



EASTERN CORRIDOR SEGMENTS II AND III (PID 86462)
**COMBINED LINWOOD/EASTERN INTERCHANGE AND
US 50/RED BANK INTERCHANGE FOCUS AREA
ADVISORY COMMITTEE MEETING #1**

R.G. CRIBBET RECREATION CENTER • FEB. 14, 2018

1:00 p.m. – 3:00 p.m.

Last summer, the Ohio Department of Transportation (ODOT) completed a Transportation Needs Analysis for Segments II and III of the Eastern Corridor. Developed in coordination with local communities and interest groups, the analysis identified and prioritized transportation issues that need to be addressed throughout the Segments II and III study area. During the next phase of planning, ODOT will use information from the analysis to develop recommended solutions for the Primary Needs identified in the report. Secondary Needs will be addressed as opportunity and funding allow.

To help guide its planning efforts, ODOT has formed Advisory Committees based on Segments II and III's six focus areas (see the attached Focus Area map). Each Focus Area has its own Advisory Committee, with the exception of the Linwood/Eastern Interchange and US 50/Red Bank Focus Areas, which are represented by one committee. Advisory Committee members include elected officials, transportation planning professionals, and community and interest group representatives. Committee members will assist with identifying, evaluating and prioritizing recommended solutions for transportation needs within their assigned Focus Area(s), as well as developing strategies for implementation.

Advisory Committees will convene for four work sessions throughout this process. Recommendations from the Advisory Committee meetings will be presented at a public meeting to be held later this year at which time the general public will have an opportunity to review and provide input on the recommendations before they are finalized.

The meeting on Wednesday, Feb. 14, was the first meeting held for the Combined Linwood/Eastern Interchange and US 50/Red Bank Interchange Focus Area Advisory Committee.

MEETING NOTES

MEETING OBJECTIVES

The objectives for this Advisory Committee meeting were to:

- Review transportation needs identified for the Combined Linwood/Eastern Interchange and US 50/Red Bank Interchange Focus Area [as presented in the [Eastern Corridor Segments II and III Transportation Needs Analysis Final Report \(July 2017\)](#)]
- Identify evaluation criteria
- Brainstorm preliminary concepts/solutions to be explored

WELCOME AND INTRODUCTIONS

Tom Arnold, ODOT project manager for Eastern Corridor Segments II and III, opened the Advisory Committee meeting by welcoming participants and thanking them for their participation. He outlined the structure of the meeting and emphasized that these meetings are intended to be collaborative working

sessions. Advisory Committee members should feel comfortable asking questions or commenting at any point during the presentation or workshop portion of the meeting. Additional questions may be submitted to ODOT by email following the meeting. Mr. Arnold then invited participants to introduce themselves and the organizations they represented. A list of meeting participants is provided with these notes.

PRESENTATION SUMMARY

Using a PowerPoint presentation, Mr. Arnold provided a brief overview of the Eastern Corridor Program and its component projects, as well as the evolution of Eastern Corridor Segments II and III. He reviewed tasks that were recently completed and used to develop the [Eastern Corridor Segments II and III Transportation Needs Analysis report](#). He then reviewed the role of the Advisory Committees prior to discussing how roadway management responsibilities are coordinated between ODOT and local jurisdictions. Mr. Arnold also provided an overview of ODOT's Project Development Process (noting that Segments II and III are currently in the planning phase), reviewed capital projects already being planned within the Segments II and III study area and briefly discussed possible funding avenues. Key points from Mr. Arnold's presentation included:

