

State Route 159 (Bridge Street) Corridor Study
October 2021 Public Meeting Comment Summary
ROS-159-00.41, PID 113013

#	Comment Method	How Did You Hear of Meeting	Interest in Project	Comments	Nature of Comment					Focus Area Option Preferences			
					Support	Favor Ped Facilities	Coord. Traffic Signals	Additional Access Roads	Other Comments	A Stewart/Consumer Center	B US 35 EB Exit Ramp	C N Plaza Blvd/Marietta Rd	D NB Lane Termination
1	Website Comments	ODOT Website	Commuter	Updated coordination of the signals and working detection will greatly improve movement even with existing lanes. Possibly a good place for a connected vehicle environment. Hopefully all traffic signals are updated.			X		+ Connected vehicle environment				
2	Website Comments	Social Media	Resident										
3	Website Comments	Social Media	Resident										
4	Website Comments	TV or Radio	Business owner/employee	My thought on reliving traffic on Bridge St. is to use the old weight stations on US 23 as a entrance and exit. You can connect US 23 to Marietta and Seney Rd. to Bridge St. People wanting to avoid traffic to get to the Olive Garden area could use Seney Rd. This would provide access to US 23 in the middle of the Bridge St. area.				X					
5	Website Comments	Newspaper	Resident	Some of the suggestions look good, but I believe adding an access road from the US 35 westbound off ramp, behind the Lowes, Krogers, Chillicothe Mall, and extending to Seney Road would help alleviate a lot of the northbound Bridge St. traffic.				X					
6	Website Comments	Social Media	Resident	These sound good. Additional pass through access between Kmart/Menards + access behind Pennys and Dicks would help as well.	X			X					
7	Website Comments	Other	Resident	Fully agree.	X								
8	Letter	Newspaper, TV or radio and word of mouth	Resident, business owner/employee, commuter (Local FedEx Driver)	Stewart Road/Consumer Center, Option 1 add traffic light from Option 2, US-35/off ramp- Option 2, North Plaza & Marietta- Option 2. Ultimately the merge at the end of the project will cause issues and should deadend in the right turn only at Chillicothe Mall near McDonalds, though outside of the scope of the project Logan Farms Drive needs to be connected at both ends to reduce Bridge Street traffic flow.	X				+ Connect Logan Farms Drive at both ends.	Option 1 (add Option 2 traffic light)	Option 2	Option 2	Option 2
9	Letter	Social Media	Resident	I like them all. Anything would be better than what we have now. I like the roundabout and alignment. Pay attention to eye appeal like mast arms instead of wires for traffic signals. Consistent street lighting. Low maintenance landscaping at Bridge Street and 35 interchange.	X				+ Aesthetics: signal mast arms vs. wires; street lighting; landscaping at interchange	Option 3			
10	Letter	ODOT Website, Social Media, Word-of-mouth	Ross Co. Senior Planner, Bridge and Riverside St.	Prefer Bridge St./Stewart consumer option 2 (only because cheaper), (& meets driver expectation) 2. Bridge/ N. Plaza/ Marietta option 2 is preferred. The base plan for Bridge is good. Love the sidewalks & sidepath (shared use). Like realignment of US-35 Eastbound offramp at intersect with Bridge Street. Good job!	X	X			+Love the sidewalks and shared use path.	Option 2		Option 2	
11	Letter	Letter	Resident, business owner/employee	Very well thought out project. All parts of the project should be done. The safety of all is important.	X								
12	Letter	Letter	Business owner/employee, Plaza and Bridge St.	Much better than current options. Our city & county has become a traffic mess. Put timers on post when lights are beginning to change so traffic doesn't pull into intersections & block lights that are turning green. By the time this is finish I will be retired hopefully! :) But it will help with shopping.	X				+ Put timers to show when lights will change so traffic doesn't pull into intersections.				
