



MEETING #2 NOTES

Meeting Objectives

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

Meeting Summary

Tommy Arnold, ODOT, opened the meeting at 9:30 a.m. and discussed the following:

- This is the second in a series of four Advisory Committee meetings for the SR 125/SR 32 Focus Area.
- This meeting is intended to be a working meeting. It will focus on reviewing the results of the preliminary studies completed for each concept discussed at the first Advisory Committee meeting; discussing possible refinements to be made to the concepts; and determining whether or not to advance each concept for further study.
- The concepts that the group will review today are not final.
- Following today's meeting, the consultant team will conduct more in-depth analysis on each concept the group advances for further study. The results will be shared at the third Advisory Committee meeting, which will be scheduled for sometime later this summer (likely August). At that meeting, the group will review the results, note any additional refinements to be made and determine which concepts to continue advancing.
- After the third Advisory Committee meeting, the recommended concepts will be presented to the public for review and input. ODOT is currently planning to hold the community meeting in September.

Meeting Summary (continued)

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

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

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

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

MEETING PARTICIPANTS

Nathan Alley, Sierra Club

Caroline Ammerman, Stantec

Tom Arnold, ODOT District 8

Brad Bowers, Anderson Township

Matt Crim, Stantec

Martha Kelly, City of Cincinnati DOTE

Bob Koehler, OKI

Becky Osinski, Great Parks of Hamilton County

Elissa Pogue, Mount Washington Community Council

Charlie Rowe, ODOT District 8

Steve Shadix, Stantec

Laura Whitman, Rasor Marketing Communications



Eastern Corridor Segments II and III SR 125/SR 32 Focus Area

Theme

SR 32 – CLOUGH PIKE TO NEWTOWN

Primary Needs identified for this theme:

- P1) Address eastbound PM peak-hour delays.
- P2) Address deficiencies at the 'S' curve.

Secondary Needs identified for this theme:

- S1) Address deficient roadway grade east of Turpin Lake Place.
- S2) Correct deficient roadway curve at Newtown Corporation Limit.
- S3) Address roadway flooding issues.

Concept not drawn.

DESCRIPTION

- Improve signal timing.

NEEDS MET

P1) Address eastbound PM peak-hour delays.

MEETING DISCUSSION AND COMMENTS

- The purpose is to improve traffic flow and alleviate backups at signals in Newtown.
- The issue is being addressed as part of the Signal Timing Study (STS) being conducted in the Village of Newtown Focus Area.

NEXT STEPS/RECOMMENDATION

- This concept is already covered in the Village of Newtown Focus Area (Concept: STS).

COMMENTS SUBMITTED
FOLLOWING THE 5/24 MEETING

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

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
		Addressed by STS, Village of Newtown Focus Area							ADDRESSED BY STS

Concept drawn on the following page.

DESCRIPTION

- Correct ‘S’ curve with new horizontal geometry and consider vertical adjustment to alleviate flooding issue in this area.
 - Located halfway between Clough Pike and Newtown.
 - Would straighten the road and raise it out of the floodplain.
 - Install a pedestrian underpass to the Little Miami Trail, located on the northwest side of SR 32.

NEEDS MET

P2) Address deficiencies at the ‘S’ curve.

MEETING DISCUSSION AND COMMENTS

- Proposed changes would improve travel safety along the road in this area.
- Currently, flooding causes periodic closures; raising the road out of the floodplain will help alleviate this problem.
 - Raising the road out of the floodplain would have an impact on nearby driveways.
- The speed limit along this stretch of SR 32 is marked as 55 mph, but only meets 45 mph design standards.
 - Lowering the speed limit in this area may be appropriate; a speed study would need to be conducted to make this determination.
- Excavation would be needed to install a new culvert under the road; if desired, this project could include excavation for a new bike/pedestrian underpass as well.
 - Excavation could be a concern due to cultural resources.
 - Even if an underpass is constructed, people may still access the bike path by crossing SR 32.
- Currently, this concept only looks at horizontal design; next steps would be to look at vertical design to further determine feasibility.
- Temporary paving/road would be needed during construction.
- This project can potentially include a bike path connection to the Five Mile Trail using neighborhood streets.

NEXT STEPS/RECOMMENDATION

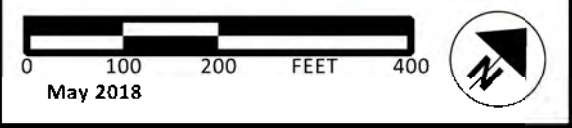
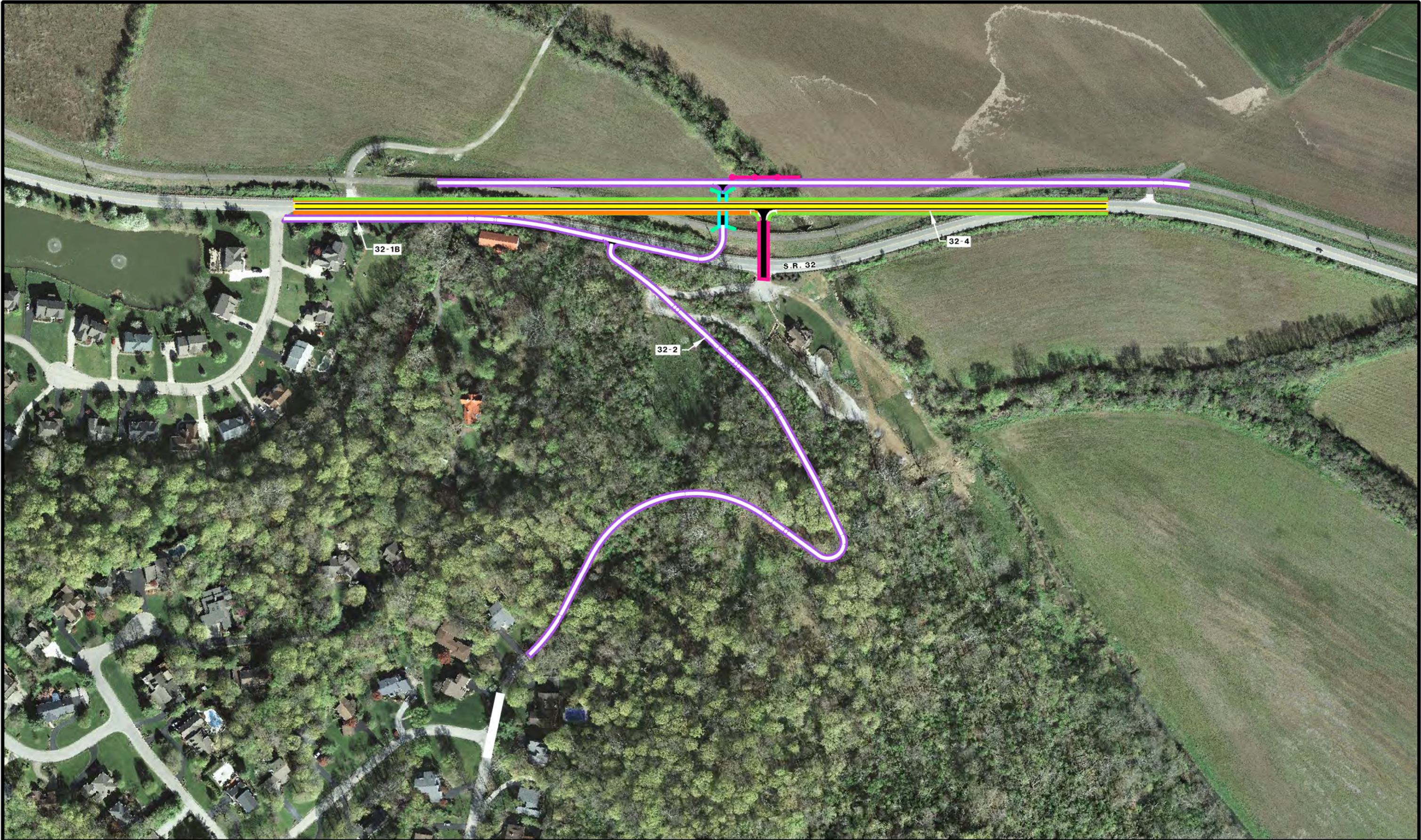
- Advance for further study.
- Consultant to look at whether or not a left turn lane should be added to assist vehicles with exiting the Turpin Lake residential area.

