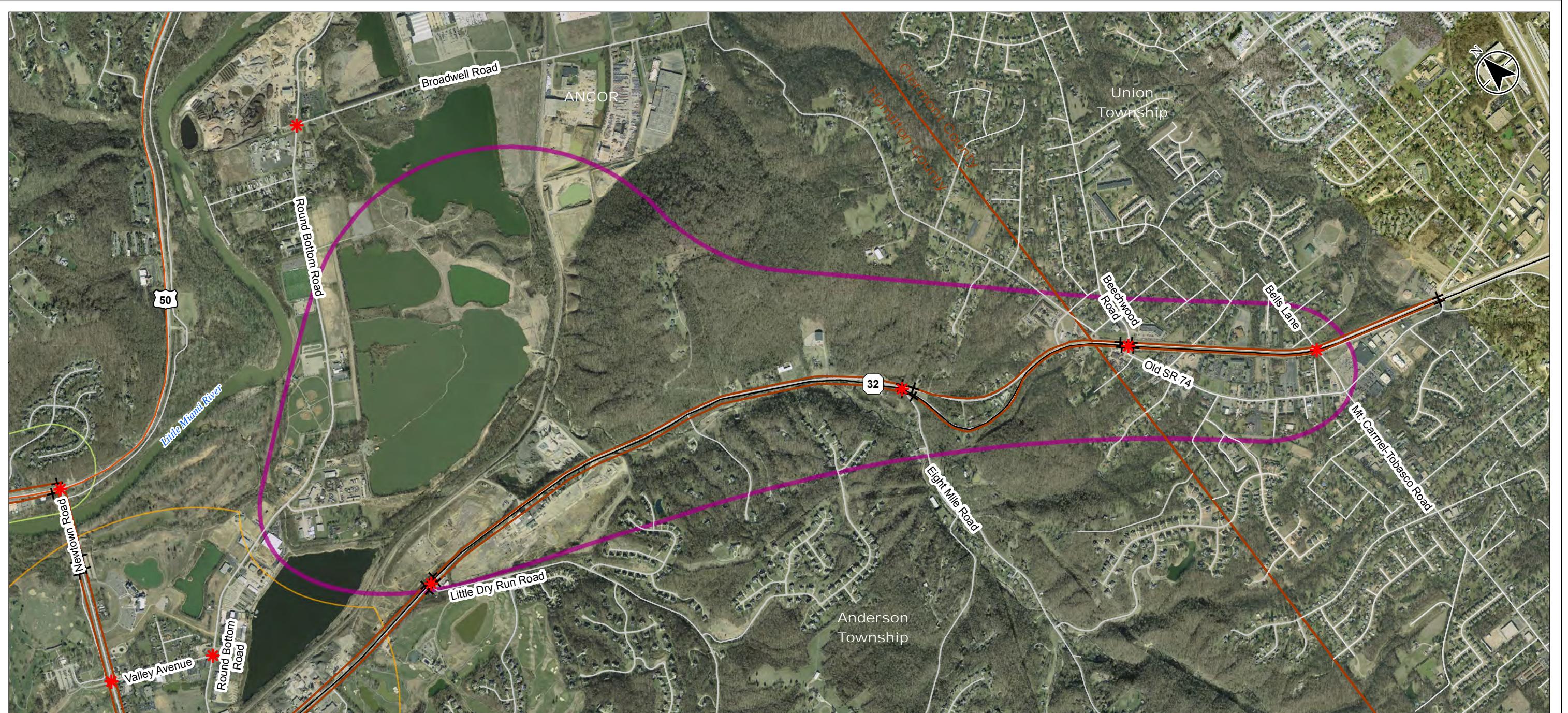


APPENDICES

APPENDIX 1
ANCOR/SR 32 HILL AREA



Revised: 2016-11-21 By: blompson

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- Legend**
- Ancor SR 32 Hill Area
 - Newtown Village Area
 - US 50 Corridor Area
 - * LOS Analysis Intersection
 - + LOS Analysis Roadway Segment

- Notes**
1. Coordinate System: NAD 1983 StatePlane Ohio South FIPS 3402 Feet
 2. Base features: produced from project design elements.
 3. Base Imagery: Orthoimagery - OGRIP-OSIP II, 2012.

0 1,300 2,600
Feet
1:18,000 (At original document size of 11x17)



Project Location
Hamilton and Clermont
Counties, Ohio

Prepared by BL on 2016-11-21
173620069

Client/Project
Ohio Department of Transportation, District 8
Transportation Needs Analysis
Eastern corridor Segments II and III

Figure No.

Title
**Focus Area Detail
Ancor/SR 32 Hill**

Focus Area: ANCOR / SR 32 Hill
Community Attributes Identified in the Focus Area Workshop: The area is noted for its natural features including greenspace, country setting, parks, old forest, beautiful creeks (Little Dry Run), wildlife and flora. While it is important to have economic development and job creation, it is important to balance this development with environmental protection. The residents would like to improve accessibility to the Ancor/SR 32 area for automobiles, as well as transit, and bicycles. Important considerations for transportation planning are to improve safety, accessibility, and traffic flow. In addition, transportation improvements should support environmental sustainability goals by encouraging transit, cycling, and walking.

Transportation Concern	MetroQuest Comments	Workshop Comments	HCS Analysis				Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs
			Existing Year 2015	Opening Year 2022	Design Year 2042	Safety					
ANCOR											
Access		A priority is access from the Broadwell/ANCOR area out to SR 32 and up the hill to 275, and getting trucks out of the Village.								Improve freight connections between Ancor and SR 32/I-275 due to constraints on Mt. Carmel Rd, Round Bottom Rd, and SR 32, to support local economic development plans.	none
Round Bottom Road / Broadwell Road Intersection											
Safety	Poor road condition; Broadwell Road in bad condition, needs repair.	none	No deficiencies	No deficiencies	No deficiencies	1 crash at intersection from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	n/a	Deficient crest vertical curve through intersection	none	Address roadway grade deficiency
Safety	Bike path needed; road too narrow for both car and bike	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Mobility	Need Accessible Transit Stop	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Little Dry Run / SR 32 Intersection											
Congestion	Poorly timed lights. (5 pins) Eliminate the stop light or just make it a flashing yellow light Traffic lights back up all traffic. A right turn lane to Little Dry Run would help the flow of 32 traffic immensely. Everyday I see trucks braking hard, when the light is green, because a car is slowing to turn right. This is easily, and cheaply, fixed with a right turn lane. Traffic backup at traffic light and slow speed limit through Newtown.	There is a problem at the Little Dry Run Intersection with SR 32.	AM NBL = Queue > Storage PM EBTR = LOS F, v/c 1.06	AM NBL = Queue > Storage AM WBT = LOS F, v/c 1.05 PM NBL = Queue>Storage PM EBTR = LOS F, v/c 1.09	AM NBL = Queue > Storage AM WBT = LOS F, v/c 1.06 PM NBL = Queue>Storage PM EBTR = LOS F, v/c 1.12	3 crashes at intersection from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	AM Peak-Hour Max Queue WB = 475' PM Peak-Hour Max Queue EB = 800'	Deficient site distance on Little Dry Run approach to SR 32.	Address capacity issues on SR 32 and Little Dry Run	Address deficient sight distance on Little Dry Run Rd approach to SR 32
Access	32 should be an interstate connecting downtown to 275.										
Safety	There are too many bikes on SR 32 between Little Dry Run and Newtown. Too tight of an area for bikes and big trucks.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Access	Need a sidewalk to connect up Little Dry Run.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
SR 32: Little Dry Run to Eight Mile											
Congestion	Pin placed with no specific comments. (10 pins) Needs two lanes on each side. Access to the dump and recycle areas. One lane and people do not go the speed limit. Needs multi lanes due to turning traffic. If a truck is going below 55 there is no way to get around it, backing up the entire road. Dangerous two-lane road with heavy congestion. Potential for serious accidents. High speeds meeting low speeds. Single lane roads are small. Shoulder is small and dangerously short. Roads are small. Too much congestion. Slows down the entire routes. Need much wider road- 3 lanes each way. SR 32 becomes very congested when trucks from Valley Asphalt enter the roadway in the mornings travelling West. This is where the congestion begins during the morning rush hour. Congestion just east of Little Dry Run Road. Road needs to be widened all of the way from bottom of the hill through Newtown to Beechmont. Need a route to avoid traveling through Newtown, Mariemont, and Fairfax This is where the congestion worsens during rush hour.	A truck lane is needed.	n/a	n/a	n/a	28 total crashes from 2013 through 2015; the sub segment of SR 32 from Hickory Creek Drive to west of Eight Mile Road was identified as a high hazard location. Rear-End, Animal, and Fixed Object crashes represent 85% of the total crashes. 11 of the 28 crashes occurred on the high hazard sub segment. Reviewing the crash data, there was a clustering of westbound rear-end crashes at the Hickory Creek Drive intersection and at 8321 SR 32.	75% increase in the WB travel time during the AM peak-hour compared to the off-peak travel time.	n/a	Deficient vertical curves in front of Meineke Electronics, on either side of Dry Run, at Hickory Creek Drive, between Hickory Creek Drive and the base of 32 hill, and west of Eight Mile Road	1. Address rear end crashes on SR 32 related to left turns onto Hickory Creek Drive. 2. Address westbound AM peak-hour delays. 3. Address congestion issues due to slow moving trucks and turning vehicles.	Address roadway grade deficiencies at six locations
Safety	Frequent Accidents. Here and several other places along 32 very dangerous left Safety issue along SR 32 at businesses south of SR 32 and 0.32 miles east of SR 32/Little Dry Run. This is a stretch of road that needs to look better, be safer, and handle traffic better. Convert to 4-lane boulevard. Use Tylersville Road in Mason as an example. Dangerous and steep road from bottom lane to top of hill needs improvement badly. Hill on SR 32 is very bad. Currently must stop at 55 miles per hour for cars turning left. Slow downs following big rigs. Tight lanes feel dangerous.	Hickory Creek Road needs a stoplight for turning.									

Transportation Concern	MetroQuest Comments	Workshop Comments	HCS Analysis				Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs
			Existing Year 2015	Opening Year 2022	Design Year 2042	Safety					
Access	4-lanes would be a huge improvement wherever possible. (2 pins)	There are conflicts at the Burger Farm and Garden We need an ANCOR access road.									
	Getting in and out of the business here is horrid.										
	Need a direct road from SR 32 to Red Bank Road.										
	Need a better connection to U.S. 50.										
	Turn lane into Burger Farm.										
	Limited access direct arterial through the valley to connect with I-71/Redbank Road.										
	Add access road for trucking to Broadwell/Round Bottom.										
	Put it over closer to the river!										
	Road to Ancor area for development.										
	Connections to developable land in the Ancor area should be considered. (2 pins)										
Safety	access and development										
	Ancor Connector Road needed.										
Safety	Bicyclists ride down SR 32 slowly, even though speed limit is posted much faster for cars. Coming down the hill at Eight Mile Road is dangerous with a bike in front of you going slowly. Post a "No Bike" sign on SR 32.	none	n/a	n/a	n/a	none	n/a	n/a	n/a	none	none
	No place to safely ride.										
	With two-lane road, sharing the road with cyclists in a 55 mph area seems unsafe for cyclists.										
Mobility	Need Bike/Ped facility leading up Little Dry Run Road into Anderson Township.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
	Need Bike Path. (6 pins)										
	Need a Bike Path connecting Eastgate to Newtown.										
	No marked lanes all the way thru.										
Mobility	Bike path connecting Eastgate to Newtown.										
Safety	Need a sidewalk to connect Little Dry Run.	none	n/a	n/a	n/a	n/a	n/a			none	none
Safety	For the few runners, having a place to walk out of the traffic would be nice.										
Mobility	Need Accessible Transit Stop. [pin on rail line on western edge of focus area]	Improve or add bus access to SR 32 and, related to relief lanes idea, add relief lanes or turn-offs for school buses or other vehicles that stop frequently.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
	Need Accessible Transit Stop. Would love to see light rail run along here instead of having to drive. (2 pins)										
	Need Bus Service. There is no public transportation along SR 32 and roads leading to SR 32. (2 pins)										
	There is no real public transit here. How about public transportation Downtown or even just out to Eastgate. Instead, Eastgate is designed solely for people with cars with no consideration granted to bicycles, pedestrians or public transportation. (3 pins)										
	Possible commuter line here for Mariemont/Terrace Park/Milford. Could stop in Newtown next on rail line for Anderson/Mt. Washington commuters.										
	The only good option currently is cars - this contributes to pollution and crowded roads. I would love a quick train to downtown.										
	There is already a rail line here. Why not use it?										
	Need Accessible transit stop. (pin is just west of Eight Mile Road)										
	Need rail service										
	Need public transit; multimodal transit options needed to develop this area with mixed use approach, including residential options.										
Access	Mass transit-light rail, commuter rail to get people from outskirts to CBC.										
	Direct access to various venues/locations in Cincinnati central district and downtown riverfront venues. If the ANCOR Area becomes home to many 1000's of quality jobs a park/ride station may be practical.										
Eight Mile / SR 32 Intersection											
Safety / Congestion	Traffic Signal Issue; dangerous intersection.	Left turn from Eight Mile Road onto SR 32 is a concern	AM NBL = Queue > Storage AM NBL = LOS F, v/c 0.75	AM NBL = Queue > Storage, AM NBL = LOS F, v/c 1.07	AM NBL = Queue > Storage, AM NBL = LOS F, v/c 1.39	14 crashes at intersection from 2013 through 2015	n/a	n/a	Deficient intersection sight distance, stopping sight distance, and vertical grade.	1. Address capacity issues on Eight Mile Road. 2. Address safety issues for vehicles turning at Eight Mile Road. 3. Address deficient sight distance and roadway grade issues.	none
	Traffic Signal Issue; Need stoplight. (3 pins)		PM NBL = Queue > Storage PM NBL = LOS F, v/c 0.81	PM NBL = Queue > Storage PM NBL = LOS F, v/c 1.72	PM NBL = Queue > Storage PM NBL = LOS F, v/c 3.76	80% occurred turning on/off Eight Mile Road.					
	Hard to turn left from Eight Mile to SR 32.	People do not feel safe with the continuous right turn from Eight Mile onto SR 32. Trucks merge quickly into this continuous lane as they want to be on the right going up the hill.	PM NBR = Queue > Storage PM NBR = LOS F, v/c 0.87	PM NBR = Queue > Storage PM NBR = LOS F, v/c 1.15	PM NBR = Queue > Storage PM NBR = LOS F, v/c 1.41	Causal factors for the turning related crashes are due to restricted sight distance, excessive speed, and inadequate traffic control.					
	Poor alignment; causes driver indecision.										
	Frequent Accidents.										
	People drive in and out of these lanes while there is a turn lane.										
	Trying to access Westbound SR 32 from Eight Mile is dangerous.	Weave on eastbound approach is a concern.									
	During the morning and evening commute, attempting a left turn from Eight Mile onto SR 32 is not only an extremely long wait but can be dangerous when attempting to make a turn into traffic going 50 mph.	Need a larger area for the intersection.									

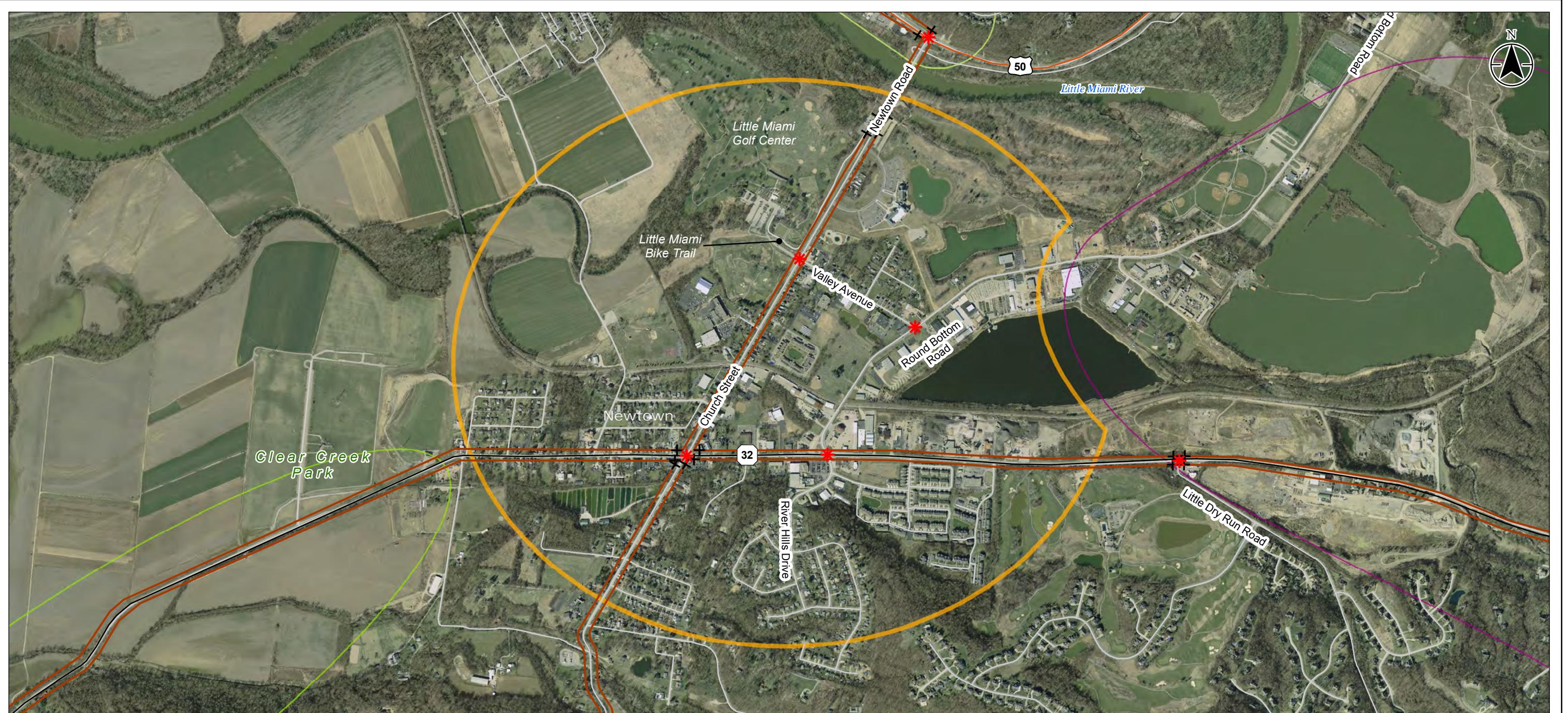
Transportation Concern	MetroQuest Comments		Workshop Comments		HCS Analysis		Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs	
	Existing Year 2015	Opening Year 2022	Design Year 2042	Safety								
	Turning left onto Eight Mile when westbound on SR 32 is both dangerous and is a traffic congestion problem which leads to back ups.	There is a problem at the 8-mile intersection with SR 32.										
	This becomes too congested too easily. This needs to be rerouted around Newtown.											
	Frequent Accidents; Remove left turn from Eight Mile Road to SR 32. (2 pins)											
	Wider roadway, intersection improvement at 8 Mile Road, access to ANCOR Area to encourage development and significant (many 1000's) job creation.											
	Goes from two lanes down to one lane, frequently backed up and safety issue as people try to get ahead of traffic before the lane ends.											
	This is a dangerous intersection as traffic is moving quickly. (6 pins)											
	Frequent Accidents; The westbound lane onto Eight Mile at the bottom of the [hill] is dangerous.											
	Improvement of Eight Mile/SR 32 intersection is key to safety , access, etc. It's the only direct north-south route to the area from Anderson Township.											
	The merging of traffic on the hill puts slower vehicles in the left lane, causing a bottleneck.											
	Continuous right turn onto SR 32 from Eight Mile not working. Far too many cars stop and wait.											
	Cars turning left from Eight Mile onto Rt. 32 have to wait & block right turners when Rt. 32 is busy.											
	Turning left onto Eight Mile Road when westbound on SR 32 is both dangerous and is a traffic congestion problem with a back up in the left turn lane on SR 32. (2 pins)											
	Frequent Accidents; Lots of accidents at 32 and eight mile											
	Dangerous and unnecessary. Remove access point all directions.											
	8 Mile to 32 east and west needs to be disconnected. Too many accidents and deaths!!!!											
	Upgrade with turn lane and current standards with complete streets infrastructure; this interchange is unsafe. Needs a bridge over SR 32 and ramps. Use US 27 and Kemper Rd as an example.											
	On eastbound SR 32 just east of 8-Mile Road, traffic often stays in the left lane, moving slowly, when the right lane is wide open. Although drivers should already know this, slower traffic should move to the right lane as soon as possible, allowing fast (cut off)											
	Drivers on 8 Mile that want to turn onto WB 32 can get stuck with no gaps in traffic. EB 32 traffic travels too fast. This feels like a very dangerous intersection although I've only seen one accident in the 4 months I've been driving through the intersection.											
Access	Pedestrian access 8-Mile, all of Route 32. Actually all of Anderson Township.									None	None	
Access	Need bicycle lanes, access 8-mile, all of 32. All of Anderson, Eastern Corridor.									None	None	
Access	A train stop here would pull from Anderson Township as well.									None	None	
SR 32: Eight Mile to Beechwood												
Maintenance	Road Needs Repair.	Litter just west of the intersection is a concern.	n/a	n/a	n/a	n/a	28 total crashes from 2013 through 2015; the sub segment of SR 32 from Eight Mile Road to the split was identified as a high hazard location. Fixed Object & Rear-End = 60% of the crashes.	No significant increase in travel time during the peak hours.	n/a	Deficient super elevation and horizontal curvature, vertical grade, and vertical curve.	1. Address safety issues on the SR 32 hill 2. Address roadway grade deficiencies on the SR 32 hill to improve truck mobility 3. Address roadway curve deficiencies on the SR 32 hill	none
Safety	SR 32 Hill needs to be relocated to help make a smooth transition down the hill to Newtown.	Grade of the hills is a concern (jake brake and traffic noise). Straighten SR 32 to lessen the steepness of the hill. Add 300-400 feet for deceleration.					16 of the 28 crashes occurred on the high hazard sub segment. Half of the high hazard segment crashes occurred on a curve with grade. The most common crash type was Fixed Object.					
	Coming into the SR 32 split is always chaotic and people drive very different speeds down the hill.						Potential causal factors are excessive speed, slippery pavement, inadequate geometry, or inadequate delineation.					
	Eastbound SR 32 coming up the hill from Newtown towards Eastgate is very narrow with no shoulder or emergency lane. I've almost been involved in several accidents here over the years.	Realignment of SR 32 going up the hill should be considered.										
	SR 32 hill is dangerous and needs to be rerouted and help extend Eight Mile Road farther over to help with road access.											
	Frequent Accidents (3 pins)											
	Remove access point at SR 32 and Moran Road.											
	Near miss accidents by the minute due to merging and stopped traffic.											
	Dangerous Area.											
	Better signage needed to keep trucks over 5 Ton off of steep hill											

