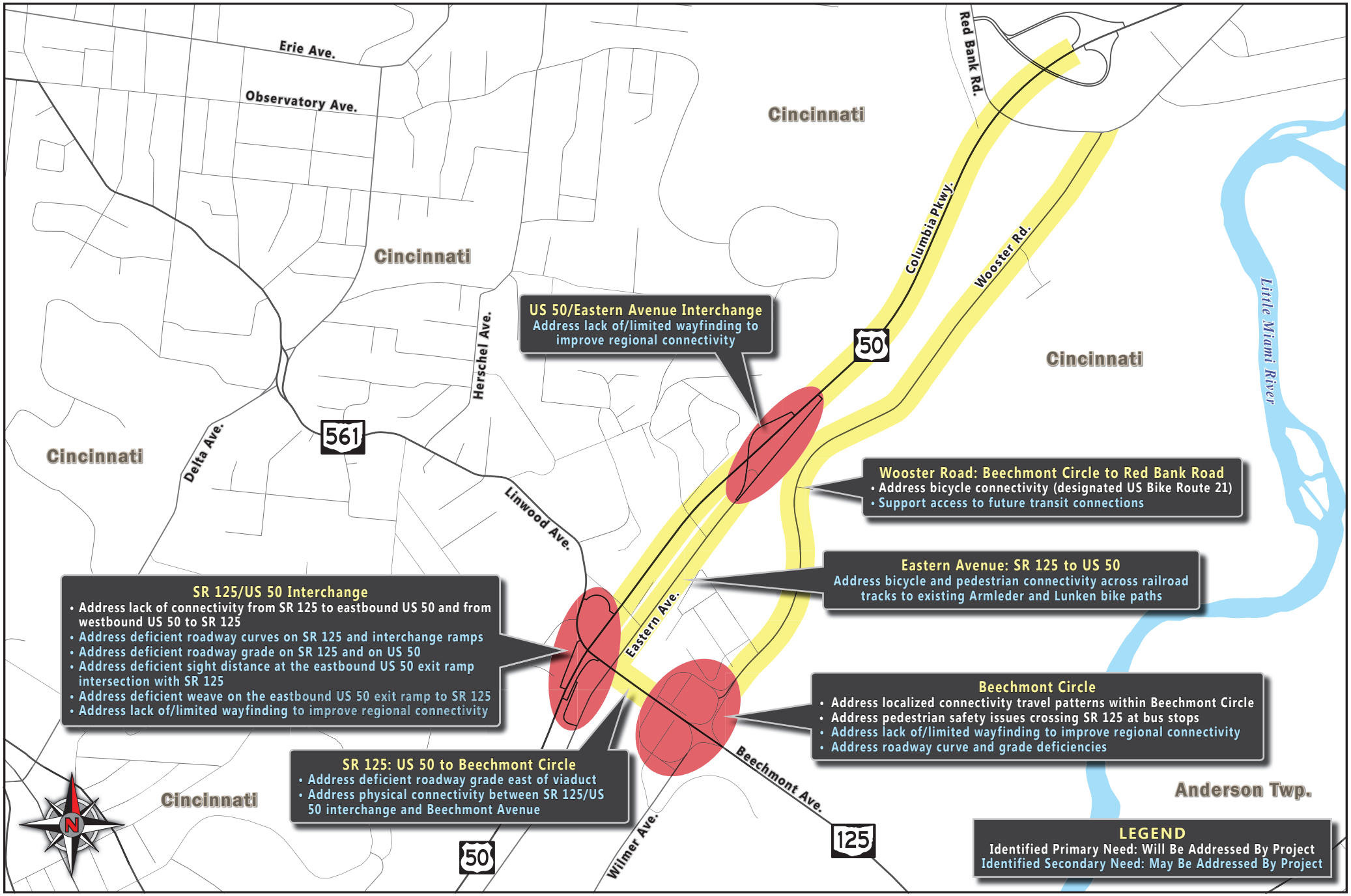
The Eastern Corridor

Figure ES-4

# Eastern Corridor Segments II and III

# Linwood/Eastern Interchange Focus Area



# 2.4 LINWOOD/EASTERN AVENUE INTERCHANGE FOCUS AREA

The Linwood/Eastern Interchange Focus Area extends from the Linwood Avenue/Herschel Avenue Intersection to the Beechmont Circle Interchange. This focus area also includes the area between the US 50/SR 125 Interchange and the Red Bank Road area. The majority of this focus area lies within the City of Cincinnati. Near the US 50/Red Bank Interchange, the area is within the Village of Fairfax. A detailed roadway map of the Linwood/Eastern Interchange Focus Area is provided in **Appendix 4**.

## 2.4.1 Study Area Characteristics

The section of Linwood Avenue between Herschel Avenue and the US 50/SR 125 Interchange is comprised of single family residences. On the east side of US 50, along Eastern and Beechmont Avenues, there is a mix of commercial and institutional land uses. East of Eastern Avenue, in the area bounded by Morse Street to the west and Wooster Road to the east, the area is residential. There is a mix of residential and commercial land uses within the Beechwood Circle ramps and manufacturing and industrial land uses are along Wooster Road to Red Bank Road. There are no planned transportation projects for this focus area listed on ODOT's Transportation Improvement Program (STIP) for FY 2016-2019, dated July 29, 2016.

