	Sidewalk along Hosbrook would allow our sons to ride their bike to get food at Penn Station & Chipotle.		It is difficult to turn left onto Montgomery Rd from Hosbrook. More development is only going to add to that.

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			Is speeding a problem on your current street of residence?	If Yes, please rate the severity of the problem.	Is congestion a problem on Hosbrook Road?		If Yes, please rate the severity of the problem.
Cincinnati	OH	45243	Yes	Severe Problem	Yes	Takes forever to turn left onto Hosbrook from Shewango Way	Severe Problem
Madeira	OH	45243	Yes		No	I have never encountered congestion on Hosbrook	N/A
Cincinnati	OH	45243	Yes	Problem	No		N/A
Cincinnati	OH	45243	Yes	Severe Problem	Yes	Direct observation of traffic from my home. Rush hours have long waits at both Montgomery & Euclid, occasionally reaching my driveway.	
cincinnati	OH	45243	No		Yes	Making a left off of Shewango can be tricky depending on the time of day. Making a left onto Montgomery rd. can take some time also.	Problem
Madeira	OH	45243	No	N/A	No	I use the road all the time, but the speed limit should be 35	N/A
Madeira	OH	45243	Yes		Yes	My lawn goes right down to the street and I have to be very careful while cutting my grass, so not to get hit by a car. The only time when traffic is light is early Saturday and Sunday AM... Business day's rush hour am and pm it is difficult to get out of my drive way, we have waited 3 to 5 minutes at times.	
Cincinnati	OH	45243	Yes	Problem	Yes	Frequent backup at Montgomery Road intersection. Problem with cars entering and exiting from both sides by Jalepenos and the Duke Center. Frequent backup at Euclid Road intersection.	
Madeira	OH	45243	Yes		Yes		Problem
Madeira	OH	45243	Yes	Problem	No		

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	Do you find it difficult to make left turn movements onto side streets from Hosbrook Road?			Do you find it difficult to make left turn movements onto Hosbrook Road from side streets?	
Cincinnati	Yes	Too much oncoming traffic and speeding cars coming up from behind		Yes	Too much oncoming traffic from both directions and problems at some intersections with being able to see clearly if the traffic is clear
Madeira	I don't know	I don't make turns onto side streets from Hosbrook		I don't know	ditto
Cincinnati	No			No	
Cincinnati	Yes	Left turns from southbound Hosbrook are often difficult right after the light at Euclid turns green.		I don't know	I rarely need to make left turns onto Hosbrook
cincinnati	Yes			Yes	
Madeira	No	I use the side streets on the Madeira side		No	I use the side streets on the Madeira side
Madeira	No	My driveway is right at Lynnfield and when we try to turn into our driveway and the on coming traffic is trying to turn on Lynnfield it back up both ways on Hosbrook.		Yes	Same as above when I try to left out of driveway
Cincinnati	No	Very rarely experience a problem turning onto Shewango or from Miami Hills drive.		Yes	Very rarely have a problem turning right off of Shewango, however, sometimes have to wait up to 30 seconds to make a left turn onto Hosbrook from Miami Avenue. I use these roads regularly in this manner.
Madeira	No			No	
Madeira	No			No	

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	If not already installed, would you prefer to see sidewalks installed on your current street?	Would you prefer to see sidewalks installed on Hosbrook Road?	How often would you and/or your family use sidewalks on Hosbrook Road?	Would you prefer to see bike facilities added along your current street?	Would you prefer to see bike facilities added along Hosbrook Road?	How often would you and/or your family use bike facilities on Hosbrook Road?	If street lights were installed on Hosbrook Road, are you concerned your quality of life would be disturbed? (Lighting outside windows, etc.)
Cincinnati	No	No	Not at all	No	No	Not at all	I don't know
Madeira	Yes	I don't know	Not at all	Yes	Yes	Not at all	I don't know
Cincinnati	Yes	Yes	Not at all	Yes	Yes	Once a week	Yes
Cincinnati	Yes	Yes	Two or three times a week	Yes	Yes	Not at all	No
cincinnati	Yes	Yes	Two or three times a week	No	Yes	Once a week	No
Madeira	N/A	Yes	Not at all	No	Yes	Not at all	I don't know
Madeira	Yes	Yes	Daily	Yes	Yes	Two or three times a week	I don't know
Cincinnati	Yes	I don't know	Not at all	Yes	Yes	Two or three times a week	No
Madeira	No	Yes	Two or three times a week	No	Yes	Two or three times a week	Yes
Madeira	No	No	Not at all	No	I don't know	Once a week	Yes

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	In what manner would you like to see improvements be implemented to increase the safety of your current street and Hosbrook Road?	Please take this opportunity to explain your greatest concerns on your street and Hosbrook Road.
Cincinnati	Do not add sidewalks or bike paths to a street that is already congested and a haven for speeders. Why would you even consider taking steps to increase traffic whether pedestrian or bikes to a targeted problem area.	We do not need to encourage any more traffic whether vehicular, pedestrian, or bikers by building sidewalks or bike paths. People already sail through the area disregarding stop signs and using the streets as a circular drag strip and raceway. Making it more accessible will increase the problems that we already have with high school event traffic and parking. Adding bike paths and sidewalks will narrow the streets and further congest and increase traffic to already overused areas.
Madeira	decrease number of speeding cars and trucks The biggest safety issue is the lack of sidewalks. Small children are too close to traffic and women push babies in strollers on the busy streets of Madeira with limited sight distance for the drivers.	speeding is a concern on both streets. sometimes when going the speed limit of 25 mph, there is a back up of traffic. Traffic does not seem to observe the speed limit.
Cincinnati		The lack of sidewalks to keep pedestrians away from traffic.
Cincinnati	Incorporate traffic calming measures on Hosbrook. Install 3 more street lights on Hosbrook. Enforce speed limit on Hosbrook, though 30 MPH seems reasonable.	Greatly increased traffic resulting from the proposed P&P proposal will adversely impact both Kenwood Meadows & Madeira by heightening danger to pedestrians, cyclists, motorists, joggers. The increased traffic will result in a degradation of the residential character of out Kenwood Meadows Neighborhood. Hosbrook Rd could easily become dangerous, noisy, and resemble a commercial thoroughfare. We are fearful that zoning could change and our street could be invaded by commercial interests. The death of a lovely neighborhood!
cincinnati	My other concern is the light on Shewango and Miami. People rather disregard the red light and shoot through it like it isn't even there. I make sure that i don't pull out to quickly onto Miami Ave.	we just feel that sidewalks would be very beneficial for anyone to walk up to mall area. We would encourage walking over driving if possible.
Madeira	Hosbrook needs a light in the middle and the speed raised to 35 with bike paths and sidewalks on both sides. The houses are so far away from the street that it is only a speed trap for the community!	Southside and Laurel need stop signs in the middle, the traffic is faster than on Hosbrook and there really are children on Southside and Laurel with homes close to the road and none on Hosbrook.
Madeira	less cars, go slower and add sidewalks or bikepath or both... add a stop sign at Miami Hills & Hosbrook. We are seeing more and more foot traffic on Hosbrook Rd ... side walk would make the streets a lot safer.	additional cars and the safety of my family...we have 6 grand children under the age of 11 who visit often and 4 of these grandbabies live in Madeira. One afternoon I saw 6 young girls walking on the Kenwood side of the street, I saw 2 young boys on skate boards in the middle of Hosbrook. I saw one boy on a scooter in the street 4 joggers, a couple walking and 5 kids walking through my yard from the Mingo's streets going to the Kenwoods swim club. I saw all this in a 30 minute period while cutting the grass in my front yard.
Cincinnati	Many people, including myself and family, regularly walk around the community. Installation of sidewalks would make it a bit safer.	Hosbrook and Montgomery intersection is dangerous and most of the time very congested. It is also a rather steep incline and during snow, often times many cars can't negotiate the hill and cause even more congestion. Reconstructing the slope to a milder incline might and widening the intersection might reduce this dangerous situation.
Madeira	Speed Bumps on my street..... Widen with sidewalk on Hosbrook.....	Excessive speed on my street, Increase Street, widen to accomodate volume, put in sidewalk on Hosbrook
Madeira	It would help to have more police patrols. If sidewalks were installed on Hosbrook it may increase crime because people from Montgomery Road area would have easy access.	People tend to not stop at the stop signs in the neighborhood and go too fast.

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			Is speeding a problem on your current street of residence?	If Yes, please rate the severity of the problem.	Is congestion a problem on Hosbrook Road?		If Yes, please rate the severity of the problem.
Madeira	OH	45243	Yes	Small Problem	No		When I travel Hosbrook, it never seems overly congested. At the end of the business day, it seems more congested due to traffic leaving the office complex on the corner, but other times, it is not a problem.
Madeira	OH	45243	No	Small Problem	Yes		One of the most dangerous places in the city is the exit from Chase Bank building. That wall needs to come down so people don't creep out on the road to see traffic.
Cincinnati	OH	45243	Yes		Yes		Hosbrook feeds many daytime office workers onto its street as well as serving as a cut through. Motorists do not observe the speed limits.
Madeira	OH	45243	Yes	Small Problem	Yes		A U.S. postal vehicle parks on Shewango just short of Hosbrook, causing Hosbrook-bound Shewango traffic to go left of center at the same time Hosbrook traffic is attempting to turn onto Shewango.
Madeira	OH	45227					
Cincinnati	OH	45243	No	Small Problem	No		I never see too many cars backed up on Hosbrook, a few at rush hour at the location of Montgomery-Hosbrook and Hosbrook-Euclid.
Madeira	OH	45243	No		No		
Madeira	OH	45243	Yes	Problem	Yes		INCREASING TRAFFIC - APPARENTLY DUE TO USE OF HOSBROOK AS SHORT CUT TO MONTGOMERY RD AND I 71
Cincinnati	OH	45243	Yes	Severe Problem	Yes		come off Montgomery and try to turn in the strip center on the left
Cincinnati	OH	45243	Yes	Problem	No		Problem

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	Do you find it difficult to make left turn movements onto side streets from Hosbrook Road?		Do you find it difficult to make left turn movements onto Hosbrook Road from side streets?	
Madeira	No	I typically don't make left turns onto side streets off of Hosbrook. However, when I do, it has not been a problem.	I don't know	I typically don't do this.
Madeira	No		No	
Cincinnati	Yes	Shewango/Hosbrook corner has very poor driver visibility due to trees obscuring oncoming traffic. Miami Hills intersects Hosbrook with traffic from two directions.	Yes	See above
Madeira	No	I rarely travel on Hosbrook road during rush hour.	Yes	Turning left from Shewango onto Hosbrook during rush hour can be a challenge; however, it is not something that I do very often, so I have never thought of it as being a big issue.
Cincinnati	No	Never had a problem making a left hand turn on to side streets.	No	Same as above.
madeira	No		No	
Madeira	Yes	MOSTLY DURING HIGH TRAFFIC PERIODS	Yes	HIGHER SPEEDS AND SOMEWHAT LIMITED SIGHT DISTANCE (S TIMBERLANE ON TO HOSBROOK)
cincinnati	Yes		No	from shewango to go left on Hosbrook is not safe. Visibility is poor, cars coming south from Montgomery Road, round the bend just when you think it is safe.
Cincinnati	No		Yes	Scary for teen drivers as well.

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	If not already installed, would you prefer to see sidewalks installed on your current street?	Would you prefer to see sidewalks installed on Hosbrook Road?	How often would you and/or your family use sidewalks on Hosbrook Road?	Would you prefer to see bike facilities added along your current street?	Would you prefer to see bike facilities added along Hosbrook Road?	How often would you and/or your family use bike facilities on Hosbrook Road?	If street lights were installed on Hosbrook Road, are you concerned your quality of life would be disturbed? (Lighting outside windows, etc.)
Madeira	Yes	I don't know	Not at all	No	I don't know	Not at all	No
Madeira	Yes	Yes	Two or three times a week	Yes	Yes	Two or three times a week	No
Cincinnati	Yes	Yes	Two or three times a week	No	No	Not at all	No
Madeira	Yes	Yes	Once a week	No	No	Not at all	No
Madeira							
Cincinnati	No	Yes	Not at all		Yes	Not at all	Yes
madeira	No	Yes	Once a week	No	I don't know	Not at all	No
Madeira	Yes	No	Not at all	No	No	Not at all	Yes
cincinnati	Yes	Yes	Not at all	No	No		
Cincinnati	No	No	Not at all	No	I don't know	Not at all	No

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	In what manner would you like to see improvements be implemented to increase the safety of your current street and Hosbrook Road?	Please take this opportunity to explain your greatest concerns on your street and Hosbrook Road.
Madeira	Sidewalks would help on my current street. Hosbrook Road seems fine the way it is.	Not really any great concerns over either street.
Madeira	bike paths sidewalks and the widening of hosbrook	anser above
Cincinnati	there should be a traffic light either on the Shewango/Hosbrook corner or the Miami hills intersection.	Nothing will happen
	I would be in favor of prohibiting on-street parking on Shewango between the top of North Mingo and Hosbrook. The mail truck should not park there, nor should anyone else. And during a m. and p.m. rush hours, prohibiting on-street parking anywhere along Shewango would be a smart move. When there are three or four cars parked on my street during busy traffic times, motorists have to constantly go left of center to get around parked cars; all this weaving is not safe for pedestrians or for on-coming traffic. Residents on Shewango have garages and driveways that can accomodate several vehicles. Allowing people to park on Shewango during rush hour is exacerbating any problems arising from development projects along Hosbrook Rd.	The biggest safety issue for my family on Shewango Road is at the Miami Ave. end of Shewango. As a.m. pedestrians crossing Miami Ave. in the crosswalk and with the light, we have watched Miami Ave. traffic travel through that intersection well after their side of that traffic signal has changed to red. As p.m. pedestrians attempting to cross that same intersection, my family and I have nearly been hit on several occasions by motorists who have waited on Shewango to turn left onto Miami Ave. When they get a green light, pedestrians also get a "walk" signal, and not all motorists yield to those of us in the crosswalk. Hanging a yellow "Yield to Pedestrian" sign next to the traffic signal might remind motorists that pedestrians get to go first, and having a red-light camera perched on top of that traffic signal would be a wonderful investment in pedestrian safety, as long as there is a sign warning motorists that a red-light camera is in use up ahead. Shewango is always busy during rush hours since it connects Miami with Hosbrook. Sidewalks and bikeways and crosswalks might help make it safer, but the biggest danger for my family during the 10 years we have lived on Shewango is motorists who ignore red lights and disregard pedestrians.
Madeira Madeira		
Cincinnati	No changes.	No concerns at this time.
madeira	my street (mar del) seems fine w/o sidewalks, but I think that the timberlanes and mingos would benefit from them.I see lots of little children racing across the street in those areas and worry about safety	same as above, and although I probably wouldn't use sidewalks on Hosbrook, I think it would help with safety issues on that street
Madeira	MINIMIZE TRAFFIC TO WHAT EVER DEGREE REASONABLE IN ORDER TO MAINTAIN RESIDENTIAL ATMOSPHERE	INCREASING TRAFFIC IMPACT ON RESIDENTIAL COMMUNITY - SAFETY
cincinnati	enforce the speed limit.	speed limit is not enforced anywhere in Madeira.
Cincinnati		

Appendix B – Sycamore Township, Ohio Speed Study Results

		Is speeding a problem on your current street of residence?	If Yes, please rate the severity of the problem.	Is congestion a problem on Hosbrook Road?	If Yes, please rate the severity of the problem.		If Yes, please rate the severity of the problem.
Cincinnati	OH	45243 No	N/A	No		I use it all the time to get to I-71. Always make it thru the light at Montgomery on the first try. 25 MPH limit, with speed traps, is a little extreme - compared to other streets which are primary arteries (Kenwood, Euclid, etc.)	N/A
Madeira	OH	45243 No		No		Because there is a increase in businesses now and coming soon along Hosbrook we have the congestion problem and it is going to get worse. I see also people walking along Hosbrook even in the residential areas where there are no sidewalks.	Problem
Cincinnati	OH	45243 Yes	Small Problem	Yes		Only at certain times of the day and primarily at each end of Hosbrook	Problem
Cincinnati	OH	45236 No	Small Problem	Yes		Sometimes during rush hour when trying to turn into Duke or into/out of restaurant/shopping area on the other side (Penn Station, Jalapenos, etc)	Problem
Cincinnati	OH	45243 No		Yes		but mainly at the intersection of Montgomery and Hosbrook after 4 p.m. when business let out and people want to visit the stores in the complex area.	
Cincinnati	OH	45243 Yes	Problem	Yes		Most of the congestion I notice is near the intersection of Hosbrook & Montgomery. When going towards Montgomery on Hosbrook, there's sometimes not enough room to get past someone turning left into the radio stations. Also, the traffic tends to back up for making a left onto Montgomery.	
Cincinnati	OH	45243 Yes	Problem	Yes			
Madeira	OH	45243 Yes		No		The main congestion occurs occasionally at the traffic lights at intersections (Euclid and Montgomery roads) around the rush hours. Other than those two intersections, congestion is not typically a problem.	Small Problem
Cincinnati	OH	45243 Yes	Problem	Yes		traffic lights cycle too short for hosbrook to montgomery.	Problem

Appendix B – Sycamore Township, Ohio Speed Study Results

	Do you find it difficult to make left turn movements onto side streets from Hosbrook Road?			Do you find it difficult to make left turn movements onto Hosbrook Road from side streets?	
Cincinnati	I don't know			I don't know	
Madeira	Yes		This is particularly true if you are trying to go left onto Montgomery Road. Many people in Madeira are trying to avoid traffic by the shopping center and often take Hosbrook to get onto 1-71 North.	Yes	Not side streets! I find it difficulty to make a left onto Hosbrook from Euclid Ave.
Cincinnati	Yes		I have seen sometimes drivers do have long delays including myself in wanting to turn left on to the side streets. This is mainly during the rush hour traffic morning and night.	Yes	For the same reasons listed in box #5. Again mainly during the rush hour traffic morning and night.
Cincinnati	No			Yes	Again, only at certain times of the day.
Cincinnati	No			No	
Cincinnati	No			No	
Cincinnati	No		I don't normally make left turns onto side streets from Hosbrook.	No	
Madeira	No		Usually, left turns are not a problem.	Yes	The speed limit is currently 25 mph. Most drivers travel faster (35-40 mph) than the posted speed limit. It is difficult at times to determine how fast the drivers in each direction are travelling.
Cincinnati	No			No	

Appendix B – Sycamore Township, Ohio Speed Study Results

	If not already installed, would you prefer to see sidewalks installed on your current street?	Would you prefer to see sidewalks installed on Hosbrook Road?	How often would you and/or your family use sidewalks on Hosbrook Road?	Would you prefer to see bike facilities added along your current street?	Would you prefer to see bike facilities added along Hosbrook Road?	How often would you and/or your family use bike facilities on Hosbrook Road?	If street lights were installed on Hosbrook Road, are you concerned your quality of life would be disturbed? (Lighting outside windows, etc.)
Cincinnati	Yes	I don't know	Not at all	Yes	I don't know	Not at all	I don't know
Madeira	N/A	No	Not at all	No	No	Not at all	I don't know
Cincinnati	No	Yes	Not at all	No	Yes	Not at all	No
Cincinnati	Yes	No		No	Yes	Once a week	No
Cincinnati	N/A	No	Not at all	No	No	Not at all	
Cincinnati	Yes	Yes	Daily	No	No	Not at all	I don't know
Cincinnati	N/A	I don't know	Once a week	No	I don't know	Not at all	No
Madeira	Yes	No	Once a week	No	No	Once a week	No
Cincinnati	N/A	Yes	Not at all	No	I don't know	Not at all	I don't know

