



Red Bank Corridor Project

HAM-32F-0.00

PID 86461

APPENDIX D

Red Bank Corridor

Public Involvement Meeting

October 1, 2013



RED BANK CORRIDOR

Public Involvement Meeting

Madisonville Recreation Center

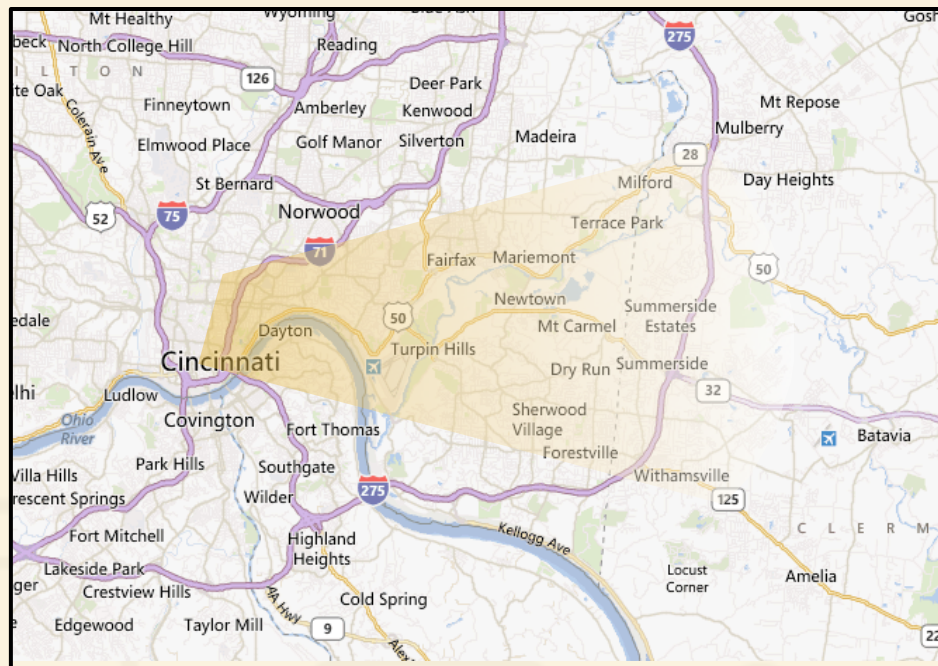
October 1, 2013

[start](#)

The Eastern Corridor

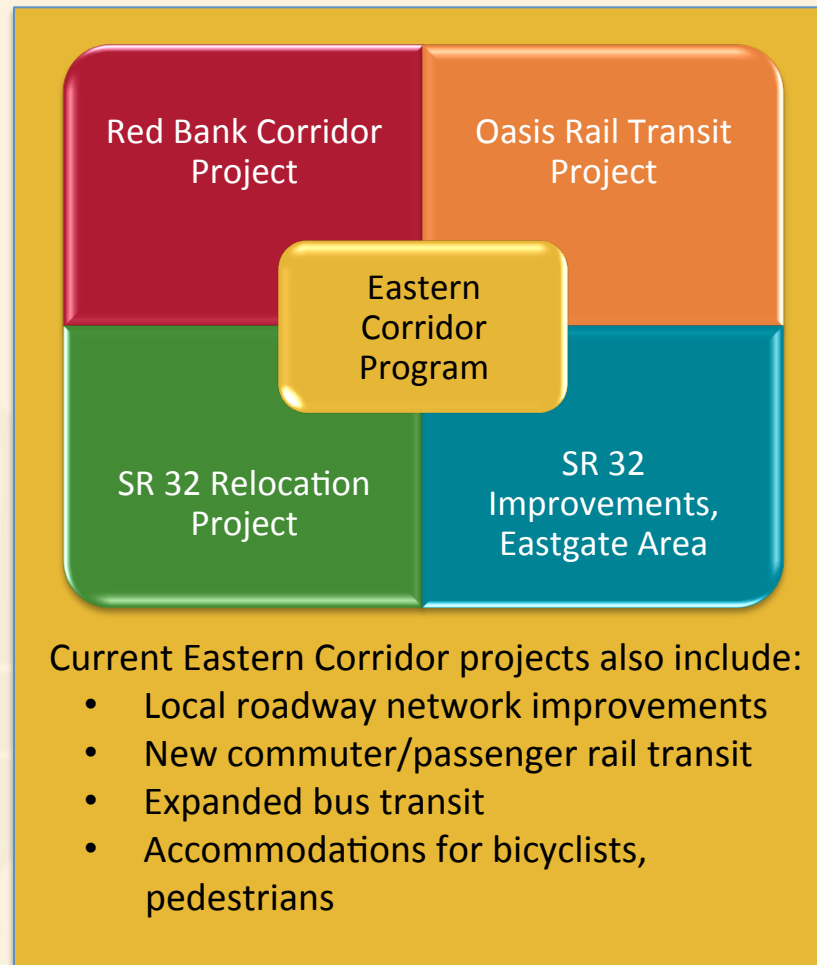
Providing east-west connectivity for the Greater Cincinnati region

- Regionally-supported
- Improve travel, access, safety
 - Address critical congestion issues
 - Help people spend less time in the car
- Offer more options to get around
- Reduce vehicle miles traveled and emissions
- Support local, regional visions for community enhancement, economic development and sustainable regional growth



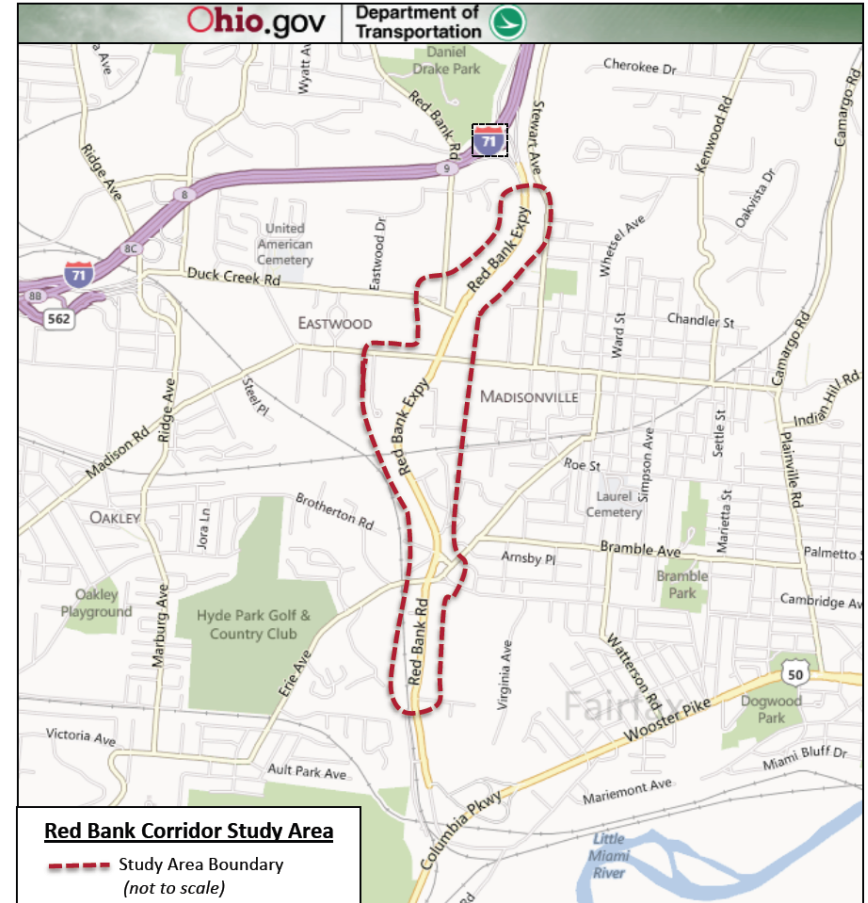
Greater Cincinnati's Eastern Corridor Region

Eastern Corridor Program



RED BANK CORRIDOR PROJECT

- Create a balance of mobility and access to better serve local communities, businesses and neighborhood.
- Reduce congestion and delays
- Re-establish and enhance local roadway network connections
- Improve accessibility, safety and flow of traffic
- Provide accommodations for bicyclists and pedestrians



GOALS FOR PUBLIC MEETING

- **Gather feedback on proposed Local Roadway Network Improvements (LRNI) and overall plan (including bikeway plan development in next phase)**
- **Convey that:**
 - **The LRNI is only a near term solution to the traffic congestion and provides local connectivity**
 - **Additional capacity on Red Bank Expressway will be needed to address long term congestion**
- **Utilize LRNI to provide opportunity for long term improvements for pedestrians, bicyclists and local traffic circulation**

EXISTING AND FUTURE CONDITIONS

- **Intersections on Red Bank Expressway with Duck Creek and Madison are congested now and in 2030**
- **Traffic backs up north of Duck Creek and south of Hetzel during rush hours**
- **Brotherton/Erie connection is not intuitive for drivers. It functions satisfactorily today but not in 2030**
- **Congestion on Red Bank Expressway is primarily due to through traffic**

TRAFFIC FORECASTS

- **2010 traffic counts establish current volumes**
- **Traffic forecasted for 2030 as basis for design**
- **2030 forecasts developed with and without Relocated SR-32 connection to Eastgate area**
- **Volumes increase on Red Bank and decrease on Madison and other east west corridors with Relocated SR-32**
- **Some relocation to local network but Red Bank Expressway mainline congestion remains an issue**
- **Adjustments have been made to account for future development and roadway area improvements**

RED BANK CORRIDOR TIMELINE

- **Environmental Screening/Traffic Counts** **2011**
- **Traffic Modeling** **Fall/Spring 2011-2013**
- **Develop Conceptual Alternatives** **Summer 2012-2013**
- **Public Involvement** **2012-2013**
- **Refine Conceptual Alternatives** **Summer/Fall 2013**
- **Select Preferred Alternative** **Fall/Winter 2013**
- **Environmental Documentation** **Spring 2014**
- **Plan Development/Right of Way** **2014-2015**
- **Construction** **2016-2018**

RED BANK PUBLIC INVOLVEMENT

- **Cincinnati City Council Committee Meeting – August 2011**
- **Five Red Bank Community Partners Committee meetings**
 - **December 2011 – Madisonville Recreation Center**
 - **February 2012 – Meeting with CAC at Medpace**
 - **May 2012 – Madisonville Recreation Center**
 - **May 2013 – Madisonville Recreation Center**
 - **September 2013 – Madisonville Recreation Center**
- **Multiple stakeholder and property owner meetings**

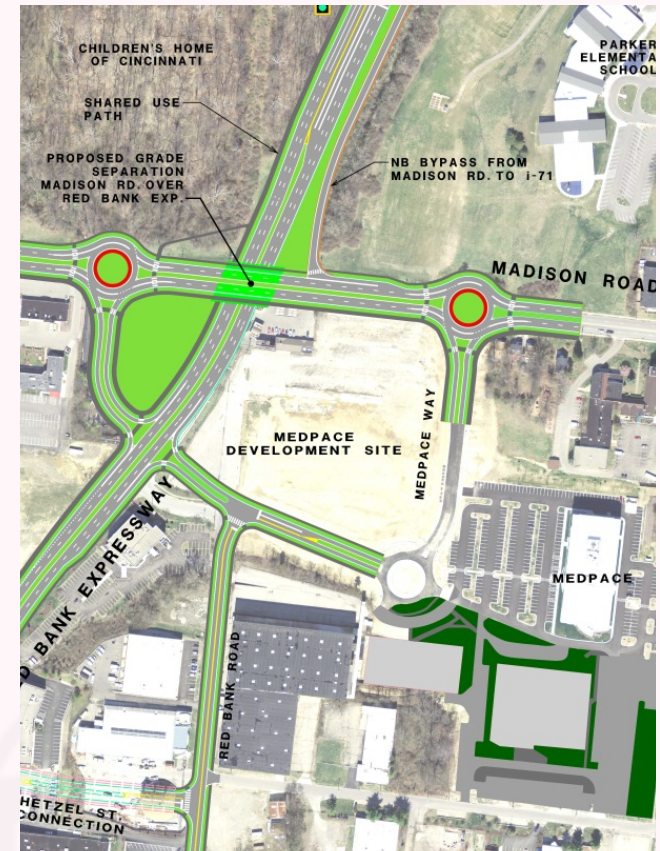
COMMUNITY PRIORITIES

- **Slow through traffic on Red Bank Expressway**
- **Address congestion between Madison and Erie**
- **Improve pedestrian safety**
- **Improve Red Bank Road south of Hetzel including RR bridge**
- **Address cut through traffic at Hetzel**
- **Provide separate Bike/Ped accommodations**
- **Address Erie/Brotherton connection**
- **No grade separation at Duck Creek or Madison**
- **Minimize footprint of any improvements**

CPC and community reviews have led to further development of the Local Roadway Network Improvements

CONCEPT STUDIES

- **2006 Hamilton County TID Studies - Tight Diamond and Continuous Flow Intersections at Madison/Erie**
- **Grade separation of Duck Creek and Madison Roads**
- **Various alternatives with and without roundabouts**
- **Large at grade roundabout intersection of Madison and Red Bank Expressway**
- **Local Roadway Network Improvements (LRNI)**



LOCAL ROADWAY NETWORK IMPROVEMENTS

- **July 2013 Madisonville Community Council meeting requests development of local roadway network improvements (LRNI) or “low build” alternative instead of larger grade separated solutions**
- **Improves access and circulation of local traffic to avoid congested intersection at Madison and Duck Creek**
- **Helps to maintain traffic during construction of mainline improvements**
- **Serves potential development sites**
- **Estimated costs \$16.1 million for Components 1 – 4**

LOCAL ROADWAY NETWORK IMPROVEMENTS

Component 1

Reconstruct Red Bank Road

Component 2

Hetzel/Babson Connection

Component 3

Brotherton/Erie/Murray Improvements

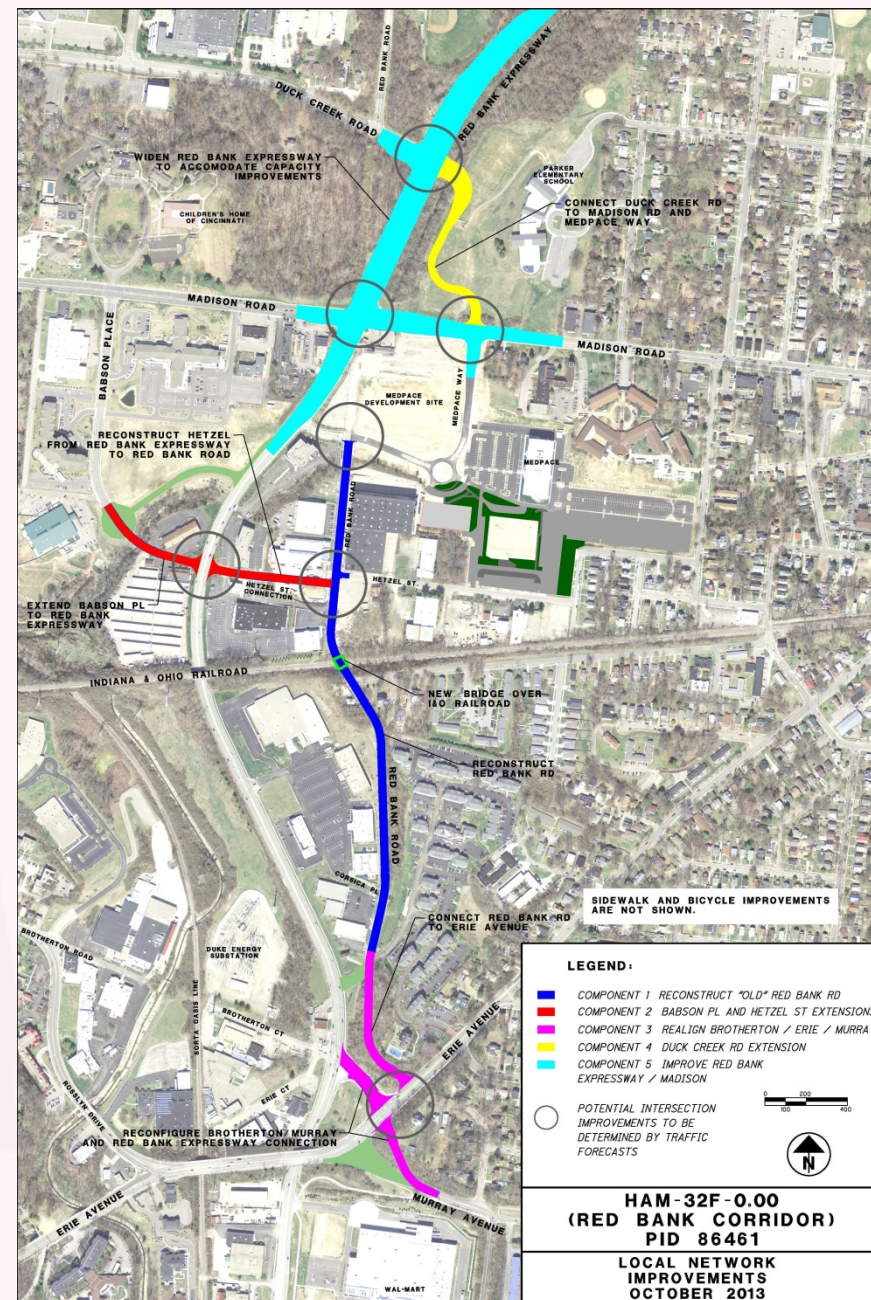
Component 4

Duck Creek Connector

MAINLINE IMPROVEMENTS

Component 5

Red Bank Expressway Improvements



Component 1: Red Bank Road Improvements



Benefits

- Provides alternative north/south connection between Erie and Madison Road
- Improve pedestrian and bicycle circulation between Madison and Erie
- Restores connectivity over the Indiana and Ohio railroad
- Provides alternative access to businesses along Red Bank Expressway to and from the south
- Diverts some traffic from Red Bank Expressway (estimated to be 10-20%)
- Provides additional access for businesses at Corsica and Hetzel to Madison

