

APPENDIX A

A.5 COMBINED LINWOOD/EASTERN INTERCHANGE AND US 50/RED BANK INTERCHANGE FOCUS AREAS



EASTERN CORRIDOR SEGMENTS II AND III (PID 86462)

COMBINED LINWOOD/EASTERN INTERCHANGE & US 50/RED BANK INTERCHANGE FOCUS AREAS ADVISORY COMMITTEE MEETING NOTES

Meeting Dates

February 14, 2018
May 22, 2018
September 7, 2018
December 12, 2018



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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



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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



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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



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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.



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- 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/>).



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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 signageInstall 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.)



EASTERN CORRIDOR SEGMENTS II AND III (PID 86462)

COMBINED LINWOOD/EASTERN INTERCHANGE & US 50/RED BANK INTERCHANGE FOCUS AREA

ADVISORY COMMITTEE MEETING NOTES

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
<div>Primary</div> <ul style="list-style-type: none">Address localized connectivity travel patterns within Beechmont Circle. <div>Secondary</div> <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 seperated interchange to connect Wilmer and Wooster.Add better signing for auto connectivityExtend 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
<div>Primary</div> <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. <div>Secondary</div> <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



EASTERN CORRIDOR SEGMENTS II AND III (PID 86462)

COMBINED LINWOOD/EASTERN INTERCHANGE & US 50/RED BANK INTERCHANGE FOCUS AREA

ADVISORY COMMITTEE MEETING NOTES

US 50-RED BANK FOCUS AREA WORKSHEET

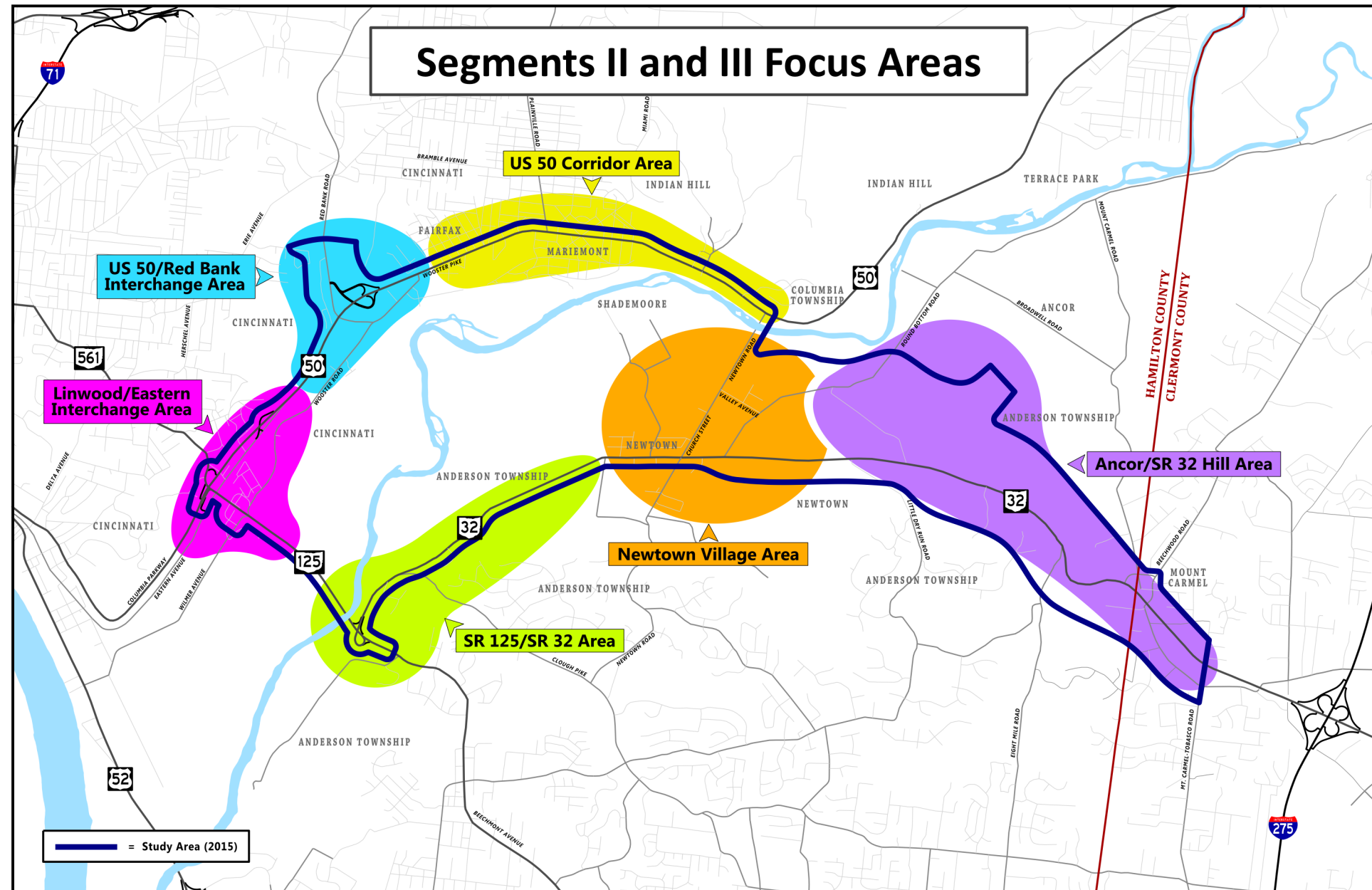
No edits made at Advisory Committee Meeting #1 held on 2/14/2018.
Concepts requested at US 50 Corridor Focus Area Advisory Committee Meeting #1 held on 2/20/2018.

Theme #4: US 50/Wooster/Meadowlark		
Needs	Evaluation Criteria	Concepts
<div><u>Primary</u><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.<u>Secondary</u><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.</div>	<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
<div><u>Primary</u><ul style="list-style-type: none">Address pedestrian safety issues crossing SR 125 at bus stops.Address bicycle connectivity (designated US Bicycle Route 21).<u>Secondary</u><ul style="list-style-type: none">Address bicycle and pedestrian connectivity across railroad tracks to existing Armleder and Lunken bike paths.</div>	<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.





EASTERN CORRIDOR SEGMENTS II AND III (PID 86462)

COMBINED LINWOOD/EASTERN INTERCHANGE & US 50/RED BANK INTERCHANGE FOCUS AREA

ADVISORY COMMITTEE MEETING NOTES

MEETING #2 NOTES

Meeting Date

May 22, 2018

Meeting Location

R.G. Cribbet Recreation Center

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 1 p.m. and discussed the following:

- This is the second in a series of four Advisory Committee meetings for the Combined Linwood/Eastern Interchange and US 50/Red Bank Interchange 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 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.
- 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.

At the conclusion of the meeting, the Advisory Committee stressed the importance of working diligently to get people from the area, particularly the Beechmont Circle area, to attend the public meeting for this focus area.

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

MEETING PARTICIPANTS

Nathan Alley, Sierra Club

Caroline Ammerman, Stantec

Tom Arnold, ODOT

Justin Cooper, H. Hafner and Sons

Matt Crim, Stantec

John Gardocki, SORTA

Tim Hill, ODOT OES

Wade Johnston, Green Umbrella

Jenny Kaminer, Village of Fairfax

Martha Kelly, Cincinnati DOTE

Bob Koehler, OKI

Dan Prevost, Mt. Lookout Community Council

Charlie Rowe, ODOT

Steve Shadix, Stantec

Reggie Victor, Cincinnati DOTE

Laura Whitman, Rasor Marketing Communications



EASTERN CORRIDOR SEGMENTS II AND III (PID 86462)

COMBINED LINWOOD/EASTERN INTERCHANGE & US 50/RED BANK INTERCHANGE FOCUS AREA

ADVISORY COMMITTEE MEETING NOTES

MEETING #3 NOTES

Meeting Date

Sept. 7, 2018

Meeting Location

R.G. Cribbet Recreation Center

Meeting Objectives

- Review analyses of Focus Area concepts advanced for further consideration following Meeting #2
- Discuss which proposed concepts to recommend including in the Implementation Plan and which to refine or remove from consideration
- Discuss plan for sharing recommendations with the public and gathering public input

Meeting Summary

In addition to the discussion of each concept, which is documented on the following pages, Tommy Arnold, ODOT, shared the following:

- This is the third in a series of four Advisory Committee meetings for the Combined Linwood/Eastern Interchange & US 50/Red Bank Interchange Focus Area.
- This meeting will focus on reviewing the additional studies completed for each concept advanced following the Advisory Committee meeting held in May. We will determine which concepts warrant further consideration, need further refinement or will no longer be studied.
- Concepts recommended for advancement will be presented to the public for review and input at public meetings to be held this fall, likely late October.
- The fourth and final Advisory Committee meeting will be held following the public open houses. The purpose of this meeting is to: review input received at the public open houses; discuss any last refinements to concepts and final recommendations; identify implementation priorities; and identify possible project sponsors.

- Final recommendations will be assembled into an Implementation Plan that will be shared with local jurisdictions and used to help guide future project planning efforts. The goal is to complete the Implementation Plan by the end of the year.

Also mentioned during the meeting's opening remarks:

- OKI is beginning to embark on its 2050 planning. It will be helpful to them to have concepts included in the final Implementation Plan to be organized as a prioritized list. Mr. Arnold confirmed that prioritizing the projects is one of the goals for the Implementation Plan. Discussion notes for each concept are documented on the following pages.

MEETING PARTICIPANTS

Nathan Alley, Sierra Club

Caroline Ammerman, Stantec

Tom Arnold, ODOT

Matt Crim, Stantec

Tom Fiorini, Cincinnati Sports Club

Wade Johnston, Green Umbrella

Martha Kelly, Cincinnati DOTE

Bob Koehler, OKI

Dan Prevost, Mt. Lookout Community Council

Steve Shadix, Stantec

Christa Skiles, Rasor Marketing Communications

Karen Sullivan, Village of Mariemont

Reggie Victor, Cincinnati DOTE

Laura Whitman, Rasor Marketing Communications



EASTERN CORRIDOR SEGMENTS II AND III (PID 86462)

COMBINED LINWOOD/EASTERN INTERCHANGE & US 50/RED BANK INTERCHANGE FOCUS AREA

ADVISORY COMMITTEE MEETING NOTES

MEETING #4 NOTES

Meeting Date

Dec. 12, 2018

Meeting Location

R. G. Cribbet Recreation Center, Fairfax

Meeting Objectives

- Review results of the signal timing improvements made along SR 32 and US 50 within the Segments II and III study area and in the Village of Newtown.
- Review feedback received from the public at the Oct. 24 and 25 Open House meetings and during the subsequent public comment period.
- Discuss:
 - Possible refinements to alternatives based on feedback received and determine which, if any, alternatives should be removed from further consideration.
 - Prioritization preferences for remaining alternatives
 - Possible funding sources
- Discuss ODOT's Implementation Plan strategy and next steps

Meeting Summary

Tommy Arnold, ODOT, opened the meeting and shared the following:

- This is the fourth and final Advisory Committee meeting for this focus area. Thank you to all who have invested many hours over the past year to discuss transportation needs, develop possible solutions, review and discuss concept evaluation results, and provide input that will be used to help inform the development of the Implementation Plan.
- The Implementation Plan will identify the projects ODOT recommends for future development and construction. Projects will be designated as high, medium or low priorities. Possible project sponsors and potential funding options will also be identified in the plan.
- While ODOT may be able to assist with the funding and implementation of some of the projects, it is anticipated that the

responsibility for many projects will fall under the purview of local jurisdictions. The Implementation Plan will serve as a tool that jurisdictions can use to assist with their planning efforts.

- ODOT and its consultant team will be developing the Implementation Plan during the upcoming weeks and expects to have a draft completed in early 2019.

Matt Crim, Stantec, shared Signal Timing Study updates and discussed how traffic flow has been affected since signal timing adjustments were completed in October and November. The information shared is summarized on the Signal Timing Study (STS) page of these notes.

Steve Shadix, Stantec, distributed a packet of concept comparison matrices for each of the proposed concepts. Copies of each matrix is provided with the discussion notes for each concept on the following pages. He also passed out copies of a draft report that summarized input received on the improvement concepts proposed for this focus area and were presented to the public at the Oct. 24 and 25 Open House meetings. The content of the report was reviewed as part of the meeting's subsequent discussion of concepts. Mr. Shadix also shared the following introductory comments:

- A total of 175 people signed in at the Open Houses. However, because some people opted not to sign in, the total number of attendees was slightly higher.
- 125 people submitted comment forms. Approximately 54% of the comment forms were submitted at the Open House meetings or sent in via email after the meetings had concluded. The remaining 46% were submitted online using a digital version of the comment form (links to the online comment form were provided on the project website, in meeting materials, and email notices). All responses received at the Open Houses and via mail or email were entered into the online comment form database to facilitate analysis.
- Approximately 52% of respondents (64 people) said they lived in either the 45227 (Mariemont, Fairfax, Madisonville; 26%) or 45244 (Newtown, Anderson Township, Union Township; 26%) zip codes.
- When asked how they heard about the Open House meetings, emails from Eastern Corridor, Facebook posts and Other were most frequently reported as sources. Emails from community councils and/or community representatives, friends/relatives, the Nextdoor community-based social network, and a local bike were most frequently cited as information sources for "Other." He thanked the Advisory Committee members for assisting in getting the word out to their constituents about the public Open Houses.

- The comment form asked respondents to indicate the degree to which they support each proposed concept using a five point scale (strongly support, like, neutral, dislike and strongly oppose). The summary report focuses on the distribution of responses received for each concept.
- Respondents were also invited to share any comments they may have regarding the proposed concepts. Comments received on the forms, as well as any submitted separately via email and mail, were recorded and are included in the summary report.

Discussion notes for each proposed concept in this focus area are documented on the following pages.

MEETING PARTICIPANTS

Nathan Alley, Sierra Club

Caroline Ammerman, Stantec

Tom Arnold, ODOT

Brittnay Bell, Rasor Marketing Communications

Matt Crim, Stantec

Tom Fiorini, Cincinnati Sports Club

Todd Gadbury, Hamilton County Engineer's Office

Wade Johnston, Green Umbrella

Jenny Kaminer, Village of Fairfax

Martha Kelly, City of Cincinnati, DOTE

Becky Orsinski, Great Parks of Hamilton County

Ken Pulskamp, H. Hafner & Sons

Charlie Rowe, ODOT

Steve Shadix, Stantec

Reggie Victor, City of Cincinnati, DOTE

Laura Whitman, Rasor Marketing Communications

Matt Yauch, Columbia Tuscolum Community Council



Concept Discussion Notes & Exhibits



Eastern Corridor Segments II and III

Combined Linwood/Eastern Interchange and US 50/Red Bank Interchange Focus Area

Theme

SR 125/US 50/EASTERN AVENUE CONNECTIVITY

Primary Needs identified for this theme:

P1) Address lack of connectivity from SR 125 to eastbound US 50 and from westbound US 50 to SR 125.

Secondary Needs identified for this theme:

- S1) Address deficient roadway curves on SR 125 and interchange ramps.
- S2) Address deficient roadway grade on SR 125 and on US 50.
- S3) Address deficient sight distance at the eastbound US 50 exit ramp intersection with SR 125.
- S4) Address deficient weave on the eastbound US 50 exit ramp to SR 125.
- S5) Address lack of/limited wayfinding to improve regional connectivity.
- S6) Address deficient roadway grade east of the viaduct.
- S7) Address physical connectivity between the SR125/US 50 interchange and Beechmont Avenue.

Concept drawing is presented on the following page.

DESCRIPTION

- Add additional ramps at the SR 125/US 50 interchange.
 - This concept would create new direct connections from US 50 to Linwood through new ramps to Grand Beech Road and would require modifications to Grand Beech Road.
 - This concept eliminates the ramp connection (Phyllis Lane) between Eastern Avenue and SR 125.
 - It also converts Church Place into a US 50 entrance ramp from SR 125.

NEEDS ADDRESSED

- P1) Address lack of connectivity from SR 125 to eastbound US 50 and from westbound US 50 to SR 125.

5/22 MEETING DISCUSSION AND COMMENTS

- Columbia Parkway is underutilized between SR 125 and Red Bank Road.
- Modeling of the concept shows that it would shift 5,000 vehicles a day (approx. 1/3 of traffic) off Wooster. Approximately 700 vehicles would shift off Linwood (approx. 1,400 cars use this exit during evening peak-hours).
- Initial modeling of the concept shows that it does not work very well.
 - Although the Level of Service (LOS) would be “B” (some delays) during morning peak-hours, the LOS would be ”F” (unacceptable) during evening peak-hours.
 - It would require drivers entering US 50 to weave in among those exiting, which creates a safety concern.

Comments Submitted following the 5/22 Meeting

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

- General comment/question - At the initial meeting for the Linwood/Eastern/Red Bank focus area, there was discussion regarding potentially allowing truck traffic on Columbia Parkway. Is this still a consideration? If so, Mariemont will have additional comments for this combined focus area.

