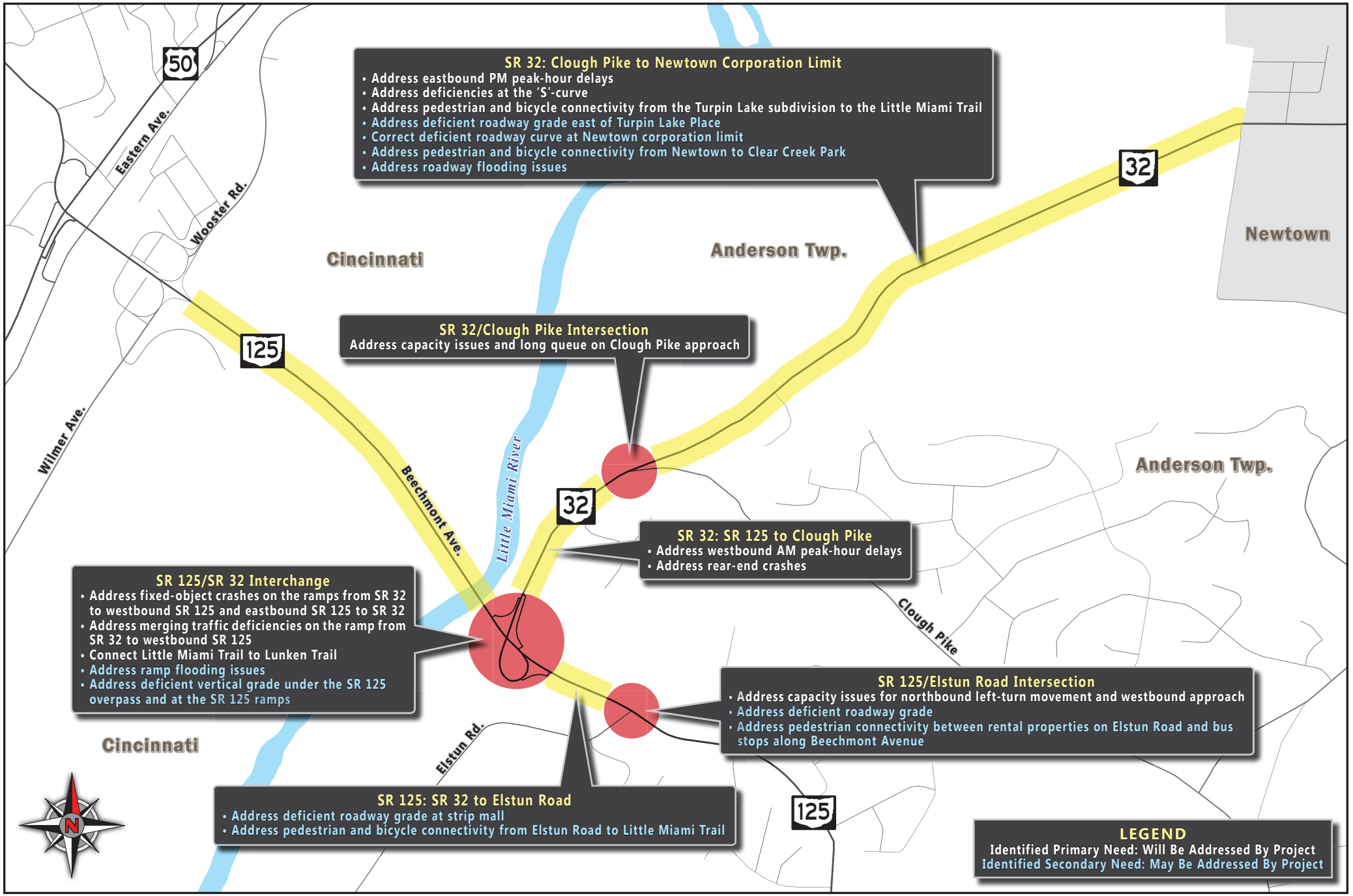
The Eastern Corridor

Figure ES-3

Eastern Corridor Segments II and III

SR 125/SR 32 Focus Area



2.3 SR 125/SR 32 AREA FOCUS AREA

The SR 125/SR 32 Focus Area, which is within Anderson Township, includes segments of SR 125 just west and east of its interchange with SR 32, and the segment of SR 32 extending from its interchange with SR 125 to the west corp. limits of the Village of Newtown. This Focus Area includes the SR 125 crossing of the Little Miami River. A detailed roadway map of the SR 125/SR 32 Focus Area is provided in **Appendix 3**.

