

MEETING MINUTES

PROJECT: VAR-STW-Safety Studies No. 2023-4 – Task 02 **JOB NO:** 23003.02
LOCATION: Virtual Meeting via MS Teams **DATE + TIME:** 12 Sep 2023 @ 3:30pm ET
SUBJECT: Broad St. (SR 16) and Taylor Road (TR 169) Safety Study, City of Pataskala, ODOT District 5
Countermeasures and Concepts Discussion Meeting

ATTENDEES:

Name	Initials	Organization / Title	Email	Phone
Alan Haines, PE		City of Pataskala / Public Service Director	ahaines@ci.pataskala.oh.us	(614) 746-5365
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Note: Initials indicate virtual attendance via MS Teams

Item No.	Item Description	Action/Response
1.00	Introductions	
1.01	<u>Introduction.</u> All parties gave brief introductions. See attendees list above. This meeting is a follow-up meeting to the initial scope meeting held on June 27, 2023. The purpose of this meeting was to discuss proposed short-term, mid-term, and long-term countermeasures and concepts at the SR 16 (Broad St.) and TR 169 (Taylor Rd.) intersection.	N/A

Item No.	Item Description	Action/Response
2.00	Project Overview & Background	
2.01	<u>Project Overview & Background.</u> Andrew Walton (AW) provided background discussion for this intersection study. The intersection of SR 16 (Broad St.) and TR 169 (Taylor Rd.) is ranked #131 on ODOT’s statewide HSIP Priority Locations list and is ranked as the #2 Urban Intersection in District 5. This location has been a top priority intersection for a couple of years running, which has now been formalized into a Local Safety Assistance Program (LSAP) study. This project has been programmed in ODOT’s ‘ELLIS PROJ’ project management system as LIC SR 16 0.20 (PID 119168).	N/A
2.02	<u>Jurisdiction.</u> This is a quasi-jurisdictional location, with jurisdictional ownership of the traffic signal by the City of Pataskala and roadway segments within the study limits under the jurisdiction of the City of Pataskala and the City of Reynoldsburg.	N/A
2.03	<u>Prior Study.</u> 2019 Intersection Capacity and Safety Evaluation study prepared for the City of Pataskala by consultant GPD Group, was noted. This study focused on Broad St. (SR 16) and Havens Corners Road and is further referred to as the ‘2019 Study’.	N/A
2.05	<u>Geometry.</u> It was noted that the geometry on both the east and west legs of the intersection contribute to safety issues. On the west leg, the EB curbside lane drops to a right-turn only lane at the signalized intersection. On the east leg, the WB approach lane breaks into 2 lanes about 425-east of the WB approach stop bar, providing only 175-ft of a 2-lane WB section. Wide shoulders are also present with diagonal pavement markings to prohibit lane usage.	N/A
2.06	<u>Speeds.</u> It was noted that vehicle speeds on EB Broad St. west of the intersection are a concern for the intersection approach. No speed study is included in the project scope, so the project team will utilize posted speed limit of 50-mph for analysis.	N/A
2.07	<u>Traffic Volumes.</u> It was noted that with the Intel development coming, future traffic volume projections will likely be higher than what was initially projected in the ‘2019 Study’.	N/A