Transportation Concern	MetroQuest Comments	Workshop Comments	HCS Analysis						Primary Needs	Secondary Needs	
			Existing Year 2015	Opening Year 2022	Design Year 2042	Safety	Travel Time	Queue Analysis	Geometric Analysis		
	Having one turn lane to 8-Mile Rd and the other lane continuing straight, I always get nervous because speeds are high through this area and sometimes drivers don't realize they are in the turn only lane. Not sure if there are a lot of accidents or not.										
Congestion	SR 32 west from the Mt. Carmel/Eastgate area needs to remain two lanes each way instead of dropping to one lane - currently unrealistic for the amount of traffic that uses this stretch of road. Trucks moving up hill really slow traffic. Coming to a stop at the traffic light heading east really slows traffic. One lane of travel.										
Mobility	Need a bike path. (4 pins) Need marked bike lanes - bike lane off the main drag both up and down the hill. No East-West bike route available without using SR 32. Bike lanes needed all up and down SR 32, from Newtown to Eastgate area. Need a separated shared-use path from Little Miami Scenic Trail to Eastgate area to improve multi-modal connectivity. Bike lane off the main drag both up and down the hill. Need marked bike lanes to access Eight Mile, All of SR 32. All of Anderson, Eastern Corridor.	none	n/a	n/a	n/a	none	n/a			none	none
Safety	The steepness and lane merges going down and the curve going up are most [cut-off]. SR 32 is THE premier east/west route but is virtually unusable for cyclists. Cycling along Rt. 32 is far too dangerous. Narrow lanes, very high speeds, no passing allowed, no berms or deteriorated berms, no facilities. Trail is needed to get bike off main roads for safety reasons.	none									
Mobility	Need a Sidewalk along SR 32/Beechwood.	none	n/a	n/a	n/a	none	n/a	n/a	n/a	none	none
Safety	As with cycling, pedestrians take their life into their hands if they should try to walk up and down SR 32.	none									
Mobility	Need accessible transit stop. A rail system will eventually be necessary to get east-side commuters to downtown in a quick manner. Current highways 32 and 275/471 were not designed for the current population levels that exist on the east-side of Cincinnati. Public transport may decrease auto traffic on this segment and provide for workers to get to ANCOR area when new jobs are available from development. Need rail service. Need Accessible transit stop.	none	n/a	n/a	n/a	none	n/a			none	none
Beechwood / SR 32 Intersection											
Congestion	Traffic Signal Issue with no specific comment Add right turn lane for continuous right turn onto Beechwood. Traffic Signal Issue; Eliminate lights, have exit ramps and overpasses. This is always backed up and could allow traffic through at a red light.	none	PM EBL = Queue > Storage PM EBL = LOS F, v/c 1.01	PM EBL = Queue > Storage	PM EBL = Queue > Storage	21 crashes at intersection from 2013 through 2015 Angle & Rear-End = 60% No correlation between the crash data and a specific contributing cause was found.	n/a	n/a	No deficiencies	1. Address capacity issues on eastbound SR 32 and southbound Beechwood. 2. Address safety issues at intersection.	none
Safety	Frequent Accidents										
Mobility	Need Bus Shelter.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
SR 32: Beechwood to Bells											
Safety	The pavement is very bumpy in this stretch.	Mt. Carmel-Tobasco Road is a safety issue. Despite the five-ton limit, there are lots of big tractor-trailers going up and down the road.	n/a	n/a	n/a	7 crashes on the segment from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	35% increase in the WB travel time during the PM peak-hour compared to the off-peak travel time..	n/a	No deficiencies	Address westbound PM peak-hour delays.	none
Congestion	Slow throughout. Pin placed with no specific comments. (6 pins) Eliminate the traffic signals between Eight Mile and US 68 and make this limited access. The traffic lights, when it is congested, easily almost double or almost triple the drive time versus non-peak times. High volume of local traffic mixing with commuting traffic moving through the commercial area causes significant delays. Commuters would benefit from a separate route through the commercial area that does not require frequent stops. 32 very congested going east in late afternoon The traffic signals along SR 32 are not synchronized well. It is not unusual to have to stop at the signals at both I-275 ramps, Old SR 74, Bells Lane, and Old SR 74 again. More green time is needed for SR 32 traffic, and the signals should not turn red. Approaching Eastgate you can count on traffic problems	Mt. Carmel-Tobasco Road - right turn lane, need signage sooner on westbound SR 32 for right turn only.									
Access	Should be connected with I-71. Better, safer access to 275										

Transportation Concern	MetroQuest Comments		Workshop Comments		HCS Analysis				Primary Needs	Secondary Needs		
					Existing Year 2015	Opening Year 2022	Design Year 2042	Safety	Travel Time	Queue Analysis	Geometric Analysis	
	Accessing 32 can be tedious from Mt. Carmel to Round Bottom											
Mobility	Need a Bike Path. (2 pins) Bike lanes or sharrows on SR 32. Need a Bike Path - No safe way to get down here except to go all the way to Round Bottom.	none		n/a	n/a	n/a	none	n/a	n/a	n/a	none	none
Safety	Trail is needed to get bike off main roads for safety reasons.	none										
Safety	As with cycling, pedestrians take their life into their hands if they should try to walk up and down SR 32.	none		n/a	n/a	n/a	none	n/a	n/a	n/a	none	none
Mobility	Need Park and Ride. (2 pins) Need Bus Stop/Shelter. Need Accessible Transit Stop. There is no service east to west. Public transit would take cars off the road and multiple travelers if the transportation would get us to our jobs. Need Accessible Transit Stop. Train from east side to downtown. Alleviate the Newtown Mashup. Where is public transportation going to extend to? Get bicyclists up and down SR 32 hill. BRT should run from Eastgate to downtown. (2 pins) Need bus service; Improved express service. Clermont County offers very limited public transportation. Light Rail. Commuter light rail in Eastgate area would open up the roads and provide easy commute to downtown.	Multi-modal transport - A participant suggested that multi-modal transportation will be needed to solve issues since roads won't solve every issue. He suggested that ODOT look at bus rapid transit (BRT) and rail options to alleviate congestion, encourage development of ANCOR, and move workers from Cincinnati into ANCOR for employment opportunities. This would also alleviate pollution concerns.		n/a	n/a	n/a	none	n/a	n/a	n/a	none	none
SR 32/Bells Lane Intersection												
Safety	Scary for people from Bells Ln to SR 32 turning left. Seen a lot of close calls with people going straight.		When going eastbound on SR 32 headed to northbound I-275 and you pass Bells Lane, Midas and arrive at the new traffic light, this area could be widened and put up a barrier wall so motorists wanting to go onto the ramp to northbound I-275 do not have to stop at the light. Also add more green time to the traffic light.	No deficiencies	PM WBL = Queue > Storage	PM WBL = Queue > Storage	19 crashes at intersection from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	n/a	No deficiencies	Address capacity issue for westbound left turn.	None
Access	Accessing SR 32 can be tedious from Mt. Carmel to Round Bottom				PM WBL = LOS F, v/c 1.14	PM WBL = LOS F, v/c 1.23						
Safety	There are regularly people walking and crossing here.	none		n/a	n/a	n/a	none	n/a	n/a	n/a	Accommodate observed pedestrian traffic.	None
Mobility	Need Bus Service; improved express service. (2 pins) Need Accessible Transit Stop. (3 pins) Need Accessible Transit Stop. This area could be a great spot for a rail system to travel to and from downtown. Maybe even a bit farther east in the empty mall lot that was the theater. Need Bus Service. Clermont County offers very limited public transportation. Need Park and Ride. Need Bus Service. I live in Fairfax and work in Eastgate and there is no public transportation option. End of rail line can include a park and ride facility, but other stops should be surrounded by high-density mixed use development to leverage the investment as much as possible. Need Bus Service. BRT should run from Eastgate to Downtown.	none		n/a	n/a	n/a	none	n/a	n/a	n/a	none	none

Roadway
Pedestrian
Bicycle
Transit

APPENDIX 2
NEWTOWN VILLAGE AREA



Revised: 2016-11-21 By: blleopold

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- Legend**
- Ancor SR 32 Hill Area
 - Newtown Village Area
 - SR 125-SR 32 Area
 - US 50 Corridor Area
 - * LOS Analysis Intersection
 - + LOS Analysis Roadway Segment

- Notes**
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Project Location
Hamilton and Clermont
Counties, Ohio

Prepared by BL on 2016-11-21
173620069

Client/Project
Ohio Department of Transportation, District 8
Transportation Needs Analysis
Eastern corridor Segments II and III

Figure No.

173620069

Title
Focus Area Detail
Village of Newtown

Focus Area:	Newtown Village
Community Attributes Identified in the Focus Area Workshop:	Participants at the Focus Area Workshop identified the following community attributes for the Village of Newtown and surrounding area: an important history; the small town feel; environmental assets including the valley, hills, trails and the Little Miami River; accessibility to Downtown, Eastgate, and Kenwood; the diversity of wildlife; its walkability and bike trail; the nice golf course, good businesses, and the diversity of housing (moderate to high end houses).

Transportation Concern	MetroQuest Comments	Workshop Comments	HCS Analysis				Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs
			Existing Year 2015	Opening Year 2022	Design Year 2042	Safety					
SR 32: West Corp Line to Church											
Congestion	Bypass around or allow to go into town; need bypass around Newtown	The morning traffic east to west is bad. In the afternoon, it's west to east.	n/a	n/a	n/a	5 crashes on the segment from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	55% increase in the EB travel time during the PM peak-hour compared to the off-peak travel time.	PM peak-hour queues from the Church Street intersection impacts the eastbound direction of this segment.	No deficiencies	Address eastbound PM peak-hour delays.	
	Reduce congestion here and through Mariemont. Not enough routes to downtown/uptown.	Fix the lights and have smart lights.									
	Newtown is congested, and going from 55 mph to 35 or 25 and then back up again is a travel frustration.										
	Traffic signal issue. Through Newtown the lights are fine in the morning but going home the lights' timing needs to be fixed from the UDF light (Church St) all the way to Little Dry Run.										
	Congestion during evening commute, backed-up from soccer fields all the way to Newtown Road. Unacceptable.										
	Newtown is a big bottle neck. More businesses would come if better traffic patterns exist. Like a connect to Five Mile from SR 32 and better access to Columbia Parkway.										
	Traffic delays. (17 pins)										
	This is where congestion is worst during evening rush hour. Widen the highway and install light rail service in the center of a divided highway.										
	The bottleneck is debilitating.										
	Slows to 35-25 MPH. Traffic lights are slow. Roads are small. Too much congestion.										
	Speeds artificially deflated. Newtown is a place to avoid period. Businesses are actually hurt by the congestion.										
	SR 32 needs to be widened.										
	Single lane with the rush hour volume causes congestion.										
	Major congestion during peak hours; low speeds (25 MPH) in the city.										
	Narrow, one lane congestion - nightmare.										
	Slow speed limit causes even more congestion.										
	I use side streets when possible. A direct "no stop light option" to Beechmont Levy is highly desired.										
	10+ minutes at 5:00 pm to drive through Main Street that is about 1 mile long.										
	In the evenings, there's a backup on SR 32 heading eastbound.										
	Driving through Newtown slows traffic down. Adding a lane, increasing speed limit or bypassing Newtown is desirable. Traffic police also slow it down.										
	Too few lanes.										
	The speed limit goes down way too far. Please provide streets where cars can travel at least 40 MPH through the area.										
	(Widen) roadway.										
	Heavy congestion during peak hours; lowered speed limits/shifts .										
	Throughout Newtown, the lights are fine in the morning but going home, the lights' timing needs to be better from the UDF light all the way to Little Dry Run.										
	This area is a nightmare. I avoid it at all costs. Speed limit is outdated. Signals are not connected.										
	Narrowness of area going toward bridge and Lunken.										
Safety	Frequent Accidents.										
Access	Need for additional travel lanes through Newtown with pedestrian access.										
	Eastgate must be connected to the greater area's east of Cincinnati. Many people are missing the opportunity for easy access to shopping that Eastgate offers.										
Other	Street lighting issue.	Coordinate signals between Mariemont, Fairfax, and Newtown.									
Mobility	Bike route along Newtown Road.	Concerns about not having enough bicycle and pedestrian facilities.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	Address bicycle connectivity.
Access/Mobility	Complete connectivity to downtown Cincinnati.		none								
Access	Access to Lunken and then to a downtown bike route.										
	This corridor should include facilities for bikes that connects into the Ohio to Erie Trail both at Newtown Rd and US 50 and at 125, 32, and Eastern Ave.										

Transportation Concern	MetroQuest Comments	Workshop Comments	HCS Analysis						Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs
			Existing Year 2015	Opening Year 2022	Design Year 2042	Safety							
Safety		On SR 32, the speed limit outside the village is too fast for the amount of pedestrian and bicycle facilities, business entry's, and park entrances.											
Access	There's a large park and no real bike or pedestrian friendly way to get to it. Smacks of ill suburban planning.		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none	
Mobility	Need a sidewalk												
Access	Need accessible transit stop.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none	
Mobility	Rubber tire transit needs to be established between Eastgate and Cincinnati. The current public transportation offerings for the entire metro area (including the study area) are extremely deficient. Our region's growth will continue to be hampered by this fact. I consider myself to be fiscally conservative but very much believe that [cut-off]. Advance commuter rail/light rail from Eastgate to Fairfax along SR 32 alignment, then to multi-modal hub in Fairfax area allowing connection to Wasson Line and Oasis Line segments to Riverfront Transit Center.	Bus services (BRT) is a great idea.											
Church / Main (SR 32) Intersection													
Congestion	25 mph speed limit plus lights too close together. (2 pins) Need more capacity, especially during rush hour. Wait times at this light are long. Especially southbound weekday evenings. Traffic Signal Issue. Streamline lights in Newtown. Add turn lanes or something for the truck traffic into the asphalt and gravel pits. Consistent traffic delays getting through this intersection during morning and evening rush hour if trying to move north/south.. SR 32 gets all the green time. The light at 32 and Church gets really backed up if there is an accident on Beechmont Levee or Wooster Pike. If there's not an accident, traffic is not bad. Traffic Signal Issue. Traffic flow is impeded by light. Not timed efficiently. (5 pins) Traffic Signal Issue: This traffic signal is poorly managed. I've sat at this light for more than 20 minutes while on SR 32 (approximately 5-10 cycles) with traffic eastbound backed up to the soccer fields and almost to Clough Pike. NB Church St is very congested during morning rush hour. The usual wait is multiple signal sequences at SR 32. Traffic Signal Issue. Traffic at this light gets backed up in the afternoon. (2 pins) The intersection of SR 32 and Main/Church is a pinch point for the entire area. (21 pins) A direct "no stop light option" to Beechmont Levee is highly desired. Heavy congestion during peak hours; lowered speed limits/shifts.(4 pins) Newtown is a huge bottleneck. There are very few businesses thru here. The road needs expanded. This could be a convenient road for those that travel between downtown and the east side. Congestion through Main Street; could use a bypass to increase mobility with higher speed allowance. The timing of this stoplight needs to be better during rush hours. (4 pins) Poorly timed lights. Single lane in each direction leads to long delays. Traffic Signal Issue. It is too long of a wait. SR 32 needs to be upgraded and widened. The 25 mile and hour speed limit and the volume of cars makes this intersection super congested during rush hour	The intersection of Church and Main Street needs better signal timing.	AM WBT = LOS F, v/c 1.06 AM NBT = LOS F, v/c 0.94	AM SBL = Queue > Storage	AM WBT = LOS F, v/c 1.00 AM SBL = Queue > Storage AM SBL = LOS F, v/c 0.89	10 crashes at intersection from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	AM Peak-Hour Max Queue WB = 1750', at times backs through the Round Bottom intersection NB = 1,250'	No deficiencies	Address capacity issues and long queues on all approaches	none		
								PM Peak-Hour Max Queue EB = 2,400' NB = 1,100' SB = 1,250'					
Safety		Because the main intersection (Church and Main) is not 90 degrees, it is hard to know what's supposed to happen.											
Access	Connect to 5 mile trail; Access to Lunken and then to a downtown bike route. (3 pins) Need better bicycle space on roads through Newtown to connect to Cincinnati Bike Trail/Rt. 50 and SR 32. Another great little town for biking. If the city father's would spend more time in developing their place, like Loveland, they would be content with traffic moving faster and easier thru town and still make their town a showplace.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none	none	

Transportation Concern	MetroQuest Comments	Workshop Comments	HCS Analysis						Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs	
			Existing Year 2015	Opening Year 2022	Design Year 2042	Safety								
	If the Anderson trail system connected to Newtown, it would allow direct bicycle access to the Little Miami Trail and encourage visitors to several shops/businesses in Newtown. Need marked bike lanes. (2 pins) Options to connect Ivy Hills to Little Miami Bike Path.													
Safety	The Village of Newtown is a pedestrian-friendly area. It should remain as such. Possible to build a skywalk here? The main street in Newtown does not seem designed to encourage foot traffic. Part of this is due to the buildings themselves, but part feels like it is due to the streetscaping. Safety concern. Pedestrian signal issue. Maintain inviting pedestrian access for Newtown.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none	
Access/Mobility	Closest bus stop is a mile away. There is currently no public transit in Village of Newtown. Need accessible transit stop. (2 pins) Need park and ride.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none	
Mobility	Would love to see light rail. BRT stop. (2 pins)													
Access	More service-weekends, evenings, frequency.													
SR 32: Church to Round Bottom														
Congestion	Congestion issue. (23 pins) One row each way; speed trap. (2 pins) Traffic Signal Issue - Too many signals in this section. The mess of 32...50 mph to 35 mph to 25 mph. Too much congestion in Newtown even on weekends. A bypass is needed. Excessive congestion in mornings and evening rush hours. (4 pins) Speed limits and traffic patterns through Newtown are an impediment. Backed up traffic through newtown; congestion is horrible. I don't have a solution other than widening the road Heavy traffic; slow throughout because it's only 2 lanes through town and 25 miles and hour with several stop signs. A nightmare for peak traffic. Slow throughout because it's only 2 lanes through town and 25 miles and hour with several stop signs. A nightmare for peak traffic	none	n/a	n/a	n/a	2 crashes along segment from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	45% increase in the EB travel time during the PM peak-hour and a 35% increase in the WB travel time during the AM peak-hour compared to the off-peak travel time.	AM peak-hour queues from the Church Street intersection impacts the westbound direction of this segment. PM peak-hour queues from the Round Bottom Road intersection impacts the eastbound direction of this segment.	No deficiencies	Address westbound AM peak-hour and eastbound PM peak-hour delays.	none			
Access	Missing Connection. In general, I would like a quicker way to access the central area of Cincinnati from Eastgate without having to drive all the way north on 275/71 or south 275/471.													
Access	Bicycle-Pedestrian path connection to Eastgate.													
Mobility	Need better bicycle space on roads through Newtown to connect to Cincinnati Bike Trail/Rt. 50 and Rt. 32 Need marked bike lanes.													
Safety	No safe riding areas. It is not safe for cyclists, nor safe for area children. If there was a more safe bike and walking area, there would be fewer cars.													
Mobility	Enhance existing bus routes to provide better service for commuters. (2 pins) Need bus service.													
Access/Mobility	Use light rail on the railways through this small town connecting to downtown and out to Batavia. Light rail downtown. Use parking space near former exhaust-testing site for riders to downtown or other major places of employment. Light-rail going through here with stops in downtown Newtown. The tracks could be in the center of a divided highway	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none		
Round Bottom / SR 32 Intersection														
Congestion	Traffic Signal Issue. (5 pins) Congestion issue. (5 pins) Slows to 25 mph. Traffic lights are slow. Roads are small. Too much congestion. (2 pins) Slow traffic through Newtown creates congestion. Should have a bypass route around Newtown for through traffic. Intersection has improved significantly but it still gets backed up all through Newtown. Poorly timed lights. Single lane in each direction leads to long delays.	none	AM WBT = LOS F, v/c 1.01 PM SBL = Queue > Storage PM EBT = LOS F, v/c 1.02	PM SBL = Queue > Storage PM EBT = LOS F, v/c 1.08	PM SBL = Queue > Storage PM EBT = LOS F, v/c 1.09	5 crashes at intersection from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	AM Peak-Hour Max Queue WB = 850'	Right on Red (SB Roundbottom to WB 32) deficient. Poor intersection sight distance on Roundbottom because of fountain in median island and cars parked at Village Auto.	Address capacity issues and long queues on SR 32 and Round Bottom Road approaches.	Address deficient sight distance at intersection..			