Appendix B – Sycamore Township, Ohio Speed Study Results

	In what manner would you like to see improvements be implemented to increase the safety of your current street and Hosbrook Road?	Please take this opportunity to explain your greatest concerns on your street and Hosbrook Road.
Cincinnati		I have concern about the number of people who walk Kenwood Rd. A real chance for being hit by someone who is distracted while driving.
Madeira	Widen Road!	Hosbrook is just becoming more congested all the time. I don't see much of a solution except widening the road and changing the traffic patterns with better timed lights and possibly another entrance to Montgomery.
Cincinnati	I believe left turn lanes would help for the side streets. Also because Miami Hills Drive and Hosbrook is a main intersection possibly put a yellow flashing light at that intersection.	I want to keep my street the way it is. I feel that you need to address the main road (Hosbrook Rd) because it will be getting most of the traffic build up.
Cincinnati	I would like to see Hosbrook widened at the Montgomery end to facilitate traffic flow in and out of the businesses at that end and to reduce the backup at Montgomery. I would also like to see the Euclid/Hosbrook intersection improved - widened on Hosbrook and Euclid.	Our street is in dire need of new curbs and resurfacing. The curbs are crumbling and we have some extreme dips and other road issues especially around manholes in the street.
Cincinnati	Well, Hosbrook doesn't affect my street, but people roll through or run the stop sign at the corner of Springcrest and Juniperview all the time. I rarely see police monitoring adherence to the sign.	See above
Cincinnati	some how slow cars down and also when turning from Montgomery Road and turning Right onto Hosbrook it is dangerous because it backs up with people wanting to turn left into Ritz Camera or the Mexican restaurant...close calls on reending.	no safety walking and speed...turning from Hosbrook and making a right turn into the Hosbrook Apt Complex people are on my bumper because I go 25 and they get angry!!!!
Cincinnati	I would like to see street lights - our street is very dark at night with no lights.	MY GREATEST CONCERN ABOUT MONTGOMERY IS THAT IS THERE ARE TRAFFIC LIGHTS WITHOUT THE SIDE WALKS... THE LACK OF SIDEWALKS, IT MAKES IT NEARLY IMPOSSIBLE FOR SMALLER CHILDREN TO RIDE BIKES OR WALK SAFELY IN THE NEIGHBORHOOD. THE AMOUNT OF TRAFFIC ALREADY USING MIAMI HILLS AS A THROUGH STREET AND THE SPEEDING MAKE IT UNSAFE TO WALK. ALSO, THE STREET IS NOT VERY WIDE AND WHEN THERE ARE CARS PARKED ON THE STREET, TRAFFIC DOES NOT ALWAYS YIELD (I.E. PULL OVER) FOR TRAFFIC COMING IN THE OPPOSITE DIRECTION. IT CAN ESPECIALLY BE DIFFICULT IF A TRUCK OR VAN IS PARKED ON THE UPPER PART OF THE HILL TO SEE ONCOMING TRAFFIC WITH THE BEND IN THE ROAD. AS FAR AS HOSBROOK IS CONCERNED, MY GREATEST CONCERN IS THAT A MAJORITY OF TRAFFIC DRIVE FASTER THAN THE POSTED LIMIT OF 25 MPH. MOST OF THE TIME WHILE DRIVING ON HOSBROOK, I HAVE SOMEONE FOLLOWING BEHIND TOO CLOSELY. WITH A DRAMATIC INCREASE IN TRAFFIC, I CAN SEE PROBLEMS TURNING LEFT ON HOSBROOK FROM MIAMI HILLS, ESPECIALLY IF TRAFFIC BACKS UP AT THE TRAFFIC LIGHT AT EUCLID. ANOTHER PROBLEM AREA ON HOSBROOK IS THE HIDDEN DRIVEWAY COMING OUT OF THE PARKING GARAGE FOR THE OFFICE TOWER AND CARS PULLING OUT TOO FAR INTO THE ROAD TO
Madeira	The addition of sidewalks and curbs would make Miami Hills safer - sidewalks safer for pedestrians and curbs to keep cars from going off the road and driving through the yards. Speeding is also a problem, particularly during early morning and late afternoon. Cars speed up going up the hill from Miami towards Hosbrook. It would be nice to have additional speed limit signs as well as speed humps installed as I would guess that most of the drivers that speed are just using Miami Hills as a through street. The periodic placement of the trailer with the radar indicating how fast you are travelling might be beneficial as well.	
Cincinnati	more and more pedestrians are walking along hosbrook and sidewalks would help their safety	

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			Is speeding a problem on your current street of residence?	If Yes, please rate the severity of the problem.	Is congestion a problem on Hosbrook Road?		If Yes, please rate the severity of the problem.
Madeira	OH	45243	No		No	I don't feel there is that much congestion at the end of Euclid and Hosbrook. There might be about a 6 to 7 car back up at around rush hour, but that doesn't seem that bad. Normal rush hour traffic.	
Madiera	OH	45243	No		Yes	At noon time when people are going to lunch there is a lot of congestion from people coming out of the Duke towers and the drive across the street. Another big problem is people turning right from Montgomery Road and then wanting to turn left immediately into the photo shop and the Mexican restaurant.	
Cincinnati	OH	45243	No		Yes	Traffic backs up substantially on Hosbrook south of the light on Montgomery, particularly (though not exclusively) during peak traffic hours.	Problem
Madeira	OH	45243	No		Yes	There is heavy congestion near the corner of Hosbrook and Montgomery Road. The problems seem to be caused by people turning onto Hosbrook from Montgomery and trying to pull into the Ritz Camera driveway. They stop because of traffic waiting for the red light on Hosbrook and people swinging around the corner from Montgomery risk rear-ending them. The other problem is from people who are impatient and pull out from the nearby tall office building that exits onto Hosbrook south of Montgomery. Desperate to get out, they pull out even though traffic is coming towards them. (The updated traffic light at the corner is an improvement for people waiting to get out from Hosbrook onto Montgomery, but these other issues remain.)	
madeira	OH	45243	Yes	Small Problem	Yes	When people are leaving the buildings to turn onto Hosbrook, they have a hard time in seeing the traffic all ready moving on Hosbrook. I have had quite a few near misses.	Severe Problem
Cincinnati	OH	45243	Yes		I don't know	I live on Euclid between Miami and Camargo, but haven't seen a great deal of congestion when passing over or on Hosbrook	N/A
madeira	OH	45243					
Madeira	OH	45243					
Madeira	OH	45243					
Cincinnati	OH	45243	Yes		No		
Cincinnati	OH	45243	Yes		No	I travel Hosbrook all the time and never run into stopped traffic for other than obvious reasons (traffic light, garbage truck).	
Madeira	OH	45243			No		
Madeira	OH	45243	No		No		

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	Do you find it difficult to make left turn movements onto side streets from Hosbrook Road?			Do you find it difficult to make left turn movements onto Hosbrook Road from side streets?	
Madeira	No	Don't make turns onto side streets. I use Euclid or Montgomery to access areas.	No	Don't make to many turns off of side streets. Again turning onto Hosbrook there is a light at either Euclid or Montgomery that controls the traffic.	
Madiera	No	I turn left from Hosbrook onto Miami Hills multiple times every day and it is never a problem. I do have to pay attention to oncoming traffic, of course, but it isn't a problem.	I don't know	I do this very seldom.	
Cincinnati	No	I drive Hosbrook on a regular basis, and I have had no difficulty turning onto side streets.	Yes	The closer one is to Montgomery, the more difficult it is to turn onto Hosbrook. This is particularly true when turning from the shopping center at the corner of Montgomery and Hosbrook	
Madeira	No		No		
madeira	I don't know	I travel on Hosbrook from Montgomery Rd to Euclid	I don't know	see above	
Cincinnati	No		No		
madeira					
Cincinnati					
Madeira					
Madeira			No		
Cincinnati	No				
Cincinnati	No		No		
Madeira					
Madeira	No		No		

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	If not already installed, would you prefer to see sidewalks installed on your current street?	Would you prefer to see sidewalks installed on Hosbrook Road?	How often would you and/or your family use sidewalks on Hosbrook Road?	Would you prefer to see bike facilities added along your current street?	Would you prefer to see bike facilities added along Hosbrook Road?	How often would you and/or your family use bike facilities on Hosbrook Road?	If street lights were installed on Hosbrook Road, are you concerned your quality of life would be disturbed? (Lighting outside windows, etc.)
Madeira	Yes	Yes	Two or three times a week	No	No	Not at all	Yes
Madiera	No	Yes	Once a week	No	I don't know	Not at all	No
Cincinnati	No	Yes	Once a week	No	Yes	Once a week	No
Madeira	No	Yes	Two or three times a week	No	I don't know	Not at all	I don't know
madeira	Yes	I don't know	Not at all	Yes	I don't know	Not at all	Yes
Cincinnati	Yes	Yes	Daily	I don't know	I don't know	Not at all	No
madeira							
Cincinnati							
Madeira							
Madeira	No	No	Not at all	No	No	Not at all	I don't know
Cincinnati							
Cincinnati	Yes	Yes	Daily	I don't know	Yes	Two or three times a week	Yes
Madiera	N/A	Yes	Once a week	No	Yes	Not at all	No

Appendix B – Sycamore Township, Ohio Speed Study Results

	In what manner would you like to see improvements be implemented to increase the safety of your current street and Hosbrook Road?	Please take this opportunity to explain your greatest concerns on your street and Hosbrook Road.
Madeira	I think the current situation is fine. I enjoy living in my home on Hosbrook Rd. as it currently is. A sidewalk may help and get people who walk on the shoulders off of the street.	It would be a great concern of mine if there was to be any type of lights or road widening on Hosbrook. It would definitely make me think about relocating. I don't hear the noise of the traffic with the current length of set back from the road and if that were to change, I would be highly disappointed. I hope these points are taken into consideration and keep the people informed. Thank you for giving me the opportunity to take the survey and have a voice.
Madiera	My current street is quiet and safe. Hosbrook is almost totally pedestrian unfriendly. We need to encourage people to walk more. I look at Miami Road and the number of walkers on the sidewalks there.	My concern for Hosbrook is the possibility of businesses creeping south along Hosbrook until it destroys the quality of living in the homes along Hosbrook.
Cincinnati		
	I have no problem with the current traffic situation on North Mingo Lane. I would like to see a sidewalk on Hosbrook. I would like to see the Hosbrook entrance to Ritz Camera closed and require that cars enter from slightly further down the road at the entrance to the strip mall. You can reach Ritz Camera from that entrance, but people don't know it and stop traffic at the entrance closer to the corner.	Personal safety while walking along Hosbrook with my dogs.
Madeira	sidewalks for the kids. Hosbrook needs traffic flow control and get rid of the hidden driveway at the office bldgs.	Traffic
Cincinnati		
madeira		
Cincinnati		
Madeira		
Madeira		
Cincinnati		
	My street, Euclid, is a main cut through road for people traveling through Madeira. Speeding is a MAJOR problem. Short of reducing the speed limit, I'd like to see sidewalks installed the entire length of Euclid (and Hosbrook) so that pedestrians can use the street safely and not be at such risk of being hit by cars.	See No. 14.
Cincinnati		
Madeira		
Madeira		

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		Is speeding a problem on your current street of residence?	If Yes, please rate the severity of the problem.	Is congestion a problem on Hosbrook Road?		If Yes, please rate the severity of the problem.
Madeira	OH 45243	No	Small Problem	No		N/A
Cincinnati	OH 45227	No	N/A	No		N/A
Cincinnati Madeira	OH 45236 OH 45243	No		No		
Madera	OH 45243	Yes	Severe Problem	No		N/A
Madiera	OH 45243	Yes		No		
Cincinnati	OH 45243	Yes		Yes		Severe Problem
Cincinnati	OH 45243	No	Small Problem	Yes		Problem
Cincinnati	OH 45243	Yes		Yes		Problem
Madeira	OH 45243	Yes		Yes		Problem

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	Do you find it difficult to make left turn movements onto side streets from Hosbrook Road?		Do you find it difficult to make left turn movements onto Hosbrook Road from side streets?	
Madeira	No	No problem.	No	
Cincinnati	No		No	
Cincinnati Madeira	No		Yes	It's not a major problem, but I sometimes have to sit for several minutes before being able to turn left onto Hosbrook from Shewango or Miami Hills.
Madera	No		No	
Madiera	I don't know	I never make a left turn onto any of the side streets.	No	I don't turn onto Hosbrook from any of the side streets other than from Euclid.
Cincinnati	Yes	See above	Yes	See above re: day lilies
Cincinnati	No		No	
Cincinnati	No		No	
Madeira	No	a car making a left turn onto Shewango Way can cause a great deal of traffic to get backed up behind it but the wait time is not too bad	No	I don't think the problem is side streets but the volume of business traffic (both employees and customers) on Hosbrook between Montgomery Rd and Shewango Way, business and parking garage entrances should have been planned better

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	If not already installed, would you prefer to see sidewalks installed on your current street?	Would you prefer to see sidewalks installed on Hosbrook Road?	How often would you and/or your family use sidewalks on Hosbrook Road?	Would you prefer to see bike facilities added along your current street?	Would you prefer to see bike facilities added along Hosbrook Road?	How often would you and/or your family use bike facilities on Hosbrook Road?	If street lights were installed on Hosbrook Road, are you concerned your quality of life would be disturbed? (Lighting outside windows, etc.)
Madeira	N/A	No	Not at all	Yes	Yes	Two or three times a week	I don't know
Cincinnati	N/A	No	Not at all	No	No	Not at all	No
Cincinnati Madeira	Yes	Yes	Not at all	No	No	Not at all	No
Madera	N/A	Yes		Yes	Yes	Two or three times a week	Yes
Madiera	No	No	Not at all	No	I don't know	Not at all	No
Cincinnati	Yes	I don't know	Not at all	No	No	Not at all	I don't know
Cincinnati	N/A	Yes	Not at all	No	No	Not at all	I don't know
Cincinnati	N/A	I don't know	Not at all	I don't know	I don't know	Once a week	No
Madeira	Yes	Yes	Not at all	No	Yes	Once a week	No

Appendix B – Sycamore Township, Ohio Speed Study Results

	In what manner would you like to see improvements be implemented to increase the safety of your current street and Hosbrook Road?	Please take this opportunity to explain your greatest concerns on your street and Hosbrook Road.
Madeira		
Cincinnati	The exits from the business offices is dangerous because the drivers can't see around the retaining walls. Also, there should be a turn lane to get into the building parking lots and the shopping plaza near the traffic light at Montgomery Road.	The drivers trying to exit the building parking garages near Montgomery Road, they often pull out blind and without enough clearance. This is not a problem of speed.
Cincinnati Madeira		Hosbrook is too narrow and too heavily traveled for walkers to use it safely. Sidewalks would be a great help.
		Ben, I hope when all of this re-configuration around Madeira goes on, there is ALWAYS cycleists in mind. We have a good start, but it could be much much safer. Here is what I see. bike lanes disappearing in favor of car right of ways. Hosbrook, Euclid and Kenwood for example. The bike lanes should be continuous or it gets scetchy. The kenwood and Euclid bike lanes can be wider, the drain grates can cut the total path width to about 12 inches. There is plenty of width to decrease the car lanes by 12 inches both sides and it would make it much safer for pedestrians and bikers. Why is there no shoulder on Camargo? I know that is a State route by that road is extremely dangerous. That street is crazy. I run ride my bike a lot (ironman training) and never feel like the City has done a good job of protecting bikes. I would be happy to stop down and give you the POV from a runner and bikers prospective on how the city can make the streets safer for non-vehicular traffic. Thanks!
Madera	Why do the bike lanes on Euclid disappear at Hosbrook? This is a huge issue for me when I ride my bike. It is very dangerous because cars run you off the road. There needs to be a better plan for bikes at that traffic light. It is very poorly done.	The surface of our street (Lakota) is deteriorating and with the current economy, I don't expect any repairs in the near future. I think that the home owners on Hosbrook must not like the level of traffic, however since I don't live there I don't have a stake in this issue. When I travel on Hosbrook, I never exceed 27-28 MPH but I often have an impatient person behind me.
Madiera	None for my street (Lakota). Perhaps add another lane on Hosbrook down to the office building. Or prohibit left turn off of Hosbrook into the Friday's parking lot during peak traffic hours; customer could enter off of Montgomery Road.	
Cincinnati	Remove the daylillies on hosbrook!!!!	
Cincinnati Cincinnati Cincinnati	Sidewalks would be a great addition. While our street is lucky to have them I've noticed a lot of other streets in the neighborhood.	Squirrels
Madeira		

Appendix B – Sycamore Township, Ohio Speed Study Results

			Is speeding a problem on your current street of residence?	If Yes, please rate the severity of the problem.	Is congestion a problem on Hosbrook Road?		If Yes, please rate the severity of the problem.
Madeira	OH	45243	Yes	Problem	No	I do not travel on Hosbrook during "rush" hours, but use Hosbrook to get to I-71 North and avoid the congested Montgomery Road.	
Cincinnati	OH	45243	No		No	I rarely use Hosbrook but when I do I don't feel like it is unusually congested for the time of day I am traveling.	
Madeira	OH	45243	Yes	Small Problem	No		
Madeira	OH	45243	No		No		
Cincinnati	OH	45243	Yes		I don't know	When I do use Hosbrook (infrequently), it is to get south to Euclid off of Shewango or Miami Hills Drive. It is difficult to turn left off both these streets, and I prefer not to cut through this residential area anyway, so I don't use Hosbrook regularly. I don't think there is so much a "congestion" problem as that the cars on Hosbrook drive pretty quickly and are spaced out just enough to make turning difficult.	N/A
Cincinnati	OH	45243	No			Near the intersection of Montgomery Road and Hosbrook to the residential area. Heading away from Montgomery Road the first parking lot entrance on the left is too close to Montgomery Road. To turn Left to Ritz Camera you have to cross the left turn lane to SB Montgomery Road. The remainder of the traffic from Montgomery Road does not have a very good sight distance turning to Hosbrook. The entrance on Hosbrook from the office towers. This entrance does not have good sight distance either direction. The wall on the hill side on the Montgomery Road side of the entrance need to be modified to help correct the situation.	
Madeira	OH	45227	No		No	Some wait exiting onto Montgomery or Euclid, but doesn't seem excessive.	
Madeira	OH	45243					
Cincinnati	OH	45243	No	Small Problem	No	I have never experienced delays when traveling on Hosbrook Road.	Small Problem
Cincinnati	OH	45227	Yes	Small Problem	No	I frequent the area and used Hosbrook Road routinely. I have not noticed current congestion problems.	
Cincinnati	OH	45243	Yes		Yes	Long line at the light during rush hour and holiday season.	Problem

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	Do you find it difficult to make left turn movements onto side streets from Hosbrook Road?		Do you find it difficult to make left turn movements onto Hosbrook Road from side streets?	
Madeira	No		No	
Cincinnati	I don't know		I don't know	
Madeira	I don't know		I don't know	
Madeira	No		No	
				See above... cars on Hosbrook generally are going pretty fast, and are spread out, rather than in clusters (in my experience), so it can be hard to find a large enough gap in the traffic.
Cincinnati	No		Yes	
Cincinnati	No	Not really. But the sight distance for a left turn to Shewange has some to be desired.	I don't know	
Madeira	I don't know	rarely do this	I don't know	rarely do this
Madeira				
Cincinnati	I don't know	I haven't run into a problem here.	Yes	Yes, particularly during rush hour. Also, a left turn from Euclid onto Hosbrook is very dangerous. The lane is narrow and oncoming traffic from both west bound Euclid and cars turning right onto Euclid nine times out of ten crowd the left turn lane which makes it very dangerous. The other cars often get into the turn lane.
Cincinnati	No		No	
Cincinnati	No		No	

