



# 2020 Clough Virtual Open House

## Results Presentation Clough Pike Corridor Study



# Clough Corridor “Virtual Open House” Introduction

- In January 2020, the Board of Township Trustees contracted with Stantec Consulting Services for a study of traffic counts, traffic signal timing improvements options, and capital improvement projects along Clough Pike.
- We want to thank those who participated in last summer’s survey, as this effort has been guided by the 800 responses that we received in August 2019. Because of this tremendous response Stantec and Anderson Township staff were able to determine projects that would be valuable to residents and business owners along Clough Pike.
- Many of the exhibits showed multiple enhancements to the intersections, though each option could be constructed on its own.

# Clough Corridor “Virtual Open House” Participation



252 letters mailed to all property owners on Clough Pike

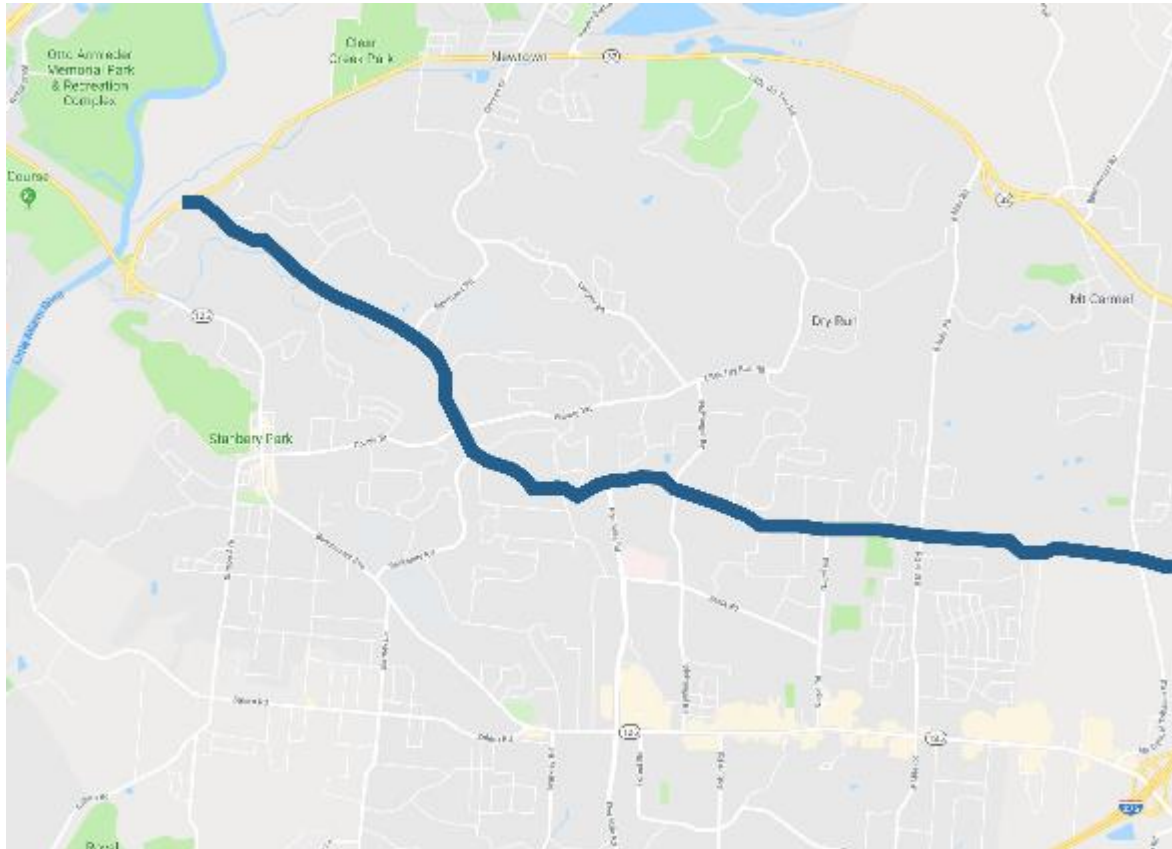
Available June 24- July 6

Advertised on Anderson Township Facebook Page, Summer edition of Anderson Insights and [Andersontownship.org](http://Andersontownship.org)

Total of 379 Responses

Purpose was to obtain feedback on suggested projects rather than smaller system improvements

# Clough Corridor “Virtual Open House” Question Categories



1. Location and Travel Patterns
2. Unsignalized Intersection Improvements
3. Signalized Intersection Improvements
4. Pedestrian Connections
5. Major Intersection Redesigns

# Question #1

Do you live or work directly on Clough Pike in Anderson Township?

|     |       |
|-----|-------|
| Yes | 37.3% |
| No  | 73.7% |

Letter was mailed directly to 252 property owners on Clough Pike, encouraging participation in the survey

# Question #2

What intersection along Clough is closest to your residence or place of employment (select two if you live and work along Clough)?

|                         |        |
|-------------------------|--------|
| State Route 32          | 3.98%  |
| Turpin Hills Drive      | 14.32% |
| Newtown Road            | 12.47% |
| Corbly Road             | 13.26% |
| Five Mile Road          | 14.32% |
| Wolfangel Road          | 14.06% |
| Bruns Lane              | 8.75%  |
| Nagel Road              | 11.14% |
| Eight Mile Road         | 22.02% |
| Muskegon Drive          | 4.77%  |
| Mt. Carmel Tobasco Road | 3.18%  |

53% of respondents live East of Five Mile Road

22% of respondents live closest to Eight Mile Road

In 2019 survey, 57.3% of respondents live/work West of Five Mile Road compared to 47% of respondents this year

# Question #3

How Often did you travel Clough Pike Prior to Covid-19

|                             |        |
|-----------------------------|--------|
| 0-5 Times per week          | 13.26% |
| 6-10 Times Per Week         | 19.36% |
| 11-15 Times Per Week        | 19.36% |
| More than 15 Times Per Week | 48.01% |

Prior to March, nearly half of the respondents travel on Clough Pike 15 or more times per week

# Question #4

Please select which projects you would like to see implemented at unsignalized Intersections. Please select a maximum of 3 intersections.