Impacts

- Requires coordination with railroad
- May restrict access during construction
- Will increase vehicular traffic on Red Bank Road
- Some retaining walls may be necessary

Component 2: Hetzel/Babson Connection



Benefits

- Allows traffic on Madison Road to avoid intersection with Red Bank Expressway
- Provides formal connection between Red Bank Road and Red Bank Expressway
- Provides Alternative Access to business sites along Red Bank Expressway
- Allows traffic from Hetzel and Babson to avoid Madison Road intersection with Red Bank Expressway
- Provides more visible access to Madison Circle Development and surrounding parcels
- Relocates existing access north of Hetzel

Impacts

- Will impact City Public Works Facility
- May require retaining walls
- Need to maintain access and parking for adjacent office and commercial developments

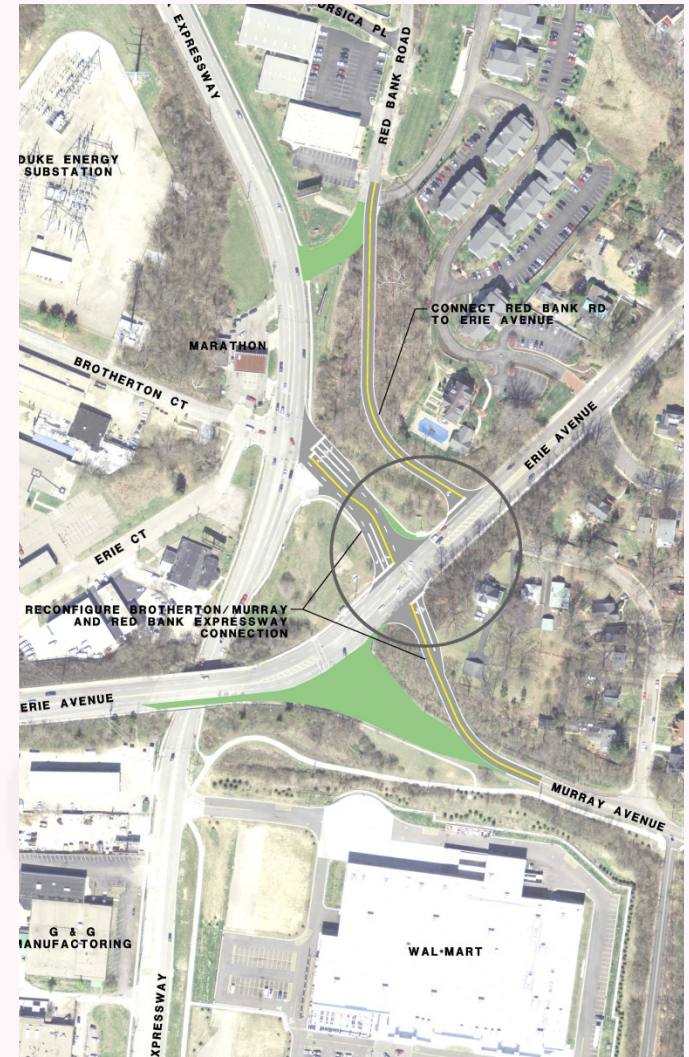
Component 3: Brotherton/Erie/Murray Improvements

Benefits

- Makes intersection more intuitive by eliminating number of turns
- Consolidates signals and reduces travel time
- Provides connection directly with Red Bank Road while relocating from Red Bank Expressway
- Improves capacity on Red Bank Expressway
- Provides opportunity to incorporate landscaping and other gateway elements

Impacts

- Access may be restricted during construction
- Access with Red Bank Road and Erie may need to be consolidated
- May require retaining walls on the north side of the intersection



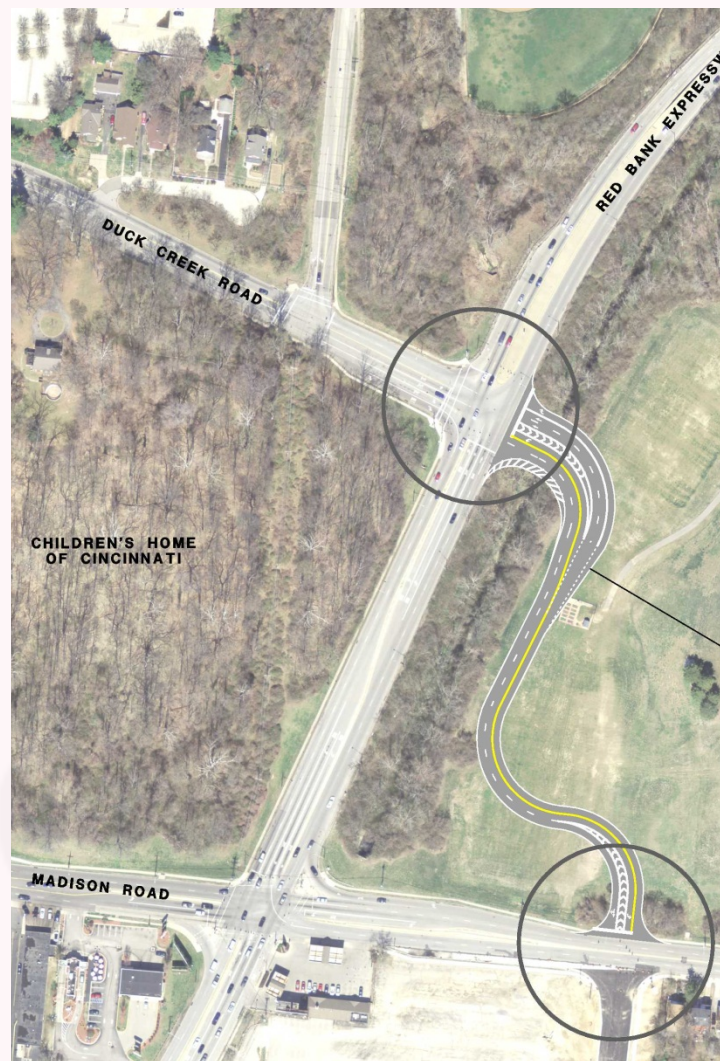
Component 4: Duck Creek Connector

Benefits

- Allows east/west traffic flow from Duck Creek to avoid intersection of Red Bank Expressway and Madison Road
- Provides more intuitive connection to Medpace Way and Red Bank Road from I-71
- Could provide new signalized intersection for pedestrians from Madisonville to and from destinations on Duck Creek Road
- Could incorporate landscaping and gateway features

Impacts

- Requires right of way from John P. Parker Elementary School
- Additional signal phases at Duck Creek and Madison intersections



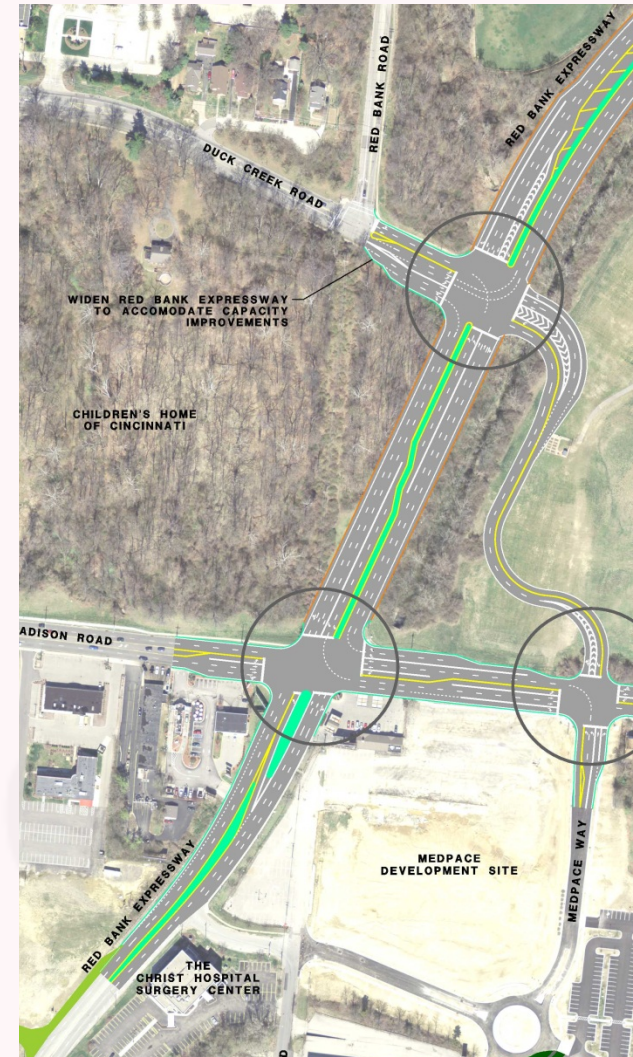
Component 5: Red Bank Expressway Mainline Improvements

Benefits

- Reduces congestion at the intersections with Madison and Duck Creek
- Reduces delays for through traffic
- Accommodates forecasted traffic volume shifts in travel patterns from relocated SR-32

Impacts

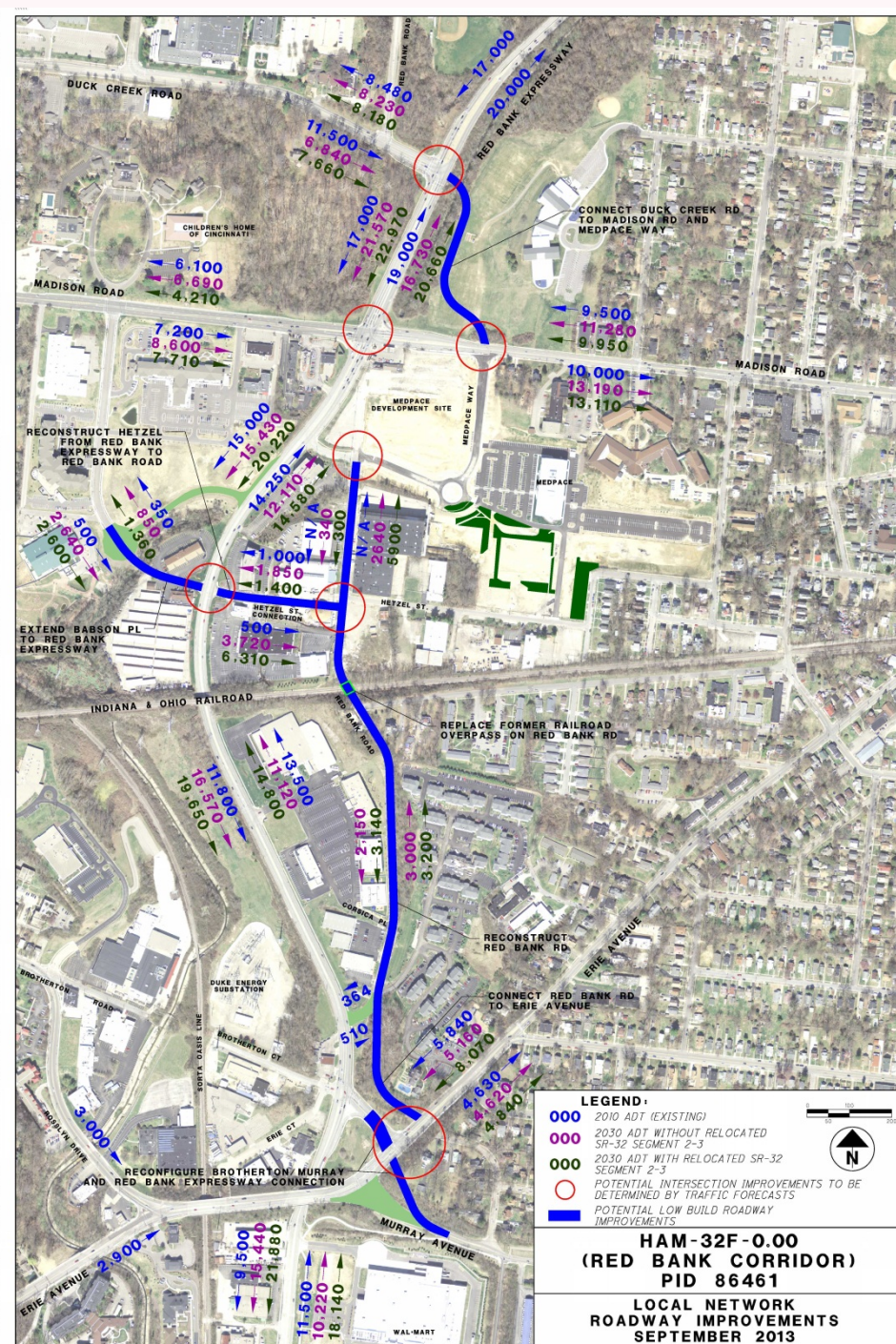
- Maintenance of traffic may increase delays during construction
- May impact properties adjacent to the intersection
- Access adjacent to intersections would be eliminated or relocated



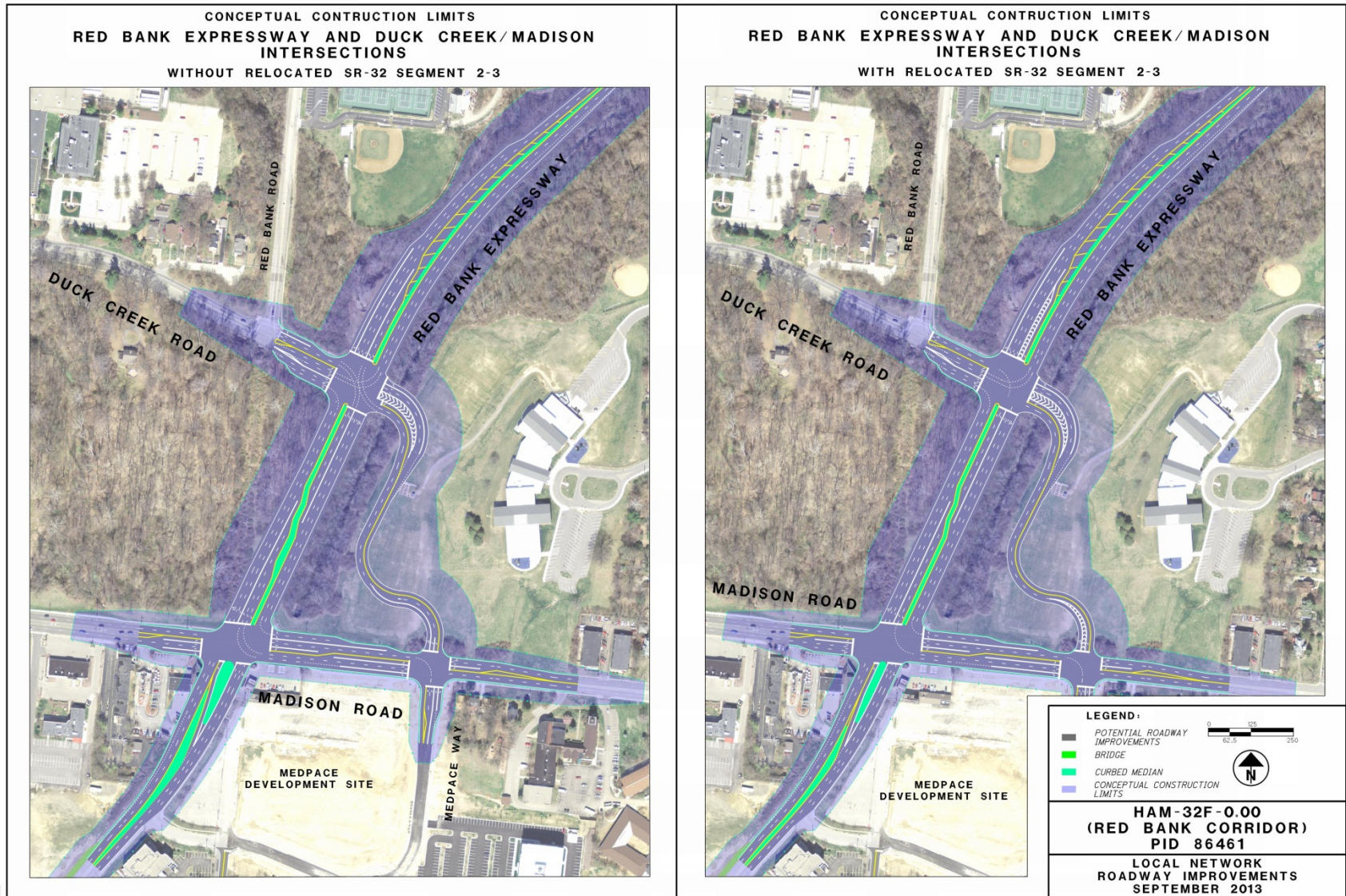
Traffic Forecast for Local Roadway Network Improvements

- 2030 forecasts without relocated SR-32 are similar to existing
- Shift 10-20% of mainline volumes to local streets
- 2030 forecasts with relocated SR-32 increase Red Bank Expressway volumes

* *Forecasts reflect traffic pattern changes that will result from other planned development and roadway improvements (like Kennedy Connector)*



