



EASTERN CORRIDOR SEGMENTS II AND III (PID 86461)  
**COMBINED LINWOOD/EASTERN INTERCHANGE AND US 50/RED BANK INTERCHANGE FOCUS AREA**  
**ADVISORY COMMITTEE MEETING #2**  
R.G. CRIBBET RECREATION CENTER • MAY 22, 2018

## MEETING #2 NOTES

### Meeting Objectives

- Review concepts developed for Focus Area based on discussions held during Meeting #1
- Review drawings and results of preliminary evaluations for each concept
- Discuss recommendations for concepts and/or refinements to be made

### Meeting Summary

Tommy Arnold, ODOT, opened the meeting at 1 p.m. and discussed the following:

- This is the second in series of four Advisory Committee meetings for the Combined Linwood/Eastern Interchange and US 50/Red Bank Interchange Focus Area.
- This meeting is intended to be a working meeting. It will focus on reviewing the results of the preliminary studies completed for each concept discussed at the first Advisory Committee meeting; discussing possible refinements to be made to the concepts; and determining whether or not to advance each concept for further study.
- The concepts that the group will review today are not final.
- Following today's meeting, the consultant team will conduct more in-depth analysis on each concept the group advances for further study. The results will be shared at the third Advisory Committee meeting, which will be scheduled sometime later this summer (likely August). At that meeting, the group will review the results, note any additional refinements to be made and determine which concepts to continue advancing.
- After the third Advisory Committee meeting, the recommended concepts will be presented to the public for review and input. ODOT is currently planning to hold the community meeting in September.

### Meeting Summary (continued)

- Using input received from the Advisory Committee and from the public at the community meeting, ODOT and its consultant team will make any necessary final refinements. ODOT will then meet one last time with the Advisory Committee to review the final concepts and begin prioritizing them. The final recommended projects will then be compiled into an Implementation Plan to be shared with local jurisdictions.

Mr. Arnold noted that no money has been set aside for projects yet because the team is still working to develop and refine project concepts. Some projects could potentially be implemented by ODOT; however, many will likely fall under the jurisdiction of Hamilton County, Clermont County, the City of Cincinnati and/or respective local townships and villages. Funding sources have yet to be identified.

Mr. Arnold also noted that all project concepts are being developed using the NEPA project development process. Some projects that have very little environmental impact (such as signal timing adjustments) will likely advance through the process very quickly and can be implemented once funding is secured. Implementation will likely take longer for bigger, more impactful projects.

At the conclusion of the meeting, the Advisory Committee stressed the importance of working diligently to get people from the area, particularly the Beechmont Circle area, to attend the public meeting for this focus area.

Discussion notes for each concept are documented on the following pages.

## MEETING PARTICIPANTS

Nathan Alley, Sierra Club  
Caroline Ammerman, Stantec  
Tom Arnold, ODOT  
Justin Cooper, H. Hafner and Sons  
Matt Crim, Stantec  
John Gardocki, SORTA  
Tim Hill, ODOT OES  
Wade Johnston, Green Umbrella  
Jenny Kaminer, Village of Fairfax  
Martha Kelly, Cincinnati DOTE  
Bob Koehler, OKI  
Dan Prevost, Mt. Lookout Community Council  
Charlie Rowe, ODOT  
Steve Shadix, Stantec  
Reggie Victor, Cincinnati DOTE  
Laura Whitman, Rasor Marketing Communications



# Eastern Corridor Segments II and III

Combined Linwood/Eastern Interchange and US 50/Red Bank Interchange Focus Area

## Theme

# SR 125/US 50/EASTERN AVENUE CONNECTIVITY

### Primary Needs identified for this theme:

P1) Address lack of connectivity from SR 125 to eastbound US 50 and from westbound US 50 to SR 125.

### Secondary Needs identified for this theme:

S1) Address deficient roadway curves on SR 125 and interchange ramps.

S2) Address deficient roadway grade on SR 125 and on US 50.

S3) Address deficient sight distance at the eastbound US 50 exit ramp intersection with SR 125.

S4) Address deficient weave on the eastbound US 50 exit ramp to SR 125.

S5) Address lack of/limited wayfinding to improve regional connectivity.

S6) Address deficient roadway grade east of the viaduct.

S7) Address physical connectivity between the SR125/US 50 interchange and Beechmont Avenue.

S8) Address lack of and limited wayfinding to improve regional connectivity.

Concept drawn on the following page.

DESCRIPTION

- Add additional ramps at the SR 125/US 50 interchange.
  - This concept would create new direct connections from US 50 to Linwood through new ramps to Grand Beech Road and would require modifications to Grand Beech Road.
  - This concept eliminates the ramp connection (Phyllis Lane) between Eastern Avenue and SR 125.
  - It also converts Church Place into a US 50 entrance ramp from SR 125.

NEEDS MET

- P1) Address lack of connectivity from SR 125 to eastbound US 50 and from westbound US 50 to SR 125.

MEETING DISCUSSION AND COMMENTS

- Columbia Parkway is under-utilized between SR 125 and Red Bank Road.
- Modeling of the concept shows that it would shift 5,000 vehicles a day (approx. 1/3 of traffic) off Wooster. Approximately 700 vehicles would shift off Linwood (approx. 1,400 cars use this exit during evening peak-hours).
- Initial modeling of the concept shows that it does not work very well.
  - Although the Level of Service (LOS) would be “B” (some delays) during morning peak-hours, the LOS would be “F” (unacceptable) during evening peak-hours.
  - It would require drivers entering US 50 to weave in among those exiting, which creates a safety concern.

NEXT STEPS/RECOMMENDATION

- No further study; concept X-3a-2 works better to improve traffic and safety operations.

COMMENTS SUBMITTED

FOLLOWING THE 5/22 MEETING

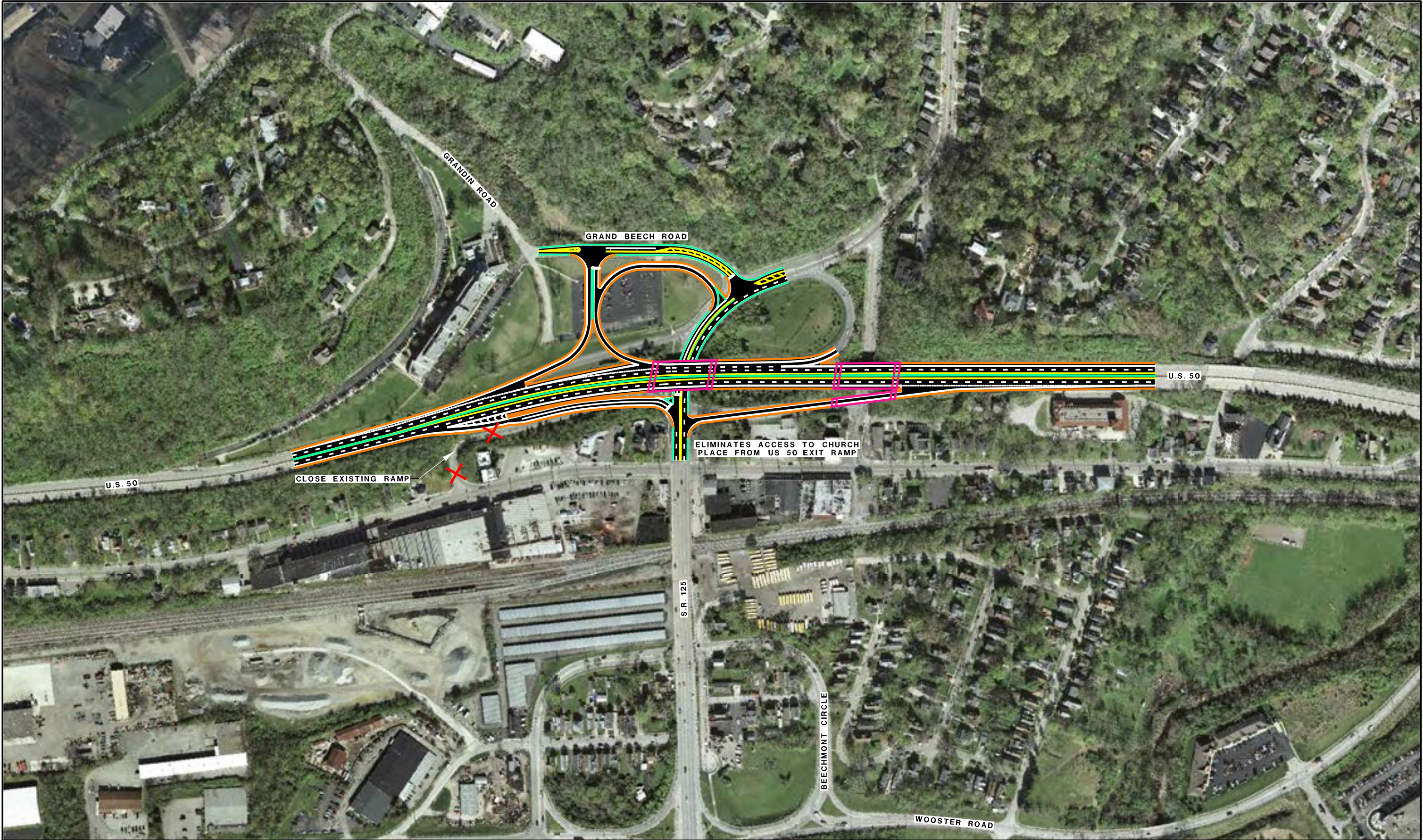
(Comments are presented as submitted by Committee members; no edits to content were made.)

- General comment/question - At the initial meeting for the Linwood/Eastern/Red Bank focus area, there was discussion regarding potentially allowing truck traffic on Columbia Parkway. Is this still a consideration? If so, Mariemont will have additional comments for this combined focus area.

ODOT Response:

- There is no recommended change. Trucks are permitted on US-50 between the ramps to Eastern Avenue and Red Bank Road.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
DEGRADES	DEGRADES	COMPLEX	> \$10 MILLION	PROPERTY TAKES	MODERATE (D1/D2)	NEUTRAL	IMPROVES	DEGRADES	NO FURTHER STUDY



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May 2018

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure X-3A-1**

**ADDITIONAL RAMPS AT  
S.R. 125 AND U.S. 50 INTERCHANGE**

4

Concept drawn on the following page.

DESCRIPTION

- Add additional ramps at the SR 125/US 50 interchange.
  - This concept would create new direct connections from US 50 to Linwood through new ramps to Grand Beech Road and would require modifications to Grand Beech Road.
- It also converts Church Place into a US 50 entrance ramp from SR 125.
- The primary difference between this concept and concept X-3a-1 is that an additional third lane would be added on eastbound SR 125 which drops at Wilmer, and there is no signal at the SR 125/US 50 interchange.

NEEDS MET

- P1) Address lack of connectivity from SR 125 to eastbound US 50 and from westbound US 50 to SR 125.

MEETING DISCUSSION AND COMMENTS

- This concept would cost more than concept X-3a-1 to construct, but it works better to improve safety and traffic operations.
- This concept increases connections to major arterial roads but loses local access.
- If the SR 125 bridge is widened as part of this concept, consider adding a bike path and addressing pedestrian needs.
- When considering bike path connections, keep in mind that some connection to Mt. Lookout is needed.

NEXT STEPS/RECOMMENDATION

- Advance for further study.

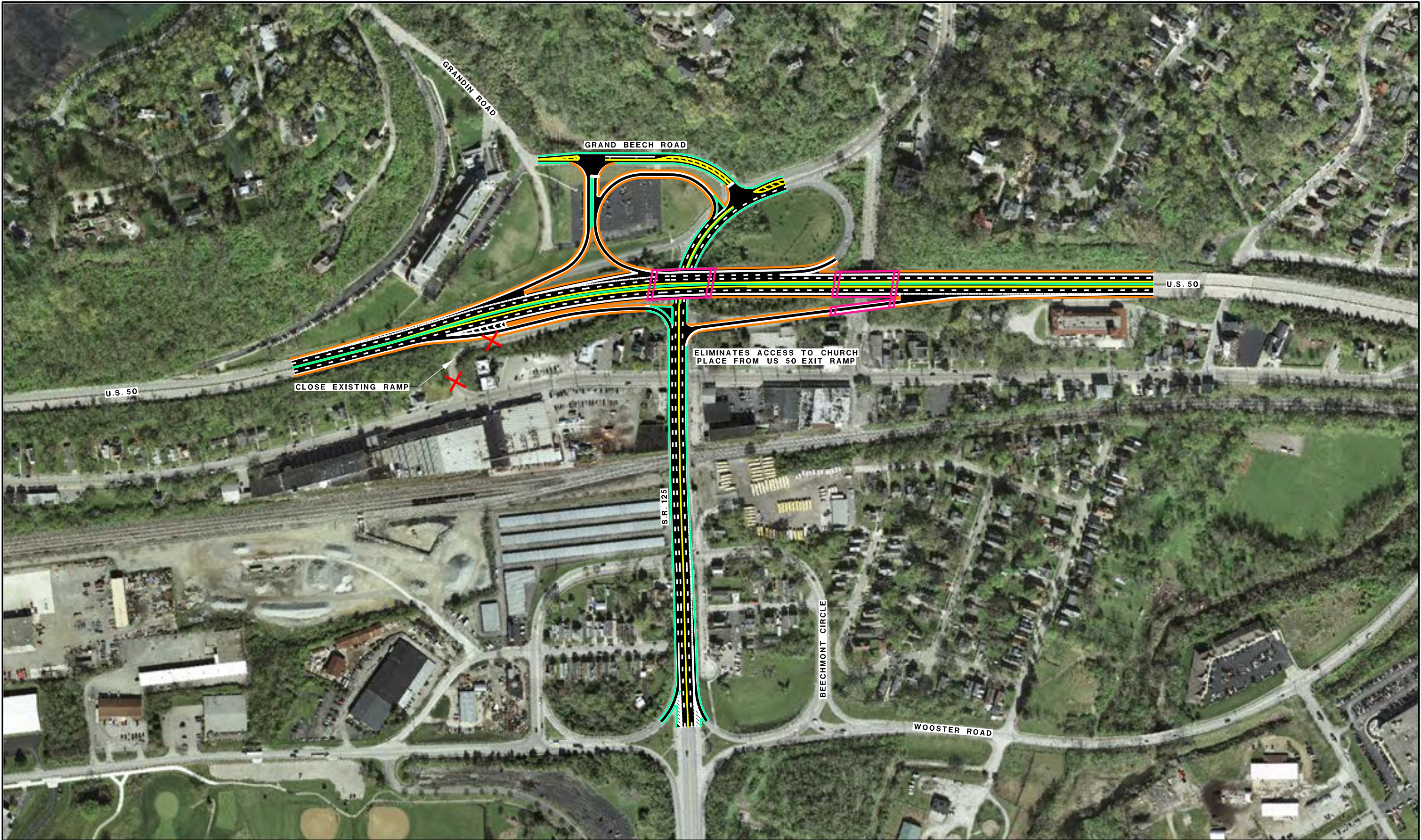
COMMENTS SUBMITTED

FOLLOWING THE 5/22 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
NEUTRAL	NEUTRAL	COMPLEX	> \$10 MILLION	RELOCATIONS	MODERATE (D1/D2)	NEUTRAL	IMPROVES	DEGRADES	ADVANCE



Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure X-3A-2**  
**ADDITIONAL RAMPS AT**  
**S.R. 125 AND U.S. 50 INTERCHANGE**

Concept not drawn.