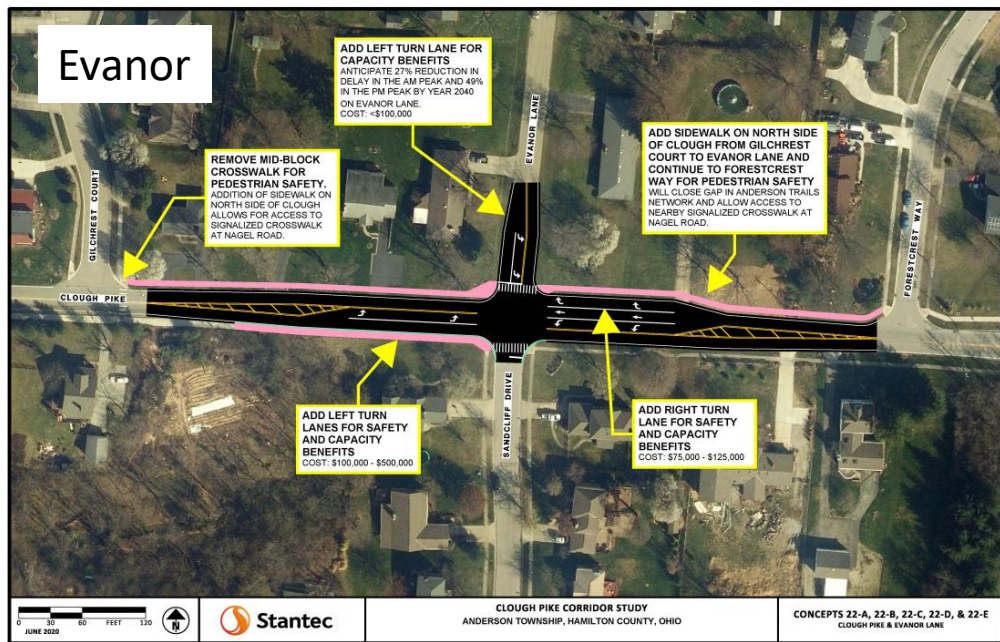
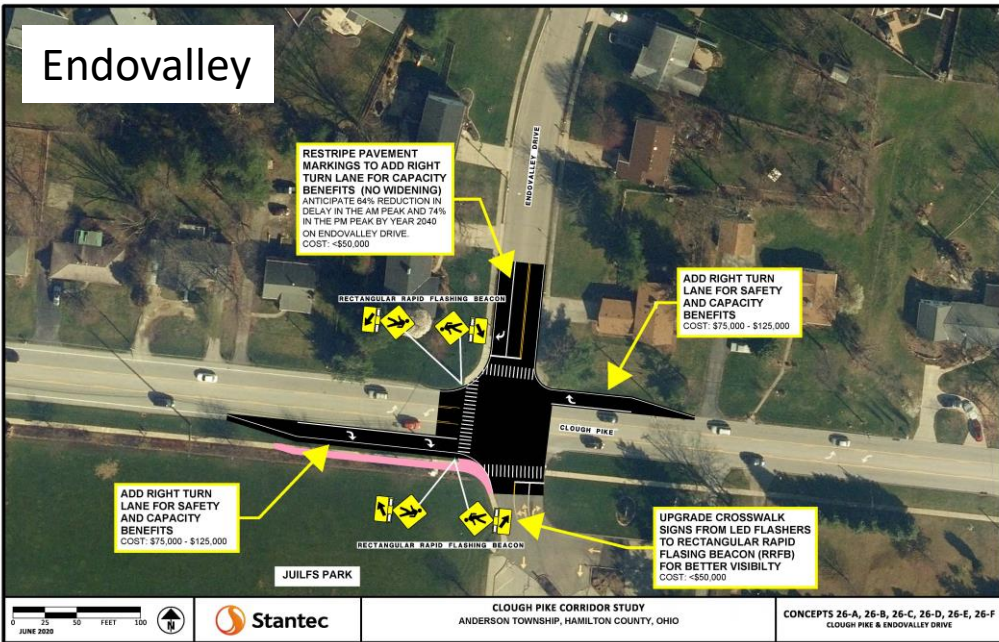
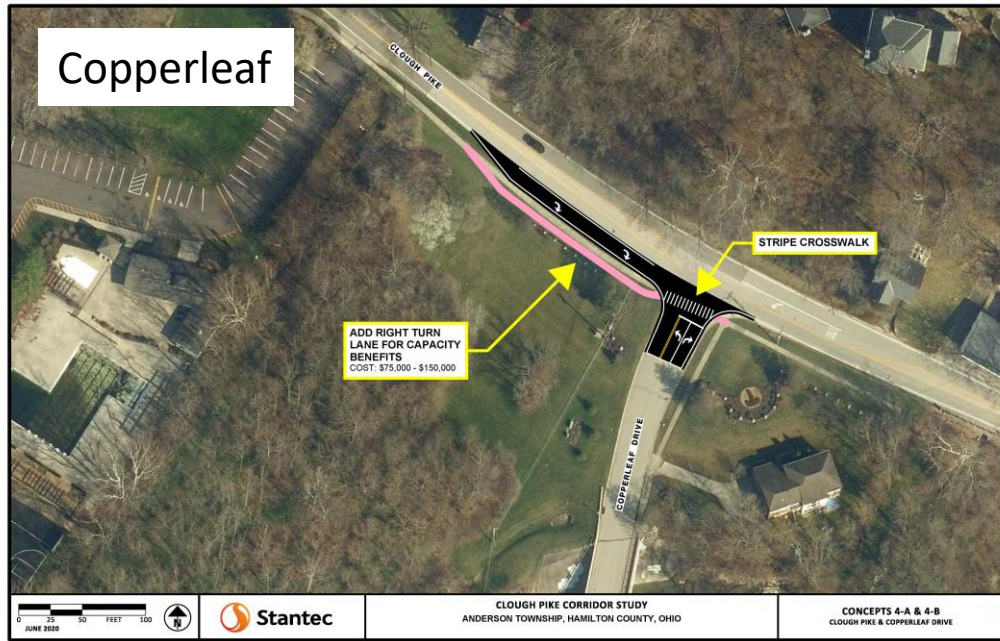
| Intersection | Percentage |
|--------------|------------|
| Turpin Hills | 39.94%     |
| Copperleaf   | 9.07%      |
| Foxhollow    | 31.73%     |
| Evanor       | 26.63%     |
| Endovalley   | 33.71%     |
| Muskegon     | 21.53%     |
| Newtown Road | 59.49%     |