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	If not already installed, would you prefer to see sidewalks installed on your current street?	Would you prefer to see sidewalks installed on Hosbrook Road?	How often would you and/or your family use sidewalks on Hosbrook Road?	Would you prefer to see bike facilities added along your current street?	Would you prefer to see bike facilities added along Hosbrook Road?	How often would you and/or your family use bike facilities on Hosbrook Road?	If street lights were installed on Hosbrook Road, are you concerned your quality of life would be disturbed? (Lighting outside windows, etc.)
Madeira	Yes	I don't know	Not at all	No	I don't know	Not at all	I don't know
Cincinnati	No	Yes	Two or three times a week	Yes	Yes	Two or three times a week	No
Madeira	Yes	Yes	Not at all	No	No	Not at all	No
Madeira	No	No	Not at all	No	No	Not at all	No
Cincinnati	N/A	Yes	Two or three times a week	Yes	Yes	Two or three times a week	I don't know
Cincinnati	N/A	Yes	Not at all	No	No	Not at all	Yes
Madeira	No	I don't know	Not at all	No	Yes	Not at all	No
Madeira							
Cincinnati	N/A	No	Not at all	No	I don't know	Not at all	I don't know
Cincinnati	No	Yes	Once a week	No	Yes	Not at all	No
Cincinnati	No	Yes	Two or three times a week	No	Yes	Once a week	No

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	In what manner would you like to see improvements be implemented to increase the safety of your current street and Hosbrook Road?	Please take this opportunity to explain your greatest concerns on your street and Hosbrook Road.
Madeira	I would feel more comfortable with sidewalks on our street, but if it would cause a large property tax increase, I can live with what we have. We are on a no outlet street and there is danger at times when the sun is setting and drivers have a difficult time seeing you when you are walking along the curb area.	There are some younger drivers and street owners in minivans who drive too fast on our street. There is a deaf child and younger children living in the neighborhood and I would hate to see someone get hurt.
Cincinnati		
Madeira		
Madeira	reflectorized center line and outside edges.	
Cincinnati	Better speed control. Sidewalks for pedestrian traffic. A bike lane is a huge plus, as long as it is wide enough and is kept free of broken glass and other debris.	Safety for pedestrians and cyclists. ... Thanks for seeking our input!
	1) The entrance at Ritz make that a no left turn off Hosbrook.)The parking lots in that area are all connected but I don't know if there is legal access for everyone.) 2) The driveways for the offices on the south of Hosbrook make right turn in only. Have the exit on Montgomery Road at the traffic light. (Most of this traffic seems to be heading to Montgomery Road.) 3) Speed and left turns on and off Hosbrook could be controlled with Stop signs.	
Cincinnati		
Madeira		
Madeira		
Cincinnati	I would like to see the left turn lane from Euclid onto Hosbrook widened. It is dangerous as it is as I described above.	Must the speed limit remain at 25 mph on Hosbrook. I try to maintain that speed but oftentimes I am tailgated by someone who prefers to drive faster.
Cincinnati	Increased Police attention would be helpful in my neighborhood (Kenwood Hills) in order to address speeding issues. Hosbrook Road would benefit from widening or dividing the driving lanes as well as the addition of sidewalks and/or bike lanes.	My biggest concern with hosbrook is that it will become a bottle neck with the increased traffic due to the proposed developments near Montgomery road.
Cincinnati	Hosbrook needs to be widened for turn lanes, especially at Euclid and Montgomery Roads.	Urban Active development is going to add a lot of additional traffic during rush hour. I was a member in Hyde Park, and it really added to congestion at Edwards exit.

Appendix B – Sycamore Township, Ohio Speed Study Results

			Is speeding a problem on your current street of residence?	If Yes, please rate the severity of the problem.	Is congestion a problem on Hosbrook Road?		If Yes, please rate the severity of the problem.
cincinnati	OH	45243	Yes		No		Hosbrook is a main flow entrance for us. The traffic is usually heavier at standard times. The volume seems to be less than the Miami ave(south into town) or the Euclid (east into town)
Madeira	OH	45243	No		Yes		Particular at the amand opm rush hours and at noon, it is traffic backs up on Hosbrook (south side) .. difficult to get in and out of the businesses and get through the light on to Montgomery.
Madeira	OH	45243					
MADEIRA	OH	45243	No		Yes		ONLY NORTH BOUND SEEMS TO BACK UP SOME IN THE AM. AT MONTGOMERY RD SOUTH BOUND ONLY SEEMS TO BE A PROBLEM WHEN CARS TRY TO MAKE LEFT TURNS INTO PHOTO SHOP OR RESTAURANT AND ARE BLOCKED BY NORTH BOUND TRAFFIC
Madeira	OH	45243	No		No		The light at Montgomery seems to be timed correctly to allow all of the traffic turning left to make it through.
Madeira	OH	45243	Yes		I don't know		Don't travel that road that often during rush hour times
cincinnati	OH	45243	No		Yes		N/A
Cincinnati	OH	45227	Yes	Problem	No		Small Problem
madeira	OH	45243					
Cincinnati	OH	45243	No		Yes		Cars turning left from Hosbrook to South Montgomery do not have a long enough turn lane and in addition, have to allow for traffic to cross in to a Photo Shop - that drive should be closed immediately, it is too close to the intersection of Montgomery and Hosbrook In addition, cars pull out of the two large office buildings both to the north and south of the buildings. Perhaps the closest drive to Montgomery should be designated as "in" and the furthest one from Montgomery designated "out"
Madeira	OH	45243	No		No		Severe Problem
Madeira	OH	45243	No		No		Traffic runs smoothly although faster than the speed limit.
Madeira	OH	45243	No		No		I have no major problems.
Madeira	OH	45243					
Cincinnati	OH	45243	No		I don't know		I do not drive the area during rush hour. During other times of the day I do not find congestion a problem.
Cincinnati	OH	45243	Yes	Small Problem	No		
Cincinnati	OH	45243					

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	Do you find it difficult to make left turn movements onto side streets from Hosbrook Road?		Do you find it difficult to make left turn movements onto Hosbrook Road from side streets?	
cincinnati	No	Any problem is in the speed variances in those who go the 25mph speed and those that do 45 plus. Would 35 miles an hour speed limit balance that or would it just raise the upper speeds to 50-55?	No	
Madeira Madeira	Yes	see answer to number 3	Yes	same as above
MADEIRA	No		No	
Madeira	No	I have never had any problems	No	
Madeira	No		No	
cincinnati	I don't know		No	
Cincinnati	No		Yes	
madeira				
Cincinnati	No		No	
Madeira	No		No	
Madeira	No		No	
Cincinnati	No		Yes	When coming out of the driveway from Ritz's camera, it is difficult to turn left.
Cincinnati	No		No	
Cincinnati				

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	If not already installed, would you prefer to see sidewalks installed on your current street?	Would you prefer to see sidewalks installed on Hosbrook Road?	How often would you and/or your family use sidewalks on Hosbrook Road?	Would you prefer to see bike facilities added along your current street?	Would you prefer to see bike facilities added along Hosbrook Road?	How often would you and/or your family use bike facilities on Hosbrook Road?	If street lights were installed on Hosbrook Road, are you concerned your quality of life would be disturbed? (Lighting outside windows, etc.)
cincinnati	N/A	Yes	Daily	No	No	Not at all	I don't know
Madeira Madeira	No	I don't know	Not at all	No	I don't know	Not at all	I don't know
MADEIRA	N/A	I don't know	Not at all	No	I don't know	Not at all	No
Madeira	N/A	Yes	Once a week	No	I don't know	Not at all	Yes
Madeira	N/A	Yes	Not at all	I don't know	No	Not at all	I don't know
cincinnati	N/A	Yes	Once a week	Yes	Yes	Once a week	No
Cincinnati madeira	No	Yes	Not at all	No	Yes	Not at all	No
Cincinnati	Yes	I don't know	Not at all	Yes	I don't know	Not at all	I don't know
Madeira	Yes	Yes	Once a week	No	Yes	Not at all	No
Madeira	No	No	Not at all	No	No	Not at all	No
Madeira							
Cincinnati	Yes	I don't know	Not at all	No	Yes	Not at all	No
Cincinnati	No	No	Not at all	Yes	Yes	Once a week	Yes
Cincinnati							

Appendix B – Sycamore Township, Ohio Speed Study Results

	In what manner would you like to see improvements be implemented to increase the safety of your current street and Hosbrook Road?	Please take this opportunity to explain your greatest concerns on your street and Hosbrook Road.
cincinnati	Maybe this is off topic a little. Why do our police cruisers go 50-60 on Miami to respond to a 1-71 or other emergency. We may need radar for them	Crosswalk enforcement at Miami Hills and Miami would be great. Local legend Iona Weber could not cross the street as I stopped(it was heading north) and the opposing auto stopped, but the auto behind me used the parking lane to pass on my right. Did follow the auto after Iona crossed. Good thing she did or she would have been late to her service at Madeira-Silverwood Presb church.
Madeira Madeira	widen the street so there is a center turn lane	
MADEIRA	BUSHES ON SIDE STREETS LEADING INTO HOSBROOK NEED TO BE TRIMMED BACK FOR BETTER VISABILITY	NONE
Madeira		The one issue I have with Hosbrook is that traffic from Montgomery will head south on Hosbrook to cheat the light and try to turn into Fridays parking lot or the camera store's lot. There is usually a line of traffic already waiting on the light and they can not make it through so it holds everyone up trying to get down Hosbrook.
Madeira	More lighting so people can see the dangerous curves as they head east on Shawnee Run	On Shawnee Run we are currently getting sidewalks. I feel this will greatly increase the safety for pedestrians and will perhaps help create more contact among the neighbors. I would rather have sidewalks on Euclid Rd. It is dangerous to access downtown from our side of madeira. I think that would be better than sidewalks on Hosbrook.
cincinnati Cincinnati madeira		
Cincinnati	There are only partial sidewalks on Euclid; these should be completed/continued. I think Euclid has more traffic than Hosbrook	Noise on Euclid is a problem; there should be a "no engine brake" sign at Euclid and Thomas
Madeira	Better speed control and straighten out the curve towards Montgomery. Cars always cross the yellow line there.	Maybe if we put stop signs by Shewango and Miami Hills it would not become a thoroughfare.
Madeira	Enforce the speed limit on Hosbrook	Too much through traffic on Miami Hills Drive (people taking a short cut).
Madeira		
Cincinnati Cincinnati Cincinnati	Widen the street and watch for speeders	On our street there are no sidewalks and many people walk on this street. It is especially noticeable when the school bus lets children off and they walk to their homes. On Hosbrook, it is too narrow for people to walk on, but I don't see people ever walking on Hosbrook.
		Have not seen a problem on Hosbrook.

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		Is speeding a problem on your current street of residence?	If Yes, please rate the severity of the problem.	Is congestion a problem on Hosbrook Road?		If Yes, please rate the severity of the problem.
Madeira	OH 45243	Yes		No	Not that I've noticed, but I usually am not out at rush hour	
Cincinnati	OH 45243	No		No	I don't have problems turning onto Hosbrook, nor do I find congested traffic at either of the lights on Hosbrook.	If Yes, please rate the severity of the problem.
Cincinnati	OH 45227					
Madeira	OH 45243					
Cincinnati	OH 45243					
Cincinnati	OH 45243	No		No	Not on the times that I travel that road, the only problem I encounter is people pulling out the the Duke Tower driveway.	
					Sometimes it can be hard to turn left from Shewango onto SB Hosbrook and it can back up trying to turn left onto Montgomery, especially in the mornings (rush hour). But generally it is not a problem.	
Madeira	OH 45227	Yes		No	worked there	
Madeira	OH 45243	No	N/A	No		
Madeira	OH 45243	Yes		No	Most of the time I use the route, I get through fairly quick.	
Cincinnati	OH 45243	Yes	Problem	No	My use of Hosbrook Road is very infrequent	N/A
Madeira	OH 45243-1	Yes	Problem	I don't know	Each weekday morning at approx 7:30 AM at the corner of Hosbrook and Montgomery there is a line of traffic waiting to turn left from Hosbrook onto Montgomery. It is also difficult to make the left turn from Euclid onto Hosbrook at this same time.	Problem
Cincinnati	OH 45243	Yes		Yes	I never seem to have a problem.	N/A
Madeira	OH 45243	No	N/A	No		
Cincinnati	OH 45243	No	Problem	I don't know	The line of traffic at the light at Montgomery is often very long. It is difficult to get in and out of the stores along Hosbrook.	
				Yes	Much worse on Miami and Euclid.	
				No	Vehicles pulling on to Hosbrook from the side streets or especially from the businesses at the north end frequently get backed up, and sometimes this leads folks to get impatient and do very unsafe acts.	
				Yes	I have witnessed countless near collisions, especially during rush hour.	
Madeira	OH 45243	No		Yes	Problem with those coming out of the business garage--these people often do not stop and yield to traffic on Hosbrook. Also problem for cars trying to turn into the shopping plaza, when traffic on Hosbrook is waiting for the green light.	Severe Problem
Madeira	OH 45243	Yes	Small Problem	Yes		
Cincinnati	OH 45227	Yes		Yes		Problem
Madeira	OH 45243	Yes		No		Problem

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	Do you find it difficult to make left turn movements onto side streets from Hosbrook Road?		Do you find it difficult to make left turn movements onto Hosbrook Road from side streets?	
Madeira	No		No	
Cincinnati	No		No	
Cincinnati				
Madeira				
Cincinnati				
Cincinnati	No	I always turn either on Shawengo to Miami Hills and never encounter any problems.	No	I would normally only turn left from Miami Hills, and never have had a problem.
Madeira	Yes		Yes	
Cincinnati	No		No	
Madeira	No		No	
Cincinnati	No		I don't know	
Madeira	No		No	
Cincinnati	I don't know		Yes	Left turn from Euclid to Hosbrook as noted above
Madeira	No		No	
Madeira	No		No	
Madeira	Yes		Yes	
Cincinnati	No	Not too bad most of the time.	No	
Madeira		Southbound left turns from Hosbrook into the shopping area east of the road sometimes cause gridlock in both directions that sometimes does not easily clear due to the restricted nature of the road in that area. Side streets are generally not too bad.		
Madeira	Yes		Yes	Even right turns from the side streets in Madeira on to Hosbrook can be difficult during rush hour due to the traffic volume and excessive speed.
Madeira	No		I don't know	
Cincinnati	Yes		Yes	
Madeira	No		No	

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	If not already installed, would you prefer to see sidewalks installed on your current street?	Would you prefer to see sidewalks installed on Hosbrook Road?	How often would you and/or your family use sidewalks on Hosbrook Road?	Would you prefer to see bike facilities added along your current street?	Would you prefer to see bike facilities added along Hosbrook Road?	How often would you and/or your family use bike facilities on Hosbrook Road?	If street lights were installed on Hosbrook Road, are you concerned your quality of life would be disturbed? (Lighting outside windows, etc.)
Madeira	No	Yes	Two or three times a week	No	I don't know	Not at all	No
Cincinnati	Yes	I don't know	Not at all	I don't know	I don't know	Not at all	No
Cincinnati							
Madeira							
Cincinnati	N/A	Yes	Not at all	No	Yes	Not at all	No
Madeira	Yes	Yes	Not at all	Yes	Yes	Once a week	No
Cincinnati	N/A	No	Not at all	No	No	Not at all	I don't know
Madeira	N/A	I don't know	Not at all	I don't know	Yes	Not at all	No
Cincinnati	N/A	Yes	Not at all	No	No	Not at all	No
Madeira	No	No	Not at all	No	Yes	Once a week	No
Cincinnati	Yes	Yes	Not at all	No	Yes	Two or three times a week	No
Madeira	N/A	No	Not at all	No	I don't know	Not at all	No
Madeira	Yes	Yes	Not at all	Yes	Yes	Not at all	No
Cincinnati	N/A	No	Not at all	No	No	Not at all	No
Madeira	N/A	No	Not at all	No	No	Not at all	No
Cincinnati	Yes	Yes	Daily	Yes	Yes	Daily	No
Madeira	Yes	Yes	Daily	Yes	Yes	Daily	No
Madeira	N/A	I don't know	Not at all	No	I don't know	Not at all	I don't know
Cincinnati	N/A	I don't know	Not at all	Yes	Yes	Daily	Yes
Madeira	Yes	I don't know	Not at all	No	I don't know	Not at all	No

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	In what manner would you like to see improvements be implemented to increase the safety of your current street and Hosbrook Road?	Please take this opportunity to explain your greatest concerns on your street and Hosbrook Road.
Madeira	Many, many people walk their dogs, jog and ride bikes along Juler Ave. If you are on foot and headed for the business district, Juler is an alternative to Miami Ave. It's quieter and has significantly less car traffic. Where there are sidewalks (on Juler) pedestrians use them. It would be great to have sidewalks for the entire length of the street	The lack of sidewalks make it very dangerous to walk along Hosbrook. I walk a fair distance out of my way to avoid it. A lot of people walk to places in this community and a sidewalk here would be appreciated by all.
Cincinnati		I drive on Hosbrook regularly, and never have any problems. However, traffic moves along fairly quickly and I'm sure it's a problem for Hosbrook residents trying to get in and out of their driveways safely.
Cincinnati		
Madeira Cincinnati		
Cincinnati	my street doesn't intersect Hosbrook	none
Madeira Cincinnati	I would like sidewalks and street lights on my street (Whetsel)	Safety from cars using Whetsel with no sidewalks.
Madeira Cincinnati Madeira	resurfacing!!!! Hosbrook only Speed bumps to encourage motorists to drive at 25 MPH	Cars watching out for children and remembering pedestrians have the right of way!!! Hosbrook Road speed limit should be raised to 30 or 35 MPH
Cincinnati Madeira Madeira	Sidewalks	
Madeira Cincinnati	Reduce speed limit.	Lack of sidewalks and bike lanes.
Madeira	There is no easy way to walk to the shopping areas from the houses that are right next to them! Hosbrook could be easily bypassed for pedestrians and cyclists by building an underpass beneath I-71 that connects the southern neighborhoods with the old Kenwood Mall area.	Euclid where there are no sidewalks and Hosbrook are very difficult streets to walk on. Traffic volume increases over the years have made it progressively worse. I would love to see the entire area made more walkable, especially connecting to the shopping areas.
Madeira Cincinnati Madeira		

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			Is speeding a problem on your current street of residence?	If Yes, please rate the severity of the problem.	Is congestion a problem on Hosbrook Road?		If Yes, please rate the severity of the problem.
Madeira Cincinnati	OH	45243	No		No		
Madeira	OH	45243	No		No		
Cincinnati	OH	45243	Yes	Small Problem	Yes		Severe Problem
Madeira	OH	45243	No	N/A	No		N/A
Madeira	OH	45243	Yes		Yes		
Cincinnati Madeira	OH	45243 - No 45243		N/A	No		N/A
madeira	OH	45243	Yes	Small Problem	Yes		
Madeira Madeira	OH	45243	No	N/A	No		Small Problem
	OH	45243	Yes		Yes		Small Problem
Cincinnati	OH	45227	Yes		Yes		
Cincinnati	OH	45243	No		Yes		

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	Do you find it difficult to make left turn movements onto side streets from Hosbrook Road?		Do you find it difficult to make left turn movements onto Hosbrook Road from side streets?	
Madeira	No	The side streets are always accessible for left turns except as mentioned above ((Is congestion a problem on Hosbrook Road?)) It would be almost impossible to correct this problem and it does not happen that much since most people are nice enough to let them turn.	No	Never that I am aware of.
Cincinnati				
Madeira	No		No	
Cincinnati	Yes	at times the traffic is soo backed up there is no room to even think of being able to make a left turn safely unless you meet a kind person letting you turn.....	Yes	it can be difficult waiting to make a turn from side streets back onto Hosbrook traffic is often going fairly fast its me first you wait . grr
Madeira	No		No	
Madeira	Yes	Only at peak times	Yes	Difficult to turn onto Hosbrook delays most times. Greater at peak
Cincinnati	No		Yes	sometimes difficult to turn from Miami Hills due to traffic volume.
Madeira				
madeira	No	never wait more than a couple cars.	Yes	depends on time of day -- at 5pm, very busy off hours, not bad.
Madeira	No	Traffic doesn't seem heavy enough at the times I travel to make left turns difficult, although I don't make them myself.	I don't know	
Madeira	No		No	
Cincinnati	No		Yes	Turning left from Shewango onto Hosbrook can be a problem during certain times of the day. Also shrubbery/trees tend to block views of traffic heading towards Montgomery Rd.
Cincinnati	No	Not much traffic after you get past the commercial area	No	