COMMENTS SUBMITTED
FOLLOWING THE 5/24 MEETING

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

- No comments received.

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



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

Figure 32-4
CORRECT 'S' CURVE

Concepts not drawn.

DESCRIPTION

- Concept 32-5
- Make Clear Creek Park exit a right only turn.
 - Supply a U-turn location on SR 32 in conjunction with a new pedestrian crossing location

- Concept 32-6
- Investigate traffic flow in Clear Creek Park to reduce backup on SR 32. Add possible drop off area or second drive.

NEEDS MET

None identified.

MEETING DISCUSSION AND COMMENTS

- Initial analysis of available Origin-Destination (O-D) data indicates an even split between vehicles turning left and right when entering and exiting the park.
- An at-grade pedestrian crossing is not recommended at this location due to the speed of vehicles on SR 32.

NEXT STEPS/RECOMMENDATION

- Concept 32-5
- No further study due to lack of demonstrated need.
- Concept 32-6
- No further study, but Anderson Township Parks may want to consider adding a second entrance/exit to facilitate traffic flow to and from the park.

COMMENTS SUBMITTED
FOLLOWING THE 5/24 MEETING

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

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
		Concept 32-5: Not evaluated due to lack of demonstrated need.							CONCEPT 32-5: NO FURTHER STUDY
		Concept 32-6: May be advanced by Anderson Township Parks.							CONCEPT 32-6: MAY BE ADVANCED BY ANDERSON TWP PARKS



Eastern Corridor Segments II and III

SR 125/SR 32 Focus Area

Theme

SR 32 – SR 125 TO CLOUGH PIKE

Primary Needs identified for this theme:

- P3) Address westbound AM peak-hour delays.
- P4) Address rear-end crashes.
- P5) Address capacity issues and long queues on Clough Pike approach to SR 32.
- P6) Address fixed-object crashes on the ramps from SR 32 to westbound SR 125 and eastbound SR 125 to SR 32.
- P7) Address merging traffic deficiencies on the ramp from SR 32 to westbound SR 125.

Secondary Needs identified for this theme:

- S4) Address ramp flooding issues.
- S5) Address deficient vertical grade under the SR 125 overpass and at the SR 125 ramps.

Concept not drawn.

DESCRIPTION

- Improve signal timing.
- Alleviate backups at Clough Pike signals.

NEEDS MET

- P3) Address westbound AM peak-hour delays.
- P5) Address capacity issues and long queues on Clough Pike approach to SR 32.

MEETING DISCUSSION AND COMMENTS

- A recently completed Signal Timing Study showed that there are opportunities to make traffic signal timing more efficient.
- ODOT has reviewed the consultant’s recommendations and will begin implementing the new timing this summer, beginning in June.

NEXT STEPS/RECOMMENDATION

- Advance for further study.

COMMENTS SUBMITTED
FOLLOWING THE 5/24 MEETING

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

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

Concept drawn on the following page.

DESCRIPTION

- Install dual left turn lanes from Clough onto SR 32 in conjunction with a second receiving lane on SR 32.

NEEDS MET

P5) Address capacity issues and long queues on Clough Pike approach to SR 32.

MEETING DISCUSSION AND COMMENTS

- Initial studies indicate that adding dual left turn lanes from Clough to SR 32 results in:
 - 43 percent decrease in delays during morning peak hours.
 - No decrease in delays during evening peak hours.

NEXT STEPS/RECOMMENDATION

- No further study. Concepts I-7b, I-7c and I-7d provide better operations. Widening Clough Pike to get dual turn lanes would impact existing retaining walls, adding cost and impacts.

COMMENTS SUBMITTED
FOLLOWING THE 5/24 MEETING

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

- No comments received.

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



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

Figure I-7A
DUAL LEFT LANES FROM CLOUGH PIKE

Concept drawn on the following page.

DESCRIPTION

- Remove signal at Clough Pike
- Add a flyover from Clough to SR 32 westbound.

NEEDS MET

P5) Address capacity issues and long queues on Clough Pike approach to SR 32.

MEETING DISCUSSION AND COMMENTS

- A flyover would provide a fluid connection from Clough to westbound SR 32.
 - It would eliminate the need for most movements to stop at the SR 32/Clough Pike intersection.
 - It would remove the need for a signal at the intersection, which would reduce delays.
- As drawn, the right turn from Clough to eastbound SR 32 is a very tight turn.
 - Consultant will determine if the turning radius can be improved and/or if a turn signal would be needed.

NEXT STEPS/RECOMMENDATION

- Advance for further study.
- Consultant to evaluate:
 - Impact of this concept on traffic flow to and from SR 125/Beechmont Levee.
 - Impact of free-flowing traffic on SR 32.
 - Impact on vehicles entering/exiting the Speedway gas station.
 - Relocation of bike trail.

COMMENTS SUBMITTED
FOLLOWING THE 5/24 MEETING

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

- No comments received.

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



0 100 200 FEET 400

May 2018

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

Figure I-7B

FLYOVER FROM CLOUGH PIKE TO S.R. 32 WESTBOUND AND RELOCATED BIKE TRAIL

Concept drawn on the following page.

DESCRIPTION

- Add a roundabout at the Clough Pike and SR 32 intersection.
 - This concept moves the interchange slightly to the northwest to area where the ground is more level.
 - It would require shifting a section of the bike path to the north.
 - SR 32 would remain at its current elevation.

NEEDS MET

- P5) Address capacity issues and long queues on Clough Pike approach to SR 32.

MEETING DISCUSSION AND COMMENTS

- Roundabouts offer the benefit of allowing traffic to flow continuously but at slower speeds.
- A roundabout at this location would allow vehicles on westbound SR 32 to turn left onto Clough Pike.
- Initial studies show that travel delays would be reduced during both morning and evening peak hours:
 - 82 percent reduction during morning peak hours.
 - 67 percent reduction in evening peak hours.
- Initial studies indicate that the benefits offered by constructing a roundabout will last longer than benefits offered by other proposed concepts.
- Concept would eliminate the weaving pattern caused by merging on and off SR 32 between Clough and Speedway.
- Adding turn lane options for entering/exiting the Speedway gas station is possible.
- Concept is not likely to impact bicyclists or pedestrians because they generally aren't on the road in this area.

NEXT STEPS/RECOMMENDATION

- Advance for further study.
- Consultant to evaluate costs, impacts and access needs of homes in the near vicinity.




COMMENTS SUBMITTED
FOLLOWING THE 5/24 MEETING

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

- No comments received.

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



  <p>MARCH 2018</p>	 <p>Stantec</p>	<p>Safety</p>	<p>Traffic Operations</p>	<p>Constructability Issues</p>	<p>Construction Cost</p>	<p>R/W Impacts</p>	<p>Environmental / Community Impacts</p>	<p>Support and/or Facilitate Multi-Modal</p>	<p>Improve Regional Connectivity</p>	<p>Improve Local Access</p>	<p>Figure I-7C ROUNDBOUT AT S.R. 32 AND CLOUGH PIKE INTERSECTION AND RELOCATED BIKE TRAIL</p>

Concept drawn on the following page.