ODOT Response:

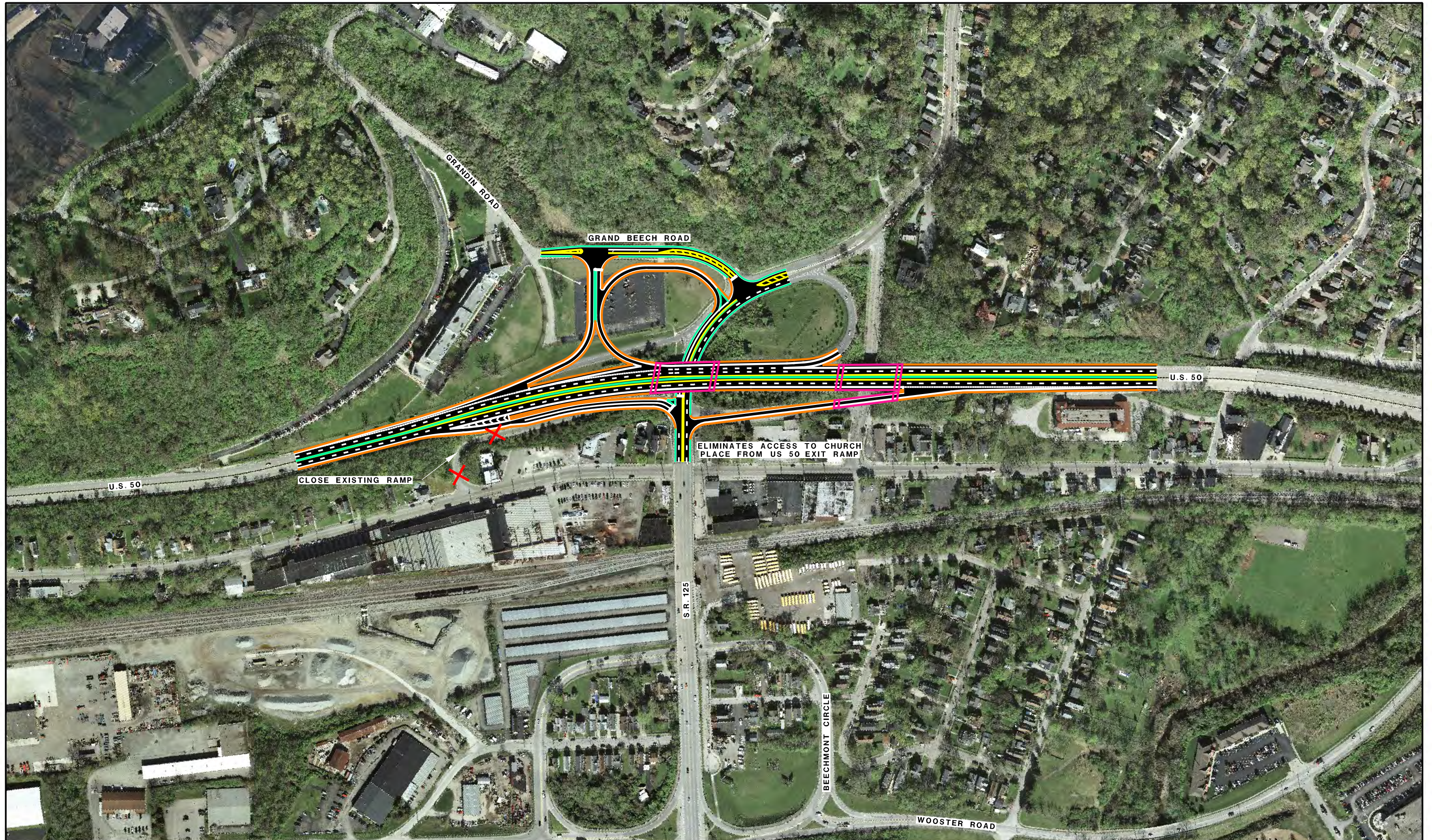
- There is no recommended change. Trucks are permitted on US 50 between the ramps to Eastern Avenue and Red Bank Road.

NEXT STEPS/RECOMMENDATION

- No further study; concept X-3a-2 works better to improve traffic and safety operations.

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	COMPLEX	> \$10 MILLION	PROPERTY TAKES	MODERATE (D1/D2)	NEUTRAL	IMPROVES	DEGRADES	NO FURTHER STUDY

RECOMMENDATION: NO FURTHER STUDY



Concept Drawing
 Eastern Corridor Projects
 Segment II-III (SR 32 Corridor)
 HAM-32F-0.00; PID 86462

Figure X-3A-1
 ADDITIONAL RAMPS AT
 S.R. 125 AND U.S. 50 INTERCHANGE

Concept drawings are presented on the following pages.

DESCRIPTION

- Add additional ramps at the SR 125/US 50 interchange.
 - This concept would create new direct connections from US 50 to Linwood through new ramps to Grand Beech Road and would require modifications to Grand Beech Road.
 - It also converts Church Place into a US 50 entrance ramp from SR 125.
 - The primary difference between this concept and concept X-3a-1 is that an additional third lane would be added on eastbound SR 125 which drops at Wilmer, and there is no signal at the SR 125/US 50 interchange.

NEEDS ADDRESSED

- P1) Address lack of connectivity from SR 125 to eastbound US 50 and from westbound US 50 to SR 125.

5/22 MEETING DISCUSSION AND COMMENTS

- This concept would cost more than concept X-3a-1 to construct, but it works better to improve safety and traffic operations.
- This concept increases connections to major arterial roads but loses local access.
- If the SR 125 bridge is widened as part of this concept, consider adding a bike path and addressing pedestrian needs.
- When considering bike path connections, keep in mind that some connection to Mt. Lookout is needed.
- No additional comments received following the 5/22 meeting.

9/7 MEETING DISCUSSION AND COMMENTS

- The adjustments outlined in this concept would be made by changing current lane widths to 11 feet on the bridge; this allows the concept to be implemented without major bridge widening.
- Concept would streamline circuitous route for accessing US 50.

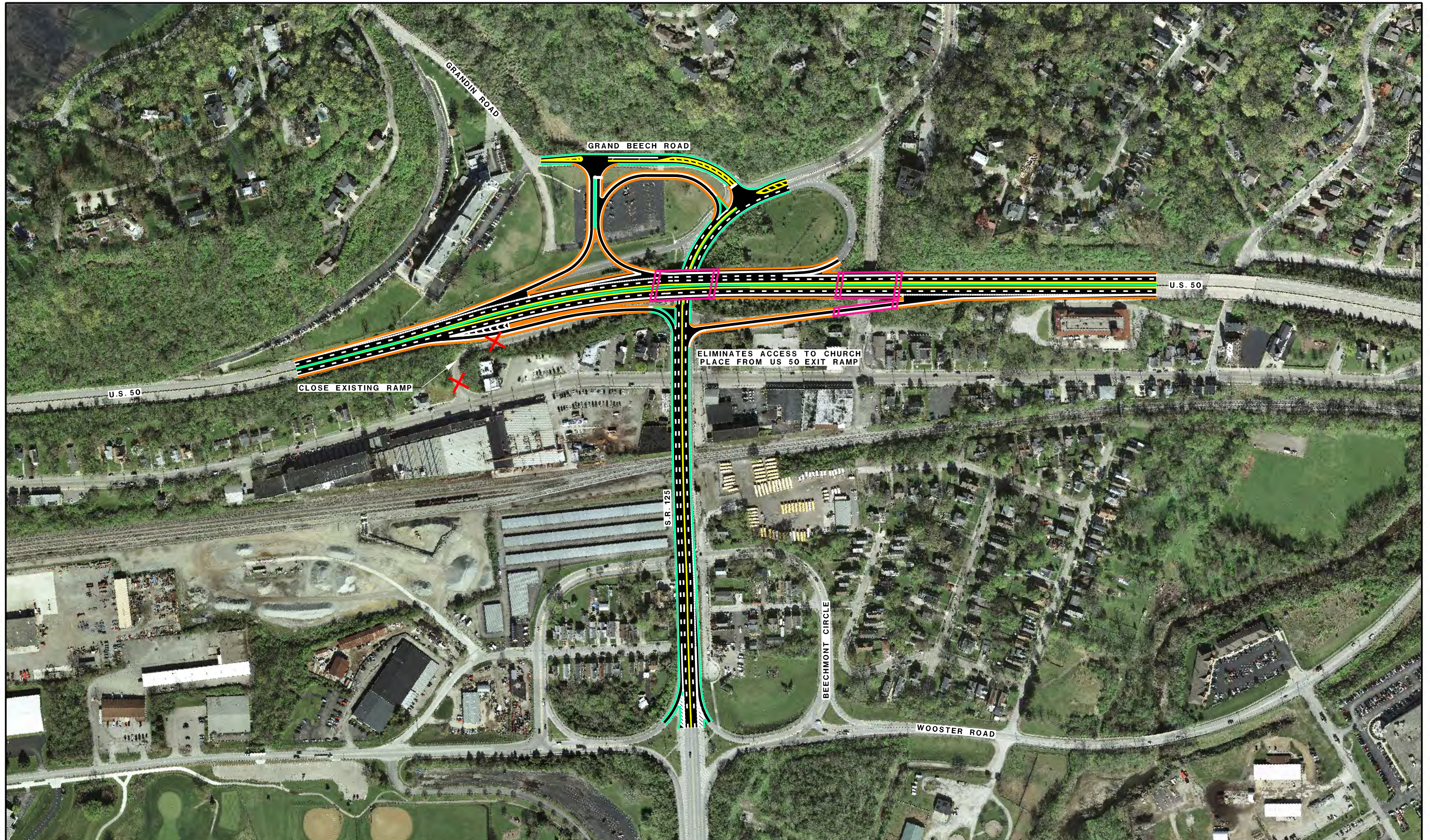
- Simulations show this concept would pull traffic off Wooster/Wilmer/Beechmont Circle without degrading operations on US 50; northbound and southbound travel speeds would increase during PM peak hours.
- The traffic benefit appears to be minimal compared to the expense; other alternatives offer similar traffic benefit for less cost.
- One Committee Member also expressed concern that this concept is detrimental to access within local communities with potential safety issues; drivers would need to use alternate routes that aren’t being improved.
- No additional comments received following the 9/7 meeting.

NEXT STEPS/RECOMMENDATION

- No further study. The concept is detrimental to local access.

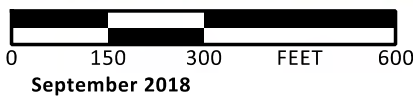
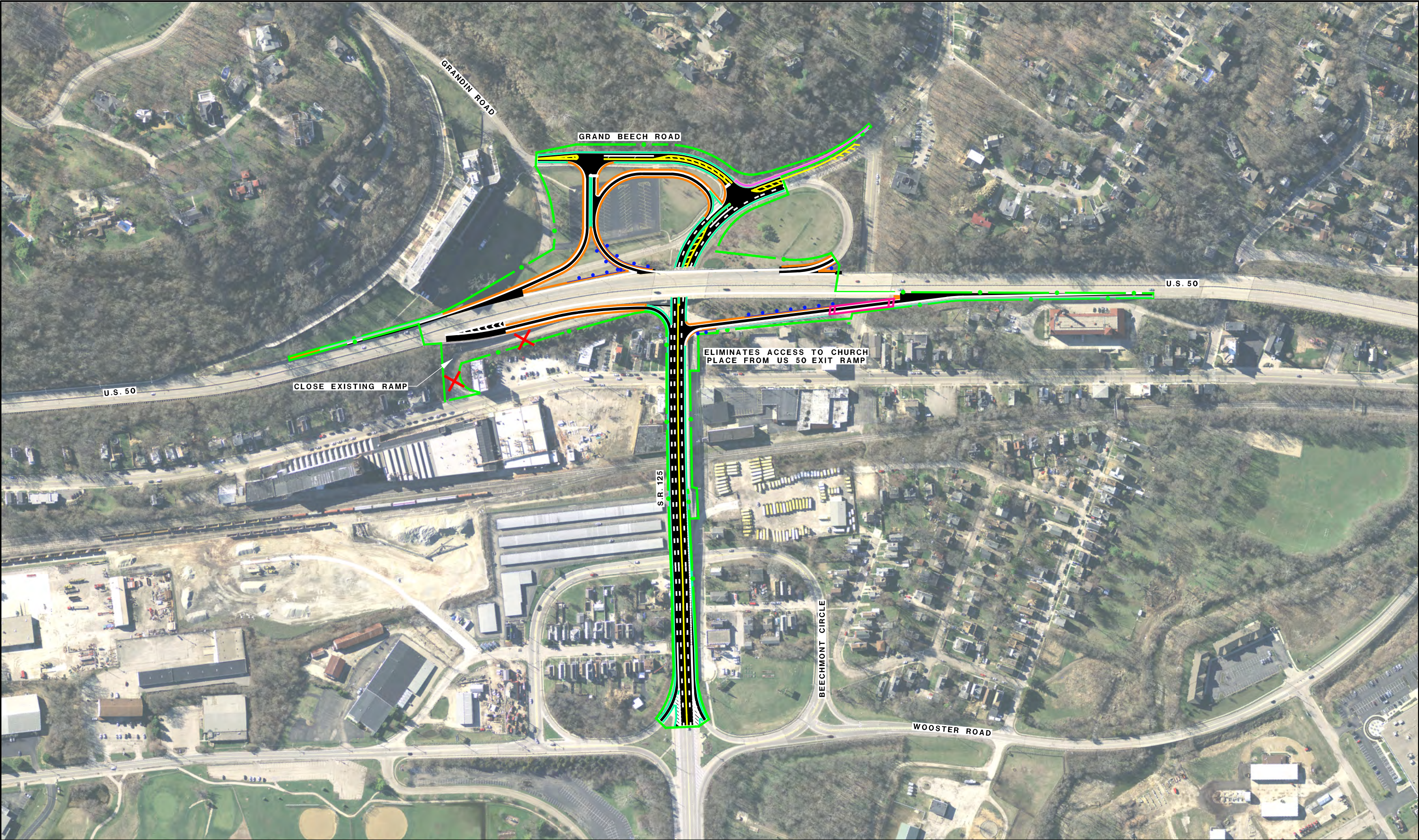
Safety ECAT Benefit/ Cost Ratio	Traffic Operations								Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi- Modal	Improve Regional Connectivity	Improve Local Access
	Location	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
			2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
	US 50	AM	NB Average Travel Speed			46.7 mph	B	1%	\$18.3M to \$27.5M	0	\$80K to \$160K	C2	Historic Sites, ESA Issues	Neutral	Improves	Degrades
			SB Average Travel Speed			44.6 mph	B	1%								
		PM	NB Average Travel Speed			44.9 mph	B	0%								
			SB Average Travel Speed			45.2 mph	B	2%								
	Wooster/ Wilmer/ Beechmont Circle	AM	NB Average Travel Speed			30.6 mph	B	-1%								
			SB Average Travel Speed			26.9 mph	C	0%								
		PM	NB Average Travel Speed			28.8 mph	B	-55%								
			SB Average Travel Speed			27.5 mph	C	-90%								

RECOMMENDATION: NO FURTHER STUDY



Concept Drawing
 Eastern Corridor Projects
 Segment II-III (SR 32 Corridor)
 HAM-32F-0.00; PID 86462

Figure X-3A-2
 ADDITIONAL RAMPS AT
 S.R. 125 AND U.S. 50 INTERCHANGE



Concept Drawing
Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure X-3A-2
ADDITIONAL RAMPS AT
S.R. 125 AND U.S. 50 INTERCHANGE

Concept was drawn with: X-3a-1, X-3a-2, I-29a (D3), and I-29b (D4).

DESCRIPTION

- Close deficient ramps from Eastern Avenue to the eastbound US 50 exit ramp.
- This concept eliminates the ramp connection (Phyllis Lane) between Eastern Avenue and SR 125.

NEEDS ADDRESSED

S4) Address deficient weave on the eastbound US 50 exit ramp to SR 125.

5/22 MEETING DISCUSSION AND COMMENTS

- Removal of this ramp would address safety concerns.
- No additional comments received following the 5/22 meeting.

9/7 MEETING DISCUSSION AND COMMENTS

- The ramp has sight distance deficiencies that result in safety issues and impede operations on eastbound Columbia Parkway.
- This concept is tied to multiple alternatives that make new connections to replace the ramp (see EW-2, I-29a, I-29b and X-2b-2a). If the ramp is eliminated, that connection will need to be addressed with one of these alternatives.
- No additional comments received following the 9/7 meeting.

12/12 MEETING DISCUSSION AND COMMENTS

The discussion for this concept was held in conjunction with the discussion for concept I-29a (D3):

- The primary need that this concept was developed to address is to improve connectivity from Eastern Avenue to SR 125.
- Concerns were expressed from the Columbia Tusculum Community Council representative regarding the proposed closure of the ramp from Eastern Avenue to SR 125 (located near Terry’s Turf Club) which would be part of this concept.
 - ODOT and Stantec stated that the ramp closure was proposed due to safety concerns; vehicles traveling up the ramp to SR 125 cannot be seen by vehicles traveling down the ramp from US 50, and vice versa. However, the closure would only occur if a replacement connection is established.
 - The City of Cincinnati emphasized that it cannot improve connections between US 50 and SR 125 without improving connections within the neighborhoods. Therefore, the ramp in question would not be closed unless another suitable option were available. Because this project would be located within City limits, the City would have jurisdiction over this project.
 - The City of Cincinnati stated that any new connections would be thoroughly vetted among the public before any decisions were made and public input would be used to help shape those decisions.

NEXT STEPS/RECOMMENDATION

- No further study unless a crash history develops that is not present today. Even if that were to occur, the ramps should not be closed unless other accommodations to restore lost access are provided.

Safety ECAT Benefit/ Cost Ratio	Location	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
		Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
			2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
	US 50 NB Off-Ramp	AM	Average Travel Speed			29.3 mph	B	-1%	See EW-2, I-29a, I-29b or X-2b-2a	0	\$0	C1	No Impacts	Neutral	Degrades	Degrades
		PM	Average Travel Speed			24.4 mph	C	-7%								

RECOMMENDATION: NO FURTHER STUDY

DESCRIPTION

- Improve horizontal curve west of the interchange.

NEEDS ADDRESSED

S1) Address deficient roadway curves on SR 125 and interchange ramps.

5/22 MEETING DISCUSSION AND COMMENTS

- Following further review, ODOT and its consultant did not see a need for this concept because there are not safety concerns associated with the existing configuration.
- No additional comments received following the 5/22 meeting.

NEXT STEPS/RECOMMENDATION

- No further study. Addresses a secondary need that was not otherwise impacted. There is not a safety concern as a result of the existing roadway curve.

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	NO FURTHER STUDY

RECOMMENDATION: NO FURTHER STUDY

DESCRIPTION

- Add wayfinding signage.
- Install better signage with connectivity to SR 125, Eastern Avenue, Linwood Avenue and Beechmont Circle. (Existing signs direct people to use Wooster.)

NEXT STEPS/RECOMMENDATION

- No further study.

NEEDS ADDRESSED

- S5) Address lack of/limited wayfinding to improve regional connectivity.

5/22 MEETING DISCUSSION AND COMMENTS

- Existing signs direct people from SR 125 to Red Bank. Signage would need to be changed if drivers are to access Red Bank via US 50.

Comments Submitted Following The 5/22 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- Mariemont supports improved wayfinding.

9/7 MEETING DISCUSSION AND COMMENTS

- No substantive discussion was held.
- No additional comments received following the 5/22 meeting.

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	IMPROVES	NEUTRAL	NO FURTHER STUDY

RECOMMENDATION: NO FURTHER STUDY

Concept drawing is presented on the following page.

DESCRIPTION

- Add bike path or new road with bike lane from Eastern Avenue to Wooster Road across the railroad tracks.
- Reconnect Beechmont Court under the Beechmont Viaduct.

NEEDS ADDRESSED

- S4) Address deficient weave on the eastbound US 50 exit ramp to SR 125.
- S16) Address bicycle and pedestrian connectivity across railroad tracks to existing Armleder and Lunken bike paths.