- The Eastern Corridor is not just a single project. Instead, it is a program of many projects and investments in our regional transportation network that are in various stages of completion. Much work has already been completed in Eastern Corridor Segments IV and IVa (Eastgate to Batavia) and the new Duck Creek Connector, a component of Segment I (Red Bank Corridor), opened in late 2017.
- Previously, ODOT evaluated the proposed realignment of SR 32 through Segments II and III (Red Bank Corridor to I-275/SR 32). ODOT determined that this option is not feasible due to potentially significant environmental impacts and construction costs. Instead, the project has changed course to focus on making improvements to the existing roadway network.
- Transportation needs in Segments II and III were identified based on the results of updated technical studies and comprehensive public outreach efforts. Public input was gathered through six focus area workshops (approximately 100 participants), a regional online survey (approximately 1,200 responses), a public meeting (approximately 100 attendees) and comments submitted online. At the same time, technical data – including traffic counts, an analysis of travel times and travel patterns, roadway geometry analyses and crash data – were revisited and updated.
- The role of the Advisory Committees is to guide the development, evaluation and refinement of recommended solutions to address Primary Transportation Needs that have been identified within Segments II and III. Committee members are to represent their communities/ organizations, share information with them and bring their concerns back to the planning table. The Committees' role is not to make decisions; their involvement is one part of a process that also will require looking at integration into the broader transportation system and impacts, coordinating with local governments and Native American tribal communities, and seeking further public input. Rather, the Committee's role is to help guide the process, represent local interests and provide recommendations regarding which concepts should be advanced through the solution development process.
- Ohio is a "home rule" state. This means that ODOT maintains interstates and U.S. routes outside of municipalities. Individual municipalities themselves are responsible for local routes and designated U.S. and state routes. ODOT values its relationships with local agencies and partners

with them on the development and implementation of transportation projects. Because many of the roads within Segments II and III are under local jurisdiction, funding for such projects will likely come from a variety of local and regional sources, supplemented by state and federal funds.

- Every potential project involving federal monies must go through the ODOT Project Development Process, which consists of five phases: planning, preliminary engineering, environmental engineering, final engineering and construction. The speed at which projects move through this process depends on their complexity. A simple project may move through the process in a year or two; projects that require right-of-way acquisition may take between three and five years; complex projects, such as highway interchanges, often take between five and seven years. We are currently in the planning phase for transportation improvements in Eastern Corridor Segments II and III.
 - Currently, funding exists just for the early stages of project development. Ninety percent of ODOT's funding goes toward taking care of the current network of roadways and bridges. ODOT also has funding for projects that improve safety and ensure safe routes to schools. TRAC funding is available for larger projects (generally \$12 million or more). Most projects require multiple funding sources. We are fortunate to have OKI (Ohio-Kentucky-Indiana Regional Council of Governments) in our region to serve as a conduit for federal transportation funds. OKI is responsible for approving every project needing federal transportation dollars in our area. Transportation funding is highly competitive, and decisions are typically data-based to ensure the best of the best projects rise to the top.
 - ODOT District 8 operates according to a six-year work plan that is updated annually. Most of these projects involve roadway resurfacing and minor bridge rehabilitation. There are a number of capital projects within this focus area that already have been approved and funded, including:
 - 2018 – Intersection improvements at Bells Lane and SR 32 in Clermont County. In addition to upgrades to the intersection of SR 32 with Mt. Carmel Tobasco Road/Bells Lane and SR 32 with Old SR 74, the project will incorporate pedestrian access needs identified in this area, including the addition of sidewalks on Mt. Carmel Tobasco Road and a pedestrian signal to cross SR 32 from Bells Lane. Construction will begin this summer (2018).
 - 2019 – Pavement repair project along US 50 from Fairfax through Mariemont to Terrace Park. ODOT will restripe US 50 eastbound to create a bike lane.
 - 2021 – Bikeways connector project that will link the Lunken Trail with the Little Miami Scenic Trail
 - Safety funding for the Village of Newtown to study widening SR 32 for turn lanes east of Little Dry Run in Newtown (near Burger Farm)
 - Dynamic Messaging – ODOT will be installing a dynamic message board (electronic signage) on I-275 at the SR 32 interchange and on SR-32 west of Glen Este Withamsville. Signage will provide real-time travel time estimates to downtown from that location.
- ODOT also received funding to research the effectiveness of providing travel time on non-freeway routes.

ODOT will consider these planned projects as opportunities for broader coordination with potential Eastern Corridor initiatives.

WORKSHOP SESSION

Following the presentation, the meeting shifted to a guided conversation about the transportation needs identified within the Combined Linwood/Eastern Interchange and US 50/Red Bank Interchange Focus Area and possible solutions to be further studied. To facilitate the conversation, these needs were organized into five main themes:

- Theme #1: SR 125/US 50/Eastern Avenue Connectivity
- Theme #2: Wooster Road and Wilmer Avenue
- Theme #3: US 50/Red Bank Connectivity
- Theme #4: US 50/Wooster/Meadowlark
- Theme #5: Bicycle and Pedestrian

Advisory Committee members were provided with a worksheet summarizing the identified needs pertaining to each theme and draft evaluation criteria. Preliminary concepts for possible solutions were also provided to help jumpstart discussion. Committee members were asked to provide feedback on the concepts shared to help the planning team further develop the concepts or eliminate them as options, if needed. Members were also invited to brainstorm additional concepts that weren't already on the list. A copy of the worksheets provided to Committee members, along with notes from the meeting, are attached. Summaries of the discussions held for each theme are presented below.