DESCRIPTION

- Close deficient ramp from Eastern Avenue to the eastbound US 50 exit ramp.
- This concept eliminates the ramp connection (Phyllis Lane) between Eastern Avenue and SR 125.

NEEDS MET

- S4) Address deficient weave on the eastbound US 50 exit ramp to SR 125.

MEETING DISCUSSION AND COMMENTS

- Removal of this ramp would address safety concerns.

NEXT STEPS/RECOMMENDATION

- Advance, but only as part of other concepts. The removal of the ramp would need to be done in conjunction with another improvement in order to maintain connectivity.

COMMENTS SUBMITTED

FOLLOWING THE 5/22 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	SIMPLE	< \$5 MILLION	NONE	MODERATE (D1/D2)	NEUTRAL	DEGRADES	DEGRADES	ADVANCE WITH OTHER CONCEPTS

Concept not drawn.

DESCRIPTION

- Improve horizontal curve west of the interchange.

NEEDS MET

- S1) Address deficient roadway curves on SR 125 and interchange ramps.

MEETING DISCUSSION AND COMMENTS

- Following further review, ODOT and its consultant did not see a need for this concept because there are not safety concerns associated with the existing configuration.

NEXT STEPS/RECOMMENDATION

- No further study. Addresses a secondary need that was not otherwise impacted. There is not a safety concern as a result of the existing roadway curve.

COMMENTS SUBMITTED

- FOLLOWING THE 5/22 MEETING**  
*(Comments are presented as submitted by Committee members; no edits to content were made.)*
- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	NO FURTHER STUDY

Concept not drawn.

DESCRIPTION

- Add wayfinding signage.
- Install better signage with connectivity to SR 125, Eastern Avenue, Linwood Avenue and Beechmont Circle. (Existing signs direct people to use Wooster.)

NEEDS MET

- S5) Address lack of/limited wayfinding to improve regional connectivity.
- S8) Address lack of and limited wayfinding to improve regional connectivity.

MEETING DISCUSSION AND COMMENTS

- Existing signs direct people from SR 125 to Red Bank. Signage would need to be changed if drivers are to access Red Bank via US 50.

NEXT STEPS/RECOMMENDATION

- Advance for further study with concept X-3a-2.

COMMENTS SUBMITTED

- FOLLOWING THE 5/22 MEETING**  
*(Comments are presented as submitted by Committee members; no edits to content were made.)*
- Mariemont supports improved wayfinding.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	NEUTRAL	IMPROVES	NEUTRAL	ADVANCE with Concept X-3a-2

Concept drawn on the following page.

DESCRIPTION

- Add bike path or new road with bike lane from Eastern Avenue to Wooster Road across the railroad tracks.
- Reconnect Beechmont Court under the Beechmont Viaduct.

NEEDS MET

- S4) Address deficient weave on the eastbound US 50 exit ramp to SR 125.
- S16) Address bicycle and pedestrian connectivity across railroad tracks to existing Armleder and Lunken bike paths.

MEETING DISCUSSION AND COMMENTS

- Concept would require an at-grade railroad crossing, which may be difficult to negotiate with the rail companies.
- SORTA might have a service plan that goes through this area and it’s possible that the railroad tracks would be eliminated. J. Gardocki will confirm and report back to ODOT.
- The proposed new road in this concept is very close to the bridge to the SR 125/Beechmont Levee, which would impair visibility for the railroad.
- Concept drops traffic directly into the Beechmont Circle.
- Bike connections are better addressed through other concepts.

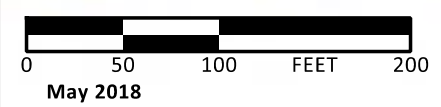
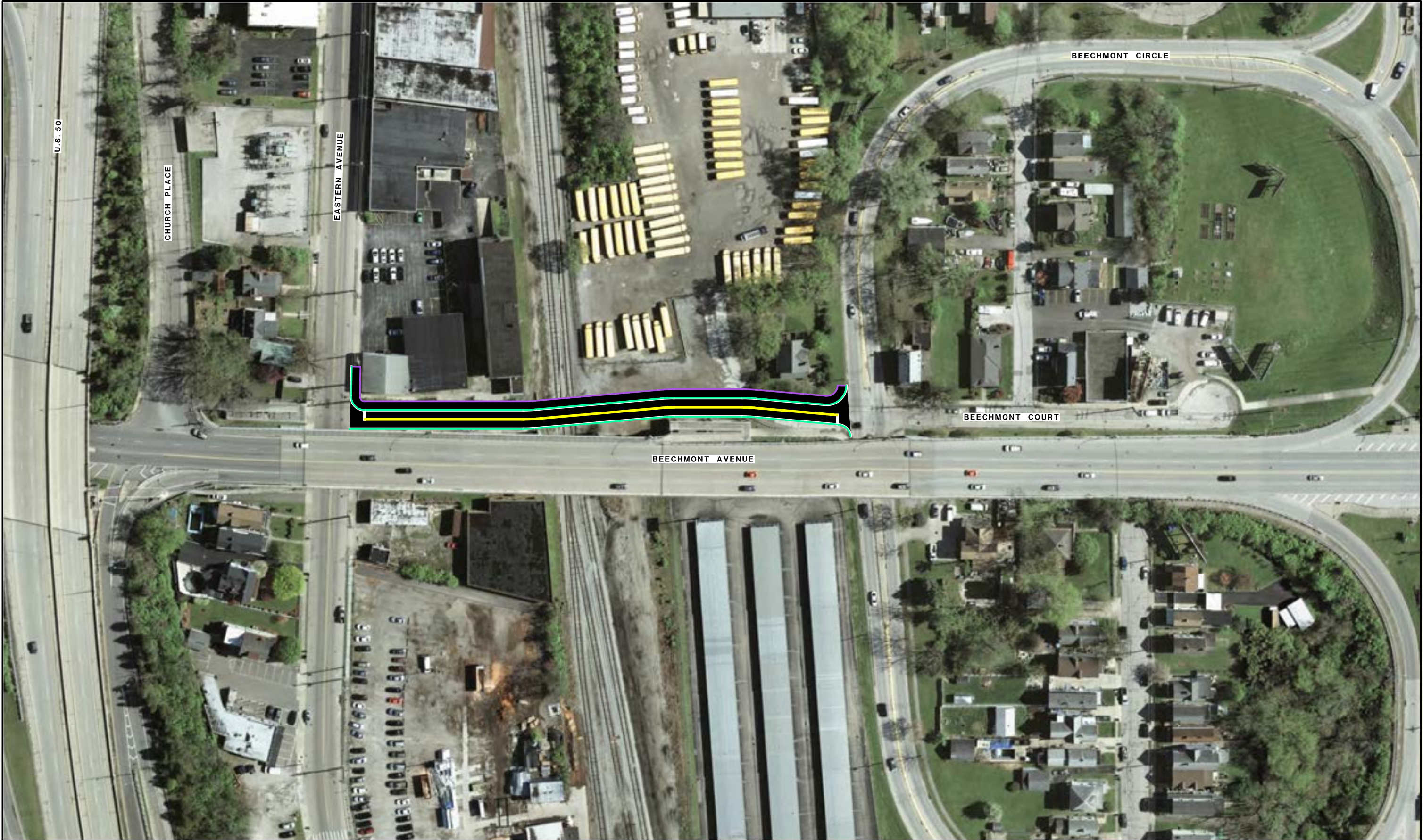
NEXT STEPS/RECOMMENDATION

- No further study because:
  - Traffic flows into the middle of Beechmont Circle, further segmenting the residential area.
  - Railroad may not allow a new at-grade crossing
  - Close proximity of the road to the bridge may cause sight distance issues.

COMMENTS SUBMITTED

- FOLLOWING THE 5/22 MEETING**  
*(Comments are presented as submitted by Committee members; no edits to content were made.)*
- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
NEUTRAL	NEUTRAL	SIMPLE	< \$5 MILLION	PROPERTY TAKES	MODERATE (D1/D2)	IMPROVES	NEUTRAL	IMPROVES	NO FURTHER STUDY



Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure EW-1**  
**RECONNECT BEECHMONT COURT**

Concept drawn on the following page with Concept X-2b-3.

DESCRIPTION

- Add a bike path or new road with a bike lane from Eastern Avenue to Wooster Road across the railroad tracks.
- Connection at extended Linwood to Wooster Road.

NEEDS MET

- S4) Address deficient weave on the eastbound US 50 exit ramp to SR 125.
- S16) Address bicycle and pedestrian connectivity across railroad tracks to existing Armleder and Lunken bike paths.

MEETING DISCUSSION AND COMMENTS

- This concept would create a new extension of Linwood (where it currently dead ends into Eastern Avenue) through the parking lot of the Company on Eastern building, across the railroad tracks and through to the eastern-most portion of Beechmont Circle.
- The concept ties better into Beechmont Circle than concept EW-1 but would impact the existing building.

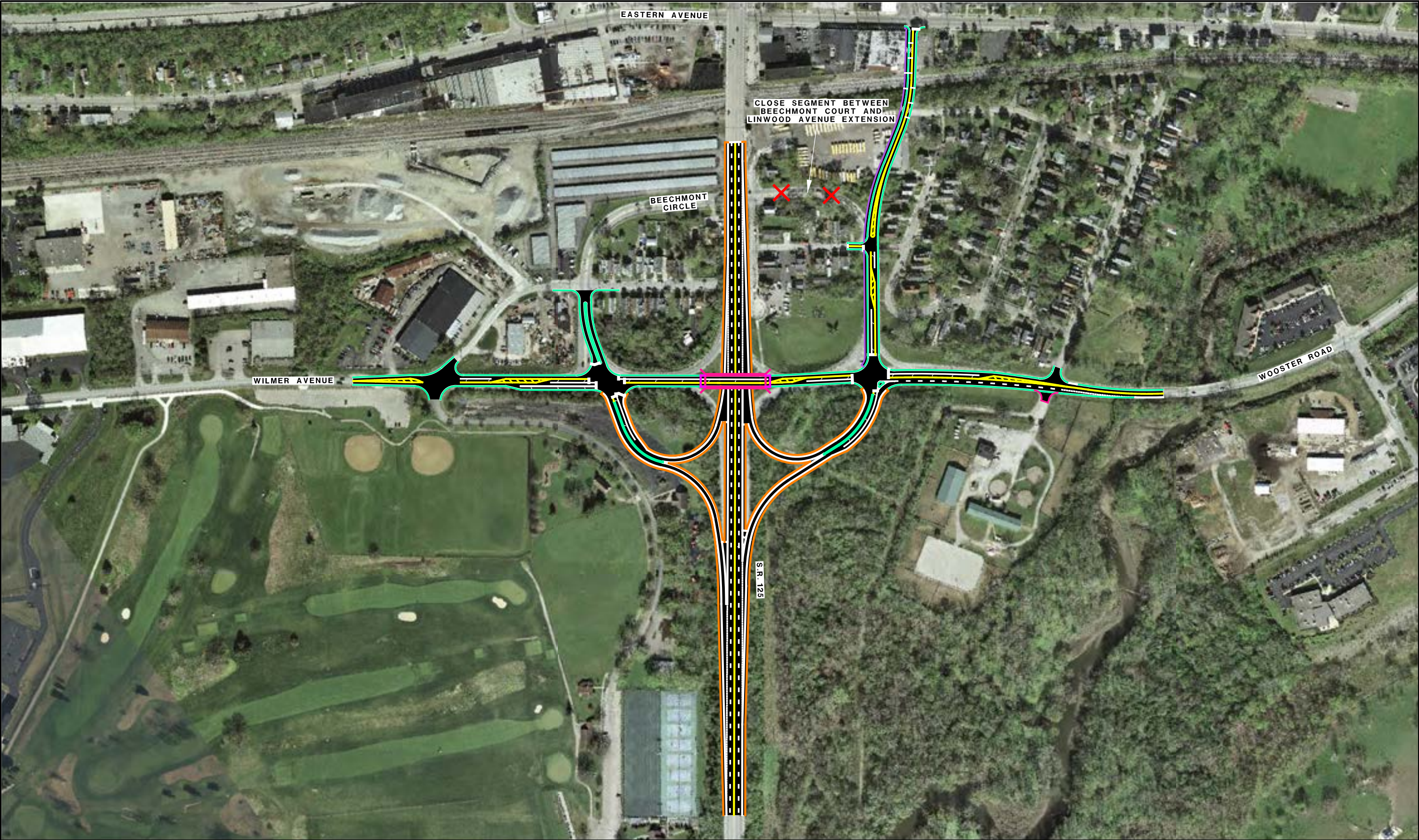
NEXT STEPS/RECOMMENDATION

- Advance for further study.

COMMENTS SUBMITTED

- FOLLOWING THE 5/22 MEETING**  
*(Comments are presented as submitted by Committee members; no edits to content were made.)*
- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
NEUTRAL	NEUTRAL	SIMPLE	< \$5 MILLION	RELOCATIONS	MODERATE (D1/D2)	IMPROVES	IMPROVES	IMPROVES	ADVANCE



Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure X-2B-3 and EW-2**  
**GRADE SEPARATED INTERCHANGE TO CONNECT**  
**WILMER AVENUE TO WOOSTER ROAD**

Concept drawn on the following page with Concept X-3b.

DESCRIPTION

- Install a roundabout at the Beechmont/Linwood intersection.

NEEDS MET

- S4) Address deficient weave on the eastbound US 50 exit ramp to SR 125.