## 2.4.2 Community Attributes Identified in the Focus Area Workshop

Fourteen participants from the focus area and surrounding communities attended the Focus Area Workshop held on April 28, 2016. Workshop participants identified community attributes which are important to the Linwood/Eastern Interchange Focus Area and should be considered throughout the transportation planning process. These features include: strong families, picturesque neighborhoods with shopping, older historic homes, and parks. Residents also commented that the area has a low crime rate and strong sense of community. The area has some biking opportunities and pedestrian access but a lack of public transportation options.

## 2.4.3 Transportation Needs

**Stakeholder Input:** Transportation needs within the Linwood/Eastern Interchange Focus Area were identified during the Focus Area Workshop and the online interactive survey. These comments, which focus on safety, congestion, mobility, and access issues within the area, are included in the Needs Analysis Table (see **Appendix 4**) and summarized in the following sections.

**Technical Studies:** Technical data was collected for the roadway network within the Linwood/Eastern Interchange Focus Area to identify areas of high crash rates, congestion, geometric deficiencies, and pedestrian usage. This information is provided in the Needs Analysis Table (see **Appendix 4**) and summarized in the following sections.

### 2.4.3.1 SR 125/US 50 Interchange

The SR 125/US 50 interchange is a trumpet interchange which features a loop ramp to serve traffic traveling from northbound SR 125 to westbound US 50. A slip ramp from southbound SR 125 provides access to eastbound US 50. Ramps also are provided from Eastern Avenue to southbound SR 125 and to westbound US 50.


**Figure 33: US 50/SR 125 Interchange**

**Stakeholder Input:** A total of forty comments were provided regarding this interchange. These comments identified congestion (7 comments), safety (11 comments), and access (22 comments) at this location as major concerns. Representative comments include:

- Congestion is an issue here due to through traffic from Anderson and other points east. (4 comments)
- The interchange needs to be improved; entrance and exit ramps have tight radii; merging is difficult for eastbound and westbound traffic on US 50. (7 comments)
- It is dangerous to turn left onto Linwood Avenue from Beechmont exit. (3 comments)
- There is a conflict point for cars merging right to turn onto Church Place with cars merging right to turn onto Columbia Parkway. (1 comment)
- There is poor signage at the Beechmont Avenue/Lunken Airport exit on Columbia Parkway and on Beechmont. (1 comment)
- A direct exit to northbound US 50 from westbound SR 125 is needed. (7 comments)
- The Beechmont Circle/US 50/Wooster/SR 125 interchanges are confusing and inefficient. (5 comments)
- There is no easy access to eastbound Columbia Parkway from Beechmont Avenue/Linwood Avenue. (2 comments)
- It is too difficult to go north or east on US 50 from SR 125. There should be a full interchange at US 50 and SR 125 and perhaps US 50 could be connected to an upgraded Red Bank interchange. (1 comment)

Six bike comments were provided including:

- A safe bike route along Linwood Avenue is needed. (2 comments)
- A bike connection from Lunken to Old Wooster is needed. (1 comment)
- A bike connection between Mt. Lookout, Lunken and Otto Armeleder is needed. (1 comment)

Four pedestrian comments were provided which identify the following issues:

- There is a safety issue at Beverly Hills Drive on Linwood Avenue where school children cross from a Metro bus stop with no pedestrian signals or crosswalks. (2 comments)
- Pedestrian paths should be connected to others in the city, creating a network rather than scattered sections that lead nowhere. Connections are needed with Downtown, Hyde Park/East Walnut Hills areas. (2 comments)

Two public transit comments identify the need for light rail to serve connect the suburbs with Downtown.

**Crash Data:** ODOT's crash screening did not identify this interchange as an area of high hazard. Crash data indicates that 15 crashes occurred over the three-year period (2013 – 2015).

**LOS Analysis:** An analysis of the merge/diverge operations of the ramps was performed using the HCS. All ramps are operating at LOS C or better during both the AM and PM peak hours in 2015 and for the No Build opening year (2022) and No Build design year (2042) conditions. No improvements are required for the existing, No Build opening year, and No Build design year conditions.

**Geometric Data:** There are several geometric deficiencies within this interchange area. SR 125 has 3 deficient vertical curves west of US 50 and one deficient horizontal curve. The horizontal curve immediately west of US 50 has a degree of curvature of 14˚19'23" compared to the allowable 10˚45' for 40 mph. The superelevation through this curve is also not to current standards. The maximum superelevation through this curve is 0.06 ft/ft compared to the design standard of 0.04 ft/ft. Further compounding this issue is the corresponding vertical curve deficiency. The sag vertical curve has a k-value of 35 which is compared to the 64 allowable at 40 mph. There are two other deficient vertical curves west of this interchange. The next curve is a deficient crest curve; k-value of 40, allowable K-value is 44. The last curve is a deficient sag vertical curve with a k-value of 31 (64 is the minimum allowable). US 50 also has a deficient vertical curve just south of SR 125. The sag vertical curve has a k-value of 45 compared to the allowable k-value of 96 for a design speed of 50 mph.