THEME #1: SR 125/US 50/EASTERN AVENUE CONNECTIVITY

The Committee reviewed and discussed potential concepts to address the identified needs. All concepts outlined on the worksheet were accepted for further consideration. No additional concepts were added for this theme as a result of the Advisory Committee's discussion. All concepts listed for Theme #1 will undergo preliminary analysis (performed by Stantec, ODOT's consultant for Eastern Corridor Segments II and III) to determine their potential viability and impacts. Results will be shared with the Advisory Committee at the next meeting, currently scheduled for later this spring.

Discussion points for Theme #1:

- At a high level, the issue in this area is connectivity from SR 125 (Beechmont Levee) to eastbound US 50 (Columbia Parkway) and from westbound US 50 to SR 125.
- US 50 is generally perceived to be underutilized between the Beechmont Levee and Red Bank Road. There is a desire to make better use of US 50 to improve traffic patterns and connectivity for those traveling north toward I-71, as well as to reduce volume on Linwood, Beechmont/SR 125 and Wooster Pike.
- Concepts include adding additional ramps at the SR 125 and US 50 interchange and closing the deficient ramp from Eastern Avenue to eastbound SR 125. The Committee considered whether it made sense to add a connection from westbound US 50 to SR 125/Beechmont Levee via creation of a loop ramp.
- Committee members discussed whether a full interchange could be created. A challenge is that traffic is very heavy here, so this could result in additional congestion on local roads. The focus is on providing movements that don't happen today.
- There is a need to calm traffic and make left turns easier at the intersection of SR 125/Beechmont Levee and Linwood. The Committee discussed whether a roundabout could

mitigate this issue, though there is a concern as to whether the area is too hilly for a roundabout.

- Traffic coming from eastbound US 50 exiting to SR 125 is forced to merge with additional traffic which creates a precarious situation for drivers. Merging challenges at this location are one of the reasons closing the deficient ramp from Eastern to eastbound SR 125 has been suggested. Additionally, sight distance is not good here and would be difficult to correct.
- A Committee member expressed concern that motorists traveling to I-71 from Beechmont/SR 125 and Linwood Avenue go through residential neighborhoods. The City of Cincinnati had supported the concept studied as part of the Eastern Corridor Program of realigning SR 32 and creating a new, direct connection with Red Bank because it would have redirected traffic from the neighborhood roads. Without the relocation of SR 32 moving forward, other concepts that tie new solutions into existing streets could potentially attract more traffic to local neighborhoods. The City's Department of Transportation and Engineering (DOTE) has not reviewed the ideas identified on the worksheet; therefore, it does not endorse them yet. All concepts must be evaluated in regard to impacts on local neighborhoods, as well as impacts on bike and pedestrian solutions, when studying these options.
- ODOT recognizes that this Committee is large and diverse. Even though the Committee may not agree 100 percent with each solution, ODOT hopes that the group can arrive at a consensus.
- The charge of the Advisory Committee will be to make recommendations that strike an appropriate balance for improving traffic and neighborhood connectivity. This is not an easy charge. All concepts will be evaluated, and simulations/models will be used to help determine the impacts (traffic flow, volume, environmental), as well as utility, right-of-way and tribal coordination needs, etc. Not all concepts suggested initially will be advanced forward.
- Signage changes might offer quick fixes to some issues. For example, current signs to I-71 from Beechmont/SR 125 direct traffic to use Wooster Pike. Signs could instead direct drivers to take US 50.

The Committee did not review the draft Evaluation Criteria outlined on the worksheet. ***Committee members are asked to review the criteria and provide feedback to ODOT by Monday, March 19.***

THEME #2: WOOSTER ROAD AND WILMER AVENUE (BEECHMONT CIRCLE)

The Committee reviewed and discussed potential concepts to address the identified needs. All concepts outlined on the worksheet were accepted for further consideration. One additional concept was added to the list based on the Advisory Committee discussion (see *Additional Concepts to be Evaluated for Theme #2* below); this idea has also been added in red on the attached worksheet. All concepts listed for Theme #2 will undergo preliminary analysis (performed by Stantec) to determine their potential viability and impacts. Results will be shared with the Advisory Committee at the next meeting, currently planned later in the spring.