MEETING DISCUSSION AND COMMENTS

- Roundabouts can serve as gateways to communities or neighborhoods. They also slow traffic while allowing it to flow continuously.
- Initial analysis indicates this concept works well:
  - 50 percent decrease in evening peak-hour delays.
  - Neutral for morning peak-hour delays (still LOS A/B)
- A roundabout at this location would provide a better neighborhood connection to Armleder.
- Pedestrian access across a two-lane roundabout is challenging, but this is not identified as a high-pedestrian area.
- The sight distance approaching the proposed roundabout is shorter than desired.
- Need to determine if a signalized intersection would work better at this location (See concept I-29b)

NEXT STEPS/RECOMMENDATION

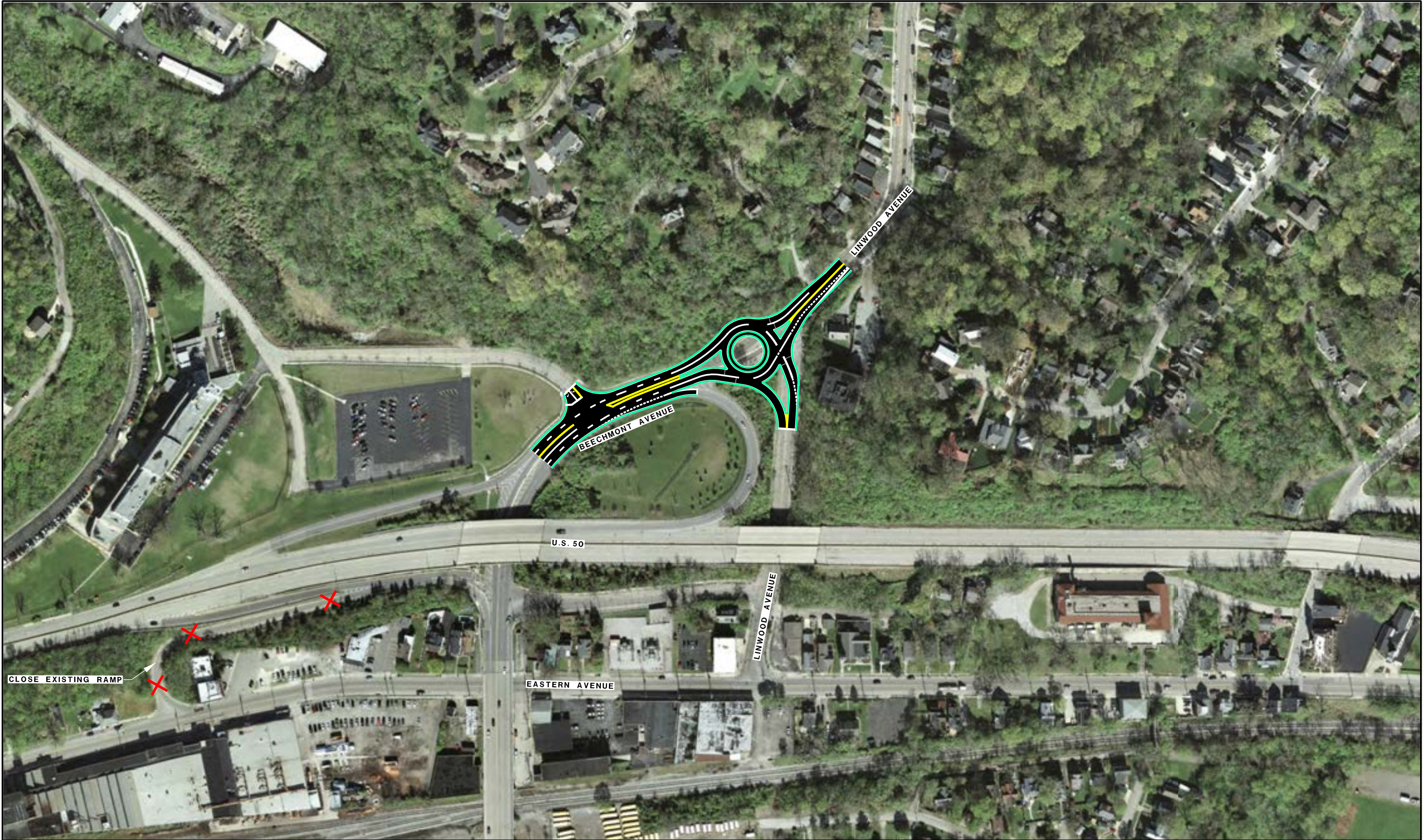
- Advance for further study.

COMMENTS SUBMITTED

FOLLOWING THE 5/22 MEETING

- (Comments are presented as submitted by Committee members; no edits to content were made.)
- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	MODERATE	\$5 – \$10 MILLION	PROPERTY TAKES	MODERATE (D1/D2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE



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Concept drawn on the following page with Concept X-3b.

DESCRIPTION

- Signalize the Beechmont/Linwood intersection.

NEEDS MET

- S4) Address deficient weave on the eastbound US 50 exit ramp to SR 125.

MEETING DISCUSSION AND COMMENTS

- Requires two westbound lanes on Linwood Avenue.

NEXT STEPS/RECOMMENDATION

- Advance for further study.

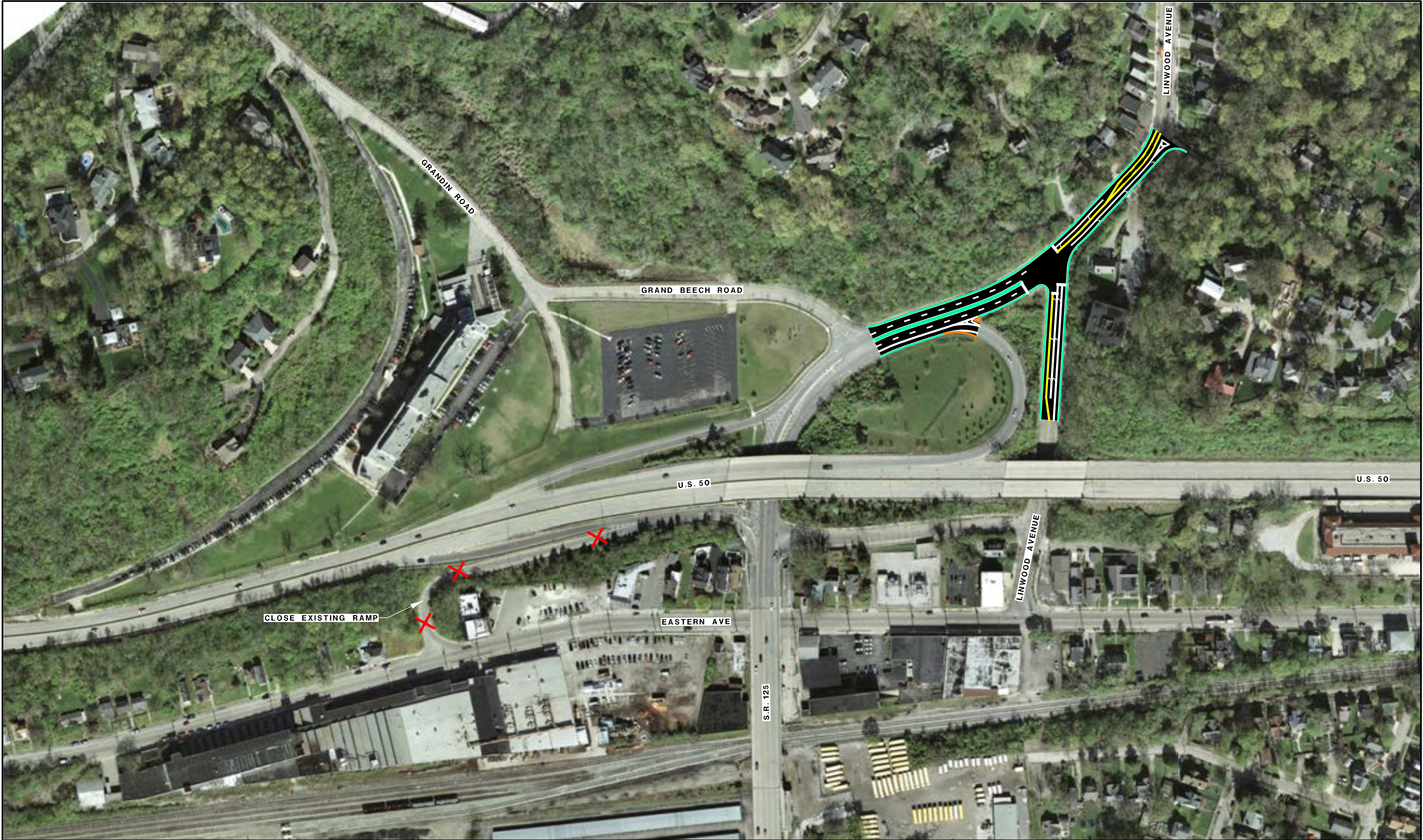
COMMENTS SUBMITTED

FOLLOWING THE 5/22 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
DEGRADES	NEUTRAL	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE



Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure I-29B & X-3B**  
 CLOSURE OF GEOMETRICALLY DEFICIENT RAMP FROM  
 EASTERN AVE TO S.R. 125 AND REPLACEMENT WITH  
 INTERSECTION AT LINWOOD AVENUE



## Eastern Corridor Segments II and III

Combined Linwood/Eastern Interchange and US 50/Red Bank Interchange Focus Area

Theme

# WOOSTER ROAD AND WILMER AVENUE

**Primary Needs identified for this theme:**

P2) Address localized connectivity travel patterns within Beechmont Circle.

**Secondary Needs identified for this theme:**

S9) Address lack of and limited wayfinding to improve regional connectivity.

S10) Address roadway curve and grade deficiencies.

S11) Support access to future transit connections.

Concept not drawn.

DESCRIPTION

- Add better signing for auto connectivity.

NEEDS MET

- P2) Address localized connectivity travel patterns within Beechmont Circle.

MEETING DISCUSSION AND COMMENTS

- None discussed.

NEXT STEPS/RECOMMENDATION

- Advance for further study.

COMMENTS SUBMITTED

FOLLOWING THE 5/22 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- Mariemont supports improved wayfinding.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	NEUTRAL	IMPROVES	NEUTRAL	ADVANCE

Concept drawn on the following page.

DESCRIPTION

- Create a grade separated interchange to connect Wilmer and Wooster.
- This concept utilizes a single-point urban interchange (SPUI) with a signal on SR 125 as it travels under the Wilmer/Wooster bridge.

NEEDS MET

- P2) Address localized connectivity travel patterns within Beechmont Circle.

MEETING DISCUSSION AND COMMENTS

- A traffic signal would be installed on the lower level.
- Initial analysis indicates that the traffic signal required on SR 125 would not perform well.
- The concept requires construction of a significant structure that yields low benefit.

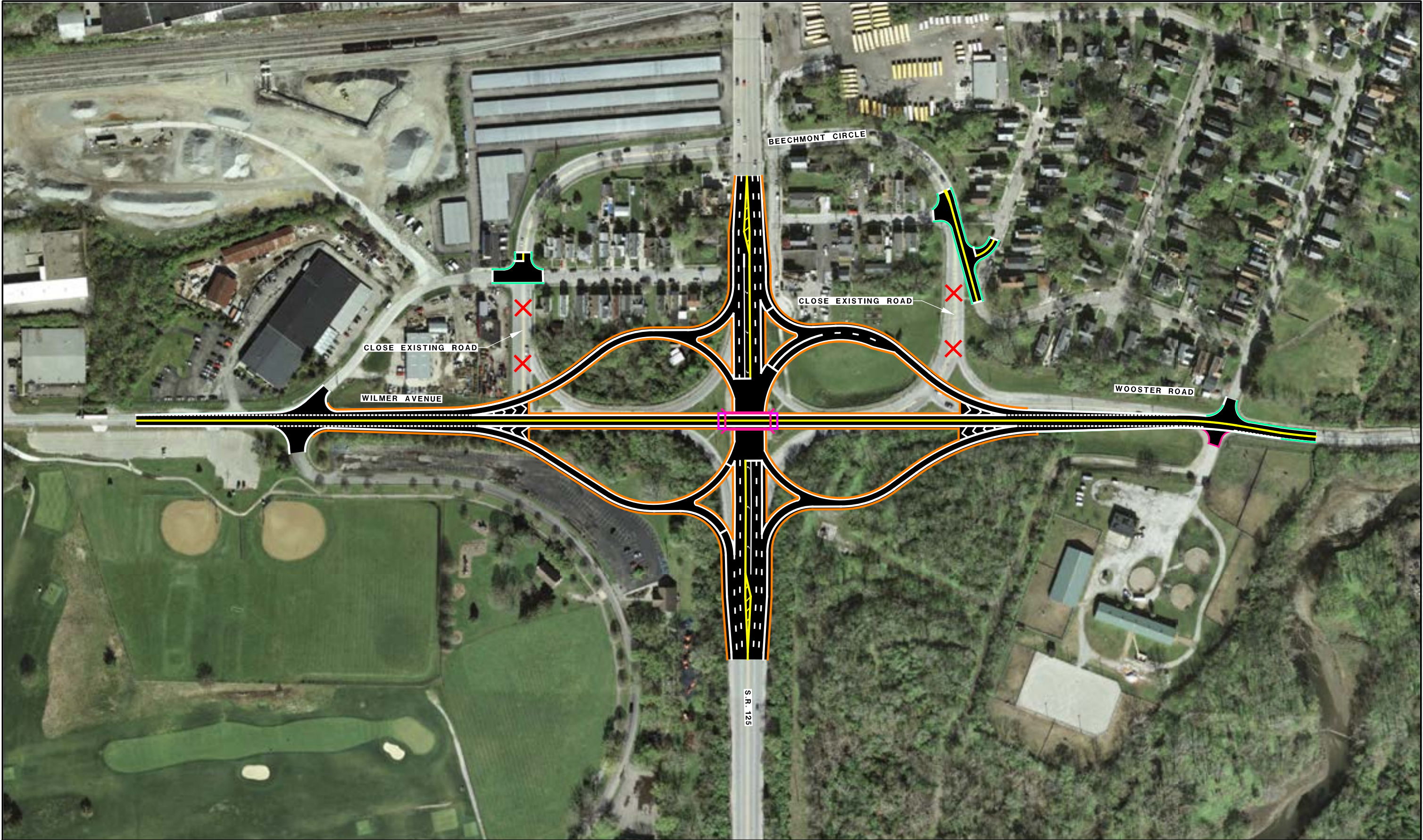
NEXT STEPS/RECOMMENDATION

- No further study.

COMMENTS SUBMITTED

- FOLLOWING THE 5/22 MEETING**  
*(Comments are presented as submitted by Committee members; no edits to content were made.)*
- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
DEGRADES	DEGRADES	COMPLEX	\$5 – \$10 MILLION	RELOCATIONS	MODERATE (D1/D2)	DEGRADES	IMPROVES	IMPROVES	NO FURTHER STUDY



Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure X-2B-1**  
SINGLE POINT URBAN INTERCHANGE

Concept drawn on the following page.

DESCRIPTION

- Create a grade separated interchange to connect Wilmer and Wooster.

NEEDS MET

- P2) Address localized connectivity travel patterns within Beechmont Circle.
- P9) Address pedestrian safety issues crossing SR 125 at bus stops.
- S11) Support access to future transit connections.

MEETING DISCUSSION AND COMMENTS

- This concept offers a lower speed connection to Wilmer Avenue and Wooster as compared to concept X-2b-3.
- The Wooster/Wilmer interchange would travel over SR 125.
- Offers a clear connection between Wilmer and Wooster.
- Concept would take through-traffic off Beechmont Circle and return the roads back to the neighborhood.
- Would need to add a turn lane to Hutton Street from Wooster.
- Concept would impact the locations of existing bus stops; bus stops would have to be relocated.

NEXT STEPS/RECOMMENDATION

- Advance for further study.