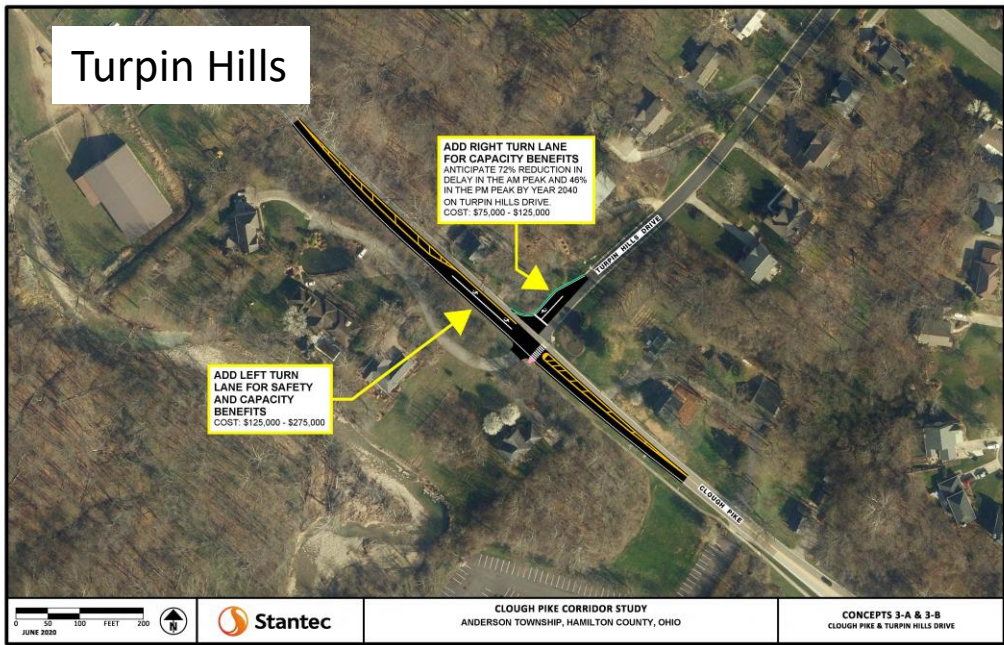
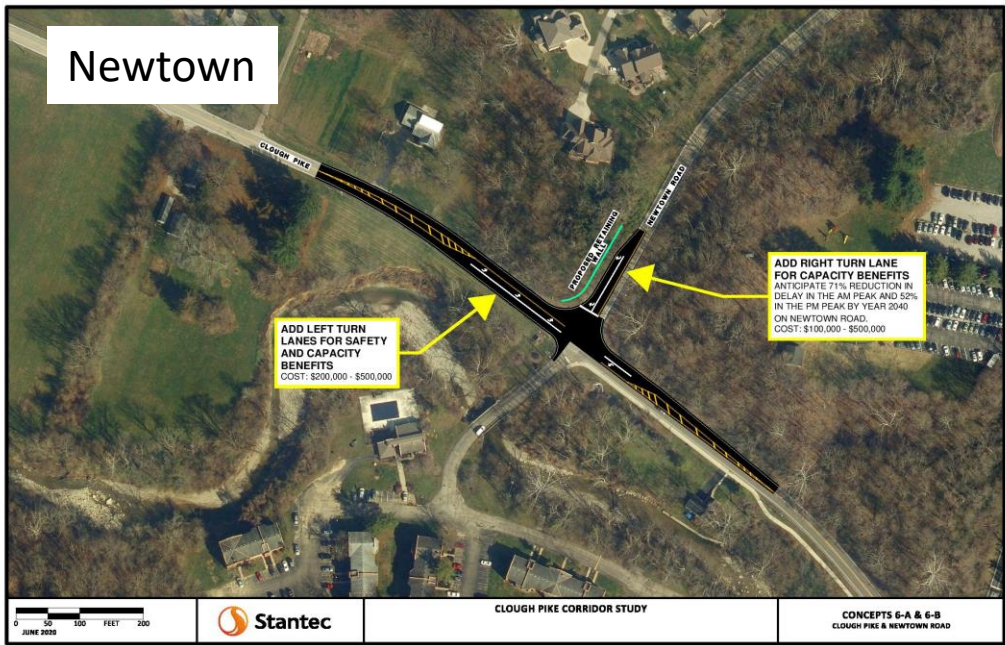
32 Comments Received

59.5% of respondents ranked Newtown Road in their top 3 unsignalized intersections to improve.