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	If not already installed, would you prefer to see sidewalks installed on your current street?	Would you prefer to see sidewalks installed on Hosbrook Road?	How often would you and/or your family use sidewalks on Hosbrook Road?	Would you prefer to see bike facilities added along your current street?	Would you prefer to see bike facilities added along Hosbrook Road?	How often would you and/or your family use bike facilities on Hosbrook Road?	If street lights were installed on Hosbrook Road, are you concerned your quality of life would be disturbed? (Lighting outside windows, etc.)
Madeira	No	No	Not at all	No	No	Not at all	No
Cincinnati							
Madeira	Yes	Yes	Once a week	Yes	Yes	Two or three times a week	No
Cincinnati	Yes	Yes	Daily	I don't know	I don't know	Not at all	No
Madeira	N/A	Yes	Once a week	No	Yes	Once a week	I don't know
Madeira	Yes	Yes	Once a week	Yes	Yes	Two or three times a week	No
Cincinnati	No	No	Not at all	Yes	No	Not at all	I don't know
Madeira							
madeira	N/A	No	Not at all	No	No	Not at all	No
Madeira	Yes	I don't know	Not at all	Yes	Yes	Once a week	I don't know
Madeira	N/A	No	Not at all	No	No	Not at all	No
Cincinnati	No	Yes	Not at all	No	Yes	Not at all	I don't know
Cincinnati	Yes	Yes	Two or three times a week	Yes	Yes	Once a week	Yes

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	In what manner would you like to see improvements be implemented to increase the safety of your current street and Hosbrook Road?	Please take this opportunity to explain your greatest concerns on your street and Hosbrook Road.
Madeira Cincinnati	The streets in Madeira are safe. Some areas are not well lit BUT that adds to the character of our area. With low level lighting is easy on the eyes for driving down the roads while offering a measure of security. In Madeira we do not have to feel like we are under full mercury or sodium vapor harsh lites at every street	On Juker we are much better off without sidewalks. My wife and I walk our dog almost every evening and have absolutely no problem with using the street as a means of travel. The other part of Juker has sidewalks and I believe it detracts from the appearance of neighborhood. Many years ago the idea for sidewalks was floated about in my area and it was soundly defeated. One last note. Lets not ruin Madeira by adding more traffic and street lights. It is a small community and should express that kind of feeling to the citizens and visitors.
Madeira	not sure ease traffic congestion please bring back the mailbox that was on Shewango and Mingo we have to travel up to the bank where mailbox is located or down at the post office simply to mail a letter and that causes even more traffic congestion simply to get to where the mailboxes are shame on them for removing the boxes BRING THEM BACK NOW GRRRRRRRR!	no mailbox on street on Shewango anymore grrrr its hard to get on Hosbrook off of Shewango Hill heavy traffic we do need sidewalks too
Cincinnati	I think the speed limit on Hosbrook should increase to 35. That would be reasonable and safe.	
Madeira		
Madeira		
Cincinnati		
Madeira	extra lane for merging onto, better vision, driveways directly across from each other – all at north end south of Montgomery Rd	my street -- the occasional young driver speeding on narrow residential street with lots of kids. Hosbrook -- crowded and hard to see over hill when approaching Montgomery rd.
Madeira Madeira	Sidewalks on Juniperview, Pineneedle, and Dawson would be biggest help to me. We take a lot of walks in our area and sidewalks are missing in these areas.	Greatest concern is tight right turn from Hosbrook onto Euclid. It's difficult to make the turn with a big vehicle when there are cars in the left hand turn lane on Euclid.
Cincinnati	If traffic is to increase on Hosbrook Rd due to the development on the corner of Hosbrook and Montgomery, I would like to see Shewango (the street that connects Hosbrook to Miami Avenue) improved. Sidewalk installed and something to decrease the speed of traffic traveling thru this street. People run the stop signs. And parked cars on Shewango also poses problems with increased traffic. This is a sloped street and individuals tend to drive too fast.	Decreased SAFETY! Increased traffic and speed. Safety for the pedestrian traffic - a lot of people walk their dogs, children walk to/from the high school, and families ride their bikes.
Cincinnati	sidewalks would be GREAT- we would like to walk more in the neighborhood with kids but are concerned about their safety (and ours) when there is no clear seperation between car traffic & pedestrian. Lots of dog walkers would appreciate it also.	sidewalks. Hosbrook can be busy with cars going faster than posted speeds. No sidewalks or walking areas on Hosbrook. very concerned about our children's safety if they were to try to cross Hosbrook or walk/bike along road

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		Is speeding a problem on your current street of residence?	If Yes, please rate the severity of the problem.	Is congestion a problem on Hosbrook Road?		If Yes, please rate the severity of the problem.		If Yes, please rate the severity of the problem.
Cincinnati	OH	45243 Yes		No				N/A
Madeira	OH	45243 Yes	Problem	Yes		Only during rush hours		
Cincinnati	OH	45243 Yes		No		I never need to wait longer than 1 light to turn left onto Montgomery Road.		
Cincinnati	OH	45243						
Cincinnati	OH	45243						
Cincinnati	OH	45243 Yes	Severe Problem	No				
Madeira	OH	45243 Yes	Problem	Yes		The road was not built for the amount of traffic it receives. No shoulder.		Problem
Madeira	OH	45243						
Cincinnati	OH	45243 No		Yes		Only at the entrance to the strip center		
Madeira	OH	45243 Yes	Problem	No		I don't try to avoid it!		
Madeira	OH	45243 Yes		I don't know				
Cincinnati	OH	45243 Yes	Severe Problem	Yes		yes, up towards Montgomery Road there is always a traffic backup in the morning and at 5:00 p.m. - traffic trying to come in/out of Friday's is an issue, too because they try to get into the left turn lane (to turn onto Montgomery Road) and block the lane going straight. Also people trying to turn into Friday's in the evening block traffic		
Madeira	OH	45243 Yes		Yes		My home is one house from the corner of Euclid and Hosbrook. Since they put the traffic light there, years ago, there is more traffic, and I very often cannot get in or out of my driveway		
Madeira	OH	45243 Yes		No		I've never had a problem. It does get slow when Madeira HS is in start or let out time.		Problem

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	Do you find it difficult to make left turn movements onto side streets from Hosbrook Road?		Do you find it difficult to make left turn movements onto Hosbrook Road from side streets?	
Cincinnati	No		No	
Madeira	No	I personally haven't experienced problems.	No	I have a bigger problem turning left onto Miami from side streets.
Cincinnati	No		I don't know	
Cincinnati				
Cincinnati	No		No	
Madeira	No		I don't know	I never turn left onto Hosbrook Road.
Madeira				
Cincinnati	No		No	
Madeira	No	Generally, no	Yes	I guess so...at times
Madeira	Yes		Yes	
Cincinnati	No		No	
madeira	No	I do not often make left turns off of Hosbrook	No	Again, I do not have occasion to make left turns onto Hosbrook
Madeira	No		I don't know	
Madeira	No	I haven't had troubles that have stayed in my mind.	I don't know	

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	If not already installed, would you prefer to see sidewalks installed on your current street?	Would you prefer to see sidewalks installed on Hosbrook Road?	How often would you and/or your family use sidewalks on Hosbrook Road?	Would you prefer to see bike facilities added along your current street?	Would you prefer to see bike facilities added along Hosbrook Road?	How often would you and/or your family use bike facilities on Hosbrook Road?	If street lights were installed on Hosbrook Road, are you concerned your quality of life would be disturbed? (Lighting outside windows, etc.)
Cincinnati	N/A	I don't know	Not at all	I don't know	I don't know	Not at all	No
Madeira	N/A	No	Not at all	No	Yes	Not at all	No
Cincinnati	N/A	Yes	Not at all	No	Yes	Not at all	No
Cincinnati							
Cincinnati	N/A	Yes	Once a week	Yes	Yes	Once a week	Yes
Madeira	N/A	Yes	Not at all	No	I don't know	Not at all	I don't know
Madeira							
Cincinnati	No	Yes	Not at all	No	Yes	Not at all	No
Madeira	N/A	Yes	Once a week	I don't know	No	Not at all	No
Madeira	Yes	I don't know	Not at all	No	I don't know	Not at all	I don't know
Cincinnati	Yes	No	Not at all	No	No	Not at all	No
Madeira	No	No	Once a week	Yes	I don't know	Not at all	No
Madeira	N/A	I don't know	Not at all	No	Yes	Not at all	No
Madeira	Yes	Yes	Not at all	I don't know	I don't know	Not at all	I don't know
Madeira	Yes	Yes	Not at all	I don't know	I don't know	Not at all	I don't know

Appendix B – Sycamore Township, Ohio Speed Study Results

	In what manner would you like to see improvements be implemented to increase the safety of your current street and Hosbrook Road?	Please take this opportunity to explain your greatest concerns on your street and Hosbrook Road.
Cincinnati	Speeding is a concern considering McDonald Commons is so near, and there are not even signs warning of Park Entrance, children, etc. Cars only slow down given the curve just past Paxton Lumber. Quite often police cars are the greatest offender, and without lights or sirens going.	At the end of Dawson (at Miami) there is a Pedestrian crosswalk (with newly installed light) cars still do not stop, even with pedestrian in middle of road crossing, it is a shame and a crime. Cars need to start getting ticketed, even if it comes down to a targeted enforcement of police working in tandem to catch the offenders.
Madeira	I'm not aware of safety problems. Personally I think the speed limit of 25mph is too low for this street.	I live on a street near the H.S. My biggest concern is the teenagers tearing through the neighborhood at breakneck speeds, not stopping at stop signs, etc., when school gets out for the day. There are a lot of small children and elderly folks in this neighborhood.
Cincinnati		My greatest concern is failure of cars to stop at the stop signs on Buckeye Crescent and Mapleleaf where they intersect Greenbriar. I have almost been in several accidents from cars off these streets failing to stop and/or thinking it is a four way stop.
Cincinnati	Do NOT widen Hosbrook. Keeping it as is discourages through-traffic. Widening it will only cause an increase in traffic on ALL the small cut-throughs throughout Madeira.	
Madeira	Hosbrook needs to be widened a bit with side ditches removed.	Widening roads only makes traffic WORSE not BETTER. Madeira's charm is thanks to its pedestrian-friendly atmosphere. Don't ruin it!
Madeira		Madeira Hills Dr: young speeders who enjoy the hills and curves. perhaps a speed bump or two?
Cincinnati	Hosbrook could use sidewalks & bike lanes to protect pedestrians & bikers from traffic. It could also benefit from some improvement to the strip centers entrance.	Greatest concern for my street is the speed of the traffic moving south on Kenwood. It's difficult for them to see our street until they crest the hill & then it could be too late to slow down for traffic exiting our street.
Madeira	something to curtail the speeding on Lakota Dr that happens too often	Dog owners (we also have a dog) using our corner lot to let their pets defecate & not pick up. We ALWAYS carry a bag & pick-up. Cars driving too fast.
Cincinnati	I would like to see the speed limit increased (slightly) on Hosbrook and also have better control of traffic coming in/out of Friday's area - also I would like to have a right turn only onto Hosbrook (Towards Madeira) from Montgomery because going straight from West Shell buildings across Hosbrook is like taking your life in your hands because people turn left in front of you (from Hosbrook onto Montgomery), as well as turning right from Montgomery onto Hosbrook and they don't care that I have the right of way	I work on Hosbrook and I think 25 is too low of a speed limit for Hosbrook - I cannot even coast from Euclid to Hosbrook and stay at 25, however, since that is the speed limit that is what I try to do and I constantly have people riding my tail
Madeira	I am afraid of more and more cars both on Hosbrook and then onto Euclid. Please remember, this is a residential area, and these are our homes	Since I don't have a clear idea of what is being planned, I would most like any traffic from these new projects to be funneled onto Montgomery Road instead of a residential area. The increasing traffic on Euclid and Hosbrook is noisy, dangerous at times, and detracts from the neighborhood. I would love a noise ordinance to keep the noise from loud car stereos down while they line up at the light. We are just as much residents of Madeira as anyone else, and it is our homes our families and our property values that are being affected
Madeira	I like sidewalks and front porches in residential areas. They encourage safe walking and allow neighbors to get to know each other.	Hosbrook seems a bit narrow for the amount of traffic that travels it daily. We have a lot of children on Cherokee and sidewalks would be safer for them and for walking.

Appendix B – Sycamore Township, Ohio Speed Study Results

		Is speeding a problem on your current street of residence?	If Yes, please rate the severity of the problem.	Is congestion a problem on Hosbrook Road?	If Yes, please rate the severity of the problem.	If Yes, please rate the severity of the problem.
Madeira	OH	45243 Yes	Problem	Yes	Traffic trying to make a left turn to the business lot must wait for oncoming traffic and often cause congestion behind them up to Montgomery rd. This is also a danger zone since those coming from Montgomery rd. don't anticipate stopped traffic and an accident occurs. Trying to get onto Montgomery rd at the light mean a very long wait. Persons leaving the parking lot of the office building are another problem. They often must pull into the line of traffic to have a clear sight of oncoming traffic.	Severe Problem
Madeira	OH	45243 No		No	The times that I use Hosbrook I have not observed congestion most of the time. At rush hour, there is more traffic at either end of the street and sometimes there is a backup turning from Hosbrook onto Euclid or onto Montgomery. This is especially true at peak hours near the Duke office building that has an exit onto Hosbrook.	
Madeira	OH	45243 Yes		No	I have not experience any problems on Hosbrook.	
Madeira	OH	45243			Traffic frequently gets backed up entering Hosbrook from Montgomery when a car or cars are waiting to turn left into Jalapeno's, etc.	Problem
Cincinnati	OH	45243 No		Yes		
Madeira	OH	45243 Yes		No	At the present time it is only "bad" during peak times. The wait is not all that bad.	
Madeira	OH	45243 Yes		I don't know	personally I avoid Hosbrook because I have difficult time going 25mph.	N/A
cincinnati	OH	45243 No		I don't know		
Cincinnati	OH	45243 No		No		
Madeira	OH	45243 Yes	Problem	No		
Madeira	OH	45227 No		Yes	...but only at the Montgomery Rd. intersection.	
madeira	OH	45243 Yes	Problem	No		N/A
MADEIRA	OH	45227				
Madeira	OH	45243 Yes	Small Problem	No		
Cincinnati	OH	45243 Yes		No		N/A

Appendix B – Sycamore Township, Ohio Speed Study Results

	Do you find it difficult to make left turn movements onto side streets from Hosbrook Road?		Do you find it difficult to make left turn movements onto Hosbrook Road from side streets?	
Madeira	Yes	see above	No	
Madeira	No	The side streets pose no problem; just the two ends during rush hour.	No	
Madeira	I don't know		I don't know	
Madeira				
Cincinnati	No	I primarily turn left onto Shewango and rarely have to wait more than 10-20 seconds	No	I don't usually do this, when I do, it's not typically a problem
Madeira	No	I have never waited more than 3 cars to turn	No	I have never waited more than 3 cars to turn
Madeira	No		No	
cincinnati	I don't know		I don't know	
Cincinnati	No		I don't know	
Madeira	No		No	
Madeira	No		I don't know	Haven't tried.
madeira	No		No	
MADEIRA				
Madeira	No		No	
Cincinnati	No		No	

Appendix B – Sycamore Township, Ohio Speed Study Results

	If not already installed, would you prefer to see sidewalks installed on your current street?	Would you prefer to see sidewalks installed on Hosbrook Road?	How often would you and/or your family use sidewalks on Hosbrook Road?	Would you prefer to see bike facilities added along your current street?	Would you prefer to see bike facilities added along Hosbrook Road?	How often would you and/or your family use bike facilities on Hosbrook Road?	If street lights were installed on Hosbrook Road, are you concerned your quality of life would be disturbed? (Lighting outside windows, etc.)
Madeira	No	No	Not at all	No	No	Not at all	No
Madeira	No	I don't know	Not at all	No	No	Not at all	No
Madeira	Yes	Yes	Not at all	No	Yes	Not at all	No
Madeira							
Cincinnati	N/A	Yes	Not at all	I don't know	I don't know	Not at all	No
Madeira	N/A	Yes	Not at all	I don't know	I don't know	Not at all	I don't know
Madeira	Yes	No	Not at all	Yes	No	Not at all	No
cincinnati	Yes	Yes	Once a week	I don't know	I don't know	Once a week	No
Cincinnati	No	Yes	Not at all	No	Yes	Not at all	Yes
Madeira	Yes	I don't know	Not at all	No	No	Not at all	No
Madeira	No	I don't know	Not at all	No	Yes	Not at all	I don't know
madeira	N/A	Yes	Once a week	I don't know	Yes	Once a week	I don't know
MADEIRA							
Madeira	N/A	I don't know	Not at all	No	Yes	Not at all	No
Cincinnati	No	No	Not at all	No	No	Not at all	No

Appendix B – Sycamore Township, Ohio Speed Study Results

	In what manner would you like to see improvements be implemented to increase the safety of your current street and Hosbrook Road?	Please take this opportunity to explain your greatest concerns on your street and Hosbrook Road.
Madeira		speeding and stop sign violations on my street, congestion on Hosbrook
Madeira	I am satisfied with the safety on my street and on Hosbrook Road. I don't believe improvements are necessary.	My one concern about Hosbrook is that the traffic is limited to 25 mph. I would like to go 35 since it is a main connection to Montgomery Road. I don't have any concerns about my own street at this time.
Madeira	I really cannot speak for Hosbrook, but in my neighborhood, there needs to be speed humps to slow down drivers.	Speed
Cincinnati		
Madeira	The more sidewalks the better... People complain about them when they are asked about putting them in. No one has ever said "I like a community except for all the walkability."	Sidewalks need to be added, and buffer zones in the form of landscapes buffer, or development densities of surrounding areas need to be taken into consideration and/or adjusted every time we make changes like this. That is the only way the community will benefit in the long run.
Madeira cincinnati Cincinnati	I think my street is more of a concern than Hosbrook. My street is a busy one and is near the elementary school. We have a lot of foot traffic because of the cut through to Rita and unfortunately a number of people do not obey the speed limit and are not concerned with pedestrians.	Again I would like to see sidewalks on OUR street. Hosbrook is a busy street and unfortunately people do not obey the speed. But Hosbrook is NOT a road that leads to a school and the other half of the street isn't even Madeira. Lets take care of the routes our young children use to walk to school before taking care of Hosbrook.
Madeira	Sidewalks added throughout Madeira. I don't feel safe even where there are bike paths on busy roads like Kenwood, so Hosbrook would be better off with sidewalks.	Speeding on our street with no sidewalks. Hosbrook doesn't seem to be an issue to me.
Madeira madeira MADEIRA		My street and others (all over). Utility poles and above-ground utility lines are ugly. They can result in safety hazards during storms and are prone to power outages.
Madeira	My current street is fine. We have small children living on the street and sometimes I worry about people driving too fast but, overall, the traffic is fine. I only travel Hosbrook in the evening, if at all. I've never had a problem with the traffic there.	See above
Cincinnati	Increase lane widths	My street and Hosbrook Road do not cross. In fact, why did you send me the survey link?