COMMENTS SUBMITTED

FOLLOWING THE 5/22 MEETING

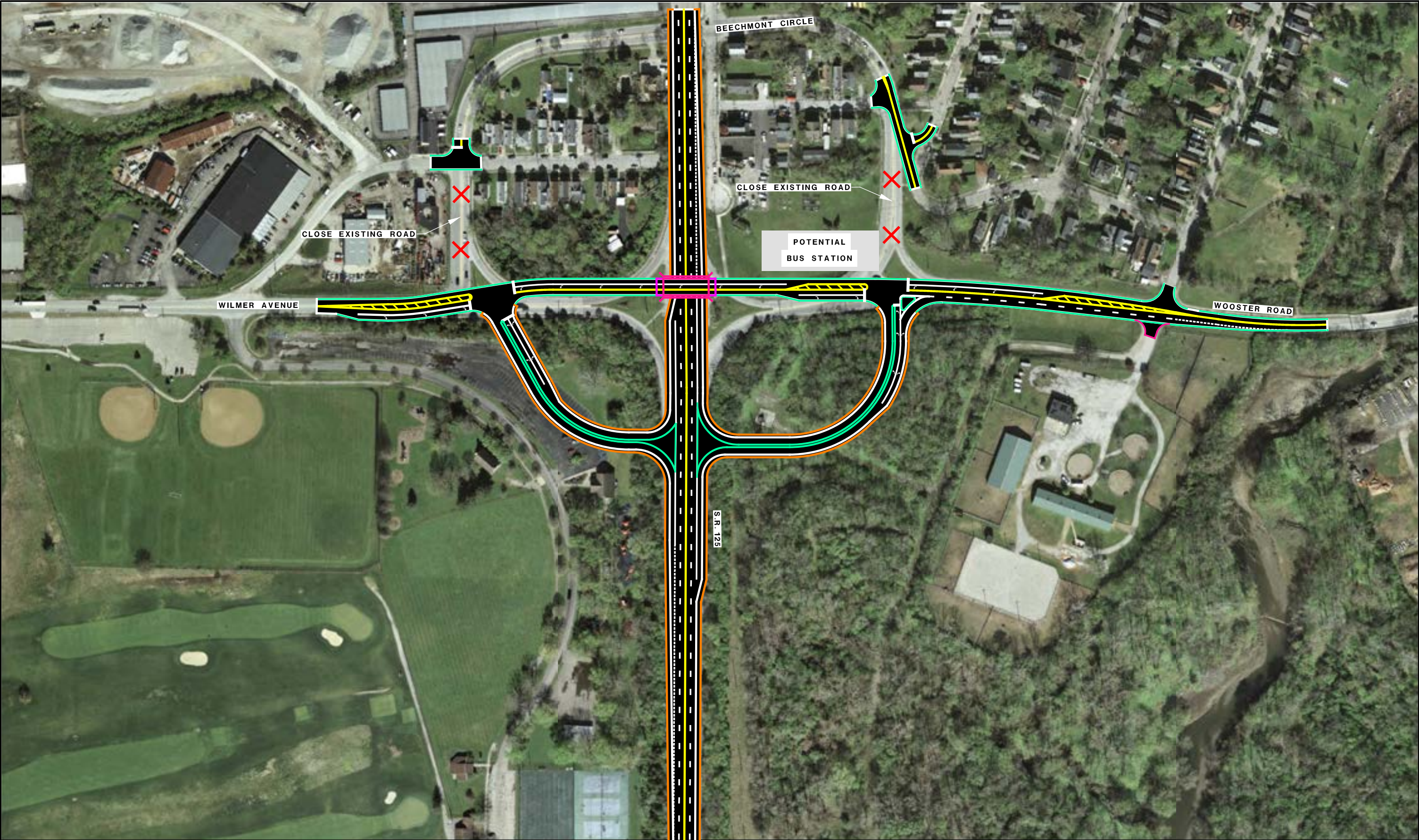
(Comments are presented as submitted by Committee members; no edits to content were made.)

- Will the 3 way intersections on either side (East and West) of the proposed grade change connection of Wilmer and Wooster be signalized, or stop signs? Concern this will slow flow of traffic compared to current design

ODOT Response:

- The intersections would either be signalized intersections or reconfigured into roundabouts.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
DEGRADES	NEUTRAL	COMPLEX	\$5 – \$10 MILLION	PROPERTY TAKES	MODERATE (D1/D2)	IMPROVES	IMPROVES	IMPROVES	ADVANCE



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March 2018

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure X-2B-2**  
**GRADE SEPARATED INTERCHANGE TO CONNECT  
 WILMER AVENUE TO WOOSTER ROAD**

Concept drawn on the following page with Concept EW-2.

DESCRIPTION

- Create a grade separated interchange to connect Wilmer and Wooster.

NEEDS MET

- P2) Address localized connectivity travel patterns within Beechmont Circle.
- P9) Address pedestrian safety issues crossing SR 125 at bus stops.
- S16) Address bicycle and pedestrian connectivity across railroad tracks to existing Armleder and Lunken bike paths.

MEETING DISCUSSION AND COMMENTS

- The concept would take through traffic off Beechmont Circle and return the roads back to the neighborhood.
- New ramps from SR 125 to Wilmer and Wooster would impact properties south of Wilmer/Wooster
- Do not need “highway” type ramp connections at this location.

NEXT STEPS/RECOMMENDATION

- No further study. This concept is the same as X-2b-2, which is preferred because it provides a lower speed connection compared to this concept.

COMMENTS SUBMITTED

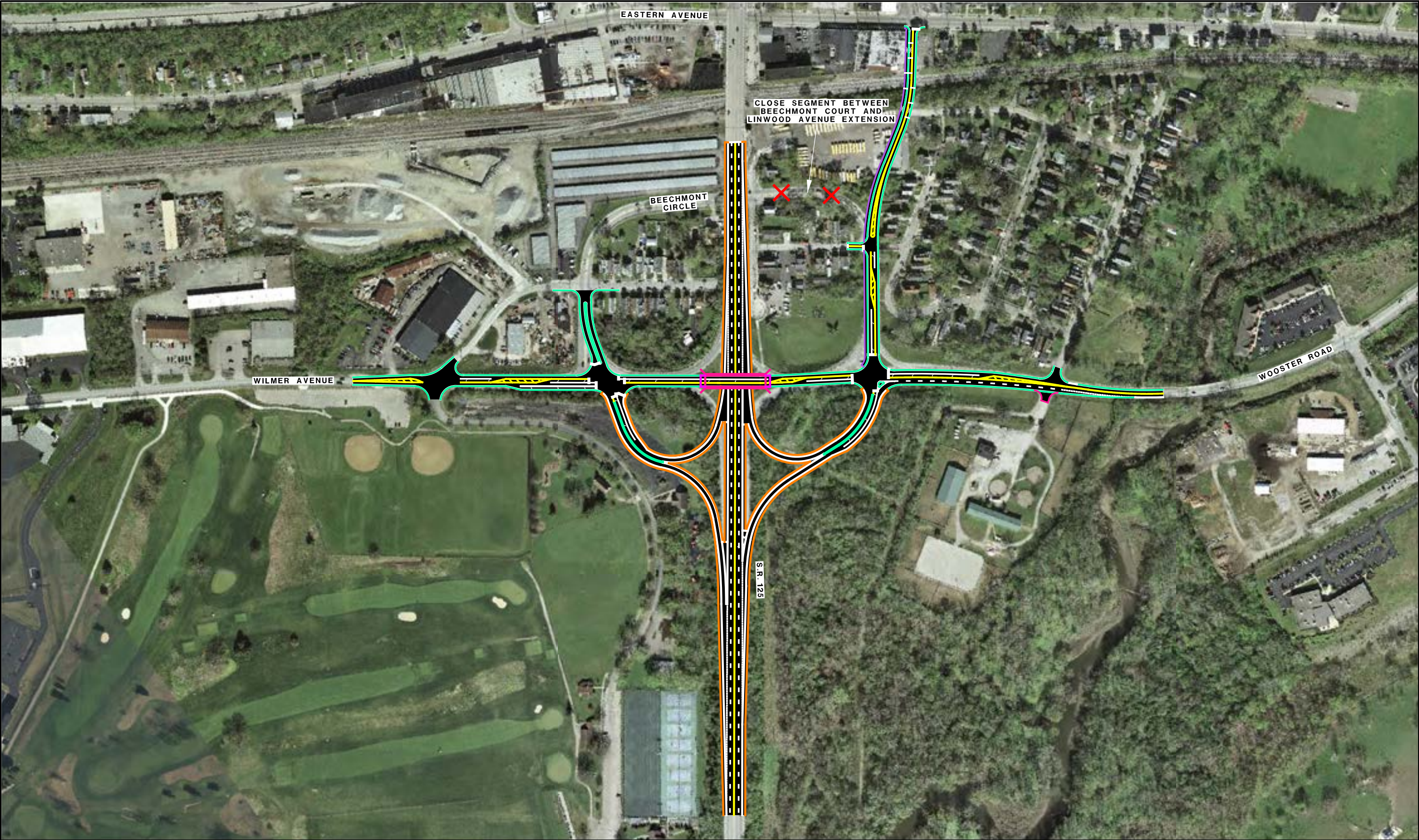
FOLLOWING THE 5/22 MEETING

- (Comments are presented as submitted by Committee members; no edits to content were made.)*
- Will the 3 way intersections on either side (East and West) of the proposed grade change connection of Wilmer and Wooster be signalized, or stop signs? Concern this will slow flow of traffic compared to current design

ODOT Response:

- The intersections would either be signalized intersections or reconfigured into roundabouts.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
DEGRADES	NEUTRAL	COMPLEX	\$5 – \$10 MILLION	PROPERTY TAKES	MODERATE (D1/D2)	IMPROVES	IMPROVES	IMPROVES	NO FURTHER STUDY



Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure X-2B-3 and EW-2**  
**GRADE SEPARATED INTERCHANGE TO CONNECT**  
**WILMER AVENUE TO WOOSTER ROAD**

Concept drawn on the following page.

DESCRIPTION

- Create a grade separated interchange to connect Wilmer and Wooster.
  - SR 125 would go over the Wilmer/Wooster connection.

NEEDS MET

- P2) Address localized connectivity travel patterns within Beechmont Circle.

MEETING DISCUSSION AND COMMENTS

- This concept would require extra fill to raise the road over the Wilmer/Wooster connection.
- Requires replacement of the Beechmont Viaduct structure.

NEXT STEPS/RECOMMENDATION

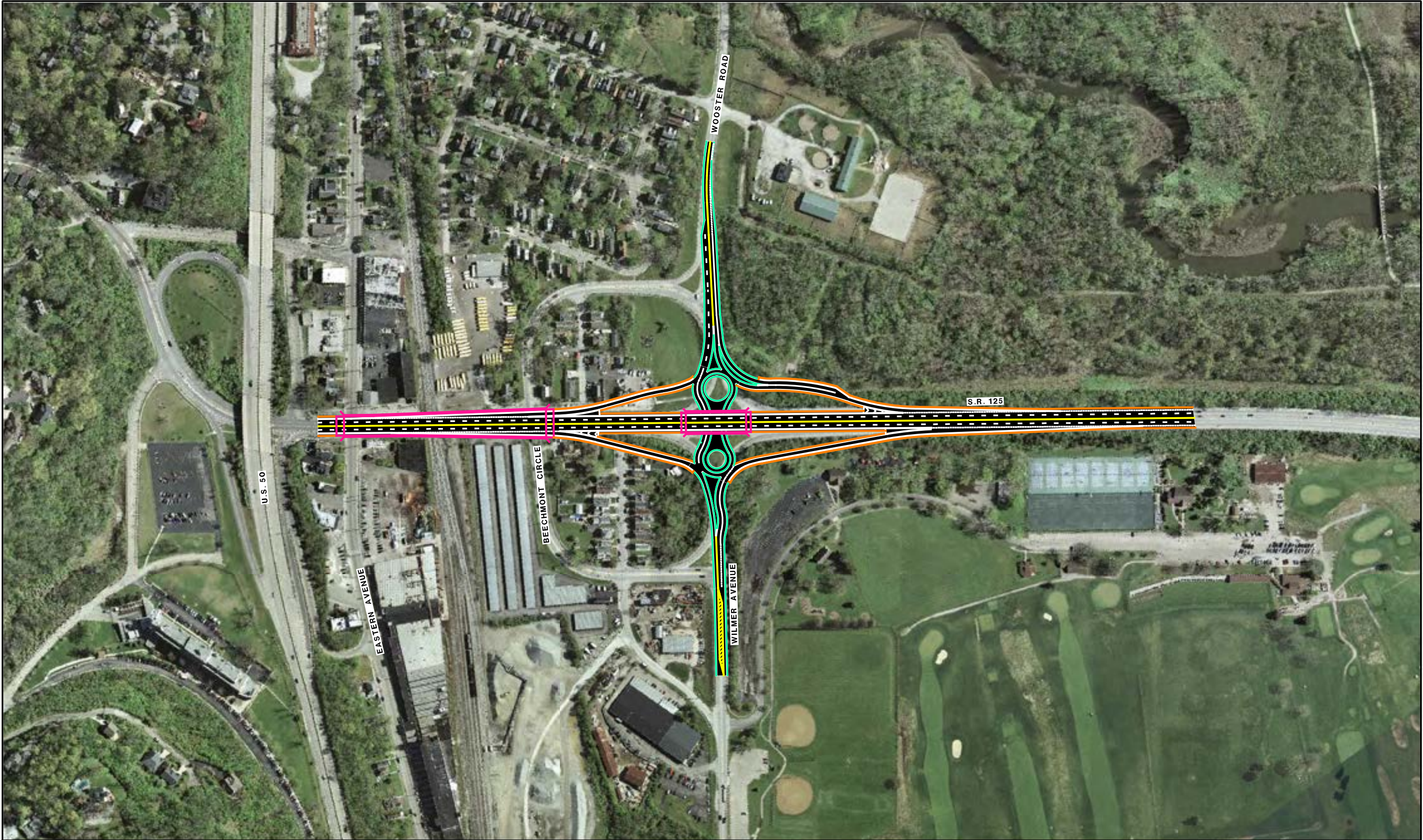
- No further study. The concept has high costs related to adjusting the profile of SR 125 requiring replacement of the Beechmont Viaduct.

COMMENTS SUBMITTED

FOLLOWING THE 5/22 MEETING

- (Comments are presented as submitted by Committee members; no edits to content were made.)
- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	COMPLEX	> \$10 MILLION	RELOCATIONS	MODERATE (D1/D2)	NEUTRAL	IMPROVES	IMPROVES	NO FURTHER STUDY



Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure X-2B-4**  
**GRADE SEPARATED INTERCHANGE TO CONNECT**  
**WILMER AVENUE AND WOOSTER ROAD**

Concept drawn on the following page.

DESCRIPTION

- Create a grade-separated interchange to connect Wilmer and Wooster.
  - SR 125 would go under the Wilmer/Wooster connection.

NEEDS MET

- P2) Address localized connectivity travel patterns within Beechmont Circle.
- P9) Address pedestrian safety issues crossing SR 125 at bus stops.
- S11) Support access to future transit connections.