Copperleaf was viewed as the least important intersection to improve





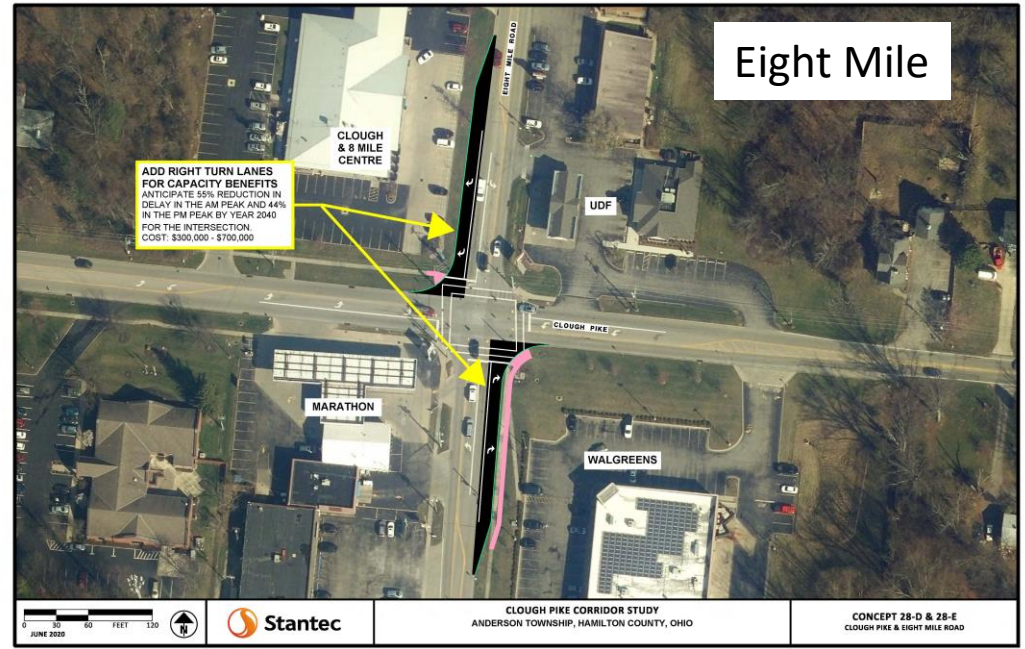
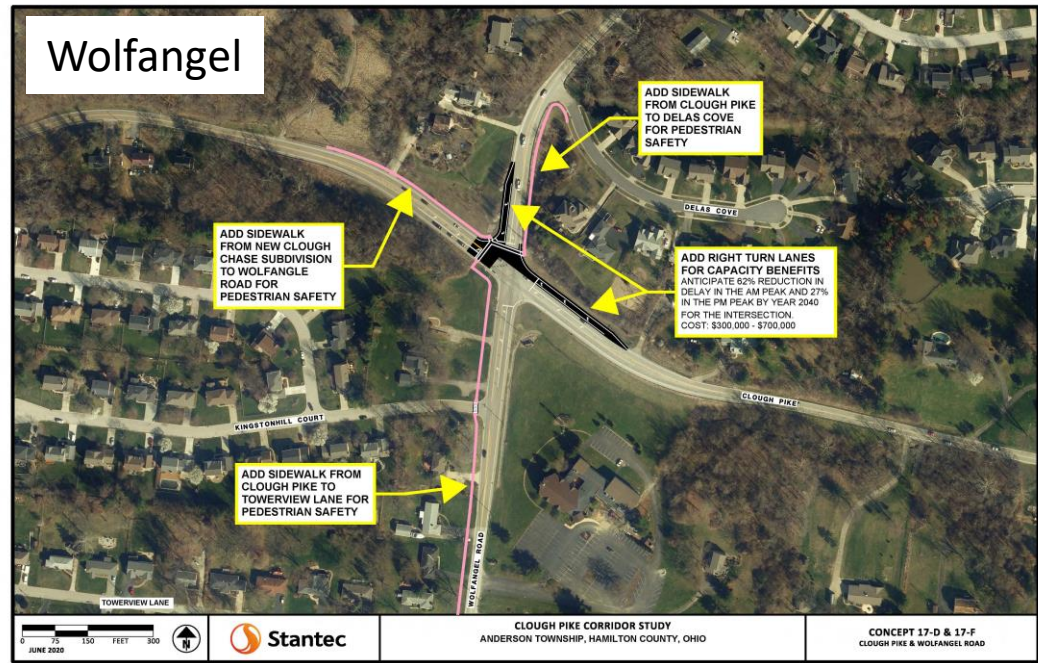
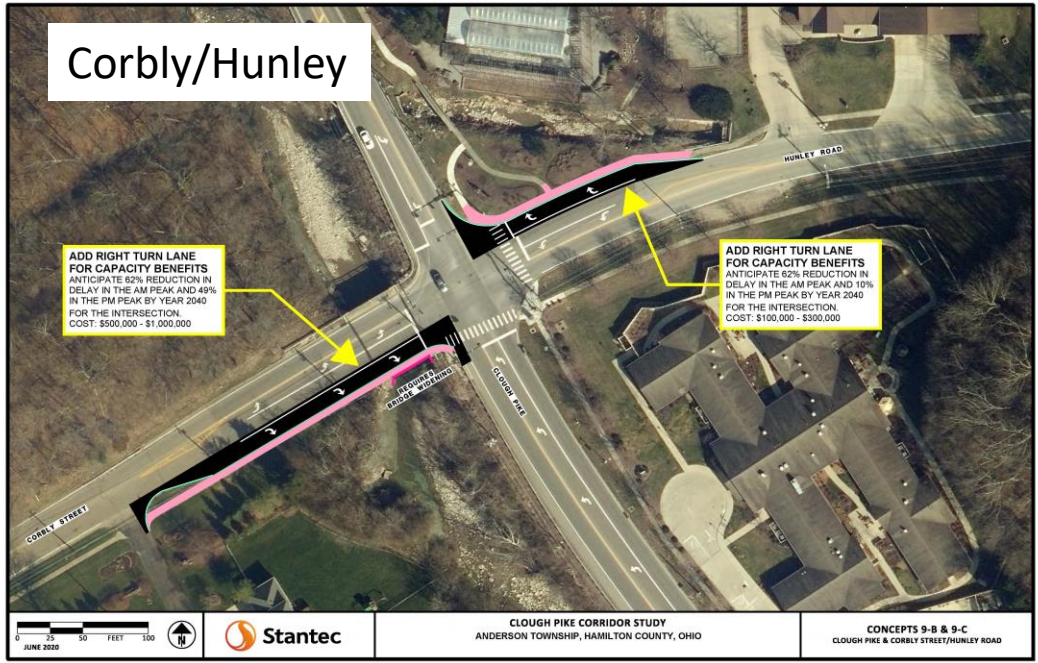


# Question #5

Please rank the proposed signalized intersection improvements in order of importance (1=Highest, 3=Lowest)

| Intersection    | 1 <sup>st</sup> Priority | #   | 2 <sup>nd</sup> Priority | #   | 3 <sup>rd</sup> Priority | #   |
|-----------------|--------------------------|-----|--------------------------|-----|--------------------------|-----|
| Corbly/Hunley   | 36.92%                   | 127 | 21.22%                   | 73  | 29.65%                   | 102 |
| Wolfangel       | 23.93%                   | 84  | 39.03%                   | 137 | 21.94%                   | 77  |
| Eight Mile Road | 33.99%                   | 121 | 28.65%                   | 102 | 26.40%                   | 94  |

Wolfangel Road finished with the lowest 1<sup>st</sup> Priority Ranking but the most 2<sup>nd</sup> priority votes