5/22 MEETING DISCUSSION AND COMMENTS

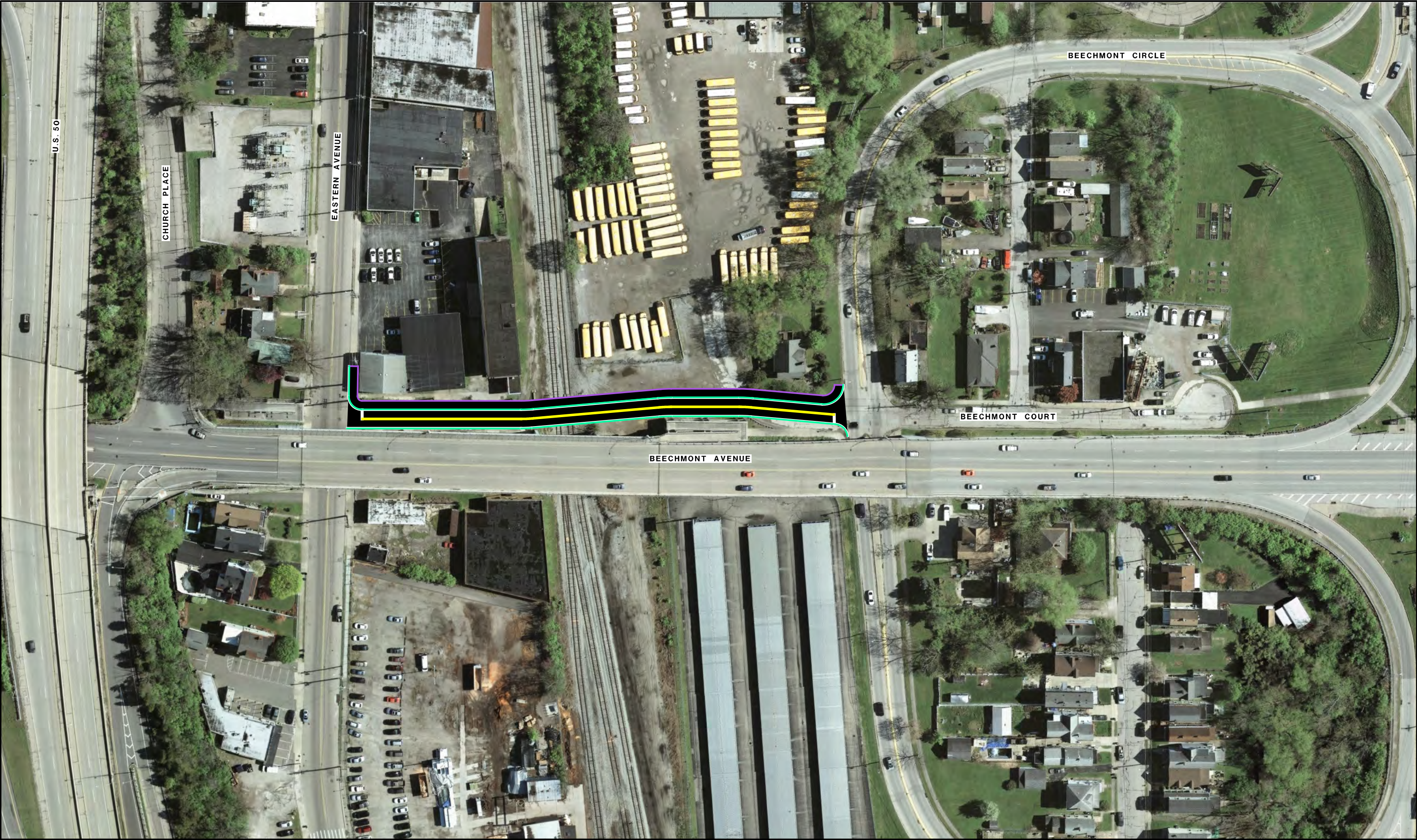
- Concept would require an at-grade railroad crossing, which may be difficult to negotiate with the rail companies.
- SORTA might have a service plan that goes through this area and it’s possible that the railroad tracks would be eliminated. J. Gardocki will confirm and report back to ODOT.
- The proposed new road in this concept is very close to the bridge to the SR 125/Beechmont Levee, which would impair visibility for the railroad.
- Concept drops traffic directly into the Beechmont Circle.
- Bike connections are better addressed through other concepts.
- No additional comments received following the 5/22 meeting.

NEXT STEPS/RECOMMENDATION

- No further study because:
 - Traffic flows into the middle of Beechmont Circle, further segmenting the residential area.
 - Railroad may not allow a new at-grade crossing.
 - Close proximity of the road to the bridge may cause sight distance issues.

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	PROPERTY TAKES	MODERATE (D1/D2)	IMPROVES	NEUTRAL	IMPROVES	NO FURTHER STUDY

RECOMMENDATION: NO FURTHER STUDY



Concept Drawing
Eastern Corridor Multi-Modal Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure EW-1
RECONNECT BEECHMONT COURT

Concept drawings are presented on the following pages.

DESCRIPTION

- Add a bike path or new road with a bike lane from Eastern Avenue to Wooster Road across the railroad tracks.
- Connection at extended Linwood to Wooster Road.

NEEDS ADDRESSED

- S4) Address deficient weave on the eastbound US 50 exit ramp to SR 125.
- S16) Address bicycle and pedestrian connectivity across railroad tracks to existing Armleder and Lunken bike paths.

5/22 MEETING DISCUSSION AND COMMENTS

- This concept would create a new extension of Linwood (where it currently dead ends into Eastern Avenue) through the parking lot of the Company on Eastern building, across the railroad tracks and through to the eastern-most portion of Beechmont Circle.
- The concept ties into Beechmont Circle better than concept EW-1 but would impact the existing building.
- No additional comments received following the 5/22 meeting.

9/7 MEETING DISCUSSION AND COMMENTS

- This concept replaces/adds connectivity lost by closing the deficient ramps from Eastern Avenue to the eastbound US 50 exit ramp (concept X-3a-2); it extends Linwood to the Beechmont Circle and addresses the deficient weave on the eastbound exit ramp to SR 125.
- The concept includes a shared-use path along the east side of the road.
- There would be impacts to the bus company’s operations building and modifications to its parking lot would be needed.
- The concept would require approval of an at-grade railroad crossing and would likely require the elimination of another at-grade railroad crossing elsewhere (per railroad standard practices). If traffic volumes increase, that could be a concern.

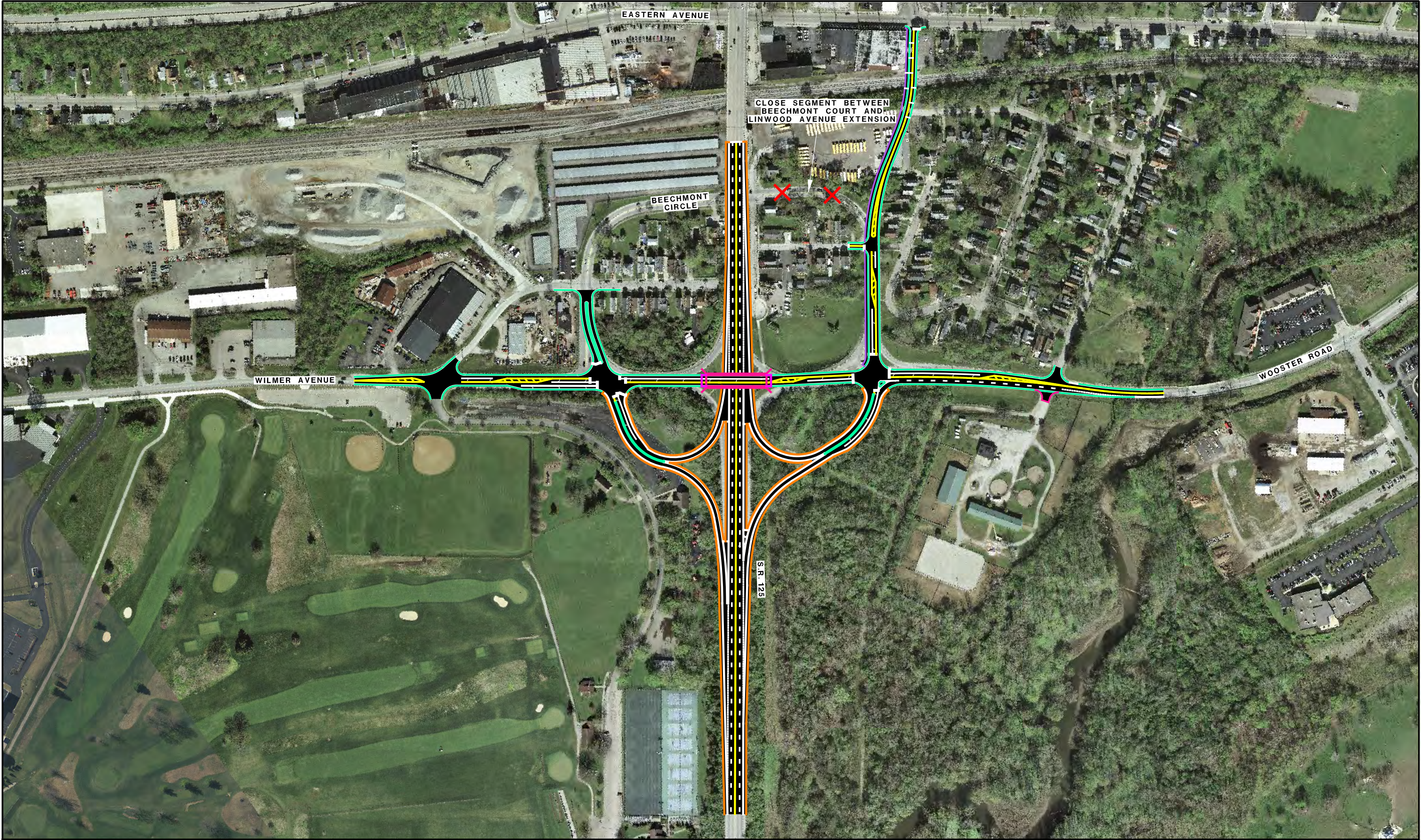
- A Committee Member asked if a left turn onto Beechmont Circle was modeled; it was not. *[Post meeting note: ODOT’s consultant investigated traffic at this intersection and determined that even with a dual left turn, it did not function well.]*
- The City of Cincinnati considers this area to be a transit corridor.
- This concept is not intended to be a stand-alone project and would need to be implemented as part of alternatives I-29A or I-29B.
- No additional comments received following the 9/7 meeting.

NEXT STEPS/RECOMMENDATION

- Based on subsequent traffic analysis, this concept is not recommended for further study on its own. However, the concept to extend Linwood is included with Concept X-2b-2a and works well.

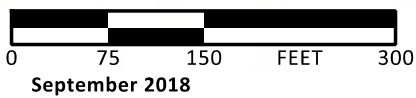
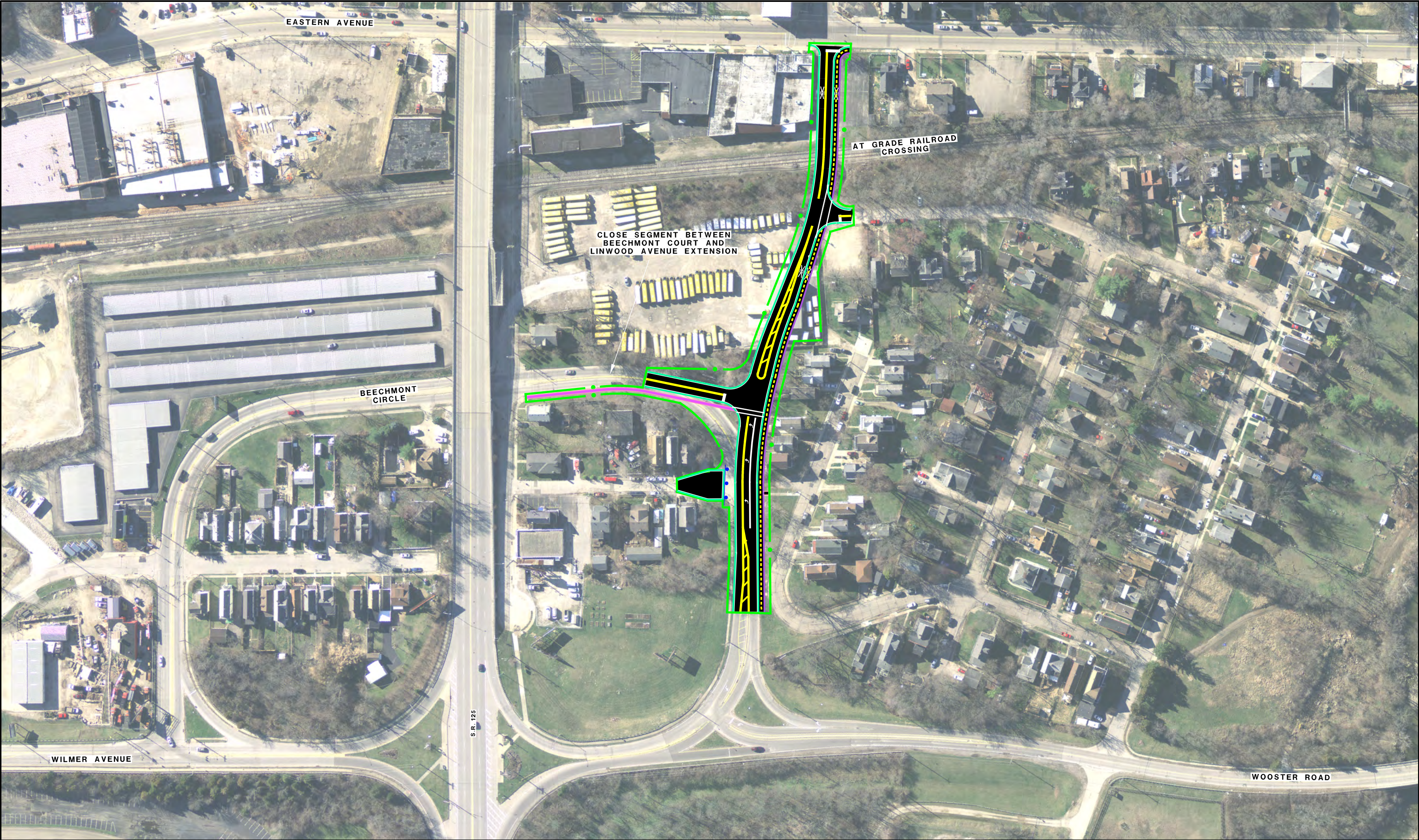
Safety ECAT Benefit/ Cost Ratio	Location	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
		Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
			2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
									\$715K to \$1.1M	1 commercial	\$475K to \$950K	D1	R/W Impacts	Improves	Improves	Improves

RECOMMENDATION: NO FURTHER STUDY



Concept Drawing
Eastern Corridor Multi-Modal Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure X-2B-3 and EW-2
GRADE SEPARATED INTERCHANGE TO CONNECT
WILMER AVENUE TO WOOSTER ROAD



Concept Drawing
Eastern Corridor Multi-Modal Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure EW-2
GRADE SEPARATED INTERCHANGE TO CONNECT
WILMER AVENUE TO WOOSTER ROAD

DESCRIPTION

- Install a roundabout at the Beechmont (SR 125)/Linwood intersection.

NEEDS ADDRESSED

- S4) Address deficient weave on the eastbound US 50 exit ramp to SR 125.

5/22 MEETING DISCUSSION AND COMMENTS

- Roundabouts can serve as gateways to communities or neighborhoods. They also slow traffic while allowing it to flow continuously.
- Initial analysis indicates this concept works well:
 - 50 percent decrease in evening peak-hour delays.
 - Neutral for morning peak-hour delays (still LOS A/B)
- A roundabout at this location would provide a better neighborhood connection to Armleder.
- Pedestrian access across a two-lane roundabout is challenging, but this is not identified as a high-pedestrian area.
- The sight distance approaching the proposed roundabout is shorter than desired.
- Need to determine if a signalized intersection would work better at this location (See concept I-29b)
- No additional comments received following the 5/22 meeting.

9/7 MEETING DISCUSSION AND COMMENTS

- This concept should be evaluated as an alternative to Concept I-29b. Either alternative would need to be constructed with EW-2 and/or X-3b.
- The roundabout requires two through lanes (one lane won’t work); the right lane would essentially serve as a ramp to US 50.
- The concept would require a small retaining wall on the northwest side of the roundabout, which would also require building into the existing hillside.
- During AM peak hours, the roundabout would increase the delay, as vehicles are essentially free flowing today. The projected delay would be roughly between 4 to 9 seconds, which still provides a high level of overall service.
- One Committee member expressed concern regarding pedestrians crossing a two-lane roundabout; however, there are no crosswalks today on Linwood. An island could be constructed in the roundabout for a two-stage crosswalk.
- The roundabout is significantly (nearly 10 times) more costly than the signalized alternative (I-29b), which also works well to improve delays. However, roundabouts provide other safety benefits, such as slowing traffic as it enters the Mt. Lookout neighborhood.
- No additional comments received following the 9/7 meeting.

12/12 MEETING DISCUSSION AND COMMENTS

- The primary need that this concept was developed to address is to improve connectivity from Eastern Avenue to SR 125.
- Concerns were expressed from the Columbia Tusculum Community Council representative regarding the proposed closure of the ramp from Eastern Avenue to SR 125 (located near Terry’s Turf Club), which would be part of this concept.
 - ODOT and Stantec stated that the ramp closure was proposed due to safety concerns; vehicles traveling up the ramp to SR 125 cannot be

- seen by vehicles traveling down the ramp from US 50, and vice versa. However, the closure would only occur if a replacement connection is established.
- The City of Cincinnati emphasized that it cannot improve connections between US 50 and SR 125 without improving connections within the neighborhoods. Therefore, the ramp in question would not be closed unless another suitable option were available. Because this project would be located within City limits, the City would have jurisdiction over this project.
 - The City of Cincinnati stated that any new connections would be thoroughly vetted among the public before any decisions were made and public input would be used to help shape those decisions.
 - The City of Cincinnati stated that this concept does not meet purpose and need for Beechmont (improve poor connectivity); it also does not have the funding for implementation. Therefore, while the City is not rejecting the proposed projects at this time, it is not endorsing them either. ODOT noted that the work being completed at this time is a planning-level effort; projects included in the Implementation Plan will be available for future planning purposes. The Implementation Plan includes projects that are known at this time; other projects identified in the future could be considered in their place following the requisite public involvement.
 - Currently, public feedback regarding the proposed improvements in this area indicate a preference for a roundabout at the Beechmont and Linwood intersection (as compared to a traffic light). The traffic calming features of a roundabout is attractive to the neighborhoods.
 - Overall, however, there is a general feeling that concepts I-19a (D3) and I-19b (D4) are not needed at this time. Therefore, these projects will be designated as low priorities.