Appendix B – Sycamore Township, Ohio Speed Study Results

		Is speeding a problem on your current street of residence?	If Yes, please rate the severity of the problem.	Is congestion a problem on Hosbrook Road?		If Yes, please rate the severity of the problem.
Cincinnati	OH	45243 Yes	Problem	No		
Cincinnati	OH	45243 Yes	Severe Problem	No	Not at the moment. but it will be when the new building at Montgomery and Hosbrook and the the FBI opens.	N/A
Cincinnati	OH	45243				
Cincinnati	OH	45243 Yes	Small Problem	No	I travel it often and rarely have an issue.	
Cincinnati	OH	45243 No		No	wait time at the light from Hosbrook onto Montgomery. and turning into / out of Friday's / Penn Station lot onto Hosbrook.	Problem
madeira	OH	45243 Yes	Problem	No		
Cincinnati	OH	45227 Yes	Small Problem	No	The left turn light from Hosbrook to montgomery Rd is of adequate length of time	Small Problem
Cincinnati	OH	45243 Yes		No	At each end there seems to always be a backup to the point that I avoid it if I can. The worst is at Montgomery because people turn onto Hosbrook and immediately stop trying to turn left into the shopping area.	
MADEIRA	OH	45243 Yes	Severe Problem	Yes	There is rarely traffic on the road when I am on it. The traffic at the light (turning from Hosbrook to Montgomery) is usually several cars deep, but I've never had to wait more than 1 light to get through the intersection.	
Madeira	OH	45243 No	N/A	No		N/A

Appendix B – Sycamore Township, Ohio Speed Study Results

	Do you find it difficult to make left turn movements onto side streets from Hosbrook Road?		Do you find it difficult to make left turn movements onto Hosbrook Road from side streets?	
Cincinnati	No		No	
		I make a left turn every weekday morning at 7:30 and currently it is not a problem, but if will be with the two new office buildings. Also concerned about the additional traffic on Miami Hills Dr when it is used to avoid Euclid.		I make a left turn every weekday morning at 7:30 and currently it is not a problem, but if will be with the two new office buildings. Also concerned about the additional traffic on Miami Hills Dr when it is used to avoid Euclid.
Cincinnati	No			
Cincinnati	No	I only travel from Penn Station or that shopping area - rarely have issue	No	I only travel from Penn Station or that shopping area - rarely have issue
Cincinnati	No		Yes	generally coming from either Euclid or Montgomery--- can be busy on those streets---slowing down the ability to get onto Hosbrook.
madeira	No		No	
Cincinnati	No	no problem	Yes	Sometimes it can be a small problem due to visibility.
Cincinnati	No		No	
MADEIRA	Yes	The traffic moves too fast so you have to be cautious. My wife was in an accident on Hosbrook when someone pulled out in front of her from the office building where the radio stations are.	Yes	The traffic is going too fast and many people use it as a cut through to get to Indian Hill or even Newtown and Eastgate.
Madeira	No	I admit, I don't do that very much.	No	I have only done this a few times. Usually I turn onto Montgomery.

Appendix B – Sycamore Township, Ohio Speed Study Results

	If not already installed, would you prefer to see sidewalks installed on your current street?	Would you prefer to see sidewalks installed on Hosbrook Road?	How often would you and/or your family use sidewalks on Hosbrook Road?	Would you prefer to see bike facilities added along your current street?	Would you prefer to see bike facilities added along Hosbrook Road?	How often would you and/or your family use bike facilities on Hosbrook Road?	If street lights were installed on Hosbrook Road, are you concerned your quality of life would be disturbed? (Lighting outside windows, etc.)
Cincinnati	N/A	Yes	Not at all	No	Yes	Not at all	No
Cincinnati	Yes	Yes	Once a week	I don't know	Yes	Not at all	Yes
Cincinnati	Yes	Yes	Once a week	Yes	Yes	Once a week	No
Cincinnati	N/A	I don't know	Not at all	Yes	Yes	Not at all	No
Madeira	Yes	Yes	Once a week	I don't know	Yes	Once a week	I don't know
Cincinnati	Yes	Yes	Once a week	No	Yes	Once a week	I don't know
Cincinnati	N/A	I don't know	Not at all	No	No	Not at all	No
MADEIRA	Yes	I don't know	Not at all	Yes	I don't know	Not at all	No
Madeira	N/A	Yes	Not at all	No	Yes	Not at all	I don't know

Appendix B – Sycamore Township, Ohio Speed Study Results

	In what manner would you like to see improvements be implemented to increase the safety of your current street and Hosbrook Road?	Please take this opportunity to explain your greatest concerns on your street and Hosbrook Road.
Cincinnati		
Cincinnati	Yes-a lot more traffic on the east side of Miami Hills Dr.	Necessary increase in traffic on Hosbrook and Miami Hills Dr and Euclid.
Cincinnati	We often take walks. Sidewalks would be very helpful for someone with a stroller and dog	I really don't have a concern about Hosbrook. We'd like to see sidewalks on Dawson and other side streets
Cincinnati		
madeira	25 MPH speed limit on Euclid within 2 blocks of Miami. Sidewalks everywhere.	Hosbrook has speeding problems near montgomery, I get tailgated below 35 MPH but otherwise it's not bad. Euclid from Laurel to Miami is nuts - the speed limit is 25 mph at the end by Camargo, then it increases to 35 as you go uphill past Laurel to a blind hill where children play and there is a crosswalk. It is a little scary crossing that street, and visiting relatives find it scary to pull out of our driveway because of the speeding by drivers approaching the blind hill.
Cincinnati	Sidewalks would be great for walkers and little kids on bikes.	
Cincinnati		
MADEIRA	I would like to see speed humps installed on both streets and more patrols. Also I would like to see on street parking limited to one side on the road. I don't care which one, just one.	Traffic moves too fast. It is a residential area with many children and someone is going to get hurt or killed. Thomas Drive leads to Madeira Elementary School and that means lots of children every day.
Madeira	I would like to see sidewalks/bike facilities in Madeira. Our street has them, but they end in roads without sidewalks (Camargo Rd.). Our town is small enough that we should be able to walk to the downtown area, but it is just dangerous (for adults and children) from my street.	My greatest concern on Hosbrook Road is that the speed limit is 25 mph and it is rare that people drive that speed. Many speed through at 40 or so, which isn't super fast, but is really too fast for a street with so many houses. Speed bumps would help make it less of a thoroughfare.

Appendix C – 24 Hour Speed Summary Data

Hosbrook Road Traffic Impact Study July 24, 2008

08056

Day	<20 MPH	20-25 MPH	25-30 MPH	30-35 MPH	35-40 MPH	40-45 MPH	45-50 MPH	50-55 MPH	55-60 MPH	60-65 MPH	65-70 MPH	70-80 MPH	80-85 MPH	85-90 MPH	> 90 MPH	Total
7/11/2008	59	440	2170	2101	682	90	15	5	8	7	10	18	12	8	10	5615
7/12/2008	61	440	1616	1392	494	68	7	6	7	4	6	10	4	6	10	4136
7/13/2008	58	333	1456	1259	415	48	11	6	0	4	8	7	2	3	7	3615
7/14/2008	65	514	2259	2090	563	85	10	4	14	8	14	16	5	1	20	5668
7/15/2008	35	400	2170	2216	754	97	11	3	5	10	6	20	3	9	15	5774
7/16/2008	32	268	1783	2476	865	140	11	1	8	8	11	21	9	3	7	5643
7/17/2008	41	270	1652	2570	943	133	22	5	11	2	10	20	10	3	13	5705
7/18/2008	43	290	1691	2415	901	144	11	4	3	8	7	13	5	7	16	5558
7/19/2008	55	259	1264	1810	639	86	13	1	2	9	5	19	7	5	9	4183
7/20/2008	41	199	1075	1429	572	80	9	0	4	3	3	4	4	2	3	3428
7/21/2008	38	230	1702	2301	848	139	15	2	5	5	7	17	4	6	12	5331
Total	548	3643	18838	22059	7656	1110	135	37	67	73	85	165	65	53	122	54656
Percentage	1.00%	6.67%	34.47%	40.36%	14.01%	2.03%	0.25%	0.07%	0.12%	0.13%	0.16%	0.30%	0.12%	0.10%	0.22%	100.00%

Day	<20 MPH	20-25 MPH	25-30 MPH	30-35 MPH	35-40 MPH	40-45 MPH	45-50 MPH	>50 MPH	Total
7/11/2008	59	440	2170	2101	682	90	15	78	5615
7/12/2008	61	440	1616	1392	494	68	7	58	4136
7/13/2008	58	333	1456	1259	415	48	11	35	3615
7/14/2008	65	514	2259	2090	563	85	10	82	5668
7/15/2008	35	400	2170	2216	754	97	11	71	5774
7/16/2008	32	268	1783	2476	865	140	11	68	5643
7/17/2008	41	270	1652	2570	943	133	22	74	5705
7/18/2008	43	290	1691	2415	901	144	11	63	5558
7/19/2008	55	259	1264	1810	639	86	13	57	4183
7/20/2008	41	199	1075	1429	572	80	9	23	3428
7/21/2008	38	230	1702	2301	848	139	15	58	5331
Total	548	3643	18838	22059	7656	1110	135	667	54656
Percentage	1.00%	6.67%	34.47%	40.36%	14.01%	2.03%	0.25%	1.22%	100.00%

Appendix D - Committee Meeting Agendas

AGENDA
HOSBROOK ROAD TRAFFIC CALMING
SYCAMORE TOWNSHIP
June 12, 2008
08056

BRANDSTETTER CARROLL INC.
Architects Engineers Planners

1. Existing Traffic Counts Obtained And Shown On Exhibit
 - AM: 7:00 am to 9:00 am
 - PM: 4:00 pm to 6:00 pm
2. Level Of Service For AM And PM Was Calculated
 - Results are attached
3. Speed Data On Hosbrook Road Will Be Obtained With Assistance From HCSO
4. Sample Questionnaire Is Attached
 - Please comment: add, remove, etc.
 - Posted on www.surveymonkey.com
 - BCI will tabulate results
 - Links from:
 - Sycamore Township
 - Madeira
 - HCEO
 - Community Article/Press Release
5. Next Steps
 - Evaluate speed data
 - Add proposed volumes to study area
 - Receive community input
 - July meeting date

Appendix D - Committee Meeting Agendas

**AGENDA
HOSBROOK ROAD TRAFFIC CALMING
SYCAMORE TOWNSHIP
July 24, 2008
08056**

**BRANDSTETTER CARROLL INC.
*Architects Engineers Planners***

1. Speed Data On Hosbrook Road Was Obtained.
 - 85th percentile speed = 33.4 mph
 - Decrease in 85th percentile speed with display on (1.4 mph)
 - 63% of vehicles are driving 5 mph or more over speed limit without display.
 - 46% of vehicles are driving 5 mph or more over speed limit with display.

2. Revised Sample Questionnaire Is Attached
 - Please comment: add, remove, etc.
 - Posted on www.surveymonkey.com
 - BCI will tabulate results
 - Links from:
 - Sycamore Township
 - Madeira
 - HCEO
 - Community Article/Press Release

3. Next Steps
 - Receive community input on existing conditions
 - Compile draft alternative solutions questionnaire
 - Perform manual survey of Hosbrook Road:
 - Signs
 - Major drainage areas
 - Utility corridors
 - Locations of sight distance concerns
 - August meeting date

Appendix D - Committee Meeting Agendas

**AGENDA
HOSBROOK ROAD TRAFFIC CALMING
SYCAMORE TOWNSHIP
September 4, 2008
08056**

**BRANDSTETTER CARROLL INC.
*Architects Engineers Planners***

1. Questionnaire Results Are Attached
 - Posted on www.surveymonkey.com for 3+ weeks
 - 261 responses were received
 - Summary of results is attached:
 - Over 50% prefer to have sidewalks on Hosbrook
 - 48% would like bike paths
 - Summary of discussion questions is attached:
 - Most respondents stated that traffic concerns were at Hosbrook Road/Montgomery Road and Euclid/Hosbrook Road
 - Concerns about backing out of driveways
 - Concerns about left turns into TGI Fridays center from Hosbrook Road

2. Next Steps
 - Compile draft alternative solutions questionnaire
 - Manual survey of Hosbrook Road has been completed. Plan will be brought to next meeting
 - September meeting date: September 25, 2008 at 4:00 pm

Attachments

Appendix D - Committee Meeting Agendas

**AGENDA
HOSBROOK ROAD TRAFFIC CALMING
SYCAMORE TOWNSHIP
September 25, 2008
08056**

**BRANDSTETTER CARROLL INC.
*Architects Engineers Planners***

1. Questionnaire Results were emailed
 - Posted on www.surveymonkey.com for 3+ weeks
 - 261 responses were received
 - Summary of results is attached:
 - o Over 50% prefer to have sidewalks on Hosbrook
 - o 48% would like bike paths
 - Summary of discussion questions is attached:
 - o Most respondents stated that traffic concerns were at Hosbrook Road/Montgomery Road and Euclid/Hosbrook Road
 - o Concerns about backing out of driveways
 - o Concerns about left turns into TGI Fridays center from Hosbrook Road
2. Alternative Solutions are attached
 - Advantages and Disadvantages are discussed
 - Please review with any comments, additions, or corrections
 - Discard any non-feasible solutions
3. Manual Survey of Hosbrook completed
 - Survey will assist in the implementation and analysis of alternatives
4. Exhibit showing location of responses is available
5. Next Steps
 - Begin draft form of report – will be brought to next meeting
 - Agree on solutions and prepare for public discussion
 - October meeting date: October 23, 2008 at 4:00 pm

Attachments

Appendix D - Committee Meeting Agendas

AGENDA
HOSBROOK ROAD TRAFFIC CALMING
SYCAMORE TOWNSHIP
October 23, 2008
08056

BRANDSTETTER CARROLL INC.
Architects Engineers Planners

1. Alternative Solution Exhibits are attached
 - Discussion on solutions
 - Roundabout
 - Streetscape Alternative #1
 - Streetscape Alternative #2
 - Signing/Markings/Gateways
 - Comments from Committee
2. Draft report is attached (minus Appendices)
 - Committee is requested to review report and offer any comments
 - Send comments via email to Ben Brandstetter
3. Collective discussion regarding solutions
 - Preferred alternative
4. Public Meeting
 - Discuss what will be presented and manner of presentation
 - Discuss date for meeting
 - November meeting date: ????

Attachments

Appendix D - Committee Meeting Agendas

**AGENDA
HOSBROOK ROAD TRAFFIC CALMING
SYCAMORE TOWNSHIP
November 20, 2008
08056**

**BRANDSTETTER CARROLL INC.
*Architects Engineers Planners***

1. Review minutes from October 23, 2008 meeting
2. Discuss comments from committee and public
3. Public Meeting
 - January 13th 6 – 8 p.m.

Appendix D - Committee Meeting Agendas

**HOSBROOK ROAD CALMING PUBLIC HEARING
SYCAMORE TOWNSHIP, OHIO
FEBRUARY 11, 2009
08056**

**BRANDSTETTER CARROLL INC.
ARCHITECTS ENGINEERS PLANNERS**

Summary of process to date:

In the middle of 2008, Sycamore Township initiated a study group to understand the traffic concerns voiced by the residents along the Hosbrook Road corridor. This study group was comprised of officials from Sycamore Township, The City of Madeira, Hamilton County Engineers Office, and Citizens who reside in the area. Each of these groups is a stakeholder in the project and would be impacted by any modifications made to the corridor.

During the course of the stakeholder meetings, a base set of data was presented to give the stakeholders an understanding of the existing conditions. Some of the data included speed information and traffic volume data. The study group evaluated alternatives from engineering practices along with studies completed by other communities to compile a “menu” of alternatives with which to implement traffic calming techniques on Hosbrook Road.

Not all alternatives evaluated are appropriate or feasible for Hosbrook Road. However, the report will document the solutions discussed to show why they were not brought forward for consideration.

The alternatives presented at this meeting give the public an opportunity to view the alternatives and provide additional comment, over and above that which has been provided by the study group and its citizen members. Please use the back of this page to offer your written comments. In addition, 11” x 17” plan sheets of the presentation boards are available if you would like to offer an additional solution that has not already been brought forth.

Below you will find a brief description of the alternatives presented at this meeting:

- Roundabouts: These provide a circular operation at an intersection rather than either, a two way, or four way stop. The vehicles on a thru street must change their travel path in order to navigate through the traffic circle.
- Streetscaping: This traditionally includes the installation of a planting area between the street and a sidewalk. The Hosbrook Road implementation will most likely require a curb to be installed adjacent to the sidewalk for drainage purposes. The curb itself will act as a traffic-calming device by narrowing the effective width of the road.
- Gateways/Entryways: Both provide a visual notification to drivers that they are entering a neighborhood or commercial district. This helps make the area appear more as a destination rather than a means of using that road as a way to get from point A to point B.

Appendix D - Committee Meeting Agendas

HOSBROOK ROAD TRAFFIC CALMING PUBLIC MEETING

Address: _____

Comments: _____

**BEN BRANDSTETTER
BRANDSTETTER CARROLL INC.
424 EAST FOURTH STREET, 3rd FLOOR
CINCINNATI, OHIO 45202
513-651-0147 (FAX)**

Appendix D - Committee Meeting Agendas

**AGENDA
HOSBROOK ROAD TRAFFIC CALMING
SYCAMORE TOWNSHIP
March 12, 2009
08056**

**BRANDSTETTER CARROLL INC.
*Architects Engineers Planners***

1. Review comments from Public Meeting
2. Review cost analysis of alternatives
3. Preferred Alternative Selection
4. Wrap-up and final report

Appendix E – Public Meeting Citizen Comments

Hermine

From: Vint VanDerzee [Vvanderzee@cinci.rr.com]
Sent: Thursday, March 12, 2009 10:50 AM
To: Hermine
Subject: FW: Traffic Calming poll flyer

From: Vint VanDerzee [mailto:Vvanderzee@cinci.rr.com]
Sent: Wednesday, March 11, 2009 11:38 AM
To: 'Alice Kueckles'; 'Angela Worthen'; Don&Helen Rhoad (Drhoad@cinci.rr.com); Don&Pat Lotterer (plotterer@fuse.net); Jack&Barbara Pflum (jackpflum@cinci.rr.com); 'Nancy Dawley'; 'Peg Groene (pgroene55@gmail.com)'
Subject: Traffic Calming poll flyer

Good morning!

I know you are all on the edge of your seats awaiting the results of our flyer generated poll regarding the Hosbrook Road sidewalk, stop signs, crosswalks, speed detection devices, and pavement markings.

Sidewalk on Hosbrook (west side): Roughly 50 – 50 in total votes. However, all but one person living on Hosbrook south of Lynnfield voted NO for a variety of reasons. These include: A 3ft sidewalk with a 2ft strip would entail “encroachment” on their small front yards; Probable need to move utility poles; Costly relocation of water & gas pipes running underground near the road. Those in favor cite the need for safety for pedestrians, cyclists, joggers due to the high traffic volume on Hosbrook. There are many who want to walk or bicycle on Hosbrook, the majority being residents of the “interior” streets such as Tiki, Miami Hills, Ginnala & Michael.

Stop signs on Hosbrook (both sides): The great majority agrees with the stop signs as an excellent means of calming traffic. Possible sign locations are at Miami Hills and Shewango. Two residents believe stop signs cause traffic backups, and are opposed.

Crosswalks: All voted in favor, whether raised slightly, or marked, or constructed of a contrasting material.

6 inch Curbs: One resident objected (no reason given), but all others are in favor for water management purpose.

Permanent Speed Detection Devices: Very few voted on these, but most believe the portable trailer mounted devices are helpful.

Appendix E – Public Meeting Citizen Comments

Roundabouts: Only one yes vote. All others objected to the taking of large areas of their property, and said these are useless on Hosbrook.

Median strip: All were opposed to this idea, citing the prevention of left turns into their driveways when headed north on Hosbrook as well as left turns onto the street when departing to go north. Also, the “boulevard” appearance would likely encourage speeding.