2.3.1 Study Area Characteristics

The SR 125/32 interchange and SR 32 in this area are within a floodplain for the Little Miami River, which is largely undeveloped on the north side of the roadway and is used for agriculture, greenspace, and recreation. The Clear Creek Soccer Complex and a multi-use trail are located in this area. The area south of SR 32 is largely undeveloped as well, with the exception of several suburban-style single-family housing subdivisions. There are no planned transportation improvements for this focus area listed on ODOT's Statewide Transportation Improvement Program (STIP) for FY 2016-2019, dated July 29, 2016.

2.3.2 Community Attributes Identified in the Focus Area Workshop

Fifteen participants from the area and surrounding communities attended the SR125/SR 32 Focus Area Workshop. Workshop participants identified which community attributes are important to the SR 125/SR 32 area and should be considered throughout the transportation planning process. These features include:

- presence of attractive parks and natural features (hills, greenspaces, Little Miami River)
- strong sense of community (farms, churches, schools)
- strong sense of history
- measured pace and balanced lifestyles and attitudes
- diverse housing market
- accessibility to airports, downtown Cincinnati, Kenwood, and the Red Bank corridor

2.3.3 Transportation Needs

Stakeholder Input: Transportation needs within the SR 125/SR 32 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 are included in the Needs Analysis Table, which is included in **Appendix 3**, and summarized in the following sections.

Technical Studies: Technical data was collected for the roadway network within the SR 125/SR 32 Focus Area to identify areas of high crash rates, congestion, geometric deficiencies, and pedestrian usage. This information is provided in the Needs Analysis Table (**Appendix 3**) and summarized in the following sections.

2.3.3.1 SR 125: Beechmont Circle to SR 32

The segment of SR 125 between Beechmont Circle and SR 32 is a four-lane undivided limited-access roadway approximately one mile in length with a posted speed of 45 mph.

Stakeholder Input: Ten comments identify safety and congestion issues on SR 125 from the Beechmont Circle to SR 32. Representative comments include:

- The merge onto the levee from SR 32 is too short and dangerous (7 comments)
- Another lane should be added on the ramp from SR 32 to the levee (3 comments)
- Speeding is an issue on the levee (1 comment)

Twenty-six comments concern bicycle issues. These comments identify the following needs:

- A bikeway bridge over the Little Miami River due to safety concerns of bikes crossing the Beechmont Levee (7 comments)
- Bike lanes and traffic calming across the levee (2 comments)
- A connection between Lunken and Loveland Bike Trails (1 comment)
- A connection between Armleder and Lunken bike trails (2 comments)
- A connection between Little Miami Trail and Ohio River Trail (1 comment)
- A connection between existing bike trails and Downtown Cincinnati (1 comment)
- A bike path along Beechmont levee and Mt. Lookout Square (1 comment)

Eight comments address pedestrian issues. Representative comments include the following:

- There are a number of pedestrians who cross the levee even though there is a "Pedestrians Prohibited" sign (1 comment)
- Bike/pedestrian access is needed across the Little Miami River (4 comments)
- A connection between the sidewalk coming down Beechmont hill to the hike/bike trail is needed (1 comment)

Two comments identify the following public transit needs:

- Light transit (1 comment)
- Better transit (bus or rail) to move the region forward and attract people to the area (1 comment)

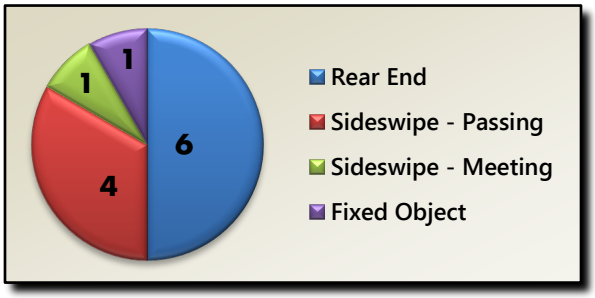


Figure 25: Frequency of Crashes by Crash Type SR 125: Beechmont Circle to SR 32

Crash Data: An ODOT crash screening identified an approximate 0.15-mile stretch of SR 125 adjacent to the Reeves Golf Course Tennis Courts as a high hazard location. As a result, the entire segment of SR 125 from Beechmont Circle to SR 32 was further analyzed. As illustrated in **Figure 25**, there were 12 total crashes on this segment during a three-year period (2013-2015). Rear-end collisions represent 50% of the total crashes. Of the 12 total crashes on the segment, five (40%) occurred in the high hazard segment. Within the high hazard segment, 60% of the crashes were rear-end crashes. See **Attachment A-2** for a plot of all 12 crashes.

LOS Analysis: A freeway analysis was performed using the HCS. During the AM peak-hour the eastbound direction operates at LOS A in 2015 and LOS B for the No Build opening year (2022) and No Build design year (2042) conditions while the westbound direction operates at LOS D in 2015 and LOS E for the No Build opening year and No Build design year conditions. During the PM peak-hour the eastbound direction operates at LOS D in 2015, 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: No geometric deficiencies were identified along this segment.