The remainder of the deficiencies are for the ramps. The ramp from Eastern Avenue to SR 125 has a deficient horizontal curve with a degree of curvature of 76˚0'. The loop ramp from SR 125 to US 50 has a deficient horizontal curve with a degree of curvature of 44˚0'. Neither of these curves meets the minimum degree of curvature for 25 mph, which is the minimum acceptable design speed on ramps. These curves also have maximum superelevations which exceed current standards. The length of the merging taper on the ramp from Eastern Ave to SR 125 is deficient. The actual length of the merge taper is 115' and the required taper length is 420 feet using *L&D, Vol. 1, Figure 503-4*. The total length of the exit ramp from US 50 to SR 125 does not meet the minimum 800 foot deceleration length required for high speed exit ramps. The intersection sight distance, as well as the degree of curvature of the slip lane at the end of the exit ramp, are also

deficient. The left intersection sight distance is 90 feet and the right intersection sight distance is 240 feet. The sight distance is deficient looking both ways compared to the 385 feet required for the speed (40 mph). The horizontal degree of curvature for the slip lane at the end of the US 50 exit ramp to SR 125 is 76˚0', which is below the minimum degree of curvature for 25 mph.

**Pedestrian Data:** No pedestrian data is available for this intersection.

### 2.4.3.2 SR 125 (US 50 to Beechmont Circle)

The section of SR 125 between Beechmont Circle and SR 32 is a four-lane undivided limited access roadway approximately 0.3 miles in length with a posted speed of 35 mph.

**Stakeholder Input:** There are no public comments for the section of SR 125 between US 50 and the Beechmont Circle.

**Crash Data:** ODOT's crash screening did not identify this segment as an area of high hazard. Crash data indicates that 12 crashes occurred over the three-year period (2013 – 2015).

**LOS Analysis:** A freeway analysis was performed using the HCS. During the AM peak-hour the eastbound direction operates at LOS A in 2015, the No Build opening year (2022), and No Build design year (2042) conditions while the westbound direction operates at LOS D in 2015, the No Build opening year, and No Build design year conditions. During the PM peak-hour, the eastbound direction operates at LOS C in 2015 and LOS D for the No Build opening year, and No Build design year conditions, while the westbound direction operates at LOS B in 2015, the No Build opening year, and No Build design year conditions. No improvements are required for the existing, No Build opening year, and No Build design year conditions. These results are supported by the travel time data which shows no significant increase in travel time during the peak hours compared to off-peak hours.

**Geometric Data:** One sag vertical curve is deficient along this segment. The vertical curve east of the viaduct has a k-value of 30 and the minimum allowable k-value for 40 mph is 64.

**Pedestrian Data:** No pedestrian data is available for this segment.

### 2.4.3.3 Beechmont Circle Interchange

The Beechmont Circle is a diamond interchange with eastbound and westbound slip ramps to and from SR 125.


**Figure 34: Beechmont Circle Interchange**

**Stakeholder Input:** of the 19 roadway comments provided for the Beechmont Circle Interchange, nine identify congestion issues at this interchange, seven identify access issues, and three identify safety issues. Representative comments include:

- Signal timing needs to be improved. (3 comments)
- Signage needs to be improved. (3 comments)
- The interchange is confusing. (4 comments)
- The interchange should be replaced with a roundabout. (1 comment)
- There are frequent accidents. (1 comment)
- There's a bus stop here that creates backups and a dangerous situation as motorists try to pass stopped buses. (1 comment)

Four comments address bike safety and access issues. These include:

- A bike connection is needed between Mt. Lookout and Lunken Playfield and Armleder and access over the Little Miami River is needed (2 comments)
- Going north and south along Wilmer/Wooster is not safe (1 comment)

Five comments address pedestrian issues:

- A crosswalk across Beechmont to the bus stop is needed. (2 comments)
- Improved pedestrian access between US 50 and Red Bank Road is needed. (1 comment)
- Safety is a concern for pedestrians in vicinity of Beechmont Circle. (2 comments)

Six comments identify public transit issues:

- There is a safety issue at the bus stop along Beechmont. (3 comments)
- A pull-off for the Metro bus on Beechmont Avenue is needed, which would make it easier for cars to go around the stopped bus. (1 comment)
- A park and ride station is needed at this location (bicyclists could bike to the station from the bike trails and reduce traffic on local streets) (1 comment)
- Bus Rapid Transit (BRT) should be provided to/from Lunken Airport and the eastern suburbs and Downtown (1 comment)

**Crash Data:** ODOT's crash screening did not identify this interchange as an area of high hazard. Crash data indicates that 20 crashes occurred over the three-year period (2013 – 2015).

**LOS Analysis:** An analysis of the merge/diverge operations of the ramps was performed using the HCS. All ramps are operating at LOS D or better during both the AM and PM peak hours in 2015 and for the No Build opening year (2022) and No Build design year (2042) conditions. No improvements are required for the existing, No Build opening year, and No Build design year conditions.

**Geometric Data:** There are several geometric deficiencies throughout the Beechmont Circle interchange. Three intersections have deficient intersection sight distance. Using a 30 mph design speed for the circle, the corresponding minimum intersection sight distances are 335 feet left and 290 feet right. Wilmer Court has an intersection sight distance of 220 feet looking left and 150 feet looking right. Beechmont Court has an intersection sight distance of 460 feet looking left and 180 feet looking right. Bloor Ave has an intersection sight distance of 100 feet looking left and 300 feet looking right.