Additional notes:

1. Several residents suggested that the sidewalk south of Lynnfield be only 30” wide, and abut the raised curb, thereby eliminating the 2 ft grassy or gravel filled strip.
2. Many suggested this portion of the sidewalk could “curve around” the utility poles, eliminating the need to move them.
3. The KMCA is currently obtaining bids for neighborhood “gateway signs” which say Kenwood Meadows, like the sign at Euclid & Michael. This idea has been discussed by all who have been consulted. Possible sign locations are at: Hosbrook near the Episcopal Church; Hosbrook near the Duke building service drive; and Tiki at Hosbrook Rd. KMCA will fund these signs as per Greg Bickford’s instruction.
4. One individual suggested small, low flashing lights embedded in the pavement be installed at the Hosbrook Rd. crosswalks. These have been used in Madeira and Montgomery for slowing traffic in these areas.
5. Another believes the sidewalk issue should also be discussed by the Land Use Study Committee due to the need for safety on all KM streets.

I invite your comments and suggestions today if possible as I will attend a Traffic Calming Committee tomorrow 3/12 at 3:00 pm and plan to discuss the poll results with the township officials and consultant firm.

Thanks for all your efforts,

Vint VanDerzee

Vint VanDerzee
KMCA, Pres.
7651 Hosbrook Road
Cincinnati, Ohio 45243
Tel: 513.791.8271
Email: vint@cinci.rr.com

Kenwood Meadows Civic Association

NOTICE OF IMPENDING CHANGES & POLL

Recently, the Sycamore Township Trustees proposed the installation of a sidewalk on the west side of Hosbrook Road as one option of the road improvement program now being developed. After much public discussion at the Township, residents voiced their objections to roundabouts and a center median.

The following are other Traffic Calming Alternatives:

- * Increased safety for all residents of Kenwood Meadows walking or biking along the street,
- * Significant calming of the fast moving traffic on Hosbrook which poses danger to Kenwood and Madeira residents both walking and driving,
- * Enhancement of the residential appearance of the main artery through our neighborhood.
- * Encroachment into front yards of approximately 6 to 8 feet, which is within the Hamilton County right-of-way boundaries.
- * Improved storm water management by means of a 6" high curb.
- * Two Stop Signs on Hosbrook; others if needed.
- * Marked or raised Crosswalks on Hosbrook, and other streets where needed.
- * Permanent Speed Education Devices and regular enforcement.
- * Striping: Edge lines; Chevrons; Crosswalks.

Please let us know your opinions

(Yes or No) by Fri. 3/06/09.

Contact: Vint VanDerzee Tel: 791-8271; Email: vint@cinci.rr.com

Thank you very much.

Appendix E – Public Meeting Citizen Comments

COMMENT SUBMISSION FORM
FEBRUARY 11, 2009
HOSBROOK ROAD TRAFFIC CALMING PUBLIC MEETING

Name: Brad Worthen Phone No: 513-984-1729

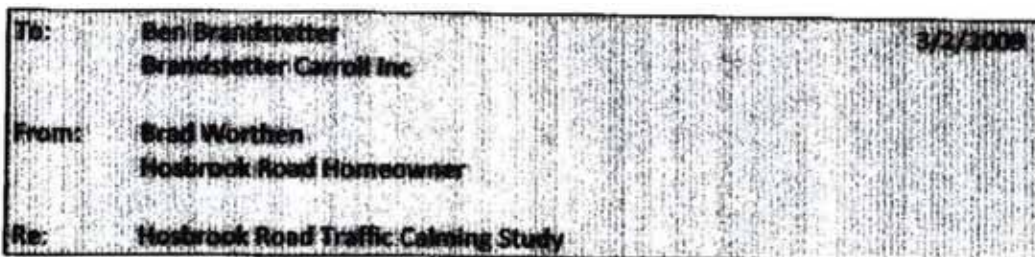
Address: 7333 Hosbrook

Comments: Please see following two pages

PLEASE MAIL OR FAX YOUR COMMENTS TO:

BEN BRANDSTETTER
BRANDSTETTER CARROLL INC.
424 EAST FOURTH STREET, 3rd FLOOR
CINCINNATI, OHIO 45202
513-651-0147 (FAX)

Appendix E – Public Meeting Citizen Comments



Please find following my comments on various aspects of the Hosbrook Road Traffic Calming Study. Thank you for taking the time to discuss these plans during the open house.

High Visibility Crosswalk Markings

It is unclear exactly what type of crosswalk was specified in the plan. I have seen raised crosswalks in many other cities, and they seem to do an excellent job of both increasing visibility of the crosswalk and keeping speeds under control. I would like to see raised crosswalks across Hosbrook at the intersections. Lighted crosswalks are not a good option for Hosbrook, they are far too hard to see in the daytime.

Roundabouts

The roundabouts in the current plans are quite large. I had mentioned to some BCI employees to look at a roundabout at 17th and Pine (and others in the immediate area) in Boulder, CO. If you look on Google Maps at the Boulder intersection you will see that gives much of the slowing benefits of the larger roundabout, in a much smaller footprint. Smaller roundabouts also remove the impact on the homeowners who would lose a significant amount of land to a larger, more inefficient roundabout. I like the idea of roundabouts to slow the traffic, but I can't support the large and intrusive ones from the plans in a residential setting.

Sidewalks

Sidewalks were a very popular option among people I talked to. Most people would like to be able to walk to shopping with their families. An increasing number of houses on the street are now owned by young families, so safe travel for kids needs to be a priority. Additionally, the presence of sidewalks and people using them should (hopefully) have a calming influence on the traffic.

Since the Streetscape Alternate 2 plan had sidewalks on both the Sycamore and Madeira side, I think that should be included in the Streetscape Alternate 1 plan also. It would look much nicer, and provide a much needed drain for rainwater.

Appendix E – Public Meeting Citizen Comments

Power poles

Some of the power poles seem to be within the 5'6" + 3' additional space on the west side of Hosbrook. I don't see the power poles marked on that set of plans. I think that burying the lines would be the best solution.

Divided road (Streetscape Alt 2 plan)

I don't see how this plan will noticeably reduce speeds. My understanding is that the visual impacts of streetscaping have the most impact on 'new' drivers in an area, not regular commuters, who are surely the bulk of the traffic on Hosbrook. The removal of even the current dangers of driving on Hosbrook (opposing traffic, some steep side drop offs) and replacing them with a smooth, distraction-free driving path seems like it would only encourage higher speeds.

Additionally, the divider down the middle prevents left turns in/out of housing on a residential street - a curious decision to streetscape in such a way that impacts landowners so strongly and traffic so lightly.

Stop signs

I strongly disagree with the idea of adding stop signs on Hosbrook at any of the intersections (though I notice none are in the current plan.) It seems to me that stop signs will just increase congestion, especially during rush hour and holidays. We will end up with more lines of cars idling or crawling along bumper-to-bumper, and the rest of the time have people still driving fast, but now accelerating and braking much more than even a roundabout would cause. Turning out of the side streets isn't any more of a problem now than pulling out of a driveway - you have to wait during rush hour, but it's not impossible. If the cars consistently moved at 25 MPH this wouldn't be an issue for side streets or drivers.

Thank you,



Brad Worthen

bradworthen@gmail.com

Appendix E – Public Meeting Citizen Comments

COMMENT SUBMISSION FORM
FEBRUARY 11, 2009
HOSBROOK ROAD TRAFFIC CALMING PUBLIC MEETING

Name: SYLVIA ROBERT (BOB) / EDWARDS Phone No: (513) 791-0590

Address: 7511 HOSBROOK ROAD
45243

Comments: We are not interested in the
streetscaping or roundabout alternatives.
Instead, a Roundabout @ Miami Hills / Hosbrook.
The idea of entrance / gateway signage
identifies the area as a neighborhood.
Think a designated crosswalk @ Hosbrook
and Miami Hills (briest section, blinking
flashed lights ~ as done in Montgomery
and Madeira in a couple of areas) will
serve to slow traffic, as 4-way stop
at Miami Hills & Hosbrook?

PLEASE MAIL OR FAX YOUR COMMENTS TO:

BEN BRANDSTETTER
BRANDSTETTER CARROLL INC.
424 EAST FOURTH STREET, 3rd FLOOR
CINCINNATI, OHIO 45202
513-651-0147 (FAX)

RECEIVED MAR 02 2009

Appendix E – Public Meeting Citizen Comments

COMMENT SUBMISSION FORM
FEBRUARY 11, 2009
HOSBROOK ROAD TRAFFIC CALMING PUBLIC MEETING

Name: Pat Solimirje Phone No: 458-6132

Address: 7367 Hosbrook Rd. 45243

Comments: The minimum that needs to occur
is actual sidewalks on both sides of
Hosbrook. The one problem that is
not addressed at all: Is how to
safely cross Hosbrook by bike or
on foot, etc? Although no traffic
lights are proposed, I would propose
a crossing light. Madeira has a
light on Euclid that is always green
except when someone needs to cross.
I would propose putting such a light
at Hosbrook and Miami Hills.

PLEASE MAIL OF FAX YOUR COMMENTS TO:

BEN BRANDSTETTER
BRANDSTETTER CARROLL INC.
424 EAST FOURTH STREET, 3rd FLOOR
CINCINNATI, OHIO 45202
513-651-0147 (FAX)

FEB 12 5 2009

Appendix E – Public Meeting Citizen Comments

----- Original Message -----

From: Sylvia Edwards

To: Edwards, Robert

Sent: Monday, February 23, 2009 9:18 AM

Subject: Re: Sidewalk on Hosbrook

We are not in agreement with adding a sidewalk, curbs and grassy strip.

Adding an additional stop sign at Miami Hills and Hosbrook makes sense - a four way stop. In addition, adding a lighted/brick insert in the street defining the cross walk (as done on a couple of spots in Madeira and Montgomery). Having to make this stop will slow traffic on this thru street. Add to this the light planned at the "curve" closer to Montgomery Road.....already enough to seek another street for travel.

A round-about at Miami Hills and Hosbrook also is attractive. I would not suggest more than one "round-about" on the street.

Entrance or Gateway signage also indicates a neighborhood, thus slowing traffic. Definitely think this should be done along Hosbrook.

We have measured the amount of space indicated for a curb, grassy strip and sidewalk. We are not interested in "opening up" the area across the front of our property to that degree.

In our opinion, sidewalks, etc. also give the indication that the road is wider, (visually, though not in reality). Feel this would only encourage traffic and speed.

Don't believe the ultimate use of these sidewalks justifies the expense and aggravation of construction.

Sidewalks "invite" anyone/everyone into your neighborhood. With the size of the Kenwood shopping/business area, drawing thousands to this area, I am not interested in further opening up our neighborhood - via sidewalks - to all.

In addition, how would the extreme drop-off of the wooded area adjacent to Lynnfield be handled? A bridge?

In the 45 years that we have lived here, there has not been a strong desire for sidewalks, except perhaps, when this neighborhood was home to many children. Such is not the case today.

Sylvia & Bob Edwards

Sedwardscvg@cinci.rr.com

----- Original Message -----

From: Edwards, Robert

To: Edwards, Sylvia

Sent: Friday, February 20, 2009 8:06 AM

Subject: FW: Sidewalk on Hosbrook

Appendix E – Public Meeting Citizen Comments

Connor

Communications

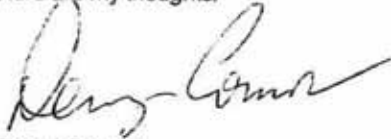
Fax

To: Ben Brandstetter	From: Denny Connor
Fax: 651-0147	Pages: 2 (incl. cover)
Phone:	Date: February 16, 2009
Re: Hosbrook Road Traffic Study	CC:

☐ Urgent ☒ For Review ☐ Please Comment ☐ Please Reply ☐ Please Recycle

• **Comments:**

Here are my thoughts.



Denny Connor
6767 Miami Hills Drive
Cincinnati, OH 45243
513-793-9156

Appendix E – Public Meeting Citizen Comments

COMMENT SUBMISSION FORM
FEBRUARY 11, 2009
HOSBROOK ROAD TRAFFIC CALMING PUBLIC MEETING

Name: Denny Connor Phone No: 793-9156

Address: 6767 Miami Hills Dr

Comments: Like: sidewalks, visible crosswalk
markings, gateway signs;

Dislike: Medians (for Hosbrook residents inconvenient)

Neutral: Roundabouts (good for traffic calming
but more expensive & require more land)

#1 choice:

Would like to see the road widened (if possible)
with sidewalks & markings for crosswalks & gateways.

PLEASE MAIL OF FAX YOUR COMMENTS TO:

BEN BRANDSTETTER
BRANDSTETTER CARROLL INC.
424 EAST FOURTH STREET, 3rd FLOOR
CINCINNATI, OHIO 45202
513-651-0147 (FAX)
513-651-0147 (FAX)

Appendix E – Public Meeting Citizen Comments

COMMENT SUBMISSION FORM
FEBRUARY 11, 2009
HOSBROOK ROAD TRAFFIC CALMING PUBLIC MEETING

Name: TEALA McQUILKIN Phone No: 891-6835

Address: 6760 MICHAEL DRIVE

Comments: PLEASE DO NOT IMPLEMENT ROTARIES (ROUNDABOUTS)
PEOPLE DO NOT KNOW HOW TO DRIVE, ^{THROUGH THESE} AND NEGOTIATE THESE,
AND THERE WILL BE MANY ACCIDENTS.

I REALLY LIKE THE IDEA OF SIDEWALKS ON ONE SIDE OF
THE STREET.

I DO NOT LIKE THE IDEA OF MEDIANS. THESE ARE
DIFFICULT TO MAINTAIN AND ARE A HARDSHIP FOR
RESIDENTS LIVING ALONG THIS STREET.

I DO NOT NECESSARILY LIKE THE IDEA OF LEFT TURN
LANES IF TRAFFIC IS NOT EXPECTED TO INCREASE. THIS
WILL INCREASE THE SPEED OF THE THROUGH TRAFFIC
AND MAKE THE STREET APPEAR WIDER.

PLEASE MAIL OR FAX YOUR COMMENTS TO:

BEN BRANDSTETTER
BRANDSTETTER CARROLL INC.
424 EAST FOURTH STREET, 3rd FLOOR
CINCINNATI, OHIO 45202
513-651-0147 (FAX)

Appendix E – Public Meeting Citizen Comments

COMMENT SUBMISSION FORM
FEBRUARY 11, 2009
HOSBROOK ROAD TRAFFIC CALMING PUBLIC MEETING

Name: JOHN McQUILKIN Phone No: 891-6835

Address: 6760 MICHAEL DR

Comments: ABSOLUTELY, POSITIVELY NO ROTARY!!!

STREETSCAPE VERSION ^{TAKES} A WAY TOO MUCH ROOM &
CUTS OFF PEOPLE'S DRIVEWAYS ON HOSBROOK.

WEST SIDE SIDEWALK & HV CROSSWALK ARE ABOUT
THE ONLY THINGS THAT MAKES SENSE.

SPEND MONEY, TIME, & EFFORT ON DEVELOPING FROM CURVE TO
MONTGOMERY RD - KEEPING TRAFFIC AWAY FROM SOUTHEAST
HOSBROOK. RAISE ELEVATION AS MUCH AS POSSIBLE -
ELIMINATING HILL TO MONTG RD.

PLEASE MAIL OR FAX YOUR COMMENTS TO:

BEN BRANDSTETTER
BRANDSTETTER CARROLL INC.
424 EAST FOURTH STREET, 3rd FLOOR
CINCINNATI, OHIO 45202
513-651-0147 (FAX)

BEB/mjc

IF TRAFFIC IS NOT EXPECTED
TO INCREASE MUCH - DON'T
PUT IN LEFT TURN LANES.
NOT NEEDED & COULD
CAUSE SPEEDING. (NO TURN
TRAFFIC TO SLOW THEM DOWN)

Appendix E – Public Meeting Citizen Comments

COMMENT SUBMISSION FORM
FEBRUARY 11, 2009
HOSBROOK ROAD TRAFFIC CALMING PUBLIC MEETING

Name: Tracy Zeller Phone No: 891-30615

Address: 7748 Harborside Rd
LC943

Comments: If possible, could life trees
into city (canon) - have people
go up to what was before to
live.

Thank you!

PLEASE MAIL OF FAX YOUR COMMENTS TO:

BEN BRANDSTETTER
BRANDSTETTER CARROLL INC.
424 EAST FOURTH STREET, 3rd FLOOR
CINCINNATI, OHIO 45202
513-651-0147 (FAX)

Appendix E – Public Meeting Citizen Comments

COMMENT SUBMISSION FORM
FEBRUARY 11, 2009
HOSBROOK ROAD TRAFFIC CALMING PUBLIC MEETING

Name: Pam + Bobby Leouhardt Phone No: 891 6968

Address: 7610 Hosbrook Rd

Comments: No Guard-rails Please
No center lane ~~Please~~
We would lose most of our yard

Safety & pedestrian ^{traffic} is our concern

We would welcome sidewalks
on either side

Please keep speed limit at 25MPH.

PLEASE MAIL OR FAX YOUR COMMENTS TO:

BEN BRANDSTETTER
BRANDSTETTER CARROLL INC.
424 EAST FOURTH STREET, 3rd FLOOR
CINCINNATI, OHIO 45202
513-651-0147 (FAX)

Appendix E – Public Meeting Citizen Comments

HOSBROOK ROAD TRAFFIC CALMING PUBLIC HEARING ATTENDEES

Project: Hosbrook Road Traffic Calming

Date: February 11, 2009

Client: Sycamore Township

Time: 6:00 P.M.

Project No.: 08056

Please sign in and list your contact information as required. Thank you.

NAME	REPRESENTING	ADDRESS	PHONE NO.	EMAIL
Denny Connor		6727 Miami Hills Dr.	793-9172	denny@communications.com
GEORGE MITCHELL		7786 Hosbrook Rd	791-2492	
Brad Worthen		7333 Hosbrook Rd	508-4083	bradworthen@regmail.com
Vint VanDerZee		7621 1403brook	791-8271	Vint@cinci.rr.com
HELVINE "		"	"	vdz@ "
BONNIE MIDONE		7768 Hosbrook	768-7091	HARMONYDRAID@AOL.COM
Will Woodward		7800 Hosbrook Rd	515-2043	willu83@hotmail.com
Shelvia Mitchell		7511 Hosbrook Rd	791-0590	Shelvia54@Cinci.rr.com
Sheila Zeller		7748 Hosbrook Rd	891-3065	TSUS77@YAHOO.COM
Jody Zeller		"	"	-
Nancy Dawley		7497 Hosbrook	936-8933	ndawley@msn.com
BRAD DUNN & KAREN PENNICKY		7311 S TIMBERLAKE DR	793-2768	bjdunn42@yahoo.com
MICHAEL & PAT SOULINE		7367 Hosbrook	891-4866	msoulinc@cinci.rr.com
PAT STERN		12095 Silburn Rd	484-9098	Pat@IcncTV.com
THOMAS JR.		4620 KENNEDY AVE		
Tom Mearns		7141 Miami Ave	561-7228	1mearns@mapnet.com
Helen Bread		7381 Tiki Ave.	793-0473	hfbread@cinci.rr.com

BRANDSTETTER CARROLL INC.

Appendix E – Public Meeting Citizen Comments

HOSBROOK ROAD TRAFFIC CALMING PUBLIC HEARING ATTENDEES

Project: Hosbrook Road Traffic Calming

Date: February 11, 2009

Client: Sycamore Township

Time: 6:00 P.M.

Project No.: 08056

Please sign in and list your contact information as required. Thank you.