Transportation Concern	MetroQuest Comments	Workshop Comments	HCS Analysis				Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs
			Existing Year 2015	Opening Year 2022	Design Year 2042	Safety					
	This congestion is causing too much traffic on Clough Pike. People from Amelia and beyond use Clough Pike instead of SR 32. Timing of lights are not set correctly and is always clogged up in this area. Takes 10 minutes to travel once you enter Newtown to go a little over one mile. Often backs up here. Congestion waiting to get onto 32. (4 pins) Driving through Newtown is very slow. A bypass would greatly improve travel time Traffic backup at traffic light and slow speed limit through Newtown State highway with 25 mph speed limit is frustrating										
Access	Limit access to SR 32 from 275 to Red Bank for reduction in east-west travel time and conflict of through travel with local travel. Provide interchanges at critical crossroads to afford access to local business districts. Access Issue. (2 pins)										
Safety	Needs repair.										
Access	Better connection (pedestrian) from Ivy Hills to Newtown.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Mobility	Need bus service. If there was a divided multi-lane highway going through here with light-rail going down the middle, I think this would be a major improvement in the area.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
SR 32: Round Bottom to Little Dry Run											
Congestion	This area is a nightmare. I avoid at all costs. Speed limit is outdated. Signals are not connected. Make four lanes. (3 pins) Congestion issue. (17 pins) Backed up with traffic through Newtown. (2 pins) Too much traffic for the two-lane road. Can't be avoided for anything local. Need a route to avoid traveling through Newtown, Mariemont, and Fairfax. Traffic signal issue, cycle length too long. [pin at Ivy Hills Drive/SR 32] There should (must) be an alternate option versus going through Newtown. It's terrible. This is a two-lane road. If someone is turning left, it does not take very long for there to be a traffic problem. This should be four lanes or at minimum have a dedicated turn lane in the middle. Traffic backs up and if someone is turning left it can be a ten minute affair. Afternoon it takes too much time to traverse Newtown. Newtown seems to be a speed trap. I avoid this section if possible. If the town were more inviting I may visit more often. This is always backed up in morning rush hour. I sometimes add 15 extra minutes to get through Newtown. Bad congestion Need to widen road Turn lanes on SR 32 around Newtown	none	n/a	n/a	n/a	12 crashes along segment from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	45% increase in the EB travel time during the PM peak-hour and a 35% increase in the WB travel time during the AM peak-hour compared to the off-peak travel time.	AM peak-hour queues from the Round Bottom Road intersection impacts the westbound direction of this segment. PM peak-hour queues from the Little Dry Run intersection impacts the eastbound direction of this segment.	No deficiencies	Address westbound AM peak-hour and eastbound PM peak-hour delays.	none
Access	Need a high speed road that avoids Newtown and connects SR 32 to US 50 (at Red Bank). Getting from here to Mariemont, Kenwood and beyond. No quick way to get to Blue Ash.										
Safety	Air pollution and noise pollution danger throughout the designated areas. Too many bikes on SR 32 between Little Dry Run and Newtown. Too tight an area for bikes and big trucks. Frequent Accidents. Traffic and cops watching for speeders										
Mobility	Shared use path from Little Dry Run to existing shared use path in Newtown. (4 pins) Bike/Walking designated lane.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	Address bicycle connectivity.
Access	Connect Little Miami Scenic Trail with Eastgate Area. (2 pins)										
Safety	Need marked bike lanes; no marked lanes all the way thru										
Mobility	Sidewalk access along 32 from Little Dry Run into Newtown cbd. (4 pins)	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Address pedestrian connectivity to east corp limit.	none
Access	Access to parks. Pedestrian access from Little Dry Run to Round Bottom.										
Access/Mobility	I'd like to see a bus that connected Fairfax to Batavia, directly up 32.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	Support access to future transit connections.
Mobility	Provide a transit hub/express service.										

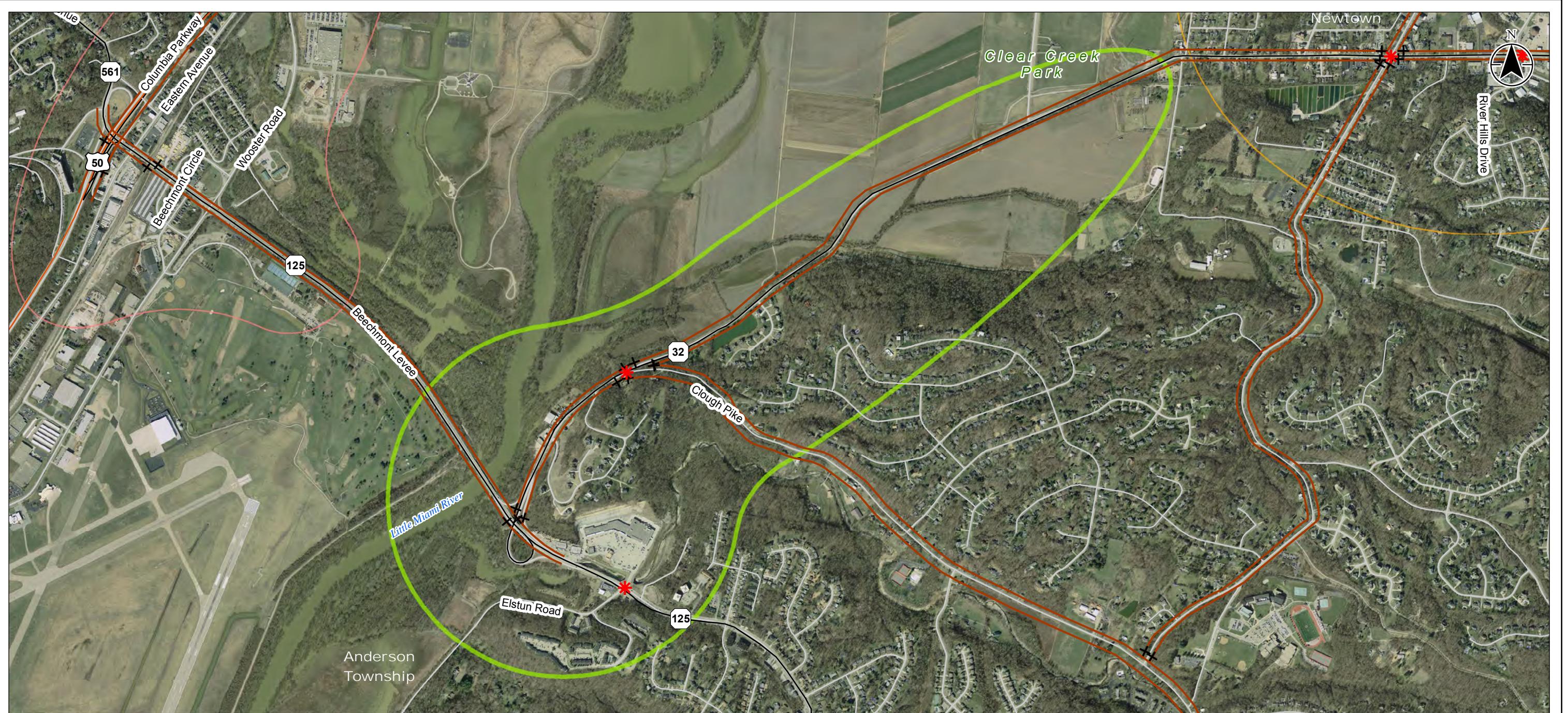
Transportation Concern	MetroQuest Comments		Workshop Comments	HCS Analysis					Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs	
				Existing Year 2015	Opening Year 2022	Design Year 2042	Safety							
	Metro line. Express Transit and Park&Rides to Uptown Area (Not Downtown!) along 32.	More public transit options for people in Clermont Co who cannot afford to live in Mariemont (who don't want 32 coming thru their area) and want to do things in Cincinnati.		n/a	n/a	n/a	No crashes along segment from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	PM peak-hour queues from the Round Bottom Road intersection impacts the southbound direction of this segment	No deficiencies	Address congestion.			
Access	Metro line. (2 pins) Light rail is needed.													
Round Bottom Road: SR 32 to Valley														
Congestion	Ridiculous backups going to east SR 32. This backs up to the car wash at times. Essentially Newtown is gridlock. (2 pins)	From 32 to Round Bottom to Wooster, very slow. I know bypass is dead but something needs to be done.		n/a	n/a	n/a	No crashes along segment from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	PM peak-hour queues from the Round Bottom Road intersection impacts the southbound direction of this segment	No deficiencies	Address congestion.	none		
	Congestion issue. (2 pins)	Congestion waiting to get onto 32. (4 pins)												
Congestion/Access	Improved roadway as an alternative east-west route.													
Safety	Nobody takes this curve appropriately. I've been rear-ended here twice by people who don't yield.													
Safety	Round Bottom, not safe to drive, (let) alone walk or ride bike. There is a park in the area. (4 pins)	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	Enhance bicycle connectivity.		
Mobility	Need marked bike lanes. (4 pins)													
Safety/Mobility	Provide Multi-modal paths into Clermont County and discourage bicycle traffic along Round Bottom Road absent a significant safety upgrade.													
Safety	Safety concern. (2 pins)													
Safety	Round Bottom, not safe to drive, (let) alone walk or ride bike. There is a park in the area.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none		
	Safety concern													
Access/Mobility	I would love to see more rail and local bus access in the suburbs....Less driving means less pollution coming from cars.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none		
Access/Mobility	Need park and ride. (2 pins)													
Round Bottom/Valley Intersection														
Congestion	none	none		AM NBL = Queue > Storage AM NBL = LOS F, v/c 1.02 PM EBL = Queue > Storage	AM NBL = Queue > Storage AM NBL = LOS F, v/c 1.01 AM EBR = LOS F, v/c 0.91 PM EBL = Queue > Storage	AM NBL = Queue > Storage AM NBL = LOS F, v/c 1.02 AM EBR = LOS F, v/c 0.93 PM EBL = Queue > Storage	No crashes at intersection from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	n/a	No deficiencies	Address capacity issues for northbound left turn movement and eastbound approach.	none		
Round Bottom: Valley to Broadwell														
Congestion	Slows to 35-25 MPH. Traffic lights are slow. Roads are small. Too much congestion.		n/a	n/a	n/a	7 crashes along segment from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	n/a	Deficient horizontal degree of curvature in front of Natorp's Nursery.	none	Correct deficient roadway curve near Natorp's Nursery.			
	There is too much traffic here and dangerous traffic. Anderson Township cannot add to it with a limestone mine.													
Safety	2 lane road, bicyclists go slowly on this windy road. Need a bike lane if possible.		n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	Enhance bicycle connectivity.			
	Round Bottom too narrow for bike traffic.													
Mobility	Bike lane along Round Bottom.													
Safety	Too high speed limit on too narrow road.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none	none		
Valley Avenue														
Congestion	Too many stop and go situations. Long backups for people trying to get to SR 32.		n/a	n/a	n/a	3 crashes along segment from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	n/a	No deficiencies	none	none			
	Newtown is awful to drive through. It needs a bypass as there is no over way to get to east SR 32 without driving way out of the way.													
	Many of us take Valley to Round Bottom to avoid Church Street. This is always slow during peak hours.													
	Green light (vs. dedicated green-arrow) turns used instead.													
	Always congested turning onto Valley Avenue.													
	This light creates problems and the 25 mph on Valley does as well.													
Church (Newtown): SR 32 to Valley														
Congestion	Congestion Issue. (4 pins) Too much congestion in Newtown even on weekends. A bypass is needed.		n/a	n/a	n/a	3 crashes along segment from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	40% increase in the NB travel time during the AM peak-hour and a 50% increase in the SB travel time during the PM peak-hour	PM peak-hour queues from the Church Street intersection impacts the southbound direction of this segment.	Deficient vertical curve crossing railroad tracks.	Address northbound AM and southbound PM peak-hour delays.	Address roadway grades at railroad crossing.			
	Four bad intersections, poor traffic flow: 1) Valley/Church, 2) Valley/Round bottom, 3) Church/Batavia, 4) Batavia/Round bottom.													
	Always congested turning onto Valley from Church.													
	Rush hour gridlock.													
	Going through Newtown is way too slow.													
	Too crowded, delays.													

Transportation Concern	MetroQuest Comments	Workshop Comments	HCS Analysis					Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs
			Existing Year 2015	Opening Year 2022	Design Year 2042	Safety						
	Round Bottom, Valley, and Church Streets cannot handle traffic volume.							compared to the off-peak travel time.				
Other-Maintenance	Needs repair; rail crossing not level											
Mobility	Roadway system in Newtown is confusing. Needs to be improved to make clearer to traveling public. Signal improvements or possible roundabout at Church Street at Shell Station should be considered.											
Access	I think it would make sense to post train schedules on a sign on each side of the crossing, so that deliveries, commuters, and emergency services would benefit by knowing ahead of time. If schedules vary all over the place, it makes no sense.											
Safety/Mobility	Little Miami Trail just ends and then it is scary to be on the road with all of the vehicle traffic. Best if bikes have a designated lane on streets, or else specific bike paths.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	Enhance bicycle connectivity.
Mobility	Better bike path on Church from SR 32 to bike trail near Columbia Parkway.											
Access	Connect to 5 mile trail. Should have good connecting paths from the bike trail to Newtown and Clear Creek Park.											
Mobility	This is a beautiful area. It should be developed for walking and local shopping.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Access/Mobility	Do not increase traffic at any point along Ohio River-to-Erie Trail.											
Access	Potential rail stop.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	Support access to future transit connections.
Access/Mobility	Need accessible transit stop. (2 pins) Need rail service from eastern communities (Mariemont, Newtown, Milford, & Eastgate) to downtown. Need bus service. Newtown Station Oasis Line. Newtown is a walkable village. Therefore, it makes sense to have public transit options that do not add vehicular traffic on the roads.											
Mobility	Utilizing Oasis Line for commuter rail.											
Church (Newtown) /Valley Avenue Intersection												
Congestion	Traffic Signal Issue. This light creates problems. And the 25 mph on Valley does as well. Slows to 25 mph. Traffic lights are slow. Roads are small. Too much congestion. Traffic Signal Issue. This intersection is congested. A simple improvement would be a green right turn arrow for when traffic on Church Street has a left turn arrow. This will safely allow for a quicker traffic flow. This is where the backup starts just to get through the first light.	none	No deficiencies	PM SBL = Queue > Storage	PM SBL = Queue > Storage PM SBL = LOS F, v/c 1.04	No crashes at intersection from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	n/a	No deficiencies	Address capacity issues for southbound left-turn movement.	none	
Church (Newtown): Valley to US 50												
Congestion	Congestion issue. (4 pins) Congestion from Newtown to Mariemont. This is typically congested during the evening commute. During very busy times or if there is an accident or flooding, it becomes a dead stop. Probably because it's one of the only ways to cross the river. There are only two links between 50 and 32. Beechmont, which is a multi-lane parkway, and Newtown Road/Church Street. With only two options, many end up taking the single lane in each direction. Getting in and out of parking lots along Newtown Road is difficult. Backed up traffic. Too congested. Too much traffic during rush hour. I avoid this area at all cost. Improve current options to cross the Miami River. The only viable bridge over the river is now here. ODOT has abandoned all other possibilities. This intersection and bridge need a complete redesign to handle far great traffic. Make four lanes from Valley to US 50. Congested from Newtown to Mariemont. (4 pins)	none	n/a	n/a	n/a	6 crashes along segment from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	40% increase in the NB travel time during the AM peak-hour and a 50% increase in the SB travel time during the PM peak-hour compared to the off-peak travel time.	n/a	No deficiencies	Address northbound AM and southbound PM peak-hour delays.	none	
Safety	Needs Repair, road is in bad shape.											
Access	Missing Connection. Put in a service road for local traffic. Put in a straight shot over to the SR 32 bypass going around Newtown allowing traffic to flow more freely off 50 and off of SR 32. Better connection to 32											

Transportation Concern	MetroQuest Comments	Workshop Comments	HCS Analysis					Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs
			Existing Year 2015	Opening Year 2022	Design Year 2042	Safety						
Mobility	Current roadway, no additional expansion needed and no addition impact on protected river allowed.							n/a	n/a	n/a	none	none
Congestion	Do not increase traffic at any point along Ohio River-to-Erie Trail.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Access	Finish/connect bike trail to Cincinnati											
Access/Mobility	A path starts here. This should be extended.											
	The bike path really doesn't connect anything. It would be far more useful if it connected to downtown. It also lacks connections to the road system.											
	Bicycle lanes or path connecting Little Miami Trail to Murray Road Trail.											
	I would like to see the bike trail on Newtown Road connected to downtown, also through Mariemont, Fairfax, and Hyde Park.											
Mobility	Need bike path.											
	Continue to enhance existing bike trail.											
	Need bike path; need a convenient and safe path to get from here (Newtown bridge) to Downtown; add bike path to get to Miami bluff road											
	Need bike path; extend bike path and connect to Wasson Way											
Mobility	Need sidewalk.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Mobility/Safety	Safe Pedestrian/bike lanes needed.											
Access/Mobility	Need bus service.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
	This would be a great stop for a Park and Ride. I wouldn't want to turn this nice green space into a parking lot, but a hidden parking garage could possibly fit somewhere.											
Mobility	Local bars and restaurants (i.e., brewery) and not everyone uses UBER to get home.											

