

US 50-RED BANK FOCUS AREA

Red text represents edits made at Advisory Committee Meeting #1 held on 2/14/2018.

Theme #3: US 50/Red Bank Connectivity		
Needs	Evaluation Criteria	Concepts
<p><u>Primary</u></p> <ul style="list-style-type: none"> • Address localized connectivity travel patterns within the interchange. • Address capacity issues and long queues on northbound and westbound approaches of Red Bank/Colbank intersection. <p><u>Secondary</u></p> <ul style="list-style-type: none"> • Address lack of/limited wayfinding to improve regional connectivity. 	<ul style="list-style-type: none"> • Provide more efficient travel patterns and destination linkages. • Augment capacity and provide congestion relief. • Reduce travel times and delays. • Improve vehicular, bicycle, and pedestrian safety. • Improve regional connectivity and accessibility to regional destinations including the airport, downtown Cincinnati, and Kenwood. • Support and facilitate bus, rail, and TSM investments. • Support existing and planned land use. • Minimize environmental and community impacts. 	<ul style="list-style-type: none"> • Designate lane assignments on dual SB left turn lanes on Red Bank Rd. Make inside lane on Colbank a dedicated left onto ramp to US 50 WB. • Signalize Colbank Rd/US 50 ramp intersection. Make inside lane on Colbank a dedicated left onto ramp to US 50 WB. • Install roundabout at Colbank Rd/US 50 ramp intersection. • Eliminate Red Bank/Colbank intersection so that traffic to/from US 50 is the through movement. Realign south leg of Red Bank to ramp terminal intersection. (Combine the two intersections into one intersection) • Improve signal timing, lengthen storage lanes, add dual WB right turn lanes and dual NB thru lanes at Red Bank/Colbank intersection. • Add wayfinding signage • • • •

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No edits made at Advisory Committee Meeting #1 held on 2/14/2018.

Concepts requested at US 50 Corridor Focus Area Advisory Committee Meeting #1 held on 2/20/2018.

Theme #4: US 50/Wooster/Meadowlark		
Needs	Evaluation Criteria	Concepts
<p><u>Primary</u></p> <ul style="list-style-type: none"> • Address safety issues related to end of freeway section on US 50. • Address eastbound PM peak-hour queues at the US 50/Meadowlark intersection. • Address capacity issue for northbound left turn movement at the Wooster/Red Bank intersection. • Address sight distance within Wooster/Red Bank intersection. <p><u>Secondary</u></p> <ul style="list-style-type: none"> • Address deficient roadway grade just east and west of the Red Bank Road/Wooster Road intersection. • Address deficient roadway grade at the Wooster/Red Bank intersection. • Support access to future transit connections. 	<ul style="list-style-type: none"> • Provide more efficient travel patterns and destination linkages. • Augment capacity and provide congestion relief. • Reduce travel times and delays. • Improve vehicular, bicycle, and pedestrian safety. • Improve regional connectivity and accessibility to regional destinations including the airport, downtown Cincinnati, and Kenwood. • Support and facilitate bus, rail, and TSM investments. • Support existing and planned land use. • Minimize environmental and community impacts. 	<ul style="list-style-type: none"> • Add signage indicating "freeway ends". Add flashing beacon to alert drivers to long queues at the Meadowlark intersection. • Improve signal timing. • Install roundabout at Wooster/Red Bank intersection. • Install roundabout at Meadowlark/US 50 intersection. • Add EB/WB through lanes on US 50. • Add extra lane along Wooster Pike to accept a continuous right turn lane from Wooster Road to Wooster Pike. • Extend Wooster to tie directly into Colbank. • Adjust roadway deficiencies both horizontal and vertical. • Add advance signing to alert drivers of drop right lane on eastbound US 50 at Wooster Rd. • Address right turn on red from northbound Wooster onto eastbound US 50. May be unclear which traffic must be yielded to as single lane on US 50 begins in intersection.

LINWOOD-EASTERN & US 50-RED BANK FOCUS AREAS

Red text represents edits made at Advisory Committee Meeting #1 held on 2/14/2018.

Theme #5: Bicycle and Pedestrian		
Needs	Evaluation Criteria	Concepts
<p><u>Primary</u></p> <ul style="list-style-type: none"> Address pedestrian safety issues crossing SR 125 at bus stops. Address bicycle connectivity (designated US Bicycle Route 21). <p><u>Secondary</u></p> <ul style="list-style-type: none"> Address bicycle and pedestrian connectivity across railroad tracks to existing Armleder and Lunken bike paths. 	<ul style="list-style-type: none"> Provide more efficient travel patterns and destination linkages. Improve vehicular, bicycle, and pedestrian safety. Improve regional connectivity to existing and planned bike/ped facilities. Support existing and planned land use. Minimize environmental and community impacts. 	<ul style="list-style-type: none"> Add sidewalk around Beechmont Circle for connectivity of pedestrian traffic to and from bus stop. Add HAWK or pedestrian signal on SR 125 at Beechmont Circle. Add pedestrian bridge over SR 125 at Beechmont Circle. Pedestrian connection under SR 125 to connect Beechmont Ct to Wilmer Ct. Add bike path or new road with bike lane from Eastern Avenue to Wooster Road across railroad tracks to connect with bike paths and SR 125, and Wooster. Possible locations: <ul style="list-style-type: none"> Extend Heekin crossing into Linwood Park and over creek to Wooster at Armleder. Reconnect Beechmont Ct under Beechmont viaduct. Unofficial crossing happening today between Linwood (extended) and Morse St (see path thru fence in aerial) Restripe Wooster Road to include bike lanes and/or sharrows. Improve Wooster Road to include a shared use path. Connect Wasson Trail to Armleder. Consider running on gravel path in Ault Park to Old Red Bank. Also behind Cincinnati Paperboard along creek. Green Umbrella to share preliminary studies they have completed for this connection. Verify ridership using bus stops on SR 125 at Beechmont Circle.