NAME	REPRESENTING	ADDRESS	PHONE NO.	EMAIL
Don Rhead		7381 Tiki Ave.	793-0973	DRHEAD@CINCINNATI.RR.COM
James H. Huff		7660 Hosbrook Rd	891-6968	James.Huff@fuse.net
Jennifer Buchanan		7699 Ginnala Ct.	891-9991	
MAT KENNEDY		7373 Quail Hollow	745-0179	MKENNEDY@CINCINNATI.RR.COM
ANDY GRACE		6514 MINE DR	891-7519	AGRETT@CINCINNATI.RR.COM
Steve DonLoyere		7731 Hosbrook	891-2299	PHOTTER@FUSE.NET
Pat Solimine		7559 Hosbrook	791-5033	msolimine@CINCINNATI.RR.COM
Timothy Poldas	H.C.E.s	7367 Hosbrook	658-4132	
Bruce Brandstetter				
JOHN TEALA McQUILKIN		6760 MICHAEL DRIVE	891-6835	
Annalee Duganier	City of Madeira	7141 Miami	561-7228	aduganier@madeiracity.com
BEN BRANDSTETTER		7645 GINNALA CT	745-0743	fredandlinda2005@yahoo.com
FRED FELDMAN		"	"	"
LINDA FELDMAN				
TEH Hubbard	Ham. Co. Eng'rs			

BRANDSTETTER CARROLL INC.

Appendix E – Public Meeting Citizen Comments

Ben Brandstetter

From: Bickford, Greg [gbickford@sycamoretownship.org]
Sent: Friday, March 20, 2009 3:48 PM
To: Ben Brandstetter
Subject: Hosbrook petition
Attachments: INFO_20090320_151428.pdf



INFO_20090320_1
51428.pdf (63 K...

<<INFO_20090320_151428.pdf>> Ben - This was submitted to the trustees last night. Please add it to the hosbrook file.

Thanks

greg

Appendix E – Public Meeting Citizen Comments

PROPOSED SIDEWALK

The property owners listed below are opposed to the proposed sidewalk on Hosbrook Road.

<u>NAME</u>	<u>ADDRESS</u>
<u>James D. Jupp</u>	<u>7467 HOSBROOK RD.</u>
<u>Barclay Matheys</u>	<u>7449 Hosbrook Rd 45243</u>
<u>Ann Blackman</u>	<u>7139 Hosbrook Rd 45243</u>
<u>John Miller</u>	<u>7183 Hosbrook Rd.</u>
<u>G.V. Melonoff</u>	<u>7219 HOSBROOK RD</u>
<u>Lynia J. Edwards</u>	<u>7511 Hosbrook Rd.</u>
<u>Robert J. Edwards</u>	<u>7511 HOSBROOK RD</u>
<u>John S. S. S.</u>	<u>7525 HOSBROOK RD.</u>
<u>Oliver Swarts</u>	<u>7481 HOSBROOK RD</u>
<u>Carolyn J. Swarts</u>	<u>7481 Hosbrook Rd.</u>
<u>Shirley Baker</u> (have been. never)	<u>7159 Hosbrook Rd</u>

Appendix E – Public Meeting Citizen Comments

PROPOSED SIDEWALK

The property owners listed below are opposed to the proposed sidewalk on Hosbrook Road.

<u>NAME</u>	<u>ADDRESS</u>
<u>Sandra Giffue</u>	<u>7235 Hosbrook Rd.</u>
<u>Dan Jeger</u>	<u>7301 Hosbrook Rd</u>
<u>Rebecca McKnight</u>	<u>7249 Hosbrook Trl.</u>
<u>Leah J. [Signature]</u>	<u>7462 Hosbrook</u>
<u> </u>	<u> </u>

MEMORANDUM

FROM: KENWOOD MEADOWS CIVIC ASSOCIATION (KMCA)

TO: SYCAMORE TOWNSHIP TRUSTEES

SUBJECT: HOSBROOK ROAD TRAFFIC CALMING STUDY RECOMMENDATIONS

DATE: March 7, 2009

BACKGROUND

The KMCA began discussions with the Sycamore Township Trustees in early 2007. These discussions were focused on various impacts to our neighborhood as a result of significant commercial development in the Kenwood area. At that time, it was anticipated that about 1,000,000 sq. ft. of new office, retail, and commercial development would be constructed. Of particular concern were the redevelopment of the now vacant motel site (Neyer) and the development of the former Lone Star Restaurant site.

As a result of this development, it was obvious the Meadows neighborhood would be subjected to high traffic volumes on Hosbrook Road, decreased safety for motorists and pedestrians, and potential for cut through traffic. It was also realized that similar impacts would affect residences both to the east and west of Hosbrook Road. As a result of aggressive efforts by the KMCA, the Township convened a “Hosbrook Traffic Calming Study” Committee. This Committee was composed of members from the Meadows neighborhood, Hamilton County Engineer's office, Township administrative staff, and the City of Madeira.

The first meeting of the Committee was held in May, 2007. Periodic meetings were held for the purpose of developing traffic control alternatives which would achieve the objective of protecting the residential areas from negative impacts caused by the commercial development.

A public meeting was held on Wednesday, February 11, 2009. Various exhibits, maps, and charts were available for the public to examine and to comment.

The purpose of this memorandum is to provide the Trustees with recommendations of the KMCA based on material provided at the public meeting. These recommendations have been submitted to the membership at large and, thus, can be considered to generally represent the interests of the Meadows neighborhood at large. However, each resident may speak for themselves if they desire to do so.

Appendix E – Public Meeting Citizen Comments

RECOMMENDATIONS AND CONCLUSIONS

General

The “Roundabout” alternative is unacceptable. Too much right-of-way will be required and some houses would be razed.

The “Boulevard” concept is also unacceptable. The installation of a median in Hosbrook Road is not practical and would cause hardship on the residences since it would prohibit left turns into and out of driveways.

Hosbrook Road design criteria should be very carefully selected. It is well understood, within urban engineering and planning design principles, that careful design can be an important factor in controlling the speed and driver awareness. Every effort should be made to avoid the appearance of a “wide” Hosbrook Road since that would encourage higher speeds and weaken its residential character.

It is recommended that the roadway, if reconstructed, should be no wider than two lanes of travel. Presently, the lanes are about 11 feet wide. The objective is to maintain a narrow “footprint”.

The slight curve at the northern end of Hosbrook Road should be retained since this creates a gateway effect for motorists and encourages slower speeds and awareness of pedestrians and bicyclists. Note that this element should be carefully coordinated with the pending design of the proposed Hosbrook Road connector, serving the former motel site.

Landscaping and urban streetscape elements should be introduced in the final design. This would include appropriate signage at key intersections, gateway landscaping, and crosswalks.

An important objective of the Calming Study was to mitigate the expected high volume of cut through traffic in both the Meadows neighborhood and in the City of Madeira. To date, very little attention has been given to solutions for this problem. We ask that this issue be addressed in more detail.

No recognition has been given to the Township Traffic Impact Study. This Study recommended widening of Hosbrook (e. g. 5-lanes at Montgomery and 3-lanes at Euclid) and the Hosbrook connector road to the motel site. These modifications are a direct result of potential commercial developments. We ask that this critical element be addressed.

FUNDING OF IMPROVEMENTS

No cost estimates have been prepared to date for any of the alternatives. It would be helpful to have some idea of approximate cost of the various design elements as this Study process moves forward. We believe this should be addressed.

It is important that the Trustees provide clear explanations related to how these improvements will be funded. We know the Trustees are on record, and have shown a willingness, to fund infrastructure improvements beneficial to both the Neyer and Lone Star developments with Tax Increment Funding (TIF) methodology. The KMCA requests that the Trustees also commit to funding the Traffic Calming improvements using the same TIF funding method. It is our understanding that sufficient TIF funding is available.

Appendix E – Public Meeting Citizen Comments

Appendix E – Public Meeting Citizen Comments

Equally important is a recognition that part of Hosbrook Road is within the City of Madeira. We need information related to how improvements will be implemented, both administratively and financially.

Without a carefully thought out financial/funding program, the Study has very little practical value.

Specific Improvements

The following recommendations are related to specific design elements:

1. A sidewalk should be installed on the west side of Hosbrook Rd. to provide a continuous pedestrian path from Euclid to Montgomery Rd. A new sidewalk will widen the "foot print" of Hosbrook Road. Every effort should be made to minimize the negative affect on front yards of existing Township residences. Details need to be provided by the Study Consultant related to impact on utility poles, valves, fire plugs, existing landscaping, etc. There are several alternate designs that need to be presented and evaluated.

The KMCA will provide more information and comments on this element of the Calming Study as a result of the "flyer" circulated in the neighborhood. There is a definite difference of opinion about sidewalks, both for and against, by residences along Hosbrook. More discussion and information is needed before a decision can be made.

2. Four way stop signs should be installed on Hosbrook Road at Miami Hills and three way stop signs at Shewango;
3. The existing speed limit of 25 mph should be retained. A regular ongoing coordinated enforcement program should be established by Madeira and Township police officers;
4. Clearly marked crosswalks should be provided at all key intersections. The crosswalks should be constructed using best practice traffic design principles which would include consideration of different pavement types (e.g. brick pavers), warning signs, pavement markings, raised crosswalk and/or raised intersections (e. g. speed tables);
5. Additional landscaping should be provided to replace existing landscaping elements (e. g. trees and shrubs) which will be removed as a result of the sidewalk construction. Additional buffering should also be considered.
6. Existing drainage problems should be corrected. This will be possible as a result of the construction of a curb/sidewalk; and
7. Gateway signs and landscaping should be installed at key intersections along Hosbrook Road, and Euclid Road.

We request that KMCA be provided with a written response to the above.

Thank you.

Appendix E – Public Meeting Citizen Comments

Appendix E – Public Meeting Citizen Comments

Ben Brandstetter

From: Gilday, Tim [Tim.Gilday@hamilton-co.org]
Sent: Wednesday, March 11, 2009 8:14 AM
To: Ben Brandstetter
Cc: Beck, Eric; Langenbrunner, Tom; Hubbard, Ted
Subject: Hosbrook Road Traffic Calming Comments

11 March 2009

Ben

2) While the current MUTCD has more lenient language, it does state that "Stop" signs should not be used for speed control. The County's policy is to install "Stop" signs only where they meet the warrants.

3) The County doesn't intend to raise the 25mph limit. Enforcement is up to police.

4) Depending upon the final recommendations of the study, the County would explore striping crosswalks. However, crosswalks would be installed only where they are justified, needed and could be safely located, i.e. at those locations where they would not create safety problems for either the pedestrian or the driver. Again, depending upon the final recommendations of the study, different pavement markings, pavement coloration, etc., could also be investigated and possibly used. However, raised speed tables, speed humps, speed bumps, etc. cannot be installed.

It should be noted that these comments are consistent with those that have been made by the County since the beginning of the study.

Contact me if you have any questions regarding these comments.

-----Original Message-----

From: Ben Brandstetter [mailto:ben.brandstetter@brandstettercarroll.com]
Sent: Monday, March 09, 2009 9:31 AM
To: Gilday, Tim
Cc: 'Molloy, Rob'; 'Bickford, Greg'
Subject: FW: Traffic Calming Comments

Tim,

Please see the attached comment letter from the KMCA regarding the Hosbrook Road Traffic Calming Study. Items 2, 3, and 4 directly affect the County's operation of the roadway. Can you provide me with your thoughts regarding these items before our meeting Thursday? Please feel free to call me if you would like to discuss.

Thanks,
Ben

Benjamin E. Brandstetter, P.E.
Brandstetter Carroll Inc.
513-651-4224
Cincinnati, OH

Appendix E – Public Meeting Citizen Comments

Page 2 of 2

From: Jack Pflum [mailto:jackpflum@cinci.rr.com]
Sent: Sunday, March 08, 2009 9:15 PM
To: 'Ben Brandstetter'
Subject: Traffic Calming Comments

Ben,

Attached is a summary of the KMCA position.

Note that Vint has additional comments related to the recent flyer survey.

--

Jack Pflum
7541 Hosbrook Road
Cincinnati OH 45243
Tel: 513.919.7814
Fax: 513.891.0184
email: jackpflum@cinci.rr.com

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Appendix E – Public Meeting Citizen Comments

To: Ben Brandstetter
Subject: RE: Hosbrook Road Traffic Calming Comments

From: Gilday, Tim [mailto:Tim.Gilday@hamilton-co.org]
Sent: Wednesday, March 11, 2009 8:14 AM
To: Ben Brandstetter
Cc: Beck, Eric; Langenbrunner, Tom; Hubbard, Ted
Subject: Hosbrook Road Traffic Calming Comments

11 March 2009

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2) While the current MUTCD has more lenient language, it does state that "Stop" signs should not be used for speed control. The County's policy is to install "Stop" signs only where they meet the warrants.

3) The County doesn't intend to raise the 25mph limit. Enforcement is up to police.

4) Depending upon the final recommendations of the study, the County would explore striping crosswalks. However, crosswalks would be installed only where they are justified, needed and could be safely located, i.e. at those locations where they would not create safety problems for either the pedestrian or the driver. Again, depending upon the final recommendations of the study, different pavement markings, pavement coloration, etc., could also be investigated and possibly used. However, raised speed tables, speed humps, speed bumps, etc. cannot be installed.

It should be noted that these comments are consistent with those that have been made by the County since the beginning of the study.

Contact me if you have any questions regarding these comments.

Appendix F - Stop Sign Implementation Discussion

Many residents and members of the Traffic Calming Committee expressed their desire to have stop signs installed at intersections along Hosbrook Road. Much discussion and debate was spent on the feasibility and implementation of stop signs within this corridor. Further investigation by Brandstetter Carroll Inc. showed that the Manual on Uniform Traffic Control Devices (MUTCD) published by the Federal Highway Administration (FHWA) specifically states that “STOP signs should not be used for speed control”. A copy of the complete section from the MUTCD is included in this Appendix. It is for this reason that Stop signs were not pursued as an alternative in this study.

Appendix F - Stop Sign Implementation Discussion

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2003 Edition

Guidance:

The decision to install multiway stop control should be based on an engineering study.

The following criteria should be considered in the engineering study for a multiway STOP sign installation:

- A. Where traffic control signals are justified, the multiway stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- B. A crash problem, as indicated by 5 or more reported crashes in a 12-month period that are susceptible to correction by a multiway stop installation. Such crashes include right- and left-turn collisions as well as right-angle collisions.
- C. Minimum volumes:
 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and
 2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but
 3. If the 85th-percentile approach speed of the major-street traffic exceeds 65 km/h or exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the above values.
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Option:

Other criteria that may be considered in an engineering study include:

- A. The need to control left-turn conflicts;
- B. The need to control vehicle/pedestrian conflicts near locations that generate high pedestrian volumes;
- C. Locations where a road user, after stopping, cannot see conflicting traffic and is not able to reasonably safely negotiate the intersection unless conflicting cross traffic is also required to stop; and
- D. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where multiway stop control would improve traffic operational characteristics of the intersection.

Section 2B.08 YIELD Sign (R1-2)

Standard:

The YIELD (R1-2) sign (see Figure 2B-1) shall be a downward-pointing equilateral triangle with a wide red border and the legend YIELD in red on a white background.

Support:

The YIELD sign assigns right-of-way to traffic on certain approaches to an intersection. Vehicles controlled by a YIELD sign need to slow down or stop when necessary to avoid interfering with conflicting traffic.

Section 2B.09 YIELD Sign Applications

Option:

YIELD signs may be used instead of STOP signs if engineering judgment indicates that one or more of the following conditions exist:

- A. When the ability to see all potentially conflicting traffic is sufficient to allow a road user traveling at the posted speed, the 85th-percentile speed, or the statutory speed to pass through the intersection or to stop in a reasonably safe manner.
- B. If controlling a merge-type movement on the entering roadway where acceleration geometry and/or sight distance is not adequate for merging traffic operation.
- C. The second crossroad of a divided highway, where the median width at the intersection is 9 m (30 ft) or greater. In this case, a STOP sign may be installed at the entrance to the first roadway of a divided highway, and a YIELD sign may be installed at the entrance to the second roadway.
- D. An intersection where a special problem exists and where engineering judgment indicates the problem to be susceptible to correction by the use of the YIELD sign.

Standard:

A YIELD (R1-2) sign shall be used to assign right-of-way at the entrance to a roundabout intersection.

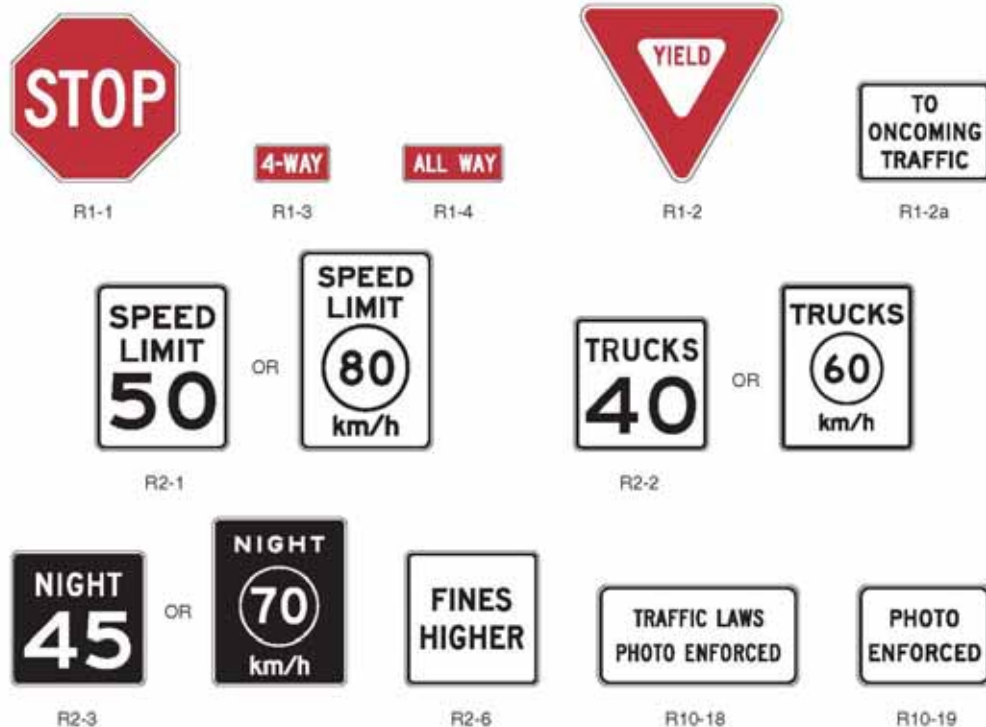
Sect. 2B.07 to 2B.08

Appendix F - Stop Sign Implementation Discussion

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Figure 2B-1. STOP, YIELD, Speed Limit, FINES HIGHER, and Photo Enforcement Signs



Section 2B.10 YIELD Sign Placement

Standard:

The YIELD sign shall be installed on the right side of the approach to which it applies. YIELD signs shall be placed on both the left and right sides of approaches to roundabout intersections with more than one lane on the signed approach where raised splitter islands are available on the left side of the approach. When the YIELD sign is installed at this required location and the sign visibility is restricted, a Yield Ahead sign (see Section 2C.29) shall be installed in advance of the YIELD sign.

The YIELD sign shall be located as close as practical to the intersection it regulates, while optimizing its visibility to the road user it is intended to regulate.

YIELD signs and STOP signs shall not be mounted on the same post.

Guidance:

Other than a DO NOT ENTER sign, no sign should be mounted back-to-back with a YIELD sign in a manner that obscures the shape of the YIELD sign.

Support:

Section 2A.16 contains additional information about separate and combined mounting of other signs with YIELD signs.

Guidance:

Yield lines, when used to supplement a YIELD sign, should be located at a point where the road user should yield (see Section 3B.16).

Where two roads intersect at an acute angle, the YIELD sign should be positioned at an angle, or shielded, so that the legend is out of view of traffic to which it does not apply.

Sect. 2B.10

Appendix F - Stop Sign Implementation Discussion

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2003 Edition

Except at roundabout intersections, where there is a marked crosswalk at the intersection, the YIELD sign should be installed in advance of the crosswalk line nearest to the approaching traffic.

At a roundabout intersection, to prevent circulating vehicles from yielding unnecessarily, the face of the YIELD sign should not be visible from the circulatory roadway.

Option:

At wide-throat intersections or where two or more approach lanes of traffic exist on the signed approach, observance of the yield control may be improved by the installation of an additional YIELD sign on the left side of the road and/or the use of a yield line. At channelized intersections, the additional YIELD sign may be effectively placed on a channelizing island.