Roadway
Pedestrian
Bicycle
Transit

APPENDIX 3
SR 125/SR 32 AREA



Revised: 2016-11-21 By: blleopold

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- Legend**
- Linwood-Eastern Interchange Area
 - Newtown Village Area
 - SR 125-SR 32 Area
 - * LOS Analysis Intersection
 - + LOS Analysis Roadway Segment

- Notes**
1. Coordinate System: NAD 1983 StatePlane Ohio South FIPS 3402 Feet
 2. Base features: produced from project design elements.
 3. Base Imagery: Orthoimagery - OGRIP-OSIP II, 2012.

0 1,100 2,200
Feet
1:15,000 (At original document size of 11x17)

 **Stantec**

Project Location
Hamilton and Clermont
Counties, Ohio

Prepared by BL on 2016-11-21

Client/Project
Ohio Department of Transportation, District 8
Transportation Needs Analysis
Eastern corridor Segments II and III

Figure No.

173620069

Title
**Focus Area Detail
SR 125/SR 32 Area**

Focus Area: **SR 125 / SR 32**
Community Attributes Identified in the Focus Area Workshop: This Focus Area includes the section of SR 32 between SR 125 and the Village of Newtown's western corp. line. This section of SR 32 is within Anderson Township and traverses the floodplain of the Little Miami River. Based on input received during the Focus Area Workshop, residents identified the following attributes of this area: attractive parks, natural features like farms, hills and greenspaces, as well as the Little Miami River; residents have a strong sense of community with wonderful churches and schools; the area has changed at a relatively slow rate and there is a sense of history; residents enjoy a medium pace and the community is in the "middle" with its attitudes, development, and lifestyle; residential areas offer an eclectic housing stock with a range of prices; and this area is very accessible to other areas in the region, including Downtown Cincinnati, the airport, Kenwood, and the Red Bank corridor.

Transportation Concern	MetroQuest Comments	Workshop Comments	HCS Analysis						Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs
			Existing Year 2015	Opening Year 2022	Design Year 2042	Safety							
SR 125: Beechmont Circle to SR 32													
Congestion	<p>Not very much time to merge onto the levy. Beechmont Levee cannot handle traffic volume. Add another land going west from 32 ramp Leeve is speed trap; congested; dangerous merge from 32. Please make this ramp two lanes existing to 32 eastbound from Leeve. This is desirable even if Beechmont going up the hill becomes only one lane. The Beechmont Levee is ALWAYS congested-usually because of traffic going (or trying to go) to SR 32. After 32, traffic flies up the hill--seems as if SR 32 capacity needs to be increased/ramp needs capacity. Ramp could be made exit only--traffic queue</p>	Revamp the geometrics and add distance for merging at the SR-32 and Beechmont Avenue interchange.	No deficiencies	No deficiencies	No deficiencies	12 total crashes from 2013 through 2015; the 0.15-mile sub segment adjacent to the Reeves Golf and Tennes Courts was identified as a high hazard location. Rear-End = 50% of the crashes. 5 of the 12 crashes occurred on the high hazard sub segment.	No significant increase in travel time during the peak hours.	n/a	No deficiencies	none	none		
Access	<p>Access issue. Would love another alternative to this road that is more of a direct route if going from Clough to RedBank. Ugh...Beechmont Ave! What a mess! Access is difficult as the acceleration lane is very short. I've never had a problem, but daily I see someone else struggle to accomplish this task safely.</p>	none											
Safety	<p>Difficulty merging. Do not widen Beechmont Levy. If anything, speeding needs to be reduced.</p>												
Access	<p>Connect Lunken to Loveland Trail Need to connect Armleder and Lunken trails to trail along 32. Need to connect the Little Miami Trail with the Ohio River Trial at Lunken Airport. Bike and pedestrian path across the river, at Beechmont. Need path connecting Little Miami Scenic Trail to Lunken airport. Connect existing bike trails to Downtown Cincinnati. Connect existing trails with new extensions to create a network, not scattered sections that lead no-where. A bike/pedestrian friendly bridge is the missing link from downtown to Newtown. Connect Armleder and LMR trail with LESS disruption (i.e. no giant tunnel).</p>	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	None		
Access/Safety	Bike access to cross river safely.												
Safety	<p>Impossible to cross safely but people try. Dangerous bridge crossing for bikes. Bike lanes (separated for safety due to speed of car travel?) and traffic calming across the levee would be great. It is currently a safety concern to try to bike this stretch of road. It is currently extremely dangerous and nearly impossible to bike across the Beechmont Levee. Specifically, the bridge between the Wilmer/Wooster to just west of Highway 50 is a disaster and impossible to traverse in anything but a car. This creates a hug Need marked bike lanes. People are biking and walking across the levy all of the time, and it seems extremely dangerous. A safe way to cross the Levee by bike.</p>												
Safety/Mobility	<p>Need bike path. People are biking and walking across the levy all of the time, and it seems extremely dangerous. Biking along Linwood and Beechmont Levee is very scary because cars travel so fast. Bikes often ride in shoulders on levee. Beechmont Ave. is dangerous for bikes due to traffic. Need a bike path across or parallel to the levee. There currently is not a safe way to get from US-50/Linwood/Eastern/Wooster to US-32 on a bike other than riding on the Beechmont Levee - which feels very unsafe due to the speed cars travel on there. Unless a physical divider were added, adding a bike l [cut-off].</p>												
Mobility	<p>Need a bike path along Beechmont Levee between Corbly & Beechmont intersection and Mt. Lookout Square. Bridge across river to connect bike trails. Completion of LMST. Require bridge crossing to connect Lunken Trail with Little Miami Trail.</p>												
Safety	<p>Impossible to cross safely but people try. Increasing number of pedestrians on levee. Signed as "PEDESTRIANS PROHIBITED" but the number seems to be increasing. Biking along Linwood and Beechmont Levee is very scary because cars travel so fast.</p>	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none		
Safety/Mobility	Need bike trail or sidewalk for pedestrians.												
Access/Safety	<p>Connect sidewalk coming down Beechmont hill to the hike/bike trail. No pedestrian access. Need bike/ped access across Little Miami River. (4 pins) Need a way to get across and along the Beechmont levee safely. And across Little Dry Run.</p>												
Access	Bridge across river to connect bike trails.												

Transportation Concern	MetroQuest Comments	Workshop Comments	HCS Analysis								
			Existing Year 2015	Opening Year 2022	Design Year 2042	Safety	Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs
Mobility	Would love to see light rail run along here instead of having to drive. Better transit moves a region forward and attracts people to an area. Wider roads kill communities.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
SR 125 / SR 32 Interchange											
Congestion	This is a very awkward connection (tight loop) for a main road. (7 pins) This should be removed and start over. Is it at all feasible to extend the merge lane from 32 onto the Levy or make the levee three lanes? Right lane exits to Wooster, center lane continues to Columbia Parkway, left lane traffic continues up Linwood. More distance for traffic to sort itself out. When cars merge from northbound 125 and southbound 125 onto 32, that intersection on 32 (near the gas station) is awkward. If you're coming from the direction of Mt. Washington, and you're merging with cars coming from the direction of Mt. Lookout, you ha [cut off]. Congestion delays.	none	No deficiencies	No deficiencies	No deficiencies	27 total crashes from 2013 through 2015; the interchange was identified as a high hazard location. Fixed Object & Rear-End = 75% of the crashes. Two clusters of crashes occurred at the interchange; along the curve and merge from the southbound SR 32 to westbound SR 125 on ramp, and along the curve from the eastbound SR 125 to northbound SR 32 off ramp. Along the curve and merge from the southbound SR 32 to westbound SR 125 on ramp there were 9 crashes. The majority of the crashes (6) occurred in wet conditions and between the hours of 11:00 AM and 2:00 PM. Fixed object crashes (4) were the most prevalent crash type with all of them occurring in wet conditions. Along the curve from the eastbound SR 125 to northbound SR 32 off ramp there were 11 crashes. 10 crashes occurred in the daylight and eight crashes occurred in wet conditions. Fixed object crashes (6) were the most prevalent crash type with all of them occurring in wet conditions. Potential causal factors are excessive speed, slippery pavement, inadequate geometry, or inadequate delineation.	n/a	n/a	Deficient vertical curve on SR 32 ramps under the SR 125 overpass and at the SR 125 ramps.	1. Address fixed object crashes on the ramps from SR 32 to westbound SR 125 and eastbound SR 125 to SR 32 2. Address merging traffic deficiencies on the ramp from SR 32 to westbound SR 125.	1. Address ramp flooding issues. 2. Address deficient vertical grade under the SR 125 overpass and at the SR 125 ramps
Congestion/Safety	This exit onto 32 from 125 eastbound occasionally floods and causes problems with traffic flow.	At times the ramps flood and then you have no access to SR 32 under SR 125.									
Safety	Dangerous merges. Frequent accidents. Short merging area. Needs longer on ramp on 125 from 32. This is a horrible intersection. When you're exiting from Beechmont heading westbound, it's difficult to see the cars that have exited Beechmont heading eastbound (plus the eastbound cars come under the bridge and don't stop). This merge is horrible...you can't see those coming down 125 until you are literally sharing a lane with them. Hard to have traffic from 32 to safely merge onto Beechmont. In the morning, the cars exiting from 32 onto Beechmont create a dangerous situation. Beechmont drivers don't slow down, and there's not enough room for the cars doming from 32 to speed up to an appropriate merge speed. This merge is dangerous. Plans should be made to improve/fix it. Unsafe merge in the morning.	The merge onto westbound Beechmont Levee from SR 32 is dangerous. Visibility on the ramps at SR 125 and SR 32 should be improved. Better pavement markings on the bridge over the Little Miami River. The SR 32/SR 125 interchange is a strange design and should be reconfigured.									
Safety/Access	Fix the on ramps. Very dangerous merging onto SR 125. Entrance ramp from 32 east to 125 north is small, short, and restricted view. Potential for accidents. It is hard to merge onto the levy The merge here from WB 32 to WB 125 is horrible. Improve interchange from flooding. Dangerous merge. (8 pins)	none									
Access	Better connection at this intersection. Access is difficult as the acceleration lane is very short. Improve interchange. Interstate interchanges are unnecessary and inappropriate except on interstate highways. ODOH's designs kill places by making it easier to pass through spaces.	A second exit lane from eastbound SR 125 to SR 32 would be helpful.									
Mobility	Need a connection between Little Miami Bike Trail and Lunken/Armedler Bike Trail (9 pins) Need marked bike lanes. (4 pins) Need to complete the final leg of the Little Miami Scenic Trail. Bike path to nowhere. Needs access to Lunken for trail to be viable and to offer any chance at a real transportation solution.	More bike and pedestrian facilities so we can connect across the Little Miami Valley. (Newtown and Anderson Township Could partner to seek funding.)	n/a	n/a	n/a	n/a	n/a	n/a	Connect Little Miami Trail to Lunken Trail	None	
Access	Need connecting bike path. (9 pins)	none									
Access/Safety	Need bike/ped bridge over the Little Miami River. (6 pins)	none									
Safety	There currently is not a safe way to get from US-50/Linwood/Eastern/Wooster to US-32 on a bike other than riding on the Beechmont Levee - which feels very unsafe due to the speed cars travel on there. Bike lanes (separated for safety due to speed of car travel?) and traffic calming across the levee would be great. It is currently a safety concern to try to bike this stretch of road. Bikes and pedestrians cannot travel across Beechmont safely.	none									
Access	Expand hiking/biking trails. Need access via trail from east side of Little Miami to west side. Bike and pedestrian path across the river at Beechmont.	none	n/a	n/a	n/a	n/a	n/a	n/a	none	none	
Mobility	Need Bike/Ped access across Little Miami River. (4 pins) Need bike trail or sidewalk for pedestrians.										
Safety	Bikes and pedestrians cannot travel across Beechmont safely. Safety concern. (5 pins) Connect sidewalk coming down Beechmont hill to the hike/bike trail.										
Access	Better transit moves a region forward and attracts people to an area. Wider roads kill communities.	More should be done to expand public transportation options to connect regional points of interest.	n/a	n/a	n/a	n/a	n/a	n/a	none	none	

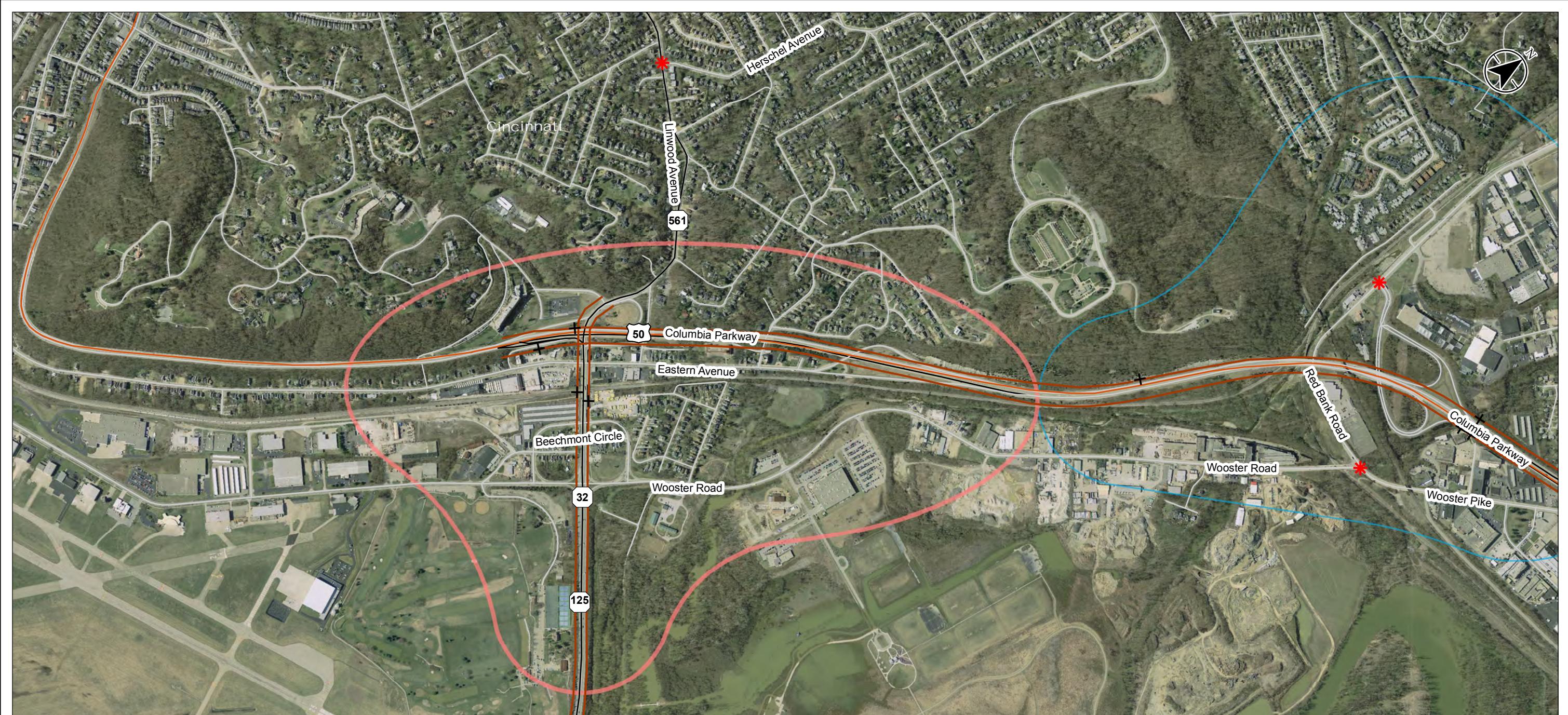
Transportation Concern	MetroQuest Comments	Workshop Comments	HCS Analysis								
			Existing Year 2015	Opening Year 2022	Design Year 2042	Safety	Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs
	No public transit.	SORTA has talked about getting more point-to-point service by adding smaller shuttles. It would be helpful to increase Metro by adding smaller shuttles, similar to campuses.									
	Most traffic, but there's an existing bridge.	Overall, there should be improved bus access and stops.									
Mobility	Better transit moves a region forward and attracts people to an area. Wider roads kill communities.	Have a transit center at the bottom of the hill, so long-distance commuters would enjoy fewer stops. There should be more bus rapid transit (BRT) routes.									
Mobility/Congestion	If we can create public transit coupled with park and ride, we can free up much of the roads, offer access to downtown free of cars and the anxiety of parking. Light rail is more appealing than busing.	Link smaller business districts together through transit. none									
SR 125: SR 32 to Elstun											
Congestion	Speeding and congestion flow up 125 and through Mt. Washington occurs every day! It has devastated Mt. Washington as the business district has been dealt a highway through the middle of "town". It's simply not safe for pedestrians, cyclists, or parked cars. (7 pins)	There should be a left turn lane at Beacon and Beechmont. Currently, the lack of a turn lane backs up everything.	n/a	n/a	n/a	3 crashes on the segment from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	n/a	Deficient vertical grade break in front of Subway	none	Address deficient roadway grade at strip mall
	When people are coming from 32 to Beechmont levee the congestion is crazy because of them merging into traffic. Would be nice to have another lane that you can continuously turn on to without merging.										
	Many more drivers try to exit [onto] 32, but get frustrated and drive up the hill to Corby, thus increasing congestion on Beechmont, which is primarily residential.										
Mobility	none	The system from SR 32 to Beechmont Levee should be looked at together.									
Safety	Standing water during rain events on eastbound lanes in front of UDF.	Truck traffic on Beechmont conflicts with bikes and cars. There is currently work being done on a traffic study about the "chicken lane" or center turn lane on Beechmont, which has caused a lot of crashes. There should be consistency with the number of lanes going up or down the hill on Beechmont. Currently, there is a center turn lane and then not a lane, which causes problems as people transition to and from the turn lane sections. There may need to be a left turn arrow from Sutton onto Beechmont (if one is not already there). Overall, there are numerous accidents as you approach the hill on Beechmont, primarily during peak hours.									
		The bike lane going up the hill on Beechmont makes it impossible to put in a complete turn lane, and compromises traffic safety.									
		On SR 32, the speed limit outside the Village (Newtown) is too fast for the amount of pedestrian and bicycle facilities, business entries, and park entrances.									
Access	Need Bike connection across the Little Miami and a connection of a trail/side path along Beechmont into Mt. Washington	The bike trail should be completed into downtown. There could be a shared use path connection between the business district and the Little Miami Scenic Trail, behind the Speedway. There should be more off-road trails, not just sidewalks. Link the Little Miami Bike Trail with Armeleder and Lunken trail (Beechmont over the Little Miami River) to facilitate biking.	n/a	n/a	n/a	n/a	n/a	n/a	none	Address pedestrian and bicycle connectivity from Elstun Road to Little Miami Trail	
Access/Safety	A safe way for bikes to access the levee.	There could be a connection with the Little Miami Trail to cross the river, since there is a trail on both sides. There could also be connections to the east and into the business district, and in areas that line up with bus stops so that people can have a multi-modal commute.									
Safety		It might be possible to use the Metro buses (near UDF) so that bike riders could safely put their bikes on buses and ride up the hill. That would increase space for the turn lane (because the bike lane could be removed) while still facilitating biking.									
Congestion	Bike lanes are nice for the two bikers who use them but a real disservice to the thousands of drivers who use the roads.	none									
Mobility	No sidewalks on this part of Beechmont or Elstun. People walk from the apartment complexes to buses ALL the time.	The lack of sidewalks in certain places on Beechmont is unsafe. There are no sidewalks on SR 125 between SR 32 and Ranchvale.	n/a	n/a	n/a	n/a	n/a	n/a	none	Address pedestrian and bicycle connectivity from Elstun to Little Miami Trail.	
Safety	This area is ripe for redevelopment- and much of the traffic that goes this way only goes this way because Beechmont is overbuilt. HOWEVER, the economic issues that have resulted from the massive widening in 2003 have really hurt Mt. Washington.	none									
Mobility	Need accessible transit stop.		n/a	n/a	n/a	n/a	n/a	n/a	none	none	
SR 125 / Elstun Road Intersection											
Congestion	Congestion issues.	none	AM NBL = Queue > Storage	AM NBL = Queue > Storage	AM NBL = Queue > Storage	14 crashes at intersection from 2013	n/a	n/a	Deficient vertical sag	Address capacity issues for	Address deficient roadway grade

