

# SR 125/SR 32 FOCUS AREA WORKSHEET

Red text represents edits made at Advisory Committee Meeting #1 held on 2/9/2018.

Theme #1: SR 32 - Clough Pike to Newtown		
Needs	Evaluation Criteria	Concepts
<p><u>Primary</u></p> <ul style="list-style-type: none"> <li>• Address eastbound PM peak-hour delays.</li> <li>• Address deficiencies at the 'S' curve.</li> </ul> <p><u>Secondary</u></p> <ul style="list-style-type: none"> <li>• Address deficient roadway grade east of Turpin Lake Place.</li> <li>• Correct deficient roadway curve at Newtown Corporation Limit.</li> <li>• Address roadway flooding issues.</li> </ul>	<ul style="list-style-type: none"> <li>• Provide more efficient travel patterns and destination linkages.</li> <li>• Augment capacity and provide congestion relief.</li> <li>• Reduce travel times and delays.</li> <li>• Improve vehicular, bicycle, and pedestrian safety.</li> <li>• Improve regional connectivity and accessibility to regional destinations including the airport, downtown Cincinnati, Kenwood, and the Red Bank Corridor.</li> <li>• Support and facilitate bus, rail, and TSM investments.</li> <li>• Support existing and planned land use.</li> <li>• Minimize environmental and community impacts.</li> </ul>	<ul style="list-style-type: none"> <li>• Improve signal timing.</li> <li>• <del>Add EB/WB through lanes on SR 32.</del></li> <li>• Correct 'S' curve with new horizontal geometry and consider vertical adjustment to alleviate flooding issue in this area.</li> <li>• Investigate traffic flow in Clear Creek Park to reduce backup on SR 32. Possible drop off area or 2<sup>nd</sup> drive.</li> <li>• Make Clear Creek Park exit right only and supply U-turn location on SR 32 in conjunction with pedestrian crossing location.</li> </ul>

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Theme #2: SR 32 - SR 125 to Clough Pike		
Needs	Evaluation Criteria	Concepts
<p><u>Primary</u></p> <ul style="list-style-type: none"> <li>• Address westbound AM peak-hour delays.</li> <li>• Address rear end crashes</li> <li>• Address capacity issues and long queues on Clough Pike approach to SR 32.</li> <li>• Address fixed object crashes on the ramps from SR 32 to westbound SR 125 and eastbound SR 125 to SR 32.</li> <li>• Address merging traffic deficiencies on the ramp from SR 32 to westbound SR 125.</li> </ul> <p><u>Secondary</u></p> <ul style="list-style-type: none"> <li>• Address ramp flooding issues.</li> <li>• Address deficient vertical grade under the SR 125 overpass and at the SR 125 ramps.</li> </ul>	<ul style="list-style-type: none"> <li>• Provide more efficient travel patterns and destination linkages.</li> <li>• Augment capacity and provide congestion relief.</li> <li>• Reduce travel times and delays.</li> <li>• Improve vehicular, bicycle, and pedestrian safety.</li> <li>• Improve regional connectivity and accessibility to regional destinations including the airport, downtown Cincinnati, Kenwood, and the Red Bank Corridor.</li> <li>• Support and facilitate bus, rail, and TSM investments.</li> <li>• Support existing and planned land use.</li> <li>• Minimize environmental and community impacts.</li> </ul>	<ul style="list-style-type: none"> <li>• Improve signal timing.</li> <li>• Add additional EB/WB through lanes.</li> <li>• Install dual left turn lanes from Clough onto SR 32 in conjunction with a 2<sup>nd</sup> receiving lane on SR 32.</li> <li>• Remove signal at Clough, add a flyover from Clough to SR 32 westbound. <b>Verify this does not create merging bottleneck at ramps to levee.</b></li> <li>• Modify all existing ramp at interchange to meet current standards.</li> <li>• Extend merge length.</li> <li>• Add westbound through lane extending to Wooster.</li> <li>• Install drainage pump for rain water and block backup water from River, under bridge.</li> <li>• <b>Roundabout at Clough &amp; SR 32.</b></li> <li>• <b>Improve Clough &amp; SR 32 intersection to allow full movements. Possible green tee intersection.</b></li> </ul>