Red Bank Exp. Conceptual Construction Limits



ESTIMATED COSTS

Local Roadway Network Improvements

<u>Component</u>	<u>Estimated Cost</u>
Red Bank Road Reconstruction	\$ 6,200,000
Babson Extension	\$ 2,500,000
Hetzel Connection	\$ 2,100,000
Brotherton Reconstruction	\$ 700,000
Murray Realignment	\$ 1,900,000
Duck Creek Connector	\$ 2,700,000
Red Bank Exp./Madison/Duck Creek Improvements	\$ 9,800,000
Total Estimated Costs	\$ 25,900,000

GOALS FOR PUBLIC MEETING

- **Gather feedback on proposed Local Roadway Network Improvements (LRNI) and overall plan (including bikeway plan development in next phase)**
- **Convey that:**
 - **the LRNI is only a near term solution to the traffic congestion and provides local connectivity**
 - **additional capacity on Red Bank Expressway will be needed to address long term congestion**
- **Utilize LRNI to provide opportunity for long term improvements for pedestrians, bicyclists and local traffic circulation**

NEXT STEPS

- **Provide feedback by October 15th**
- **Select preferred alternative by fall of 2013**
- **Develop project implementation plan**
- **Form implementation subcommittees**
- **Complete environmental studies/documentation 2014**
- **Pursue construction funding**
- **Complete projects in accordance with implementation plan and available funding**

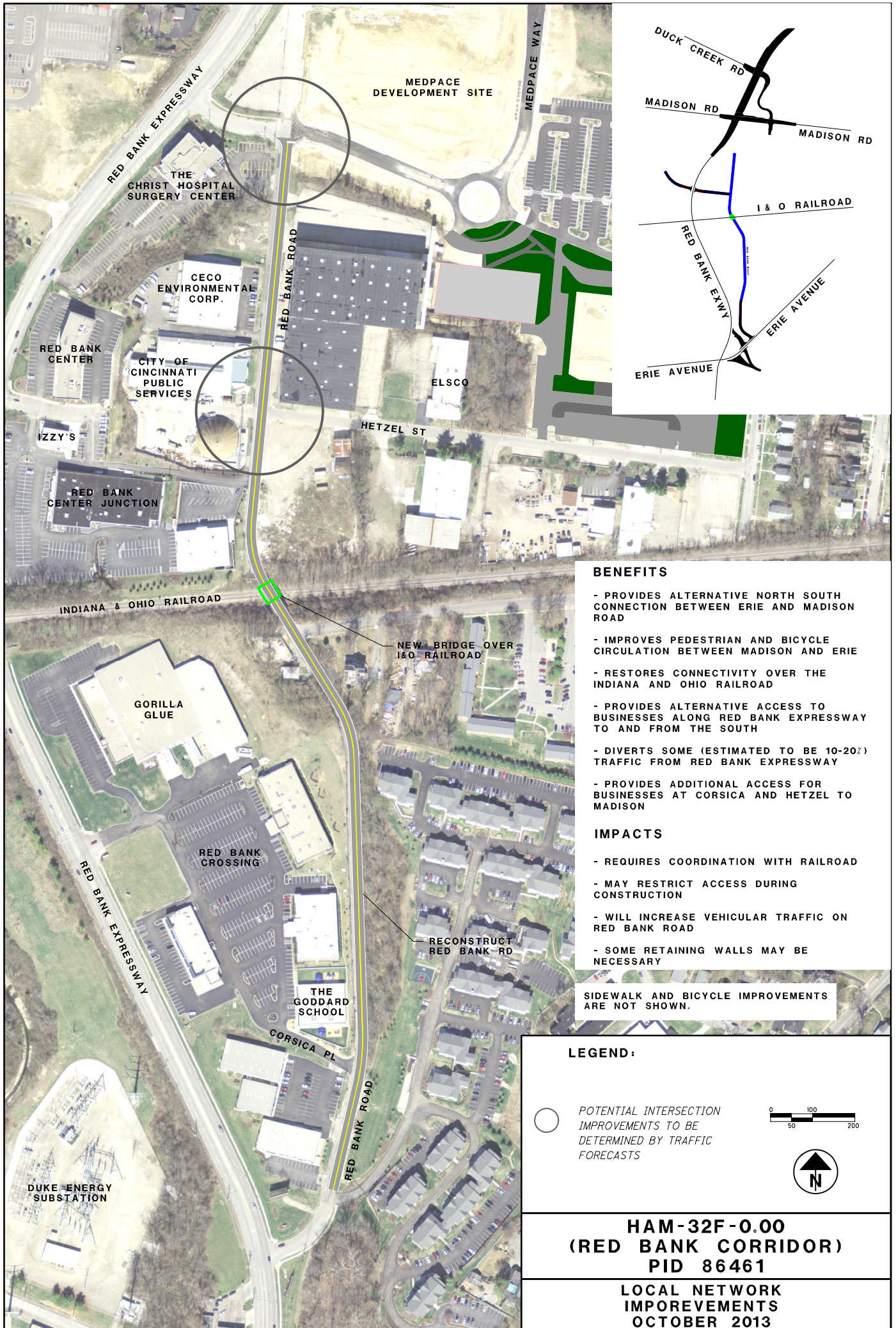


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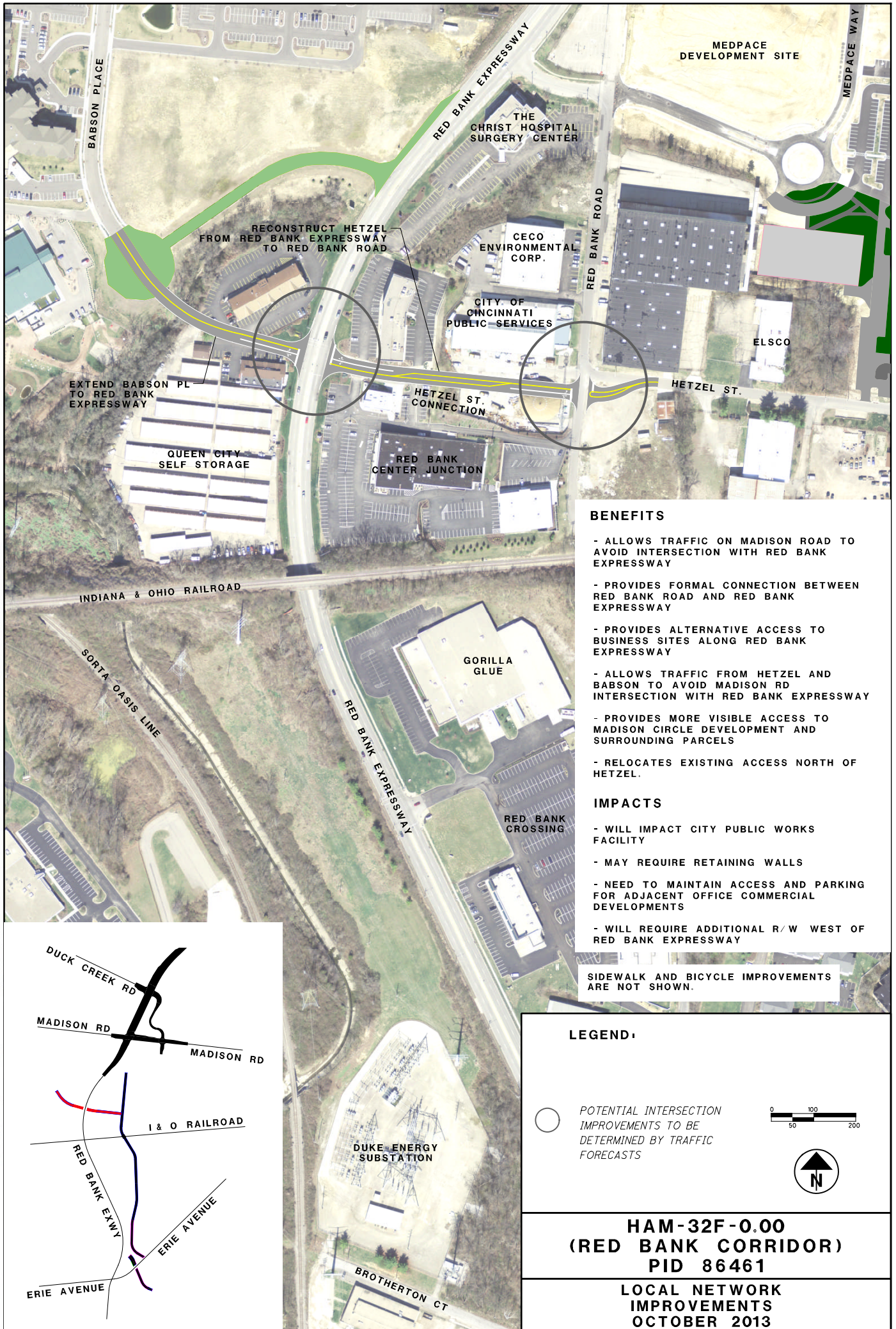
www.EasternCorridor.org

for additional information

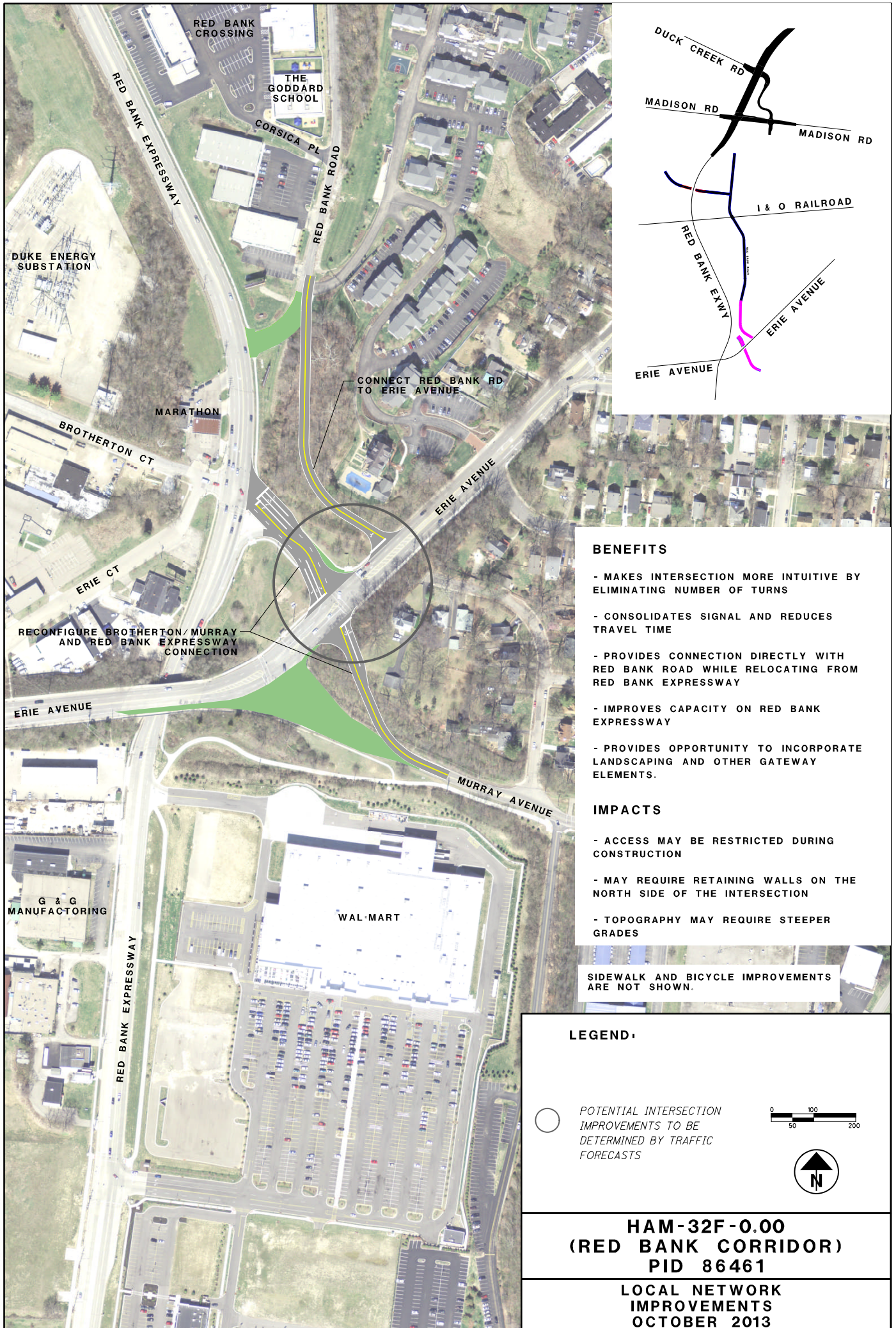
COMPONENT 1
RECONSTRUCT "OLD" RED BANK RD



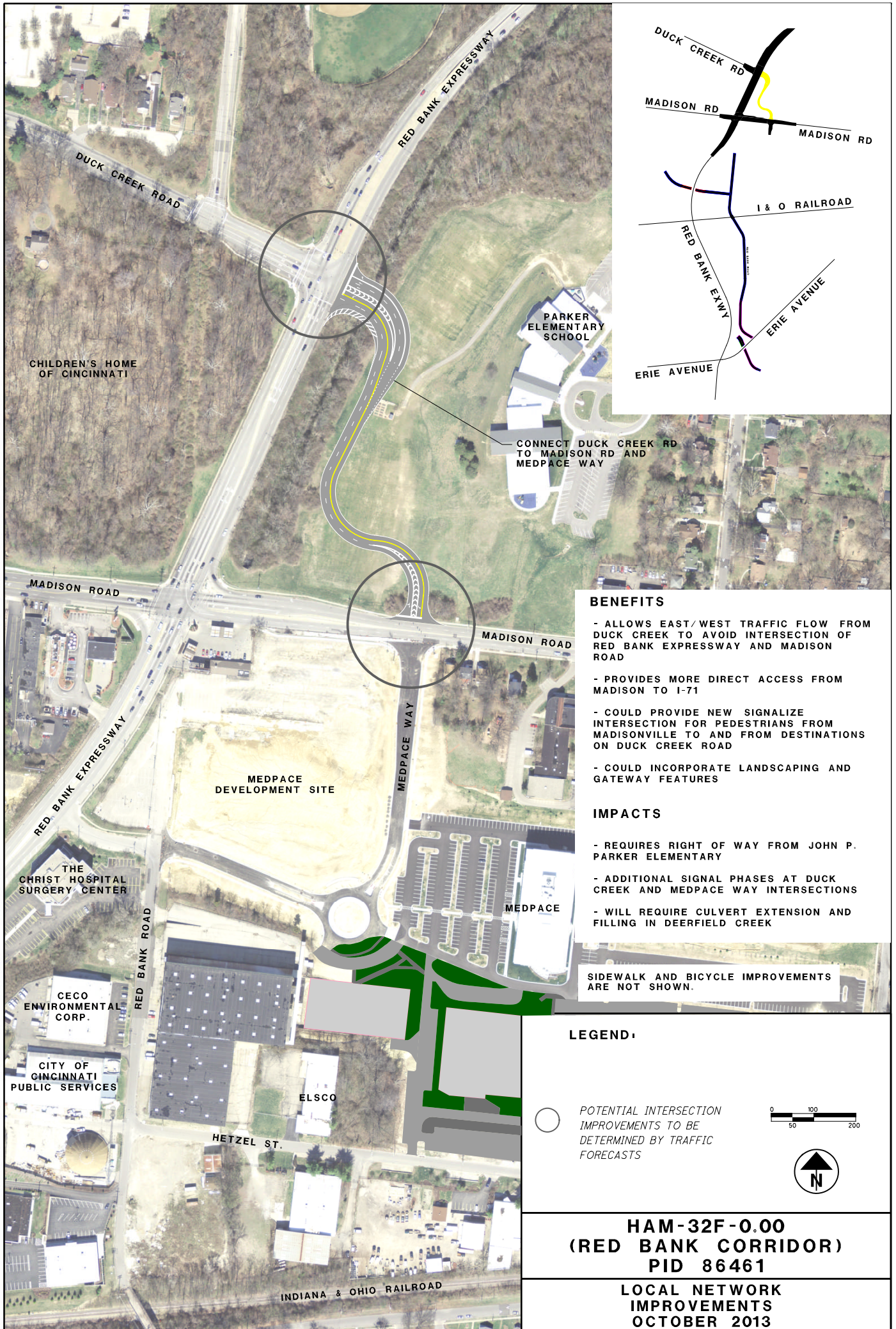
COMPONENT 2 BABSON PL AND HETZEL ST EXTENSIONS



COMPONENT 3 REALIGN BROTHERTON / ERIE / MURRAY



COMPONENT 4 DUCK CREEK EXTENSION



BENEFITS

- ALLOWS EAST/WEST TRAFFIC FLOW FROM DUCK CREEK TO AVOID INTERSECTION OF RED BANK EXPRESSWAY AND MADISON ROAD
- PROVIDES MORE DIRECT ACCESS FROM MADISON TO I-71
- COULD PROVIDE NEW SIGNALIZE INTERSECTION FOR PEDESTRIANS FROM MADISONVILLE TO AND FROM DESTINATIONS ON DUCK CREEK ROAD
- COULD INCORPORATE LANDSCAPING AND GATEWAY FEATURES

IMPACTS

- REQUIRES RIGHT OF WAY FROM JOHN P. PARKER ELEMENTARY
- ADDITIONAL SIGNAL PHASES AT DUCK CREEK AND MEDPACE WAY INTERSECTIONS
- WILL REQUIRE CULVERT EXTENSION AND FILLING IN DEERFIELD CREEK

SIDEWALK AND BICYCLE IMPROVEMENTS ARE NOT SHOWN.