Transportation Concern	MetroQuest Comments	Workshop Comments	HCS Analysis									
			Existing Year 2015	Opening Year 2022	Design Year 2042	Safety	Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs	
Mobility	none	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	curve through intersection.	northbound left-turn movement and westbound approach.	
SR 32: SR 125 to Clough												
Congestion	Gets backed up.	none	n/a	n/a	n/a	17 total crashes from 2013 through 2015; an approximate 0.15-mile sub segment east of the Beechmont Avenue interchange was identified as a high hazard location . Rear-end and animal crashes represent 65% of the total crashes. Of the 17 total crashes on the segment, 12 (70%) occurred in the high hazard section. Within the high hazard segment, half of the crashes were rear-end crashes with the majority occurring from 4:00 PM to 6:00 PM in the northbound direction.	40% increase in the WB travel time during the AM peak-hour compared to the off-peak travel time.	n/a	No deficiencies	1. Address westbound AM peak-hour delays. 2. Address rear-end crashes.	none	
	Traffic congestion.											
Mobility	Bike path needs to connect to Lunken trail and the Ohio River Trail. Need to finish Anderson Twp Bike Path to Newtown.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none	
Mobility/Access	Hiking/biking trail access, link up to existing trails, expand / extend trails.	none										
Access	A train stop here would pull from Anderson Twp.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none	
Mobility	Would love to see light rail run along here instead of having to drive.											
Clough / SR 32 Intersection												
Congestion	Massive traffic here getting onto SR 32 from Clough. Need to widen road to 4 lanes. This was a goat path was never upgraded for modern day traffic. Create a new intersection. Poor alignment and lack of full movements limits obtaining full potential of intersection. Clough and 32 backups in morning, sometimes from 125. Inability to turn left from westbound 32. Improve intersection. This slows traffic on east 125. During morning rush hour there are long queues on Clough Pike at the SR 32 signal.	There are traffic queuing issues at Clough and SR 32. This was a goat path was never upgraded for modern day traffic. Create a new intersection. Poor alignment and lack of full movements limits obtaining full potential of intersection. Clough and 32 backups in morning, sometimes from 125. Inability to turn left from westbound 32. Improve intersection. This slows traffic on east 125. During morning rush hour there are long queues on Clough Pike at the SR 32 signal.	No deficiencies	AM Clough = LOS F, v/c 1.01	AM Clough = LOS F, v/c 1.01	8 crashes at intersection from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	AM Peak-Hour Max Queue WB = 1,025'	No deficiencies	Address capacity issues and long queue on Clough Pike approach.	none	
	The right turn only lane is not marked well or with enough advance notice, so drivers unfamiliar with the area try to merge left. Seems like an area prone to accidents.		none									
	Turning from Clough onto 32 east is a really severe, awkward turn.											
	Left turns from 32 onto Clough.											
	Frequent accidents.											
	Need Bike/Ped Facility up Clough Pike into Anderson Township.		Need connections from Saddleback to SR 32 and Clough to SR 125.	n/a	n/a	n/a	n/a	n/a	n/a	none	none	
SR 32: Clough to West Newtown Corp Limit												
Congestion	Traffic flow can be improved with a study of signalization, turn lanes, signage and non invasive solutions!	none	n/a	n/a	n/a	20 total crashes from 2013 through 2015; two small segments, the curve west of McCullough Run and in front of the entrance to Clear Creek Park were identified as a high hazard locations. Rear-end and fixed object crashes represent 55% of the total crashes.	55% increase in the EB travel time during the PM peak-hour compared to the off-peak travel time.	PM peak-hour queues from the Church Street intersection impacts the eastbound direction of this segment.	Deficient horizontal degree of curvature for three curves. Both curves in the S curve and the curve at the corp. limit. Deficient vertical crest curve east of Turpin Lake Place.	1. Address eastbound PM peak-hour delays. 2. Address deficiencies at the 'S' curve. 3. Address roadway flooding issues.	1. Address deficient roadway grade east of Turpin Lake Place. 2. Correct deficient roadway curve at Newtown Corporation Limit. 3. Address roadway flooding issues.	
	Single-lane traffic on OH-32 despite extremely high morning and evening traffic in both directions causes high congestion and the potential for significant delay due to break-downs and accidents and/or construction.. (7 pins)											
	This is where the congestion is worst during evening rush hour. Widen the highway and install light-rail service in the center of a divided highway (pins are just west of Newton corp line). (5 pins)											
	Make four lanes.											
	Traffic from here to Eastgate during rush hour.											
	Existing roadway; no additions needed.											
	Congestion delays.											
	Need for additional travel lanes through Newtown with pedestrian access.											
	Needs multi lanes due to turning traffic.											
	Too few lanes.											
	Congestion during evening commute, backed up from soccer fields all the way to Newtown Road. Unacceptable.											
	This part of 32 is rural-with a higher speed limit. PLEASE widen 32 here, and allow for 2 lane (cut off).											
	Reduce congestion here and through Mariemont. Not enough routes to downtown/uptown.											
	Bridge over Little Miami and connect Route 32 to Red Bank Expressway.											
	Red Bank Road should go to here.											
Access	Bypass around or allow to go into town.											
	The "S" curves on SR 32 by the sod farms are an issue.											
Safety	Needs repair.											
	Occasional flooding of road.											
Safety	New crossing system for future Five mile Trail connection to the Little Miami Trail.		n/a	n/a	n/a	n/a	n/a	n/a	n/a	1. Address pedestrian and bicycle connectivity from the Turpin Lake subdivision to the Little Miami Trail	1. Address bicycle connectivity from Newtown to Clear Creek Park.	
	Need bike path connectivity into Anderson Township.											
Mobility	Extend bike path to go all the way to downtown Cincinnati.											

Transportation Concern	MetroQuest Comments	Workshop Comments	HCS Analysis					Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs
			Existing Year 2015	Opening Year 2022	Design Year 2042	Safety						
	Need connection for Eastern Corridor project into Little Miami Scenic Trail. (4 pins) Need marked bike lanes. New bike path is a plus! Evaluate extending the Five Mile Trail northwest-ward and down to connect with the Little Miami Scenic Trail across SR 32.											
Mobility/Access	Connect Lunken to Loveland Trail. Need RR to be converted to trail from Lunken to downtown. Bridge to Lunken field and downtown.											
Access	This park is very busy, you have put in a bike trail not open yet. But it is horrible to drive and park there during some events. This is a public park.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	1. Address pedestrian and bicycle connectivity from the Turpin Lake subdivision to the Little Miami Trail.	1. Address pedestrian and bicycle connectivity from Newtown to Clear Creek Park.
Access/Safety	Impossible, no sidewalks or edges on this road!											
	High-speed traffic is inconsistent with large number of recreational users. Widen for ped-bike use.											
Mobility	Impossible, no sidewalks or edges on this road! Not a good way to get to the park.											
Access	There should be public transportation tried thru this area.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Access/Mobility	General connection/expansion of public transportation other than bus.											
Mobility	Light rail along existing 32 right of way is desirable. There needs to be a consistent way to park (in Newtown) and ride the bus/light rail—a straight shot to downtown. (3 pins)											
	Need bus service.											

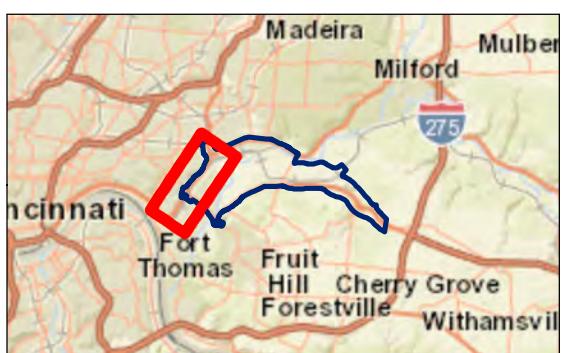
Roadway
Pedestrian
Bicycle
Transit

APPENDIX 4
LINWOOD/EASTERN INTERCHANGE AREA



Revised: 2016-11-21 By: blleopold

V:\1736\active\17362009\mapping\Focus\area_detail\maps.mxd



Legend

- Linwood-Eastern Interchange Area
- US 50-Red Bank Interchange Area
- * LOS Analysis Intersection
- ++ LOS Analysis Roadway Segment

Notes

1. Coordinate System: NAD 1983 StatePlane Ohio South FIPS 3402 Feet
2. Base features: produced from project design elements.
3. Base Imagery: Orthoimagery - OGRIP-OSIP II, 2012.

0 900 1,800
Feet
1:12,000 (At original document size of 11x17)

 **Stantec**

Project Location
Hamilton and Clermont
Counties, Ohio

Prepared by BL on 2016-11-21

Client/Project
Ohio Department of Transportation, District 8
Transportation Needs Analysis
Eastern corridor Segments II and III

Figure No.

173620069

Title
Focus Area Detail
Linwood/Eastern Ave Interchange

Focus Area:

Linwood / Eastern Interchange

Community Attributes Identified in the Focus Area Workshop:

The Linwood/Eastern Interchange area includes the community of Linwood, a neighborhood of the City of Cincinnati. Attributes of this area include a tight-knit community where residents have a strong sense of community. The area is picturesque and includes shopping, historic homes, parks and recreation.

Transportation Concern	MetroQuest Comments	Workshop Comments	HCS Analysis						Primary Needs	Secondary Needs	
			Existing Year 2015	Opening Year 2022	Design Year 2042	Safety	Travel Time	Queue Analysis	Geometric Analysis		
SR 125 / US 50 Interchange											
Congestion	<p>While outside of this specific study area, a local access bridge across the Ohio River, from Columbia Tusculum to Dayton, KY, would greatly help congestion and access issues to the region's eastern suburbs. Right now there are too few river crossings in t [cut-off].</p> <p>Too much traffic flows through Mt. Lookout and Hyde Park. Majority of the traffic is simply cutting through and provides no value to either community.</p> <p>Slow merging, tight entrance/exit circles.</p> <p>Roadways leading from here and beyond can not maintain current traffic load.</p> <p>Traffic from Anderson and all places east dumps out here into areas not designed to handle that much traffic. Please redirect.</p> <p>Congestion issue.</p>	none	No deficiencies	No deficiencies	No deficiencies	15 crashes at the interchange from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	n/a	<p>Deficient horizontal curvature on the ramp from Eastern Avenue, on SR 125 under the US 50 overpass, on ramp from SR 125 to US 50, and on slip lane onto SR 125.</p> <p>Deficient vertical curvature on SR 125 from US 50 to Deficient sight distance at the eastbound off ramp and SR 125.</p>	<p>Address lack of connectivity from SR 125 to eastbound US 50 and from westbound US 50 to SR 125.</p>	<p>1. Address deficient roadway curves on SR 125 and interchange ramps</p> <p>2. Address deficient roadway grade on SR 125 and on US 50</p> <p>3. Address deficient sight distance at the eastbound US 50 exit ramp intersection with SR 125</p>
Safety/Congestion	<p>Improve interchange: 50 to Beechmont risky with Eastern Ave access.</p> <p>Within a small amount of roadway, there's a bus stop, a right-hand turn for cars merging onto 50 eastbound (??), and a right-hand turn for cars merging onto 50 westbound. It's not a safe traffic merge AT ALL, and cars are frequently weaving madly in the morning.</p>	none							<p>Deficient weave section for the eastbound off ramp.</p> <p>Deficient sight distance at the eastbound off ramp and SR 125.</p>		<p>4. Address deficient weave on the eastbound US 50 exit ramp to SR 125.</p> <p>5. Address lack of/limited wayfinding to improve regional connectivity.</p>
Safety	<p>The merge area from the Linwood ramp to WB US 50 is way too short.</p> <p>Traffic exiting EB US 50 and going to Linwood, must currently cross all 4 lanes of Beechmont Ave to Church Place to do so. Not safe.</p> <p>Need repair.</p> <p>Cannot exit onto Linwood safely in either direction. Traffic coming N or E bound from Mt. Washington is at high speeds and are often making a left onto this smaller street.</p> <p>The cars merging right to turn on Church mingling with the cars merging right to turn onto Columbia Parkway, makes a dangerous situation in the morning.</p> <p>Cars coming from Eastern don't always yield to Columbia Parkway cars in the afternoon.</p> <p>Dangerous left turn. Limited visibility.</p>	<p>The ramps at the interchange with Linwood Avenue and Columbia Parkway could be updated with longer ramp tapers.</p> <p>Getting off of Columbia Parkway while headed eastbound, exiting on the Beechmont exit to turn left onto Linwood Avenue is terrifying - like playing the game "Frogger."</p>									
Access	<p>This is a very confusing access point. (3 pins)</p> <p>Poor signage for Beechmont Avenue/Lunken Airport exit on Columbia Parkway and on Beechmont. Parkway has numbers (32/561/125) but few names- people in Cinti use names far more than numbers. Notice that inbound Beechmont right lane is Exit Only to I-70 [cut-off].</p> <p>There needs to be direct exit access to northbound hwy 50 from westbound hwy 125. (7 pins)</p> <p>Interstate interchanges are unnecessary and inappropriate except for interstate highways. This is a parkway not an interstate. Design it accordingly.</p> <p>The linkage here from surface roads to major travel corridors is a mess and forces people thru neighborhoods. Please fix!</p> <p>Getting onto 71</p> <p>The Beechmont Circle/US-50/Wooster/125 interchanges are confusing and probably inefficient.</p> <p>Ability to get from Columbia to Linwood without ending around.</p> <p>Non intuitive travel at Beechmont, Wilmer and Wooster creates difficulty in traveling by car and truck.</p> <p>From Beechmont to Wooster, must go around and under Beechmont instead of direct access. Also must go around and under Beechmont if going from Wilmer to Wooster or Beechmont. Awkward.</p> <p>It's too difficult to go north or east on Rt. 50 from 125. There should be a full interchange at 50 and 125 and perhaps use 50 east to connect to an upgraded Red Bank interchange.</p> <p>No ability to access eastbound Columbia Parkway from Beechmont Avenue/Linwood Avenue.</p> <p>No ability to go best way to get to Red Bank easily from Beechmont...up to Rt. 50 east...probably</p>	<p>A direct ramp connection from Beechmont Levee up to US 50 would help people get to Red Bank Road and then to I-71.</p>									
Access/Congestion	I avoid this area. I get turned around and don't know where to go.	none									

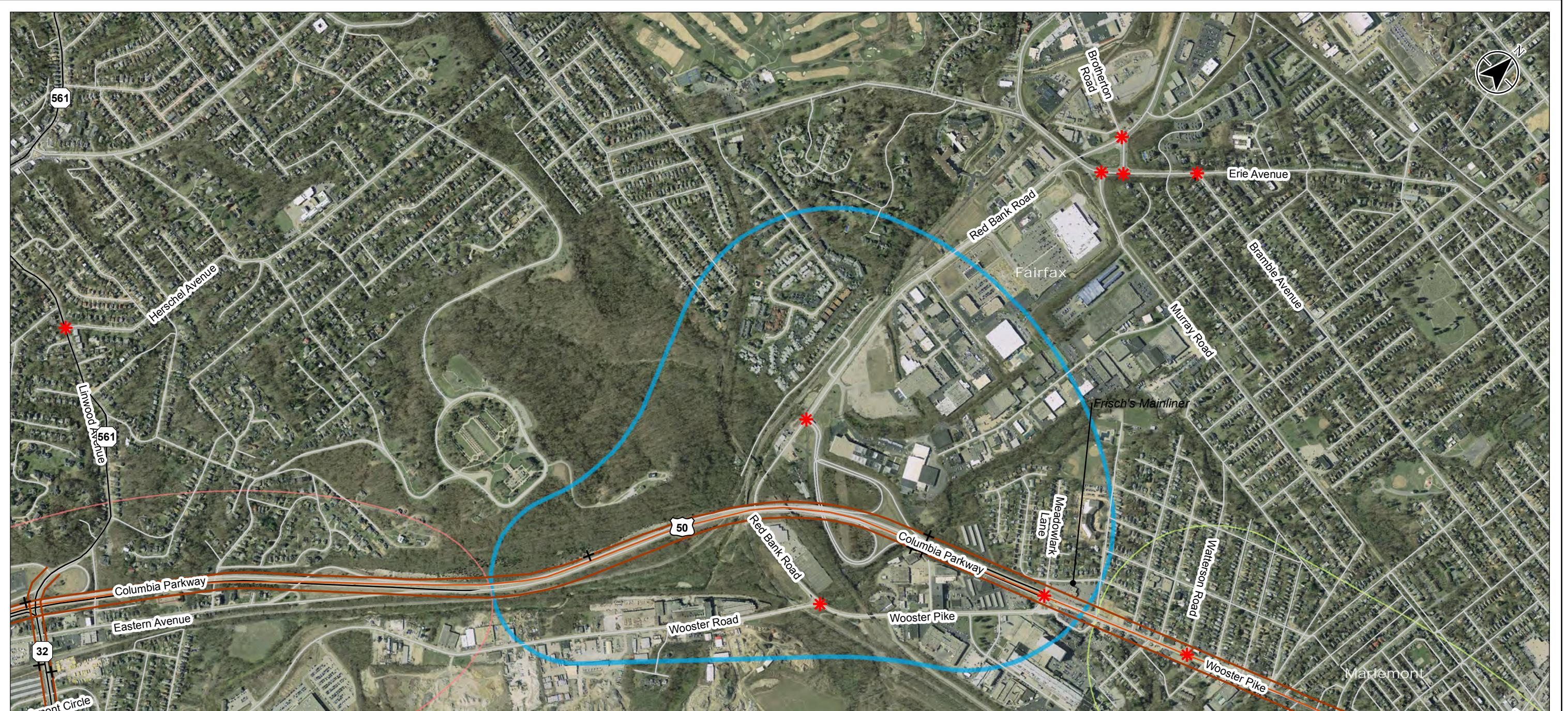
Transportation Concern	MetroQuest Comments	Workshop Comments	HCS Analysis								
			Existing Year 2015	Opening Year 2022	Design Year 2042	Safety	Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs
Safety	Biking along Linwood and Beechmont Levee is very scary because cars travel so fast. A safe bike route up to Linwood.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Mobility	Bike parking station for a park and ride option would be great right around here (west of interchange). Need Bike Path (west of interchange).										
Access	Connect lunken to old Wooster Access from Mt. Lookout to Lunken and Otto Armleder for bikes. Now the access is dangerous for families and very indirect.										
Mobility	Need to add light rail from downtown to the suburbs. Light rail.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
SR 125: US 50 to Beechmont Circle											
Access	none	none	none	none	none	12 crashes along segment from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	No significant increase in travel time during the peak hours.	n/a	Deficient vertical sag curve east of the viaduct.	none	1. Address deficient roadway grade east of the viaduct. 2. Address physical connectivity between SR125/US 50 interchange and Beechmont Avenue
Beechmont Circle											
Congestion	Poorly timed signal - frequent long waits with no opposing traffic. Improve flow of traffic from Beechmont Circle to 125. Congestion issue. Again, too many people driving through to get to 71, etc. Bad signage for Wooster/Wilmer interchange. Confusing ramps. Good Spot for a roundabout. Beechmont Ct traffic yields to Cir traffic. If drivers aren't aggressive enough queues can form. Signal Issue: The yield sign for traffic coming off the levy to Wooster is dangerous. Traffic has backed up on the levy and its hard to see cars stopped when coming around the bend. This traffic is much to heavy too have to yield for the cars coming around the circle t [cut-off]. During rush hour, people turning right here to access 50 east cause significant slow downs all the way down the levee. A turn lane, restricted access, or alternative route would help significantly. Traffic signal needed at Wilmer/Wooster and Beechmont to allow for left and right turns from every direction. Current setup with continuous right turns is a safety concern.	The area at Wilmer/Wooster is especially confusing. It looks like you can turn left, but you cannot. The SR 32/Wooster Pike/Beechmont Avenue/Circle area is very confusing for motorists and bikes trying to get on the Beechmont Levee.	No ramp deficiencies	No ramp deficiencies	No ramp deficiencies	20 crashes at the circle from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	n/a	Deficient horizontal degree of curvature at all four quadrants of the circle. Deficient vertical curve at the northeast quadrant. Deficient intersection and stopping and sight distance.	Address localized connectivity travel patterns within Beechmont Circle.	1. Address lack of and limited wayfinding to improve regional connectivity. 2. Address roadway curve and grade deficiencies
Access	Access issue. This whole loop intersection is wildly confusing. Very confusing interchanges	none									
Access/Safety	This area needs wayfinding to the I-71. Also the roadway is confusing and needs to be made clearer to the motoring public.										
Safety	This interchange destroys this neighborhoods value and is pointless. Bridge Wooster Rd over SR 32 with no ramps. Frequent accidents. Need to improve signage on the Beechmont Circle										
Safety/Congestion	There's a bus stop here that creates backup and a dangerous situation in the morning, as cars slam on their brakes and then try to whip around the bus.										
Mobility	Need a bike path.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Access/Safety	The current lack of bike ability across this stretch of the Beechmont Levee creates a barrier between and restricts access between Mt. Lookout and the Lunken Playfields and Armleder Park.										
Safety	This stretch of Highway 125 between Highway 50 and Wilmer/Wooster is nearly impossible and very unsafe to bike across. Addition of bike lanes and traffic calming are desperately needed. Addition of a stoplight at the Wilmer/Wooster interchange would likel [cut-off]. Going north and south along Wilmer/Wooster is horrible as a pedestrian or cyclist near the Beechmont Levy. Add better option.										
Safety	Safety concern. Difficult crossing of Beechmont to bus stops. Area around Levy loops very unfriendly.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Address pedestrian safety issues crossing SR 125 at bus stops	none
Safety/Access	Need crosswalk.										
Access/Mobility	No great way from 50 to Red Bank.										
Safety	When the bus stops here in the morning, it makes an already bottlenecked Beechmont Levee even worse. Cars try to swerve around the stopped bus, creating a dangerous situation. Could there a pull-off for the bus? People get dropped off or picked up at this bus stop and then try to cross 4 lanes of highway with people driving over the speed limit...very dangerous.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none