All four curves at the corners of the circle have deficient degrees of curvature for a 30 mph design speed. The degrees of curvature for one of these curves is 30˚09'22", the degree of curvature for each of these other three curves is 28˚38'52. The minimum allowable degree of curvature for 30 mph is 22˚45'.

Three of these same four curves have a maximum superelevation that exceeds the current standard maximum superelevation. The northeast corner of the Beechmont Circle has one deficient vertical curve. The sag vertical curve at the intersection with Wooster Rd has a k-value of 29 and the minimum k-value for 30 mph is 37.

**Pedestrian Data:** No pedestrian data is available for this segment.

### 2.4.3.4 Eastern Avenue: SR 125 to US 50

The section of Eastern Avenue between SR 125 and US 50 is a two-lane undivided roadway approximately 0.5 miles in length with on-street parking. The posted speed is 35 mph.

**Stakeholder Input:** There are eight comments which address roadway needs for the section of Eastern Avenue between SR 125 and US 50. Representative comments include:

- Congestion is an issue here. (5 comments)
- There are frequent accidents. (1 comment)

- Street calming is needed; Eastern Avenue between Linwood Avenue and US 50 is treated mostly as an on and off ramp and motorists go too fast. A solar radar sign would be beneficial in this location. (2 comments)

Three comments address bike issues:

- A pedestrian bridge is needed to get bikes over the railroad tracks (2 comments)
- Marked bike lanes are needed (1 comment).

One public transit comment identifies the need for a transit stop in this location.

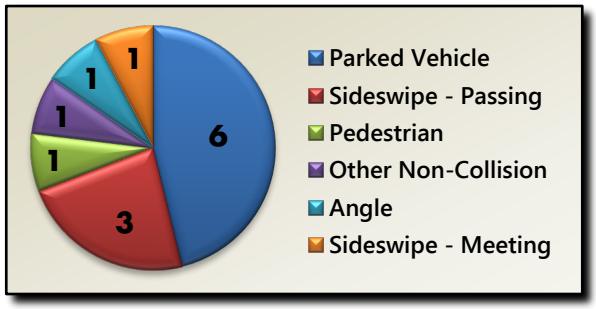



**Figure 35: Frequency of Crashes by Crash Type Eastern Avenue: SR 125 to US 50**

**Crash Data:** Eastern Avenue from south of SR 125 to US 50 was identified as a high hazard location through an ODOT crash screening of the Segments II and III roadway network.

As illustrated in **Figure 35**, there were 13 total crashes in this roadway section during the three-year period between 2013 and 2015. Parked vehicles and sideswipe crashes represent 75% of the total crashes. Although parked vehicle crashes are the most prevalent crashes, they do not occur at the same location. There is no correlation between the crash data and a specific contributing cause for the crashes. A plot of all 13 crashes is provided in **Attachment A-2**.

**LOS Analysis:** No level of service analysis was conducted for this segment.

**Geometric Data:** No geometric deficiencies were identified for this segment.

**Pedestrian Data:** No pedestrian data is available for this segment.

### 2.4.3.5 Wooster Road: Beechmont Circle to Red Bank Road

The section of Wooster Road between Beechmont Circle and Red Bank Road is a two-lane undivided roadway approximately 1.4 miles in length with a posted speed of 35 mph. There are numerous accesses to industrial businesses along this section of Wooster Road.

**Stakeholder Input:** Thirteen roadway comments identify concerns and needs at Wooster Road between Beechmont Circle and Red Bank Road. Of these concerns, four comments address congestion issues and indicate that extra lanes should be added to this roadway and truck traffic limited during rush hour. Other roadway concerns include the following:

- The road should be repaired (1 comment)
- The road should be repaved and restriped (1 comment)
- Wooster Road occasionally floods (1 comment)
- Air and noise pollution from traffic in this area are concerns at Ault Park (1 comment)
- Large delivery trucks and trailers to Hafner and Cincinnati Paperboard occasionally block Wooster Road as they back into loading docks (1 comment)

- Better signage is needed on Old Wooster Pike (1 comment)

Twenty-seven comments address bicycle access on Wooster Road:

- Although Wooster Road is an important route for cyclists, it is very dangerous (5 comments)
- A bike lane or bike path is needed along the Little Miami River between Lunken Park, Otto Armleder Park, Avoca Park, the Murray Avenue Trail, and the Little Miami Trail (10 comments)
- Marked bike lanes on Wooster are needed (8 comments)
- A bike/pedestrian crossing of the railroad tracks that parallel Eastern Avenue is needed (1 comment)
- A bike trail connection is needed across Wooster Pike from Armleder, along the Oasis Line ROW and connecting to the trail at Old Red Bank Road, which leads to the Murray Road Trail in Fairfax (1 comment).
- A bike path/trail is needed to connect with Downtown Cincinnati or to Hyde Park area (1 comment)
- Sharrows exist in Fairfax but disappear between Wooster Road and Otto Armleder Park (1 comment)

The following pedestrian comments were provided:

- A sidewalk is needed (1 comment)
- A crosswalk is needed at Carustar (1 comment)

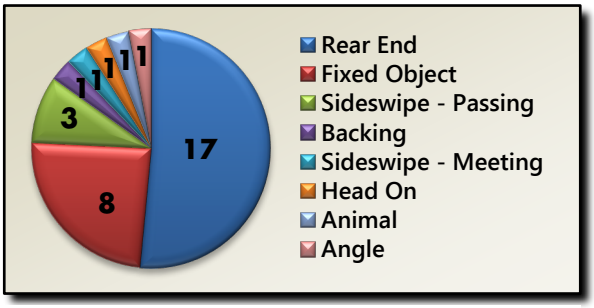



**Figure 36: Frequency of Crashes by Crash Type**
**Wooster Road: Beechmont Circle to Red Bank**

**Crash Data:** The ODOT crash screening of the Segments II and III roadway network identified the sub-segment of Wooster Road from the Cincinnati City Limit to approximately 0.70 miles south as a high hazard area. Therefore, a detailed crash analysis of the entire segment from Beechmont Circle to Red Bank Road was completed.

As illustrated in **Figure 36**, there were 33 total crashes in this roadway section during the three-year period between 2013 and 2015. Rear-end and fixed object crashes represent 75% of the total crashes. Of the 33 total crashes on the segment, 25 (75%) occurred in the high hazard section. Within the high hazard segment, 12 of the 25 crashes were rear-end crashes and eight of the 25 were fixed object crashes. There was not a clustering of crashes at a particular location. Half of the rear end crashes occurred between 3:00 PM and 5:00 PM with the majority of crashes occurring during the day in clear conditions. Thirty-three percent (33%) of the rear-end crashes occurred in wet conditions. Other than the observations described above, there was no correlation between the crash data and a specific contributing cause for rear-end crashes.

Seven of the eight fixed object crashes occurred in clear weather, six involved a vehicle traveling southbound, and four occurred in the dark (lighted). Other than the observations described

above, there was no correlation between the crash data and a specific contributing cause for rear-end crashes. See **Attachment A-2** for a plot of all 33 crashes.

**LOS Analysis:** No level of service analysis was conducted for this segment.

**Geometric Data:** No geometric deficiencies were identified for this segment.

**Pedestrian Data:** No pedestrian data is available for this segment.

### 2.4.3.6 US 50: SR 125 to Eastern Avenue

The section of US 50 between SR 125 and Eastern Avenue is a four-lane divided, limited-access roadway approximately 0.7 miles in length with a posted speed of 50 mph.

**Stakeholder Input:** There are three public comments for the section of US 50 between SR 125 and Eastern Avenue:

- US 50 should be widened
- There are dangerous merges in this section of US 50
- There is a street lighting issue in this location

One transit comment indicates that public transit in this area is very limited and there should be more frequent bus service from Downtown Cincinnati.

**Crash Data:** ODOT's crash screening did not identify this segment as an area of high hazard. Crash data indicates that no crashes occurred over the three-year period (2013 – 2015).

**LOS Analysis:** A freeway analysis was performed using the HCS. During both the AM and PM peak hours, the eastbound and westbound directions operate at LOS A in 2015, the No Build opening year (2022), and No Build design year (2042) conditions. No improvements are required for the existing, No Build opening year, and No Build design year conditions. These results are supported by the travel time data which shows no significant increase in travel time during the peak hours compared to off-peak hours.

**Geometric Data:** No geometric deficiencies were identified for this segment.

**Pedestrian Data:** No pedestrian data is available for this segment.

### 2.4.3.7 US 50: Eastern Avenue to Red Bank Road

The section of US 50 between Eastern Avenue and Red Bank Road is a four-lane divided, limited-access roadway approximately 0.9 miles in length with a posted speed of 50 mph.

**Stakeholder Input:** Four roadway comments identify congestion as a concern along US 50 between Eastern Avenue and Red Bank Road. Representative comments are:

- Congestion is a problem (2 comments)
- Columbia Parkway should be widened (1 comment)

- Access between Red Bank Road and Beechmont Avenue should be improved (1 comment)

Two bike comments identify the need for a bike path or bike lanes along Eastern Avenue.

One pedestrian comment identifies the need for a crosswalk at Otto Armleder Park.

Two transit comments identify the need for better bus service between the Columbia Tusculum area and downtown Cincinnati.

**Crash Data:** ODOT's crash screening did not identify this segment as an area of high hazard. Crash data indicates that one crash occurred over the three-year period (2013 – 2015). The one crash, involving a motorcycle, was a fatal crash.

**LOS Analysis:** A freeway analysis was performed using the HCS. During the AM peak-hour both the eastbound and westbound directions operate at LOS A in 2015, the No Build opening year (2022), and No Build design year (2042) conditions. During the PM peak-hour, the eastbound direction operates at LOS A in 2015 and LOS B for the No Build opening year, and No Build design year conditions, while the westbound direction operates at LOS A in 2015, the No Build opening year, and No Build design year conditions. No improvements are required for the existing, No Build opening year, and No Build design year conditions. These results are supported by the travel time data which shows no significant increase in travel time during the peak hours compared to off-peak hours.