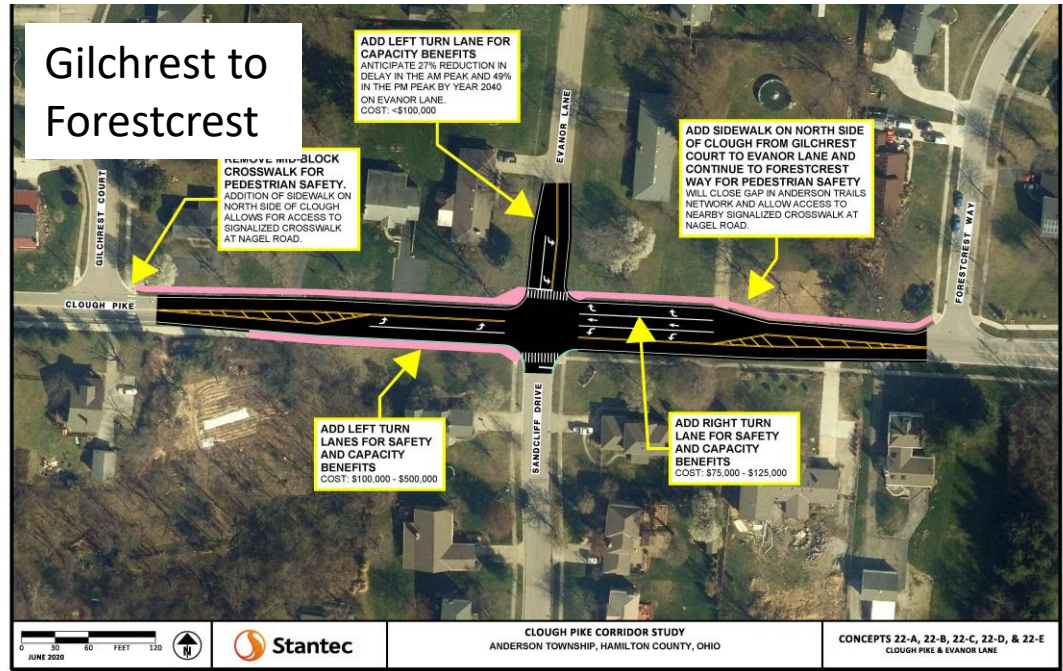
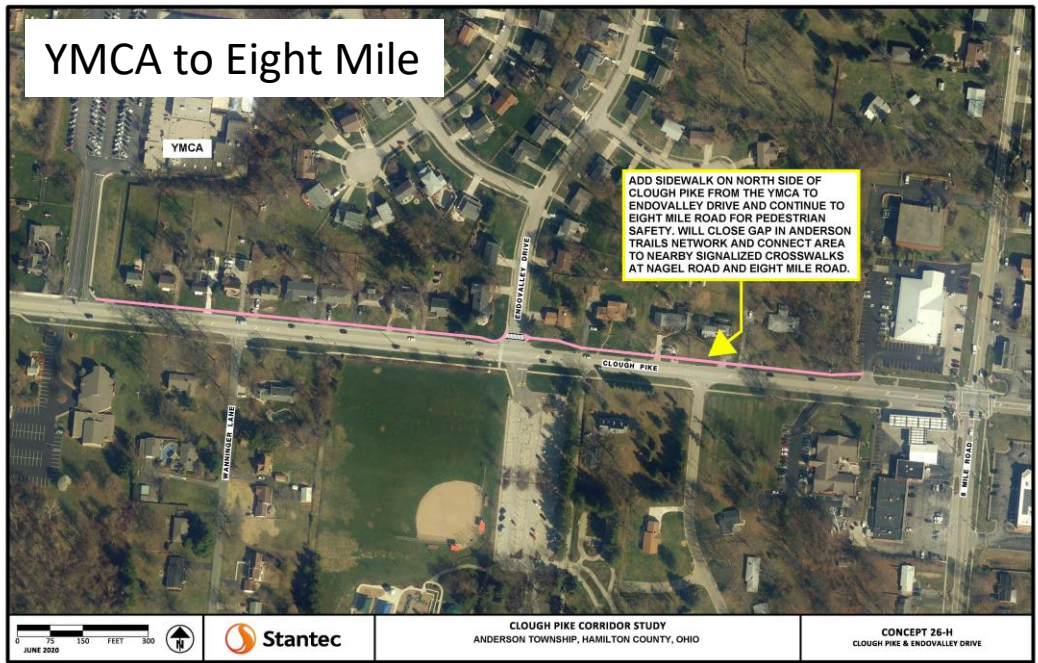
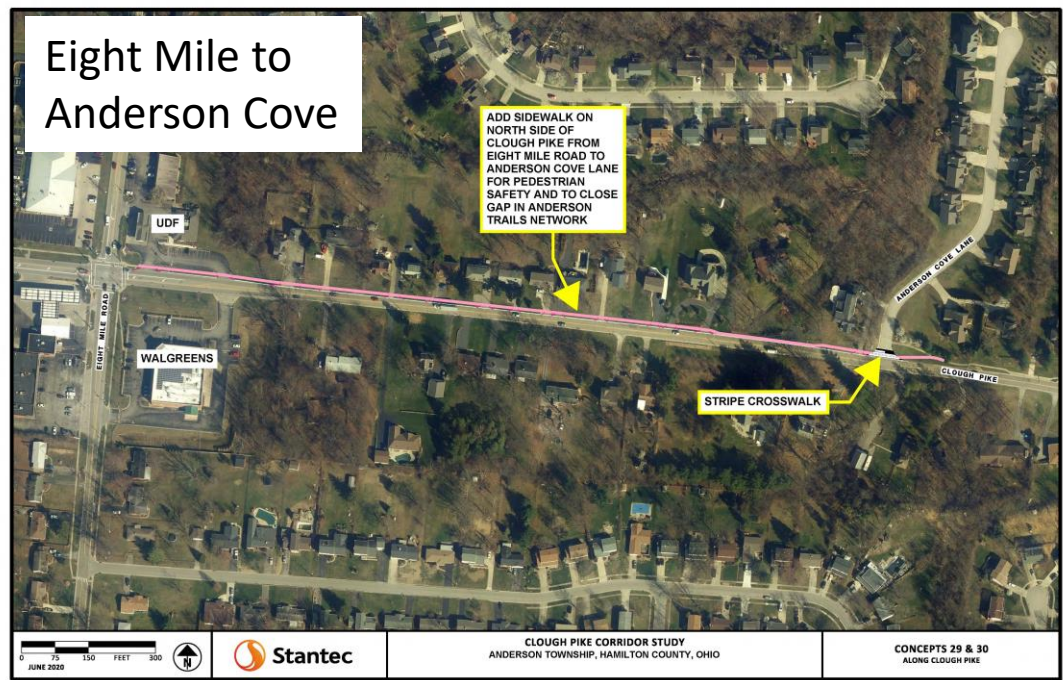
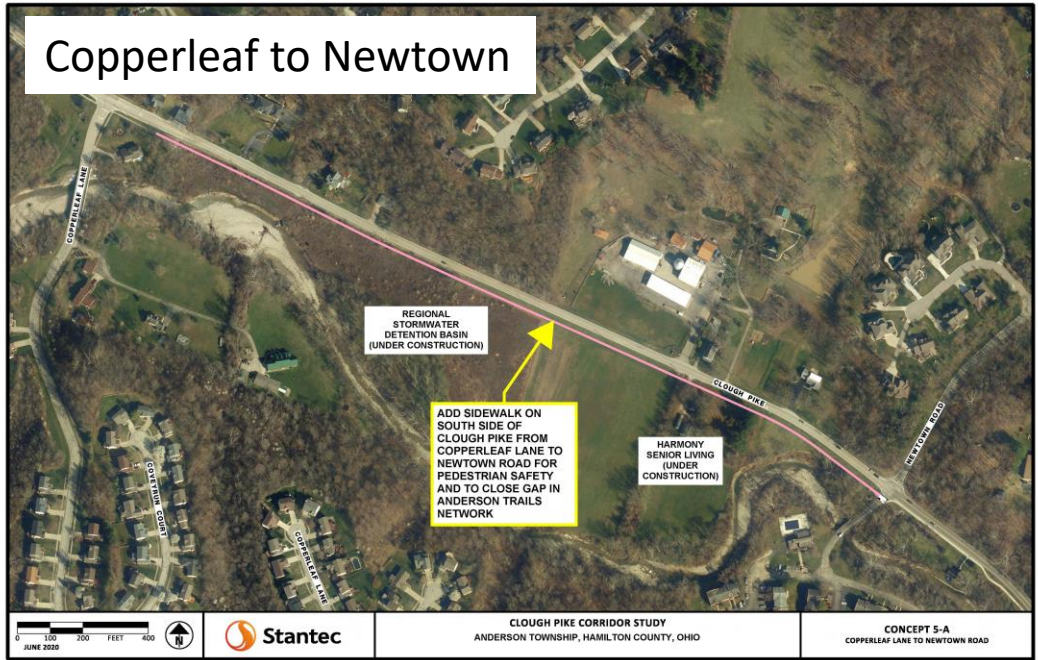