MEETING DISCUSSION AND COMMENTS

- Facilitates connections from SR 125 to Wilmer and to Wooster through the addition of new ramps.
- The new ramps from SR 125 to Wilmer and Wooster would impact properties south of Wilmer/Wooster.
- Roundabouts would be used to connect SR 125 with Wooster and Wilmer
  - Roundabouts calm traffic and allow for continuous flow
- Sidewalk connection would be included on the bridge over SR 125.

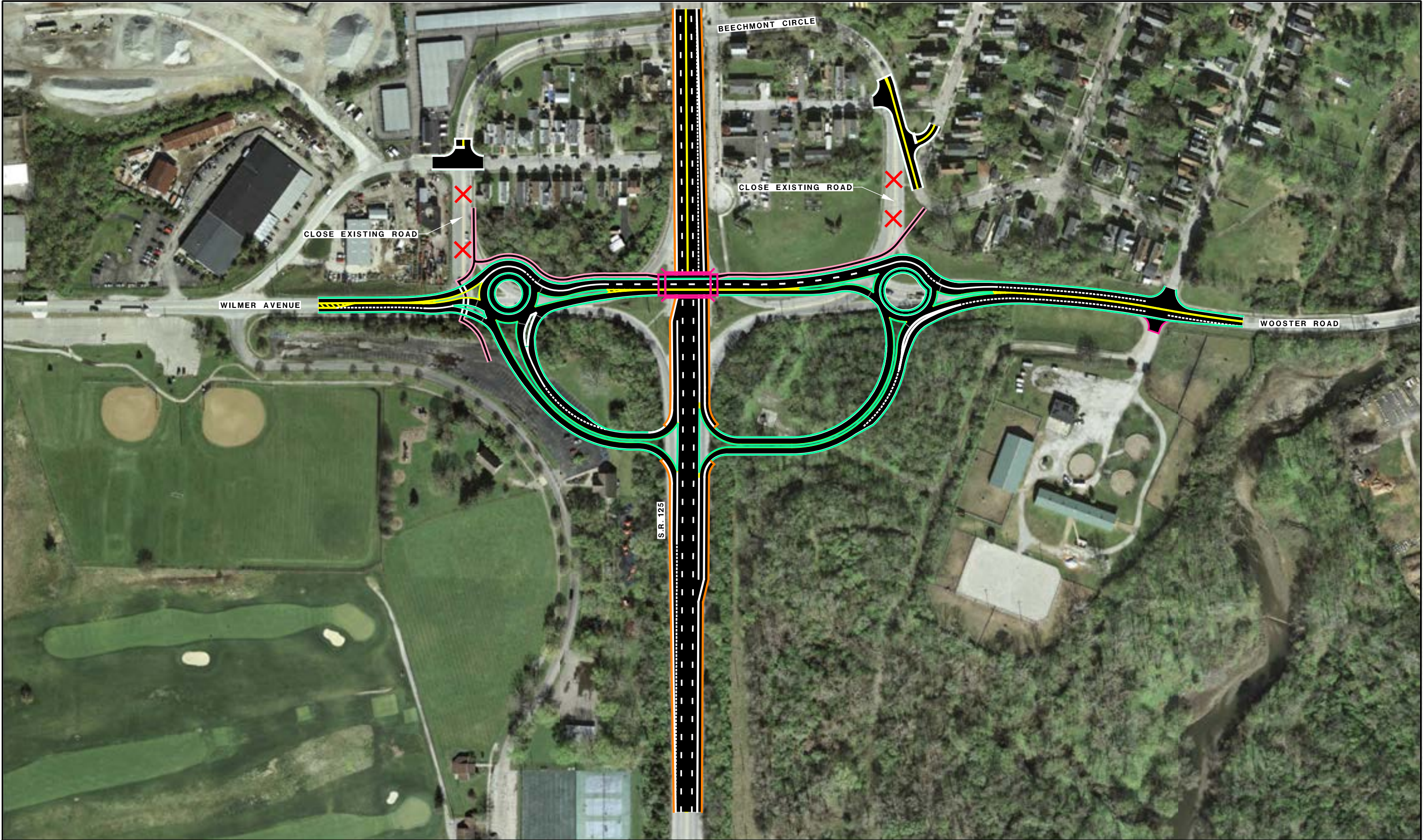
NEXT STEPS/RECOMMENDATION

- Advance for further study.

COMMENTS SUBMITTED

- FOLLOWING THE 5/22 MEETING**  
*(Comments are presented as submitted by Committee members; no edits to content were made.)*
- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	COMPLEX	\$5 – \$10 MILLION	PROPERTY TAKES	MODERATE (D1/D2)	IMPROVES	IMPROVES	IMPROVES	ADVANCE



Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure X-2B-5**  
**GRADE SEPARATED INTERCHANGE TO CONNECT**  
**WILMER AVENUE TO WOOSTER ROAD**

Concept drawn with Concept I-27a.

DESCRIPTION

- Install a roundabout at Beechmont Circle/Wooster Road.
  - The existing intersection at Wooster and Beechmont Circle would be replaced with a roundabout.

NEEDS MET

P2) Address localized connectivity travel patterns within Beechmont Circle.

MEETING DISCUSSION AND COMMENTS

- Roundabouts help calm traffic and facilitate U-turns.
- Proposed modifications are smaller in scale than those proposed for other concepts.
- The roundabout would reduce delays by:
  - 57% during morning peak-hours
  - 11% during evening peak-hours

NEXT STEPS/RECOMMENDATION

- No further study. The roundabout would not solve the need of providing a more direct route across SR 125 between Wilmer and Wooster or of pulling traffic out of the neighborhood.

COMMENTS SUBMITTED

**FOLLOWING THE 5/22 MEETING**  
*(Comments are presented as submitted by Committee members; no edits to content were made.)*

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	MODERATE	< \$5 MILLION	PROPERTY TAKES	MODERATE (D1/D2)	NEUTRAL	NEUTRAL	NEUTRAL	NO FURTHER STUDY

Concept drawn with Concept I-26a on the following page.

DESCRIPTION

- Install a roundabout at Beechmont Circle/Wilmer Avenue.
  - The existing signalized intersection at Wilmer and Beechmont Circle would be replaced with a roundabout.

NEEDS MET

- P2) Address localized connectivity travel patterns within Beechmont Circle.

MEETING DISCUSSION AND COMMENTS

- Roundabouts help calm traffic and facilitate U-turns.
- Proposed modifications are smaller in scale than those proposed for other concepts.
- The roundabout would reduce delays by:
  - 57% during morning peak-hours
  - 11% during evening peak-hours

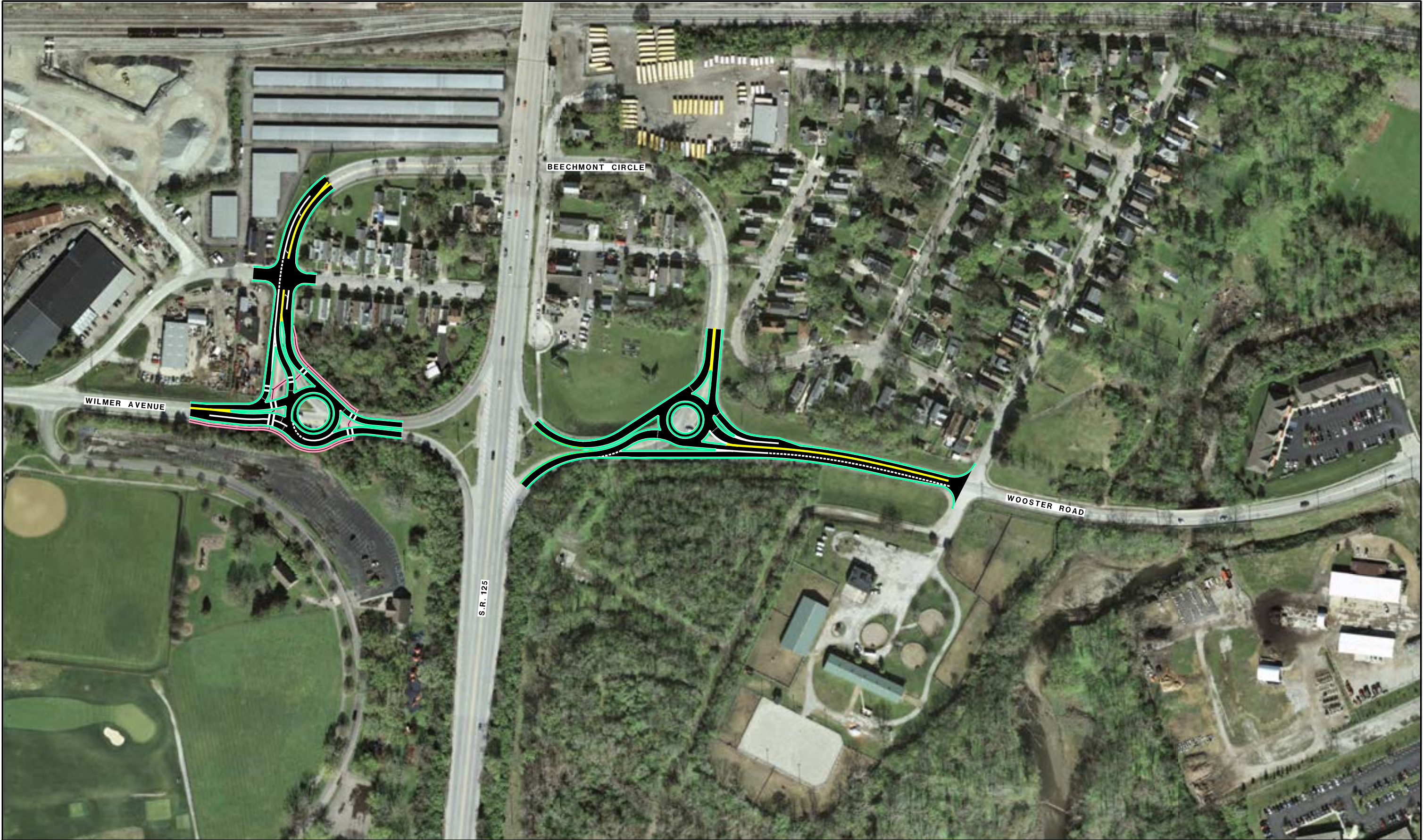
NEXT STEPS/RECOMMENDATION

- No further study. The roundabout would not solve the need of providing a more direct route across SR 125 between Wilmer and Wooster or of pulling traffic out of the neighborhood.

COMMENTS SUBMITTED

- FOLLOWING THE 5/22 MEETING**  
*(Comments are presented as submitted by Committee members; no edits to content were made.)*
- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	MODERATE	< \$5 MILLION	PROPERTY TAKES	MODERATE (D1/D2)	NEUTRAL	NEUTRAL	NEUTRAL	NO FURTHER STUDY



Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure I-26A & I-27A**  
**ROUNDBOUTS AT BEECHMONT CIRCLE INTERSECTIONS WITH WILMER AVENUE AND WOOSTER ROAD**

Concepts not drawn.

DESCRIPTION

- This concept extends the right turn lane on Beechmont Circle for the turn onto Wilmer.
- Note: This concept was evaluated in response to an Advisory Committee request made at the February 14 committee meeting. However, based on the subsequent discussion at the 5/22/18 Advisory Committee meeting, it was determined that the consultant misunderstood the request and evaluated the wrong intersection. The request was to evaluate the Beechmont Circle/Wooster intersection.*
- Since the 5/22 meeting, the consultant has reviewed the Beechmont Circle/Wooster intersection and assigned it an identifier: I-26b.*
- Notes regarding concept I-26b are included on this page in italics.*
- Concept I-26-b**  
(Concept not drawn)
- This concept extends the ramp from SR 125 onto Wooster. The ramp would no longer need to yield to the southbound left lane from Beechmont Circle.

NEEDS MET

None identified.

MEETING DISCUSSION AND COMMENTS

- Concept I-27b:**
- Vehicles turning right are blocked at times by vehicles turning left at Wilmer and waiting for the signal.
  - As currently designed, the right turn lane extends to Wilmer Court, which appears to be sufficient.
- Concept I-26a:**
- Right turning vehicles must yield to left turning vehicles.

NEXT STEPS/RECOMMENDATION

- Concept I-27-b:**
- No further study. This concept was evaluated in error due to a misunderstood request from the Feb. 14 Advisory Committee meeting.
- Concept I-26-b:**
- Advance for further study

COMMENTS SUBMITTED

FOLLOWING THE 5/22 MEETING

- (Comments are presented as submitted by Committee members; no edits to content were made.)*
- Figure 1-27b is not included in the Concept Drawing pdf.
- ODOT response:
- Concept I-27b was not drawn.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
	I-27-b: Concept was not evaluated because the existing turn lane appeared to be sufficient.								NO FURTHER STUDY
	I-26-b: Concept will be further evaluated during the next phase of study.								ADVANCE



## Eastern Corridor Segments II and III

Combined Linwood/Eastern Interchange and US 50/Red Bank Interchange Focus Area

Theme

# US 50/RED BANK CONNECTIVITY

### Primary Needs identified for this theme:

- P3) Address localized connectivity travel patterns within the interchange.
- P4) Address capacity issues and long queues on northbound and westbound approaches of the Red Bank/Colbank intersection.

### Secondary Needs identified for this theme:

- S12) Address lack of/limited wayfinding to improve regional connectivity.

Concept not drawn.

DESCRIPTION

- Designate lane assignments on dual southbound left turn lanes on Red Bank Road to Colbank Road.
- Make inside lane on Colbank Road a dedicated left onto the ramp to westbound US 50.

NEEDS MET

- P4) Address capacity issues and long queues on northbound and westbound approaches of the Red Bank/Colbank intersection.
- S12) Address lack of/limited wayfinding to improve regional connectivity.

MEETING DISCUSSION AND COMMENTS

- This concept would designate lane assignments on southbound Red Bank and on Colbank Road and would add additional wayfinding signage.

NEXT STEPS/RECOMMENDATION

- Combine with concept X-4a and advance for further study.

COMMENTS SUBMITTED

FOLLOWING THE 5/22 MEETING

- (Comments are presented as submitted by Committee members; no edits to content were made.)
- Figure 1-25a is not included in the Concept Drawing pdf. If this concept is being considered for further study, please provide the Figure to allow for comments.
- ODOT Response:
- Concept I-25a proposes only signing and pavement marking changes and was not drawn.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
NEUTRAL	NEUTRAL	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE with X-4a

Concept drawn on the following page.

DESCRIPTION

- Improve signal timing
- Lengthen storage lanes (storage refers to the amount of space available for vehicles to line up in a designated turn lane)
- Add dual westbound right turn lanes from southbound Red Bank to Colbank
- Add dual northbound through lanes on Colbank to northbound Red Bank at the Red Bank/Colbank intersection

NEEDS MET

- P4) Address capacity issues and long queues on northbound and westbound approaches of the Red Bank/Colbank intersection.

MEETING DISCUSSION AND COMMENTS

- The needs of bicyclists should be considered as part of this concept.

NEXT STEPS/RECOMMENDATION

- Advance for further study.