**Geometric Data:** No geometric deficiencies were identified for this segment.

**Pedestrian Data:** No pedestrian data is available for this segment.

### 2.4.4 Linwood/Eastern Avenue Interchange Focus Area Needs Analysis

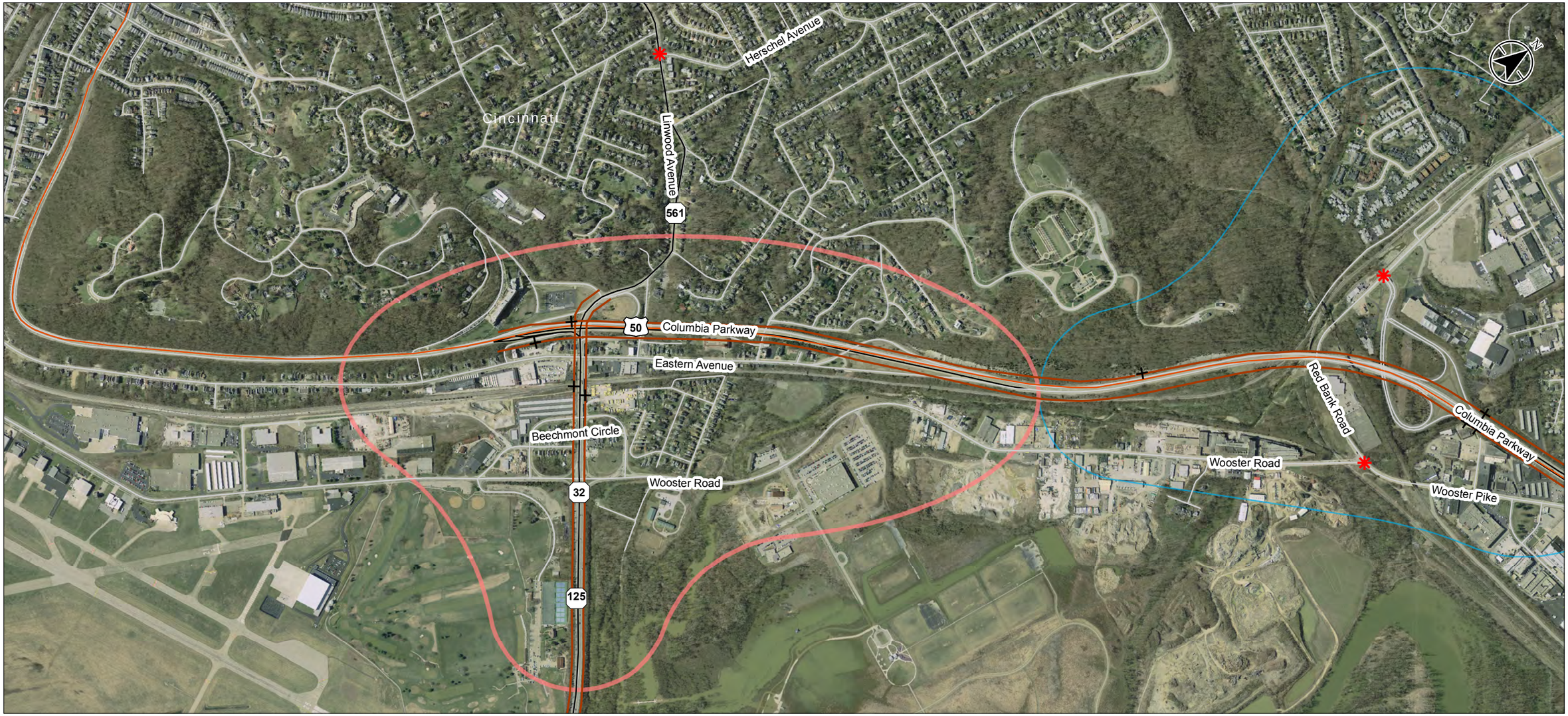
Based on the results of the technical studies, as well as the extensive public input received from the Focus Area Workshops, online interactive survey, and other public outreach efforts, the primary and secondary needs of the transportation network within the Linwood/Eastern Interchange Focus Area were identified (primary needs are needs that *will* be addressed by this project; secondary needs are needs that *may* be addressed by this project). The input used in the needs analysis is included in **Appendix 4**. The primary and secondary needs are presented in **Table 12:**

**Table 12: Linwood/Eastern Avenue Interchange Focus Area Needs Analysis**

| Primary Needs | Secondary Needs |
|---|---|
| **SR 125/US 50 Interchange** | |
| Address lack of connectivity from SR 125 to eastbound US 50 and from westbound US 50 to SR 125 | • Address deficient roadway curves on SR 125 and interchange ramps<br>• Address deficient roadway grade on SR 125 and on US 50<br>• Address deficient sight distance at the eastbound US 50 exit ramp intersection with SR 125<br>• Address deficient weave on the eastbound US 50 exit ramp to SR 125<br>• Address lack of/limited wayfinding to improve regional connectivity |
| **SR 125: US 50 to Beechmont Circle** | |
| None | • Address deficient roadway grade east of viaduct<br>• Address physical connectivity between SR 125/US 50 interchange and Beechmont Circle |
| **Beechmont Circle** | |
| • Address localized connectivity travel patterns within Beechmont Circle<br>• Address pedestrian safety issues crossing SR 125 at bus stops | • Address lack of/limited wayfinding to improve regional connectivity<br>• Address roadway curve and grade deficiencies |
| **Eastern Avenue: SR 125 to US 50** | |
| None | Address bicycle and pedestrian connectivity across railroad to existing Armleder and Lunken bike paths |
| **Wooster Road: Beechmont Circle to Red Bank Road** | |
| • Address bicycle connectivity (designated US Bicycle Route 21) | • Support access to future transit connections |
| **US 50: SR 125 to Eastern Avenue** | |
| None | None |
| **US 50/Eastern Avenue Interchange** | |
| None | Address lack of/limited wayfinding to improve regional connectivity |
| **US 50: Eastern Avenue to Red Bank Road** | |
| None | None |