Discussion points for Theme #2:

- The Committee discussed the possibility of replacing the intersections at Beechmont Circle and Wooster Road and Beechmont Circle and Wilmer Avenue with roundabouts. Committee members agreed that the intersections are confusing. The concept of roundabouts at these locations were identified via earlier public comment.

- New roadway connections that are considered should not cause further separation of the neighborhoods. One concept would be to make the connection at Wilmer and Wooster more like an interchange; could Wooster come around and under to become Wilmer? There is uncertainty as to whether this helps from a traffic perspective and whether it's a lot of work for minimal benefit.
- At the intersection of Beechmont Circle and Wilmer, turning right onto Wilmer is rarely an issue. More people want to turn left onto Beechmont. Is it possible to extend the turn lane?
- The Committee discussed pedestrian access between bus stops along SR 125 at the Beechmont Circle and the need to calm traffic on the Beechmont Levee/SR 125. There is a lot of traffic here, and few gaps in traffic across the Levee. When traveling from the Levee/SR 125 into Mt. Washington, the road feels like a freeway.
 - Possible solutions discussed include creating a grade separated interchange to connect Wilmer and Wooster. This could include a signal, pedestrian signal, pedestrian bridge and/or sidewalk improvements at Beechmont Circle.
- The Committee discussed public transit options in the area:
 - A Committee member asked whether it would be possible to consider a smaller-scale Oasis rail line (Downtown to Mariemont) or service similar to a streetcar in Fairfax/Mariemont. The City of Cincinnati said that this idea had been considered but was determined to be infeasible due to the expense and lack of potential ridership. There is also freight rail in this area, so use of the existing tracks would require commuter rail vehicles that could use the tracks simultaneously with freight service.
 - The Oasis Rail Transit study concluded that commuter rail between downtown and Clermont County is a viable option for the Eastern Corridor. It will be up to the region to decide how/if to move forward and that decision has not yet been made. To move forward, the project needs funding and a local sponsor.
 - A question was asked whether SORTA could increase bus service in the area. The Committee's SORTA representative said that SORTA has actually been cutting service in the area due to lack of ridership. However, SORTA has added hourly service along Red Bank in December.
- Due to its proximity to downtown and other resources, and the attractiveness of nearby bike paths, this area is likely to see more demand in the future for development and residential growth. This needs to be considered when planning transportation improvements. This growth could also impact nearby environmental justice communities.

Additional Concepts to Be Evaluated for Theme #2:

- Extend right turn on Beechmont Circle for turn onto Wilmer.

The Committee did not review the draft Evaluation Criteria outlined on the worksheet. ***Committee members are asked to review the criteria and provide feedback to ODOT by Monday, March 19.***

THEME #3: US 50/RED BANK CONNECTIVITY

The Committee reviewed and discussed potential concepts to address the identified needs. All concepts outlined on the worksheet were accepted for further consideration. No additional concepts

were added by the Advisory Committee. All concepts listed for Theme #3 will undergo preliminary analysis (performed by Stantec) to determine their potential viability and impacts. Results will be shared with the Advisory Committee at the next meeting, currently planned later in the spring.

Discussion points for Theme #3:

- In this area, Columbia Parkway has a lot of capacity available. ODOT is currently looking to see if smaller improvements will work before considering bigger, more costly options.
- Better signage could direct drivers traveling south on Red Bank to Colbank to Columbia Parkway where there is extra capacity. Signage should clarify which lanes drivers need to use when traveling to Fairfax.
- A Committee member asked how many people use the US 50 ramp on southbound Red Bank to get into Mariemont/Fairfax vs. taking Red Bank Road the entire way. Though numbers weren't available at the meeting, some Committee members suggested there is a lot of usage.
- One concept discussed involves signalizing the Colbank Road/US 50 ramp intersection. A concern expressed is the downward grade at this location, which could make it difficult to stop in snowy or icy conditions, particularly for freight traffic. Another suggestion was to install a continuous right turn lane. Left turns are the larger issue and are the cause of traffic queuing up at this location.
- Another proposed solution is to install a roundabout at the Colbank Rd/US 50 ramp. The significant truck traffic was raised as a concern, although ODOT noted that roundabouts can be designed to accommodate trucks.
- A question was asked whether flooding is a problem in this area. Committee members suggested they were unaware of flooding issues, though parts of the area are classified as a flood zone. Water drains onto Fair Lane, but not onto Red Bank.
- The Committee discussed the concept of reconfiguring the Red Bank/Colbank intersection or eliminating Red Bank/Colbank and Colbank/US 50 ramp intersections with a giant roundabout. Alternatively, Red Bank could be reconfigured into a folded diamond interchange with terminals operated as roundabouts.
- Among other considerations are lengthening storage lanes (the space designated for vehicles to line up in prior to turning) and adding dual westbound right turn lanes and dual northbound through lanes at the Red Bank/Colbank intersection.
- A new connection between Colbank and the existing intersection of Wooster/Red Bank was also discussed.
- Larger, more expensive suggestions to address transportation needs in this area would require a prioritized implementation plan. Implementation could be a matter of phasing, with smaller investments made now to get initial improvements on the ground immediately and pursuit of longer-term options in the future.
- Committee members noted that any solutions made in this area should not make other areas worse.