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

2.3.3.2 SR 125/SR 32 Interchange

The SR 125/SR 32 interchange is a trumpet interchange which features a loop ramp to serve traffic traveling from eastbound SR 125 to SR 32, and slip ramps for traffic traveling to and from westbound SR 125 and SR 32. A partial loop ramp carries traffic from SR 32 to eastbound SR 32:

Figure 26. SR 125/SR 32 Interchange

Stakeholder Input: Forty-five comments address roadway issues at the SR 125/SR 32 intersection. Representative comments include:

- Dangerous interchange due to the short merge on ramp to westbound SR 125 from SR 32 and the tight loop on the ramp from eastbound SR 125 to SR 32 (32 comments)
- Congestion is a problem (1 comment)
- Visibility on the ramps at SR 125 and SR 32 should be improved (2 comments)
- There are frequent accidents at this interchange (1 comment)
- The ramp from eastbound SR 125 to SR 32 occasionally floods, which cuts off access to SR 32 under SR 125 (2 comments)
- A second exit lane should be added from eastbound SR 125 to SR 32 (1 comment)

Thirty-four (34) comments were provided regarding bicycle concerns and needs in this area. Representative comments include the following:

- A connection between the Little Miami Scenic Bike Trail and the Lunken/Amleder Bike Trail is needed (9 comments)
- A connecting bike path is needed (9 comments)
- It is unsafe for bicycles to cross the Beechmont Levee (8 comments)

Nine public transit comments identify the following needs:

- Public transit (3 comments)
- Transit, in combination with park and ride (1 comment)
- Smaller shuttles to provide point-to-point service (1 comment)

- Bus Rapid Transit (BRT) routes (1comment)
- Transit to link smaller business districts together (1 comment)

Crash Data: Over a three-year period 2013-2015), a total of 27 crashes occurred at this interchange. Fixed object and rear-end crashes represented about 75% of the overall crashes, with a majority (17 crashes) occurring in wet conditions. The frequency of crashes by crash type is shown in **Figure 27**.

Data indicates that many of the crashes at this interchange occurred in two distinct clusters. One cluster of nine (9) crashes occurred at the curve/merge on the ramp from southbound SR 32 to westbound SR 125. A majority of these crashes (6) occurred in wet conditions between the hours of 11:00 a.m. and 2:00 p.m. Fixed object crash type was the most prevalent at this cluster (4 crashes), all in wet conditions.

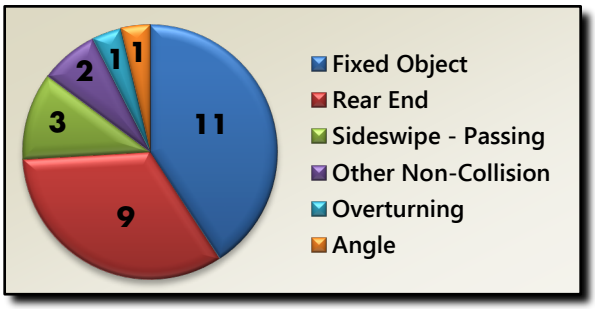


Figure 27. Frequency of Crashes by Crash Type SR 125/SR 32 Interchange

Another cluster of eleven (11) crashes occurred along the curve on the ramp from eastbound SR 125 to northbound SR 32. Ten (10) of these crashes occurred in the daylight, and eight (8) occurred in wet conditions. Fixed-object crash type was the most prevalent (6 crashes), all in wet conditions.

Potential causal factors for crashes at this interchange include excessive speed, slippery pavement, inadequate geometry, and inadequate delineation. See **Attachment A-2** for a plot of all 27 crashes.

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: One sag vertical curve is deficient at this interchange and the superelevation rate on all ramps does not meet current standards. The deficient sag vertical curve has a k-value of 43 and the minimum value for a design speed of 35 mph is 49. The superelevation on all four interchange ramps is based on an 0.083 ft/ft maximum superelevation. The current standard for maximum superelevation on urban ramps is 0.06 ft/ft.

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

2.3.3.3 SR 125: SR 32 to Elstun Road

The section of SR 125 between SR 32 and Elstun Road is a four-lane undivided highway approximately 0.2 miles in length with a posted speed of 45 mph.