# APPENDIX 4

# LINWOOD/EASTERN INTERCHANGE AREA





Legend

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

0 900 1,800 Feet

1:12,000 (At original document size of 11x17)

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.

Stantec

Project Location
Hamilton and Clermont Counties, Ohio

173620069
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.

Title
Focus Area Detail
Linwood/Eastern Ave Interchange



V:\173620069\active\173620069\mapping\focus_area_detail_maps.mxd Revised: 2016-11-21 By: bleopold

**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 a tight-knit community where residents have a strong sense of community. The area is picturesque and includes shopping, historic homes, parks and recreation.

| | | | HCS Analysis | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **Transportation Concern** | **MetroQuest Comments** | **Workshop Comments** | **Existing Year 2015** | **Opening Year 2022** | **Design Year 2042** | **Safety** | **Travel Time** | **Queue Analysis** | **Geometric Analysis** | **Primary Needs** | **Secondary Needs** |
| **SR 125 / US 50 Interchange** | | | | | | | | | | | |
| Congestion | 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]. | 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 | 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. | Address lack of connectivity from SR 125 to eastbound US 50 and from westbound US 50 to SR 125. | 1. Address deficient roadway curves on SR 125 and interchange ramps |
| | 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. | | | | | | | | | | 2.Address deficient roadway grade on SR 125 and on US 50 |
| | Slow merging, tight entrance/exit circles. | | | | | | | | | | |
| | Roadways leading from here and beyond can not maintain current traffic load. | | | | | | | | Deficient vertical curvature on SR 125 from US 50 to Deficient sight distance at the eastbound off ramp and SR 125. | | 3. Address deficient sight distance at the eastbound US 50 exit ramp intersection with SR 125 |
| | Traffic from Anderson and all places east dumps out here into areas not designed to handle that much traffic. Please redirect. | | | | | | | | | | |
| | Congestion issue. | | | | | | | | | | |
| Safety/Congestion | Improve interchange: 50 to Beechmont risky with Eastern Ave access. | none | | | | | | | Deficient weave section for the eastbound off ramp. | | 4. Address deficient weave on the eastbound US 50 exit ramp to SR 125. |
| | 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. | | | | | | | | Deficient sight distance at the eastbound off ramp and SR 125. | | 5. Address lack of/limited wayfinding to improve regional connectivity. |
| Safety | The merge area from the Linwood ramp to WB US 50 is way too short. | The ramps at the interchange with Linwood Avenue and Columbia Parkway could be updated with longer ramp tapers. | | | | | | | | | |
| | 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. | 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." | | | | | | | | | |
| | Need repair. | | | | | | | | | | |
| | 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. | | | | | | | | | | |
| | 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. | | | | | | | | | | |
| | Cars coming from Eastern don't always yield to Columbia Parkway cars in the afternoon. | | | | | | | | | | |
| | Dangerous left turn. Limited visibility. | | | | | | | | | | |
| Access | This is a very confusing access point. ( 3 pins) | A direct ramp connection from Beechmont Levee up to US 50 would help people get to Red Bank Road and then to I-71. | | | | | | | | | |
| | 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. No notice that inbound Beechmont right lane is Exit Only to Inbo [cut-off]. | | | | | | | | | | |
| | There needs to be direct exit access to northbound hwy 50 from westbound hwy 125. (7 pins) | | | | | | | | | | |
| | Interstate interchanges are unnecessary an inappropriate except for interstate highways. This is a parkway not an interstate. Design it accordingly. | | | | | | | | | | |
| | The linkage here from surface roads to major travel corridors is a mess and forces people thru neighborhoods. Please fix! | | | | | | | | | | |
| | Getting onto 71 | | | | | | | | | | |
| | The Beechmont Circle/US-50/Wooster/125 interchanges are confusing and probably inefficient. | | | | | | | | | | |
| | Ability to get from Columbia to Linwood without ending around. | | | | | | | | | | |
| | Non intuitive travel at Beechmont, Wilmer and Wooster creates difficulty in traveling by car and truck. | | | | | | | | | | |
| | 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. | | | | | | | | | | |
| | 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. | | | | | | | | | | |
| | No ability to access eastbound Columbia Parkway from Beechmont Avenue/Linwood Avenue. | | | | | | | | | | |
| | No ability to go best way to get to Red Bank easily from Beechmont…up to Rt. 50 east…probably | | | | | | | | | | |
| Access/Congestion | I avoid this area. I get turned around and don't know where to go. | none | | | | | | | | | |