LEGEND:

○ POTENTIAL INTERSECTION IMPROVEMENTS TO BE DETERMINED BY TRAFFIC FORECASTS

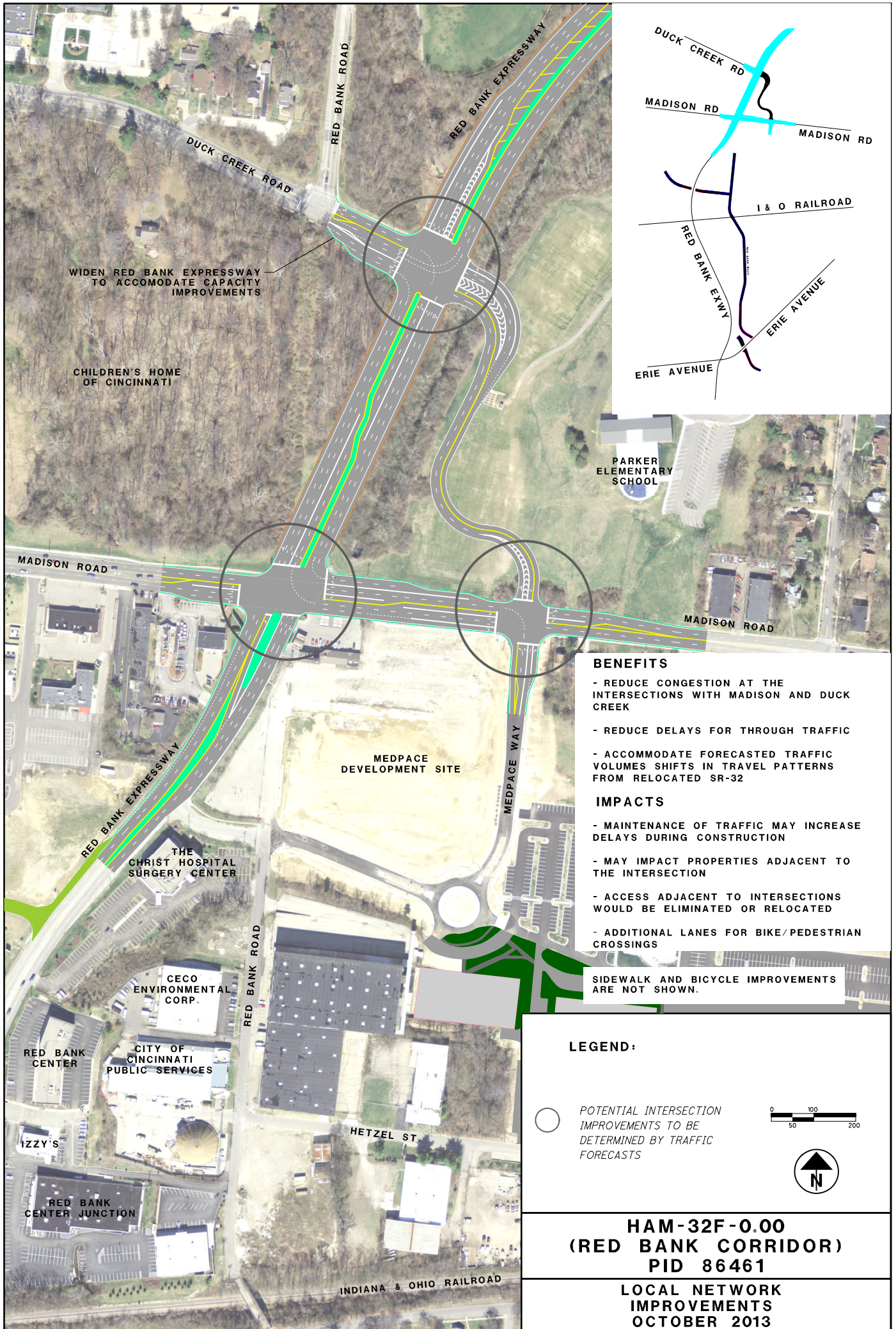
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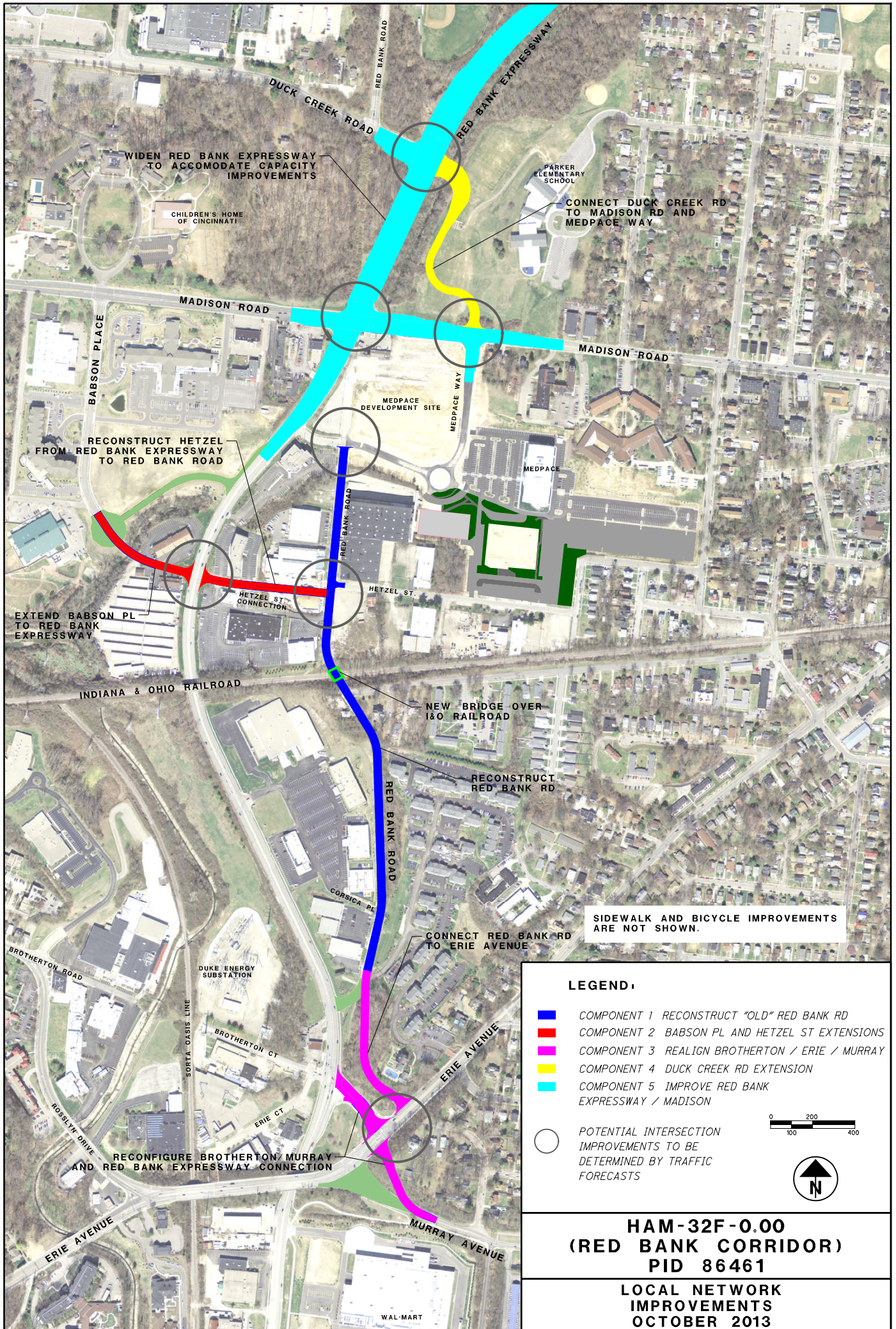
**HAM-32F-0.00
(RED BANK CORRIDOR)
PID 86461**

**LOCAL NETWORK
IMPROVEMENTS
OCTOBER 2013**

COMPONENT 5 IMPROVE RED BANK EXPRESSWAY / MADISON RD



LOCAL NETWORK IMPROVEMENTS



ESTIMATED COSTS

Local Roadway Network Improvements

<u>Component</u>	<u>Estimated Cost</u>
Red Bank Road Reconstruction	\$ 6,200,000
Babson Extension	\$ 2,500,000
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RED BANK CORRIDOR TIMELINE

- Environmental Screening/Traffic Counts 2011
- Traffic Modeling Fall/Spring 2011-2013
- Develop Conceptual Alternatives Summer 2012-2013
- Public Involvement 2012-2013
- Refine Conceptual Alternatives Summer/Fall 2013
- Select Preferred Alternative Fall/Winter 2013
- Environmental Documentation Spring 2014
- Plan Development/Right of Way 2014-2015
- Construction 2016-2018



Red Bank Corridor Project

Comment Form

Public Involvement Meeting, Oct. 1, 2013

Please use this form to record your comments and provide feedback on the local network roadway improvements (LRNI) discussed this evening. Please be as specific as possible as the input you provide will be factored into the Red Bank Corridor decision-making process. Your participation is appreciated.

1. How often do you travel along the Red Bank Corridor?

- | | |
|--|--|
| <input type="checkbox"/> Daily | <input type="checkbox"/> Once every few months |
| <input type="checkbox"/> Several times a week | <input type="checkbox"/> Rarely |
| <input type="checkbox"/> Several times a month | <input type="checkbox"/> Never |

2. For which of the following reasons do you most often travel in the Red Bank Corridor area? (You may check more than one):

- ☐ I live in the area
- ☐ I work in the area
- ☐ I go to school in the area/my children go to school in the area
- ☐ I am a patron of the businesses/shops/restaurants located within the corridor
- ☐ I primarily travel through the area to reach destinations outside the Red Bank Corridor area
- ☐ Other (please explain your answer):

3. At tonight's meeting, a series of local network roadway improvements were proposed to address congestion, access and mobility issues within the Red Bank Corridor. Please indicate how important each of the improvements is to you.

	Very Important	Important	Somewhat Important	Not Important	Not Sure
1. Reconstruct "Old" Red Bank Road					
2. Extend Babson Place to Red Bank Expressway/Reconstruct Hetzel Road between Red Bank Expressway to Red Bank Road					
3. Realign Brotherton Road, Erie Ave and Murray Avenue Intersection/Connect Red Bank Road to Erie Avenue					
4. Extend Duck Creek Rd to create new connection to Medpace Way					
5. Improve Red Bank Expressway and Madison Road Intersection/Widen Red Bank Expressway					

4. Improvements for bicyclists and pedestrians will be incorporated into the component projects being planned. Are there other concepts that you think should also be considered as part of the transportation improvements being planned for the Red Bank Corridor? If yes, please describe below.

5. In which zip code do you LIVE? _____

6. In which zip code do you WORK? _____

7. If you would like to receive project updates, please provide your email address in the space below.

ADDITIONAL COMMENTS

Your feedback is valuable to the project team. Please use the space below to share any additional comments you may have.

Red Bank Corridor Project Fact Sheet

September 2013

PROJECT OVERVIEW

The Red Bank Corridor project extends 2.5 miles, approximately between US-50 (Columbia Parkway) in Fairfax and the I-71 ramp in Madisonville.

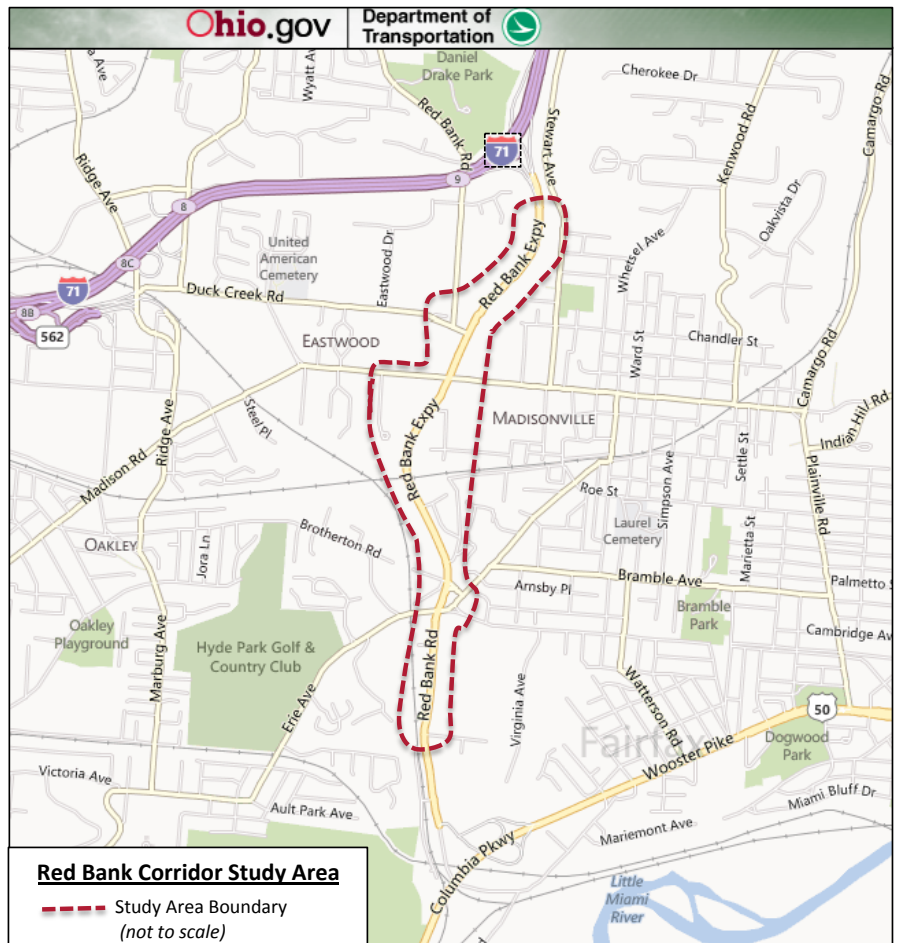
The Red Bank Corridor project's goal is to create a balance of mobility and access along this important connector to improve travel and better serve local businesses and adjacent neighborhoods.

The project will reduce congestion and delays along the Red Bank Expressway and at key intersections, improve accessibility and travel safety, and provide new accommodations for bicyclists and pedestrians.

PROJECT ELEMENTS

The Red Bank Corridor project will balance mobility and access needs along the project corridor by:

- Reducing existing congestion and delays along Red Bank Expressway, particularly at major intersections with Madison, Duck Creek and Brotherton roads
- Improving accessibility, safety and flow of traffic
- Re-establishing and enhancing local roadway network connections to address local transportation needs and provide additional opportunities for congestion management
- Providing accommodations for bicyclists and pedestrians





Red Bank Corridor Project Fact Sheet

Page 2

PROJECT STATUS

ODOT and its consultant partners have been working closely with community leaders, local schools, business owners and other interested stakeholders to define the priorities most important to them in terms of traffic management, community enhancement and development opportunities. Through the Red Bank Community Partners Committee (CPC), a significant amount of work has taken place to identify and prioritize potential multi-modal improvements that will benefit not just motorists but also bicyclists and pedestrians and local communities.

Information gained through this collaborative process is being used to develop context-sensitive design alternatives for the Red Bank Corridor that fulfill local traffic management needs while at the same time, support local visions for creating a more livable and walkable community.

Red Bank Corridor improvement alternatives will be shared with the community for review and discussion at a Public Involvement Meeting in the Fall of 2013. Following the public comment period, feedback received will be used to identify preferred project alternatives by the end of 2013.

Pending design and environmental documentation approvals and acquisition of funding, construction is targeted to begin in mid 2016 and be complete by late 2017.

For more information, visit
www.EasternCorridor.org
or call the Eastern Corridor
hotline at **513.888.7625**.

Questions and comments can
be submitted on the website.



ABOUT EASTERN CORRIDOR

The Eastern Corridor is a program of integrated, multi-modal transportation investments. The Program will enhance our regional transportation network by improving travel and connections between central Cincinnati and the communities extending east through Hamilton County into western Clermont County. Program elements include improvements to existing road networks, new and expanded roadways, rail transit, expanded bus routes and improvements for pedestrians and bicyclists. More information is available at www.EasternCorridor.org.

The Eastern Corridor Program is administered by the Ohio Department of Transportation (ODOT) in cooperation with the Federal Highway Administration (FHWA,) and the Eastern Corridor Implementation Partners:

- Hamilton County Transportation Improvement District (HCTID)
- Clermont County Transportation Improvement District (CCTID)
- City of Cincinnati
- Ohio Kentucky Indiana Regional Council of Governments (OKI)
- Southwest Ohio Regional Transit Authority (SORTA)

OVERVIEW

The Eastern Corridor Program is a regional effort. It integrates roadway network improvements, new rail transit options, expanded bus service, bikeways and walking paths to improve travel and access between Greater Cincinnati's eastern communities and its central employment, economic and social centers.

Comprised of a comprehensive series of projects, the Eastern Corridor Program will address critical congestion issues, make travel between and among the eastern communities and the region's core easier and safer, and will help get more people out of their cars, onto trains and buses, riding their bikes and walking.