DESCRIPTION

- Improve the Clough Pike and SR 32 intersection to allow full movement; possibly convert the intersection to a Green Tee configuration.
 - A Green Tee intersection is a three-way intersection that allows traffic to flow continuously when traveling straight in one direction and provides traffic signals for all other traffic movements.

NEEDS MET

- P5) Address capacity issues and long queues on Clough Pike approach to SR 32.

MEETING DISCUSSION AND COMMENTS

- Constructing a Green Tee intersection will allow SR 32 westbound to flow continuously.
- Concept allows for vehicles on westbound SR 32 to turn left onto Clough Pike.
- Initial studies indicate:
 - 48 percent reduction in morning peak-hour delays.
 - 5 percent reduction in evening peak-hour delays.
- This concept would require SR 32 to be widened in spots. However, the slope and geology in the area pose challenges to widening the road.
- Committee asked the consultant team to:
 - Determine if the lane for vehicles merging from Clough to SR 32 westbound is long enough.
 - Determine how access to and from Speedway will be impacted without a signal at the Clough/SR 32 intersection.

NEXT STEPS/RECOMMENDATION

- Advance for further study.

COMMENTS SUBMITTED
FOLLOWING THE 5/24 MEETING

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

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
NEUTRAL	IMPROVES	MODERATE	\$5 - \$10 MILLION	PROPERTY TAKES	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	IMPROVES	ADVANCE

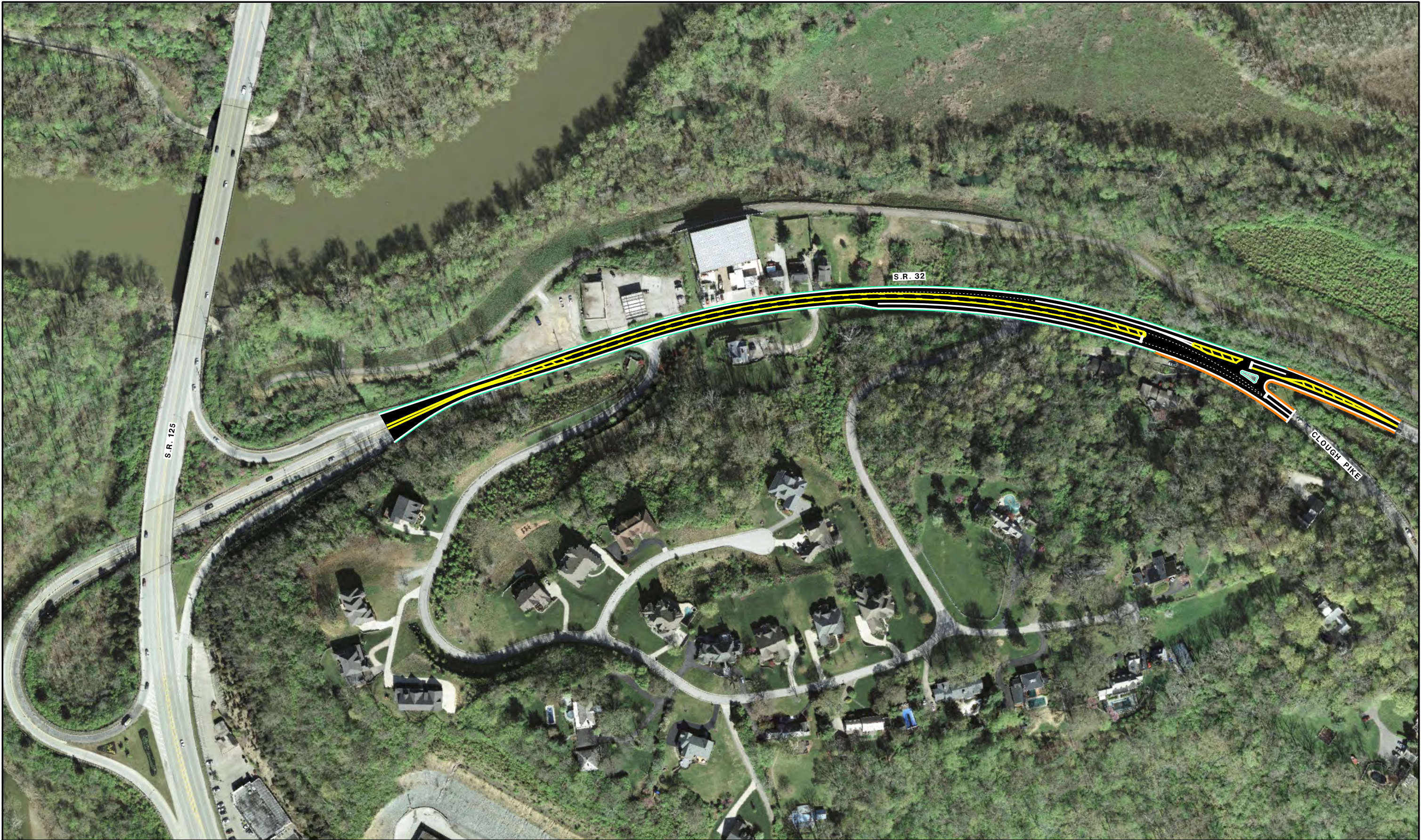


Figure I-7D CLOUGH PIKE AND S.R. 32 GREEN TEE INTERSECTION									
Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access	



Eastern Corridor Segments II and III

SR 125/SR 32 Focus Area

Theme

SR 125/ELSTUN

Primary Needs identified for this theme:

P8) Address capacity issues for northbound left-turn movement and westbound approach.

Secondary Needs identified for this theme:

S6) Address deficient roadway grade at strip mall.
S7) Address deficient roadway grade.

Concept drawn on the following page.

DESCRIPTION

- Modify all existing ramps at the interchange to meet current standards.

NEEDS MET

- P7) Address merging traffic deficiencies on the ramp from SR 32 to westbound SR 125.

MEETING DISCUSSION AND COMMENTS

- The biggest changes with this concept would take place on SR 32.
- The concept would bring the interchange design up to current ODOT standards (best practices).
- This concept is not able to meet all standards:
 - Does not address the sag curve under SR 125.
 - Cannot correct problems with flooding.
 - Does not lengthen merging lengths on SR 32.

NEXT STEPS/RECOMMENDATION

- No further study because the concept does not adequately meet current standards.

COMMENTS SUBMITTED
FOLLOWING THE 5/24 MEETING

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

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



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

Figure X-1A
EXISTING RAMPS AT INTERCHANGE
WITH CURRENT STANDARDS

Concept not drawn.

DESCRIPTION

- Install friction pavement to address crashes on ramps in wet conditions.

NEEDS MET

- P6) Address fixed object crashes on the ramps from SR 32 to westbound SR 125 and eastbound SR 125 to SR 32.

MEETING DISCUSSION AND COMMENTS

- Friction pavement is a roughened surface treatment applied to road that enables vehicle tires to better grip the roadway, particularly during wet weather.

NEXT STEPS/RECOMMENDATION

- Advance for further study.

COMMENTS SUBMITTED
FOLLOWING THE 5/24 MEETING

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

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

Concept drawn on the following page.

DESCRIPTION

- Extend merge length on ramp from westbound SR 32 to westbound SR 125.
 - Current merge lane is about 200 feet short.
 - Work can be done with restriping lanes (no widening needed).
 - The result would be an 11 foot lane with a 1 foot shoulder.

NEEDS MET

- P7) Address merging traffic deficiencies on the ramp from SR 32 to westbound SR 125.