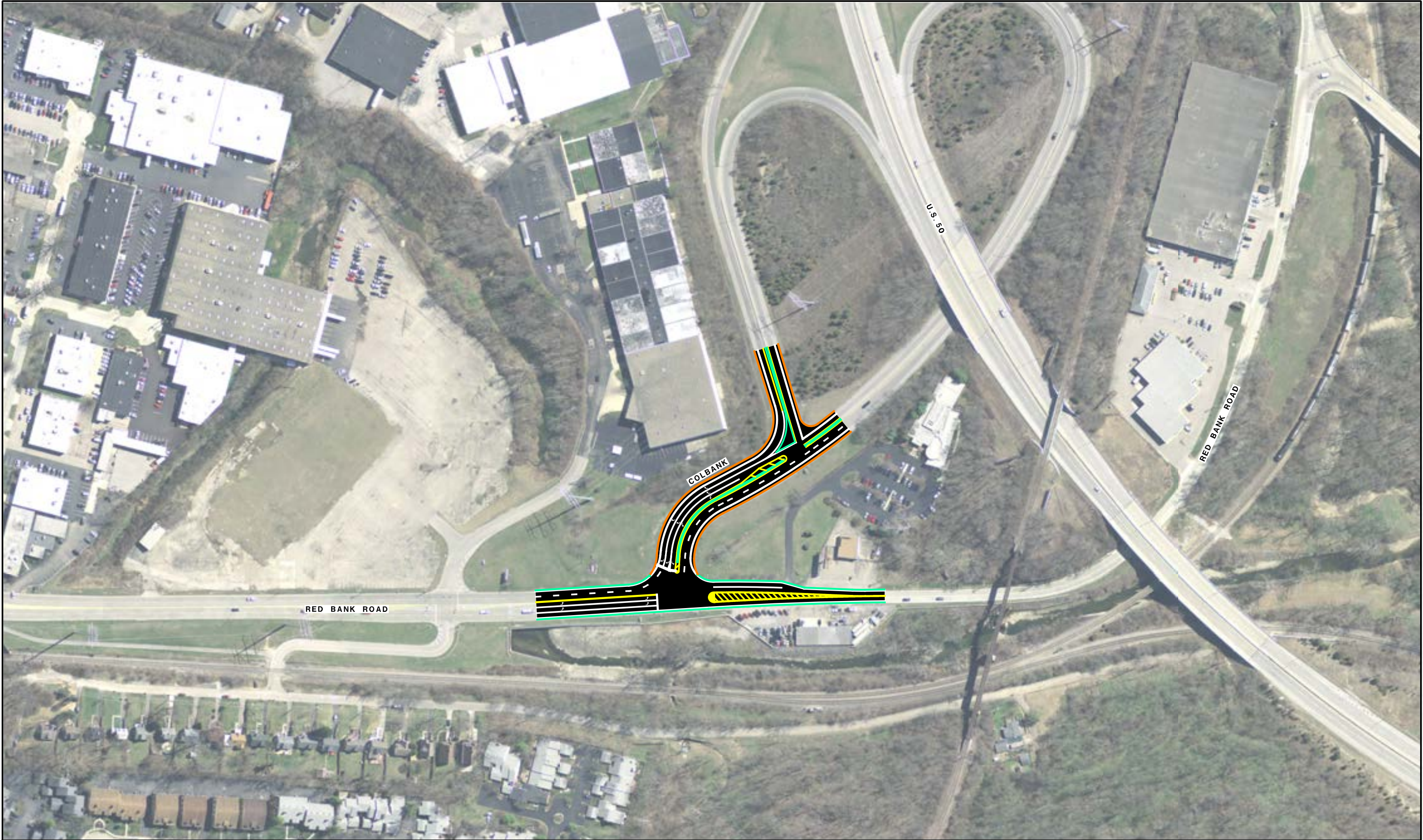
COMMENTS SUBMITTED

FOLLOWING THE 5/22 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
NEUTRAL	IMPROVES	SIMPLE	< \$5 MILLION	PROPERTY TAKES	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE



Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure I-25B**  
**DUAL WESTBOUND TURN LANES**  
**AND DUAL NORTHBOUND THROUGH LANES**

Concept drawn on the following page.

DESCRIPTION

- Relocate the Red Bank/Colbank intersection approximately 300 feet southwest of its existing location.
  - This concept would create a new, four-way signalized intersection that would directly connect the US 50 entrance and exit ramps with Red Bank Road.
  - This concept combines the two existing intersections (US 50 exit ramps/Colbank Road and Colbank Road/Red Bank Road) into one.

NEEDS MET

- P4) Address capacity issues and long queues on northbound and westbound approaches of the Red Bank/Colbank intersection.

MEETING DISCUSSION AND COMMENTS

- The reconfigured intersection would better support current and future traffic volumes.
- Initial analysis indicates that, as proposed, this concept would result in:
  - An 80 percent decrease in morning peak-hour delays.
  - A 50 percent decrease (approximately) in evening peak-hour delays.
- The concept would require vehicles traveling north on Red Bank Road (from Wooster Pike) to turn left at the new intersection to continue traveling on Red Bank Road.
- Constructing the approach to the new southwest leg of the new intersection would require:
  - Eliminating a building along Red Bank Road, west of the Lawyers Title of Cincinnati building located at 3500 Red Bank Road.
  - Crossing under the railroad trestle has a width constraint that limits the concept.

NEXT STEPS/RECOMMENDATION

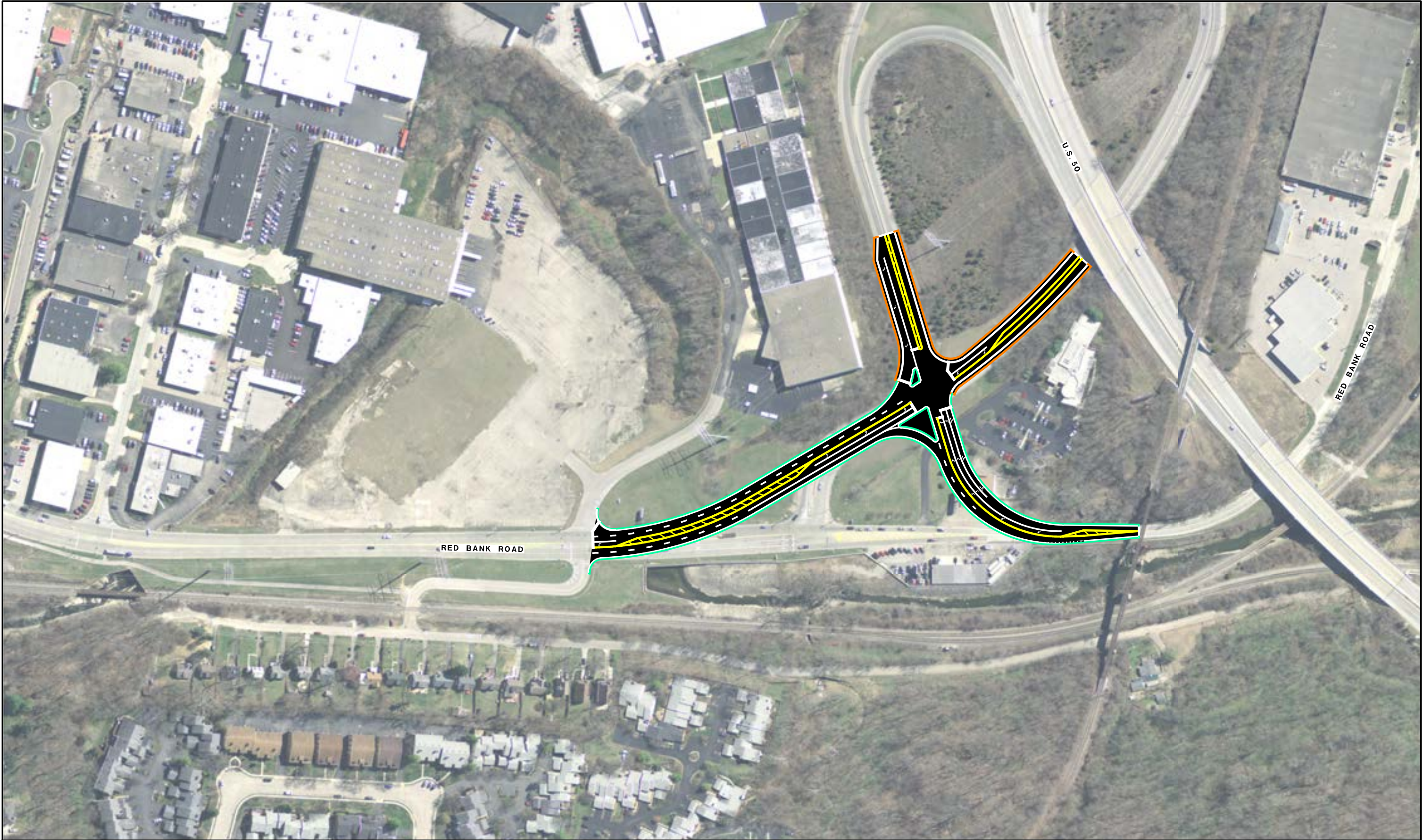
- Advance for further study.

COMMENTS SUBMITTED

FOLLOWING THE 5/22 MEETING

- (Comments are presented as submitted by Committee members; no edits to content were made.)
- Mariemont does not support eliminating the intersection. Multiple traffic routes currently allows for options for vehicle and truck traffic from businesses.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
NEUTRAL	IMPROVES	MODERATE	< \$5 MILLION	RELOCATIONS	MODERATE (D1/D2)	NEUTRAL	IMPROVES	NEUTRAL	ADVANCE



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MARCH 2018

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure I-25C**

**RELOCATE RED BANK/COLBANK INTERSECTION**

39

Concept not drawn.

DESCRIPTION

- Add wayfinding signage.

NEEDS MET

S12) Address lack of/limited wayfinding to improve regional connectivity.

MEETING DISCUSSION AND COMMENTS

- This concept would address the lack of signage uniformity in this area.

NEXT STEPS/RECOMMENDATION

- Advance for further study.

COMMENTS SUBMITTED

FOLLOWING THE 5/22 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- Mariemont supports improved wayfinding.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	NEUTRAL	IMPROVES	NEUTRAL	ADVANCE

Concept not drawn.

DESCRIPTION

- Signalize the Colbank Road/US 50 ramp intersection.
- Make the inside lane on Colbank a dedicated left turn lane onto the ramp to westbound US 50.
- Add signage at the end of the ramps.

NEEDS MET

P3) Address localized connectivity travel patterns within the interchange.

MEETING DISCUSSION AND COMMENTS

- Initial analysis suggests a signal is not warranted at this location.

NEXT STEPS/RECOMMENDATION

- No further study. A signal is not warranted at this location.

COMMENTS SUBMITTED

FOLLOWING THE 5/22 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- Mariemont supports not signalizing this intersection.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
DEGRADES	DEGRADES	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	NO FURTHER STUDY

Concept drawn on the following page.

DESCRIPTION

- Install a roundabout at the Colbank Road/US 50 ramp intersection.

NEEDS MET

- P3) Address localized connectivity travel patterns within the interchange.

MEETING DISCUSSION AND COMMENTS

- This concept appears to work well to reduce delays during both morning and evening peak-hours.
- The concept would resolve backups from vehicles turning left by allowing left turns without having to yield to traffic coming from other directions.
- This concept is a minor project with good benefits.

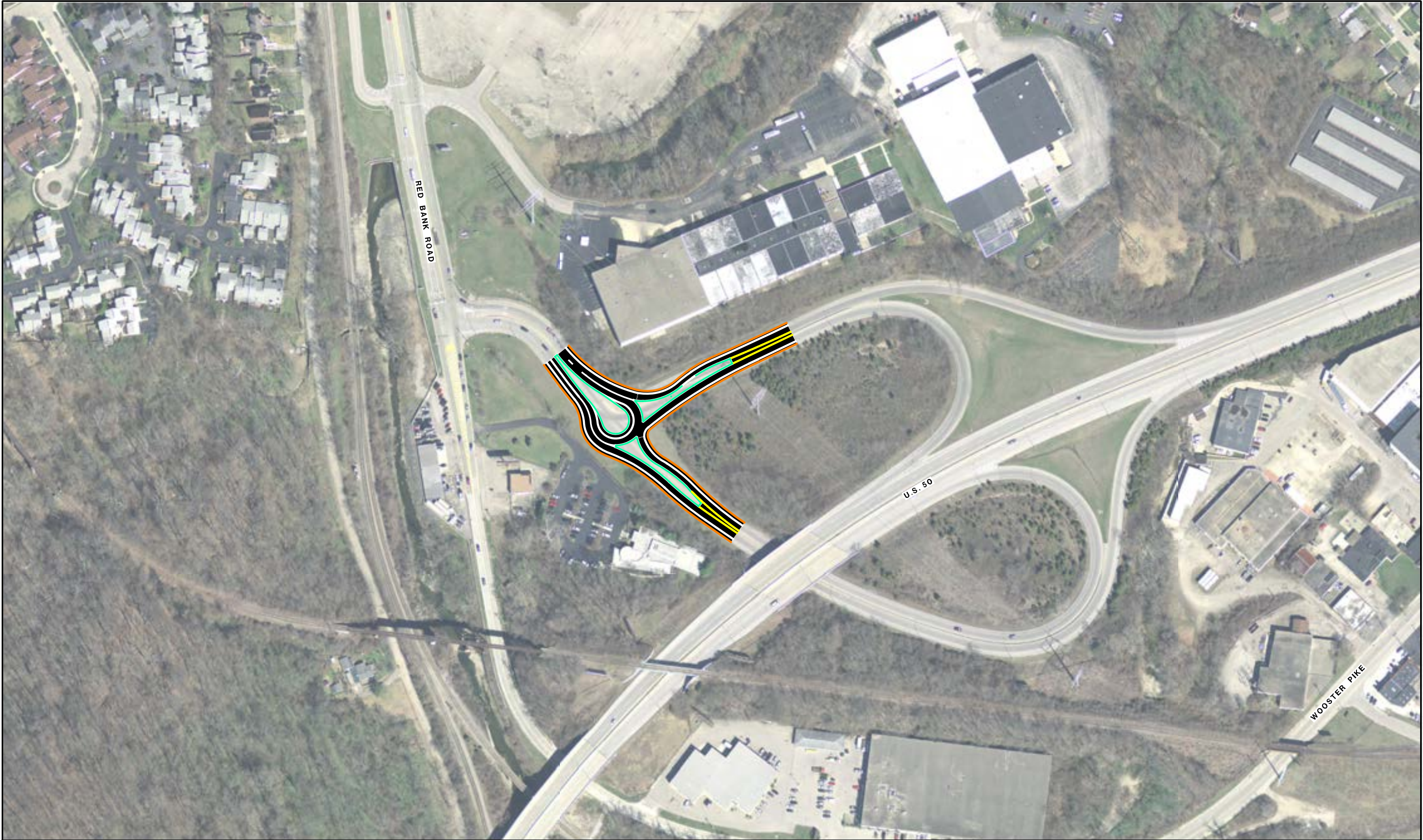
NEXT STEPS/RECOMMENDATION

- No further study. This concept has similar operational and safety benefits as concept X-4c-2. However, the right of way impacts are greater. Therefore, X-4c-2 will be advanced instead of X-4c-1.