Stakeholder Input: Seventeen comments were provided for this area, which included concerns regarding congestion and safety on SR 125. Representative comments include:

- Speeding and congestion on SR 125 and through Mt. Washington has devastated Mt. Washington as the business district effectively has a highway through the middle of "town", which is unsafe for pedestrians, cyclists, and parked cars (7 comments)
- Congestion is bad on the ramp from the Beechmont levee and SR 32; second would allow a continuous turn without merging (1 comment)
- There should be a left turn lane at Beacon and Beechmont (1 comment)
- There should be consistency in the number of lanes going up or down the hill on Beechmont Avenue (1 comment)
- The bike lane going up the hill on Beechmont makes it impossible to put in a complete turn lane and compromises traffic safety (1 comment)
- Standing water is present on the eastbound lanes during rain events, causing a safety concern (1 comment)

Nine comments were provided regarding bicycle access issues. Representative comments include:

- A bike connection over the Little Miami River and a connection to the trail along Beechmont Avenue into Mt. Washington is needed (3 comments)
- Bike trail connection to Downtown Cincinnati is needed (1 comment)
- A connection of Little Miami Trail with Armleder and Lunken Trail is needed (1 comment)
- Metro buses should be used to transport bicyclists up the hill on Beechwood Avenue to Mt. Washington allowing the removal of the bike lane on Beechwood Avenue (1 comment)

The pedestrian comments include:

- Sidewalks are needed on Beechmont Avenue and Elston since many people walk from the apartment complexes to buses (1 comment)
- The lack of sidewalks in certain areas along Beechmont Avenue is unsafe (1 comment)
- There are no sidewalks on SR 125 between SR 32 and Ranchvale (1 comment)

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

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

Geometric Data: At the west approach to the bridge over Clough Creek, an abrupt grade change exceeds the maximum allowable grade break for a design speed of 45 mph. The existing grade break is 1.00%; the allowable grade break is 0.55% (*L&D Vol. 1, Figure 203-2)*.

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

2.3.3.4 SR 125/Elstun Road Intersection

The SR 125/Elstun Road intersection is a signalized four-leg intersection:

Figure 28. SR 125/Elstun Road Intersection

Stakeholder Input: One public comment identifies congestion as an issue at this intersection.

Crash Data: ODOT's crash screening did not identify this intersection as an area of high hazard. Crash data indicates that 14 crashes occurred over the three-year period (2013 – 2015).

LOS Analysis: The HCS analysis indicates that during the AM peak-hour the 95th percentile queue length for the northbound left turn movement is more than twice the storage length for the existing, No Build opening year (2022), and No Build design year (2042) conditions. By the design year, the westbound movement is failing with a v/c ratio of 1.0. It is anticipated that operational or minor intersection improvements are required for the existing, No Build opening year and No Build design year conditions.

Geometric Data: One sag vertical curve is deficient on SR 125 through this intersection. The deficient sag vertical curve has a k-value of 38 and the minimum value for a design speed of 45 mph is 79.

Pedestrian Data: Sixty-six (66) pedestrians were observed at the intersection during a 24-hour period recorded on November 17, 2015.

2.3.3.5 SR 32: SR 125 to Clough Pike

The segment of SR 32 from the SR 125 interchange to Clough Pike is a two-lane undivided roadway which measures approximately 0.46 miles in length. The segment includes ODNR driveway access to the Great Miami River, driveway access to one commercial property, and two roadway access points to the Estates of Signal Hill subdivision. This roadway section has no sidewalks and two-foot, paved roadway shoulders. The speed limit through this section is 45 mph.

Stakeholder Input: Two roadway comments indicate that traffic congestion is a concern on SR 32 between SR 125 and Clough Pike.

Three bike comments include:

- A connection between the Little Miami Scenic Trail, Lunken Trail, and the Ohio River Trail is needed (1 comment)
- The Anderson Township Bike Path to Newtown should be finished (2 comments)
- Hike/bike trails should be linked with existing trails (1 comment)

Two public transit comments were provided which identify the need for light rail transit.

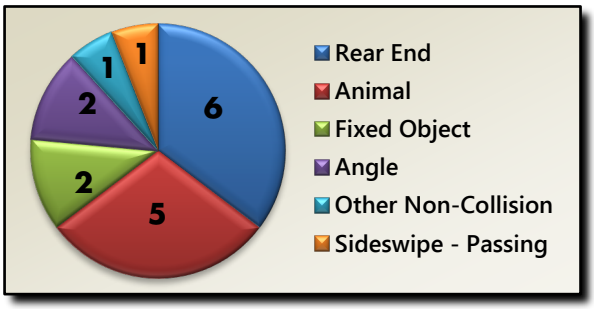


Figure 29. Frequency of Crashes by Crash Type
SR 32: SR 125 to Clough Pike

Crash Data: An ODOT crash screening identified an approximate 0.15-mile sub-segment east of the Beechmont Avenue interchange as a high-hazard location. Therefore, a detailed crash analysis of the entire segment was completed.