MEETING DISCUSSION AND COMMENTS

- This concept would require narrowing the existing shoulder to provide space for the longer merge lane. However, the width of the remaining shoulder would still be within design standards.
- The south side of bridge across Little Miami River is being widened as part of a current project (PID 107295) to provide a bike path.
 - CMAC funding has been awarded to the City; Great Parks will manage the project.
 - Project to undergo construction in summer 2020.
- People currently walk across the north side (westbound) of the Little Miami River bridge; their safety will need to be considered as part of this project
- Skytop Pavilion will be redeveloped for residential use (apartments), which will add more vehicular and pedestrian traffic in the area.

NEXT STEPS/RECOMMENDATION

- Advance for further study.

COMMENTS SUBMITTED
FOLLOWING THE 5/24 MEETING

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

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



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

Figure X-1C
 EXTEND MERGE LENGTH ON RAMP FROM
 WESTBOUND S.R. 32 TO WESTBOUND S.R. 125

Concept drawn on the following page.

DESCRIPTION

- Add a westbound through-lane on the Beechmont Levee (SR 125) extending between SR 32 and Wooster using the existing shoulder.
 - Would create three westbound lanes.
 - The westbound curb lane would be dropped at Wooster.
 - The result would be three 11-foot westbound lanes with a 4-foot shoulder (eastbound lanes would remain the same).

NEEDS MET

- P7) Address merging traffic deficiencies on the ramp from SR 32 to westbound SR 125.

MEETING DISCUSSION AND COMMENTS

- Room for the new lane can be obtained by restriping the existing pavement (no widening would be needed).
- This work could be incorporated into any project planned along this stretch of SR 125.
- Initial analysis indicates:
 - A 24 percent decrease in delays during morning peak-hours
 - A 34 percent decrease in delays during evening peak-hours

NEXT STEPS/RECOMMENDATION

- Advance for further study.
- Consultant to conduct a traffic analysis to determine how adding a third lane would impact westbound traffic.
 - Consultant will also evaluate the possibility of narrowing the two 12-foot eastbound lanes by one foot to narrow eastbound lane by one foot lane and provide space to increase one westbound lane by one foot.
- City of Cincinnati DOTE will check to see if any projects are already being planned in the area.

COMMENTS SUBMITTED
FOLLOWING THE 5/24 MEETING

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

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



0 200 400 FEET 800

May 2018

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

Figure X-1D

WESTBOUND THROUGH LANE EXTENDING TO WOOSTER ROAD

Concept not drawn.

DESCRIPTION

- Install a drainage pump that can be activated to remove ponded rainwater and overflow from the Little Miami River in the swale on the SR 32 ramp that travels under the bridge from SR 125.

NEEDS MET

S4) Address ramp flooding issues.

MEETING DISCUSSION AND COMMENTS

- This project would install the infrastructure needed to support a temporary pump that could be transported to the site during flooding situations.
 - Pump would be moved on-site when needed.
 - Installing a permanent pump is not being considered at this time because flooding is infrequent; the maintenance costs of a permanent pump could potentially exceed benefits.

NEXT STEPS/RECOMMENDATION

- Advance for further study.

COMMENTS SUBMITTED
FOLLOWING THE 5/24 MEETING

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

- No comments received.

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

Concept drawn with Concept 125-4 on the following page.

DESCRIPTION

- Modify ramp connections from SR 32 to eastbound SR 125 to allow for a bicycle/pedestrian connection on existing Clough Creek Bridge.
- This concept would improve accessibility during flooding conditions.

NEEDS MET

- S4) Address ramp flooding issues.
- S8) Address pedestrian and bicycle connectivity from Elstun Road to the Little Miami Trail.

MEETING DISCUSSION AND COMMENTS

- In addition to providing bike/pedestrian access on the south side of SR 125, this concept would include placing an emergency traffic signal on SR 125 near the entrance of the strip mall.
 - Signal would allow vehicles to make a protected U-turn and access SR 32 from westbound SR 125.
 - The new signal would function as an emergency signal only when underpass ramps are flooded.
- This concept modifies the ramp configuration to more traditional intersection.
- Concept X-1g appears to work better.

NEXT STEPS RECOMMENDATION

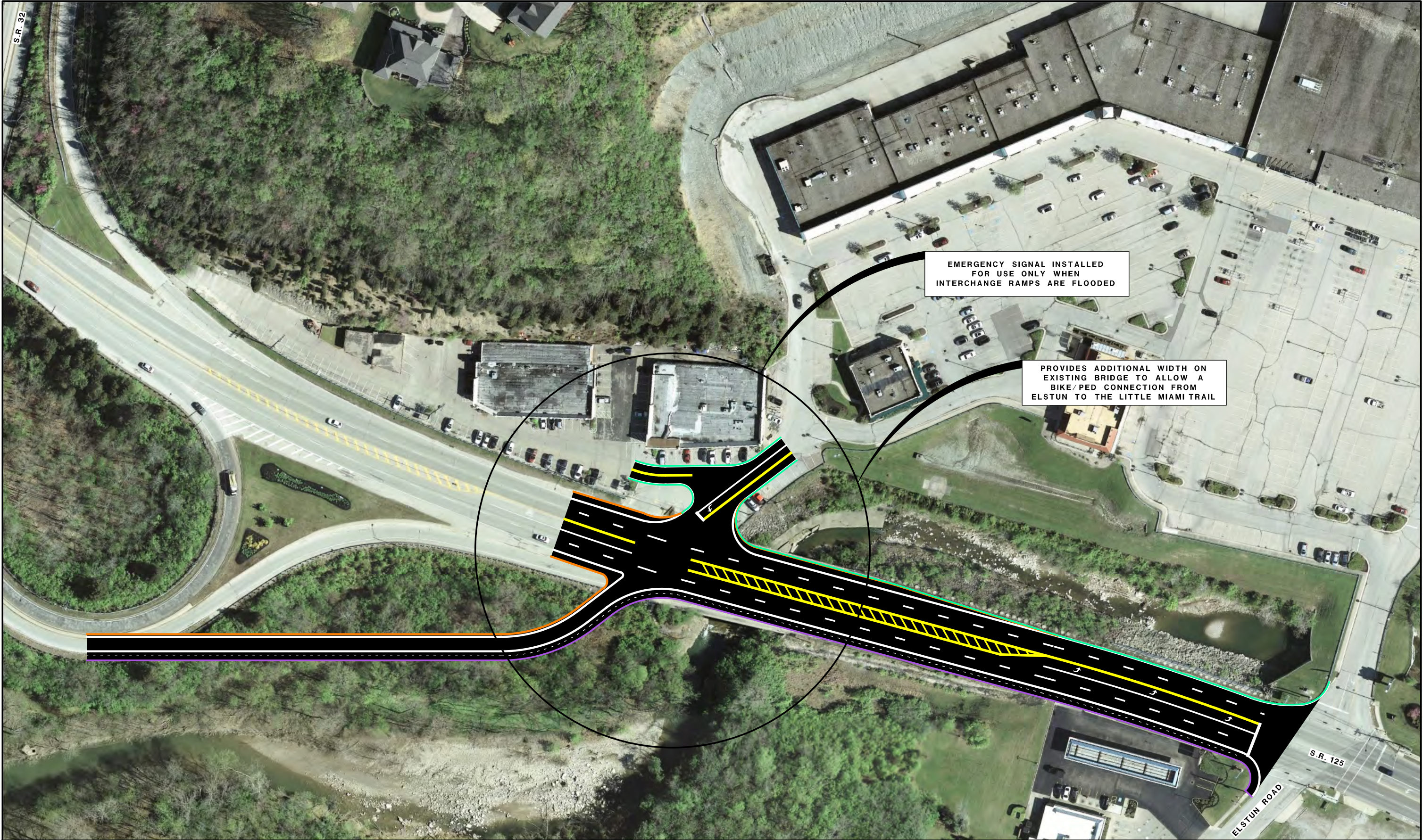
- No further study because Concept X-1g appears to function better.