The Eastern Corridor Program has been developed through nearly 15 years of extensive economic development, land use visioning and environmental impact studies which were conducted in close collaboration with the Eastern Corridor communities. When complete, the program will:

- **Ease** travel through the region
- **Establish** safer and more efficient travel connections
- **Provide** travel options within the Corridor for those who cannot or choose not to drive: new rail transit, expanded bus service and improvements for bicyclists and pedestrians
- **Reduce** congestion, travel times and daily wear on local roadways
- **Eliminate** up to 50 million vehicle miles of travel from the region's roadways each year, reducing fuel consumption, air pollution and accidents
- **Support** the land use, economic development and environmental stewardship visions developed in coordination with Eastern Corridor communities
- **Provide** the infrastructure needed to facilitate community enhancement, economic development and sustainable regional growth

The Process

Currently in the second phase of study and development, the Eastern Corridor Program has been divided into four core projects. Although functionally independent, these projects are interrelated and complementary to each other. The combined completion of all projects will allow our region to realize the greatest benefit from these transportation investments. The four core Eastern Corridor projects are:

- Red Bank Corridor Project
- State Route (SR) 32 Relocation Project
- SR 32 Improvements, Eastgate Area
- Oasis Rail Transit

These projects are currently undergoing Tier 2 analysis, the second phase of the stringent project development and evaluation process prescribed by the National Environmental Policy Act (NEPA) of 1969. Each project is being examined in close detail and evaluated for function, impact, context, constructability and affordability. Project alternatives will be narrowed and refined as additional information is obtained and specific impacts are better known. Tier 2 analysis for each project will conclude by identifying a preferred alternative that, unless a No Build option is chosen, will eventually undergo detailed design and construction.

NEPA Process

The NEPA process focuses on identifying a proposed project's potential effects on the natural and cultural environment and identifying ways to avoid or minimize negative impacts before final decisions are made.

Eastern Corridor Projects

The Eastern Corridor Program consists of four core projects. The projects are centered on roadway and rail transit elements, however, each project also includes bus, bicycle and pedestrian components. The projects are described below. More information about each is available on the Eastern Corridor website.

► Red Bank Corridor

The Red Bank Corridor project extends 2.5 miles between US-50 (Columbia Parkway) in Fairfax and the I-71 ramp in Madisonville. The project's goal is to create a balance of mobility and access along this important connector to improve travel and better serve local businesses and adjacent neighborhoods. The project will reduce congestion and delays along the Red Bank Expressway and at key intersections, improve accessibility and travel safety, and provide new accommodations for bicyclists and pedestrians.

► State Route 32 (SR-32) Relocation

The SR 32 Relocation project extends between US 50 in Fairfax to SR 32 and Bells Lane, just west of the I-275 interchange in Clermont County. The project will establish a multi-modal transportation corridor that includes an improved SR 32 on new alignment; new rail and bus transit options; local roadway network improvements; and expanded accommodations for bicyclists and pedestrians. The project would improve the flow of traffic through the corridor, thus decreasing congestion and travel times and increasing travel safety. A new connection between SR 32, US 50 (Columbia Parkway) and Red Bank Road will provide the Eastern Corridor communities with a direct link to the Red Bank corridor and I-71.

► State Route 32 Improvements, Eastgate Area

The Eastern Corridor's multiple Eastgate Area improvement projects focus on making travel easier and safer along SR 32, from the I-275 Interchange to Olive Branch-Stonelick Road. Goals are to better accommodate current and future traffic, reduce congestion and travel delays and improve travel safety and access to local shopping, businesses and neighborhoods. The projects include wider lanes and access improvements along SR 32; relocated and better-spaced entrance/exit ramps and traffic signals; and a reconfiguration of the I-275/SR-32 and SR 32/Eastgate Boulevard interchanges.

► Oasis Rail Transit

Offering a new, world-class transportation alternative to the Greater Cincinnati region, Oasis Rail Transit is a commuter/passenger rail line that will transport residents, workers and visitors between downtown Cincinnati and communities extending into western Clermont County. The 17-mile Oasis line is the foundation upon which Greater Cincinnati's envisioned regional rail system will be built to better connect our region. Oasis also offers new opportunities for community enhancement, revitalization and economic growth through the creation of transit oriented developments – mixed-used community spaces – that will envelop the new stations built to serve the rail line and its passengers.

Public Involvement

Public participation has played a critical role in determining the purpose and need for the Eastern Corridor Program and shaping its supporting projects. Public involvement continues to be instrumental as the proposed projects undergo further development, evaluation and refinement.

As part of the current Tier 2 analysis work, the Eastern Corridor Implementation Partners are working closely with stakeholders to examine and refine proposed

Program elements into alternatives that best meet the needs of the Program and the region's communities.*

The public is able to engage in the planning process by participating in public involvement meetings, Community Partner Committees, attending public presentations and corresponding with project representatives at meetings, through the Eastern Corridor website (www.EasternCorridor.org) and through social media networking. *Public Involvement, continued*



Red Bank Corridor Project

HAM-32F-0.00

PID 86461

October 1, 2013 PUBLIC INVOLVEMENT MEETING Madisonville Recreation Center

MEETING SUMMARY REPORT

Prepared for

Ohio Department of Transportation, District 8
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Prepared by

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November 15, 2013

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MEETING OVERVIEW

On Tuesday, October 1, 2013, the Ohio Department of Transportation (ODOT) held a Public Involvement Meeting for the Red Bank Corridor project. The purpose of the meeting was to share with the public alternatives that have been developed for the project, answer questions and receive comments.

Alternatives shared at the meeting were developed following extensive project studies, examination of options and coordination with Red Bank Corridor stakeholders. The alternatives focused on Local Roadway Network Improvements (LRNI) which provide a near-term solution for traffic congestion, improve local connectivity and provide opportunity for improvements for bicyclists and pedestrians. Additional capacity will be needed at some point in the future along Red Bank Expressway to adequately address long-term congestion issues.

Feedback received from the public during the meeting and the two-week public comment period that followed the meeting will be reviewed and considered by ODOT as part of the process for identifying a preferred project alternative. It is anticipated that a preferred alternative will be announced by the end of 2013.

ABOUT THE RED BANK CORRIDOR PROJECT

The Red Bank Corridor project area extends approximately between Shannon Way in Fairfax and Interstate 71 in Madisonville. Its primary route, Red Bank Expressway, is one of the region's most heavily traveled north-south thoroughfares east of I-71 and the local roadway network supports multiple areas that are experiencing a resurgence of development and growth.

The goal of the Red Bank Corridor project is to create a balance of mobility and access to better serve local communities, businesses and neighborhoods while at the same time, improving travel along this important community connector. The project will do this by:

- Reducing existing congestion and delays along Red Bank Expressway, particularly at major intersections with Madison, Duck Creek and Brotherton roads
- Improving accessibility, safety and flow of traffic
- Re-establishing and enhancing local roadway network connections to address local transportation needs and provide additional opportunities for congestion management
- Providing accommodations for bicyclists and pedestrians

The Red Bank Corridor project is one of the four core Eastern Corridor Program projects. The Eastern Corridor is a program of integrated, multi-modal transportation investments. The program of projects will enhance the regional transportation network by improving travel and connections between central Cincinnati and the communities extending east through Hamilton County into western Clermont County. Program elements include improvements to existing road networks, new and expanded roadways, rail transit, expanded bus routes and improvements for pedestrians and bicyclists. The Eastern Corridor Program is administered by the Ohio Department of Transportation (ODOT) in cooperation with the Federal Highway Administration (FHWA) and the Eastern Corridor Implementation Partners: Hamilton County Transportation Improvement District (HCTID), Clermont County Transportation Improvement District (CCTID), City of Cincinnati, Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Southwest Ohio Regional Transit Authority (SORTA).

MEETING NOTIFICATION

Public notice of the meeting was distributed through a variety of communications channels. Copies of public notification materials are provided in Appendix A: Meeting Notification Materials.

Email Announcements

- ODOT distributed a meeting invitation via email to Red Bank Corridor Community Partner Committee members on Tuesday, Sept. 17.
- URS Corporation distributed a meeting announcement to Red Bank Corridor project stakeholders on Sept. 19. Red Bank stakeholders include CPC members, community council representatives, past CPC meeting attendees Red Bank businesses, individuals and residents who requested to receive project updates, interest group and other organizational representatives, etc.
- Rasor Marketing Communications (RMC) distributed an E-blast announcing the meeting to all Eastern Corridor Program stakeholders (listed in the Eastern Corridor Stakeholder Database) on Sept. 19. The E-blast was redistributed as a reminder on Sept. 25.

Media Relations

- A news release announcing the meeting and discussion topics was distributed to local print, TV and radio media outlets on Sept. 17. Reminder announcements were redistributed at varying points during the two weeks prior to the meeting and follow up calls were made as appropriate.
- RMC self-published the meeting release on Cincinnati.com and its community calendar.
- RMC tracked coverage by the following media outlets:
 - Cincinnati Enquirer
 - Cincinnati Business Courier
 - Community Press Publications (Eastern Hills Journal)
 - WXIX (Ch. 19)
 - WCPO (Ch. 9)
 - WRKC (Ch. 12)
 - WLWT (Ch. 5)
 - WVXU (91.7 FM)
 - Cincinnati.com

Website Posting

Meeting notices were posted on the following websites:

- Eastern Corridor, multiple pages of the Eastern Corridor website:
 - Eastern Corridor Homepage, Current Update
 - Public Involvement, Upcoming Opportunities
 - Red Bank Corridor, Public Involvement
 - News, News Releases
- ODOT, District 8 website
- City of Cincinnati website

Social Media Networking

- Meeting notices were posted by the project team on the following social networking sites:
 - Eastern Corridor Facebook (multiple posts: Sept. 17, Sept. 23, Oct. 1)
 - Eastern Corridor Twitter (multiple tweets)
 - ODOT District 8 Facebook

- Follow up notices announcing availability of meeting materials and comment due dates were posted on the Eastern Corridor Facebook site on Oct. 2, Oct. 3 and Oct. 14)

ATTENDANCE

A total of 99 people signed in at the meeting. However, several attendees chose not to sign in and some couples signed in under one name. As a result, meeting attendance was slightly higher, though it is not known by how much.

MEETING FORMAT AND MATERIALS

The Public Involvement Meeting was held between 6 p.m. and 8 p.m. at the Madisonville Recreation Center, at 5320 Stewart Road in Madisonville. Meeting format was a combination Open House and presentation session.

Meeting Handouts

Upon entering the meeting space, attendees were given the materials listed below. Copies of the materials are provided in Appendix B: Meeting Materials.

- Eastern Corridor Fact Sheet
- Red Bank Corridor Fact Sheet
- Comment Form
- Speakers Request Card

Open House Session

The Open House portion of the meeting consisted of a series of information/exhibit boards located around the perimeter of the meeting space. Project team members were positioned near the boards to provide additional information, answer questions and receive comments. Meeting participants were able to view the information/exhibit boards at any point during the meeting.

The information/exhibit boards were primarily focused on the Local Network Roadway Improvements (LRNI) component projects being proposed for the Red Bank Corridor:

- Component 1: Reconstruction of Red Bank Road
- Component 2: Babson Place and Hetzel Street Extensions
- Component 3: Realign Brotherton Road, Erie Avenue and Murray Avenue/connecting Red Bank Road to Erie Avenue
- Component 4: Duck Creek Road Extension to Madison Road at Medpace Way
- Component 5: Red Bank Expressway and Madison Road Intersection Improvements/Widen Red Bank Expressway

The boards showed an aerial view of the project area with the project alternatives overlaid on the existing roadway network. The exhibit boards also identified key benefits and impacts of the alternatives under consideration.

In addition to the component boards, several boards highlighting the project timeline and cost estimates as well as providing an overview of the Eastern Corridor Program were also on display.

A computer traffic simulation projected onto the wall provided attendees with a simulation of current traffic patterns at the Red Bank Expressway and Madison Road intersection as well as a forecast of what travel patterns would be like in 2030 if the Duck Creek Connector were built.

Copies of the exhibit boards and meeting handouts were posted on the Eastern Corridor website on the day of the meeting. However, because the traffic simulation was shown through a live feed from the traffic simulation program, a video was not immediately available for posting on the website.

Meeting Presentation

At 6:30 p.m., ODOT District 8 Deputy Director, Steve Mary, opened the presentation portion of the meeting by welcoming attendees and providing an overview of the Eastern Corridor Program, its purpose and need and goals. ODOT's project manager for the Red Bank Corridor project, Keith Smith, then continued through the presentation which addressed the following:

- Red Bank Corridor project overview
- Goals for the public meeting
- Existing and future travel/traffic conditions along the Red Bank Corridor
- Future traffic forecasts
- Red Bank Corridor project timeline
- Public involvement summary
- Summary of project priorities identified by the Red Bank Corridor stakeholders
- Discussion of studies completed and options examined to date
- Discussion of the LRNI component projects under consideration, associated benefits and impacts
- Estimated project costs
- Next steps

A copy of the presentation shared is provided in Appendix B: Meeting Materials.

Question and Answer (Q&A) Session

The presentation was followed by a Question and Comments session. Attendees wishing to share a comment or ask questions were asked to complete a card requesting their name, address and general nature of their comment/question. During the session, the moderator, ODOT District 8 Planning and Engineering Administrator Joe Vogel, read the comments and questions and called upon project representatives for responses. Twenty-eight cards were received. In several cases, individuals (who did not identify themselves) submitted multiple cards. The comments and questions outlined on the cards and the responses provided are summarized in Table 1: Questions and Comments Summary.

Once all cards received were addressed and as time allowed, ODOT opened the floor to additional questions and comments from meeting participants. Comments made, questions asked and responses provided are also summarized in Table 1.

ODOT and other project team representatives who provided responses included:

- Keith Smith, ODOT District 8 Environmental Engineer
- Andy Fluegemann, ODOT District 8 Planning Engineer
- Ted Hubbard, Hamilton County Engineer
- Scott Buchanan, URS Project Manager
- Dave Wormald, URS Senior Project Engineer
- Jeff Noble, Senior Project Engineer

COMMENT FORMS

Meeting participants were given an additional opportunity to share comments with the project team by completing and submitting a Comment Form. The form asked specific questions about respondents' travel habits through the Red Bank Corridor, how important each of the proposed LRNI improvements are to them and if there are other issues that should be considered for the project. The form also asked where respondents live and work and provided space for additional comments.

Twenty-eight forms were received at the public involvement meeting and four were submitted by mail/email. A general summary of the responses received is provided below. A copy of the full Comment Form Summary Report is provided in Appendix C: Comments and Questions.

1. How often do you travel along the Red Bank Corridor?

Thirty-two people responded to this question. Most respondents, approximately 81%, reported traveling along Red Bank Corridor daily (56%) or several times a week (25%).

2. For which of the following reasons do you most often travel in the Red Bank Corridor area? (You may check more than one).

Thirty-two people responded to this question. Approximately 66% of respondents said they travel through the Red Bank Corridor because they live there. Forty-seven percent reported that they are patrons of businesses/shops/restaurants in the area and 44% said they primarily travel through to reach destinations outside the Red Bank Corridor area.

3. At tonight's meeting, a series of local roadway network improvements were proposed to address congestion, access and mobility issues within the Red Bank Corridor. Please indicate how important each of the improvements is to you.

Reconstructing "Old" Red Bank Road was the component that received the highest percentage (63%) of respondents saying it was either very important (40%) or important (23%). Components that received the highest percentage of respondents saying they were not important were the proposed extension of Duck Creek Road to Madison Road at Medpace Way (44%) and the Red Bank Expressway/Madison Road intersection improvements (44%). It should be noted though, that another 51% of respondents said the Red Bank/Madison Road intersection improvements option was very important (44%) or important (7%).

- Reconstruct Old Red Bank Road: 63% of respondents said this was very important (40%) or important (23%). Approximately 13% said it is not important.
- Extend Babson Place/Reconstruct Hetzel: 45% of respondents said that this was very important (26%) or important (19%). Approximately 19% said it was not important.
- Realign Brotherton/Erie/Murray Intersection and connect Red Bank Road to Erie Avenue: 50% said that this was very important (30%) or important (20%). 20% said it was not important.
- Extend Duck Creek Road to Madison Road/Medpace Way: 33% said that this component was very important (26%) or important (7%). 44% said it was not important.
- Improve Red Bank Expressway/Madison Road Intersection: 51% of respondents said that this component was very important (44%) or important (7%). 44% said it was not important.

4. Improvements for bicyclists and pedestrians will be incorporated into the component projects being planned. Are there other concepts that you think should also be considered a part of the transportation improvements being planned for the Red Bank Corridor? If yes, please describe below.

Five comments received related to multi-modal issues and generally stated that rail, bike and walking paths would be included in plans for the Red Bank Corridor project. One person suggested that bikes be moved to secondary roads off of Red Bank. Another suggested dropping the Oasis line from consideration and focusing instead on the Wasson line/bike trail. One person suggested intersection improvements at Thompkins and Old Red Bank roads and another indicated that traffic lights are an issue. One individual asked that Madisonville be left alone while another asked if branding strategies would be included to help better establish an identity for Madisonville. One person offered multiple suggestions all aimed at reducing noise levels along the Red Bank Corridor. All comments received are recorded verbatim in the Comment Form Summary Report provided in Appendix C.

5. In which zip code do you LIVE?

Respondents answering this question reported living in 13 different zip codes. The most frequently reported zip codes were:

- 45227, Village of Mariemont, Madisonville, Fairfax – 15 people, 48%
- 45208, Hyde Park – 3 people, 10%
- 45244, Newtown, Mt. Carmel, Anderson Township, Ancor – 2 people, 6%
- 45236, Silverton, Deer Park, Kenwood, Blue Ash – 2 people, 6%

6. In which zip code do you WORK?

Respondents answering this question reported working in 11 different zip codes. One person did not specify, but said they worked everywhere in the region and three respondents were retired. The most frequently reported areas in which respondents work are:

- 45227, Village of Mariemont, Madisonville, Fairfax – 10 people, 36%
- 45202, Downtown Cincinnati area – 3 people, 11%
- Retired – 3 people, 11%

7. If you would like to receive project updates, please provide your email address in the space below.

Twenty-one people said they wanted project updates. All email addresses received will be included on the project update distribution list.