Section 2B.11 Yield Here To Pedestrians Signs (R1-5, R1-5a)

Standard:

If yield lines are used in advance of an unsignalized marked midblock crosswalk, Yield Here To Pedestrians (R1-5 or R1-5a) signs (see Figure 2B-2) shall be placed 6.1 to 15 m (20 to 50 ft) in advance of the nearest crosswalk line (see Section 3B.16 and Figure 3B-15).

Section 2B.12 In-Street Pedestrian Crossing Signs (R1-6, R1-6a)

Option:

The In-Street Pedestrian Crossing (R1-6 or R1-6a) sign (see Figure 2B-2) may be used to remind road users of laws regarding right of way at an unsignalized pedestrian crossing. The legend STATE LAW may be shown at the top of the sign if applicable. The legends STOP FOR or YIELD TO may be used in conjunction with the appropriate symbol.

Guidance:

If an island (see Chapter 3G) is available, the In-Street Pedestrian Crossing sign, if used, should be placed on the island.

Standard:

The In-Street Pedestrian Crossing sign shall not be used at signalized locations.

The STOP FOR legend shall only be used in States where the State law specifically requires that a driver must stop for a pedestrian in a crosswalk.

If used, the In-Street Pedestrian Crossing sign shall have a black legend (except for the red STOP or YIELD sign symbols) and border on either a white and/or fluorescent yellow-green background.

If the In-Street Pedestrian Crossing sign is placed in the roadway, the sign support shall comply with the breakaway requirements of the latest edition of AASHTO's "Specification for Structural Supports for Highway Signs, Luminaires, and Traffic Signals" (see Page i).

Support:

The Provisions of Section 2A.18 concerning mounting height are not applicable for the In-Street Pedestrian Crossing sign.

Option:

The In-Street Pedestrian Crossing sign may be used seasonably to prevent damage in winter because of plowing operations, and may be removed at night if the pedestrian activity at night is minimal.

Section 2B.13 Speed Limit Sign (R2-1)

Standard:

After an engineering study has been made in accordance with established traffic engineering practices, the Speed Limit (R2-1) sign (see Figure 2B-1) shall display the limit established by law, ordinance, regulation, or as adopted by the authorized agency. The speed limits shown shall be in multiples of 10 km/h or 5 mph.

Guidance:

At least once every 5 years, States and local agencies should reevaluate non-statutory speed limits on segments of their roadways that have undergone a significant change in roadway characteristics or surrounding land use since the last review.

No more than three speed limits should be displayed on any one Speed Limit sign or assembly.

When a speed limit is to be posted, it should be within 10 km/h or 5 mph of the 85th-percentile speed of free-flowing traffic.

Sect. 2B.10 to 2B.13

Appendix F - Stop Sign Implementation Discussion

2003 Edition

Page 2B-11

Figure 2B-2. Unsignalized Pedestrian Crosswalk Signs



Option:

Other factors that may be considered when establishing speed limits are the following:

- A. Road characteristics, shoulder condition, grade, alignment, and sight distance;
- B. The pace speed;
- C. Roadside development and environment;
- D. Parking practices and pedestrian activity; and
- E. Reported crash experience for at least a 12-month period.

Two types of Speed Limit signs may be used: one to designate passenger car speeds, including any nighttime information or minimum speed limit that might apply; and the other to show any special speed limits for trucks and other vehicles.

A changeable message sign that changes the speed limit for traffic and ambient conditions may be installed provided that the appropriate speed limit is shown at the proper times.

A changeable message sign that displays to approaching drivers the speed at which they are traveling may be installed in conjunction with a Speed Limit sign.

Guidance:

If a changeable message sign displaying approach speeds is installed, the legend YOUR SPEED XX km/h (MPH) or such similar legend should be shown. The color of the changeable message legend should be a yellow legend on a black background or the reverse of these colors.

Support:

Advisory Speed signs are discussed in Sections 2C.36 and 2C.46 and Temporary Traffic Control Zone Speed signs are discussed in Part 6.

Section 2B.14 Truck Speed Limit Sign (R2-2)

Standard:

Where a special speed limit applies to trucks or other vehicles, the legend TRUCKS XX or such similar legend shall be shown on the same panel as the Speed Limit sign or on a separate R2-2 sign (see Figure 2B-1) below the standard legend.

Sect. 2B.13 to 2B.14

Appendix G – Meeting Comments

COMMENT SUBMISSION FORM

PUBLIC MEETING
HOSBROOK ROAD TRAFFIC CALMING STUDY
SEPTEMBER 29, 2009

 J. Janus, Jr.
4462 Daffodil Avenue
Sycamore Township
Blue Ash, Ohio
45242-7820

PHONE NO: _____

ADDRESS: This is the second hearing I have attended as I recall.

In this one as the last one ,you ignored taking any questions from
the "token" ~~crip~~. If you wish look at the online story out there now
on it. I am the closest person to you in the pic. Do you live in
Sycamore Township? Who cares about the comments from
COMMENT: ~~anyone fro Madeira there? They are not paying for it at all!!!!~~
By the ~~postal~~: like comments from Kent, followed by Bishop, it is
obvious that this was basically a waste of time. They paid for
with our money ~~apparently a nice power point, your time again, and~~
a PP demo. You should have allowed our questions more, not the
mantra of Bishop and Kent. ~~Neither of them live on or around that~~
area. Le me know the next time you will come back to make another
public hearing presentation. Calming study???? You actually come
up with words like that for a public hearing? There was
miniscule presentation about anything that would affect any
~~disabled pedestrians residents, motorists in and around~~
this area/ Why not? Next time forget the PP so much, and
take questions from more ST residents. Not Madelara residents
if they are not paying for it? When will you and what are you
going to recommend now to all Sycamore Township citizenry and
by whom and what methods will all Sycamore Township citizenry be
informec of your decision?

PLEASE MAIL OR FAX YOUR COMMENTS TO:

BEN BRANDSTETTER
BRANDSTETTER CARROLL INC.
424 EAST FOURTH STREET, 3RD FLOOR
CINCINNATI, OHIO 45202
513-651-0147 (FAX)

Appendix G – Meeting Comments

09/30/2009 09:42 5137916618

V VANDERZEE

PAGE 01

COMMENT SUBMISSION FORM

PUBLIC MEETING
HOSBROOK ROAD TRAFFIC CALMING STUDY
SEPTEMBER 29, 2009

NAME: Vint Vanderzee PHONE NO: 513-791-8371

ADDRESS: 7651 Hosbrook Rd Cincinnati 45243

COMMENTS: Very good presentation.

Audience (resident) participation was excellent & reflected their keen interest in the various T.C. alternatives. Most are justifiably concerned about some of the possible changes.

1. Sidewalk on west side of road; those living south of Lynnefield are ~90% opposed as front yards are small/short. Suggest 36"-48" width maximum width.

2. Crosswalks; most agree these are needed at intersections w/ Miami Hills & Shewingo, or Lynnefield. Should be marked w/ signs, and pavement marking.

3. Traffic median end-to-end; absolutely NOT

4. Traffic islands - my opinion is - NO! Creates safety hazard;

PLEASE MAIL OR FAX YOUR COMMENTS TO:

BEN BRANDSTETTER
BRANDSTETTER CARROLL INC.
424 EAST FOURTH STREET, 3RD FLOOR
CINCINNATI, OHIO 45202
513-651-0147 (FAX)

*Pls call me if you
want to discuss
Vint

impediment to snow plows; added maintenance costs for county or township.
5. Gateway signs; not needed as KMC is willing to pay a local sign maker for 4 signs like the one @ Michael & Euclid. I can send pic if wanted.

Appendix G – Meeting Comments

COMMENT SUBMISSION FORM

PUBLIC MEETING
HOSBROOK ROAD TRAFFIC CALMING STUDY
SEPTEMBER 29, 2009

NAME: DON PHOAS PHONE NO: 793-0473

ADDRESS: 7381 TIX: 115

COMMENTS: I like the sidewalk and the island, and I
like the plan.

PLEASE MAIL OR FAX YOUR COMMENTS TO:

BEN BRANDSTETTER
BRANDSTETTER CARROLL INC.
424 EAST FOURTH STREET, 3RD FLOOR
CINCINNATI, OHIO 45202
513-651-0147 (FAX)

Appendix G – Meeting Comments

COMMENT SUBMISSION FORM

PUBLIC MEETING
HOSBROOK ROAD TRAFFIC CALMING STUDY
SEPTEMBER 29, 2009

NAME: EARL HOSBROOK PHONE NO: 513 891 6968

ADDRESS: 7610 Hosbrook Rd

COMMENTS: I am ok with the proposed
plan except the raised islands

PLEASE MAIL OR FAX YOUR COMMENTS TO:

BEN BRANDSTETTER
BRANDSTETTER CARROLL INC.
424 EAST FOURTH STREET, 3RD FLOOR
CINCINNATI, OHIO 45202
513-651-0147 (FAX)

Appendix G – Meeting Comments

COMMENT SUBMISSION FORM

PUBLIC MEETING
HOSBROOK ROAD TRAFFIC CALMING STUDY
SEPTEMBER 29, 2009

NAME: Lucille + George Converse PHONE NO: 793-1154

ADDRESS: 7708 Hosbrook Rd ~~traffic~~

COMMENTS: We attended the traffic calming
meeting on Sept 29 + listened
thoughtfully to the Brandstetter
Carroll recommendations. We agree with
the proposal presented + are anxious
to see it happen. We are on the
Nadeira side + would prefer to at
least have curbs on our side to give
a more balanced street look

Thank you,
L. Converse

10-6-09

PLEASE MAIL OR FAX YOUR COMMENTS TO:

BEN BRANDSTETTER
BRANDSTETTER CARROLL INC.
424 EAST FOURTH STREET, 3RD FLOOR
CINCINNATI, OHIO 45202
513-651-0147 (FAX)

RECEIVED OCT 09 2009

Appendix G – Meeting Comments

COMMENT SUBMISSION FORM

PUBLIC MEETING
HOSBROOK ROAD TRAFFIC CALMING STUDY
SEPTEMBER 29, 2009

NAME: EDWARDS / BOB SYLVIA PHONE NO: (513) 791-0590
ADDRESS: 7511 HOSBROOK ROAD
CINCINNATI OH 45243

COMMENTS: Personally we are not interested
and are vehemently opposed to sidewalks
across the front of our home.
Considering the depth of our lot, a sidewalk
would encourage the public into,
what I consider our "personal space,"
not to mention some major disruption to
our landscaping.
The lots along Parkbrook, between Montgomery
and Lynnfield are deeper; the homes farther
back from the road compared to the remaining
homes on the street. We have no opposition to a side-
walk on this portion of the street. 10/10/09

PLEASE MAIL OR FAX YOUR COMMENTS TO:

BEN BRANDSTETTER
BRANDSTETTER CARROLL INC.
424 EAST FOURTH STREET, 3RD FLOOR
CINCINNATI, OHIO 45202
513-651-0147 (FAX)

RECEIVED OCT 15 2009

Appendix G – Meeting Comments

Page 1 of 1

Ben Brandstetter

From: Tom Moeller [tmoeller@madeiracity.com]
Sent: Wednesday, October 21, 2009 8:32 AM
To: markjjay@aol.com
Cc: Bruce Brandstetter; Ben Brandstetter
Subject: RE: Hosbrook Road "Traffic Calming" comments
Good Morning Mark,

Thanks for the comments. When I stated that the widening would only impact the township side, I meant that from the perspective of the sidewalk; you are correct that there is some widening within the public right-of-way at Montgomery and Euclid for those intersections to be improved. As for the businesses on the Madeira side, there have not been any final discussions with the county engineer on this, so nothing was depicted on the plan. We have talked with the owner of Chi-Natti's Pizza and he indicated his initial approval of eliminating the curb cut at the north end to improve turning movements at the intersection. All traffic entering the commercial area would use an improved curb cut to the south.

I'll pass along your comments on the turns at the intersections and lighting. Since this is just a preliminary alignment and not an actual design, I'm sure the engineers will take this into considerations.

Again, thanks for taking the time to comment. Call me if you have any additional questions.

Tom Moeller
City Manager
561-7228

From: markjjay@aol.com [mailto:markjjay@aol.com]
Sent: Wednesday, October 21, 2009 7:32 AM
To: tmoeller@madeiracity.com; SCMcGuire@aol.com
Subject: Hosbrook Road "Traffic Calming" comments

Mr Moeller-

Firstly, I would like to thank your office for keeping the residents of Hosbrook Rd informed of the status of the plans regarding our street.

In reviewing the information, I have a few comments regarding items I believe are under-developed in the plan.

- 1) Your letter states that the road widening will only impact the township side of the street, but this is not how the plan represent the widening. If you look at drawing C-601 and C-604 there are clear impacts to the Madeira side of the street where lanes are being added near Montgomery Rd and Euclid Av.
- 2) The access drives to Madeira businesses on the North end of Hosbrook are not considered. Sheet C-601 does not even consider that traffic. This is unacceptable because our own businesses need to be given the same consideration as the townships. Also, traffic heading South on Hosbrook that stops to turn left into the first drive (that leads to the camera shop and the pizza restaurant) is one of the biggest problems in this area. It would be nice to see it addressed in the plan.
- 3) The turn radiuses on the West side of the street at the Montgomery and Euclid intersections appear to be much too tight. The steep grade of the Montgomery Road connection requires a radiuses greater than usual, and the Euclid Av radiuses have been acknowledged as being too tight for some time, but the plans do not show them being increased.
- 4) Lighting improvements are not detailed enough to make comments. These need to be detailed so that residents know what is being proposed.

As far as the overall plan, it appears to be well researched, and as much as I would prefer the Township to address their increased traffic on their own streets, I realize this desire is a little selfish. Please continue to keep us informed.

Mark Jay
7464 Hosbrook Rd

10/22/2009

Appendix G – Meeting Comments

Dick Kent
Sycamore Township Trustee
8540 Kenwood Road
Cincinnati OH 45236

October 7, 2009

I regret that I could not attend the Sept. 29 session regarding Hosbrook Road traffic calming. I do have some comments for your consideration. It was reported that there was doubt expressed that anyone would use the proposed sidewalks on the west side even if they were built. I disagree with that assessment. I live on Bobby Lane and I walk my two dogs through much of Kenwood Meadows most days. Occasionally I take Miami Hills across Hosbrook into Madeira for a change of site. That is the only feasible way for me to get there. The alternative of going from Lynnfield to Shewango requires that we go along Hosbrook without the benefit of sidewalk. The hazard of this is what prevents me from doing this.

Further, with sidewalks, my wife and I would be able to walk to the Montgomery Road business area near Hosbrook from our house rather than drive. This would provide us with a pleasant way to both exercise and shop or eat there. I often see kids walking up the Hosbrook hill from Montgomery. I shudder for their safety. There is no way we would consider doing that now.

I encourage you to pursue the sidewalk option as a desirable and valuable feature of the Hosbrook plans.

Sincerely,



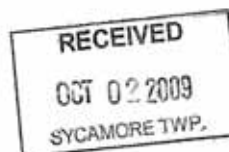
Richard Barnes
7280 Bobby Lane
Cincinnati OH 45243

rdbarnes@gmail.com

Appendix G – Meeting Comments

COMMENT SUBMISSION FORM

PUBLIC MEETING
HOSBROOK ROAD TRAFFIC CALMING STUDY
SEPTEMBER 29, 2009



NAME: Larry Meyer PHONE NO: 793-1591
ADDRESS: 7687 Ginnala Ct.

COMMENTS: I agree with the townships idea not to do the roundabouts, because of the expense, the negative changes to the neighborhood, and the inexperience of Ohio Valley motorists in dealing with the roundabouts which could produce accidents

As a retired engineer, I want to tell you that you will need to do detailed engineering of the proposed changes at the Lynfield and Hosbrook intersection, the Hosbrook widening there, and especially the sidewalk because you are getting awfully close to the very steep and very deep hill side at the corner of the Swim Club property. Also, the water run off at this location is heavy and where does it drain? Is there a drainage culvert under the end of Lynfield? The water must have somewhere to go! I think this is at the root of the concerns voiced by others at the meeting on the subject of drainage.

BEN BRANDSTETTER
BRANDSTETTER CARROLL INC.
424 EAST FOURTH STREET, 3RD FLOOR
CINCINNATI, OHIO 45202
513-651-0147 (FAX)

Larry Meyer

Appendix G – Meeting Comments

COMMENT SUBMISSION FORM

PUBLIC MEETING
HOSBROOK ROAD TRAFFIC CALMING STUDY
SEPTEMBER 29, 2009



NAME: Beaulah Mathys PHONE NO: -

ADDRESS: 7449 Hosbrook Rd.

COMMENTS: I have lived on Hosbrook for 51 years. I do not want a sidewalk in my yard. I pay taxes on every foot of this property, it belongs to me not the township. Whoever thought that a 1.3 million dollar sidewalk on one side of Hosbrook would slow traffic, should go back to school. I have asked for years for a deputy to give tickets. You can't find a cop on Hosbrook with a search warrant!

PLEASE MAIL OR FAX YOUR COMMENTS TO:

BEN BRANDSTETTER
BRANDSTETTER CARROLL INC.
424 EAST FOURTH STREET, 3RD FLOOR
CINCINNATI, OHIO 45202
513-651-0147 (FAX)

Appendix G – Meeting Comments

COMMENT SUBMISSION FORM

PUBLIC MEETING
HOSBROOK ROAD TRAFFIC CALMING STUDY
SEPTEMBER 29, 2009



NAME: JAMES G. JAPP JR. PHONE NO: 984-3467

ADDRESS: 7467 HOSBROOK RD

COMMENTS: I AM DEEPLY OPPOSED TO HAVING MY PROPERTY
CONFISCATED FOR A SIDEWALK! I FIND IT HARD TO
UNDERSTAND HOW SO MUCH TIME AND MONEY COULD BE
WASTED AND THE END RESULT IS A SIDEWALK. IT
WAS ADMITTED THAT A SIDEWALK ON ONLY ONE SIDE
OF THE STREET WILL NOT "CALM" THE TRAFFIC.
WHY WOULD WE SPEND \$1.3 MILLION ON A HALF-
ASSESSED SOLUTION? THE WAY TO SLOW TRAFFIC
IS WITH A COP! THEY GENERATE INCOME FOR
THE COUNTY AND IS THE MOST EFFECTIVE
SOLUTION. NO SIDEWALK

PLEASE MAIL OR FAX YOUR COMMENTS TO:

BEN BRANDSTETTER
BRANDSTETTER CARROLL INC.
424 EAST FOURTH STREET, 3RD FLOOR
CINCINNATI, OHIO 45202
513-651-0147 (FAX)

Appendix G – Meeting Comments

COMMENT SUBMISSION FORM

PUBLIC MEETING
HOSBROOK ROAD TRAFFIC CALMING STUDY
SEPTEMBER 29, 2009

NAME: MICHAEL + PAT SOLIMINE PHONE NO: 891-4866

ADDRESS: 7367 HOSBROOK ROAD
CINCINNATI OHIO 45243

COMMENTS: WE STRONGLY SUPPORT THE PROPOSED
TRAFFIC CALMING STUDY PRESENTED AT THE
9/29 MEETING. WE HAVE LIVED ON HOSBROOK FOR
30 YEARS AND HAVE BECOME EXTREMELY DISMAYED BY
THE INCREASING AMOUNT AND SPEED OF TRAFFIC.
WE THINK SIDEWALKS AND MEDIANS ARE EXCELLENT
IDEAS TO SLOW TRAFFIC AND WOULD ADD TO THE
QUALITY OF LIFE (AND PROPERTY VALUES) ON
HOSBROOK. ANYTHING ELSE AMOUNTS TO A
DO-NOTHING APPROACH, WHICH IS UNACCEPTABLE.

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