NEXT STEPS/RECOMMENDATION

- Include concept in the Implementation Plan as a low priority.

Safety ECAT Benefit/ Cost Ratio	Location	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
		Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
			2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
		AM	9.5	A	-93%	16.9	C	41%	\$4M to \$6M	0	\$60K to \$120K	C2	R/W Impacts, Potential T&E, Noise	Neutral	Neutral	Neutral
		PM	13.7	B	51%	24.5	C	15%								

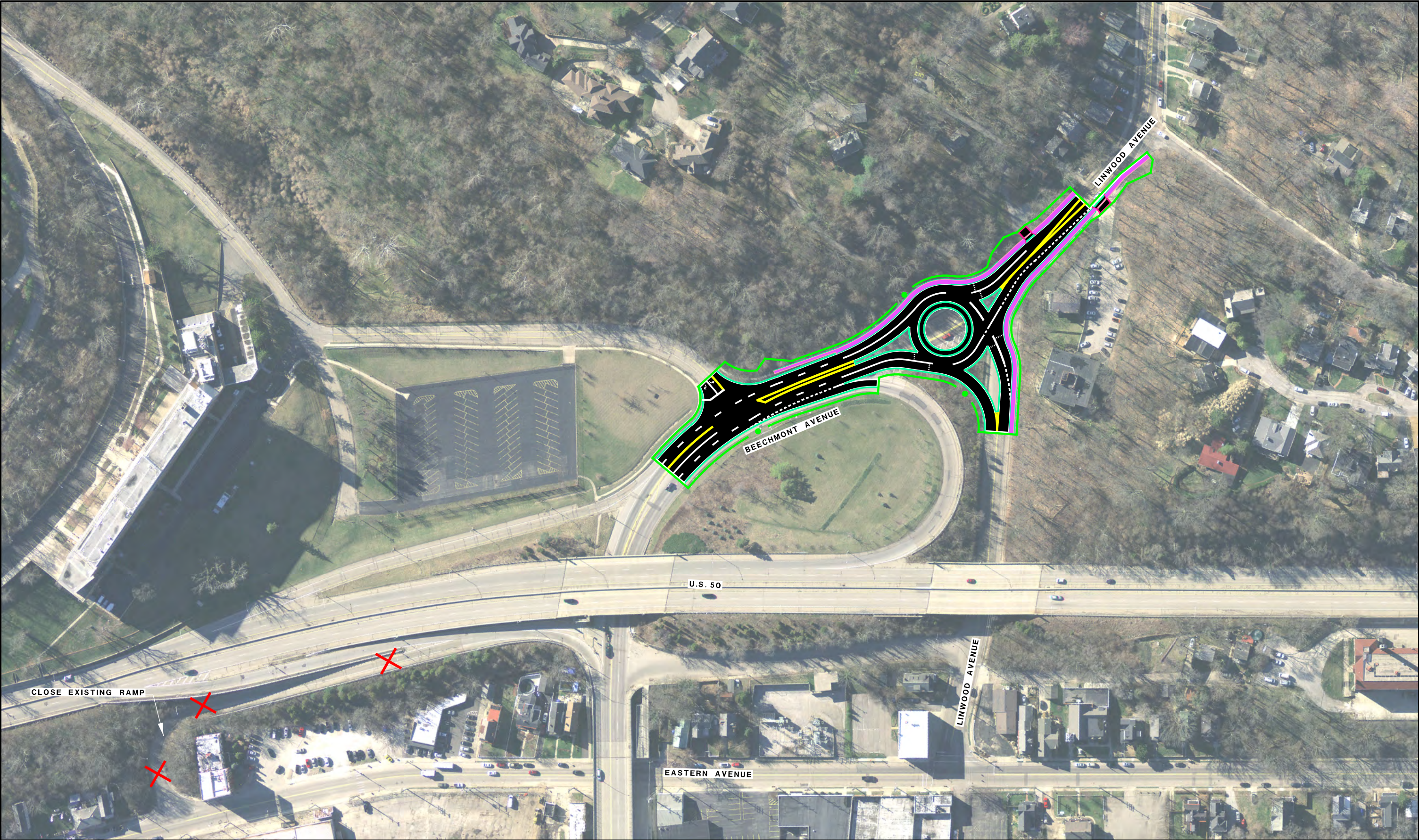


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MARCH 2018



Concept Drawing
Eastern Corridor Projects
Segment II-III (S.R. 32 Corridor)
HAM-32F-0.00; PID 86462

Figure I-29A & X-3B
**ROUNDBOUT AT BEECHMONT AVENUE
AND LINWOOD AVENUE INTERSECTION**



0 75 150 300 FEET
September 2018



Concept Drawing
Eastern Corridor Projects
Segment II-III (S.R. 32 Corridor)
HAM-32F-0.00; PID 86462

Figure I-29A
**ROUNDBOUT AT BEECHMONT AVENUE
AND LINWOOD AVENUE INTERSECTION**

Drawing was presented at the October 24 & 25 Open House meetings.



- Roundabout at Beechmont and Linwood Intersection**
- \$4.0M to \$6.0M construction cost
 - New R/W needed from 5 parcels; no buildings impacted
 - Close deficient ramp from Eastern to SR 125
 - Reduces WB approach AM peak delay by approximately 90%; reduces WB approach PM peak delay by approximately 95%
 - Provides gateway to residential area
 - Improves safety
 - Eliminates parking between Linwood and Sheffield

PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
6%	20%	17%	22%	35%

(percentages have been rounded)

DESCRIPTION

- Signalize the Beechmont (SR 125)/Linwood intersection.

NEEDS ADDRESSED

- S4) Address deficient weave on the eastbound US 50 exit ramp to SR 125.

5/22 MEETING DISCUSSION AND COMMENTS

- Requires two westbound lanes on Linwood Avenue.
- No additional comments received following the 5/22 meeting.

9/7 MEETING DISCUSSION AND COMMENTS

- This concept should be evaluated as an alternative to Concept I-29a. Either alternative would need to be constructed with EW-2 and/or X-3b.
- Two lanes are required through the signal, though the assumption is a small number of vehicles will use the right lane; a Committee member suggested dropping the second lane after the intersection instead of transitioning to a right-turn only lane to Sheffield. This would discourage cut-through traffic using Sheffield.
- The roundabout (I-29a) is significantly (nearly 10 times) more costly than signalizing the intersection, but also works fairly well to improve delays.

- The signalized intersection could allow for a pedestrian /crossing at the north leg of the intersection across Linwood Avenue, which could be accommodated into the signal phasing.
- No additional comments received following the 9/7.

12/12 MEETING DISCUSSION AND COMMENTS

- The primary need that this concept was developed to address is to improve connectivity from Eastern Avenue to SR 125.
- Concerns were expressed from the Columbia Tusculum Community Council representative regarding the proposed closure of the ramp from Eastern Avenue to SR 125 (located near Terry’s Turf Club) which would be part of this concept.
 - ODOT and Stantec stated that the ramp closure was proposed due to safety concerns; vehicles traveling up the ramp to SR 125 cannot be seen by vehicles traveling down the ramp from US 50, and vice versa. However, the closure would only occur if a replacement connection is established.
 - The City emphasized that it cannot improve connections between US 50 and SR 125 without improving connections within the neighborhoods. Therefore, the ramp in question would not be closed unless another suitable option were available. Because this project would be located within City limits, the City would have jurisdiction over this project.
 - The City stated that any new connections would be thoroughly vetted among the public before any decisions were made and public input would be used to help shape those decisions.
- The City stated that this concept does not meet purpose and need for Beechmont (improve poor connectivity); it also does not have the

Concept drawings are presented on the following pages.

funding for implementation. Therefore, while the City is not rejecting the proposed projects at this time, it is not endorsing them either. ODOT noted that the work being completed at this time is a planning-level effort; projects included in the Implementation Plan will be available for future planning purposes. The Implementation Plan includes projects that are known at this time; other projects identified in the future could be considered in their place following the requisite public involvement.

- Currently, public feedback regarding the proposed improvements in this area indicate a preference for a roundabout at the Beechmont and Linwood intersection (as compared to a traffic light). The traffic calming features of a roundabout is attractive to the neighborhoods.
- Overall, however, there is a general feeling that concepts I-19a (D3) and I-19b (D4) are not needed at this time. Therefore, these projects will be designated as low priorities.

NEXT STEPS/RECOMMENDATION

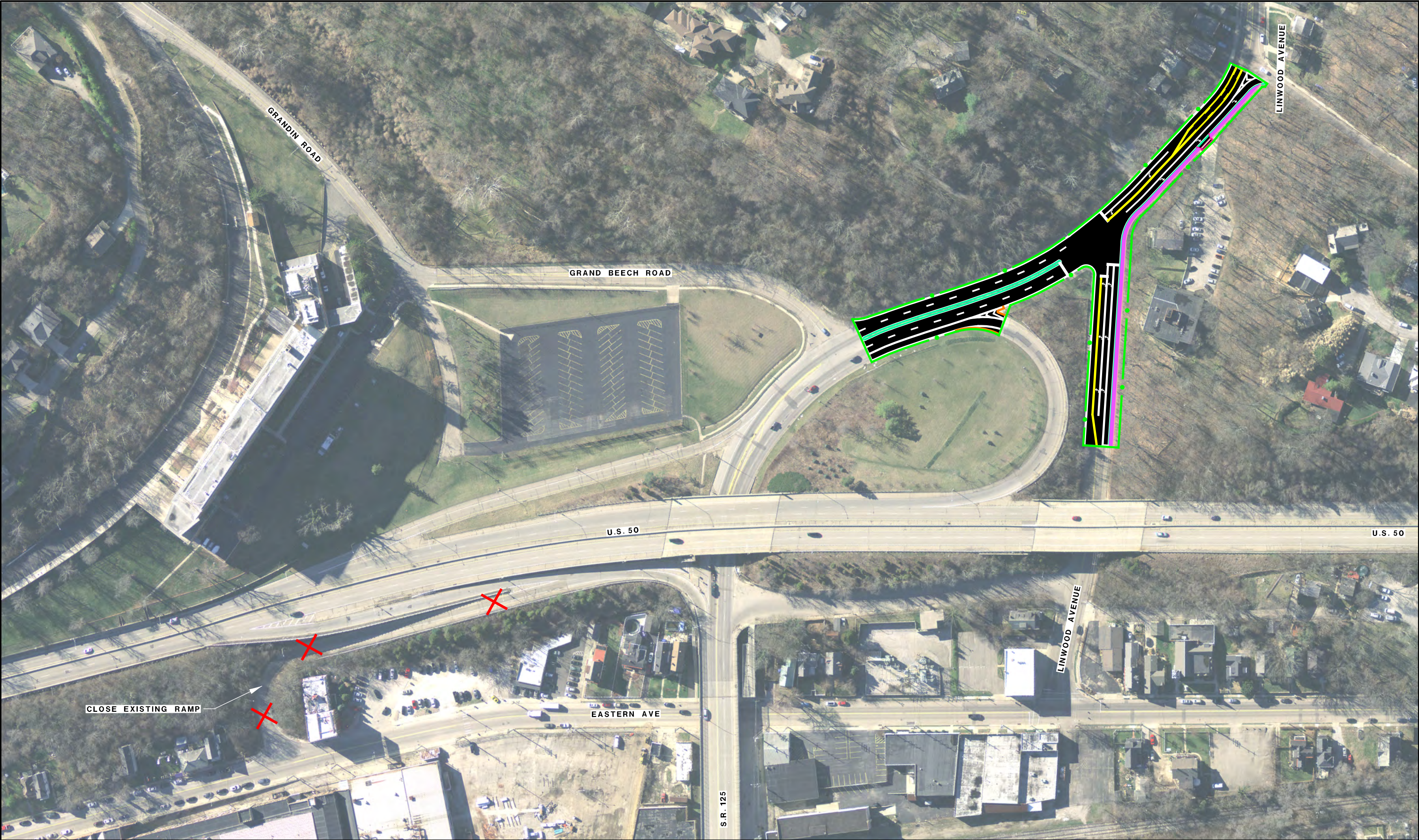
- Include concept in the Implementation Plan as a low priority.

Safety ECAT Benefit/ Cost Ratio	Location	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
		Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
			2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
		AM	14.9	B	-203%	18.4	B	36%	\$320K to \$450K	0	\$20K to \$40K	C2	R/W Impacts	Neutral	Neutral	Neutral
		PM	33.7	C	-21%	40.6	D	-80%								



Concept Drawing
Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure I-29B & X-3B
CLOSURE OF GEOMETRICALLY DEFICIENT RAMP FROM
EASTERN AVE TO S.R. 125 AND REPLACEMENT WITH
INTERSECTION AT LINWOOD AVENUE



0 75 150 300
FEET
September 2018



Stantec

Concept Drawing

Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure I-29B

**SIGNALIZED INTERSECTION AT BEECHMONT
AVENUE AN LINWOOD AVENUE**

Drawing was presented at the October 24 & 25 Open House meetings.



Signalized Intersection at Beechmont and Linwood

- \$320,000 to \$450,000 construction cost
- New R/W needed from 3 parcels; no buildings impacted
- Close deficient ramp from Eastern Avenue to SR 125
- Reduces WB approach AM and PM peak delay by approximately 90%
- Eliminates parking between Linwood and Sheffield

PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
13%	18%	28%	36%	4%

(percentages have been rounded)



Eastern Corridor Segments II and III

Combined Linwood/Eastern Interchange and US 50/Red Bank Interchange Focus Area

Theme

WOOSTER ROAD AND WILMER AVENUE

Primary Needs identified for this theme:

- P2) Address localized connectivity travel patterns within Beechmont Circle.
- P9) Address pedestrian safety issues crossing SR 125 at bus stops.

Secondary Needs identified for this theme:

- S9) Address lack of/limited wayfinding to improve regional connectivity.
- S10) Address roadway curve and grade deficiencies.
- S11) Support access to future transit connections.

Concept drawing is presented on the following page.

DESCRIPTION

- Add better wayfinding signing for auto connectivity.

NEEDS ADDRESSED

- P2) Address localized connectivity travel patterns within Beechmont Circle.

5/22 MEETING DISCUSSION AND COMMENTS

- None discussed.

Comments Submitted Following the 5/22 Meeting
(Comments are presented as submitted by Committee members; no edits to content were made.)

- Mariemont supports improved wayfinding.

9/7 MEETING DISCUSSION AND COMMENTS

- While there are a variety of signs in the area, there is not a lot of consistency regarding how the signs look, particularly in terms of Lunken Airport signage.
- Proposed new signs are shown in bold on the concept exhibit; signs recommended for removal are drawn with an "X" through them.
- The Committee suggested that the signs be shown in color for the public meeting.
- One Committee member requested making it more obvious to drivers turning onto Wooster from the Beechmont Circle that they have the

right-of-way; many think they must yield to drivers coming off of the Beechmont Levee. Others agree that it would be an improvement to add signage to more clearly define who has the right-of-way at this location.

- The best way to address the confusion regarding driver right-of-way at the Beechmont Circle/Wooster location is to add a second lane (see I-26b). This could be accomplished by expanding onto the shoulder and removing the median on Wooster.
- No additional comments received following the 9/7 meeting.

12/12 MEETING DISCUSSION AND COMMENTS

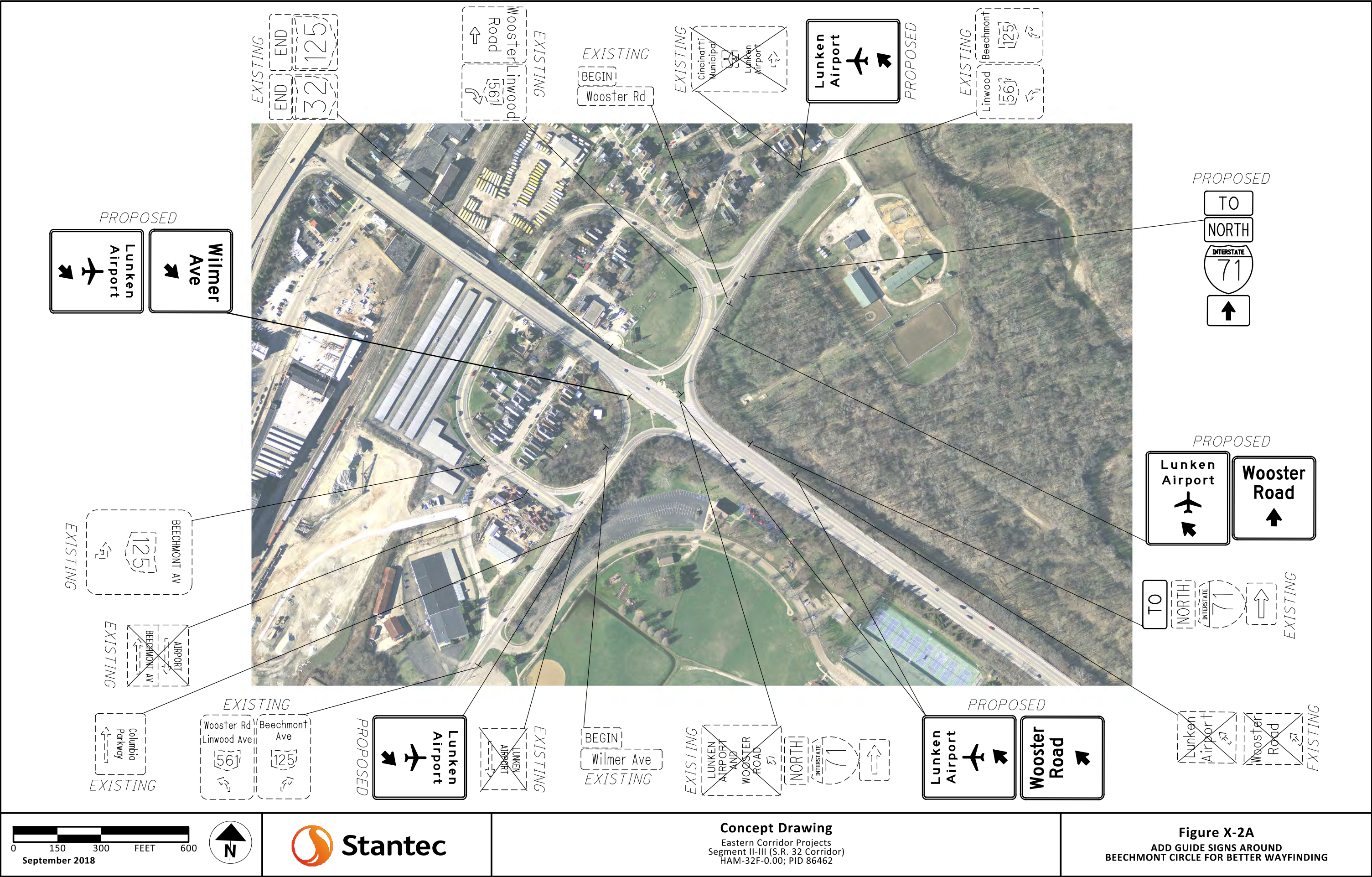
- No substantial discussion held.