Additional Comments

Twenty-one additional free-response comments were received. Comments were grouped into the following general categories:

- Concerns about impact on neighborhood/community (6 comments/questions)
- General non-support of components/project (3 comments/questions)
- General questions/concerns about overall project or planning process (4 comments/questions)
- General support of components/project (5 comments/questions)
- Miscellaneous comments (3 comments/questions)

All comments received are recorded verbatim in the Comment Form Summary Report in Appendix C.

TABLE 1: SUMMARY OF QUESTIONS AND COMMENTS FROM THE PUBLIC MEETING

The following table provides a summary of questions and comments raised during the public meeting and responses provided. Copies of the question and comment cards submitted to the project team are provided in Appendix C: Comments and Questions. Responses provided are a summary of the discussion and are not a verbatim documentation of what was said. Some responses are augmented with additional project information for further clarification. Comments from the meeting will be considered during the Red Bank Corridor project alternative evaluation and decision-making process.

Method	Last Name	First Name	Address	Zip	Email address	Question/Comments	Response Summary
Card 1	Hanlin	Chris	On file		On file	Please explain which components improve bicycle access, and how.	<p>Improvements for bicyclists and pedestrians will be included in the final designs for the Red Bank Corridor components. Once a preferred alternative for the roadway improvements are selected, ODOT will work with community representatives to develop plans for bike and walk ways that will be incorporated into Red Bank project components.</p> <p>A number of additional bicycle access improvements are currently being discussed to tie existing bike routes, such as those in Anderson Township and near Lunken, into new routes to downtown Cincinnati and other areas. One option under consideration is possibly combining rail and bike use along the proposed Oasis Rail Transit line. As part of the proposed SR 32 Relocation project, new and expanded bike facilities could also be established to better connect the Newtown and Fairfax areas and beyond. These improvements could then tie into bicycle accommodations along the Red Bank Corridor.</p>
Card 2	Park	Bob	On file	45230	On file	How will the Red Bank improvements help long-haul trucking operators?	The Eastern Corridor Program as a whole will improve connectivity and traffic flow throughout the region. Less time spent in slow-moving traffic and fewer vehicle miles traveled can translate into significant cost savings (related to costs for gas, time and vehicle wear) for trucking operators, as well as any other business that rely on moving goods, services and people efficiently through the region.
Card 3	Brockmeier	Luke	On file	45227	On file	The focus of Madisonville’s 10 year vision process has been development of Madison and Whetsel. Our goal is to maintain traffic and visibility on Madison. As such, it seems that Segment II/III will be harmful to	The OKI Travel Demand Model looks at current and future traffic demand and helps the planning team determine where developing areas are or are likely to be in next 20 to 30 years. It also considers what kind of development is expected (such as commercial vs.

Method	Last Name	First Name	Address	Zip	Email address	Question/Comments	Response Summary
						our 10 year plan.	<p>residential). The Eastern Corridor Program has been prepared with the development goals of all partnering communities in mind. This effort began with the 1999 Major Investment Study (MIS), continued in the 2002 Land Use Vision Plan. The information and visions outlined in these documents are still being considered today.</p> <p><i>Post Meeting Note: Maintaining easy, logical access to the Madisonville area has been an important consideration in the Red Bank project development process. It was also a deciding factor for eliminating several earlier improvement concepts considered for the project, as access to the Madisonville area could have been less intuitive. The low-build, LRNI options currently being proposed for the Red Bank Corridor will help improve travel through the Red Bank/Madison Rd area and maintain logical access to Madisonville. It is also possible that during final project design development, the visibility of Madisonville can be raised through the incorporation of such features as community gateways.</i></p>
Card 4	Curran	Chris	On file		On file	How does dumping Eastgate traffic on I-71 nine miles north of downtown reduce VMT [Vehicle Miles Traveled]?	<p>The Ohio Kentucky Indiana (OKI) Travel Demand Model, which is used in developing most transportation projects in the region, predicts the impact of proposed transportation improvements on existing and future traffic patterns. The model takes into account where people are coming from, where they are going, how are they going to get there (car, carpool, bus, etc.), the routes that will most likely be taken, etc.</p> <p>The model assumes that people will chose shortest route in terms of estimated travel time to get to where they want to go, and the data that comes out of the modeling process provides an estimate of the vehicle miles that will be traveled if certain changes are made to the transportation system. Modeling projections completed for the Eastern Corridor projects show that the overall vehicle miles traveled in the region will be reduced if the projects are completed.</p> <p><i>Post Meeting Note: More information about the OKI Travel Demand Model is available at</i></p>

Method	Last Name	First Name	Address	Zip	Email address	Question/Comments	Response Summary
							http://easterncorridor.org/documents/program-archive/ . (See Travel Demand Model information at the bottom of the page).
Card 5	Collins	Bill	On file		On file	<p>Could I please read to the audience the August 2, 2011 open letter to the community from Natalie Anderson, Program Manager with the Marvin Lewis Community Fund re: the Fund's interest in developing the athletic field at the northeast corner of Madison and Red Bank on the John P. Parker school campus?</p> <p><i>Mr. Collins read the August 2011 letter from Ms. Anderson which stated that the Marvin Lewis Community Fund planned to build a full-size football stadium and associated amenities in the open field space at John P. Parker school. The project came to a halt when they learned about ODOT's potentially using the space for transportation/ramp improvements, as that would require the field space needed for the football field. Mr. Collins then identified some of Marvin Lewis Community Fund board members and commented that this demonstrates the level of community partner support there is for school.</i></p>	<p>Joe Vogel thanked Mr. Collins for his comments and requested a copy of the letter from Ms. Anderson.</p> <p><i>The letter from Ms. Anderson and a list of Marvin Lewis Community Fund board members is provided in Appendix C.</i></p>
Card 6	Hanlin	Chris	On file		On file	Is there a branding strategy for the intersections to help establish an identity for the Madisonville community?	Because the streets involved in the Red Bank Corridor project are under the City of Cincinnati's jurisdiction, ODOT will work with the City on coordinating branding/identity efforts requested by the community, during future phases of project development.
Card 7	Unknown 1 (Card 1 of 4) Person did not identify themselves nor provide a street or email address					Where did roundabouts go? Improve local roads. Do not build highway or expand Red bank Expressway.	Members of the Red Bank Community Partner Committee (CPC)* requested that ODOT look into using roundabouts to manage current and future traffic management needs. ODOT examined many options and developed several concepts for the CPC's consideration which were presented to the CPC group in May (2013). The general consensus was that the options would have too large a footprint and too much of an impact. In July, the Madisonville Community Council formally voted not to pursue these options but instead asked ODOT to look for low-build alternatives that would have less impact. The Local Roadway

Method	Last Name	First Name	Address	Zip	Email address	Question/Comments	Response Summary
							<p>Network Improvement (LRNI) concepts being shared tonight for the community's consideration are in response to that request.</p> <p><i>* The Red Bank CPC is a committee of community, business and interest group representatives with whom ODOT has been working with to develop and examine project alternatives. More information about CPCs is available at:</i> http://easterncorridor.org/involvement/involvement-overview/</p>
Card 8	Unknown 1 (Card 2 of 4) Person did not identify themselves nor provide a street or email address					Why aren't bike and sidewalk improvements shown?	<p>Bicycle and sidewalk improvements will certainly be part of the Red Bank Corridor project. To be most effective in developing plans for these amenities however, ODOT wants to know first which components will be advanced as preferred alternatives. Once that is determined, ODOT will work with a committee of community representatives to develop plans for bike and pedestrian accommodations and will incorporate them into final project designs. These amenities would be constructed at the same time as the respective roadway improvement components, which may be built in phases.</p> <p><i>Post Meeting Note: ODOT has already begun forming a Bicycle/Walkway design committee, which will be headed by Frank Henson, Red Bank Corridor resident and president of Queen City Bike. Those interested in participating in should contact Keith Smith at keith.smith@dot.state.oh.us.</i></p>
Card 9	Unknown 1 (Card 3 of 4) Person did not identify themselves nor provide a street or email address					Why no bus improvements? What multi-modals?	<p>Bus service is part of the overall Eastern Corridor Program. At the present time, Metro is providing service in the region based on current demand and available funding. As the core Eastern Corridor projects are implemented (Oasis Rail, SR 32 Relocation and Eastgate Area improvements), it is anticipated that the local bus transit network will be adjusted as needed to provide service supporting those improvements.</p>
Card 10	Unknown 1 (Card 4 of 4) Person did not identify themselves nor provide a street or email address					Do not expand Red Bank Rd! I do not want an expressway style increase in traffic.	<p>Joe Vogel read the comment to meeting participants.</p> <p><i>Post Meeting Note: The alternatives currently under consideration for the Red Bank Corridor are focused primarily on Local Roadway</i></p>

Method	Last Name	First Name	Address	Zip	Email address	Question/Comments	Response Summary
							<i>Network Improvements which include: intersection improvements, extension and reconnection of existing roads within the network (Hetzel, Babson) and the reconstruction of “old” Red Bank Road. Also under consideration is a possible extension of Duck Creek Road to Madison Road at Medpace Way. Large road capacity increases, though likely to be needed at some point in the future, are not currently under consideration.</i>
Card 11	Unknown 2 (Card 1 of 2) Person did not identify themselves nor provide a street or email address					What about the increased pollution in Madisonville?	<p>Impacts to air quality are evaluated on a regional basis as part of the OKI’s Transportation Improvement Program (TIP) planning process. Together, programs and projects included in the TIP are in conformity with the National Ambient Air Quality Standards. Individual projects are not typically analyzed for conformity.</p> <p>Mr. Smith also mentioned that idling vehicles burn more fuel and release more emissions into the air. By implementing the proposed Corridor improvements, traffic flow will be improved and congestion will decrease. This can have a positive impact by reducing the amount of emissions released in the area.</p> <p><i>Post meeting note: More information about air quality conformity is available on the Ohio-Kentucky-Indiana Regional Council of Government (OKI) website at:</i> http://www.oki.org/departments/transportation/transairquality.html</p>
Card 12	Unknown 2 (Card 2 of 2) Person did not identify themselves nor provide a street or email address					Why aren’t bike routes shown?	<p>Question was answered previously: Bicycle and sidewalk improvements will certainly be part of the Red Bank Corridor project. To be most effective in developing plans for these amenities however, ODOT wants to know first which components will be advanced as preferred alternatives. Once that is determined, ODOT will work with a committee of community representatives to develop plans for bike and pedestrian accommodations and will incorporate them into final project designs. These amenities would be constructed at the same time as the respective roadway improvement components, which may be built in phases.</p>

Method	Last Name	First Name	Address	Zip	Email address	Question/Comments	Response Summary
							<p><i>Post Meeting Note: ODOT has already begun forming a Bicycle/Walkway design committee, which is currently being headed by Frank Henson, Red Bank Corridor resident and president of Queen City Bike. Those interested in participating in should contact Keith Smith at keith.smith@dot.state.oh.us.</i></p>
Card 13	Unknown 3 (1 of 1) Person did not identify themselves nor provide a street or email address					Why put all this traffic in Madisonville and inconvenience us, to benefit people who chose to live in Clermont County?	<p>The OKI Travel Demand Model helps identify where people are, where they are going and the routes that they will mostly like chose. Modeling results replicate what we already know: people are already using these roads and crossing through these areas to make connections to their destinations, but they are using less efficient routes and creating congestion. The problem is already here and is expected to get worse as population, employment and economic development throughout the region grows. The proposed projects will help better distribute traffic through the area (and in some cases eliminate cars on the road as people opt to use rail, bus and bike alternatives), thereby reducing overall congestion and improving travel times and efficiencies.</p> <p>The Red Bank Corridor project alternatives currently under consideration address current problems along Red Bank and function independently of any changes to be made to SR 32.</p>
Card 14	Weigel	Mike	On file	45244		Comment period needs to be over. Please start building Highway.	Joe Vogel read the statement to meeting participants.
Card 15	Moehring	D	On file	45230	On file	I don't understand why Red Bank@Old Wooster is/has been such a problem for so many years. My daily trip on Beechmont Levee, Old Wooster to Red bank is a pain. Why can't there be a faster route from Mt. Washington to North on I-71?? Also, how can a new water line installation take so long @ Wooster /Red Bank – the detour thru Newtown is ridiculous!	One of the key reasons we are considering the projects of the Eastern Corridor Program is to improve connectively, safety, and the efficiency of travel throughout the Eastern Corridor region. We want to get the facts on the table and discuss them with the public, gain input from our citizens, and together develop feasible, workable, solutions. These issues aren't new. They have been brought up again and again since the 1950's. Right now, the current system encourages inefficient, circuitous travel. We need to find solutions that will make it easier and safer to get around and we need to find solutions that are workable for all. To do this, we need the productive participation of local citizens and

Method	Last Name	First Name	Address	Zip	Email address	Question/Comments	Response Summary
							stakeholders. The decisions we make today will have significant impact on our region's future.
Card 16	Messman	Mary C	On file		On file	<ol style="list-style-type: none">1. Why are sidewalks and bicycle side paths not addressed?2. Why no roundabout at Murray and Erie?	<p>Questions were previously answered: Bicycle and sidewalk improvements will certainly be part of the Red Bank Corridor project. To be most effective in developing plans for these amenities however, ODOT wants to know first which components will be advanced as preferred alternatives. Once that is determined, ODOT will work with a committee of community representatives to develop plans for bike and pedestrian accommodations and will incorporate them into final project designs. These amenities would be constructed at the same time as the respective roadway improvement components, which may be built in phases.</p> <p>Members of the Red Bank Community Partner Committee (CPC) requested that ODOT look into using roundabouts to manage current and future traffic management needs. ODOT examined many options and developed several concepts for the CPC's consideration which were presented to the CPC group in May (2013). The general consensus was that the options would have too large a footprint and too much of an impact. In July, the Madisonville Community Council formerly voted not to pursue these options but instead asked ODOT to look for low-build alternatives that would have less impact. The Local Roadway Network Improvement (LRNI) concepts being shared tonight for the community's consideration are in response to that request.</p>
Card 17	Unknown 4 (Card 1 of 9) Person did not identify themselves nor provide a street or email address					Why are you producing environmental documents <u>after</u> picking preferred alternative?	The required environmental documentation is inclusive of the work we are doing now and have completed to date. Once we identify a preferred alternative, additional, more detailed environmental studies will be performed to further identify any additional issues that need to be considered, avoided or, if need be, mitigated. [Note: more general environmental studies called a "Red Flag Summary" were conducted as part of earlier efforts to help identify and narrow down feasible project conceptual solutions.] This documentation must be completed and approved

Method	Last Name	First Name	Address	Zip	Email address	Question/Comments	Response Summary
							by federal agencies before the project can obtain funding and undergo construction.
Card 18	Unknown 4 (Card 2 of 9) Person did not identify themselves nor provide a street or email address					What plans to assist pedestrians? Why no maps?	This question was previously answered: Bicycle and sidewalk improvements will certainly be part of the Red Bank Corridor project. To be most effective in developing plans for these amenities however, ODOT wants to know first which components will be advanced as preferred alternatives. Once that is determined, ODOT will work with a committee of community representatives to develop plans for bike and pedestrian accommodations and will incorporate them into final project designs. These amenities would be constructed at the same time as the respective roadway improvement components, which may be built in phases.
Card 19	Unknown 4 (Card 3 of 9) Person did not identify themselves nor provide a street or email address					Why no rail here?	At this time, the proposed rail transit line in this area follows SORTA right-of-way that travels along existing rail lines between Fairfax and downtown Cincinnati. This line would be the foundation of the regional rail system that is envisioned by local planners. It's possible that at some point, rail transit can be added along Red Bank Expressway to expand the reach and service level of this regional rail system.
Card 20	Unknown 4 (Card 4 of 9) Person did not identify themselves nor provide a street or email address					What is the improved bus plan for Madisonville?	At the present time, Metro is providing service in the area based on current demand and available funding. Expanded bus service related to the Eastern Corridor program will be developed as more information is known about where Program components (rail stations, relocated SR 32) will be located and what specific bus transit needs will be to support them.
Card 21	Unknown 4 (Card 5 of 9) Person did not identify themselves nor provide a street or email address					Why take school property? That is wrong! Why isn't there even I complete streets plan?	Right now, we don't know that any school property will be taken to support roadway improvements along the Red Bank Corridor. The project component that would affect school property [extending Duck Creek Road to Madison Road at Medpace Way] is still under discussion and consideration and it may or may not be

Method	Last Name	First Name	Address	Zip	Email address	Question/Comments	Response Summary
							advanced. ODOT is working with the Red Bank Corridor community to better determine community interest in and preference for this component. In addition, the complete streets concept is still on the table and ODOT will be talking with the community more about that as preferred alternatives are identified.
Card 22	Unknown 4 (Card 6 of 9) Person did not identify themselves nor provide a street or email address					Why are you ignoring air toxics increase in Madisonville and near Parker school?	<p>Keith Smith responded that this question was answered previously: Impacts to air quality are evaluated on a regional basis as part of the OKI's Transportation Improvement Program (TIP) planning process. Together, programs and projects included in the TIP are in conformity with the National Ambient Air Quality Standards. Individual projects are not typically analyzed for conformity.</p> <p>Mr. Smith also mentioned that idling vehicles burn more fuel and release more emissions into the air. By implementing the proposed Corridor improvements, traffic flow will be improved and congestion will decrease. This can have a positive impact by reducing the amount of emissions released in the area.</p>
Card 23	Unknown 4 (Card 7 of 9) Person did not identify themselves nor provide a street or email address					With gas prices going up, why build more roads and no improved bus? Do local road improvements. Do not do red bank expressway or relocated SR32. Increase bus routes!	As answered in previous questions, the project components currently under consideration for the Red Bank Corridor are Local Roadway Network Improvements. Metro is currently providing service for the area based on current demand and available funding.
Card 24	Unknown 4 (Card 8 of 9) Person did not identify themselves nor provide a street or email address					You are designing like you expect people to leave Cincinnati, not move to Cincinnati. Why?	The purpose of the proposed projects is to develop solutions that will improve the existing roadway network and address the problems that people are facing today as well as those anticipated in the future.
Card 25	Unknown 4 (Card 9 of 9) Person did not identify themselves nor provide a street or email address					Why waste money on expanding Red Bank? And building a new road? (32) And bridge over little Miami? Fix Brent Spence instead.	Advancing Eastern Corridor Program projects will not take away from the Brent Spence Bridge project. As with many projects programmed for Ohio's infrastructure, the Eastern Corridor Program addresses the needs for the region it is in. There are many transportation needs throughout the state, and prudent