As illustrated in **Figure 29**, there were 17 total crashes in this roadway section during a three-year period (2013-2015). Rear-end and animal crashes represent 65% of the total crashes. Of the 17 total crashes on the segment, 12 (70%) occurred in the high-hazard section. Within the high hazard segment, half of the crashes were rear-end crashes. All six of the rear-end crashes occurred in dry conditions. Five of the rear-end crashes occurred in clear daylight conditions, five occurred from 4:00 PM to 6:00 PM, and four occurred in the northbound direction. See **Attachment A-2** for a plot of all 17 crashes.

LOS Analysis: No level of service analysis was conducted for this segment; however, the travel time data indicates a 40% increase in the westbound travel time during the AM peak-hour compared to the off-peak travel time indicating congestion during the AM peak-hour.

Geometric Data: No geometric deficiencies were identified along this segment.

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

2.3.3.6 SR 32/Clough Pike Intersection

The SR 32/Clough Pike intersection is a three-leg, signalized intersection:

Figure 30. SR 32/Clough Pike Intersection

Stakeholder Input: Thirteen roadway comments address roadway issues at the SR 32/Clough Pike Intersection. Representative comments include:

- The roadway should be widened to 4 lanes (1 comment)
- A new intersection should be created (3 comments)
- Due to congestion on Clough and SR 32 in the morning it is difficult to turn left from westbound SR 32 (3 comments)
- The right turn-only lane is not marked well or with enough advance notice, so drivers unfamiliar with the area try to merge left, causing a safety issue (1 comment)
- There are frequent accidents here (1 comment)

Two bike comments were provided:

- A bike/pedestrian facility is needed along Clough Pike into Anderson Township (1 comment)
- A bike path connection is needed from Saddleback to SR 32 and Clough Pike to SR 125 (1 comment)

Crash Data: An ODOT crash screening did not identify this intersection as an area of high-hazard. Crash data indicates that eight crashes occurred over a three-year period (2013-2015).

LOS Analysis: The HCS analysis indicates that the westbound movement will fail during the AM peak-hour and have a v/c ratio greater than one during the No Build opening year (2022) and No Build design year (2042) conditions. No intersection improvements are required for the exiting

Westbound Clough Pike AM Peak Period Queue at SR 32

conditions, but it is anticipated that operational or minor intersection improvements are required for the No Build opening year and No Build design year conditions.

To supplement the HCS analysis a queue study was conducted for the westbound approach during the AM peak period. The number of cars in the queue was recorded at the end of green for 15 minutes prior to the peak hour to 15 minutes after the peak-hour ended. The number of cars was translated to a length by assuming a queue length of 25 feet per vehicle. During the AM peak period the maximum westbound queue extended 1,025 feet. The recorded queues during the AM peak period are shown in **Figure 31**:

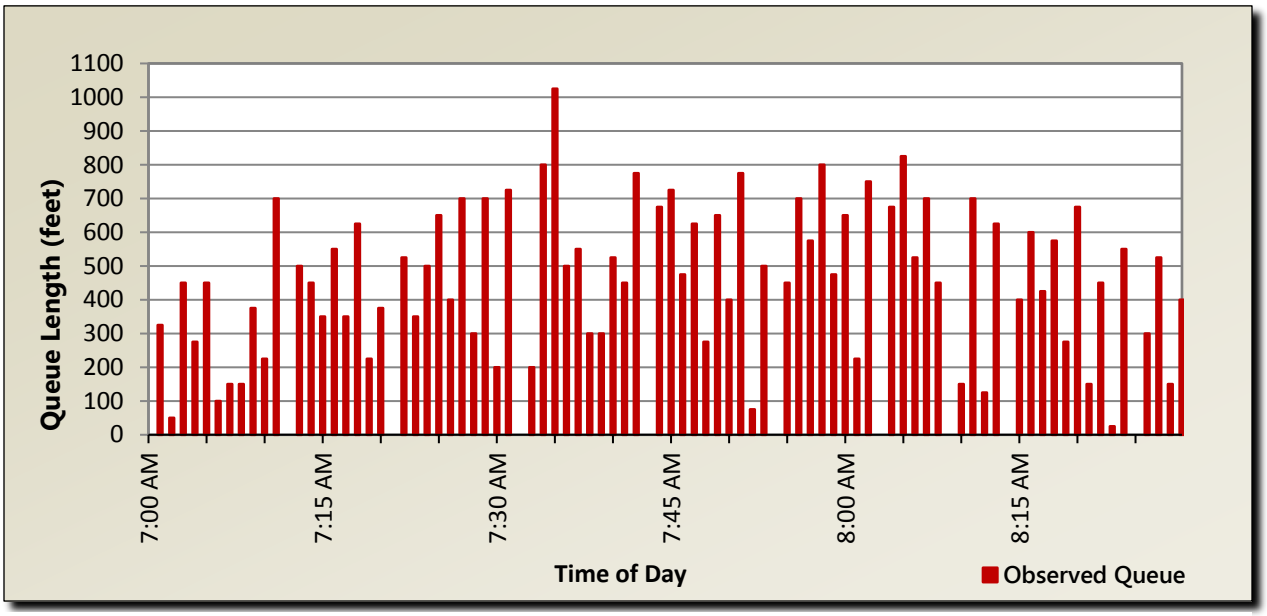


Figure 31. Westbound Clough Pike AM Peak Period Queue at SR 32

Geometric Data: No geometric deficiencies were identified at this intersection.