NEXT STEPS/RECOMMENDATION

- Include in Implementation Plan as a high priority.
- Can be packaged with signal upgrades on US 50, SR 32 and near Red Bank interchange. Also combine with additional signal backplates on US 50, similar wayfinding signage at Red Bank and advanced warning signage on US 50 eastbound.
- Possible HISP funding.

Safety ECAT Benefit/ Cost Ratio	Location	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
		Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
			2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
									\$10.5K to \$16K	0	\$0	C1	No Impacts	Neutral	Improves	Neutral

PRIORITY: HIGH



Concept drawings are presented on the following pages.

DESCRIPTION

- This concept extends the ramp from SR 125 onto Wooster, creating a continuous right turn lane from Beechmont/SR 125 onto Wooster. The ramp would no longer need to yield to the southbound left lane from Beechmont Circle.

NEEDS ADDRESSED

- P2) Address localized connectivity travel patterns within Beechmont Circle.

12/12 MEETING DISCUSSION AND COMMENTS

- There have not been many accidents/crashes have been recorded in this area.
- The City of Cincinnati completed improvements in this area from Beechmont Circle to Hutton Street (including the addition of new sidewalks) this past fall.

NEXT STEPS/RECOMMENDATION

- Include concept in the Implementation Plan as a low priority.

5/22 MEETING DISCUSSION AND COMMENTS

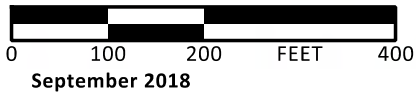
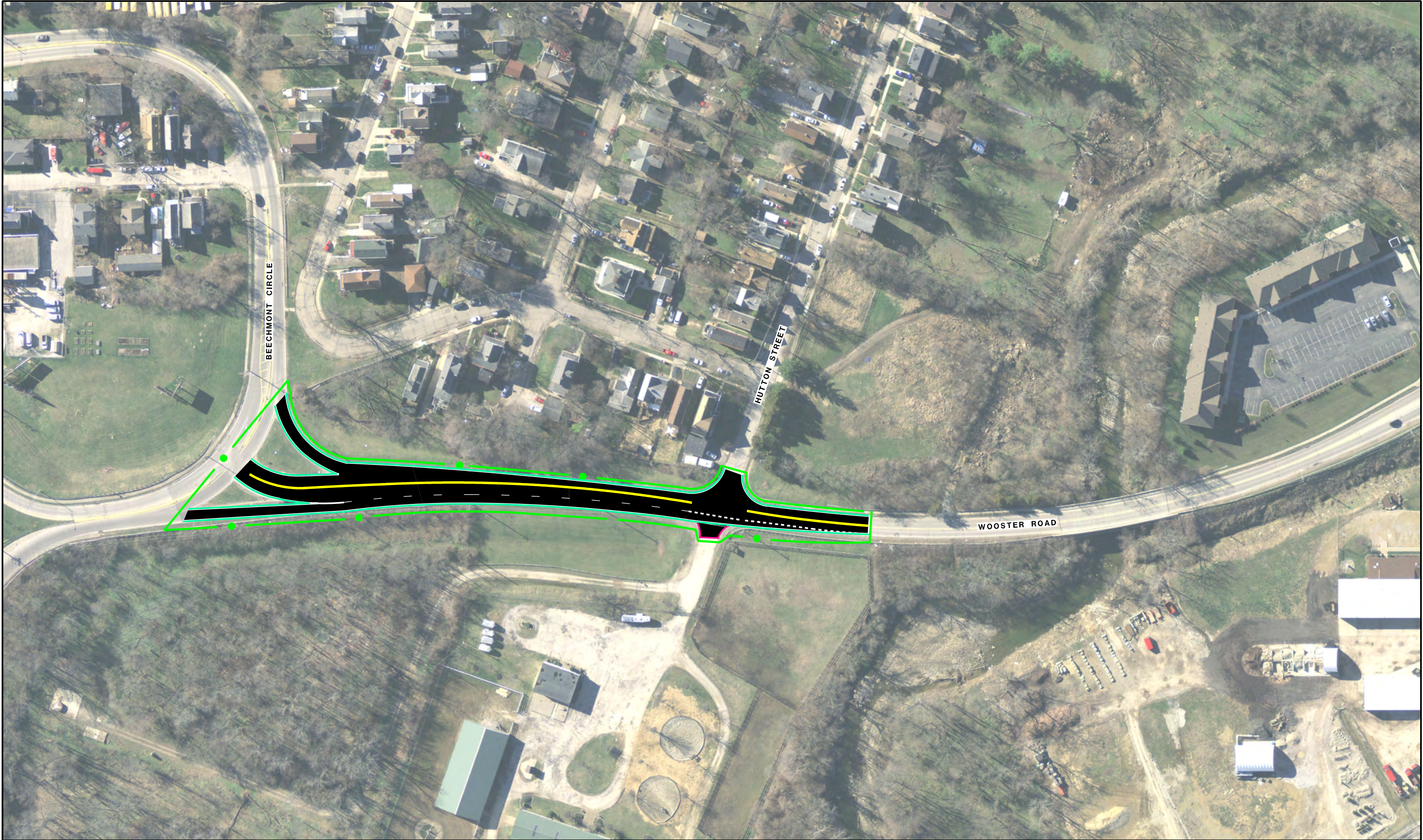
- Right turning vehicles must yield to left turning vehicles.
- No additional comments received following the 5/22 meeting.

9/7 MEETING DISCUSSION AND COMMENTS

- Concept removes the median on Wooster to allow for two lanes. This creates a continuous right turn lane at Beechmont Circle for turns onto Wooster from SR 125, so those drivers can merge instead of coming to a yield line. The concept includes minimal widening.
- No additional comments received following the 9/7 meeting.

Safety ECAT Benefit /Cost Ratio	Location	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
		Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
			2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
									\$320K to \$480K	0	\$0	C2	R/W Impacts, Noise, ESA Issues	Neutral	Improves	Neutral

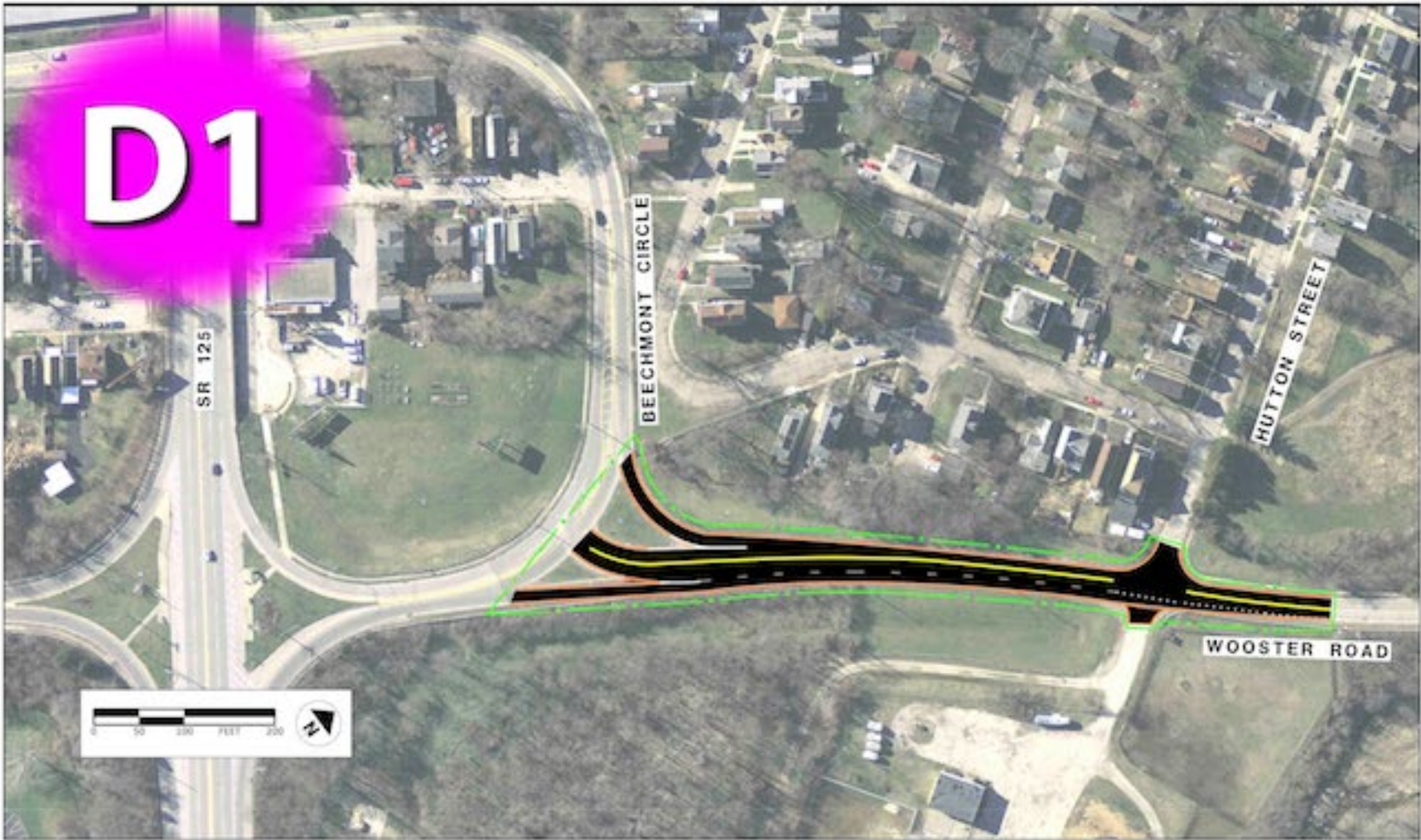
PRIORITY: LOW



Concept Drawing
Eastern Corridor Projects
Segment II-III (S.R. 32 Corridor)
HAM-32F-0.00; PID 86462

Figure I-26B
**CONTINUOUS RIGHT TURN LANE FROM
BEECHMONT CIRCLE TO WOOSTER ROAD**

Drawing was presented at the October 24 & 25 Open House meetings.



**Continuous Right Turn
Lane From SR 125 to
Wooster**

- \$320,000 to \$480,000 construction cost
- No new R/W required
- Converts current yield condition to a merge

PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
8%	2%	27%	41%	23%

(percentages have been rounded)

Concept drawing is presented on the following page.

DESCRIPTION

- Create a grade-separated interchange to connect Wilmer and Wooster.
- This concept utilizes a single-point urban interchange (SPUI) with a signal on SR 125 as it travels under the Wilmer/Wooster bridge.

NEEDS ADDRESSED

P2) Address localized connectivity travel patterns within Beechmont Circle.

5/22 MEETING DISCUSSION AND COMMENTS

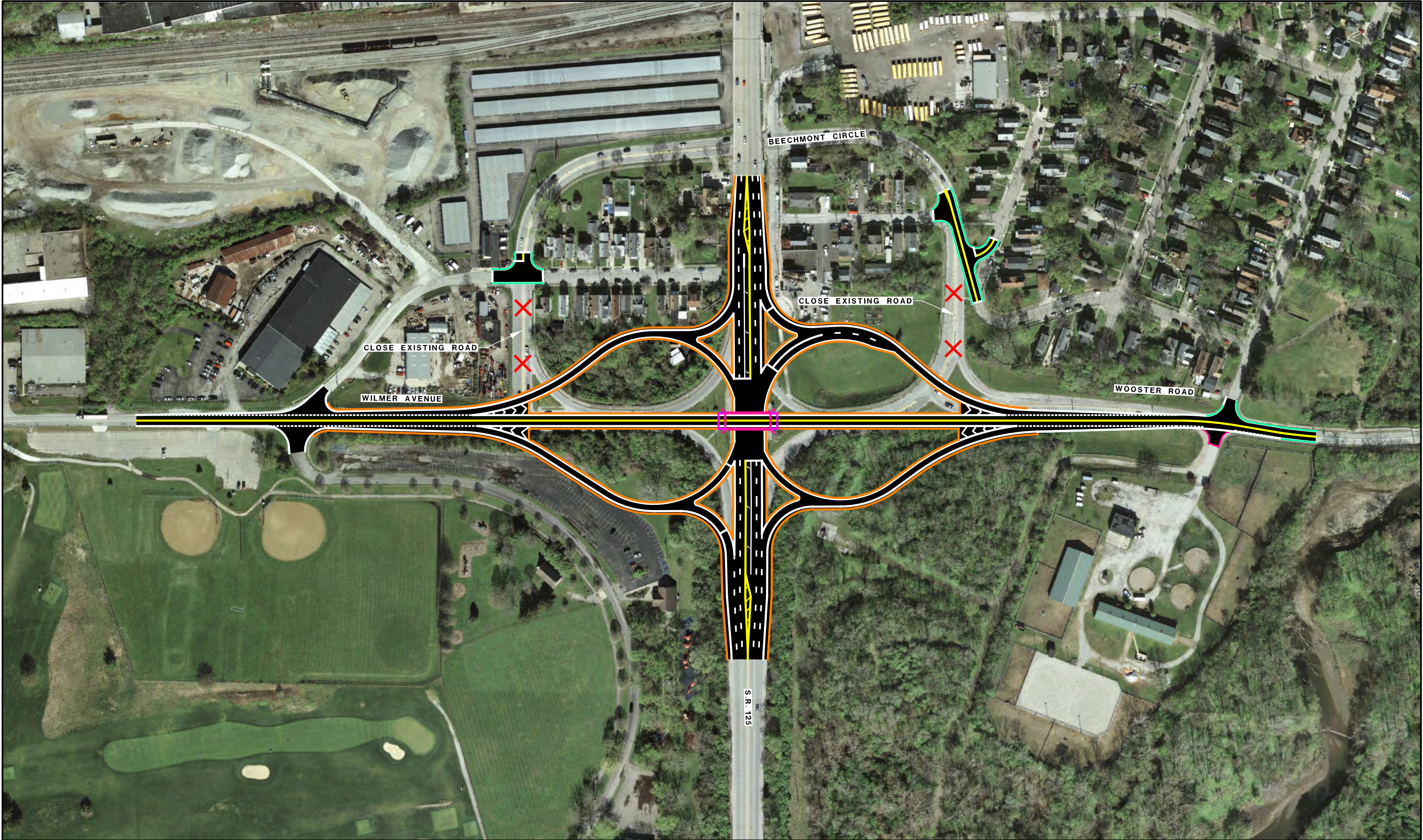
- A traffic signal would be installed on the lower level.
- Initial analysis indicates that the traffic signal required on SR 125 would not perform well.
- The concept requires construction of a significant structure that yields low benefit.
- No additional comments received following the 5/22 meeting.

NEXT STEPS/RECOMMENDATION

- No further study. The traffic signal does not perform well and the concept requires construction of a significant structure.

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	COMPLEX	\$5 – \$10 MILLION	RELOCATIONS	MODERATE (D1/D2)	DEGRADES	IMPROVES	IMPROVES	NO FURTHER STUDY

RECOMMENDATION: NO FURTHER STUDY



Concept Drawing
Eastern Corridor Multi-Modal Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure X-2B-1
SINGLE POINT URBAN INTERCHANGE

DESCRIPTION

- Create a grade-separated interchange to connect Wilmer and Wooster.
 - This alternative creates three-way signalized ramp intersections.

NEEDS ADDRESSED

- P2) Address localized connectivity travel patterns within Beechmont Circle.
- P9) Address pedestrian safety issues crossing SR 125 at bus stops.
- S11) Support access to future transit connections.

5/22 MEETING DISCUSSION AND COMMENTS

- This concept offers a lower speed connection to Wilmer Avenue and Wooster as compared to concept X-2b-3.
- The Wooster/Wilmer interchange would bridge over SR 125.
- Offers a clear connection between Wilmer and Wooster.
- Concept would take through-traffic off Beechmont Circle; streets within Beechmont Circle would be used for local traffic.
- Would need to add a turn lane to Hutton Street from Wooster.
- Concept would impact the locations of existing bus stops; bus stops would have to be relocated.

- Comments Submitted Following the 5/22 Meeting**
(Comments are presented as submitted by Committee members; no edits to content were made.)
- Will the three-way intersections on either side (East and West) of the proposed grade change connection of Wilmer and Wooster be signalized, or stop signs? Concern this will slow flow of traffic compared to current design.

- ODOT Response:
- The intersections would either be signalized intersections or reconfigured into roundabouts.

9/7 MEETING DISCUSSION AND COMMENTS

- This alternative should be evaluated with X-2b-2a and X-2b-5.
- The concept connects Wooster and Wilmer over SR 125. Wooster and Wilmer would connect with SR 125 using T-intersections (although the Wilmer/SR 125 connection may have to be adjusted somewhat).
- This option would pull commuter traffic out of two small subdivisions. (Note: A goal of the Linwood Neighborhood Plan is to remove commuter traffic from the neighborhood).
- This concept would result in the loss of parking spaces in the Lunken Playfield parking lot, though the number of spaces lost is not yet known.
- No additional comments received following the 9/7 meeting.

12/12 MEETING DISCUSSION AND COMMENTS

- The discussion addressed concepts X-2b-2 (D5) and X-2b-2a (D6) concurrently:
- A key difference between the two concepts is that X-2b-2a (D6) includes an at-grade railroad crossing and creates four-way signalized ramp intersections while X-2b-2 (D5) creates three-way signalized ramp intersections.
 - Concept X-2b-2a (D6) appeared to have more interest from the public, but this concept would be difficult to fund.
 - The City noted that they don’t see these projects as high priorities.