13	Letter	Social Media, posted signage	Resident, Pawnee and Zane	I like the proposal to re-align the Pawnee/Bridge Intersection. I think I prefer the shared-use lane on the bridge if by shared-use you mean pedestrian & bicycle. Eliminate the continuous right turn from the 35 ramp. I've lived here for 30 years and have adapted to the traffic. My biggest priority for improvement is pedestrian and bicycle access (by far). I'm disappointed the pedestrian access only goes as far North as Pawnee.		X			+ Would like ped access to go further north than Pawnee.		Option 1		Option 2
14	Letter	Letter, word-of-mouth, ODOT website, Social media, email	Business owner/employee	I think it's a great project, especially if it fixes the ditch in front of our dealership for another North Bound Lane.	X								
15	Website Comments	Social Media	Resident	I feel that the alternatives would be better than the situation that is occurring now with traffic. I would spend more money somewhere on Bridge St. during my lunch break if only I didn't have to worry about the congestions that mostly occurs from people trying to turn and other people braking. I would love to ride my bike up or down bridge St without having to ride in the road.	X	X							

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16	Website Comments	Mailed Letter; Email	Commuter	I am in favor of the improvements that are being suggested to Bridge Street. As a government representative who's scope of work is focused on increasing safe environments for active transportation, I am hoping to see more sidewalks, crosswalks, and bike lanes/sharrows within this target area. However, due to Bridge Street being a traffic heavy road, I am more in favor of protected/designated bike lanes to potentially increase rider self-confidence and safety.	X	X			+ In favor of protected/designated bike lanes				
17	Website Comments	Social Media	Business owner/employee	I am very much in favor of the bridge street improvements. I think being able to turn left into Walmart is key to keep traffic flowing. I would like to see the north bound lane extend to Chillicothe Mall area. Making sure we are improving North bound turn lanes at North Plaza Blvd. and at the current Walgreens is very important. I think making a left going into Walmart (South on Bridge) is the BEST option. Take the right lane all the way to Chillicothe mall (not merging any earlier). Left turn signal out of North Plaza is a must have. I think you guys did a fantastic job, easy to understand! Excited to see the project start.	X				+ Making a SB left into Walmart is BEST option.	Option 3		Option 1	Option 2
18	Website Comments		Resident	Two comments: 1. I believe Option 1 is appropriate for the Bridge St/Stewart Rd/Consumer Center Dr intersection. Traffic operates fairly well most of the time here; the exception primarily being the Christmas season when lengthy backups coming from the Walmart area occur. Not that big of a problem! 2. I believe Option 2 would be best for the northbound third lane termination (at the Chillicothe Mall intersection). Better to do it in conjunction with this project than find out it is necessary a few more years down the road.	X					Option 1			Option 2
19	Website Comments	TV or Radio	Resident	A service road is needed, parallel to Bridge St, to take shopping traffic between 1 strip mall & another. Cars at Sam's Club to have to come out on Bridge St to drive back into Zane Plaza. Cars in Menards pkg lot have to go back onto Bridge St to get to Rural King. Both pkg lots are adjacent to each other but developers did not connect them. A west side service corridor could be built from Pawnee to N Plaza behind the businesses. It would require acquisition of a few feet of back yards of some residential lots, but the majority of an "alleyway" already exists with most of the pkg lots. In addition to constructing Bridge St lanes/turns for better traffic flow, reduce the amount of traffic by giving vehicles an option of not having to go back onto Bridge St just to travel between stores. Sidewalks on Scioto River bridge: Why existing walk of 8' with 2' shoulder & new E side walk with 4' shoulder? Make both walks 6' with 2' shoulders. Adjust lane widths accordingly.				X	+ On bridge, make both walks 6' with 2' shoulders.				