# Question #6

Please rank the proposed Sidewalk segments in order of importance (1=Highest, 4=Lowest)

| Sidewalk Segment            | 1 <sup>st</sup> Priority | #   | 2 <sup>nd</sup> Priority | #  | 3 <sup>rd</sup> Priority | #  | 4 <sup>th</sup> Priority | #   |
|-----------------------------|--------------------------|-----|--------------------------|----|--------------------------|----|--------------------------|-----|
| Copperleaf to Newtown       | 22.66%                   | 75  | 12.99%                   | 43 | 16.01%                   | 53 | 12.39%                   | 41  |
| Eight Mile to Anderson Cove | 15.76%                   | 52  | 27.27%                   | 90 | 20.91%                   | 69 | 7.27%                    | 24  |
| YMCA to Eight Mile          | 41.07%                   | 138 | 24.11%                   | 81 | 12.50%                   | 42 | 2.98%                    | 10  |
| Gilchrest to Forestlake     | 8.13%                    | 27  | 11.75%                   | 39 | 14.16%                   | 47 | 31.93%                   | 106 |

YMCA to Eight Mile Road Segment achieved the highest first priority by a margin of 18.4%



# Question #7

Please indicate your level of support for the proposed intersection design at the Newtown Bartels Clough intersection?

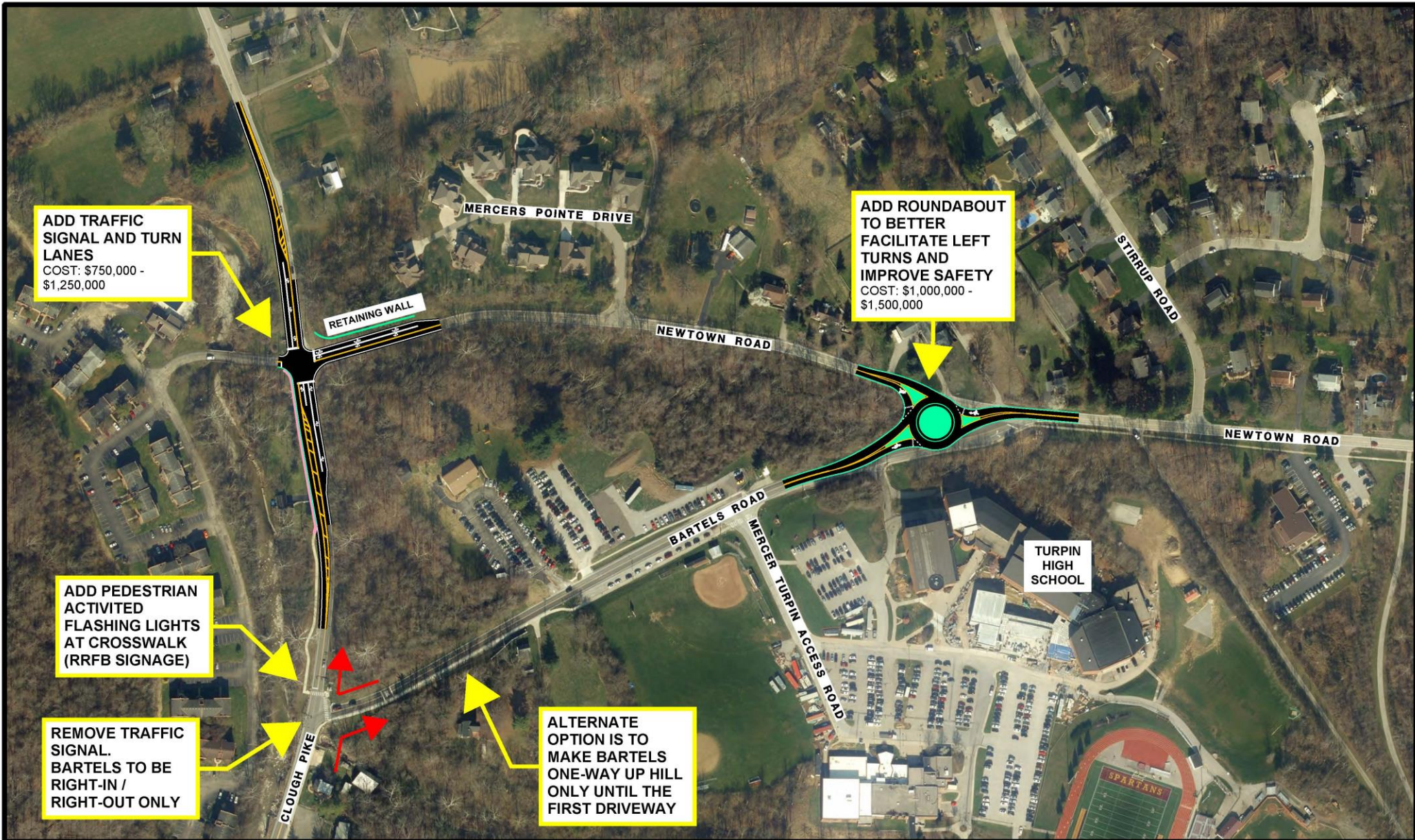
|                  |        |
|------------------|--------|
| Strongly Support | 21.14% |
| Support          | 28.18% |
| Neutral          | 20.87% |
| Oppose           | 13.01% |
| Strongly Oppose  | 16.26% |