Method	Last Name	First Name	Address	Zip	Email address	Question/Comments	Response Summary
							Planning and Development is needed to consider these needs.
Card 26	Fitzpatrick	Karen	On file	45227	On file	For the Medpace Way-Duck Cr connector: the school is approx. 500 ft. from Duck Creek. How many feet will the proposed connector be to the school bldg.? Also – the Erie/RB/Murray Connector has too much impact to neighborhood.	We do not know how close the Duck Creek connector road would come to the school because engineering designs for that concept have not been developed at this time. There are safety and geometric criteria related to the roadway design that would help determine this distance, such as curvature of the roadway, travel speeds, etc. If this concept were to be advanced for design development, we would try to stay as close to Red Bank as possible. It's currently expected that the design speed for this particular roadway component would likely be 25 mph.
Card 27	Newberry	Isaiah	Not Provided		Not Provided	No comment	N/A
Card 28	Jackson	Barbara	On file	45227		No comment	N/A
Speaker	Not captured		Not Provided		Not Provided	I don't understand how another intersection will help cut down the level of traffic on the road.	Adding an intersection can help improve how traffic moves through the area. Shifts in local travel patterns at multiple intersections can reduce overall travel time through the corridor, although travel times could increase at specific locations. If traffic signals are timed correctly and other elements are balanced appropriately though, this option can help smooth out the flow of traffic, decrease congestion and reduce the amount of time it takes to travel through the area.
Speaker	Not captured		Not Provided		Not Provided	What happens if you don't address these issues in five years?	If we do nothing, traffic will continue at their current levels. Travel demand modeling projections say congestion will increase by 15 to 20% by 2030. By implementing the LRNI solutions, we can help distribute or spread out traffic more effectively ,and therefore help traffic flow better through the area as a whole, decreasing congestion and improving travel.
Speaker	Not captured		Not Provided		Not Provided	How many lanes will be needed for the Red Bank improvements?	It is expected that one additional lane would be needed in each direction for a total of three lanes per direction.
Speaker	Not captured		Not Provided		Not Provided	The speaker asked about the science behind the OKI Travel Demand Model and its relation to the trend of more people moving to the cities.	<i>A project team representative provided to the speaker a copy of the OKI Travel Demand Model fact sheet and OKI Travel Demand Model Validation Summary which provide more information about</i>

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							<i>the Travel Demand Model and its processes. Copies of these materials are available online at: http://easterncorridor.org/documents/program-archive/ (see Travel Demand Model Information at the bottom of the page).</i>
Speaker	Not captured		Not Provided		Not Provided	I think going by the school is wrong.	Joe Vogel thanked the speaker for her comments.
Speaker	Not Captured		Not Provided		Not Provided	We have 45,000 people traveling through the Red Bank area. If we made small investments like the attractive medians that Terrace Park recently put in, we would be able to improve the appearance of our community and encourage more people to move here.	Joe Vogel thanked the speaker for her comments.
Speaker	Collins	Bill	Not Provided		Not Provided	We support the Babson/Hetzel component and connecting Old Red Bank to Medpace Way in addition to providing improvements for bicycles and pedestrians. In the past, Medpace wanted to buy John P. Parker school property and we said no. I encourage ODOT not to do anything north of Medpace Way.	Joe Vogel thanked Mr. Collins for his comments.
Speaker	Burger	Kathy	Not Provided		Not Provided	When will tonight's meeting materials be posted online? Will the video be posted?	Materials shared at tonight's meeting are posted on the Eastern Corridor website at http://easterncorridor.org/projects/red-bank/red-bank-involvement/ . Because the video was provided through a live-stream feed from the computer simulation program, we are unable to post the video online.
Speaker	Francis	Amy	Not Provided		Not Provided	The Brotherton/Erie/Murray option will have too much impact on the neighborhood there. The changes shown in the plans do not make sense. I was told that the changes suggested are based on comments from the businesses, but that doesn't reflect the community's wants and needs. These designs are hideous for the neighborhood.	Joe Vogel thanked Ms. Francis for her comments. He also stated that during the next design development phase, ODOT will be working step by step with the community in deciding how these improvements will look.
Speaker	Brockmeier	Luke	Not Provided		Not Provided	Red Bank Expressway, north of Duck Creek becomes a bottleneck if there is an accident or a car breaks down. Is a bail-out lane being planned?	We will include looking at bringing the shoulder width up to the design standard when looking at the Red Bank/Madison Road (Component 5) work.

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Speaker	Not Captured		Not Provided		Not Provided	It has been proposed by the community that Red Bank Expressway be renamed to Dunbar Parkway. What is the status of this?	We do not know the status because Red Bank Expressway is under jurisdiction of the City of Cincinnati and this is a City Council decision.
Speaker	Sheets	Sara	Not Provided		Not Provided	I will be sending these comments to ODOT in writing but also wanted to mention them here. Madisonville envisions the junction of Madison Road/Whetsel Avenue as its community center. Whatever happens on Red Bank needs to complement the plans that are being developed for that area. Also, we want protect John P. Parker school space.	Joe Vogel thanked Ms. Sheets for her comments.

TABLE 2: COMMENTS RECEIVED VIA EMAIL TO KEITH SMITH

Keith Smith, Red Bank Corridor project manager for ODOT, received 18 comments via email/mail during the public comment period. Of these, 15 appear to be in direct response to an outside group’s call for people to voice their opposition to the “Eastern Corridor highway along the Red Bank Road” by sending an email to Mr. Smith. The information shared in this call to action, however, contained inaccurate information about the project and the overall Eastern Corridor Program. Portions of the inaccurate statements were repeated in the emails received and therefore could be identified as related to the one source. Of the emails received related to this call for action, 14 voiced opposition to the program. One respondent stated that he was in full support of the Eastern Corridor Program.

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EMAIL	Serena	Terry	On file	45227	On file	Dear Mr. Smith - I would like to respectfully voice my opposition to the Red Bank Road Corridor Project which I believe would have a very negative impact on a number of established communities on Cincinnati's East Side. I have been a resident of Madisonville since 1985 and have seen tremendous improvement in this particular community over the last 5 or so years. This follows another 5 years of less dramatic improvement. The transportation project currently under consideration thwart if not reverse this progress by turning Red Bank Road and connecting streets into thoroughfares for the benefit of distant communities without any consideration of localized needs. I therefore believe the project as presently constituted should not be implemented. The communities of Madisonville, Hyde Park and Oakley do not need, and will be tremendously hurt by	<p>Thank you for submitting your comments. They will be included as part of the public record.</p> <p>The Eastern Corridor Program of projects, including the Red Bank Corridor project, SR 32 Relocation project, SR 32 Improvements in the Eastgate area and the Oasis Rail Transit project, are being studied to address access and mobility issues within the Eastern Corridor and to support opportunities for community enhancement and economic development.</p> <p>ODOT has worked closely with Red Bank Corridor community representatives (including community leaders, business owners, residents, schools and property owners) over the past 24 months to explore a wide variety of concepts that will ease congestion, improve safety, improve access to business and shopping, and create more bicycle and pedestrian-friendly roadways. As a result of this collaborative process, ODOT has</p>

Method	Last Name	First Name	Address	Zip	Email address	Question/Comments	Response
						<p>placing, an expressway in their midsts.</p> <p>Thank you for your consideration of my views.</p> <p>Terry Serena</p>	<p>developed the following project components and shared them for community review and feedback at a public involvement meeting on Oct. 1, 2013:</p> <ul style="list-style-type: none"> Reconstructing “Old” Red Bank Road Establishing a connection at Hetzel Street and Babson Place Making local network improvements at Brotherton Road, Erie Avenue and Murray Road intersection Investigating a new roadway connection between Duck Creek Road and Medpace Way Widening the intersection at Red Bank Expressway and Madison Road <p>More information is available in the Oct. 1, 2013 Red Bank Corridor project Public Involvement Meeting materials at http://easterncorridor.org/projects/red-bank/red-bank-involvement/. Information about the entire Eastern Corridor Program is available at www.EasternCorridor.org.</p> <p>The Eastern Corridor projects are still in the study and development stage. Clearly defining the potential impacts of the proposed projects and identifying ways to avoid or minimize them as much as possible is a key part of this development process. Public input will continue to be an important part of project development. Thank you for participating in this process.</p>
EMAIL	Anderson	Karen	On file	45227	On file	<p>Dear Keith,</p> <p>We are residents of Madisonville and are very concerned and upset about ODOT's plans for the Eastern Corridor Project. All of your proposed plans for the corridor, which we have reviewed personally, boil down to one thing; moving traffic as quickly as possible through Madisonville and nearby neighborhoods with no consideration given to the needs of the neighborhood business, schools, and residents.</p> <p>We attended the Madisonville Community Council meeting several months ago and were in agreement with a "no build" vote. ODOT has ignored our community's desires. We neither want nor need what amounts to a high speed freeway through our community. We asked ODOT to supply plans that would encourage traffic to slow down and make it easy and attractive for drivers to stop and patronize</p>	<p>Thank you for submitting your comments. They will be included as part of the public record.</p> <p>ODOT has worked closely with Red Bank Corridor community representatives (including community leaders, business owners, residents, schools and property owners) over the past 24 months to explore a wide variety of concepts that will ease congestion, improve safety, improve access to business and shopping, and create more bicycle and pedestrian-friendly roadways. As a result of this collaborative process, ODOT has developed the following project components and shared them for community review and feedback at a public involvement meeting on Oct. 1, 2013:</p> <ul style="list-style-type: none"> Reconstructing “Old” Red Bank Road Establishing a connection at Hetzel Street and Babson Place Making local network improvements at Brotherton Road, Erie Avenue and Murray Road intersection Investigating a new roadway connection between Duck Creek Road and Medpace Way

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						<p>Madisonville businesses. We also asked for pedestrian-friendly and bike-friendly construction proposals. These requests were utterly ignored by ODOT.</p> <p>Your department has also told us that the business and neighborhood options we requested cannot even be considered until the high speed artery is completed. This assertion is ridiculous on its face.</p> <p>None of the proposals presented by ODOT give any consideration to the desires and the needs of the residents of Madisonville. ODOT has chosen to completely ignore the residents of this community in favor of ODOT's own agenda.</p> <p>We respectfully request that ODOT scrap all plans currently under consideration for the Eastern Corridor, and formulate new proposals that meet the needs of our community as presented by the Madisonville Community Council.</p> <p>Karen and Jeff Brown</p>	<ul style="list-style-type: none"> Widening the intersection at Red Bank Expressway and Madison Road <p>More information is available in the Oct. 1, 2013 Red Bank Corridor project Public Involvement Meeting materials at http://easterncorridor.org/projects/red-bank/red-bank-involvement/. Information about the entire Eastern Corridor Program is available at www.EasternCorridor.org.</p> <p>Plans for bicycle and pedestrian paths for the Red Bank Corridor project will be developed as part of the next design development stage. An Advisory Committee is already forming to help determine locations and supporting components.</p>
EMAIL	Francis	Amy	Not Provided		On file	<p>Keith,</p> <p>I've been to a few neighborhood meetings regarding the Eastern Corridor and am disappointed in the way ODOT is pushing this project through in an unacceptable form. Public input meetings are ineffective if you don't listen to the public input. Letting the residents of Madisonville think you are responding to their needs with false information is wrong. You claim to be bringing a multimodal plan to these neighborhoods, then leave the rail and bike path out of the designs shown. How can anyone approve of what doesn't (and likely won't ever) exist? You claim your goal is to reduce traffic and therefore, pollution, but you are building a bigger road for more cars--why not build a rail and bike path first and then re-evaluate the need for a bigger road? You present all of these deceptive plans you say are based on the forecasted increases in traffic, yet won't show any studies that predict increases.</p> <p>I'm not fooled by this--quit lying to the people that live here. Build sensibly and give me plans that I can support,</p>	<p>Thank you for submitting your comments. They will be included as part of the public record.</p> <p>ODOT has worked closely with Red Bank Corridor community representatives (including community leaders, business owners, residents, schools and property owners) over the past 24 months to explore a wide variety of concepts that will ease congestion, improve safety, improve access to business and shopping, and create more bicycle and pedestrian-friendly roadways. As a result of this collaborative process, ODOT has developed the following project components and shared them for community review and feedback at a public involvement meeting on Oct. 1, 2013:</p> <ul style="list-style-type: none"> Reconstructing "Old" Red Bank Road Establishing a connection at Hetzel Street and Babson Place Making local network improvements at Brotherton Road, Erie Avenue and Murray Road intersection Investigating a new roadway connection between Duck Creek Road and Medpace Way Widening the intersection at Red Bank Expressway and Madison Road <p>More information is available in the Oct. 1, 2013 Red Bank Corridor</p>

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						Amy Francis	<p>project Public Involvement Meeting materials at http://easterncorridor.org/projects/red-bank/red-bank-involvement/. Information about the entire Eastern Corridor Program, including the proposed Oasis Rail Transit project, is available at www.EasternCorridor.org.</p> <p>Plans for bicycle and pedestrian paths for the Red Bank Corridor project will be developed as part of the next design development stage. An Advisory Committee is already forming to help determine locations and supporting components.</p>
EMAIL	Robinson	W. S.	Not Provided		On file	<p>Mr. Smith,</p> <p>I am fully in favor of the eastern corridor project. I think it will considerably help the traffic situation on the east side.</p> <p>Sincerely,</p> <p>W. S. Robinson</p>	Thank you for your comment and participating in the public involvement process.
EMAIL	Simon	Marie	On file	45208	On file	<p>Dear Keith,</p> <p>I am writing you to express my opposition to the new Eastern Corridor Highway along Red Bank Rd. I feel this is a tremendous mistake and simply not good for the area. The Village of Newtown and the Village of Mariemont and the Madisonville Community Council all oppose this and it will be at their expense if it goes forward. Please listen to these thoughtful voices as you are playing with their lives and lifestyles.</p> <p>We need to invest in Green transportation and use taxpayer dollars to fix deteriorated bridges and overpasses.</p> <p>As a realtor I understand the damage this kind of highway can do to a very strong and vibrant neighborhood.</p> <p>Please listen to the valid concerns of the neighborhood councils as well as groups who are working to build strong communities for Ohio. Hard to do if a highway runs through it.</p>	<p>Thank you for your comment. I would urge you to review the materials that were presented at the Public Involvement (PI) meeting held October 1, 2013. Please follow this link: http://easterncorridor.org/projects/red-bank/red-bank-involvement/</p> <p>I think you will see that the project you are referring to is different than the improvements proposed for the communities in the Red Bank area. I will note your comment in the PI summary.</p> <p>Keith Smith, P.E. Environmental Engineer, ODOT D8 Keith.Smith@dot.state.oh.us 1-800-831-2142 or 513-933-6590</p>

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						Regards, Marie	
EMAIL	Howe	Jim	On file	Not Provided	On file	<p>Keith,</p> <p>I am totally opposed to the Eastern Corridor connector. I live in Mariemont and my business is located in Madisonville (26 employees). I can't see ruining our local neighborhoods so that people living in Brown and Highland counties have an easier commute. And that highway will nothing to relieve the congestion at Red Bank Expy and Madison Rd. In fact, it would probably be worse.</p> <p>Jim Howe</p>	<p>Thank you for your comment. I would urge you to review the materials that were presented at the Public Involvement (PI) meeting held October 1, 2013. Please follow this link: http://easterncorridor.org/projects/red-bank/red-bank-involvement/</p> <p>I think you will see that the project you are referring to is different than the improvements proposed for the communities in the Red Bank area. I will note your comment in the PI summary.</p> <p>Keith Smith, P.E. Environmental Engineer, ODOT D8 Keith.Smith@dot.state.oh.us 1-800-831-2142 or 513-933-6590</p>
EMAIL	Reed	Oliver	On file	45243	On file	<p>Stop the Eastern Corridor Highway and new bridge over the National Wild and Scenic Little Miami River. No expanded interstate style highway through Madisonville! Please invest in GREEN transportation in the Little Miami River Valley, and save our taxpayer dollars for fixing our crumbling and unsafe bridges such as the Western Hills Viaduct.</p> <p>Thank you for your attention.</p> <p>Reed R Oliver</p>	<p>Thank you for your comment. I would urge you to review the materials that were presented at the Public Involvement (PI) meeting held October 1, 2013. Please follow this link: http://easterncorridor.org/projects/red-bank/red-bank-involvement/</p> <p>I think you will see that the project you are referring to is different than the improvements proposed for the communities in the Red Bank area. I will note your comment in the PI summary.</p> <p>Keith Smith, P.E. Environmental Engineer, ODOT D8 Keith.Smith@dot.state.oh.us 1-800-831-2142 or 513-933-6590</p>
EMAIL	Holland	Jeff	On file	45208	On file	<p>This is a major upset to local communities and a waste of taxpayer dollars. Invest in more green options and use this money to repair existing roads vs building new ones that will need to maintained. Do not proceed with this project</p> <p>Jeff Holland</p>	<p>Thank you for submitting your comments. They will be included as part of the public record. While system maintenance and preservation is a priority, proper planning for current and future growth and transportation needs is still required. The Eastern Corridor Program is inclusive of projects that support multi-modal transportation choices, including non-motorized travel alternatives.</p>
EMAIL	Wolke	Ernest	Not Provided	Not Provided	On file	<p>I am very much against the building of the new highway. Please listen to the communities it goes thru, they are not for it.</p> <p>Thank you, Ernest Wolke</p>	<p>Thank you for submitting your comments. They will be included as part of the public record.</p> <p>The Eastern Corridor projects are still in the study and development stage. Clearly defining the potential impacts of the proposed projects and identifying ways to avoid or minimize them as much as possible is a key</p>