COMMENTS SUBMITTED

- FOLLOWING THE 5/22 MEETING**  
*(Comments are presented as submitted by Committee members; no edits to content were made.)*
- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	MODERATE	< \$5 MILLION	PROPERTY TAKES	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	NO FURTHER STUDY



Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure X-4C-1**  
**ROUNDBOUT AT COLBANK AND U.S. 50**  
**RAMP INTERSECTION**

Concept drawn on the following page.

DESCRIPTION

- Install a roundabout at the Colbank Road/US 50 ramp intersection.

NEEDS MET

- P3) Address localized connectivity travel patterns within the interchange.

MEETING DISCUSSION AND COMMENTS

- This concept appears to work well to reduce delays during both morning and evening peak-hours.
- The concept would resolve backups from vehicles turning left by allowing left turns without having to yield to traffic coming from other directions.
- This concept is a minor project with good benefits.
- As compared to concept X-4c-1, this alternative would not have any right-of-way impacts.

NEXT STEPS/RECOMMENDATION

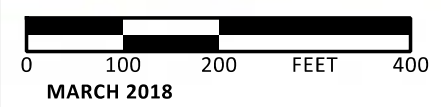
- Advance for further study.

COMMENTS SUBMITTED

FOLLOWING THE 5/22 MEETING

- (Comments are presented as submitted by Committee members; no edits to content were made.)
- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	MODERATE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE



Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure X-4C-2**  
**ROUNDBOUT AT COLBANK AND U.S. 50**  
**RAMP INTERSECTION**

Concept drawn on the following page.

DESCRIPTION

- Extend Wooster to tie directly into Red Bank Road.
  - The road would be tied directly into Red Bank at Woodland Road via the eastbound US 50 ramps (east of Hyde Park Lumber).

NEEDS MET

- P7) Address capacity issue for northbound left turn movement at the Wooster/Red Bank intersection.

MEETING DISCUSSION AND COMMENTS

- This concept moves the primary connection from Wooster Pike to Red Bank east of Hyde Park Lumber:
  - Avoids impact to any buildings.
  - Avoids new connections under the railroad trestle.
- Maintains local access to Hyde Park Lumber & Design Center, the Department of Motor Vehicles (Red Bank branch) and other businesses in the shopping center.
- The existing intersection of Red Bank and Colbank would be changed into a cul-de-sac.
- This concept appears to help alleviate traffic on Wooster, but a traffic modeling simulation has not yet been run.
- Bike path considerations:
  - At-grade crossings at Red Bank.
  - Connecting to Wasson Way may be a challenge.
  - Shared use paths could be constructed at the same time as new road connections.
- Concept has potential, but a traffic analysis study is needed.
- Concept assumes removal of the railroad embankment. It was noted that preservation for commuter rail may be necessary.

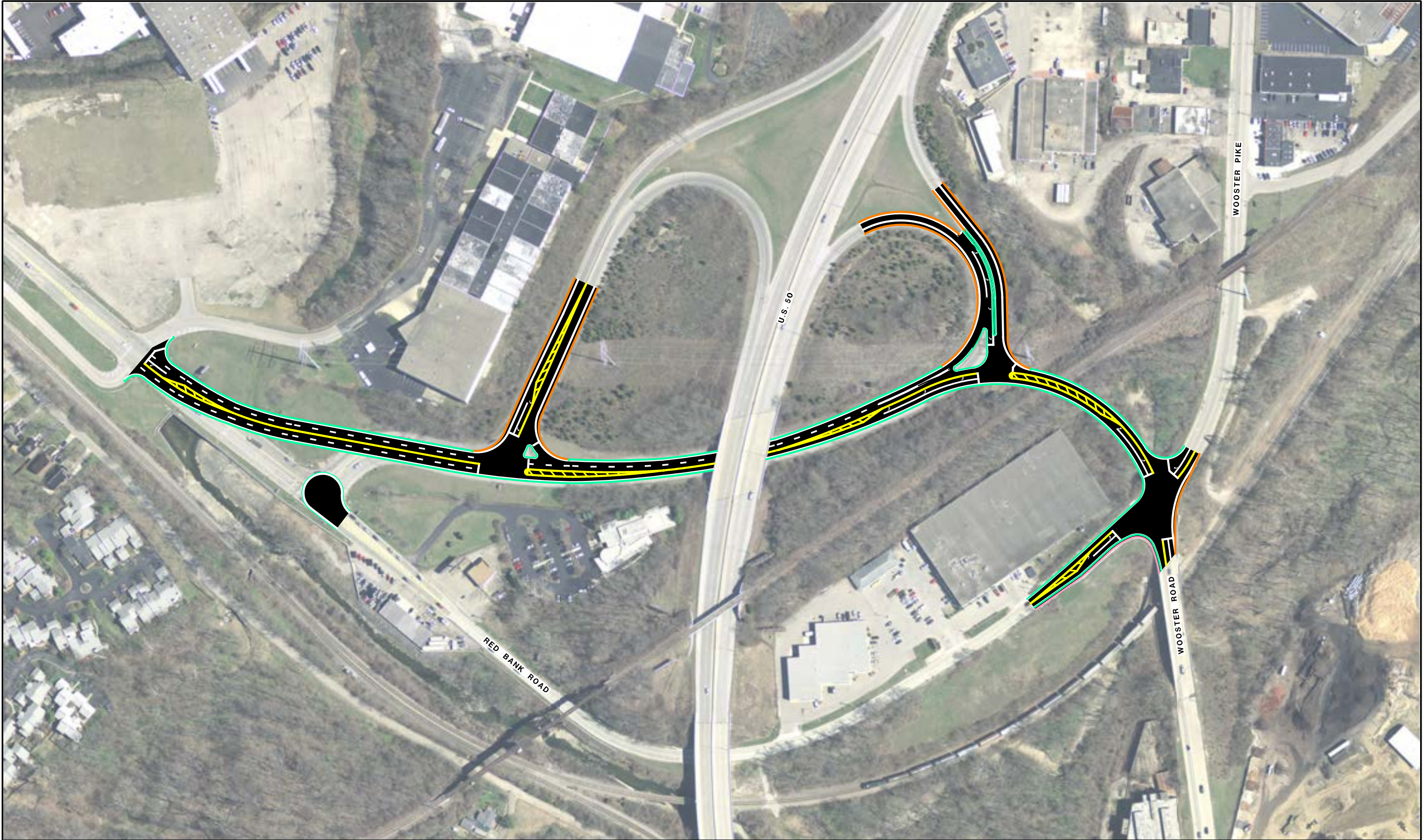
NEXT STEPS/RECOMMENDATION

- Advance for further study.

COMMENTS SUBMITTED  
FOLLOWING THE 5/22 MEETING

- (Comments are presented as submitted by Committee members; no edits to content were made.)*
- Mariemont does not support creating a cul de sac on Redbank and eliminating the current intersection of Colbank and Redbank. Multiple traffic routes currently allows for options for vehicle and truck traffic from businesses.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
NEUTRAL	IMPROVES	MODERATE	\$5 – \$10 MILLION	PROPERTY TAKES	MODERATE (D1/D2)	IMPROVES	IMPROVES	NEUTRAL	ADVANCE



Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure X-4D**  
 EXTEND WOOSTER TO TIE  
 DIRECTLY INTO RED BANK ROAD



## Eastern Corridor Segments II and III

Combined Linwood/Eastern Interchange and US 50/Red Bank Interchange Focus Area

### Theme

# US 50/Wooster/Meadowlark

#### Primary Needs identified for this theme:

- P5) Address safety issues related to the end of the freeway section on US 50.
- P6) Address eastbound PM peak-hour queues at the US 50/Meadowlark intersection.
- P7) Address capacity issue for northbound left turn movement at the Wooster/Red Bank intersection.
- P8) Address sight distance within the Wooster/Red Bank intersection.

#### Secondary Needs identified for this theme:

- S13) Address deficient roadway grade just east and west of the Red Bank Road/Wooster Road intersection.
- S14) Address deficient roadway grade at the Wooster/Red Bank intersection.
- S15) Support access to future transit connections.

Concept not drawn.

DESCRIPTION

- Add signage indicating "freeway ends." Add flashing beacon to alert drivers to long queues at the Meadowlark intersection.

NEEDS MET

- P5) Address safety issues related to the end of the freeway section on US 50.

MEETING DISCUSSION AND COMMENTS

- None discussed.

NEXT STEPS/RECOMMENDATION

- Advance for further study.

COMMENTS SUBMITTED

FOLLOWING THE 5/22 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- Mariemont supports improved wayfinding and signage.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE

Concept not drawn.

DESCRIPTION

- Improve signal timing on US 50 in Fairfax.

NEEDS MET

- P6) Address eastbound PM peak-hour queues at the US 50/Meadowlark intersection.

MEETING DISCUSSION AND COMMENTS

- None discussed.

NEXT STEPS/RECOMMENDATION

- Advance for further study.

COMMENTS SUBMITTED

FOLLOWING THE 5/22 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- Mariemont supports improved signal timing.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	NEUTRAL	IMPROVES	NEUTRAL	ADVANCE

Concept not drawn.

DESCRIPTION

- Address right turn on red from northbound Wooster onto eastbound US 50.
  - Currently, it may be unclear which traffic must be yielded to as a single lane on US 50 begins at the intersection.

NEEDS MET

None identified.

CONSIDERATIONS

- None discussed.

NEXT STEPS/RECOMMENDATION

- Could install “No Right Turn on Red” restriction if crash trend is identified in the future.
- No further study is recommended.

COMMENTS SUBMITTED

FOLLOWING THE 5/22 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- Figure 1-25a is not included in the Concept Drawing pdf. If this concept is being considered for further study, please provide the Figure to allow for comments.

ODOT Response:

- Concept I-16a was not drawn.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	NO FURTHER STUDY

Concept drawn on the following page.

DESCRIPTION

- Install a roundabout at the Meadowlark/US 50 intersection.

NEEDS MET

- P6) Address eastbound PM peak-hour queues at the US 50/Meadowlark intersection.

MEETING DISCUSSION AND COMMENTS

- A roundabout could serve as a gateway to Fairfax.
- The roundabout could include a truck lane and would be designed to handle trucks and emergency vehicles.
- Roundabouts offer better lane utilization.
- Initial analysis suggests the roundabout would:
  - Reduce morning peak-hour delays by 60 percent.
  - Reduce evening peak-hour delays by 60 percent.
- It's possible that drivers may try to avoid the roundabout by taking Dragon Way to Watterson; once people become familiar with the roundabout and delays are reduced, this behavior may be insignificant.
- Specific alignments may need to be refined.

NEXT STEPS/RECOMMENDATION

- Advance for further study.
- Conduct a traffic modeling simulation to determine impact.

COMMENTS SUBMITTED

FOLLOWING THE 5/22 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- Verify roundabout shown is drawn to scale and that it will accommodate life safety and semi-truck traffic. Have all other options for this intersection been eliminated? Additional input from Mariemont businesses will be needed to address other potential concerns. The Haney Building (formerly Streitman Biscuit Company) and the Mariemont Industrial District are listed on the National Registry of Historic Places, and Section 106 shall be incorporated into the process.

ODOT Response:

- Roundabouts can accommodate truck traffic.
- The Federal Highway Administration has identified roundabouts as a proven safety counter-measure.
- All National Environmental Policy Act (NEPA) guidelines will be followed.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	MODERATE	< \$5 MILLION	PROPERTY TAKES	MODERATE (D1/D2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE



MARCH 2018

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure I-16B**

**ROUNDBOUT AT MEADOWLARK LANE AND U.S. 50 INTERSECTION**

Concept not drawn.

DESCRIPTION

- Add advance signing to alert drivers to right lane reduction on eastbound US 50 at Wooster Pike.

NEEDS MET

- P5) Address safety issues related to the end of the freeway section on US 50.

MEETING DISCUSSION AND COMMENTS

- It’s possible to restrict right turns on red, but there have been no crashes documented at this location.

NEXT STEPS/RECOMMENDATION

- Advance for further study.

COMMENTS SUBMITTED

FOLLOWING THE 5/22 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- Mariemont supports improved wayfinding and signage.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	ADVANCE

Concept not drawn.

DESCRIPTION

- Adjust roadway grade deficiencies on Wooster.

NEEDS MET

- S13) Address deficient roadway grade just east and west of the Red Bank Road/Wooster Road intersection.
- S14) Address deficient roadway grade at the Wooster/Red Bank intersection.

MEETING DISCUSSION AND COMMENTS

- None discussed.

NEXT STEPS/RECOMMENDATION

- While the roadway grade on Wooster is deficient, the roadway is performing satisfactorily, and there is no reason to correct this deficiency. Since this concept addresses only a secondary need and there are no other primary needs being addressed in the area that this concept could be attached to, no further study is recommended.

COMMENTS SUBMITTED

FOLLOWING THE 5/22 MEETING

- (Comments are presented as submitted by Committee members; no edits to content were made.)
- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
	Concept addresses secondary needs only and therefore was not evaluated.								NO FURTHER STUDY

Concept not drawn.

DESCRIPTION

- Add an extra lane along Wooster Pike to accept a continuous right turn lane from Wooster Road to Wooster Pike.

NEEDS MET

- P7) Address capacity issue for northbound left turn movement at the Wooster/Red Bank intersection.

MEETING DISCUSSION AND COMMENTS

- The right turn volume does not necessitate free-flow movement.

NEXT STEPS/RECOMMENDATION

- No further study because the right turn traffic volume does not necessitate free-flow movement.

COMMENTS SUBMITTED

- FOLLOWING THE 5/22 MEETING**  
*(Comments are presented as submitted by Committee members; no edits to content were made.)*
- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
NEUTRAL	NEUTRAL	SIMPLE	< \$5 MILLION	PROPERTY TAKES	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	NO FURTHER STUDY

Concept drawn on the following page.

DESCRIPTION

- Install a roundabout at the Wooster Pike/Red Bank intersection.

NEEDS MET

- P7) Address capacity issue for northbound left turn movement at the Wooster/Red Bank intersection.
- S16) Address bicycle and pedestrian connectivity across the railroad tracks to existing Armleder and Lunken bike paths.

MEETING DISCUSSION AND COMMENTS

- A roundabout would be designed to comfortably accommodate trucks.
- Only need to use two lanes instead of three on the bridge, and it would be possible to get a bike lane across the bridge over the railroad without widening the existing bridge.
- Initial analysis indicates:
  - No change in delays during morning peak-hours.
  - A 20 percent increase in delays during evening peak-hours.
- Team will consider how best to incorporate multi-use path connections into this concept.