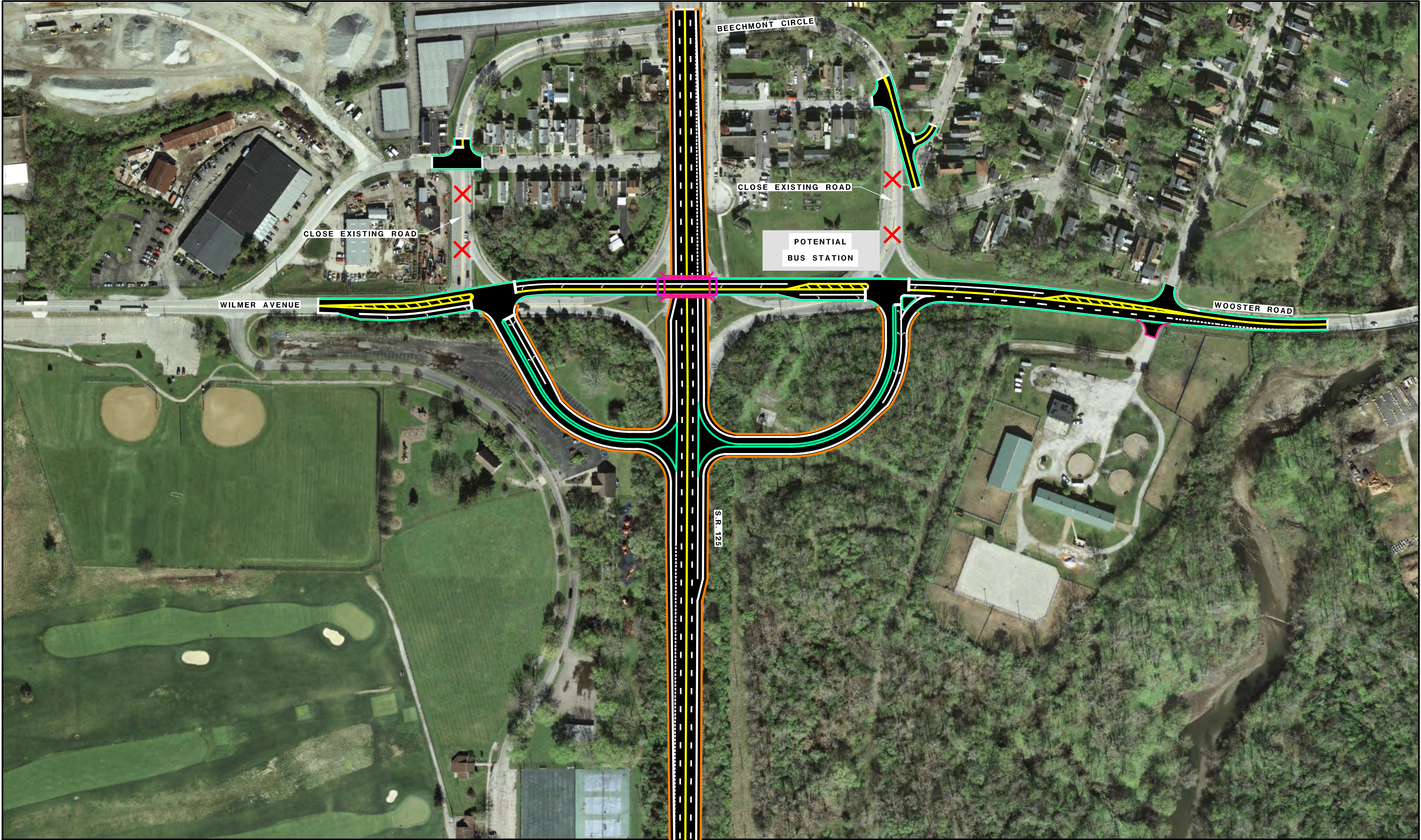
Concept drawings are presented on the following pages.

- It was suggested that ODOT/Stantec explore separate alternatives that would protect pedestrians without the road improvement components (i.e. a refuge island, improved signage, traffic calming, etc.).
 - For some committee members, a primary concern relative to pedestrian safety was the location of the bus stop on Beechmont Circle. The group discussed the possibility of adjusting the bus stop to provide space for buses to pull off the road instead of stopping on the shoulder.
 - The group also discussed adding more signage to alert drivers that the speed limit is reduced in this area from 45 mph to 35 mph, which could help to improve pedestrian safety and make crossing Beechmont easier and safer.
 - It was noted that the study team has already looked at overpass, underpass and HAWK options; however, those fell out of consideration following discussions during previous meetings. Based on feedback from the City, the consultant team will look for other low cost alternatives.

NEXT STEPS/RECOMMENDATION

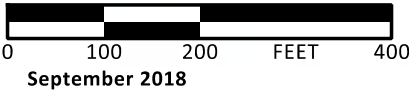
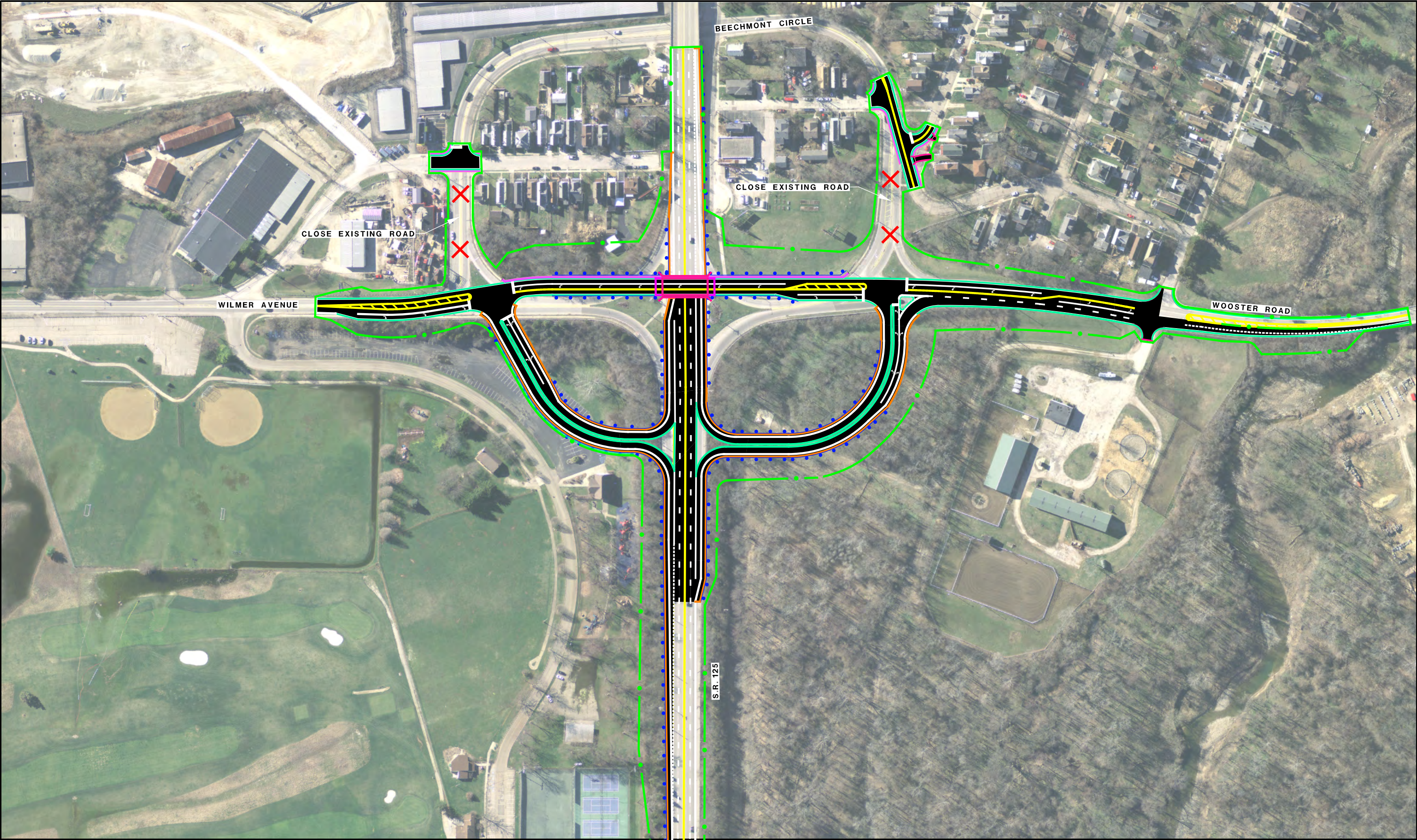
- Revisit concepts/perform additional study to determine if a lower-cost option can be developed to improve pedestrian safety.
- Engage the Linwood Community Council to further vet the two concepts [X-2b-2 (D5) and X-2B-2A (D6)].
- Include X-2b-2 (D5) and X-2B-2A (D6) in the Implementation Plan as low priorities.

Safety ECAT Benefit/ Cost Ratio	Traffic Operations								Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Location	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
			2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
	Wooster Road & SR 125 WB Ramps Signalized Intersection	AM	18.4	B		13.9	B		\$7M to \$10.5M	0	\$875K to \$1.8M	D1	Section 4(f)	Improves	Improves	Improves
		PM	39.5	D		46.4	D									
	Wilmer Avenue & SR 125 EB Ramps Signalized Intersection	AM	15.9	B		10.8	B									
		PM	35.0	D		39.3	D									



Concept Drawing
Eastern Corridor Multi-Modal Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

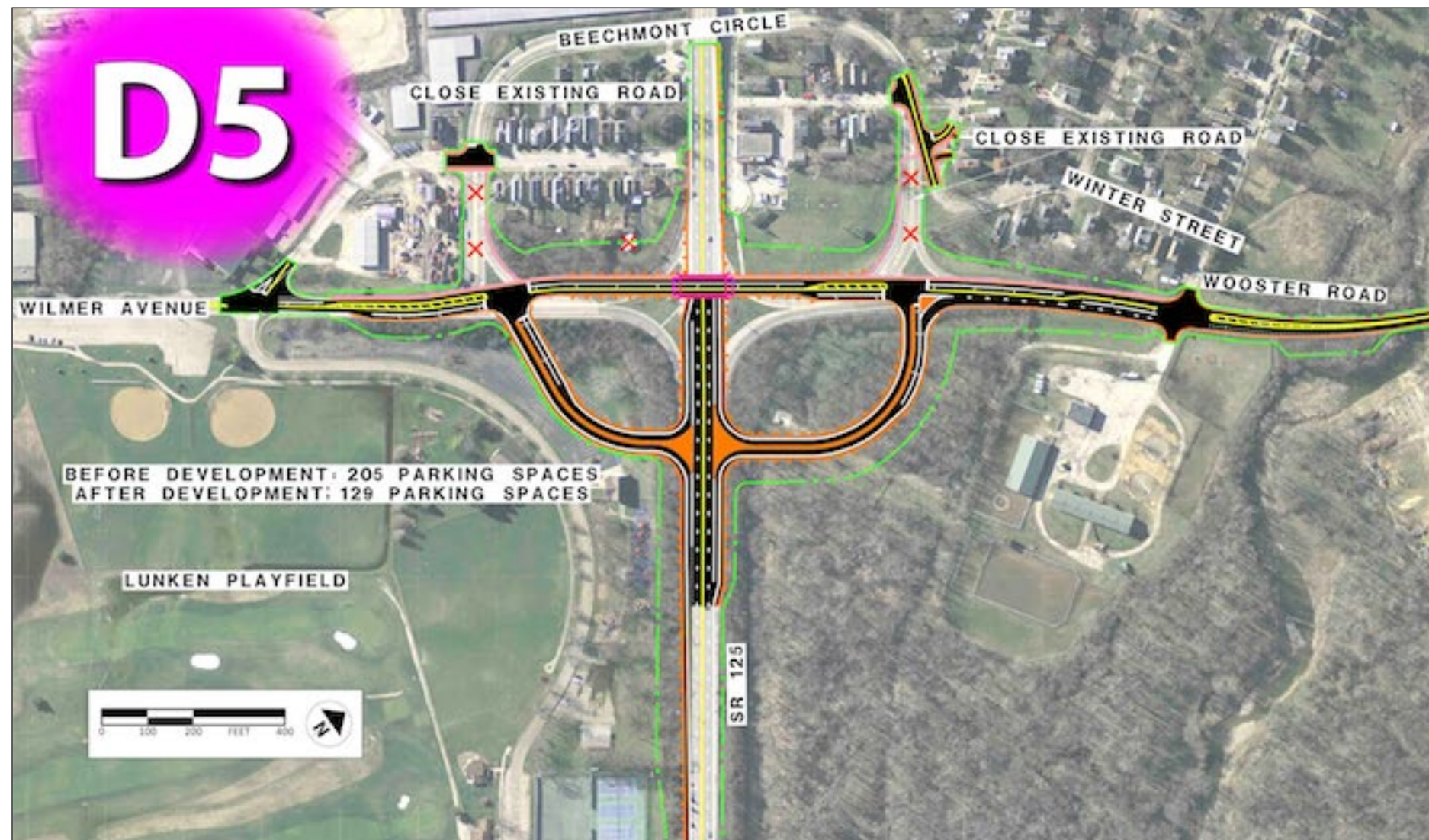
Figure X-2B-2
GRADE SEPARATED INTERCHANGE TO CONNECT
WILMER AVENUE TO WOOSTER ROAD



Concept Drawing
Eastern Corridor Multi-Modal Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure X-2B-2
GRADE SEPARATED INTERCHANGE TO CONNECT
WILMER AVENUE TO WOOSTER ROAD

Drawing was presented at the October 24 & 25 Open House meetings.



Grade Separated Interchange Connecting Wilmer and Wooster

- \$7.0M to \$10.5M construction cost
- New R/W needed from 21 parcels; 1 garage impacted
- 76 parking spaces eliminated in Lunken Playfield parking lot
- Relocates bus stop on SR 125
- Connects Beechmont Circle to Winter
- Signalized intersections at the ends of each ramp
- Connect Wilmer and Wooster which removes through traffic from Beechmont Circle

PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
8%	11%	31%	39%	11%

(percentages have been rounded)

Concept drawings are presented on the following pages.

DESCRIPTION

- Create a grade-separated interchange to connect Wilmer and Wooster.
 - This alternative creates four-way signalized ramp intersections.

NEEDS ADDRESSED

- P2) Address localized connectivity travel patterns within Beechmont Circle.
- P9) Address pedestrian safety issues crossing SR 125 at bus stops.
- S11) Support access to future transit connections.
- S16) Address bicycle and pedestrian connectivity across railroad tracks to existing Armleder and Lunken bike paths.

9/7 MEETING DISCUSSION AND COMMENTS

- This alternative should be evaluated with X-2b-2 and X-2b-5.
- It connects Wooster and Wilmer over SR 125. Wilmer and Wooster would connect with SR 125 and the Beechmont Circle using four-way intersections.
- The concept is shown with concept EW-2, which would create a new extension of Linwood (where it currently dead ends into Eastern Avenue) through the parking lot of the Company on Eastern building, across the railroad tracks (at-grade) and through to the eastern-most portion of Beechmont Circle.
- The two subdivisions within Beechmont Circle remain separated; however most commuter traffic would be removed from neighborhood streets (Note: a goal of the Linwood Neighborhood Plan is to remove commuter traffic from the neighborhood).

- This concept would result in the loss of parking spaces in the Lunken Playfield parking lot, though the number of spaces lost is not yet known.
- This alternative is more expensive than X-2b-2 and would require one commercial relocation.
- No additional comments received following the 9/7 meeting.

12/12 MEETING DISCUSSION AND COMMENTS

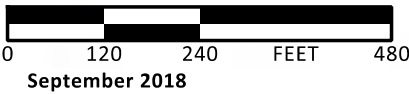
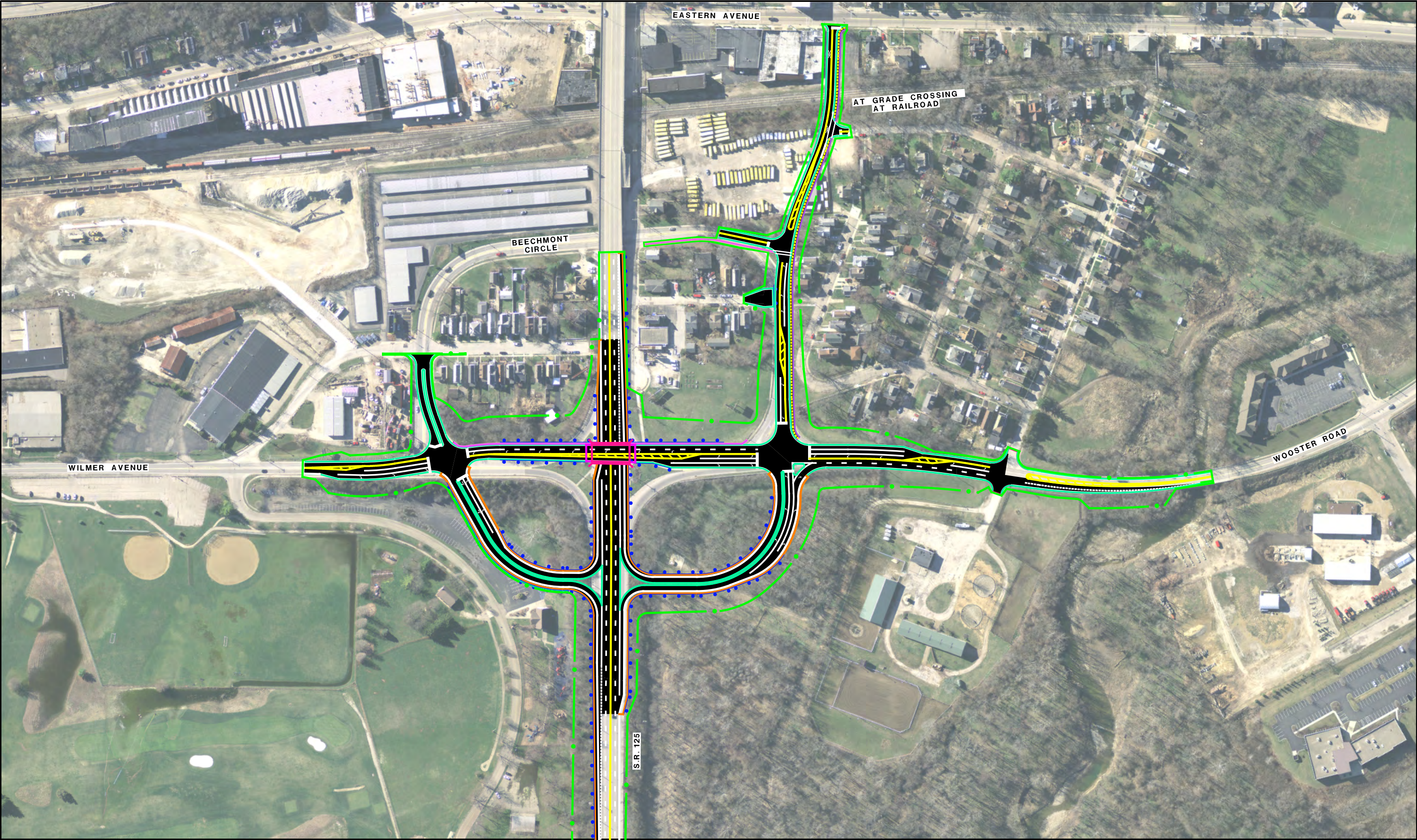
- A key difference between the two concepts is that X-2b-2a (D6) includes an at-grade railroad crossing and creates four-way signalized ramp intersections while X-2b-2 (D5) creates three-way signalized ramp intersections.
- Concept X-2b-2a (D6) appeared to have more interest from the public, but this concept would be difficult to fund.
- The City noted that they don’t see these projects as high priorities.
- It was suggested that ODOT/Stantec explore separate alternatives that would protect pedestrians without the road improvement components (i.e. a refuge island, improved signage, traffic calming, etc.).
 - For some committee members, a primary concern relative to pedestrian safety was the location of the bus stop on Beechmont Circle. The group discussed the possibility of adjusting the bus stop to provide space for buses to pull off the road instead of stopping on the shoulder.
 - The group also discussed adding more signage to alert drivers that the speed limit is reduced in this area from 45 mph to 35 mph, which could help to improve pedestrian safety and make crossing Beechmont easier and safer.