COMMENTS SUBMITTED
FOLLOWING THE 5/24 MEETING

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

- No comments received.

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



 May 2018			Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access	Figure X-1F and 125-4 MODIFY RAMP CONNECTION FROM S.R. 32 TO S.R. 125 TO SIGNALIZED INTERSECTION

Concept drawn with Concept 125-4.

DESCRIPTION

- Add a roundabout at the ramp connection from SR 32 to Eastbound SR 125.
 - Allows for a bicycle/pedestrian connection on the existing Clough Creek bridge
 - Can function as an emergency connection when underpass ramps are flooded
 - Calms traffic coming off the Beechmont Levee.

NEEDS MET

- S4) Address ramp flooding issues.
- S8) Address pedestrian and bicycle connectivity from Elstun Road to the Little Miami Trail.

MEETING DISCUSSION AND COMMENTS

- Concept provides space on bridge over Clough Creek for bike/pedestrian connection.
- Facilitates access to SR 125/Clough during flooding events.
- Roundabouts slow vehicles down but allow for continuous movement.
- Initial analysis indicates concept would provide a Level of Service (LOS) D during morning peak hours and LOS C during evening peak hours.
- Skytop Pavilion is being redeveloped into approximately 230 apartments. The buildings containing businesses to the immediate west of Skytop will remain.

NEXT STEPS/RECOMMENDATION

- Advance for further study.
- Consultant to consider moving parking lot access along the north side of the roundabout to an alternate location.
- Consultant to look at adding turn lanes to facilitate access to and from Skytop Pavilion.

COMMENTS SUBMITTED
FOLLOWING THE 5/24 MEETING

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

- No comments received.

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

Concept drawn with Concept X-1g on the following page.

DESCRIPTION

- Adjust lane widths on SR 125 to get a bicycle/pedestrian path on the existing bridge over Clough Creek.
 - This concept works in conjunction with the creation of a ramp signalized intersection.

NEEDS MET

- S8) Address pedestrian and bicycle connectivity from Elstun Road to the Little Miami Trail.

MEETING DISCUSSION AND COMMENTS

- Concept provides space for a bike path along the south side of SR 125.

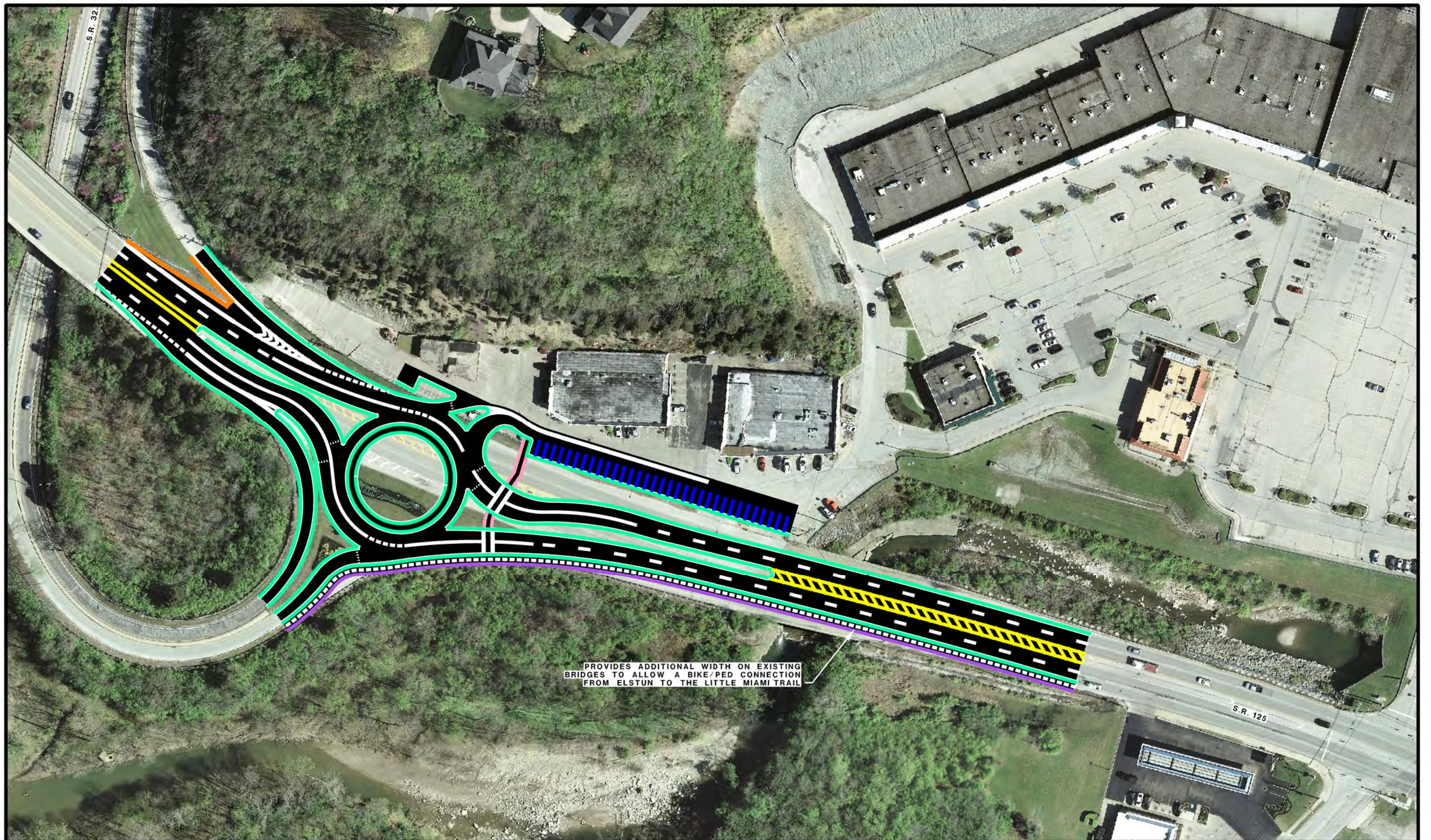
NEXT STEPS/RECOMMENDATION

- Advance with X1-g.

COMMENTS SUBMITTED
FOLLOWING THE 5/24 MEETING

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

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	IMPROVES	IMPROVES	IMPROVES	ADVANCE WITH X1-g



PROVIDES ADDITIONAL WIDTH ON EXISTING
BRIDGES TO ALLOW A BIKE/PED CONNECTION
FROM ELSTUN TO THE LITTLE MIAMI TRAIL

0 50 100 200
FEET
May 2018



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

Figure X-1G and 125-4
MODIFY RAMP CONNECTION FROM S.R. 32 TO S.R. 125
TO ROUNDABOUT

Concept not drawn.

DESCRIPTION

- Reduce “freeway” feel of SR 125 approaching Beechmont Hill to calm traffic entering the 35 mph zone, possibly with aesthetic treatments.

NEEDS MET

None identified.

MEETING DISCUSSION AND COMMENTS

- Issue would be addressed with Concept X1-g.

NEXT STEPS/RECOMMENDATION

- Advance as part of Concept X1-g.

COMMENTS SUBMITTED
FOLLOWING THE 5/24 MEETING

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

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
	This issue would be addressed a part of Concept X1-g and was therefore not evaluated.								ADVANCE WITH CONCEPT X-1g

Concept not drawn.

DESCRIPTION

- Improve access management to the strip mall.

NEEDS MET

None identified.

MEETING DISCUSSION AND COMMENTS

- Issue is addressed with Concept X1-g.