102 Comments Received

15 respondents commented that they oppose all components of the project

13 respondents commented that they are concerned with how students will be impacted

49.3% of respondents support the proposed Intersection design



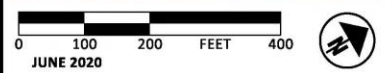
**ADD TRAFFIC SIGNAL AND TURN LANES**  
 COST: \$750,000 - \$1,250,000

**ADD ROUNDABOUT TO BETTER FACILITATE LEFT TURNS AND IMPROVE SAFETY**  
 COST: \$1,000,000 - \$1,500,000

**ADD PEDESTRIAN ACTIVATED FLASHING LIGHTS AT CROSSWALK (RRFB SIGNAGE)**

**REMOVE TRAFFIC SIGNAL. BARTELS TO BE RIGHT-IN / RIGHT-OUT ONLY**

**ALTERNATE OPTION IS TO MAKE BARTELS ONE-WAY UP HILL ONLY UNTIL THE FIRST DRIVEWAY**



**CLOUGH PIKE CORRIDOR STUDY**  
 ANDERSON TOWNSHIP, HAMILTON COUNTY, OHIO

**CONCEPTS NB-A, 6-D & 7-E**  
 CLOUGH PIKE, NEWTOWN ROAD & BARTELS ROAD



# Question #8

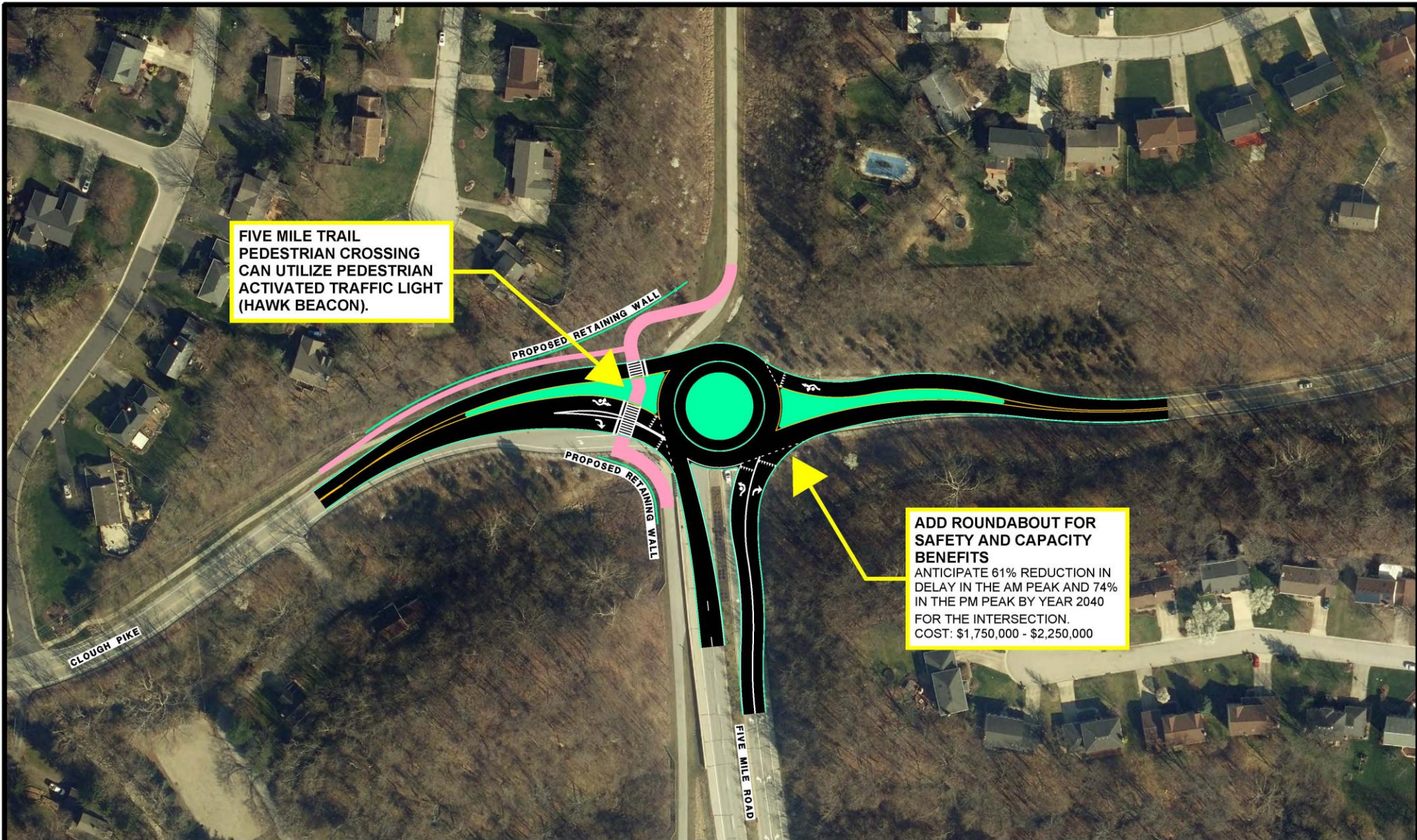
Please indicate your level of support for this proposed intersection design at the Clough and Five Mile Intersection?