Transportation Concern	MetroQuest Comments	Workshop Comments	HCS Analysis						Primary Needs	Secondary Needs	
			Existing Year 2015	Opening Year 2022	Design Year 2042	Safety	Travel Time	Queue Analysis	Geometric Analysis		
Safety/Access	The current bus is not accessible to all without crossing a street at a non-cross walk or intersection. I sometimes see US Bank employees walking in the middle of the road in rush hour because there is no cross and no sidewalk.										
Access	Difficult for local residents to get to bus stops without long walking around the loops of Beechmont.										
Access/Mobility	Park and ride station would be ideal right here. Connect to bike trails for nearby communities to bike to the station and reduce traffic flow thru Mt. Lookout.										
Mobility	Bus Rapid Transit routes should be set up to/from Lunken Airport out to the eastern suburbs, and in toward the center city.										
Eastern Avenue: SR 125 to US 50											
Congestion	Congestion issue. (5 pins)			n/a	n/a	n/a	13 total crashes from 2013 through 2015; the segment was identified as a high hazard location.	n/a	n/a	No deficiencies	none
Safety	Frequent accidents.			Eastern Avenue between Linwood Avenue and US 50 is treated mostly as an on and off ramp. People drive too fast to get onto US 50. It would be great to have a solar radar sign to remind people of their speed.			Parked Vehicle & Sideswipe = 75% of the crashes.				
Access	Consider improving the ped bridge here as an alternate way across the RR tracks. Need a connection for bikes across the railroad tracks and to connect to Lunken/Armleder paths.			n/a	n/a	n/a	No correlation between the crash data and a specific contributing cause.	n/a	n/a		Address bicycle connectivity across railroad tracks to existing Armleder and Lunken bike paths.
Mobility	Need marked bike lanes.			n/a	n/a	n/a	n/a	n/a	n/a	none	
Safety	Need Sidewalk			n/a	n/a	n/a	n/a	n/a	n/a	none	Address pedestrian connectivity across railroad tracks to existing Armleder and Lunken bike paths.
Access	Need Accessible Transit Stop	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Wooster: Beechmont Circle to Red Bank											
Congestion	Congestion issue. This is an excellent alternative right-of-way for widening to four lanes. Wilmer from Beechmont to Red Bank Rd.			n/a	n/a	n/a	33 total crashes from 2013 through 2015; the sub segment from the Cincinnati City Limit to approximately 0.70 miles south was identified as a high hazard location.	n/a	n/a	No deficiencies	none
	Extra lanes and limit truck traffic during rush hours.						Rear-End & Fixed Object= 75% of the crashes.				
	This area is one of the weakest in the whole loop..more lanes are needed to encourage traffic pattern to continue the full route..more lanes most needed Redbank and Beechmont levee.						25 of the 33 crashes occurred on the high hazard sub segment.				
Safety	Needs repair. Repaving and line striping. Narrow road on Wooster and can flood. Air pollution and noise pollution at Ault Park.										
Access	There are frequently large delivery trucks and trailers to both Hafner and Cincinnati Paperboard that blocks the road for several minutes while they back into loading docks. Quick access from Beechmont levee and/or 32 to RedBank. Easier access to Norwood Lateral. Why can't a road be built off 32 or Beechmont Levee to connect to Red Bank instead of using Old Wooster???	There should be better signage on Old Wooster Pike.		n/a	n/a	n/a	n/a	n/a	n/a	Address bicycle connectivity (designated US Bicycle Route 21)	none
Safety	This section of Wooster is concentrates drivers in a hurry in both directions sometimes making it difficult to enter the Park and its trail systems. Other parts of Wooster are wide enough to seem safe and allow passing, but not here. And, the road is cr [cut-off]. Needs repair.			n/a	n/a	n/a	n/a	n/a	n/a		
Safety/Mobility	Wooster Pike is dangerous for biking, but is an important route. Sharrows exist in Fairfax but then disappear between Wooster Rd. and Otto Armleder park where the bike trail exists.			n/a	n/a	n/a	n/a	n/a	n/a		
Mobility	Route for Cincinnati cyclists going to Little Miami Trail and vice-versa. If a new or improved RR crossing is provided for bikes into the Morse/Hutton neighborhood, a shared-use path should be provided on the north side of Wooster Road from Hutton to Armleder Road signal where bikes/peds could cross safely into the park. Continue path from Armleder Park up to Wooster Road. Need marked bike lanes. Shared bike/car lane. Wooster Road from Armleder Park to Wooster Pike Fairfax is in bad shape. Needs a bike lane on each side of road please. Connect Lunken/Armleder to Little Miami Trail. Biking along the river between the parks. Need bike path. (5 pins) We need addition bike lanes, not simply sharrows. On Wooster but also other streets. (3 pins)			There is no good way to get from Fairfax to the Lunken area by bicycle. Bicyclists on Columbia Parkway get off the ramp and it's scary. "Old" Wooster Road is not bike-friendly.							

Transportation Concern	MetroQuest Comments	Workshop Comments	HCS Analysis								
			Existing Year 2015	Opening Year 2022	Design Year 2042	Safety	Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs
	There needs to be a new dedicated bike path that connects Avoca and Lunken.										
	Evaluate a trail connection across Wooster Pike from Armleder, along the (ample) Oasis Line right-of-way and connecting to the trail at Old Red Bank Road, which leads to the Murray Road Trail in Fairfax.										
	The great bike lanes along Eastern Ave. quickly die once your past Lunken Airport, especially when Eastern transitions into Wooster.										
Access/Mobility	Connect bike paths. Need bike connection from Fairfax/Madisonville to bike trails south of Beechmont Levy.	none									
Access	Wooster Pike Side Path to connect Armleder Park to Murray Avenue Bike Trail and Wasson Way.	Old Wooster is not bike friendly due to the dirt and debris left in the road by industry in the area.									
Access/Safety	No safe way to ride directly to downtown Cincinnati or to Hyde Park area.	An additional bike lane connection would be useful.									
Safety	This section of Wooster is concentrates drivers in a hurry in both directions sometimes making it difficult to enter the Park and its trail systems. Other parts of Wooster are wide enough to seem safe and allow passing, but not here. And, the road is cr [cut-off]. No cross at dangerous Carustar walk.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Mobility	Need sidewalk.										
Access/Mobility	I have never seen a bus route to Armleder Park but there may be one there, not sure. The park should be accessible to all. More and more employers are locating along Wooster Road and Red Bank Road, all the way from Beechmont Avenue to Duck Creek Road. Many of these employers are asking for expanded public transit for their employees. So, perhaps a new Metro bus route can [cut-off].	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	Support access to future transit connections.
Safety/Mobility	Need bus stop shelter.										
Mobility	Would like a Rail system to go on route 50 and/or 32 that takes you downtown and back with longer hours than the buses. Would promote businesses downtown and along the way. Assume this would connect to route 52. Prefer bus and light rail combination. High speed public transport between east side suburbs and downtown.										
Access	Need park and ride.										
US 50: SR 125 to Eastern Avenue											
Access	Can the traffic lanes on Columbia Parkway be widened? Difficult to get where you want to go; confusing and dangerous merges	none	No deficiencies	No deficiencies	No deficiencies	No crashes on the segment from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	No significant increase in travel time during the peak hours.	n/a	No deficiencies	none	none
Safety	Street lighting issue (pin on Leonard Avenue).										
Access	Public transit is only available at rush hour very limited. More frequent bus service from the urban core.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
US 50 / Eastern Avenue Interchange											
Access	none	none	No deficiencies	No deficiencies	No deficiencies	No crashes on the segment from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	n/a	No deficiencies	none	Address lack of and limited wayfinding to improve regional connectivity.
US 50: Eastern Avenue to Red Bank											
Congestion	Congestion issue. Rt 50 Wooster pike is already slow going down to one lane. Where is that gonna leave traffic?	none	No deficiencies	No deficiencies	No deficiencies	3 crashes on the segment from 2013 through 2015. Not identified as a high hazard location by ODOT screening. 1 crash, involving a motorcycle, was a fatal crash.	No significant increase in travel time during the peak hours.	n/a	No deficiencies	none	none
Safety	Can the traffic lanes on Columbia Parkway be widened?										
Access	No ability to go best way to get to Red Bank easily from Beechmont up to US 50 east...probably.										
Mobility	Need bike path.	none	n/a	n/a	n/a	n/a	n/a	n/a	none	none	none
Access	No cross at the park.	none	n/a	n/a	n/a	n/a	n/a	n/a	none	none	none
Mobility	Public transit is only available at rush hour very limited. More frequent bus service from the urban core.	none	n/a	n/a	n/a	n/a	n/a	n/a	none	none	none
Access/Mobility	Connection to downtown from Columbia Tusculum downtown.										

Roadway
Pedestrian
Bicycle
Transit

APPENDIX 5
US 50/RED BANK INTERCHANGE AREA



Revised: 2016-11-21 By: blleopold

V:\1736\active\17362009\mapping\Focus Area\detail\maps.mxd



- Legend**
- Linwood-Eastern Interchange Area
 - US 50 Corridor Area
 - US 50-Red Bank Interchange Area
 - * LOS Analysis Intersection
 - + LOS Analysis Roadway Segment

Notes

1. Coordinate System: NAD 1983 StatePlane Ohio South FIPS 3402 Feet
2. Base features: produced from project design elements.
3. Base Imagery: Orthoimagery - OGRIP-OSIP II, 2012.

0 900 1,800
Feet
1:12,000 (At original document size of 11x17)



Project Location
Hamilton and Clermont
Counties, Ohio

Prepared by BL on 2016-11-21
173620069

Client/Project
Ohio Department of Transportation, District 8
Transportation Needs Analysis
Eastern corridor Segments II and III

Figure No.

173620069

Title
Focus Area Detail
US 50/Red Bank Road Interchange

Focus Area:

US 50 / Red Bank Interchange

Community Attributes Identified The US 50/Red Bank Interchange Focus Area extends along the US 50 corridor between the US 50/Red Bank Road Interchange to Southern Avenue within the Village of Fairfax. This area includes mixed use development with small commercial businesses along US 50 (Wooster Pike) and manufacturing businesses, such as Kellogg's Snack Division, along Old Wooster Pike. The Frisch's Mainliner Restaurant, a historic restaurant dating from 1939, is located along US 50 (Wooster Pike), just west of Southern Avenue. The community attributes identified in the Focus Area Workshop for the Fairfax area include: walkability; great schools; safe; unique neighborhood; quiet (except for rush hour); beautiful with mature trees; diverse. The residents also indicated that Fairfax has been attracting young, educated people who are looking for a strong community.

Transportation Concern	MetroQuest Comments	Workshop Comments	HCS Analysis						Primary Needs	Secondary Needs		
			Existing Year 2015	Opening Year 2022	Design Year 2042	Safety	Travel Time	Queue Analysis	Geometric Analysis			
US 50 / Red Bank Interchange												
Congestion	This whole intersection is very inefficient for traffic flow for both Red Bank access to 50 and vice a versa. Does not work very well and backs up during heavy traffic times. (5 pins)	At the intersection of Red Bank and Wooster, coming out of Linwood, there is a bridge that creates poor alignment in the intersection. If you are driving down Red Bank Road and continuing onto Wooster, it almost feels like you are driving into oncoming traffic. The layout is strange and should be addressed. The timing of the signals at this intersection should also be improved.	No deficiencies	No deficiencies	No deficiencies	15 crashes at interchange from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	n/a	No deficiencies	Address localized connectivity travel patterns within the interchange.	Address lack of/limited wayfinding to improve regional connectivity.	
Safety	Needs repair. Frequent accidents. Intersection is dangerous. Safer, smoother transition from US 50 to Red Bank	The interchange of US 50 and Red Bank Road could be improved significantly. There are a lot of line of sight and merging issues. There should be an effort to reduce the left and right turns and lane changes to improve the flow.										
Access	Hard to get to 50 when on Red Bank. VERY confusing signage for entrance to Columbia Parkway. Nowhere on Red Bank Road does it say "COLUMBIA PARKWAY". This is incredibly confusing. Furthermore, the ramp is signed as "COLBANK" which doesn't make sense for those not from the area.											
	Finish the interchange at Red Bank / Route 50 and Old Wooster. There is already a business / industrial corridor that could be better utilized to allow for better traffic flow to and from the eastern areas. Do this before wasting any more money on the East [cut-off].											
	Access issue. Please link Beechmont levee more directly here. Interstate interchanges are unnecessary and inappropriate except on interstate highways.											
	I really wish there was a more direct route to connect to I-71, without going further north.											
	Missing connection. This is a strange interchange. A more continuous transition from 50 to Red Bank would be helpful.											
	This whole intersection is very inefficient for traffic flow for both Red Bank Access to hwy 50 and vice versa. Does not work well and backs up during heavy traffic times.											
	The Red Bank / US 50 is not really a connection - it is a cludgy mess that needs a complete redesign.											
	No signage on Parkway at Red Bank to indicate access to I071.											
Mobility	Need bike path.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none	
Access	We need to connect Madisonville and Fairfax to the Wasson Way and Armleder Park in safe ways so families can enjoy these amenities.											
Mobility	Need sidewalk. Being able to walk from Fairfax to Redbank without walking around the back on Murray would be great. More pedestrian friendly pathways to Ault Park from the Fairfax bike path	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none	
Mobility	Train to downtown. Connect to street car.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none	
US 50: Red Bank to Meadowlark (Note: Wooster Pike on the south side of US 50 opposite Meadowlark)												
Congestion	Slow traffic. Traffic lights cause delays. Limited movement creating slow progress of traffic thru area. One lane and left turns are a nightmare. Too many side streets have been blocked. Lights are not timed/synced correctly, bypass on Dragon's way creates frustration and road rage. Using Red Bank as a bypass increases congestion. Traffic backups in evening rush hours. (3 pins) This bottleneck is debilitating in the evening. Choke point during evening commute. Traffic backs up on 50 all the way under railroad bridge because of poorly timed traffic lights in Fairfax. The Waterson light is particularly bad. This was easier to travel at evening rush hour before dropping to one lane.	There are a number of signal issues. The timing of two signals on US 50 in Fairfax and the signals along Red Bank Road/Expressway could be improved. Currently, the traffic often backs up at each red light. There should be consistent lanes on Wooster Pike all the way through Fairfax and Mariemont, rather than switching from two lanes to one, and then back again. This would prevent people from jockeying for position.	n/a	n/a	n/a	1 crash along segment from 2013 through 2015. Not identified as a high hazard location by ODOT screening. 8 eastbound rear-end crashes were reported at the Meadowlark Lane intersection due to traffic queued at the intersection.	165% increase in the EB travel time during the PM peak-hour compared to the off-peak travel time.	PM peak-hour queues from the Meadowlark Lane intersection impacts the eastbound direction of this segment.	No deficiencies	1. Address safety issues related to end of freeway section. 2. Address eastbound PM peak-hour delays.	none	

Transportation Concern	MetroQuest Comments	Workshop Comments	HCS Analysis								
			Existing Year 2015	Opening Year 2022	Design Year 2042	Safety	Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs
	Need to increase capacity, eliminate bottleneck, provide better traffic access. You go from two lanes which travel is light and then clogs up because for some reason Fairfax made it one lane and needs to be two lanes										
Access	There needs to be a better way to connect drivers from Mt. Washington/Anderson Township on Beechmont onto Red Bank Rd.										
Mobility	Establish safe bicycling corridor along US 50. Need bike access from Fairfax to Red Bank.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Access	Redbank trail should connect to Newtown trail.										
Mobility	Need sidewalk To Ault Park.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Safety	Safety concern.	US 50 is difficult for pedestrians to traverse.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Access	Wasson Way commuter rail to downtown.	Using the Oasis trail would help residents and commuters bypass many of the problems discussed.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Mobility	Need transport!										
Meadowlark / US 50 Intersection											
Congestion	The backup at this stoplight is horrible in the afternoon. It's so bad, cars cut through parking lots to bypass the congestion. (It's also backed up in the morning -- from here all the way to Mariemont). Fairfax is the worst. The traffic here is awful ever since they went down to one lane. There are consistent wait times of 20 minutes just to get through this stretch of road! The timing of the lights makes no sense. Take this back to two lanes. Many drivers see traffic back up at the intersection of US 50 and Old Wooster Pike. They will bypass the left hand lane that is back up for traffic through Fairfax and use Dragon Way to jump ahead in line. This only exacerbates the traffic problem f [cut-off]. Traffic backs up due to poor traffic signal timing. Congestion issue. (6 pins) Re-route commuters off of US 50. It's always super backed up because it goes from 2 lanes down to one and people cut through parking lots to cut ahead. Traffic backs up entering Fairfax/Mariemont area in front of the Frisch's restaurant. The brick center area looks nice, but results in fewer lanes. In the morning, the traffic gets congested before the stoplight (as you're going from Fairfax toward downtown), and makes for a long backup. Conversely, in the evening, there's a long backup a [cut-off]. Always congested at rush hour. Since creating a bottleneck on Columbia Parkway/Wooster Pike in Fairfax, this area has become a nightmare at rush hour. It should have never been narrowed to one lane in each direction, there should be left turn lights at Meadowlark (Frisch's) and Water. (4 pins) Traffic lights cause delays. This area consistently backs up in the evening. The light here (and US 50) lacks the capacity to adequately serve vehicles moving through here. Despite an idiot consultant's claims to the opposite, the LOS (and the travel time delay) are significantly worse than prior to the "road diet".	There are red light running issues during the PM peak on Meadowlark at Wooster Pike, poor coordination and timing of the signals at Waterson and Meadowlark...	AM SBTL = Queue > Storage PM NBTL = Queue > Storage	AM SBTL = Queue > Storage PM NBTL = Queue > Storage	AM SBTL = Queue > Storage PM NBTL = Queue > Storage	31 crashes at intersection from 2013 through 2015. Not identified as a high hazard location by ODOT screening. 8 eastbound rear-end crashes due to traffic queued at the intersection.	n/a	PM Peak-Hour Max Queue EB = 1,100'	No deficiencies	Address eastbound PM peak-hour queues.	none
Congestion/Safety	Fairfax made a mess of things. Congestion is horrible which means air pollution is bad and tempers flare.										
Safety	Speed.										
Access/Mobility	Ideal place for a park & ride, or RAIL SERVICE as this is the beginning of eastbound traffic turning into one-lane each way.		n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Wooster: Red Bank to US 50											
Safety	Needs repair.	When you drive on Wooster, sometimes it feels like you are on the wrong road. One problem is the striping of the road, which is hard to see and often disappears.	n/a	n/a	n/a	6 crashes along segment from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	n/a	Deficient vertical sag curve just east of the Wooster Road intersection.	none	Address deficient roadway grade just east of the Red Bank Road / Wooster Road intersection.
Congestion	Congestion through Fairfax. (3 pins)										
Mobility	Need marked bike lanes. Need bike path. Path for Cincinnati cyclists getting to Little Miami and vice versa. Bike path along Wooster to Old Wooster Pike connecting to Otto Armleder. Also, bike path, and improved walking paths connecting to business areas along Red Bank Rd. East-West cycle ways that avoid Route 50.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none