NEXT STEPS/RECOMMENDATION

- Advance as part of Concept X1-g.

COMMENTS SUBMITTED
FOLLOWING THE 5/24 MEETING

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

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
	This issue would be addressed a part of Concept X1-g and was therefore not evaluated.								ADVANCE WITH CONCEPT X-1g

Concept not drawn.

DESCRIPTION

- Improve signal timing.

NEEDS MET

P8) Address capacity issues for northbound left-turn movement and westbound approach.

MEETING DISCUSSION AND COMMENTS

- This signal is outside of the Signal Timing Study (STS) corridors, but signal timing will be reviewed for possible changes.

NEXT STEPS/RECOMMENDATION

- No further study at this time. With proposed development changes at Skytop, any adjustments to this signal would need to be made with the development Traffic Impact Study, which is not currently available.

COMMENTS SUBMITTED
FOLLOWING THE 5/24 MEETING

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

- No comments received.

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

Concept drawn with Elstun-1 on the following page.

DESCRIPTION

- Extend the northbound left turn lane on Elstun.
- Add a westbound right turn lane on SR 32 to Elstun.

NEEDS MET

P8) Address capacity issues for northbound left-turn movement and westbound approach.

MEETING DISCUSSION AND COMMENTS

- Initial analysis indicated minimal delay reductions:
 - Approximately 8 percent during morning peak hours
 - Zero percent during evening peak hours
- Consultant evaluated replacing the intersection with a roundabout as suggested in Meeting 1, but the concept (I-22c) did not work:
 - It disrupted traffic flow.
 - Existing topography cannot accommodate a roundabout.
 - A roundabout would better serve the intersection farther west (see Concept X-1g).

NEXT STEPS/RECOMMENDATION

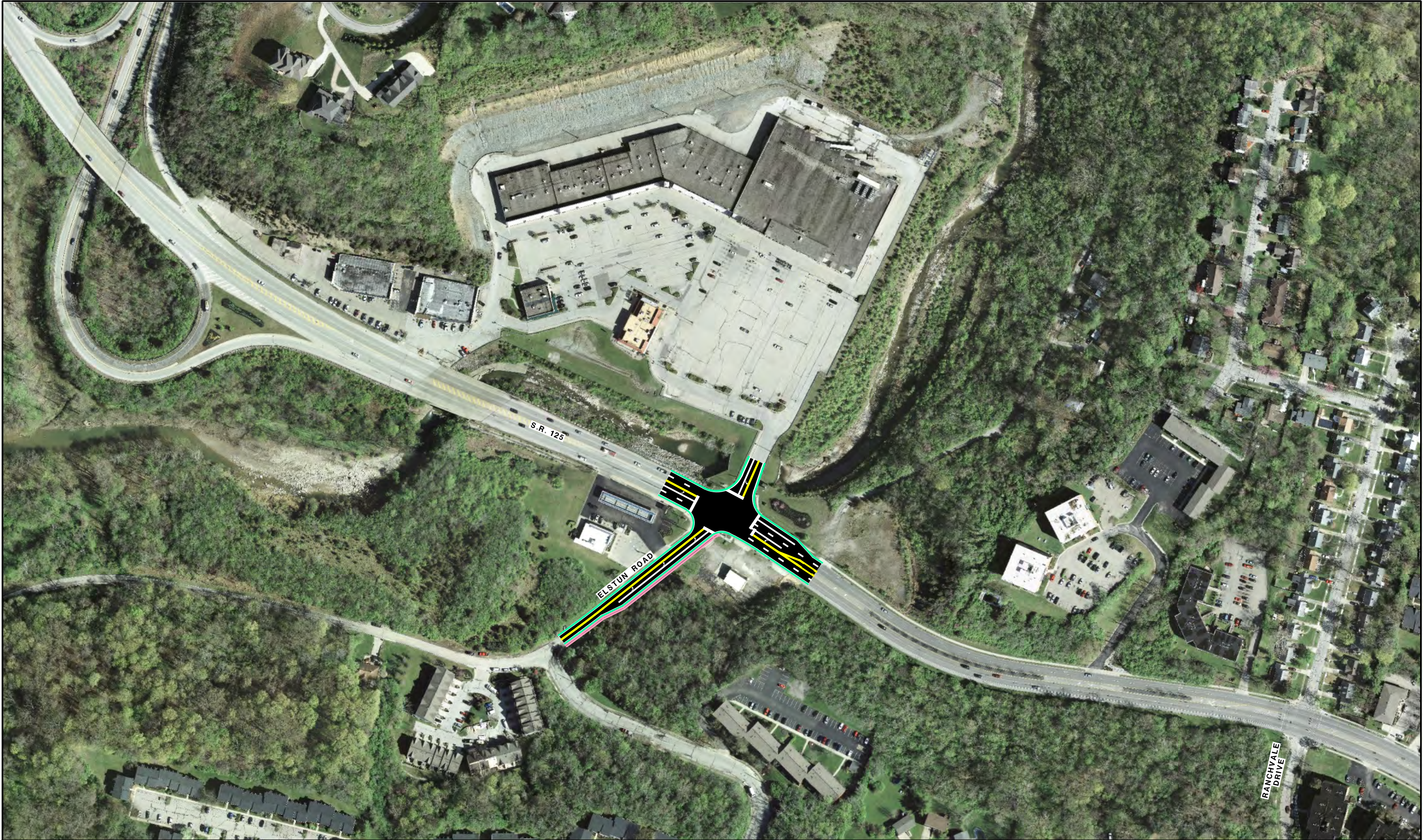
- No further study at this time. With proposed development changes at Skytop, any intersection improvements are contingent on development.

COMMENTS SUBMITTED
FOLLOWING THE 5/24 MEETING

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

- No comments received.

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



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

Figure I-22B and Elstun-1
NORTHBOUND LEFT TURN LANE AND WESTBOUND RIGHT TURN LANE EXTENDED ON S.R. 125 AND ELSTUN.
SIDEWALK CONNECTION FROM S.R. 125 TO RENTAL PROPERTIES



Eastern Corridor Segments II and III

SR 125/SR 32 Focus Area

Theme

BICYCLE AND PEDESTRIAN

Primary Needs identified for this theme:

- P9) Connect the Little Miami Trail to the Lunken Trail.*
- P10) Address pedestrian and bicycle connectivity from the Turpin Lake subdivision to the Little Miami Trail.

* *Note: This primary need is now being advanced with funded project PID 107295.*

Secondary Needs identified for this theme:

- S8) Address pedestrian and bicycle connectivity from Elstun Road to the Little Miami Trail.
- S9) Address pedestrian connectivity between rental properties on Elstun Road and bus stops along SR 125.
- S10) Address pedestrian and bicycle connectivity from Newtown to Clear Creek Park.

Concept not drawn.

DESCRIPTION

- Make a connection from the Turpin Lake subdivision to the Little Miami Trail with "mid-block" pedestrian crossing.
 - Path would start at Turpin Lake Place, travel along the south side of SR 125 for about 150 feet to access the road and Little Miami Trail on the north side of SR 125.

NEEDS MET

P10) Address pedestrian and bicycle connectivity from the Turpin Lake subdivision to the Little Miami Trail.

MEETING DISCUSSION AND COMMENTS

- Provides an at-grade crossing to the Little Miami Trail from Turpin Lake Place.
- Speed of traffic on SR 32 may be a concern for implementation.
 - Perhaps rectangular rapid flashing beacons (RRFB) that advise vehicles to slow down could be installed prior to the crossing. The self-sensing beacons would be activated only when someone is using the crossing.
- This concept primarily benefits Turpin Lake Place residents (and any future bike connections that may be routed along Turpin Lake Place).