Item No.	Item Description	Action/Response
3.00	Proposed Countermeasures / Concepts	
3.01	<p><u>Proposed Countermeasures Discussion</u>. The list of short-term, mid-term, and long-term countermeasures was presented and discussed, starting with the short-term countermeasures. See below for discussion on each of these.</p>	N/A
3.02	<p><u>Short-Term Countermeasures</u>. Items included for short-term countermeasure discussion included:</p> <ul style="list-style-type: none"> • Sign Improvements <ul style="list-style-type: none"> ○ Replace faded overhead lane control signs for EB Broad St. ○ Remove existing ‘Right Lane Ends’ (W9-1R) warning sign located 150-ft in advance of overhead lane use sign and replace with ‘Right Lane Must Turn Right’ (R3-7R) sign in advance of the right turn lane. ○ Add signage for ¾-access to Circle K off Broad St. ○ Provide separate and larger ‘Do Not Block Driveway’ signs on Taylor Rd. • Pavement Marking Improvements <ul style="list-style-type: none"> ○ Revise EB Broad St. skip dash pavement markings to dotted line pavement marking to indicate right turn lane drop at Taylor Rd. Also add additional right turn arrow pavement markings further west of the intersection. ○ Provide offset stop bars for the left turn lanes to reduce the size of the intersection. ○ Convert existing WB shared through/right lane to right turn only lane. • Traffic Signal Improvements <ul style="list-style-type: none"> ○ Add retroreflective backplates to NB and SB 3-section signal heads to match the rest of the intersection. 	<p>Discussed followed noting that the option to convert the existing WB shared through/right lane to a right turn only lane should not be considered. This may create additional safety concerns and introduce a capacity chokepoint for WB Broad St. at this intersection. With the available pavement downstream on the west leg of the intersection, there is concern that drivers would make the prohibited through movement anyways.</p>

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3.03	<p><u>Mid-Term Countermeasures.</u> Items included for mid-term countermeasures discussion included:</p> <ul style="list-style-type: none"> • Sign Improvements <ul style="list-style-type: none"> ○ Add secondary overhead sign support for WB Broad St. further west to reduce frequency of vehicles merging from curb lane to adjacent through lane. • Pavement Marking Improvements (some resurfacing may be required) <ul style="list-style-type: none"> ○ Provide offset left turn lanes for EB and WB left turn lanes to provide improved sight distance. ○ Extend the second EB through lane to Summit Ridge Dr. as a drop lane. Shift lanes north on the east leg to enable second EB through lane to Summit Ridge Dr. ○ Extend 2-way left turn lane east of Taylor Rd. to Belmar Dr. • Traffic Signal Improvements <ul style="list-style-type: none"> ○ Provide EB right turn overlap (additional 5-section signal head) to run concurrent with NB left turn phase. ○ Provide pedestrian signal heads and pushbuttons for existing crosswalk on the south leg of the intersection. ○ Provide flashing yellow arrows on all approaches. This provides the option to run left turns as protected only during peak periods. • Driveway Closures <ul style="list-style-type: none"> ○ Close north driveway (driveway nearest to Broad St.) to Circle K on Taylor Rd. due to NB queue blockages. ○ Close the west driveway to Licking Line Plaza / The Duggie Sports Bar on Broad St. • Geometric Improvements <ul style="list-style-type: none"> ○ Revise radius in the SW corner to better accommodate semi-truck traffic. 	<p>Suggestion to include turning template for EB Broad St. to SB Taylor Rd. right turn movement where semi-trucks are currently tracking over curb.</p> <p>20-25-ft is the maximum distance for staggered stop bar options.</p> <p>There is currently a Wavetronix system for vehicle detection on a couple of the approaches due to damaged loops that occurred during a fiber optic bore. If the staggered stop bars are implemented, the Wavetronix system should be expanded to provide vehicle detection on all approaches.</p> <p>Offset EB/WB left-turn lanes on Broad St. were also discussed and suggested to be included as a countermeasure. The City of Columbus has a standard drawing or design memorandum showing this.</p>

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3.04	<p><u>Long-Term Countermeasures.</u> Items included for long-term countermeasures discussion included:</p> <ul style="list-style-type: none"> • Geometric Improvements <ul style="list-style-type: none"> ○ Provide raised median in advance of EB left turn lane to prevent left turn vehicles from using 2-way left turn lane to by-pass EB through queue. ○ Construct an additional EB through lane on the east leg of the intersection that will then drop east of Village Gate Blvd. ○ Construct an additional WB through lane on the east leg of the intersection that will start at Village Gate Blvd. ○ Construct right turn lanes on all approaches of Taylor Rd. • Traffic Signal Improvements <ul style="list-style-type: none"> ○ Provide right turn overlap phases on all approaches that have a right turn lane. ○ Provide pedestrian crosswalks with pedestrian signal heads, pushbuttons, and ADA ramps on all legs of the intersection. • Driveway Closures <ul style="list-style-type: none"> ○ Close the existing driveway to the Circle K on Broad St. and provide new driveway access on Annette Dr. 	<p>Broad St. (SR 16) at SR 310, further east in the City of Pataskala, was referenced as an example of extending a right turn lane thru using existing pavement on the other side of the intersection that terminates about 800-ft east of the intersection.</p> <p>The option of implementing a roundabout as a long-term countermeasure was also brought up. It was deemed not appropriate for this intersection for various reasons, including that it would be introducing a multilane (2x1) roundabout as the first in the City of Pataskala. It was noted that a desirable location for the introduction of a roundabout would be for a single lane (1x1) roundabout.</p> <p>The roundabout option will not be further evaluated as a potential long-term countermeasure.</p>