20	Website Comments	TV or Radio	Resident	Thank you for making these changes. I prefer the mixed use path across the bridge to tie in with the path to the north and the bike trail to the south. I prefer the traffic circle at Stewart Rd. The straight lane should be the middle lane rather than the right lane on westbound Marietta Rd so traffic can flow more smoothly with right on red, which is important for cars turning out of Frisch's. Northbound Bridge St. needs to be three lanes as far north as possible.	X	X				Option 3		Option 1	Option 2
21	Website Comments	Social Media	Resident										
22	Website Comments	Social Media; Newspaper	Resident, commuter	Focus area A: I like option 3 allowing left turns from Bridge St at Stewart Rd with a roundabout to keep traffic moving. Focus area B: I like option 1 to eliminate the free-flow right turn. I don't like the current free-flow right turn as it causes confusion and possible accidents with southbound traffic. Focus area C: I like option 2 to improve traffic flow out of North Plaza Blvd. Focus area D: I am in support of option 2 to extend the 3rd northbound lane to the Chillicothe Mall entrance. Also, I feel that sidewalks on both sides of Bridge St are needed because there are a lot of pedestrians that walk Bridge St and it is very unsafe for them and drivers.		X			+ Sidewalks on both sides of Bridge St. are needed.	Option 3	Option 1	Option 2	Option 2
23	Website Comments	Email	Resident, business owner/employee, commuter	Anything to slow down traffic and improve walk- and bike ability along Bridge Street is welcome.	X	X							
24	Website Comments	Email	Commuter	I am mostly in favor of the changes proposed to the Bridge Street corridor to help reduce congestion during peak traffic hours. A third northbound lane that extends at least to Seney Road would be helpful.	X				+ 3rd northbound lane that extends at least to Seney Road.				Option 2
25	Website Comments	Email	Resident	Access roads would help a lot of the congestion as people move from one area to the next, allowing those just driving through town to get by more efficiently.				X					

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26	Website Comments													
27	Website Comments	Email	Resident											
28	Website Comments													
29	Website Comments	Other	Resident											
30	Website Comments	Word-of-mouth; Email; Other	Business owner/employee	I like the name of North Plaza Connector and I like option #2 the best. The timing of the lights is a must also, an example: if you are leaving Walgreens at the light and want to turn left or go straight across...currently only two cars can go without the light turning red on them. The third vehicle can go through but the light is always yellow turning red.	X		X		+ Traffic Signals (Short light leaving Walgreens)			Option 2		
31	Website Comments	Email	Resident											
32	Website Comments	Email	Resident	I'd Like To Just Keep Things The Way They Are #1 Its Costly And It's Gonna Be Just One Big Mess Trying To Maneuver And Get Around To Where We Need To Go If these streets Are All torn Apart Again Just Saying Honest opinion Thank You					+ Keep things the way they are. + Traffic during construction					
33	Website Comments	Email	Resident	I appreciate ODOT working with Chillicothe on these much needed improvements. Access roads, if possible and not cost prohibitive would certainly help with through traffic flow and possibly reduce the need for so many lights/intersections. Regarding the east side of the existing bridge a shared use path would be best, in my view to provide safe bicycle traffic. Here is my personal feedback on each Focus Area: Focus Area A: Option 3 with single lane roundabout. Focus Area B: Option 2, will further reduce backup traffic on Eastbound 35 traffic flow Focus Area C: Option 1 Focus Area D: Option 2 Agree that all traffic signals should come under a study for coordination as much as possible to alleviate start/stop traffic, if possible.			X		+ Reduce number of signals on corridor.	Option 3	Option 2	Option 1	Option 2	