The Committee did not review the draft Evaluation Criteria outlined on the worksheet. ***Committee members are asked to review the criteria and provide feedback to ODOT by Monday, March 19.***

THEME #4: US 50/WOOSTER/MEADOWLARK

The Committee reviewed and discussed potential concepts to address the identified needs. All concepts outlined on the worksheet were accepted for further consideration. There were no additional concepts identified by the Advisory Committee at this meeting. However, a few additional concepts were discussed during the US 50 Corridor Focus Area Advisory Committee meeting held on February 20, 2018. These new ideas are noted below under *Additional Concepts to Be Evaluated for Theme #4* and have been added in green on the attached worksheet. All concepts listed for Theme #4 will undergo preliminary analysis (performed by Stantec) to determine their potential viability and impacts. Results will be shared with the Advisory Committee at the next meeting, currently planned later in the spring.

Discussion points for Theme #4:

- There are safety issues related to the end of US 50 as it approaches Fairfax. Drivers are quickly going from a high-speed area to a stop.
- There are backups at the intersection of US 50 and Meadowlark during the evening peak hours. ODOT is investigating signal timing throughout the entire corridor as part of an optimization effort. It is possible that some signals within the Fairfax, Mariemont and Newtown areas will be eligible for equipment upgrades without any local match costs. Not all signals are interconnected at this time. ODOT does not know yet that improving signal timing will fix all issues but hopefully it will help.
- At Meadowlark and US 50, a roundabout could be considered to calm traffic, serve as a gateway feature, and respond to the demand of through traffic. A roundabout might also attract more people from Wooster to US 50 where there is capacity for more volume. Considerations in planning roundabouts include the additional right-of way required and safety issues for pedestrians.
- Adding an extra lane added along Wooster Pike could allow a continuous right turn lane from Wooster Pike to Wooster Road.
- A question was asked whether it would be possible to reduce the speed limit on this eastbound section of US 50. ODOT said that doing so would require a speed study as speed limits are set by law, and study results would have to demonstrate that a change is warranted. Other potential options for reducing speed include signage improvements (e.g., “freeway ends”) and reducing the shoulder width.
- The City of Cincinnati expressed concern that any transportation solutions in this area could put more traffic on streets in residential neighborhoods. The City would like to keep traffic on Red Bank, which was designed for 45,000 vehicles per day and does not go through the heart of a neighborhood. This would keep Madison, Whetsel, Hyde Park and Linwood, as well as streets in Mt. Washington, safer for residents to walk, eat and shop. This is also why the City likes options for transit, bicycles and pedestrians.

Additional Concepts to Be Evaluated for Theme #4:

- The following concepts were added at the US 50 Corridor Focus Area Advisory Committee Meeting held on February 20, 2018. No additional concepts were added at this meeting.
- Add advance signing to alert drivers of drop right lane on eastbound US 50 at Wooster Road.

- Address right turn on red from northbound Wooster onto eastbound US 50. (It may be unclear which traffic must be yielded to as the single lane on US 50 begins in the intersection.)

The Committee did not review the draft Evaluation Criteria outlined on the worksheet. ***Committee members are asked to review the criteria and provide feedback to ODOT by Monday, March 19.***

THEME #5: BICYCLE AND PEDESTRIAN

The Committee reviewed and discussed potential concepts to address the identified needs. All concepts outlined on the worksheet were accepted for further consideration. A few additional ideas were added to the list based on the Advisory Committee discussion (see *Additional Concepts to be Evaluated for Theme #5* below); these new ideas have been added in red on the attached worksheet. All concepts listed for Theme #5 will undergo preliminary analysis (performed by Stantec) to determine their potential viability and impacts. Results will be shared with the Advisory Committee at the next meeting, currently planned later in the spring.