Pedestrian Data: No pedestrians were observed at the intersection during a 24-hour period recorded on November 17, 2015.

2.3.3.7 SR 32: Clough Pike to Village of Newtown Corporation Limit

The segment of SR 32 between Clough Pike and the west corporation limit of Newtown is a two-lane, undivided roadway with unpaved shoulders and guardrail along portions of the segment This segment of SR 32 measures 1.55 miles in length. The only access points along this stretch of SR 32 are at Turpin Lake Place, Clear Creek Park, and Anderson Driving Range, and the posted speed limit is 55 mph.

Stakeholder Input: Twenty-nine roadway comments address concerns in the section of SR 32 between Clough Pike and the West Newtown corporation limit. Of these comments, twenty-two identify congestion as a predominant concern on SR 32, especially during evening rush hour. Representative comments include:

- The road should be widened and light rail service provided in the center of a divided highway (5 comments)
- The road should be four lanes (1 comment)
- Additional lanes should be provided (3 comments)
- A bypass should be built around Newtown (1 comment)
- A new bridge is needed to connect SR 32 to the Red Bank Expressway (1 comment)
- The road needs to be repaired (1 comment)
- The roadway occasionally floods (1 comment)
- The "S" curves on SR 32 by the sod farms are an issue (1 comment)

Twelve bike comments identify the following needs:

- A new bike bridge to connect the future Five Mile Trail with the Little Miami Trail (2 comments)
- A bike path into Anderson Township (1 comment)
- The extension of the bike path to Downtown (3 comments)
- A connection between the Lunken and Loveland Trails (1 comment)
- Marked bike lanes (1 comment)

Six comments address pedestrian access needs/concerns including:

- The need for a sidewalk along SR 32 in the vicinity of the park (3 comments)
- Safe pedestrian access to Clear Creek Park (3 comments)

Public transit comments include:

- Expand bus service (1 comment)
- There is the need for public transportation in this area (1 comment)
- Expand public transportation other than bus (1 comment)
- Construct light rail along SR 32 right of way (1 comment)
- There is a need for a park and ride and public transit from Newtown to Downtown (3 comments)

Crash Data: ODOT's crash screening identified two locations (the curve west of McCullough Run and along the entrance to Clear Creek Park) as high hazard locations. Because two subsections of the segment of SR 32 from Clough Pike to the Newtown corporation limit were identified, a detailed crash analysis of the entire segment was completed.

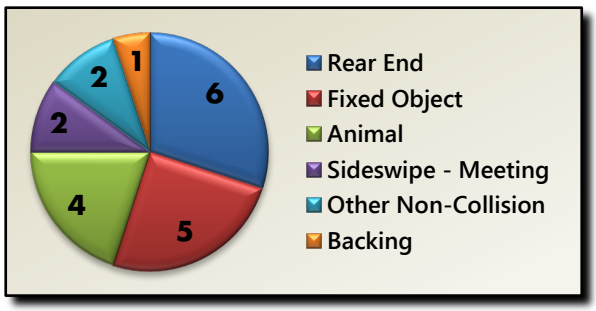


Figure 32: Frequency of Crashes by Crash Type
SR 32: Clough Pike to Newtown Corp. Limit

As illustrated in **Figure 32**, there were 20 total crashes in this roadway section during a three-year period (2013-2015). Rear-end and fixed object crashes represent 55% of the total crashes. Of the 20 total crashes on the segment, four (20%) occurred in the high hazard section west of McCullough Run and two (10%) occurred in the high hazard segment at Clear Creek Park.

There were two clusters of crashes along the segment; the four that occurred in the high hazard section west of McCullough Run and four that occurred at Turpin Lake Place. Excluding the animal crash at both clusters, there is no correlation between the crash data and a specific contributing cause for the crashes at either location. See **Attachment A-2** for a plot of all 20 crashes.

LOS Analysis: No level of service analysis was conducted for this segment; however, the travel time data indicates a 55% increase in the eastbound travel time during the PM peak-hour compared to the off-peak travel time indicating congestion during the PM peak-hour.