34	Website Comments	ODOT Website; Social Media	Resident, commuter	Focus Area A: Option 3 would be the best option for the Stewart Road and Consumer Center Drive intersections. The stop sign would not change the traffic issue and I believe the traffic signal would cause even more traffic congestion. The roundabout is the absolute best option for relieving traffic congestion at this intersection. Focus Area B: The best option would be option 2. Keeping the right lane a free flow lane will help with relieving traffic on the ramp. Focus Area C: Both options would work well, however option 2 will allow for more utilization on the access road. Focus Area D: The absolute best option would be option 2. Extending the northbound lane as far as you can will be best for relieving traffic congestion on North Bridge Street. Also, there needs to be a dedicated right turn lanes at each intersection northbound on Bridge Street. Adding an extra lane with the option of going straight or turning right is inefficient. Therefore, dedicated right turn lanes need to be implemented. It will also be much safer with adding dedicated right turn lanes because they help with traffic flow and reduce the risk of fender benders.					+ Needs to be dedicated RH lanes at each intersection for NB Bridge St.	Option 3	Option 2	Option 2	Option 2	
35	Website Comments	ODOT Website	Commuter	I think roundabouts work well and keeps traffic flowing. I would choose the third option for A. I like the second option for B so that traffic doesn't get backed up on the ramp. I liked option 1 for the third one because it is easier to navigate. I think widening the road to the Chillicothe Mall would help traffic in that area so I would pick option 2 for that one.	X					Option 3	Option 2	Option 1	Option 2	
36	Website Comments	Social Media	Resident	I like most of the proposed changes. I would like to see additional signage on southbound bridge street after N. Plaza Blvd or Marietta that the Left lane is EXIT ONLY to 35 E. I've seen too many close-call accidents from people suddenly shifting from the left to center lane. I would also like to see more/better signage at Stewart Rd. that would deter Bridge St. southbound drivers from crossing the bridge to make a U-turn at Riverside St. (via the Nourse detailing parking lot or flood wall utility building), then returning north to turn east onto Stewart.	X									
37	Website Comments	Other	Resident, business owner/employee	My only concern would be the traffic light or roundabout at the Walmart/Nourse intersection due to the amount of traffic that would be routed from not allowing left turns onto Bridge Street. I do appreciate ODOT performing the study to address the necessary improvements for Bridge Street. I would like to see that the northbound lane be extended to the Chillicothe Mall intersection.	X		X			Option 1				Option 2

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38	Website Comments		Resident, business owner/employee	No round a bout. Keep continuous right south bound off 35. Add Marietta Blvd. Ext. Add Other improvements of lanes north bound and south bound. Add exit from west 35 to Marietta rd.				X		No roundabout	Option 2			
39	Website Comments	Social Media	Resident, business owner/employee, commuter	Here are my thoughts on the alternatives. Focus Area A: Option 3 Focus Area B: Option 2 Focus Area C: Option 1 Focus Area D: Option 2	X					Option 3	Option 2	Option 1	Option 2	
40	Letter	Banner	Resident	Focus Area A: Option 3, Focus Area B: Option 2, Focus Area C: I like Option 2 but it's going to be confusing and frustrating for some. Focus Area D: Option 2. I would ride my bike on Bridge St if there was a dedicated lane. I wouldn't think of doing it now! Is it possible to have just an access road running along side Bridge St for the malls only? I'm guessing you would need a lot more right of way which may not be possible.		X		X	+ Would like dedicated ped lane on Bridge Street.	Option 3	Option 2	Option 2	Option 2	
41	Email			From what I read, it sounds like there will be a bandage placed on a gaping wound. The reason why Bridge Street is so highly utilized is because there isn't any exit/entrance ramps from west 35 to north 23 and the reverse of that. Therefore, Bridge Street is being used. Please fix the real issue.				X						
42	Email			Has ODOT ever looked into adding ramps to get directly from US-35E to US-23N? It seems like that would cut down on the amount of traffic that uses Bridge St to get from US-35E to US-23N. It seems like they should be using OH-104N to OH-207E to do that, but I don't know. Maybe adding some signage to US-35E West of the OH-104 intersection stating that it is the best route would be helpful. Another suggestion that I thought of would be adding ramps from the Walmart area to access US-35 without using Bridge St would alleviate a lot of traffic from Bridge St. Adding ramps from US-23 to Marietta Rd may also be really helpful. That would allow people who were trying to get to US-23 to bypass the US-35 and Bridge St intersection. I drew some lines on Google Earth with my suggestions.				X						
					TOTALS					Option 1	3	2	5	0
										Option 2	1	7	6	13
										Option 3	9			