- It was noted that the study team has already looked at overpass, underpass and HAWK options; however, those fell out of consideration following discussions during previous meetings. Based on feedback from the City, the consultant team will look for other low cost alternatives.

NEXT STEPS/RECOMMENDATION

- Revisit concepts/perform additional study to determine if a lower-cost option can be developed to improve pedestrian safety.
- Engage the Linwood Community Council to further vet the two concepts [X-2b-2 (D5) and X-2B-2A (D6)].
- Include X-2b-2 (D5) and X-2B-2A (D6) in the Implementation Plan as low priorities.

Safety ECAT Benefit/ Cost Ratio	Traffic Operations								Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi- Modal	Improve Regional Connectivity	Improve Local Access
	Location	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
			2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
	Wooster Road & SR 125 WB Ramps Signalized Intersection	AM	18.2	B					\$8M to \$12M	1 Commercial	\$1.3M to \$2.5M	D1	R/W Impacts, Section 4(f)	Improves	Improves	Improves
		PM	22.1	C												
	Wilmer Avenue & SR 125 EB Ramps Signalized Intersection	AM	20.1	C												
		PM	39.6	D												



Stantec

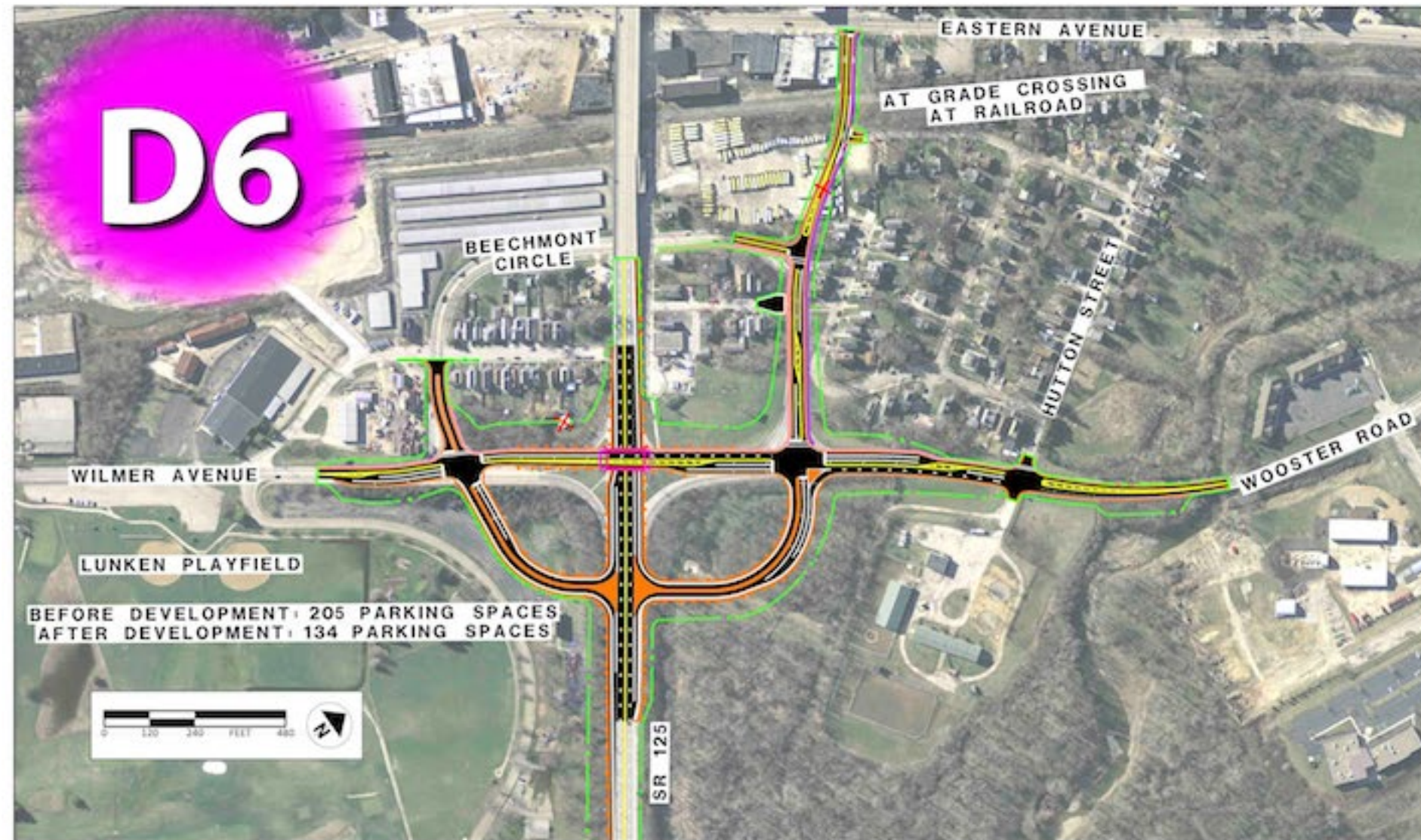
Concept Drawing

Eastern Corridor Multi-Modal Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure X-2B-2A

**GRADE SEPARATED INTERCHANGE TO CONNECT
WILMER AVENUE TO WOOSTER ROAD**

Drawing was presented at the October 24 & 25 Open House meetings.



Grade Separated Interchange Connecting Wilmer, Wooster, and Eastern

- \$8.0 to \$12.0M construction cost
- New R/W needed from 35 parcels; 1 commercial building and 1 garage impacted
- Connection to Eastern has at-grade railroad crossing
- Connection to Eastern includes shared-use path
- 71 parking spaces eliminated in Lunken Playfield parking lot
- Relocates bus stop on SR 125
- Signalized intersections at the ends of each ramp
- Connect Wilmer and Wooster which removes through traffic from Beechmont Circle

PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
6%	13%	29%	27%	25%

(percentages have been rounded)

Concept drawing is presented with Concept EW-2 on the following page.

DESCRIPTION

- Create a grade-separated interchange to connect Wilmer and Wooster.

NEEDS ADDRESSED

- P2) Address localized connectivity travel patterns within Beechmont Circle.
- P9) Address pedestrian safety issues crossing SR 125 at bus stops.
- S16) Address bicycle and pedestrian connectivity across railroad tracks to existing Armleder and Lunken bike paths.

5/22 MEETING DISCUSSION AND COMMENTS

- The concept would take through traffic off Beechmont Circle; streets within Beechmont Circle would be used by local traffic.
- New ramps from SR 125 to Wilmer and Wooster would impact adjacent properties.
- Do not need “highway” type ramp connections at this location.

Comments Submitted Following the 5/22 Meeting

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

- Will the three-way intersections on either side (East and West) of the proposed grade change connection of Wilmer and Wooster be signalized, or stop signs? Concern this will slow flow of traffic compared to current design

ODOT Response:

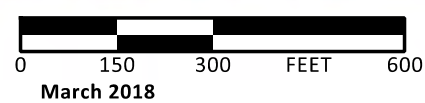
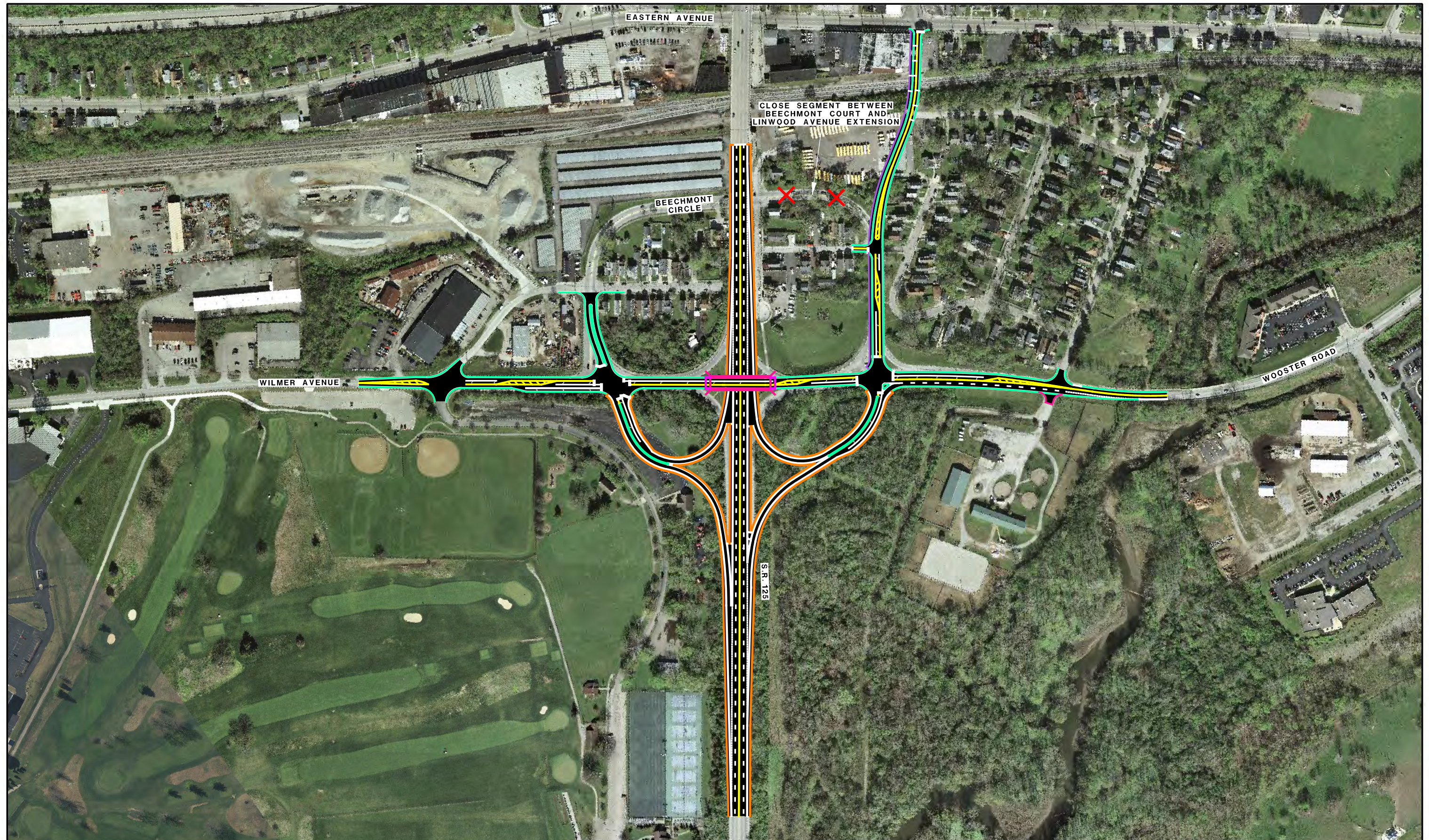
- The intersections would either be signalized intersections or reconfigured into roundabouts.

NEXT STEPS/RECOMMENDATION

- No further study. This concept is the same as X-2b-2, which is preferred because it provides a lower speed ramp to connect Wilmer and Wooster compared to this concept.

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	COMPLEX	\$5 – \$10 MILLION	PROPERTY TAKES	MODERATE (D1/D2)	IMPROVES	IMPROVES	IMPROVES	NO FURTHER STUDY

RECOMMENDATION: NO FURTHER STUDY



Concept Drawing
 Eastern Corridor Multi-Modal Projects
 Segment II-III (SR 32 Corridor)
 HAM-32F-0.00; PID 86462

Figure X-2B-3 and EW-2
 GRADE SEPARATED INTERCHANGE TO CONNECT
 WILMER AVENUE TO WOOSTER ROAD

Concept drawing is presented on the following page.

DESCRIPTION

- Create a grade-separated interchange to connect Wilmer and Wooster.
 - SR 125 would go over the Wilmer/Wooster connection.

5/22 MEETING DISCUSSION AND COMMENTS

- This concept would require extra fill to raise the road over the Wilmer/Wooster connection.
- Requires replacement of the Beechmont Viaduct structure.
- No additional comments received following the 5/22 meeting.

NEXT STEPS/RECOMMENDATION

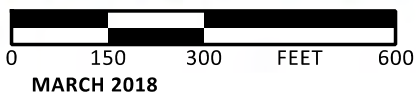
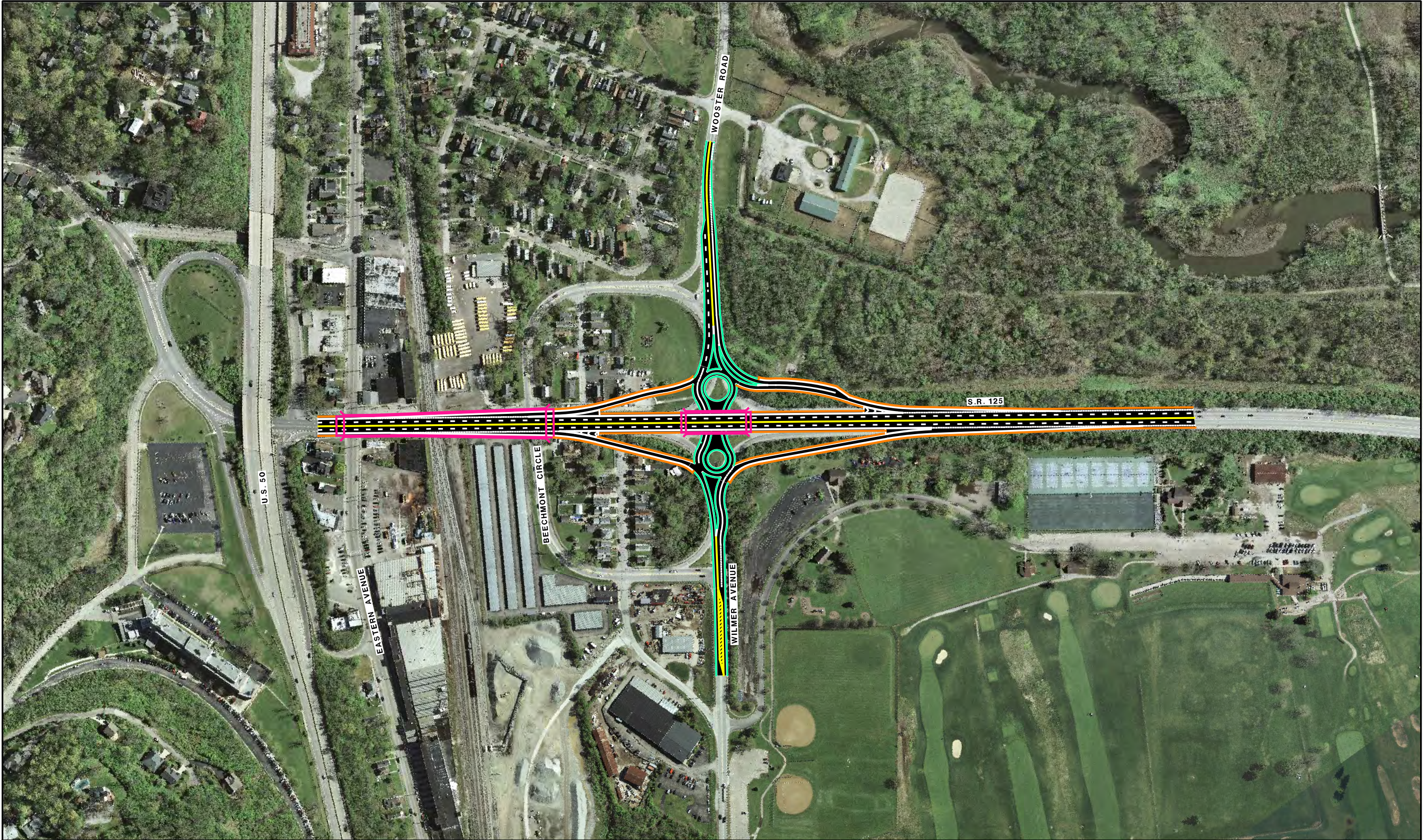
- No further study. The concept has high costs related to adjusting the profile of SR 125, which requires replacing the Beechmont Viaduct.

NEEDS ADDRESSED

- P2) Address localized connectivity travel patterns within Beechmont Circle.

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	COMPLEX	> \$10 MILLION	RELOCATIONS	MODERATE (D1/D2)	NEUTRAL	IMPROVES	IMPROVES	NO FURTHER STUDY

RECOMMENDATION: NO FURTHER STUDY



Concept Drawing
Eastern Corridor Projects
Segment II-III (S.R. 32 Corridor)
HAM-32F-0.00; PID 86462

Figure X-2B-4
GRADE SEPARATED INTERCHANGE TO CONNECT
WILMER AVENUE AND WOOSTER ROAD

Concept drawings are presented on the following pages.