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3.05	<p><u>Long-term Preferred Concept Alternative.</u> The long-term countermeasure discussed as the preferred alternative will reflect many of the improvements identified in the '2019 Study' with some modifications. Below is a list of proposed improvements that will be considered for the long-term countermeasure preferred alternative:</p> <ul style="list-style-type: none"> • Raised median on west leg in advance of EB left turn lane. • Offset EB/WB left turn lanes on Broad St. • Right turn lanes on all approaches, Broad St., and Taylor Rd. • Additional EB through lane on the east leg of the intersection merging/dropping east of Village Gate Blvd. • Additional WB through lane on the east leg of the intersection starting at approximately Village Gate Blvd. • Extending 2-way left turn lane further east to approximately Village Gate Blvd. • Pedestrian accommodations, including signal heads and pushbuttons, crosswalks, and ADA ramps on all legs of the intersection. • Access restrictions and modifications, including: <ul style="list-style-type: none"> ○ Closure of the west driveway to Licking Line Plaza / The Duggie Sports Bar on WB Broad St. ○ Closure of north driveway (driveway nearest to Broad St.) to Circle K on Taylor Rd. due to NB queue blockages. ○ Closure of the existing driveway to the Circle K on EB Broad St. and providing new driveway access on Annette Dr. 	<p>Exhibits and cost estimates will be prepared to reflect the noted improvements at this intersection and included in the Draft safety study report as an Appendix document.</p>

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<u>Item No.</u>	<u>Item Description</u>	<u>Action/Response</u>
4.00	Open Discussion	
4.01	<u>Access Restrictions.</u> Josh Otworth (JO) asked whether any of the potential access restrictions to the Circle K on Broad St. or Taylor Rd. or to the Licking Line Plaza / The Duggie Sports Bar on Broad St. should not be considered for any known reasons or prior commitments.	No prior commitments were known or brought up, so it was determined that all access restriction options should at least be considered.
4.02	<u>Flashing Yellow Arrows.</u> Josh Otworth (JO) asked whether the City of Pataskala has any concerns with installing flashing yellow arrows at this intersection, but not having them present or installed at other intersections within their jurisdiction.	There were no major concerns with implementing the flashing yellow arrows at this intersection only. ODOT's website was referenced for public outreach/awareness re: flashing yellow arrows. It was also noted that these have recently been implemented at traffic signals throughout the City of Columbus. https://www.transportation.ohio.gov/about-us/resources/flashing-yellow-arrow
4.03	<u>Coordinating w/ City of Pataskala.</u> Josh Otworth (JO) noted that no City of Pataskala representatives were present for the meeting and expressed some concern that they were not available for presentation and comment on the proposed countermeasures.	Andrew Walton (AW) noted he will follow up with Alan Haines (AH), City of Pataskala Public Service Director, to coordinate discussion of the long-term countermeasure preferred alternative. As representative for the City of Pataskala as Traffic Engineer, Scott Seaman (SS) noted that he will also follow up with Alan.
5.00	Action Items	
5.01	<u>Meeting Minutes.</u> Andrew Walton (AW) noted that he will distribute meeting minutes to all parties on the meeting invite list within a week.	Draft minutes distributed via email on September 13, 2023.

The foregoing constitutes our understanding of the matters discussed and the conclusions reached. If there are any questions, corrections, omissions, or additional comments, please advise the author within five (5) working days after receipt of these minutes.

CC: Attendees