NEXT STEPS/RECOMMENDATION

- Advance for further study.

COMMENTS SUBMITTED
FOLLOWING THE 5/24 MEETING

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

- No comments received.

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

Concept drawn with Concept 32-2.

DESCRIPTION

- Make a connection from the Turpin Lake subdivision to the Little Miami Trail with "mid-block" pedestrian crossing.
 - New bike/pedestrian path alignment would go from Turpin Lake Place to approx. 1,000 feet east on SR 32 to the proposed pedestrian underpass (see concept 32-4).

NEEDS MET

- P10) Address pedestrian and bicycle connectivity from the Turpin Lake subdivision to the Little Miami Trail.

MEETING DISCUSSION AND COMMENTS

- If built, the underpass may flood at times, which may be a concern
 - The bike trail would likely be closed during flooding events, so this may not be an issue.
- People often tend to gravitate toward the easiest access point, which may simply be walking across the road instead of using the underpass.
 - Bicyclists and pedestrians opting to go over the surface of SR 32 will have to cross traffic traveling at 45+ mph.
- If the grade of the road is raised to get it out of the floodplain (see concept 32-4), the bike trail could also be raised to the same level as part of the project.

NEXT STEPS/RECOMMENDATION

- Advance with concept 32-4.

COMMENTS SUBMITTED
FOLLOWING THE 5/24 MEETING

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

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	SIMPLE	< \$5 MILLION	NONE	MODERATE (D1/D2)	IMPROVES	IMPROVES	IMPROVES	ADVANCE WITH 32-4

Concept drawn with Concept 32-1b on the following page.

DESCRIPTION

- Create a new bicycle/pedestrian connection from Turpin Hills (Ropes Drive) to the Little Miami Trail.

NEEDS MET

None identified.

MEETING DISCUSSION AND COMMENTS

- The concept would connect the Five Mile Trail to the Little Miami Trail by using residential streets in the Turpin Hills subdivision and a new bike path alignment added to Ropes Drive.
- The connection between the new bike trail and the Little Miami Trail would be located at the SR 32 underpass located approx. 1,000 feet east of Turpin Lake Place (see concept 32-4).

NEXT STEPS/RECOMMENDATION

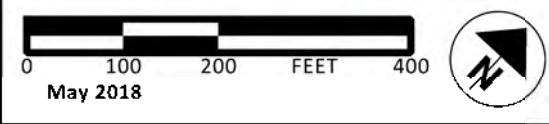
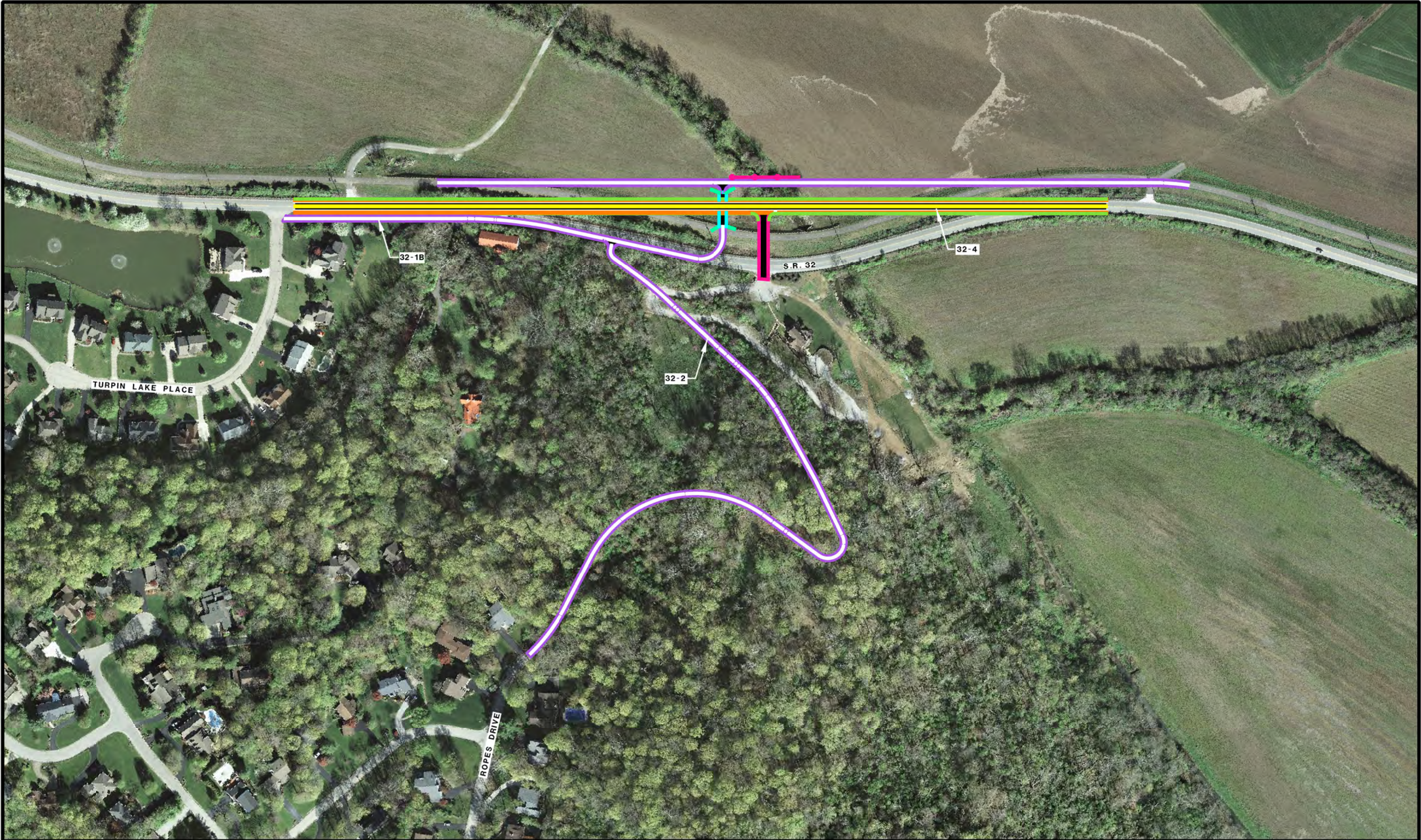
- Advance for further study.

COMMENTS SUBMITTED
FOLLOWING THE 5/24 MEETING

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

- No comments received.

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



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

Figure 32-1B and 32-2
SHARED USE PATH FROM TURPIN LAKE PLACE AND ROPES DRIVE TO THE LITTLE MIAMI TRAIL

Concept drawn on the following page.

DESCRIPTION

- Create a new bicycle/pedestrian connection from the Five Mile Trail to the Little Miami Trail.
 - The shared-use path would travel from Turpin View Drive to Newtown Road, then from Newtown Road to the Newtown/Ragland intersection. From there, the path would follow new alignment to Turpin Lane, then cross SR 32 near West Street and continue west to join the Little Miami River Trail along electric lines near Clear Creek Park.

NEEDS MET

- S10) Address pedestrian and bicycle connectivity from Newtown to Clear Creek Park.

MEETING DISCUSSION AND COMMENTS

- This concept would require acquiring right-of-way or an easement for the portion of the path that would travel on new alignment.

NEXT STEPS/RECOMMENDATION

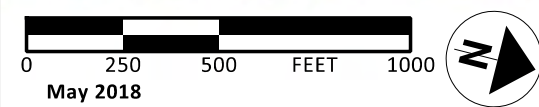
- Advance for further study.
- Consultant to evaluate the bike path’s potential footprint in more depth and how the path would fit within the existing area as well as its constraints and potential impacts.

COMMENTS SUBMITTED
FOLLOWING THE 5/24 MEETING

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

- No comments received.