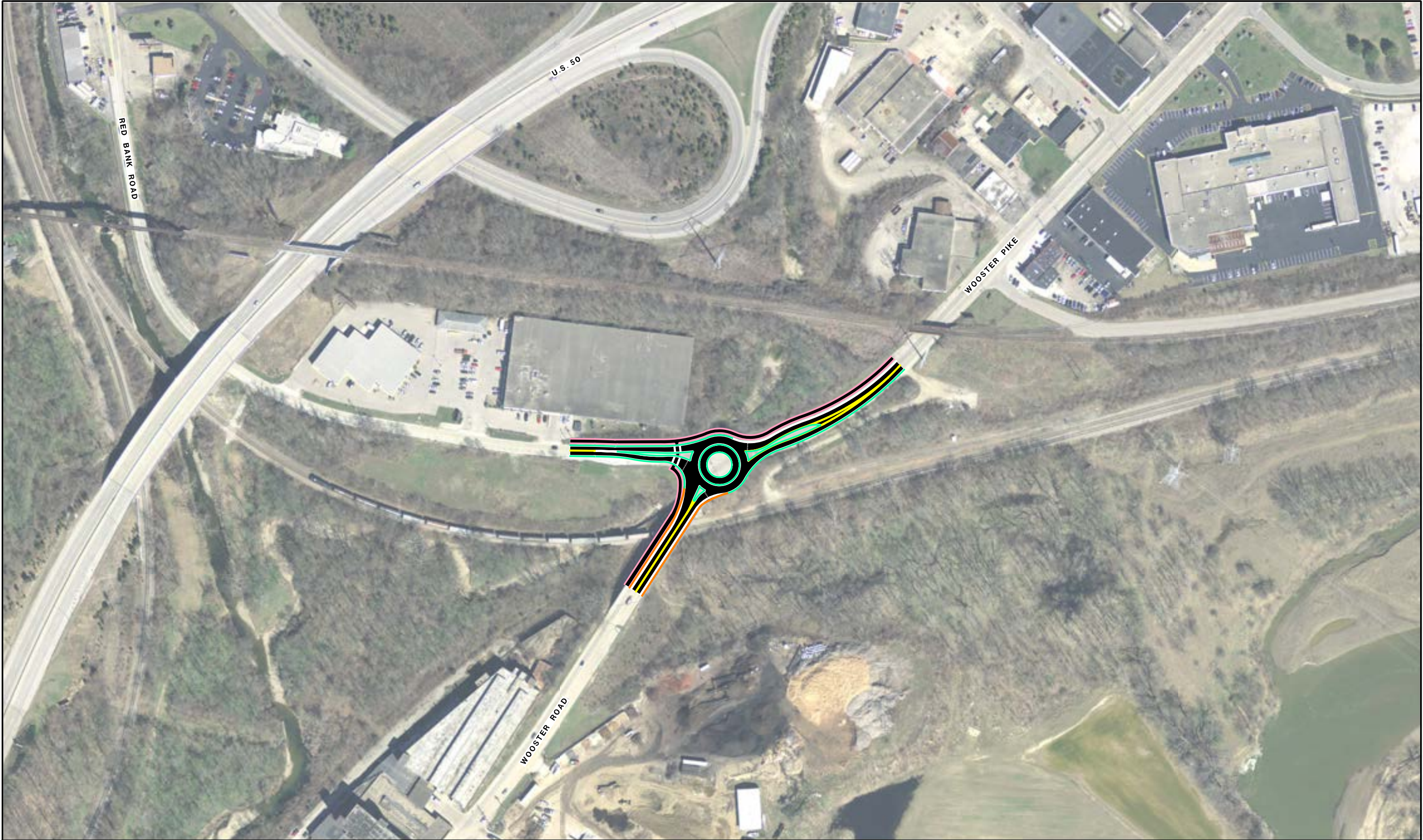
NEXT STEPS/RECOMMENDATION

- Advance with BIKE-4 for further study to accommodate a possible bike path on the existing bridge.

COMMENTS SUBMITTED

- FOLLOWING THE 5/22 MEETING**  
*(Comments are presented as submitted by Committee members; no edits to content were made.)*
- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	MODERATE	< \$5 MILLION	PROPERTY TAKES	MODERATE (D1/D2)	IMPROVES	NEUTRAL	NEUTRAL	ADVANCE WITH BIKE-4



Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure I-20B**  
**ROUNDBOUT AT WOOSTER PIKE**  
**AND RED BANK ROAD INTERSECTION**



## Eastern Corridor Segments II and III

Combined Linwood/Eastern Interchange and US 50/Red Bank Interchange Focus Area

Theme

# Bicycle and Pedestrian

### Primary Needs identified for this theme:

- P9) Address pedestrian safety issues crossing SR 125 at bus stops.
- P10) Address bicycle connectivity (designated US Bicycle Route 21).

### Secondary Needs identified for this theme:

- S16) Address bicycle and pedestrian connectivity across the railroad tracks to existing Armleder and Lunken bike paths.

Concept not drawn.

DESCRIPTION

- Add a sidewalk around Beechmont Circle for connectivity of pedestrian traffic to and from the bus stop.

NEEDS MET

- P9) Address pedestrian safety issues crossing SR 125 at bus stops.

MEETING DISCUSSION AND COMMENTS

- A sidewalk already exists to connect the bus stop to residential areas.

NEXT STEPS/RECOMMENDATION

- No further study since a sidewalk already exists to connect the bus stop to residential areas.

COMMENTS SUBMITTED

FOLLOWING THE 5/22 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- Is this slide 18 in the Concept Drawing 052218 pdf? Slide 18 is incomplete and untitled.

ODOT Response:

- No, it is not. This concept was not drawn because a sidewalk already exists to connect the bus stop to residential areas.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
	Concept not evaluated because an existing sidewalk already provides connectivity.								NO FURTHER STUDY

Concept not drawn.

DESCRIPTION

- Add a HAWK or pedestrian signal on SR 125 at Beechmont Circle.
  - A HAWK is a traffic control device used to stop road traffic and allow pedestrians to cross safely. The HAWK beacon allows protected pedestrian crossings, stopping traffic only as needed.

NEEDS MET

- P9) Address pedestrian safety issues crossing SR 125 at bus stops.

MEETING DISCUSSION AND COMMENTS

- Analysis indicates that a signal is not warranted at this intersection.

NEXT STEPS/RECOMMENDATION

- No further study since the pedestrian signal is not warranted based on pedestrian counts in this area.

COMMENTS SUBMITTED

FOLLOWING THE 5/22 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- Figure X-2c is not included in the Concept Drawing pdf.

ODOT Response:

- Concept X-2c was not drawn.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
DEGRADES	DEGRADES	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	IMPROVES	NEUTRAL	NEUTRAL	NO FURTHER STUDY

Concept not drawn.

DESCRIPTION

- Add a pedestrian bridge over SR 125 at Beechmont Circle.

NEEDS MET

- P9) Address pedestrian safety issues crossing SR 125 at bus stops.

MEETING DISCUSSION AND COMMENTS

- The costs of this concept are expected to outweigh the benefits.

NEXT STEPS/RECOMMENDATION

- No further study due to the high costs of this concept relative to the the anticipated benefits.

COMMENTS SUBMITTED  
FOLLOWING THE 5/22 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- Figure X-2d is not included in the Concept Drawing pdf.

ODOT Response:

- Concept X-2d was not drawn.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	MODERATE	\$5 – \$10 MILLION	PROPERTY TAKES	MINIMAL (C1/C2)	IMPROVES	NEUTRAL	NEUTRAL	NO FURTHER STUDY

Concept not drawn.

DESCRIPTION

- Create a pedestrian connection under SR 125 to connect Beechmont Court to Wilmer Court.

NEEDS MET

- P9) Address pedestrian safety issues crossing SR 125 at bus stops.

MEETING DISCUSSION AND COMMENTS

- The SR 125 profile would not permit an underpass east of the existing walk along Beechmont Circle.

NEXT STEPS/RECOMMENDATION

- No further study since there is no room for an underpass under SR 125 to connect Beechmont Circle to Wilmer Court.

COMMENTS SUBMITTED

FOLLOWING THE 5/22 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- Figure X-2e is not included in the Concept Drawing pdf.

ODOT Response:

- Concept X-2e was not drawn.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
	Concept is infeasible due to lack of room for an underpass, therefore was not evaluated.								NO FURTHER STUDY

Concept drawn on the following page.

DESCRIPTION

- Add a shared-use path from the Eastern Avenue/Heekin intersection across the railroad tracks into Linwood Park and over the creek to the Wooster Pike/Armleder Road intersection.

NEEDS MET

S16) Address bicycle and pedestrian connectivity across the railroad tracks to existing Armleder and Lunken bike paths.

MEETING DISCUSSION AND COMMENTS

- The suggested shared-use path from Eastern to Wooster goes down a steep slope near Eastern. The path would need to be stairs with a runnel/gutter along the side to use for walking bikes up/down the hillside.
- As drawn, the path from Eastern travels across the access drive to Linwood Park. However, the entrance to this driveway is gated at night.
- Crossing the railroad at grade may not be an option based on rail company allowance.
- The existing pedestrian bridge over the railroad is not bike friendly.
- The committee expressed interest in placing the bike path along existing streets instead of establishing a new connection through the park and across the creek. The City’s Linwood Plan already discusses adding a bike path along Wooster Road from Beechmont Circle to Armleder.

NEXT STEPS/RECOMMENDATION

- Advance for further study.
- Consultant to look at the possibility of building a ramp to facilitate use of the existing pedestrian bridge for bike use.

COMMENTS SUBMITTED

FOLLOWING THE 5/22 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	MODERATE	< \$5 MILLION	PROPERTY TAKES	MODERATE (D1/D2)	IMPROVES	IMPROVES	IMPROVES	ADVANCE



March 2018

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure BIKE-1**

**ACCESS ROAD FROM EASTERN AVENUE TO WOOSTER AT US BANK AND PARK ENTRANCE**

Concept drawn on the following page.

DESCRIPTION

- Connect Wasson Way Trail to the Armleder Road entrance with a shared use path along US 50.
  - This concept brings Wasson from Ault Park along Columbia Parkway to Eastern, where it could tie into Concept BIKE-1.

NEEDS MET

P10) Address bicycle connectivity (designated US Bicycle Route 21).

MEETING DISCUSSION AND COMMENTS

- A barrier-protected shared use path would be located along right side of westbound US 50.
- The path would follow the existing exit ramp (5% grade) from US 50 to Eastern Avenue, then cross to Armleder Road using the connection established in the BIKE-1 concept.

NEXT STEPS/RECOMMENDATION

- Advance for further study.

COMMENTS SUBMITTED

**FOLLOWING THE 5/22 MEETING**  
*(Comments are presented as submitted by Committee members; no edits to content were made.)*

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	MODERATE	\$5 – \$10 MILLION	PROPERTY TAKES	MODERATE (D1/D2)	IMPROVES	IMPROVES	IMPROVES	ADVANCE



0 200 400 FEET 800

March 2018

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure BIKE-2A**

SHARED USE PATH FROM WASSON TRAIL TO ARMLEDER ROAD

Concept drawn on the following page.

DESCRIPTION

- Connect the Wasson Way Trail to Armleder Road with at trail running on a gravel path in Ault Park to Old Red Bank Road over to Wooster.
  - This shared use path would drop out of Ault Park at the first railroad trestle and follow the tracks north to a connection with Red Bank Road.
- Path would then follow Red Bank south to Wooster Road. Path would continue west on Wooster Road to Armleder Road.

NEEDS MET

P10) Address bicycle connectivity (designated US Bicycle Route 21).

MEETING DISCUSSION AND COMMENTS

- An on-street bike path on Wooster would be challenging because businesses are located close to the road on both sides in this area.
- Commercial use of the road would make it a challenge to keep the bike path clean. Road debris (gravel, dirt, sand, trash, etc.) would likely collect in the bike path.
- Running the bike path behind the businesses located on the north side of Wooster may be a challenge. Space availability is limited by a creek and old rail tracks (not used since 1982) and buildings. Ownership of the rail tracks may be split between SORTA and Norfolk Southern.

NEXT STEPS/RECOMMENDATION

- Advance for further study.
- The consultant team will confirm whether routing a bike path behind businesses on the north side of Wooster may be an option.
- The consultant team will determine who owns the railroad tracks in this area.

COMMENTS SUBMITTED

FOLLOWING THE 5/22 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	MODERATE	\$5 – \$10 MILLION	PROPERTY TAKES	MODERATE (D1/D2)	IMPROVES	IMPROVES	IMPROVES	ADVANCE



March 2018

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure BIKE-2B**  
 SHARED USE PATH FROM WASSON TRAIL  
 TO ARMLEDER ROAD

Concept drawn on the following page.

DESCRIPTION

- Restripe Wooster Road to include bike lanes and/or sharrows.

NEEDS MET

- P10) Address bicycle connectivity (designated US Bicycle Route 21).

MEETING DISCUSSION AND COMMENTS

- This concept would require widening Wooster Road on both sides.
- Commercial use of the road would make it a challenge to keep the bike path clean. Road debris (gravel, dirt, sand, trash, etc.) would likely collect in the bike path.
- Is there any option to route the bike path between Miami Bluff in Mariemont to the back of Armleder?
  - Concern is that the grade is too steep.
  - The consultant team will determine who owns the railroad tracks in this area, and which of these, if any, could potentially be used for a bike path (City of Cincinnati may have some documentation).

NEXT STEPS/RECOMMENDATION

- No further study due to the high cost of project and right of way impacts. Also, it would be difficult to keep the path clear of debris from passing truck traffic.

COMMENTS SUBMITTED

FOLLOWING THE 5/22 MEETING

- (Comments are presented as submitted by Committee members; no edits to content were made.)
- Figure BIKE-3 shows a bike trail extension across Wooster towards Mariemont Avenue near the Mariemont Industrial District. Any proposed bike paths in Mariemont will require Village approval. Also, not bike path information has been provided for the US50 segment. Mariemont reserves the right to additional comments as this information becomes available from ODOT.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	SIMPLE	< \$5 MILLION	PROPERTY TAKES	MINIMAL (C1/C2)	IMPROVES	NEUTRAL	NEUTRAL	NO FURTHER STUDY



0 250 500 FEET 1000

MARCH 2018

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure BIKE-3**

WOOSTER ROAD TO INCLUDE BIKE LANES

Concept drawn on the following page.

DESCRIPTION

- Improve Wooster Road to include a shared use path.

NEEDS MET

- P10) Address bicycle connectivity (designated US Bicycle Route 21).

MEETING DISCUSSION AND COMMENTS

- None discussed.

NEXT STEPS/RECOMMENDATION

- Advance for further study, but shift the path behind the businesses along Wooster Road.

COMMENTS SUBMITTED

FOLLOWING THE 5/22 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- Figure BIKE-4 shows a bike trail extension across Wooster towards Mariemont Avenue near the Mariemont Industrial District. Any proposed bike paths in Mariemont will require Village approval. Also, not bike path information has been provided for the US50 segment. Mariemont reserves the right to additional comments as this information becomes available from ODOT.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	SIMPLE	< \$5 MILLION	PROPERTY TAKES	MODERATE (D1/D2)	IMPROVES	NEUTRAL	IMPROVES	ADVANCE



0 250 500 FEET 1000

MARCH 2018

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access

**Figure BIKE-4**

SHARED USE PATH ALONG WOOSTER ROAD