Geometric Data: There are three deficient horizontal curves in this segment, one of which has a deficient superelevation. There is also one deficient vertical curve in this segment. The first deficient horizontal curve, crossing McCullough Run, has a curvature of 9˚45', and a maximum superelevation of 0.08. The maximum degree of curvature for a design speed of 60 mph is 4˚15', with a maximum superelevation of 0.06. The second deficient horizontal curve (just north of the first) has a curvature of 5˚0'. A third deficient horizontal curve (at the Newtown corporation limit) has a curvature of 10˚45'. The deficient crest vertical curve is located just south of the McCullough Run crossing. This curve has a k-value of 108 (the minimum design k-value for 60 mph is 151).

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

2.3.4 SR 125/SR 32 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 SR 125/SR 32 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 the Needs Analysis Table in **Appendix 3**. The primary and secondary needs are presented in **Table 11**:

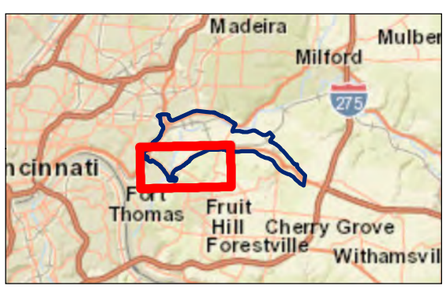
Table 11: SR 125/SR 32 Focus Area Needs Analysis

Primary Needs	Secondary Needs
SR 125: Beechmont Circle to SR 32	
None	None
SR 125/SR 32 Interchange	

Primary Needs	Secondary Needs
• Address fixed-object crashes on the ramps from SR 32 to westbound SR 125 and eastbound SR 125 to SR 32 • Address merging traffic deficiencies on the ramp from SR 32 to westbound SR 125 • Connect Little Miami Trial to Lunken Trail	• Address ramp flooding issues • Address deficient vertical grade under the SR 125 overpass and at the SR 125 ramps
SR 125: SR 32 to Elstun Road	
None	• Address deficient roadway grade at strip mall • Address pedestrian and bicycle connectivity from Elstun Road to Little Miami Trail
SR 125/Elstun Road Intersection	
Address capacity issues for northbound left-turn movement and westbound approach	• Address deficient roadway grade • Address pedestrian connectivity between rental properties on Elstun Road and bus stops along Beechmont Avenue.
SR 32: SR 125 to Clough Pike	
• Address westbound AM peak-hour delays • Address rear-end crashes	none
SR 32/Clough Pike Intersection	
Address capacity issues and long queue on Clough Pike approach	None
SR 32: Clough Pike to Newtown Corporation Limits	
• Address eastbound PM peak-hour delays • Address deficiencies at the 'S'-curve • Address pedestrian and bicycle connectivity from the Turpin Lake subdivision to the Little Miami Trail	• Address deficient roadway grade east of Turpin Lake Place • Correct deficient roadway curve at Newtown corporation limit • Address pedestrian and bicycle connectivity from Newtown to Clear Creek Park • Address roadway flooding issues

APPENDIX 3

SR 125/SR 32 AREA



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.

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

0 1,100 2,200 Feet

1:15,000 (At original document size of 11x17)

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
SR 125/SR 32 Area

V:\1738\active\173620069\mapping\focus_area_detail_maps.mxd Revised: 2016-11-21 By: bkopold