DESCRIPTION

- Create a grade-separated interchange to connect Wilmer and Wooster.
 - SR 125 would go under the Wilmer/Wooster connection.
 - This alternative creates roundabouts at the ramp intersections.

NEEDS ADDRESSED

- P2) Address localized connectivity travel patterns within Beechmont Circle.
- P9) Address pedestrian safety issues crossing SR 125 at bus stops.
- S11) Support access to future transit connections.

5/22 MEETING DISCUSSION AND COMMENTS

- Facilitates connections from SR 125 to Wilmer and to Wooster through the addition of new ramps.
- The new ramps from SR 125 to Wilmer and Wooster would impact properties south of Wilmer/Wooster.
- Roundabouts would be used to connect SR 125 with Wooster and Wilmer
 - Roundabouts calm traffic and allow for continuous flow
- Sidewalk connection would be included on the bridge over SR 125.
- No additional comments received following the 5/22 meeting.

9/7 MEETING DISCUSSION AND COMMENTS

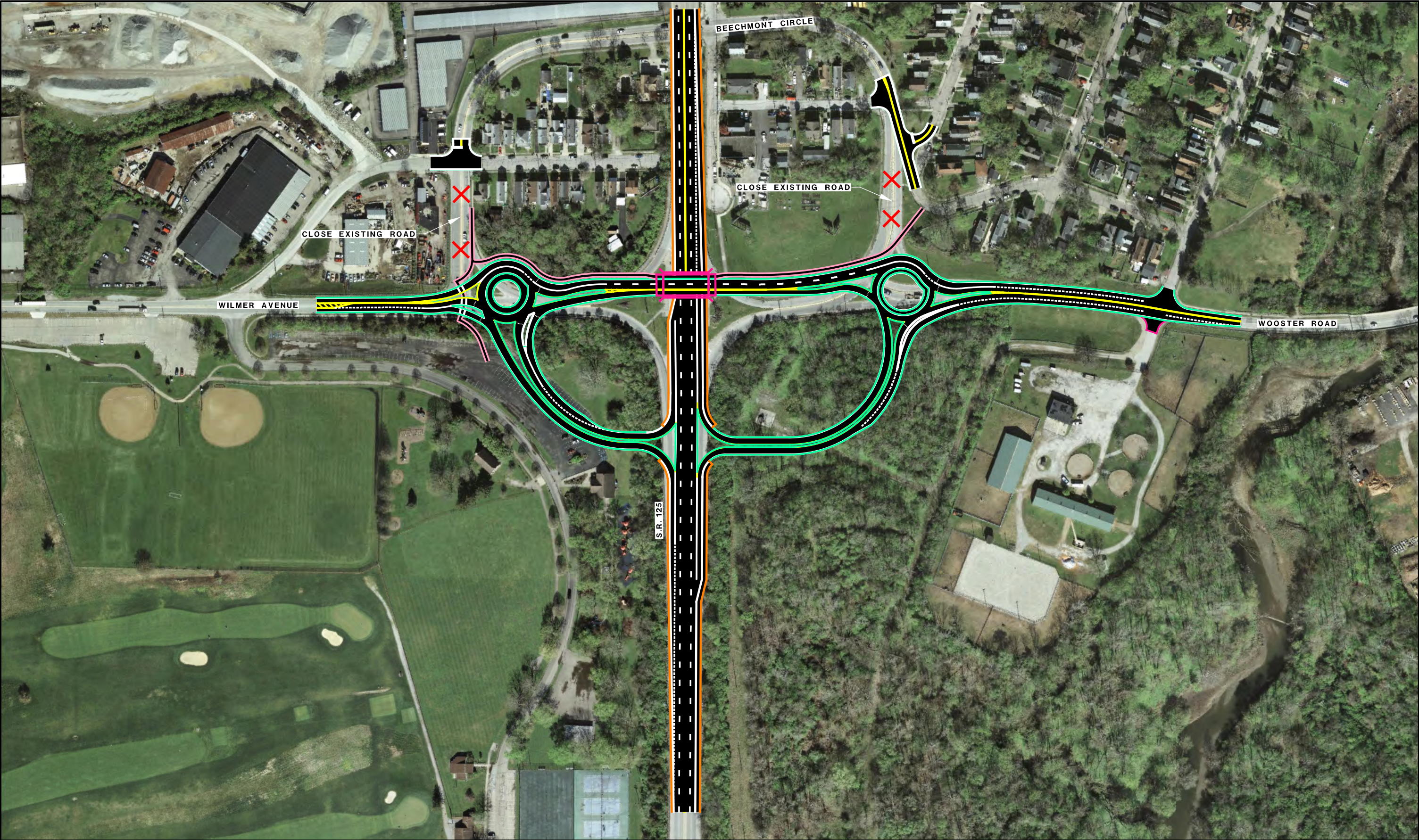
- This alternative should be evaluated with X-2b-2 and X-2b-2a.
- Traffic simulations show a significant increase in PM peak hour delays. Traffic traveling down Wooster to east on Beechmont left no gaps for other traffic to enter the roundabout.
- This concept would result in the loss of parking spaces in the Lunken Playfield parking lot, though the number of spaces impacted is not yet known.
- While an improvement over the No Build alternative, this option did not work as well as the signalized intersection options in traffic simulations and is more expensive.
- No additional comments received following the 9/7 meeting.

NEXT STEPS/RECOMMENDATION

- No further study. Traffic simulations showed PM peak delays.

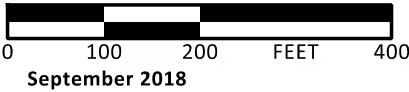
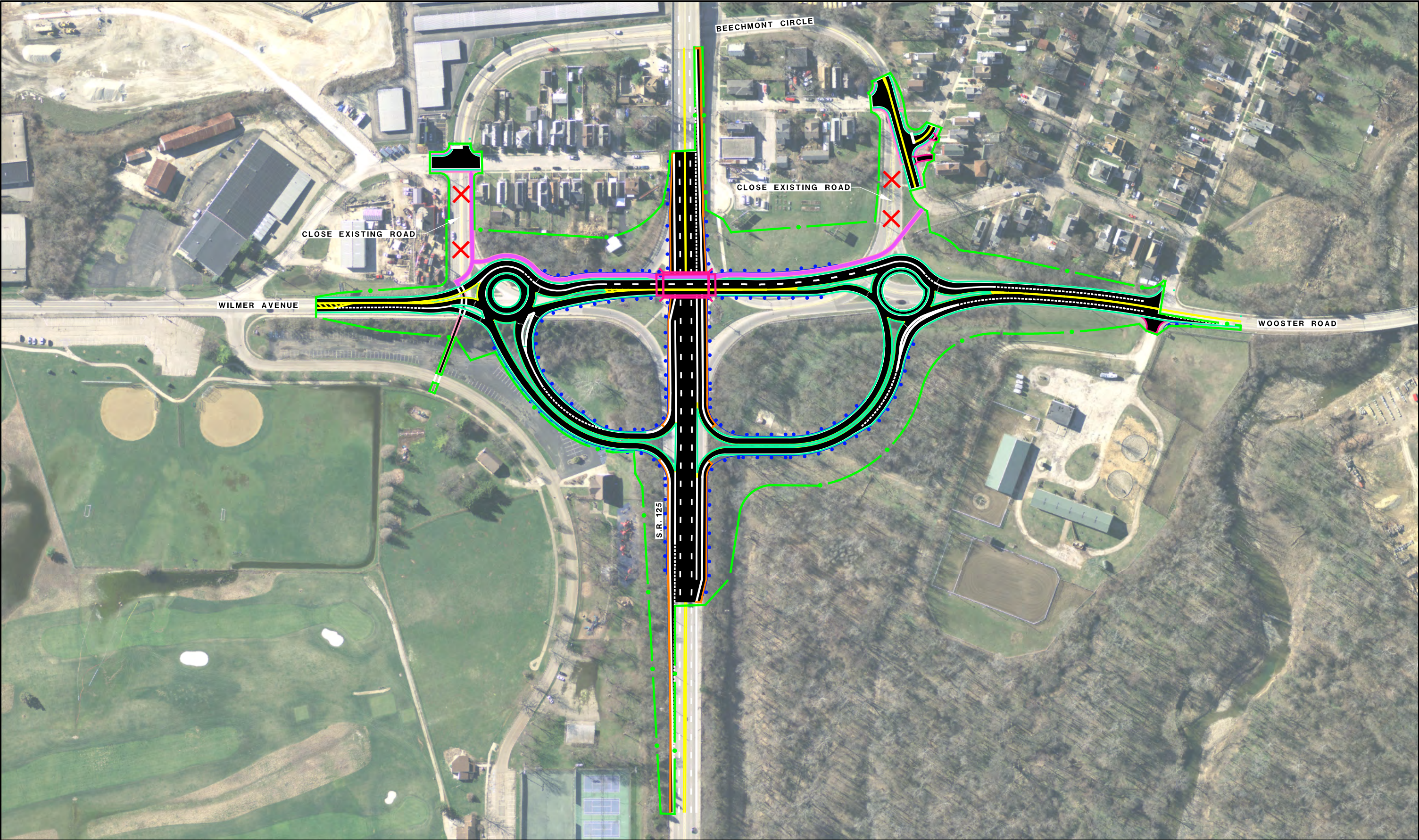
Safety ECAT Benefit/ Cost Ratio	Traffic Operations								Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi- Modal	Improve Regional Connectivity	Improve Local Access
	Location	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
			2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
	Wooster Road & SR 125 WB Ramps Roundabout	AM	5.6	A		6.0	A		\$8.4M to \$12.6M	0	\$975K to \$2M	D1	Section 4(f)	Improves	Improves	Improves
		PM	9.7	A		12.6	B									
	Wilmer Avenue & SR 125 EB Ramps Roundabout	AM	7.9	A		11.1	B									
		PM	15.3	C		73.6	F									

RECOMMENDATION: NO FURTHER STUDY



Concept Drawing
Eastern Corridor Multi-Modal Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure X-2B-5
GRADE SEPARATED INTERCHANGE TO CONNECT
WILMER AVENUE TO WOOSTER ROAD



Concept Drawing
Eastern Corridor Multi-Modal Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure X-2B-5
GRADE SEPARATED INTERCHANGE TO CONNECT
WILMER AVENUE TO WOOSTER ROAD

Concept drawing is presented with Concept I-27a on the following pages.

DESCRIPTION

- Install a roundabout at Beechmont Circle/Wooster Road.
 - The existing intersection at Wooster and Beechmont Circle would be replaced with a roundabout.

NEEDS ADDRESSED

P2) Address localized connectivity travel patterns within Beechmont Circle.

5/22 MEETING DISCUSSION AND COMMENTS

- Roundabouts help calm traffic and facilitate U-turns.
- Proposed modifications are smaller in scale than those proposed for other concepts.
- The roundabout would reduce delays by:
 - 57% during morning peak-hours
 - 11% during evening peak-hours
- No additional comments received following the 5/22 meeting.

NEXT STEPS/RECOMMENDATION

- No further study. The roundabout would not solve the need of providing a more direct route across SR 125 between Wilmer and Wooster or of pulling traffic out of the neighborhood.

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 MILLION	PROPERTY TAKES	MODERATE (D1/D2)	NEUTRAL	NEUTRAL	NEUTRAL	NO FURTHER STUDY

RECOMMENDATION: NO FURTHER STUDY

Concept drawing is presented with Concept I-26a on the following page.

DESCRIPTION

- Install a roundabout at Beechmont Circle/Wilmer Avenue.
 - The existing signalized intersection at Wilmer and Beechmont Circle would be replaced with a roundabout.

NEEDS ADDRESSED

- P2) Address localized connectivity travel patterns within Beechmont Circle.

5/22 MEETING DISCUSSION AND COMMENTS

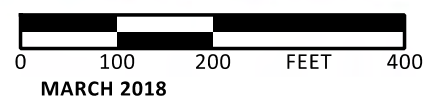
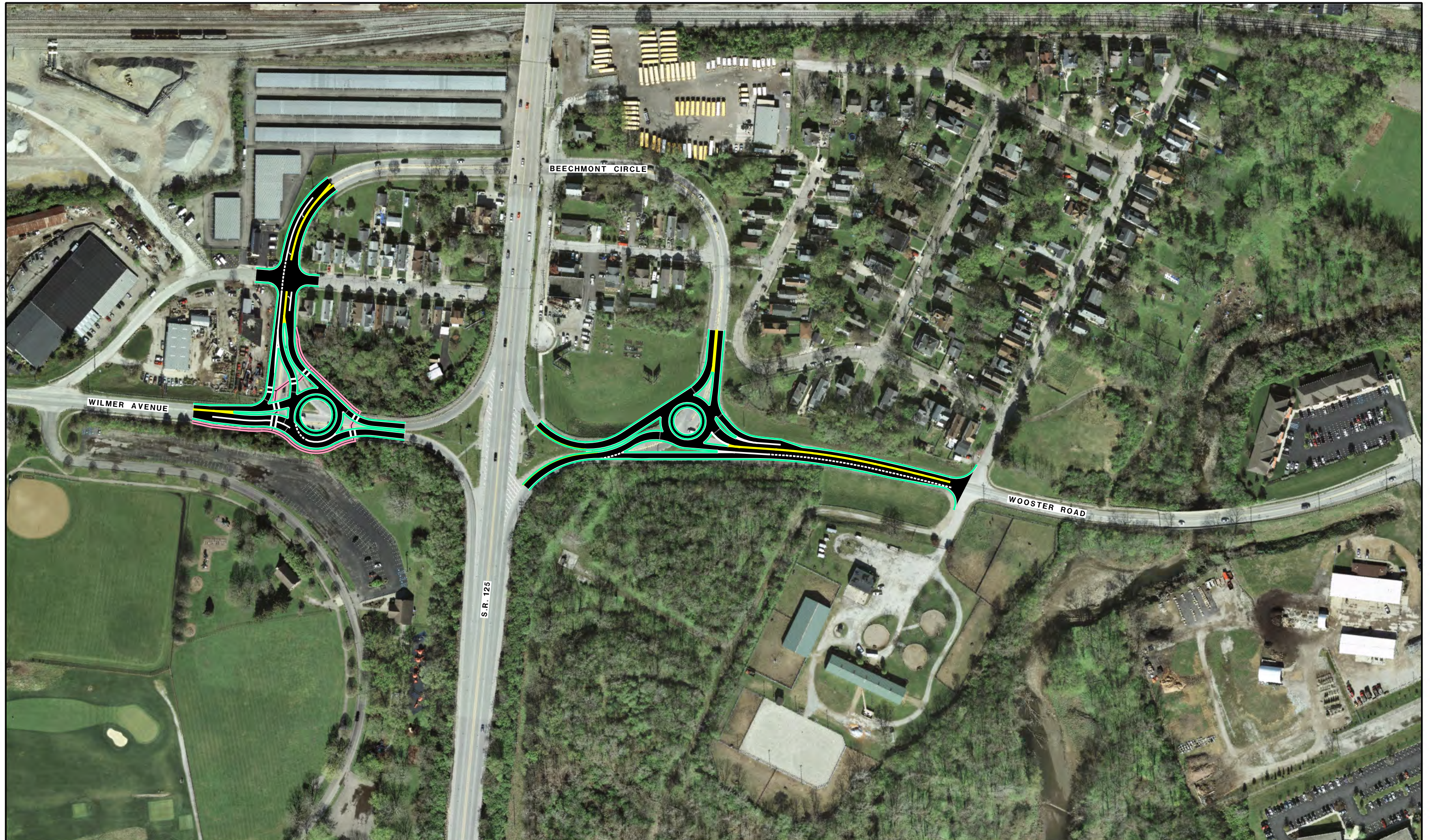
- Roundabouts help calm traffic and facilitate U-turns.
- Proposed modifications are smaller in scale than those proposed for other concepts.
- The roundabout would reduce delays by:
 - 57% during morning peak-hours
 - 11% during evening peak-hours
- No additional comments received following the 5/22 meeting.

NEXT STEPS/RECOMMENDATION

- No further study. The roundabout would not solve the need of providing a more direct route across SR 125 between Wilmer and Wooster or of pulling traffic out of the neighborhood.

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 MILLION	PROPERTY TAKES	MODERATE (D1/D2)	NEUTRAL	NEUTRAL	NEUTRAL	NO FURTHER STUDY

RECOMMENDATION: NO FURTHER STUDY



Concept Drawing
 Eastern Corridor Projects
 Segment II-III (S.R. 32 Corridor)
 HAM-32F-0.00; PID 86462

Figure I-26A & I-27A
 ROUNDABOUTS AT BEECHMONT CIRCLE INTERSECTIONS
 WITH WILMER AVENUE AND WOOSTER ROAD

Concepts not drawn.

DESCRIPTION

- This concept extends the right turn lane on Beechmont Circle for the turn onto Wilmer.
Note: This concept was evaluated in response to an Advisory Committee request made at the February 14 committee meeting. However, based on the subsequent discussion at the 5/22/18 Advisory Committee meeting, it was determined that the consultant misunderstood the request and evaluated the wrong intersection. The request was to evaluate the Beechmont Circle/Wooster intersection.
Since the 5/22 meeting, the consultant has reviewed the Beechmont Circle/Wooster intersection and assigned it an identifier: I-26b.
Notes regarding concept I-26b are included on this page in italics.
- Concept I-26-b**
(Concept not drawn)
 - This concept extends the ramp from SR 125 onto Wooster. The ramp would no longer need to yield to the southbound left lane from Beechmont Circle.

NEEDS MET

None identified.

MEETING DISCUSSION AND COMMENTS

- Concept I-27b:**
- Vehicles turning right are blocked at times by vehicles turning left at Wilmer and waiting for the signal.
 - As currently designed, the right turn lane extends to Wilmer Court, which appears to be sufficient.
- Concept I-26a:**
- Right turning vehicles must yield to left turning vehicles.

NEXT STEPS/RECOMMENDATION

- Concept I-27-b:**
- No further study. This concept was evaluated in error due to a misunderstood request from the Feb. 14 Advisory Committee meeting.
- Concept I-26-b:**
- Advance for further study

COMMENTS SUBMITTED

FOLLOWING THE 5/22 MEETING

- (Comments are presented as submitted by Committee members; no edits to content were made.)*
- Figure 1-27b is not included in the Concept Drawing pdf.
- ODOT response:
- Concept I-27b was not drawn.

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
	I-27-b: Concept was not evaluated because the existing turn lane appeared to be sufficient.								NO FURTHER STUDY
	I-26-b: Concept will be further evaluated during the next phase of study.								ADVANCE