|                  |        |
|------------------|--------|
| Strongly Support | 24.87% |
| Support          | 21.93% |
| Neutral          | 11.76% |
| Oppose           | 15.78% |
| Strongly Oppose  | 25.67% |

96 Comments Received

30 Respondents indicated that Pedestrian Safety is a concern at this intersection

46.8% of respondents support the proposed Intersection design



**FIVE MILE TRAIL  
PEDESTRIAN CROSSING  
CAN UTILIZE PEDESTRIAN  
ACTIVATED TRAFFIC LIGHT  
(HAWK BEACON).**

**ADD ROUNDABOUT FOR  
SAFETY AND CAPACITY  
BENEFITS**  
ANTICIPATE 61% REDUCTION IN  
DELAY IN THE AM PEAK AND 74%  
IN THE PM PEAK BY YEAR 2040  
FOR THE INTERSECTION.  
COST: \$1,750,000 - \$2,250,000



**CLOUGH PIKE CORRIDOR STUDY**  
ANDERSON TOWNSHIP, HAMILTON COUNTY, OHIO

**CONCEPT 16-G**  
CLOUGH PIKE & FIVE MILE ROAD

# Question #9

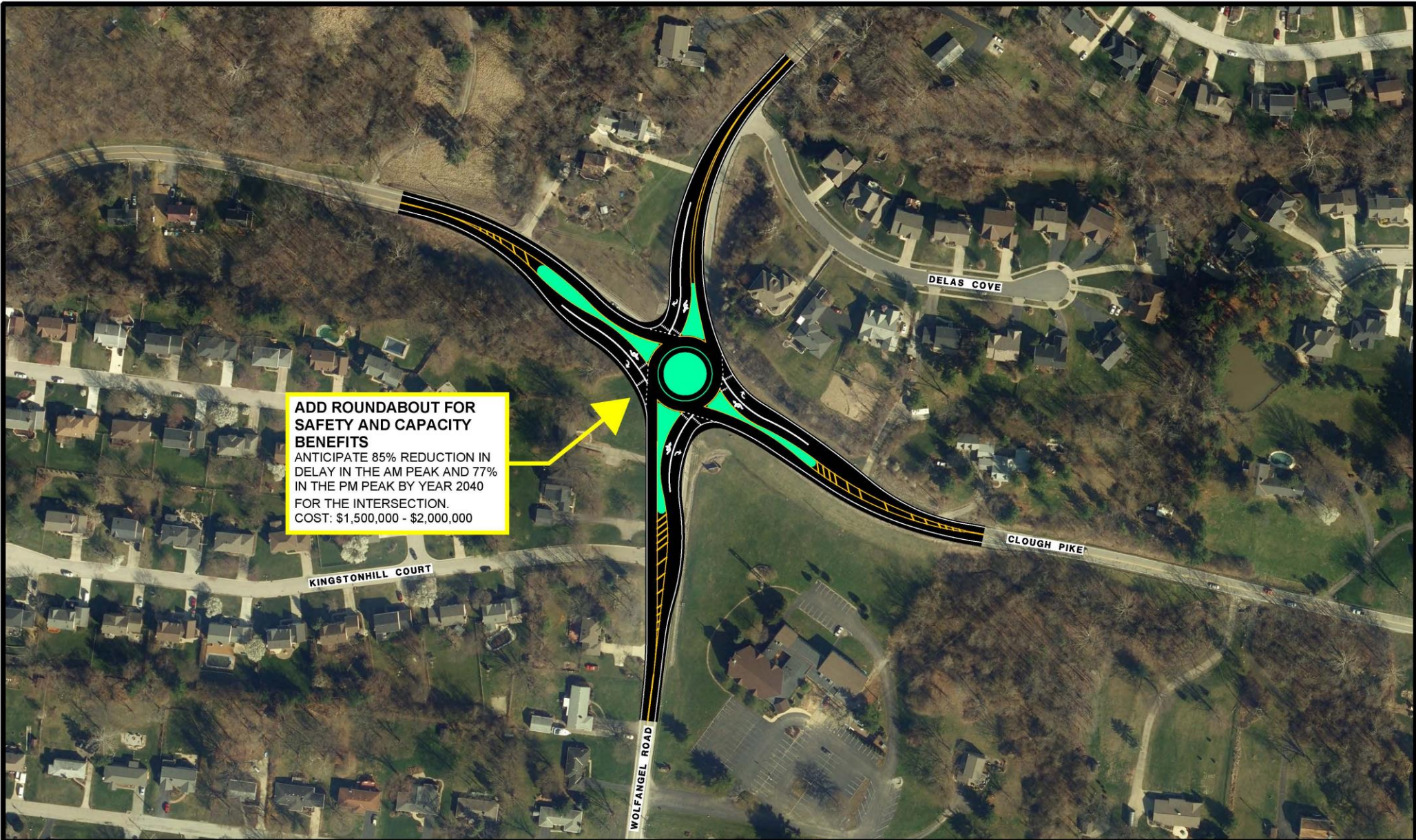
Please indicate your level of support for the proposed intersection design at the Clough and Wolfangel Intersection?

|                  |        |
|------------------|--------|
| Strongly Support | 21.72% |
| Support          | 19.57% |
| Neutral          | 19.03% |
| Oppose           | 17.96% |
| Strongly Oppose  | 21.72% |

68 Comments received

41.3% of Respondents are Supportive of the Roundabout at Clough and Wolfangel

12 Respondents indicated that there is no existing problem with this intersection



**ADD ROUNDABOUT FOR SAFETY AND CAPACITY BENEFITS**  
ANTICIPATE 85% REDUCTION IN DELAY IN THE AM PEAK AND 77% IN THE PM PEAK BY YEAR 2040 FOR THE INTERSECTION.  
COST: \$1,500,000 - \$2,000,000



**CROUGH PIKE CORRIDOR STUDY**  
ANDERSON TOWNSHIP, HAMILTON COUNTY, OHIO

**CONCEPT 17-E**  
CROUGH PIKE & WOLFANGEL ROAD

# Question #10

## Respondent Comments

### END OF SURVEY COMMENTS