Focus Area: **SR 125 / SR 32**

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

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

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

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

Transportation Concern	MetroQuest Comments	Workshop Comments	HCS Analysis Existing Year 2015	HCS Analysis Opening Year 2022	HCS Analysis Design Year 2042	Safety	Travel Time	Queue Analysis	Geometric Analysis	Primary Needs	Secondary Needs
					AM WBTR = LOS F, v/c 1.00	through 2015. Not identified as a high hazard location by ODOT screening.			curve through intersection.	northbound left-turn movement and westbound approach.	
Mobility	none	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	Address pedestrian connectivity between rental properties on Elstun Road and bus stops along Beechmont Avenue.
SR 32: SR 125 to Clough											
Congestion	Gets backed up. Traffic congestion.	none	n/a	n/a	n/a	17 total crashes from 2013 through 2015; an approximate 0.15-mile sub segment east of the Beechmont Avenue interchange was identified as a high hazard location . Rear-end and animal crashes represent 65% of the total crashes. Of the 17 total crashes on the segment, 12 (70%) occurred in the high hazard section. Within the high hazard segment, half of the crashes were rear-end crashes with the majority occurring from 4:00 PM to 6:00 PM in the northbound direction.	40% increase in the WB travel time during the AM peak-hour compared to the off-peak travel time.	n/a	No deficiencies	1. Address westbound AM peak-hour delays. 2. Address rear-end crashes.	none
Mobility	Bike path needs to connect to Lunken trail and the Ohio River Trail. Need to finish Anderson Twp Bike Path to Newtown.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Mobility/Access	Hiking biking trail access, link up to existing trails, expand / extend trials.	none									
Access	A train stop here would pull from Anderson Twp.		n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
Mobility	Would love to see light rail run along here instead of having to drive.										
Clough / SR 32 Intersection											
Congestion	Massive traffic here getting onto SR 32 from Clough. Need to widen road to 4 lanes. This was a goat path was never upgraded for modern day traffic. Create a new intersection. Poor alignment and lack of full movements limits obtaining full potential of intersection. Clough and 32 backups in morning, sometimes from 125. Inability to turn left from westbound 32. Improve intersection. This slows traffic on east 125. During morning rush hour there are long queues on Clough Pike at the SR 32 signal.	There are traffic queuing issues at Clough and SR 32.	No deficiencies	AM Clough = LOS F, v/c 1.01	AM Clough = LOS F, v/c 1.01	8 crashes at intersection from 2013 through 2015. Not identified as a high hazard location by ODOT screening.	n/a	AM Peak-Hour Max Queue WB = 1,025'	No deficiencies	Address capacity issues and long queue on Clough Pike approach.	none
Access	The right turn only lane is not marked well or with enough advance notice, so drivers unfamiliar with the area try to merge left. Seems like an area prone to accidents. Turning from Clough onto 32 east is a really severe, awkward turn. Left turns from 32 onto Clough.	none									
Safety	Frequent accidents.	There should be improvements to the Clough Pike interface with SR 32 to address safety issues.									
Mobility	Need Bike/Ped Facility up Clough Pike into Anderson Township.	Need connections from Saddleback to SR 32 and Clough to SR 125.	n/a	n/a	n/a	n/a	n/a	n/a	n/a	none	none
SR 32: Clough to West Newtown Corp Limit											
Congestion	Traffic flow can be improved with a study of signalization, turn lanes, signage and non invasive solutions! Single-lane traffic on OH-32 despite extremely high morning and evening traffic in both directions causes high congestion and the potential for significant delay due to break-downs and accidents and/or construction. (7 pins) This is where the congestion is worst during evening rush hour. Widen the high-way and install light-rail service in the center of a divided highway (pins are just west of Newton corp line). (5 pins) Make four lanes. Traffic from here to Eastgate during rush hour. Existing roadway; no additions needed. Congestion delays. Need for additional travel lanes through Newtown with pedestrian access. Needs multi lanes due to turning traffic. Too few lanes. Congestion during evening commute, backed up from soccer fields all the way to Newtown Road. Unacceptable. This part of 32 is rural-with a higher speed limit. PLEASE widen 32 here, and allow for 2 lane [cut off].	none	n/a	n/a	n/a	20 total crashes from 2013 through 2015; two small segments, the curve west of McCullough Run and in front of the entrance to Clear Creek Park were identified as a high hazard locations. Rear-end and fixed object crashes represent 55% of the total crashes. Of the 20 total crashes on the segment, 4 occurred in the high hazard section west of McCullough Run and 2 occurred in the high hazard section in front of the park. Two clusters of crashes along the segment; the high hazard section west of McCullough Run and at Turpin Lake Place, but no identified causal factor.	55% increase in the EB travel time during the PM peak-hour compared to the off-peak travel time.	PM peak-hour queues from the Church Street intersection impacts the eastbound direction of this segment.	Deficient horizontal degree of curvature for three curves. Both curves in the S curve and the curve at the corp. limit. Deficient vertical crest curve east of Turpin Lake Place.	1. Address eastbound PM peak-hour delays. 2. Address deficiencies at the 'S' curve.	1. Address deficient roadway grade east of Turpin Lake Place. 2. Correct deficient roadway curve at Newtown Corporation Limit. 3. Address roadway flooding issues.
Congestion/Access	Reduce congestion here and through Mariemont. Not enough routes to downtown/uptown.	none									
Access	Bridge over Little Miami and connect Route 32 to Red Bank Expressway. Red Bank Road should go to here. Bypass around or allow to go into town.	none									
Safety	Needs repair. Occasional flooding of road.	The "S" curves on SR 32 by the sod farms are an issue.									
Safety	New crossing system for future Five mile Trail connection to the Little Miami Trail.	none	n/a	n/a	n/a	n/a	n/a	n/a	n/a	1. Address pedestrian and bicycle connectivity from the Turpin Lake subdivision to the Little Miami Trail	1. Address bicycle connectivity from Newtown to Clear Creek Park.
Mobility	Need bike path connectivity into Anderson Township. Extend bike path to go all the way to downtown Cincinnati.										

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

Roadway
Pedestrian
Bicycle
Transit