Discussion points for Theme #5:

- In looking at SR 125/US 50/Eastern Avenue connectivity from a bicycle and pedestrian perspective, current plans show Wasson Way going through Ault Park to connect with old Red Bank Road, link to the trail into Armleder Park and continue through to the rail yard behind Fairfax/Mariemont.

ACTION ITEM – Green Umbrella will provide the Committee with a copy of a 2015 study that investigated bike connection options

- There are two frequently-used bus stops along SR 125 in the Beechmont Circle area, and bus riders are sometimes forced to cross Beechmont Avenue/SR 125 traffic, which is a safety concern. Related discussion topics included:
 - Individuals regularly walk along Wooster to get to the bus stops. The Committee discussed whether the bus stops could be relocated closer to nearby communities/neighborhoods.
 - A pedestrian tunnel could be considered but may not be possible given the Levee. There are also public safety concerns with tunnels; however, walking across the Levee is a public safety concern, too.
 - ODOT noted that traffic levels and pedestrian access will drive what we look at.

ACTION ITEM – SORTA will provide ODOT with a count of how many riders typically use the bus stop at these locations.

- The Committee discussed creating a new connection from Eastern Avenue to Wooster Road to link bike paths with SR 125 and Wooster.

- A possible location exists east of Heekin at Eastern Avenue and crosses into Linwood Park over Wooster at Armleder.
- Another option to explore is reconnecting Beechmont Ct. under the existing viaduct.
- Some bike riders are currently crossing from Eastern to Wooster by passing through a parking lot at the end of Linwood, walking over the railroad tracks and using a well-worn path to get to Morse St., then riding on Hutton to Wooster.
- In terms of US 50/Red Bank connectivity, the right-of-way for Wasson Way recently purchased by the City of Cincinnati does not extend to Armleder or into Mariemont. There was discussion about continuing through to Clare Yards (located south of Miami Bluff Drive in Mariemont) and connecting with the Little Miami Trail in front of 50 West Brewing.
- The Committee discussed several other options for extending the Wasson Way path to Red Bank and the Little Miami Scenic Trail, including using the existing railroad trestles and paving the walking path through Ault Park (though some Committee members generally did not seem to support this idea).
 - The Committee's Green Umbrella representative mentioned that a number of alternatives for connecting Wasson Way to the Little Miami Scenic Trail through Armleder have been studied by the organization, including along the north side of US 50 and along Wooster, behind the recycling plant.

ACTION ITEM - Green Umbrella will provide a copy of their studies to ODOT.

Additional Concepts to Be Evaluated for Theme #5:

- Add pedestrian bridge over SR 125 at Beechmont Circle
- Add bike path or new road with bike lane from Eastern Avenue to Wooster Road across railroad tracks to connect with bike paths and SR 125, and Wooster. Possible locations:
 - Extend Heekin crossing into Linwood Park and over creek to Wooster at Armleder.
 - Reconnect Beechmont Court under Beechmont viaduct.
 - Unofficial crossing happening today between Linwood (extended) and Morse Street.
- Connect Wasson Trail to Armleder. Consider running on gravel path in Ault Park from Wasson Way to Old Red Bank. Also behind Cincinnati Paperboard along creek.
- Verify ridership using bus stops on SR 125 at Beechmont Circle.

The Committee did not review the draft Evaluation Criteria outlined on the worksheet. ***Committee members are asked to review the criteria and provide feedback to ODOT by Monday, March 19.***

CLOSING AND NEXT STEPS

The meeting ended at 3:00 p.m. Mr. Arnold thanked participants for their time and contributions. He noted that presentation materials and a meeting summary would be posted to the Segments II and III Advisory Committee page of the Eastern Corridor website (<http://easterncorridor.org/projects/red-bank-to-i275-sr32-segments-ii-and-iii/advisory-committee/>).

Committee members are invited to submit additional feedback and comments until Monday, March 19 (two weeks following the distribution of meeting minutes).

Stantec will evaluate the concepts discussed/suggested at today's session and share their results at the next Advisory Committee meeting.