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Theme #3: SR 125/Elstun		
Needs	Evaluation Criteria	Concepts
<p><u>Primary</u></p> <ul style="list-style-type: none"> <li>Address capacity issues for northbound left-turn movement and westbound approach.</li> </ul> <p><u>Secondary</u></p> <ul style="list-style-type: none"> <li>Address deficient roadway grade at strip mall.</li> <li>Address deficient roadway grade.</li> </ul>	<ul style="list-style-type: none"> <li>Provide more efficient travel patterns and destination linkages.</li> <li>Augment capacity and provide congestion relief.</li> <li>Reduce travel times and delays.</li> <li>Improve vehicular, bicycle, and pedestrian safety.</li> <li>Improve regional connectivity and accessibility to regional destinations including the airport, downtown Cincinnati, Kenwood, and the Red Bank Corridor.</li> <li>Support and facilitate bus, rail, and TSM investments.</li> <li>Support existing and planned land use.</li> <li>Minimize environmental and community impacts.</li> </ul>	<ul style="list-style-type: none"> <li>Improve signal timing.</li> <li>Extend NB left turn lane and add WB right turn lane.</li> <li>Address limited access to strip mall via access at Elston Road</li> <li>Modify ramp connections from Clough to/from SR 125 on the east to be a signalized intersection. Could eliminate stop controlled ramp with poor sight distance. Could also allow for bike/ped connection on exiting Clough Creek bridge.</li> <li>Reduce “freeway” feel of SR 125 approaching Beechmont Hill to calm traffic entering 35 mph zone, possibly with aesthetic treatments.</li> </ul>

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Theme #4: Bicycle and Pedestrian		
Needs	Evaluation Criteria	Concepts
<p><u>Primary</u></p> <ul style="list-style-type: none"> <li>• <i>Connect Little Miami Trail to Lunken Trail.*</i></li> <li>• Address pedestrian and bicycle connectivity from the Turpin Lake subdivision to the Little Miami Trail.</li> </ul> <p><u>Secondary</u></p> <ul style="list-style-type: none"> <li>• Address pedestrian and bicycle connectivity from Elstun Rd to Little Miami Trail.</li> <li>• Address pedestrian connectivity between rental properties on Elstun Rd and bus stops along SR 125.</li> <li>• Address pedestrian and bicycle connectivity from Newtown to Clear Creek Park.</li> </ul> <p><i>*Note: This primary need is now being advanced with funded project PID 107295.</i></p>	<ul style="list-style-type: none"> <li>• Provide more efficient travel patterns and destination linkages.</li> <li>• Improve vehicular, bicycle, and pedestrian safety.</li> <li>• Improve regional connectivity to existing and planned bike/ped facilities.</li> <li>• Support existing and planned land use.</li> <li>• Minimize environmental and community impacts.</li> </ul>	<ul style="list-style-type: none"> <li>• Make connection from Turpin Lake subdivision to Little Miami Trail with "mid-block" pedestrian crossing.</li> <li>• Connect SR 125 sidewalk to Little Miami Trail.</li> <li>• Add sidewalk to connect bus stops on SR 125 with rental properties on Elstun Rd.</li> <li>• <i>New bike/ped connection from Turpin Hills (Ropes Dr) to Little Miami Trail.</i></li> <li>• <i>New bike/ped connection from 5-mile trail to Little Miami Trail.</i></li> <li>• <i>Add sidepath along south side of SR 125 between Elstun Rd and Ranchvale Dr.</i></li> <li>• <i>Adjust lane widths on SR 125 to get bike/ped path on existing bridge over Clough Creek. (In conjunction with creation of ramp signalized intersection noted in SR 125/Elstun Concepts)</i></li> </ul>