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



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

Figure 32-3
SHARED USE PATH FROM FIVE MILE TRAIL
TO THE LITTLE MIAMI TRAIL

Concept drawn with Concept I-22b on the following page.

DESCRIPTION

- Add a sidewalk on the east side of Elstun to connect bus stops on SR 125 with rental properties on Elstun Road.
 - Sidewalk would extend between Spindlehill and SR 125

NEEDS MET

- S9) Address pedestrian connectivity between rental properties on Elstun Road and bus stops along SR 125.

MEETING DISCUSSION AND COMMENTS

- Anderson Township may also want to consider adding a sidewalk along the access road from SR 125 to the Skytop Pavilion.

NEXT STEPS/RECOMMENDATION

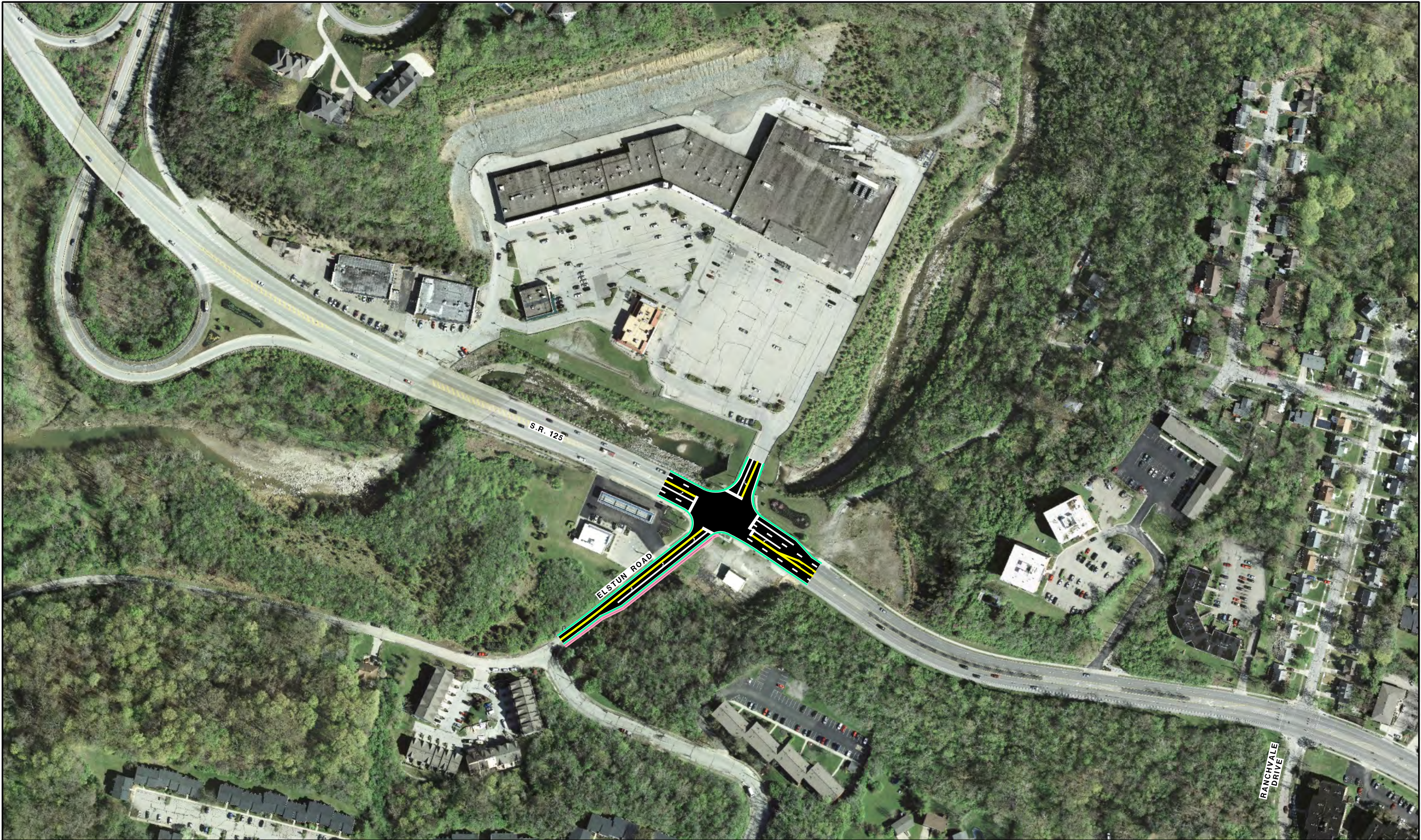
- Advance for further study.

COMMENTS SUBMITTED
FOLLOWING THE 5/24 MEETING

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

- No comments received.

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



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

Figure I-22B and Elstun-1
 NORTHBOUND LEFT TURN LANE AND WESTBOUND RIGHT TURN LANE EXTENDED ON S.R. 125 AND ELSTUN.
 SIDEWALK CONNECTION FROM S.R. 125 TO RENTAL PROPERTIES

Concept drawn with Concepts 125-4 and 125-5.

DESCRIPTION

- Connect the SR 125 sidewalk to the Little Miami Trail with a shared use path.
 - Concept would route a new bike path from the Little Miami Trail under SR 125 (along side the existing ramp from SR 125 to SR 32),and then on a section of new alignment that would rejoin SR 125 across from the main entrance of the strip mall.

NEEDS MET

- S8) Address pedestrian and bicycle connectivity from Elstun Road to the Little Miami Trail.

MEETING DISCUSSION AND COMMENTS

- This concept adds a bike path/sidewalk connection across the existing Clough Creek Bridge.
- The area around the Clough Creek Bridge is culturally sensitive. Keeping bike/pedestrian options on existing infrastructure areas would lessen concerns.

NEXT STEPS/RECOMMENDATION

- Advance for further study.

COMMENTS SUBMITTED
FOLLOWING THE 5/24 MEETING

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

- No comments received.

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

Concept drawn with Concepts 125-3 and 125-5.

DESCRIPTION

- Adjust lane widths on SR 125 to obtain the space needed to establish a shared-use path across the existing bridge over Clough Creek.
 - Work would be done in conjunction with creating the signalized intersection noted in concepts X-1f.

NEEDS MET

- S8) Address pedestrian and bicycle connectivity from Elstun Road to the Little Miami Trail.

MEETING DISCUSSION AND COMMENTS

- Anderson Township has a concept similar to 125-4; however, the shared use path would bend down behind the UDF.
 - A route behind UDF would redirect bikes and pedestrians away from the SR 125/Elstun intersection.
- The area around the Clough Creek Bridge is culturally sensitive. Keeping bike/pedestrian options on the existing roadway would lessen concerns.

NEXT STEPS/RECOMMENDATION

- Advance with concept X1-g.

COMMENTS SUBMITTED
FOLLOWING THE 5/24 MEETING

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

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	SIMPLE	< \$5 MILLION	NONE	MINIMAL (C1/C2)	IMPROVES	IMPROVES	IMPROVES	ADVANCE WITH X1-G

Concept drawn with Concepts 125-3 and 125-4 on the following page.

DESCRIPTION

- Add a sidepath along the south side of SR 125 between Elstun Road and Ranchvale Drive.

NEEDS MET

None identified. This concept was requested at the previous Advisory Committee meeting to improve bike/pedestrian access to the Little Miami Trail.

MEETING DISCUSSION AND COMMENTS

- None discussed.

NEXT STEPS/RECOMMENDATION

- Advance for further study.

COMMENTS SUBMITTED
FOLLOWING THE 5/24 MEETING

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

- No comments received.

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



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

Figure 125-3, 125-4 and 125-5
SHARED USE PATH AND WALK