| | | | | HCS Analysis | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Transportation Concern** | **MetroQuest Comments** | **Workshop Comments** | **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. | none | n/a | n/a | n/a | n/a | n/a | n/a | n/a | none | none |
| | A safe bike route up to Linwood. | | | | | | | | | | |
| 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 Armeleder for bikes. Now the access is dangerous for families and very indirect. | | | | | | | | | | |
| Mobility | Need to add light rail from downtown to the suburbs. | none | n/a | n/a | n/a | n/a | n/a | n/a | n/a | none | none |
| | Light rail. | | | | | | | | | | |
| **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.<br>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. | The area at Wilmer/Wooster is especially confusing. It looks like you can turn left, but you cannot. | 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.<br>2. Address roadway curve and grade deficiencies |
| | Improve flow of traffic from Beechmont Circle to 125. | The SR 32/Wooster Pike/Beechmont Avenue/Circle area is very confusing for motorists and bikes trying to get on the Beechmont Levee. | | | | | | | | | |
| | 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. | | | | | | | | | | |
| Access | Access issue. | none | | | | | | | | | |
| | This whole loop intersection is wildly confusing. | | | | | | | | | | |
| | Very confusing interchanges | | | | | | | | | | |
| 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. | 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 |
| | Difficult crossing of Beechmont to bus stops. | | | | | | | | | | |
| | Area around Levy loops very unfriendly. | | | | | | | | | | |
| 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? | none | n/a | n/a | n/a | n/a | n/a | n/a | n/a | none | none |
| | 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. | | | | | | | | | | |

| Transportation Concern | MetroQuest Comments | Workshop Comments | HCS Analysis<br>Existing Year 2015 | HCS Analysis<br>Opening Year 2022 | HCS Analysis<br>Design Year 2042 | Safety | Travel Time | Queue Analysis | Geometric Analysis | Primary Needs | Secondary Needs |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 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.<br>Parked Vehicle & Sideswipe = 75% of the crashes.<br>No correlation between the crash data and a specific contributing cause. | n/a | n/a | No deficiencies | none | 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. | | | | | | | | | |
| | Need street calming when Rt. 50 goes by this area. Cars & motorcycles go very, very fast. | | | | | | | | | | |
| Access | Consider improving the ped bridge here as an alternate way across the RR tracks. | none | n/a | n/a | n/a | n/a | n/a | n/a | n/a | none | Address bicycle connectivity across railroad tracks to existing Armleder and Lunken bike paths. |
| | Need a connection for bikes across the railroad tracks and to connect to Lunken/Armleder paths. | | | | | | | | | | |
| Mobility | Need marked bike lanes. | | | | | | | | | | |
| Safety | Need Sidewalk | | n/a | 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. | none | 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.<br>Rear-End & Fixed Object= 75% of the crashes.<br>25 of the 33 crashes occurred on the high hazard sub segment. | n/a | n/a | No deficiencies | none | none |
| | This is an excellent alternative right-of-way for widening to four lanes. Wilmer from Beechmont to Red Bank Rd. | | | | | | | | | | |
| | Extra lanes and limit truck traffic during rush hours. | | | | | | | | | | |
| | 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. | | | | | | | | | | |
| Safety | Needs repair. | none | | | | | | | | | |
| | 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. | There should be better signage on Old Wooster Pike. | | | | | | | | | |
| | 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??? | | | | | | | | | | |
| 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]. | none | n/a | n/a | n/a | n/a | n/a | n/a | n/a | Address bicycle connectivity (designated US Bicycle Route 21) | none |
| | Needs repair. | | | | | | | | | | |
| Safety/Mobility | Wooster Pike is dangerous for biking, but is an important route. | none | | | | | | | | | |
| | Sharrows exist in Fairfax but then disappear between Wooster Rd. and Otto Armleder park where the bike trail exists. | | | | | | | | | | |
| Mobility | Route for Cincinnati cyclists going to Little Miami Trail and vice-versa. | 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. | | | | | | | | | |
| | 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) | | | | | | | | | | |

| Transportation Concern | MetroQuest Comments | Workshop Comments | HCS Analysis<br>Existing Year 2015 | HCS Analysis<br>Opening Year 2022 | HCS Analysis<br>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. | none | | | | | | | | | |
| | Need bike connection from Fairfax/Madisonville to bike trails south of Beechmont Levy. | | | | | | | | | | |
| 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]. | none | n/a | n/a | n/a | n/a | n/a | n/a | n/a | none | none |
| | No cross at dangerous Carustar walk. | | | | | | | | | | |
| 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. | none | n/a | n/a | n/a | n/a | n/a | n/a | n/a | none | Support access to future transit connections. |
| | 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]. | | | | | | | | | | |
| 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? | 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 |
| | Difficult to get where you want to go; confusing and dangerous merges | | | | | | | | | | |
| 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. | 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.<br>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 |
| | Rt 50 Wooster pike is already slow going down to one lane. Where is that gonna leave traffic? | | | | | | | | | | |
| Safety | | | | | | | | | | | |
| Access | Can the traffic lanes on Columbia Parkway be widened? | | | | | | | | | | |
| | 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