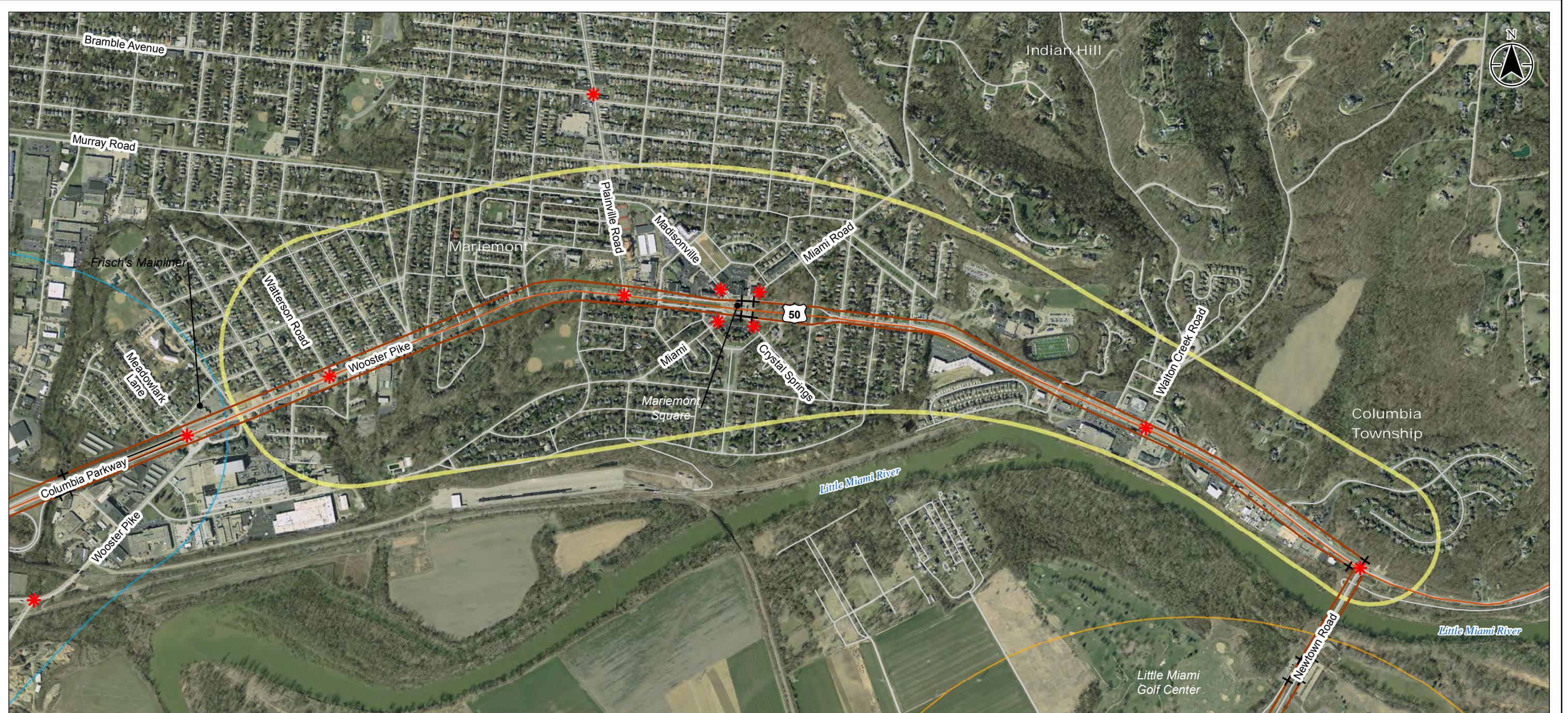
Transportation Concern	MetroQuest Comments	Workshop Comments	HCS Analysis									
			Existing Year 2015	Opening Year 2022	Design Year 2042	Safety	Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs	
Mobility	People walk in the grass and the road to get to the bus stop. A pedestrian path to Otto Armleder and/or the Little Miami trail would be very helpful.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none	
Safety	Need bus stop shelter.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	Support access to future transit connections.	
Access/Mobility	Rail transit with park and ride here would be amazing!											
Mobility	Could be another good spot for a light rail stop. These need to be located in densely populated areas of mixed income and with some business. On the eastside, I think of Eastgate, Mt. Washington, Fairfax, and Columbia/Mt. Lookout. Bus Rapid Transit, possibly along the Oasis Line, would be an excellent mass transit option. In many countries around the world, Bus Rapid Transit (BRT) has been transformative of urban development. Taking unused rail lines and converting them to bus-on [cut-off].											
Wooster / Red Bank Intersection												
Congestion	Often backs up in morning commute. The red light at Wooster Rd and Red Bank gets very backed up because there is more traffic than this road was designed to handle.	...[there is] poor signal detection (and alignment) at the Wooster/Red Bank intersection.	AM NBL = Queue > Storage	AM NBL = Queue > Storage	AM NBL = Queue > Storage	5 crashes at intersection from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	n/a	Deficient vertical crest curve through the intersection. The overall sight distance through this intersection is very poor. Existing crest vertical curve limits sight distance.	1. Address capacity issue for northbound left- turn movement. 2. Address sight distance within intersection.	Address deficient roadway grade	
Access	Connect Red Bank to 32. Poor connection for 125 to Red Bank due to businesses, traffic light, and road conditions. Improvement: Connect 125 via Columbia Pkwy at Church Pl. Wooster/Red Bank/US 50 needing realignment to increase traffic flow. Easier access to 71 from Anderson. Why can't [you] build a connector from 32 or Beechmont levee to bypass old Wooster to connect w/ Red Bank?? (3 pins) Poor road and planning for easy access to Red Bank from Wooster. Need to connect Red Bank to Route 32	none										
Access	There needs to be a new dedicated bike path that connects Avoca and Lunken.		n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none	
Mobility	Commuter rail into city and out past I275.		n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none	
Red Bank: Wooster to US 50 Ramps												
Congestion	Traffic backups during rush hours. Narrowing to one lane causes significant delays. Congestion issue. Always gets backed up. Limited movement creating slow progress of traffic thru area.	none	n/a	n/a	n/a	18 total crashes from 2013 through 2015; the segment was identified as a high hazard location. Rear-End = 45% of the crashes. 8 of the crashes occurred just south of the signalized intersection at the US 50 Ramps and were related to vehicles queued from the signal at the US 50 Ramps.	n/a	AM peak-hour queues from the US 50 Ramps intersection impacts the northbound direction of this segment.	Deficient vertical sag curve just east of the US 50 underpass.	Address deficient roadway grade just east of the Red Bank Road/Wooster Road intersection	none	
Access	Red Bank, Wooster Pike and Rt. 50 connections are a mess for drivers who face constant delays. This road and ramp system badly needs to be re-engineered and upgraded, and better connected to Rt. 32 and 125. Red Bank should cross the river and hook up with Rt 32. Connection from here to State Route 32 would be very helpful. Easier access to Norwood Lateral.					5 crashes occurred at the vertical sag curve just east of the US 50 underpass.						
Mobility	Need bike path. Connect Ault Park with other bike paths. (3 pins) Way to get (from Ault Park) to Little Miami Trail safely on bike. Fund a significant portion of the Wasson Way trail. Connect Wasson Way to Fairfax/Mariemont/Little Miami. Need bike lanes and multi use throughout corridor. Extend Wasson Way from Ault Park to the Newtown Road bridge. This intersection is in need in general, but the linework degrades fast because of road conditions and bikes need an independent lane at this intersection specifically.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none	
Safety	Need crosswalk (Red Bank at US 50).	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none	
Access	Connecting Ault Park to Fairfax and Mariemont via a bike/pedestrian path would open up opportunities to better connect those communities.											
Mobility/Access	Would love to have public transit from the Eastgate area to this area of the city.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none	
Red Bank / US 50 Ramp Intersection												
Access	Parkway entrance right here can be improved by designating each of the two left turn lanes from Redbank to a specific Direction. Left most turn lane should say Cincinnati above it. Right most turn lane should say Mariemont.	none	AM Overall Intersection = F AM WBR = Queue > Storage AM WBR = LOS F, v/c 1.26 AM NB = LOS F, v/c 1.10	AM Overall Intersection = F AM WBR = Queue > Storage AM WBR = LOS F, v/c 1.31 AM NB = LOS F, v/c 1.31	AM Overall Intersection = F AM WBR = Queue > Storage AM WBR = LOS F, v/c 1.31 AM NB = LOS F, v/c 1.33	11 crashes at intersection from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	AM Peak-Hour Max Queue NB = 625' WB = 600'	No deficiencies	Address capacity issues and long queues on northbound and westbound approaches.	Address lack of and limited wayfinding to improve regional connectivity.	

Transportation Concern	MetroQuest Comments	Workshop Comments	HCS Analysis						Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs
			Existing Year 2015	Opening Year 2022	Design Year 2042	Safety							
Red Bank: US 50 Ramps to Fair Lane													
Congestion	Red Bank Road congestion in the morning and evening is bad. (5 pins) Too many lights. Red Bank is the WORST. I actually sold my house and moved to avoid this traffic.	Near where the "Old Swallows" building used to be, there is an intersection where you can turn left, and the traffic light is much too long, causing delays.	n/a	n/a	n/a	10 crashes along segment from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	n/a	n/a	No deficiencies	none	none	none
Safety	Area generates significant noise pollution. Previous road was asphalt. Replace road is grooved concrete which generate much more noise. Reduce conflict points from too many access points along Red Bank Expressway. Expressways are not local streets with wide open access as the Cincinnati has allowed to occur.	There are sight distance issues on Red Bank Road south of Erie (by the new Children's Theatre of Cincinnati).											
Access	Red Bank Road/Expressway has become increasingly inhospitable to anyone but those behind the wheel of a car. This road should be rebuilt in a Complete Streets manner, and done in a way to reconnect communities split by its construction. Reduce conflict points from too many access points along Red Bank Expressway. Expressways are not local streets with wide open access as the Cincinnati has allowed to occur. Parkway entrance right here can be improved by designating each of the two left turn lanes from Redbank to a specific direction. Left most turn lane should say Cincinnati above it. Right most turn lane should say Mariemont [cut-off].	Driveways should be consolidated. Driveways along Red Bank Road between Fair Lane and Erie Avenue should be removed, especially near intersections. On the east side of Red Bank Road, this has already been done.											
Mobility	Need bike path. Extend trail that dead ends at this location to Wilmer. A bike path from Fairfax into Oakley would be helpful. Need a shared walk/bike path on both sides of Red Bank Expressway. WASSON WAY As part of the Eastern Corridor project, this planned off-road walking/cycling trail should connect from the Norfolk Southern right-of-way at Ault Park down to the extended bike trail along Red Bank Road.	The path along Murray is great for biking and walking.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none	none	none
Safety	It is unpleasant and sometimes impossible to walk along Red Bank.	There is no good pedestrian access from Murray to the Walmart on Red Bank Road.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none	none	none
Safety/Mobility	Shared sidewalk/bike paths. Also a pedestrian median in the middle of the road so a pedestrian can safely cross Red Bank Xway.	There are city stairs in Madisonville from Erie and Brotherton down to Red Bank, by the bus stop to get to Walmart, that are well-utilized. Fairfax should put in similar stairs to get down to Walmart, so that people do not have to cross the road at a dangerous place.											
Mobility	An easy walking path from Fairfax to Oakley is needed. It's a neighborhood, where folks should be seen, not cars. Pedestrian access along Red Bank Road: As it stands now, sidewalks are limited along the entire distance of Red Bank Road. This project should make sure that pedestrians can walk safely along sidewalks the full length of Red Bank Road/Red Bank Expressway.												
Mobility	Need bus service. Park and ride express to downtown via 71, Blue Ash employment centers 71.	There are buses on US 50 that are well utilized, but none on Red Bank Road.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none	none	none

Roadway
Pedestrian
Bicycle
Transit

APPENDIX 6

US 50 CORRIDOR AREA



Legend

- Newtown Village Area
- US 50 Corridor Area
- US 50-Red Bank Interchange Area
- * LOS Analysis Intersection
- + LOS Analysis Roadway Segment

Notes

- Coordinate System: NAD 1983 StatePlane Ohio South FIPS 3402 Feet
- Base features: produced from project design elements.
- Base Imagery: Orthoimagery - OGRIP-OSIP II, 2012.

0 900 1,800
Feet
1:12,000 (At original document size of 11x17)

 **Stantec**

Project Location
Hamilton and Clermont
Counties, Ohio

Prepared by BL on 2016-11-21

Client/Project
Ohio Department of Transportation, District 8
Transportation Needs Analysis
Eastern corridor Segments II and III

Figure No.

173620069

Title
**Focus Area Detail
US 50 Corridor**

Focus Area: **US 50 Corridor**
Community Attributes Identified in the Focus Area Workshop: The US Corridor Focus Area includes portions of the Village of Fairfax and the Village of Mariemont. Mariemont residents described their community as walkable and bikeable, safe, and having a real sense of place and a "small town feel." Mariemont was a planned community dating from the 1920s and is on the National Register. While this historic status is a source of pride, it can be a double-edged sword in planning since the town needs some updating. Mariemont has older, historic homes, parks, and tree-lined streets. The local government is considered to be very easy to access and there is a high level of volunteerism. Schools are of high quality. The Village of Fairfax is a small village which maintains a friendly and neighborly feel. Fairfax borders the Village of Mariemont to its east and is part of the Mariemont School System. Fairfax's business district, which is along the Wooster Pike Corridor between Meadow Lanes Road and Camden Avenue, has undergone revitalization over the past ten years. Fairfax has a diversity of housing and the community is seeing much "infill" construction of newer homes that are

Transportation Concern	MetroQuest Comments	Workshop Comments	HCS Analysis				Safety	Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs	
			Existing Year 2015	Opening Year 2022	Design Year 2042								
US 50: Meadowlark Lane to Watterson													
Congestion	Need to widen road.	The biggest problem is where US 50 in Fairfax narrows down to one lane in each direction. (2 comments)	n/a	n/a	n/a	17 crashes along segment from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	75% increase in the EB travel time during the PM peak-hour and a 55% increase in the WB travel time during the AM peak-hour compared to the off-peak travel time.	n/a	No deficiencies	Address eastbound PM peak-hour and westbound AM peak-hour delays.	none		
	Congestion builds up here around evening rush hour and takes a lot longer to get through Mariemont. (7 pins)												
	Congestion has drastically increased since the roadway was unnecessarily narrowed. Lights are poorly timed.												
	Slows to 35-25 MPH. Traffic lights are slow. Roads are small. Too much congestion.												
	When Fairfax inexplicably took Route 50 down from two lanes to one [each direction], this caused a huge amount of congestion and bottlenecks for no discernible purpose. Fairfax should be mandated to reinstate the two-lane configuration of Route 50.												
	Fairfax and Mariemont have heavy congestion especially in the evening hours when people are going home from work.												
	Congestion issue.												
	Traffic Signal Issue												
	Lights are not timed/Synced correctly, bypass on Dragon's way creates frustration and road rage. Using Red Bank as a bypass increases congestion.												
	One lane and left turns are a nightmare. Too many side streets have been blocked.												
Access	Find an alternate way around Fairfax/Mariemont - do not impact these neighborhoods with street changes.		n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none		
Mobility	Need bike path. (4 pins)	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none		
	Need bike lanes. Road not bike friendly.												
Mobility/Access	Current Ohio to Lake Erie could be designated shared road.		n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none		
	Pedestrian and bike paths are needed in the corridor and to connect beyond the corridor. Stop holding up progress on Oasis.												
Access	Make sure there's connection from Wasson Way to Bass Island. That would be very important.		n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none		
Safety		People use Hawthorne Road as an alternative to Fairfax, which is a skinny side road. It's not safe, particularly for school children who frequently walk it.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none		
Mobility	Hideous dividers and streetscape.		n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none		
	Maintain direct bus service to downtown.												
	Need light rail.		n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none		
	Bus Rapid Transit, possibly along the Oasis Line, would be an excellent mass transit option. In many countries around the world, Bus Rapid Transit (BRT) has been transformative of urban development. Taking unused rail lines and converting them to bus [cut-off].												
Watterson / US 50 Intersection													
Congestion	The backup at this light in the afternoon is horrible.	There is a problem where US 50 pinches down from two lanes to one by the library in Mariemont. Between Fairfax and the east side of Mariemont, there is a lot of inconsistency in the way the lanes merge from two to one. Sometimes you merge from the center lane, sometimes from the outside lane. This creates unnecessary backups, is confusing for motorists who don't know which lane to be in, and is dangerous for bikes on the road.	AM SBL = Queue > Storage PM SBL = Queue > Storage	AM SBL = Queue > Storage PM SBL = Queue > Storage	AM SBL = Queue > Storage AM EBL = Queue > Storage AM WBT = LOS F v/c 1.00 PM SBL = Queue > Storage	13 crashes at intersection from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	n/a	No deficiencies	Address capacity issues on westbound approach.	none		
	Poorly timed traffic light backs morning commute all the way to Mariemont Square.												
	This light takes forever and it makes no sense that Watterson has longer time than Wooster. Fix this!!												
	Noise, traffic.												
Mobility	No need to change Wooster Pike through Fairfax. Already well done.		n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none		
	Need bike path.												
US 50: Watterson to Plainville													
Congestion	New Fairfax traffic pattern has created terrible congestion and air pollution. (5 pins)	none	n/a	n/a	n/a	31 crashes along segment from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	75% increase in the EB travel time during the PM peak-hour and a 55% increase in the WB travel time during the AM peak-hour compared to the off-peak travel time.	n/a	Deficient vertical sag curve between Oak Street and Pleasant Street.	Address eastbound PM peak-hour and westbound AM peak-hour delays.	Address deficient roadway grade between Oak Street and Pleasant Street.		
	Always a bottleneck. (8 pins)												
	Unnecessary speed limit changes.												
	Fairfax has become a huge bottleneck at rush hour since they went to 1 lane each way & dropped speed limit to 25. (10 pins)												
	Could utilize roundabouts in this corridor .												
	Now that it is one way in each direction there are major delays at peak travel times - sometimes all the way from Downtown. When you live in these areas and work Downtown you are limited on options.												