MEETING PARTICIPANTS

Nathan Alley, Sierra Club
Caroline Ammerman, Stantec
Tom Arnold, ODOT
Tom Fiorini, Cincinnati Sports Club
John Gardocki, SORTA
Ted Hubbard, Hamilton County Engineer's Office
Joe Huskey, Village of Fairfax
Wade Johnston, Green Umbrella
Martha Kelly, Cincinnati DOTE
Bob Koehler, OKI
Heather McColeman, ODOT OES
Mike Misleh, Fairfax Community Council
Dan Policastro, Village of Mariemont
Dan Prevost, Mt. Lookout Community Council
Charles Rowe, ODOT
Mary Ann Schwartz, Village of Mariemont
Steve Shadix, Stantec
Christa Skiles, Rasor Marketing Communications
Karen Sullivan, Village of Mariemont
Laura Whitman, Rasor Marketing Communications

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 11, 2015, and executed by FHWA and ODOT.

LINWOOD-EASTERN FOCUS AREA WORKSHEET

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

Theme #1: SR 125/US 50/Eastern Avenue Connectivity		
Needs	Evaluation Criteria	Concepts
<p><u>Primary</u></p> <ul style="list-style-type: none"> Address lack of connectivity from SR 125 to eastbound US 50 and from westbound US 50 to SR 125. <p><u>Secondary</u></p> <ul style="list-style-type: none"> Address deficient roadway curves on SR 125 and interchange ramps. Address deficient roadway grade on SR 125 and on US 50. Address deficient sight distance at the eastbound US 50 exit ramp intersection with SR 125. Address deficient weave on the eastbound US 50 exit ramp to SR 125. Address lack of/limited wayfinding to improve regional connectivity. Address deficient roadway grade east of the viaduct. Address physical connectivity between SR125/US 50 interchange and Beechmont Avenue. Address lack of and limited wayfinding to improve regional connectivity. 	<ul style="list-style-type: none"> Provide more efficient travel patterns and destination linkages. Augment capacity and provide congestion relief. Reduce travel times and delays. Improve vehicular, bicycle, and pedestrian safety. Improve regional connectivity and accessibility to regional destinations including the airport, downtown Cincinnati, and Kenwood. Support and facilitate bus, rail, and TSM investments. Support existing and planned land use. Minimize environmental and community impacts. 	<ul style="list-style-type: none"> Add additional ramps at SR 125/US 50 interchange. Close deficient ramps from Eastern Avenue to EB US 50 exit ramp. Add better signing for traffic, and improve horizontal curve west of interchange. Install a roundabout at Beechmont/Linwood intersection. Add wayfinding signage Install better signing with connectivity to SR 125, Eastern Avenue, Linwood Avenue, and Beechmont Circle. (Existing signing to I-71 directs people to use Wooster instead of this route.)

LINWOOD-EASTERN FOCUS AREA WORKSHEET

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

Theme #2: Wooster Road and Wilmer Avenue		
Needs	Evaluation Criteria	Concepts
<p><u>Primary</u></p> <ul style="list-style-type: none"> Address localized connectivity travel patterns within Beechmont Circle. <p><u>Secondary</u></p> <ul style="list-style-type: none"> Address lack of and limited wayfinding to improve regional connectivity. Address roadway curve and grade deficiencies. Support access to future transit connections. 	<ul style="list-style-type: none"> Provide more efficient travel patterns and destination linkages. Augment capacity and provide congestion relief. Reduce travel times and delays. Improve vehicular, bicycle, and pedestrian safety. Improve regional connectivity and accessibility to regional destinations including the airport, downtown Cincinnati, and Kenwood. Support and facilitate bus, rail, and TSM investments. Support existing and planned land use. Minimize environmental and community impacts. 	<ul style="list-style-type: none"> Install roundabouts at Beechmont Circle/Wooster Road and Beechmont Circle/Wilmer Avenue. Create grade separated interchange to connect Wilmer and Wooster. Add better signing for auto connectivity Extend right turn lane on Beechmont Circle for turn onto Wilmer. Can be blocked by left turns at Wilmer waiting for signal.

US 50-RED BANK FOCUS AREA WORKSHEET

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

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

US 50-RED BANK FOCUS AREA WORKSHEET

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

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

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

LINWOOD-EASTERN & US 50-RED BANK FOCUS AREAS WORKSHEET

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

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

Segments II and III Focus Areas