Transportation Concern	MetroQuest Comments	Workshop Comments	HCS Analysis						Primary Needs	Secondary Needs	
			Existing Year 2015	Opening Year 2022	Design Year 2042	Safety	Travel Time	Queue Analysis	Geometric Analysis		
	Fairfax and Mariemont need streamlining of US 50 to increase flows. At this time it is more like a meandering village pathway. Traffic is congested from around Southern Ave to Oak. Can they add an extra lane to relieve congestion? Too many lights in Mariemont/Fairfax/Plainville. Return Route 50 thru Fairfax to 4 lanes and make Mariemont 4 lanes or just plow those 2 communities into the ground. Late afternoon traffic through Fairfax and Mariemont is super slow. One Lane, congested						the off-peak travel time.				
Congestion/Safety	Massive delays in and out as it goes down to one lane; how to move less traffic away from [through] Mariemont OR speed it up; school crossing in morning, etc. (5 pins)										
Safety	Frequent accidents.										
Mobility	No need to change Wooster Pike through Fairfax. Already well done Have to go around Mariemont! But Mariemont has rich people of whom have influential ties to people in power. Those people will fight a highway near Mariemont.										
Access	Very difficult access to Wooster from Homewood. Bad lane definition. Current roadway; no additions needed.										
Mobility	Need bike path. More bike paths though local communities. Need marked bike lanes. Safe bike trails to downtown, Hyde Park/Mt. Lookout, UC and Xavier University. Build Wasson Way trail. Need marked bike lanes. Need to have barrier separation. Get from Mariemont neighborhood to Little Miami bike trail without going onto roads. I'd like the bike path from Fairfax to go through Mariemont and connect with Little Miami bike trail with minimal time on Wooster Pike.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Access	Connect Wasson Way to Little Miami. Do not run a road through south 80. I would like to see the brush cleared from the park so that it is more accessible for bike-riders and pedestrians.										
Safety	Safety concern.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Mobility	Better methods for traffic flow and pedestrian area.										
Access	Park and trails provide public access to the Wild and Scenic Little Miami River - the current Record of Decision is flawed stating that there is no public access except by canoe or kayak. This should be corrected so that agencies reviewing the project fit [cut-off].										
Mobility	More mass transit options New Fairfax station, Oasis line. We need more and bigger buses to run over multiple bicycles all at once. Use buses to clear the highway of bicycles and cops[messing] up traffic thinking they know how to direct. Need bus service. Public transit is needed in the populated parts of the corridor. More mass transit options. Light rail to Mariemont. Bring light rail to Madisonville. Need a rail option downtown! (4 pins) Commuter trains or light rail from downtown on Oasis out Eastern corridor to eastern Hamilton County/ Clermont County.	We need better bus service (and to promote the Oasis rail line)	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Mobility/Access	Lack of bus routes that go across the city. Having to transfer to another bus adds to travel times. Public transit rail or system on 50 to downtown and Newtown.										
Plainville / US 50 Intersection											
Congestion	Bottle Neck.	none	PM SB = LOS F, v/c 1.50	PM SB = LOS F, v/c 2.05	PM SB = LOS F, v/c 2.51	4 crashes at intersection from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	n/a	Deficient stopping sight distance and intersection sight distance.	Address southbound capacity issues.	Mitigate deficient sight distance at intersection.
Access	Difficult at times to turn left onto Plainville from Wooster Pike.										
Congestion/Safety	Too many roads intersecting. Great spot for a roundabout (Plainville/Madisonville/Murray intersection).										
Mobility	Need marked bike lanes.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Safety	We are car-free bike commuters year-round. This intersection is tough at rush hours, Maybe a bike light button to cross or a roundabout.										
Safety	Safety concern.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Mobility	Greater frequency needed on the side express routes.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
US 50: Plainville to Mariemont Square											
Congestion	Jammed. (6 pins) 50 should be widened to four lanes.	none	n/a	n/a	n/a	9 crashes along segment from 2013 through 2015. Not identified as a high hazard location by ODOT	75% increase in the EB travel time	n/a	No deficiencies	Address eastbound PM peak-hour and westbound AM peak-hour delays	

Transportation Concern	MetroQuest Comments	Workshop Comments	HCS Analysis						Primary Needs	Secondary Needs	
			Existing Year 2015	Opening Year 2022	Design Year 2042	Safety	Hazard location by ODOT screening.	Travel Time	Queue Analysis	Geometric Analysis	
Safety	Traffic light and slowing cause delays						High hazard location by ODOT screening.	travel time during the PM peak-hour and a 55% increase in the WB travel time during the AM peak-hour compared to the off-peak travel time.			
	The traffic through Fairfax for the morning and evening commute is unnecessary and egregious. There is no need for the extra daily wait times of 25 plus minutes through Fairfax both in the way and return from downtown. This needs to be addressed once and [cut-off].										
	Frequent accidents.										
	??? Do not change this historical residential/business district.										
Access	There should be a highway between here and Eastgate.										
Mobility	I'd like the bike path from Fairfax to go through Mariemont and connect with Little Miami bike trail with minimal time on Wooster Pike.		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none
	Need bike path. (4 pins)										
	Bike path to connect to main bike trail.										
	Get the BICYCLES off of the highways. Declare open season on hunting down politicians and the bicyclists and just run them over with cars, trucks, police cars or buses.										
	Connect Lunken to Loveland Bike trail. Need RR to be converted to bike trail from Lunken to downtown.										
	Along with a bike path and possibly public transit.										
	Ned to connect the trail from Avoca Park to Downtown.										
	Avoid riding on roads. Drivers get pissed and it's not safe for kids to ride on the roads.										
Safety	Led lights in crosswalk, police enforcement of state law giving pedestrians right of way in crosswalk.		none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none
	Safety concern.										
Access	Need Accessible Transit Stop.		none	n/a	n/a	n/a	n/a	n/a	n/a	none	none
	Need park and ride.										
Access/Mobility	Connect Mariemont west to the city and east to Clermont County by rail.										
	Regular direct lines from Mariemont/Milford to downtown [not just during rush hours], to Hyde Park-Mt. Lookout, to the hospitals, to UC and to Xavier University.										
	Public transit directly to the Playhouse/Art Museum from Fairfax/Mariemont and also downtown so I wouldn't have to take my car all the time.										
	Light rail access .										
Mobility	Would be great to have bus rapid transit like in Cleveland.		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none
	Ideal place for RAIL SERVICE STATION, as the large unused median could allow for this, and it services many points near the main business district.										
	Need bus service. (5 pins)										
	Could use more options on express routes to downtown, and routes to Hyde park. Should include high-quality shelters and a good signage.										
	See comments about Newtown.										
	OKI should be aggressively pursuing funding for a multi-use Wason Corridor that can support a bike/pedestrian trail, along with light rail terminating in Mariemont.										
	I would like to take the bus or train downtown for Bengals games. Timing is not good now.										
	Public transit directly to the Playhouse/Art Museum from Fairfax/Mariemont and also downtown so I wouldn't have to take my car all the time.										
Mariemont Square Intersection											
Congestion	Too many lights too close together. Traffic light is too slow. Lots of back up. Only about 3-4 cars can fit between lights westbound on Wooster. (3 pins)		none	none	none	The western part of the Mariemont Square intersection was identified as a high hazard location through ODOT's screening. Considering the complexity of the entire square, all four intersections were evaluated. 17 total crashes in the square during the three year period between 2013 and 2015. Angle and sideswipe passing = 60% of the total crashes. 2 crashes at the US 50/Miami Road intersection (NE corner), 10 crashes at the US 50/Madisonville Road intersection (NW corner), 4 crashes at the US 50/Miami Road intersection (SW corner), and 1 crash at the US 50/Crystal Springs Road intersection (SE corner). Sideswipe passing crashes in the square appear to be, in part, due to driver confusion with the	n/a	n/a	Deficient stopping sight distance and intersection sight distance. Sight obstructed by buildings. Vehicles on EB 50 parallel parked between Miami and Madisonville obstruct intersection sight distance for vehicles turning right onto EB 50 from Madisonville.	Address deteriorated pavement markings.	Address deficient sight distances.
	The richest community in the study area has used its considerable resources to create a bottleneck, and waste of time for its fellow citizens of the Cincinnati area.										
	Too few lanes, school traffic at midday. Hwy 50 is always congested and slow through the stop lights. (11 pins)										
	Slows to 35-25 MPH. Traffic lights are slow. Roads are small. Too much congestion.										
	Rush hour traffic jams. (3 pins)										
	Rt 50 through Mairemont and Terrace Park have been reduced to one lane both ways which makes for congestion. Getting around Mariemont square is a nightmare.										
	25 mph speed limit plus not enough lanes. (3 pins)										
	Really ..lovely town, but what a bottle neck!! It must give way to an update someday, Really!										
	Congestion Issue										

Transportation Concern	MetroQuest Comments	Workshop Comments	HCS Analysis				Safety	Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs		
			Existing Year 2015	Opening Year 2022	Design Year 2042									
	Traffic light is too slow. Lots of back-ups. Only about 3-4 cars can fit between lights westbound on Wooster.						complicated nature or the four closely spaced intersections and parking around the square.							
Access	There should be a highway between here and Eastgate.						At the US 50/Madisonville Road intersection, all of them occurred in the daylight, 90% occurred in dry conditions, and 60% occurred between the hours of noon to 3:00 PM.							
Access	A bypass around Mariemont.													
Access	Connectivity from Murray Avenue Bike Path to Little Miami Bike Path.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none		
	Connect to Wasson Way project.													
	Evaluate extending the Murray Road Trail eastward through Mariemont on the old traction right-of-way													
Mobility	Bike lanes needed in available areas.													
Safety	Streets are tight.													
	Need marked bike lanes.													
Access/Safety	Continue traffic flow with pedestrian access to business. Also, restricted traffic flow to one lane. These items need to be corrected.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none		
Safety	Traffic on 50 often does not respect crosswalks.													
	Safety Concern													
Access	Need park and ride.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none		
	Any proposed rail transit should stop in Mariemont to help support existing businesses/residents.													
	Need Accessible Transit Stop.													
Access/Mobility	Needs more bus service.													
Mobility	I would like to see the street car come here and have direct routes to UC, Xavier, the hospital, etc.													
	Public transit directly to the Playhouse/Art Museum from Fairfax/Mariemont and also downtown so I wouldn't have to take my car all the time.													
	Rail from the east side to downtown.													
	Commuter rail.													
	Regular direct lines from Mariemont/Milford to downtown (not just during rush hours), to Hyde Park-Mt. Lookout, to the hospitals, to UC and to Xavier University													
Safety	Need Bus Stop Shelter.													
US 50: Mariemont Square to Walton Creek														
Congestion	People fly up and cut everyone else off where it goes from two to one lane. Drop lanes both directions. (3 pins) Speed trap, super slow speed and congestion. Why does this go from two lanes to one lane to two lanes? Why not just leave it two lanes? ALWAYS backed up in the morning. (3 pins) Mariemont High School causes right lane to be backed up westbound in the mornings. Rather bizarre lanes - nice for a small town, but unrealistic to consider this a workable travel corridor in its current state. A bypass is needed. Congestion; crooked lanes; multiple traffic lights. (4 pins) Bottle Neck. Need bypass around Mariemont. From 2 lanes to one, then back to 2 lanes within 100 feet is bizarre. Full 2 lanes would yield cooler temps. (4 pins) Major bottleneck in afternoons and morning. Going to one lane for a few feet then back to two lanes causes congestion and drivers to cut each other off.	none	n/a	n/a	n/a	55 total crashes from 2013 through 2015; the 0.15-mile sub segment in front of the Mariemont Promenade shopping center was identified as a high hazard location. Rear-End = 60% of the crashes. 15 crashes occurred on the high hazard sub segment. 5 sideswipe crashes clustered where westbound US 50 merges from two lanes to one lane near the Indian View Avenue intersection. Rear-end crash clusters at the Pocahontas Avenue signalized intersection, the Mariemont Promenade shopping center signalized intersection, and Spring Hill Drive signalized intersection.	30% increase in the EB travel time during the PM peak-hour compared to the off-peak travel time	n/a	Deficient vertical crest curve at Pocahontas Avenue.	1. Address eastbound PM peak-hour delays 2. Address rear-end crashes at signalized intersection	Address deficient roadway grade at Pocahontas Avenue.			
Congestion/Safety	Better lighting along the roads. Better placement of road lines can help reduce congestions.													
Congestion/Access	The only options west of Roundbottom Rd are either US 50 which goes through the middle of Mariemont and Fairfax with several traffic lights or St Rt 32 cutting through the middle of Newtown with only 2 lanes. This makes travelling west of Eastgate very frustrating.													
Access	I would like this roadway area to be more dressed up like Mariemont. For example, single lane on both sides with grassy/tree area in the middle.													
Safety	There is a left turn arrow even though no turn lane. Frequent accidents. (3 pins)													
Mobility	Speed.													
Safety	Too much traffic...not safe for bikes. Bike lane on climbing side of hill needed. Sidewalk is deteriorated [pin was on pedestrian layer]. Cycling along route 50 to any of the trails is dangerous. Safe bike trails.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Address bicycle connectivity from Mariemont to Little Miami Trail	none			
Safety/Mobility	Bike lane on climbing side of hill needed. Sidewalk is deteriorated.													
Mobility	Need bike path. (7 pins)													

Transportation Concern	MetroQuest Comments	Workshop Comments	HCS Analysis								
			Existing Year 2015	Opening Year 2022	Design Year 2042	Safety	Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs
	A dedicated bike lane all along US 50 through Fairfax, Mariemont and into Newtown is needed. Island area primed for bike path. There is absolutely room for a 5 foot bike lane to be added to much of Wooster Pike through the heart of Mariemont. (3 pins) Safe bike trails. Wooster Pike needs bike lanes. (4 pins) What a wonderful place for biking.										
Mobility/Access	Need to connect the terminus of the Wasson Way at Fairfax to the terminus of the Little Miami Trail east of Mariemont. Extend Murray trail EAST so cyclist do not have to ride on US 50 to get to Avoca Trail. Extend a bike/pedestrian only bridge over RED BANK RD to connect to Ault Park without dealing with traffic. Let's connect the path in Madisonville and Fairfax thru the right of ways in Mariemont thru to Newtown. Need a Bike path to connect to Little Miami Bike trail. US 50 Wooster Pike is too dangerous. Best path would be follow the old Interurban line, cross over at light at Krogers then follow the old Pennsylvania Tracks owned by the Park District. Need bike Paths from Mariemont to Little Miami Scenic trail.										
Access	No connection between Little Miami Trail in Newtown and Murray Rd. corridor in Mariemont. No bike path after the trail ends. To be able to connect the Little Miami Bike Trail to Plainville, Mariemont, Fairfax, and Madisonville would enhance all of these communities.										
Safety	Need a signal crosswalk to get across Wooster Pike at Bell Tower Park. Safety concern. (3 pins) Sidewalk on both sides is too close to the road. Plus several places near here are lacking raised curbs. There is a lot of pedestrian traffic in this area. Sometimes, when I'm walking in this small area, I see 8-10 other people on either sides of road. The sidewalks on Columbia Parkway are very dangerous especially east of Mariemont.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Safety/Mobility	Traffic calming and pedestrian improvements throughout town to promote a better pedestrian environment.										
Mobility	Need pedestrian access to walk from Mariemont to the various shopping centers to the east of Mariemont including the Kroger. Pedestrian access between Mariemont and the businesses in Columbia Township is a pressing concern (and between Columbia Township and the Mariemont High School and village). To make this a more vibrant extended community and enhance access to businesses, [cut-off].										
Access/Mobility	Shared access with bike path.										
Access	More frequent bus service needed. Currently running times are an hour or more other than rush hour. Should be every 20 minutes throughout the day.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Access/Mobility	There needs to be a way to park/ride and take bus/light rail on a straight shot to downtown. More buses/light rail service along Route 50 to Milford.										
Congestion	Mariemont is already dramatically changed by the traffic going through it. Public transit, while it may not be used by everyone, would at least ease some of the marginal increases in traffic that will destroy Mariemont.										
Walton Creek / US 50 Intersection											
Congestion	Traffic signal issue.	none	AM SBL = Queue > Storage PM SBL = Queue > Storage PM SBL = LOS F, v/c 1.52	AM SBL = Queue > Storage PM SBL = Queue > Storage PM SBL = LOS F, v/c 1.52	AM SBL = Queue > Storage PM SBL = Queue > Storage PM SBL = LOS F, v/c 1.52	9 crashes at intersection from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	n/a	No deficiencies	Address capacity issues for southbound left-turn movement.	none
Mobility	Hill climb needs bike lanes.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Safety/Mobility	When you are walking westbound on the south side of Columbia Parkway, there is no safe way to cross the street to continue on Columbia Parkway. Both directions have a sign that says no pedestrian crossing. Please add a crosswalk and pedestrian crossing signs.	none	n/a	n/a	n/a	n/a	n/a	n/a	none	none	none
US 50: Walton Creek to Newtown											
Congestion	In the evening traffic is often backed up from Newtown into Mariemont, sometimes all the way to Kroger. This is shocking. Once the bridge was closed for an accident and it took me 90 minutes to get home, when it's only two miles from here. Redesign or add a 2nd bridge. Good speed limit but one lane so stuck behind slower vehicles. One lane.	none	n/a	n/a	n/a	16 crashes along segment from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	30% increase in the EB travel time during the PM peak-hour compared to the off-peak travel time	n/a	No deficiencies	Address eastbound PM peak-hour delays.	none
Safety	Lots of speeding on Wooster Pike in this area.										

Transportation Concern	MetroQuest Comments	Workshop Comments	HCS Analysis								
			Existing Year 2015	Opening Year 2022	Design Year 2042	Safety	Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs
Mobility	Road diet with pedestrian, bicycle, and transit connections need to be from the east side of Mariemont to the road diet in Terrace Park.		n/a	n/a	n/a	n/a	n/a	n/a	n/a	Address bicycle connectivity from Mariemont to Little Miami Trail	none
Access	Off street parking issue.										
Mobility	Popular cycling spot could use bike lane or trail from Newtown to Fairfax. Need marked bike lanes. (3 pins) Need bike path. Need connector to the Avoca bike trail. Climb up hill needs a shared bike / pedestrian path. Current sidewalk is in bad shape.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Address bicycle connectivity from Mariemont to Little Miami Trail	none
Mobility/Access	Need bike paths from Mariemont to Little Miami Scenic trail. How to safely get to Mariemont and beyond from current trail. Need bike Paths from Mariemont to Little Miami Scenic trail. Bike lanes from Mariemont to Newtown Road on US 50.										
Access	Connectivity to Fairfax and Miami Bike Trails; parking. Better access to Avoca. Better access to little Miami scenic trail for recreational cyclists to link with other neighborhoods.										
Safety	Safety concern. Need safer route to get to the Murray Trail. Having to ride down Route 50 to get onto trail or going to Lunken, drivers and big-rigs are often rude and do not provide the required 3 ft.		n/a	n/a	n/a	n/a	n/a	n/a	n/a	Address pedestrian connectivity to businesses on south side of US 50	none
Access/Safety	I guess just a safe way for pedestrians to access various entertainment/dining venues across US 50.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	Address pedestrian connectivity to businesses on south side of US 50	none
Safety	Safety concern.										
Safety/Mobility	This is an emerging entertainment district. Frequent events feature HUGE numbers of pedestrians. If any part of the east side calls for a skywalk or pedestrian tunnel, this is the place!!										
Mobility	Need for sidewalks on both sides of Wooster Pike. (4 pins) Need pedestrian access to walk from Mariemont to the various shopping centers to the east of Mariemont including the Kroger. Needs to be more pedestrian friendly over all. Better sidewalks and clearly marked crosswalks.		n/a	n/a	n/a	n/a	n/a	n/a	n/a	Address overall intersection failure and capacity issues for northbound left-turn movement and westbound approach.	none
Mobility	There is very limited availability of bus service in this area.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Newtown / US 50 Intersection											
Congestion	Frequent backups from Newtown Rd clogging Rt 50 weekday evenings. (4 pins) This is where the backup starts just to get though the first light (middle of bridge over LMR). Slow local traffic all along Rte 50.	none	AM Overall Intersection = F AM NBL = Queue > Storage AM NBL = LOS F, v/c 1.25 AM WBL = LOS F, v/c 1.02 PM NBL = Queue > Storage	AM Overall Intersection = F AM NBL = Queue > Storage AM NBL = LOS F, v/c 1.15 AM WBL = LOS F, v/c 1.30 PM NBL = Queue > Storage	AM Overall Intersection = F AM NBL = Queue > Storage AM NBL = LOS F, v/c 1.20 AM WBL = LOS F, v/c 1.30 AM WBT = LOS F, v/c 1.00 PM NBL = Queue > Storage	23 crashes at intersection from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	AM Peak-Hour Max Queue NB = 625' PM Peak-Hour Max Queue NB = 350' WB = 225'	No deficiencies	Address overall intersection failure and capacity issues for northbound left-turn movement and westbound approach.	none
Safety	The road needs to be narrowed to a single lane for eastbound traffic before the intersection. Too many people race around traffic in the right lane that's ending soon, then force their way into the left lane.										
Access	Better connection to 32. Put in a service road for local traffic. Put a straight shot over to the 32 bypass going around Newtown allowing traffic to flow more freely off 50 and off 32.										
Safety/Mobility	Better access for bikers coming from the trail to business on 50 and up into Mariemont. Need a convenient and safe path to get from here (Newtown Bridge) to Downtown.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Mobility	Need bike path. Bicycle lanes or path connecting Little Miami Trail to Murray Road Trail Continue to enhance existing trail										
Mobility/Access	Extend existing bike trail through Mariemont and to Wasson Way. (4 pins) Add bike path to get to Miami Bluff Road.										
Access/Safety	There needs to be a connection through Mariemont so that there are cycling options other than Wooster. The traffic is too heavy and too fast for safe cycling on Wooster itself.										
Mobility	Need sidewalk.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Access	Need Accessible Transit Stop	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none

Roadway
Pedestrian
Bicycle
Transit