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							<p>part of this development process. Public input will continue to be an important part of project development. Thank you for participating in this process.</p> <p>Please note that the concept for the relocated portion of SR 32 is not a highway like I-71 and I-75. Instead, it's envisioned to be a four-lane road with two lanes traveling in either direction, a possible grassy or landscaped median in the middle, and possibly trees or other aesthetic treatments lining the road. Bike and walking paths, as well as a new rail transit corridor (Oasis) may travel alongside the roadway or along another route. A specific route for the relocated roadway has not yet been identified. Community input will play a large part in determining how the road would look and what amenities it would include. More information about that project, as well as answers to Frequently Asked Questions, is available at http://easterncorridor.org/projects/sr-32-relocation/sr-32-relocation-project-overview.</p>
EMAIL	Lund	John	On file	45213	On file	<p>Dear Sir:</p> <p>I am writing to oppose the Eastern Corridor project. I support the position that city of Newtown has taken in opposition to the project.</p> <p>I live in Kennedy Heights, and I worship with Eastern Hills Friends Meeting in Anderson. I would probably end up using the road if it was there. However, it appears to me to be a huge expenditure, with additional collateral damage to the community, and a relatively small benefit.</p> <p>I cannot imagine using the commuter train that appears to be part of a related proposal.</p> <p>Please cancel this project.</p> <p>Regards, John Peter Lund</p>	<p>Thank you for submitting your comments. They will be included as part of the public record.</p> <p>The Eastern Corridor projects are still in the study and development stage. Clearly defining the potential impacts of the proposed projects and identifying ways to avoid or minimize them as much as possible is a key part of this development process. Public input will continue to be an important part of project development. Thank you for participating in this process.</p> <p>Estimated costs for the Eastern Corridor projects will continue to be refined as project development continues and more specific details become known. For example, following more detailed project development and scoping of project components proposed for the Red Bank Corridor project, cost estimates changed from initial estimates of \$140 million to current projections of approximately \$26 million. As we get closer to the end of the project development phase, we will have a clearer understanding of the costs involved and can make decisions based on solid information.</p>
EMAIL	Johnson	Russ	On file	45208	On file	<p>Mr. Smith -</p> <p>As a resident of Hyde Park in the City Cincinnati, I would greatly appreciate it if you would spend the time to fully vet out the Eastern Corridor project including a transit,</p>	<p>Thank you for your comment. I would urge you to review the materials that were presented at the Public Involvement (PI) meeting held October 1, 2013. Please follow this link: http://easterncorridor.org/projects/red-bank/red-bank-involvement/</p>

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						<p>pedestrian, and bike plan showing the impact for local residents. In my opinion the need for an eastern corridor is overstated and would further encourage urban sprawl on the east-side. The impact on the communities, economy, and environment has been understated, especially in these times where more and more studies show that traffic needs to be slowed down in urban areas and highways and byways cut communities off from one another. You owe it to our communities to do the due diligence before creating yet another monstrous highway to maintain.</p> <p>http://www.itdp.org/library/publications/the-life-and-death-of-urban-highways/ http://switchboard.nrdc.org/blogs/kbenfield/federal_court_says_highway_spo.html</p> <p>Sincerely, Russ Johnson</p>	<p>I think you will see that the project you are referring to is different than the improvements proposed for the communities in the Red Bank area. I will note your comment in the PI summary.</p> <p>Keith Smith, P.E. Environmental Engineer, ODOT D8 Keith.Smith@dot.state.oh.us 1-800-831-2142 or 513-933-6590</p>
EMAIL	Ackerman	David	Not Provided	Not Provided	On file	<p>Please re-consider your stance on multi-modal transportation being delayed until AFTER the highway is built. This makes absolutely no sense. In fact the highway itself doesn't make any sense in this day and age. Why not commuter rail instead? The tracks are already there and it wouldn't encroach on anyone's property, and would help keep the town of Newtown in tact.</p>	<p>Thank you for your comments. ODOT is not proposing that multi-modal transportation solutions be delayed until after roadway components are built. In fact, ODOT agrees that solutions to the transportation problems of the Eastern Corridor need to include multi-modal elements and not be limited to roadway projects alone. The projects of the Eastern Corridor Program integrate multi-modal elements, including the introduction of a new passenger rail line, expanded accommodations for bicyclists and pedestrians and enhanced bus transit service (service is dependent on need and demand). These multi-modal components are being developed in coordination with roadway improvements. Pending funding, it is expected that bike and pedestrian improvements will be constructed at the same time as other project components. Oasis Rail Transit, a passenger rail line, is being developed as an independent project in coordination with other Eastern Corridor projects. More information about Oasis is available at http://easterncorridor.org/projects/oasis-rail-transit/oasis-rail-transit-project-overview.</p> <p>For the Red Bank Corridor project, plans bicycle and pedestrian paths will be developed in the next design development stage. An Advisory Committee is already forming to help determine locations and supporting components.</p>
EMAIL	Froehle	Craig	Not Provided	45208	On file	Mr. Smith,	Thank you for your comments. ODOT is not proposing that multi-modal

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						<p>If the Eastern Corridor plan cannot incorporate multimodal options <i>simultaneously</i> (constructed at the same time) with automobile-only solutions like the proposed Red Bank Road highway, we should figure out another approach that does. Highways are not what Eastern Cincinnati needs <i>most</i>, so they are not what should be built <i>first</i>. I am a resident in this area and I strongly oppose building more and bigger roads that will accelerate the growth of pollution (of all types; air, noise, and trash) while dividing what are essentially mature neighborhoods from one another when such building happens instead of the construction of more sustainable, scalable options like light rail, bike paths, and smarter development policies overall.</p> <p>I am eager to make sure that development, be it neighborhood, city, county, or state, is in line with our community's best long-term interests. I hope this fixation with new roads can be revisited immediately.</p> <p>Thank you. - Craig</p>	<p>transportation solution be delayed until after roadway components are built. In fact, ODOT agrees that solutions to the transportation problems of the Eastern Corridor need to include multi-modal elements and not be limited to roadway projects alone. The projects of the Eastern Corridor Program integrate multi-modal elements, including the introduction of a new passenger rail line, expanded accommodations for bicyclists and pedestrians and enhanced bus transit service (service is dependent on need and demand). These multi-modal components are being developed in coordination with roadway improvements. Pending funding, it is expected that bike and pedestrian improvements will be constructed at the same time as other project components. Oasis Rail Transit, a passenger rail line, is being developed as an independent project in coordination with other Eastern Corridor projects. More information about Oasis is available at http://easterncorridor.org/projects/oasis-rail-transit/oasis-rail-transit-project-overview.</p> <p>For the Red Bank Corridor project, plans bicycle and pedestrian paths will be developed in the next design development stage. An Advisory Committee is already forming to help determine locations and supporting components.</p>
EMAIL	Johnson	Russell	Not Provided		On file	<p>Mr Smith -</p> <p>Thanks for your reply. My comments were more about the whole Eastern Corridor project. It is concerning and the impact should be considered as a whole not piecemeal. Your project is the beginning because you are linking I-71 to the new SR-32 by-pass. By building this new by-pass they are talking about taking a potential 9% increase in Red-Bank traffic to a 100+% increase which is not desirable for the surrounding communities.</p> <p>http://easterncorridor.org/wp-content/uploads/2012/12/EC-Segment-II-III-Feasibility-Study-Report.pdf (Page 10)</p> <p>As to your individual piece, the Red Bank Corridor, my questions are as follows:</p> <p>- Are there more concrete plans around the bikeway and pedestrian plans?</p>	<p>Thank you for your comments. Below are responses to your questions:</p> <p>For the Red Bank Corridor project, plans bicycle and pedestrian paths will be developed in the next design development stage. An Advisory Committee is already forming to help determine locations and supporting components.</p> <p>ODOT has worked closely with Red Bank Corridor community representatives (including community leaders, business owners, residents, schools and property owners) over the past 24 months to explore a wide variety of concepts that will ease congestion, improve safety, improve access to business and shopping, and create more bicycle and pedestrian-friendly roadways. As a result of this collaborative process, ODOT has developed the following project components and shared them for community review and feedback at a public involvement meeting on Oct. 1, 2013:</p> <ul style="list-style-type: none"> Reconstructing "Old" Red Bank Road (yes, "old" Red Bank Road would be converted back to a local road which would ease traffic on Red Bank Expressway) Establishing a connection at Hetzel Street and Babson Place

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						<p>- I don't understand what alternatives are being considered. Is there a plan to convert Red-Bank back to a local road, thereby decreasing/eliminating through traffic demand? What are the alternatives being presented?</p> <p>- What considerations are being made to account for the local community priorities?</p> <p>- My biggest objection is to Component 5. This should be evaluated separately.</p> <p>Thanks, Russ Johnson</p>	<ul style="list-style-type: none"> Making local network improvements at Brotherton Road, Erie Avenue and Murray Road intersection Investigating a new roadway connection between Duck Creek Road and Medpace Way Widening the intersection at Red Bank Expressway and Madison Road <p>More information is available in the Oct. 1, 2013 Red Bank Corridor project Public Involvement Meeting materials at http://easterncorridor.org/projects/red-bank/red-bank-involvement/.</p>
EMAIL	Douthit	Kimberly	On file	45227	On file	<p>Mr. Smith,</p> <p>I would like to voice my opposition to the Eastern Corridor Plan. The plan is opposed by the Village of Newtown, the Village of Mariemont, and the Madisonville Community Council, among others. As a life-long resident of Madisonville, I have been pleased with the recent developments along the Red Bank area and would hate to see the small businesses suffer as a result of this construction. If this plan continues you can expect that I will not support any political candidate backing it, or financial levies or revenue increases that would pay for the building.</p> <p>Kimberly Douthit</p>	<p>Thank you for submitting your comments. They will be included as part of the public record.</p> <p>The Eastern Corridor projects are still in the planning and development stage. Clearly defining the potential impacts of the proposed projects and identifying ways to avoid or minimize them as much as possible is a key part of this development process. Public input will continue to be an important part of project development. Thank you for participating in this process.</p> <p>ODOT has worked closely with Red Bank Corridor community representatives (including community leaders, business owners, residents, schools and property owners) over the past 24 months to explore a wide variety of concepts that will ease congestion, improve safety, improve access to business and shopping, and create more bicycle and pedestrian-friendly roadways. As a result of this collaborative process, ODOT has developed the following project components and shared them for community review and feedback at a public involvement meeting on Oct. 1, 2013:</p> <ul style="list-style-type: none"> Reconstructing "Old" Red Bank Road Establishing a connection at Hetzel Street and Babson Place Making local network improvements at Brotherton Road, Erie Avenue and Murray Road intersection Investigating a new roadway connection between Duck Creek Road and Medpace Way Widening the intersection at Red Bank Expressway and Madison Road <p>More information is available in the Oct. 1, 2013 Red Bank Corridor project Public Involvement Meeting materials at http://easterncorridor.org/projects/red-bank/red-bank-involvement/.</p>

Method	Last Name	First Name	Address	Zip	Email address	Question/Comments	Response
EMAIL	Bernardine-Widmer	Nancy	On file	45227	On file	<p>I cannot believe ODOT is being so wasteful and disregarding what local communities want! Seems like government run amok once again.</p> <p>Please, No expanded interstate style highway through Madisonville!</p> <p>ODOT should invest in GREEN transportation in the Little Miami River Valley, and save our taxpayer dollars for fixing our crumbling and unsafe bridges such as the Western Hills Viaduct.</p> <p>Fix existing potholes!</p> <p>STOP the Eastern Corridor Highway and new bridge over the National Wild and Scenic Little Miami River.</p> <p>Nancy Bernardine-Widmer</p>	<p>Thank you for submitting your comments. They will be included as part of the public record.</p> <p>ODOT has worked closely with Red Bank Corridor community representatives (including community leaders, business owners, residents, schools and property owners) over the past 24 months to explore a wide variety of concepts that will ease congestion, improve safety, improve access to business and shopping, and create more bicycle and pedestrian-friendly roadways. As a result of this collaborative process, ODOT has developed the following project components and shared them for community review and feedback at a public involvement meeting on Oct. 1, 2013:</p> <ul style="list-style-type: none"> • Reconstructing “Old” Red Bank Road • Establishing a connection at Hetzel Street and Babson Place • Making local network improvements at Brotherton Road, Erie Avenue and Murray Road intersection • Investigating a new roadway connection between Duck Creek Road and Medpace Way • Widening the intersection at Red Bank Expressway and Madison Road <p>More information is available in the Oct. 1, 2013 Red Bank Corridor project Public Involvement Meeting materials at http://easterncorridor.org/projects/red-bank/red-bank-involvement/.</p> <p>There are many transportation needs throughout the state. ODOT strives to prepare plans and seek appropriate funding sources to ensure that the needs of the traveling public are met now and in the future. Funding of the Eastern Corridor project will not take away funding for roadway and bridge maintenance and repair needs.</p>
EMAIL	Keegan	Lindsey	Not Provided		On file	<p>Mr. Smith, ☞As a Madisonville resident, I oppose the proposed changes to the Eastern Corridor--especially relocation of SR32. ☞Relocating SR32 will destroy the Village of Newtown. We attend events there frequently, and it would be devastating to the businesses there.</p> <p>☞Connecting SR32 to 50 will not alleviate traffic--50 is the only easy way into downtown from Fairfax, and it will cause even more congestion. Madisonville, Mariemont, and Fairfax residents do not want the added traffic. ☞Rather than waste 1.4 billion dollars on this project, invest in GREEN</p>	<p>Thank you for submitting your comments. They will be included as part of the public record.</p> <p>The Eastern Corridor Program of projects, including the Red Bank Corridor project, SR 32 Relocation project, SR 32 Improvements in the Eastgate area and the Oasis Rail Transit project, are being studied to address access and mobility issues within the Eastern Corridor and to support opportunities for community enhancement and economic development. The proposed State Route 32 Relocation project is looking at relocating the west end of the existing State Route 32 (approximately six miles) so</p>

Method	Last Name	First Name	Address	Zip	Email address	Question/Comments	Response
						transportation in the Little Miami River Valley, and save our taxpayer dollars for fixing our crumbling and unsafe bridges such as the Western Hills Viaduct. ☞☞Lindsay Keegan	<p>that instead of ending at Beechmont Avenue, it would connect directly with US 50 in Fairfax and the Red Bank business corridor and I-71. The relocated roadway will not be a highway like I-71 and I-75. The concept is for the road to be a four-lane road with two lanes traveling in either direction, a possible grassy or landscaped median in the middle, and possibly trees or other aesthetic treatments lining the road. Bike and walking paths, as well as a new rail transit corridor (Oasis) may travel alongside the roadway or along another route. A specific route for the relocated roadway has not yet been identified, however, routing it through downtown Newtown is not being considered. Community input will play a large part in determining how the road would look and what amenities it would include. More information about that project, as well as answers to Frequently Asked Questions, is available at http://easterncorridor.org/projects/sr-32-relocation/sr-32-relocation-project-overview.</p> <p>The cost estimate you reference was a preliminary estimate developed in 2006 for entire Eastern Corridor Program and was inclusive of all four core projects referenced above. Program cost estimates are being refined as project development continues and more specific details become known. At that time, we will have a clearer understanding of the costs involved and can make decisions on how to move forward based on solid information.</p> <p>There are many transportation needs throughout the state. ODOT strives to prepare plans and seek appropriate funding sources to ensure that the needs of the traveling public are met now and in the future. Funding of the Eastern Corridor projects will not take away funding for roadway and bridge maintenance and repair needs.</p>
EMAIL	Jose	Douglas	Not Provided		On file	<p>We shouldn't use taxpayer money to encourage more suburban sprawl to the east of Cincinnati.</p> <p>Instead, we should immediate divert this money to accelerate replacement of the Brent Spence Bridge.</p>	<p>Thank you for your comments. There are many transportation needs throughout the state. ODOT strives to prepare plans and seek appropriate funding sources to ensure that the needs of the traveling public are met now and in the future. Funding of the Eastern Corridor projects will not take away funding for roadway and bridge maintenance and repair needs.</p>

Additional Comments Received

The following pages contain letters submitted to ODOT regarding the proposed Red Bank Corridor improvements. The letters are from:

- Red Bank Corridor Business Group, Oct. 15, 2013
- Bill Collins, a Madisonville resident and member of the Red Bank Corridor Community Partner Committee group.
- Michael Moore, Director, Department of Transportation and Engineering, City of Cincinnati, Oct. 15, 2013
- Myers Y. Cooper Company Position Paper

Red Bank Corridor Low Build Improvements Supported by the Red Bank Corridor Business Group October 15, 2013

Summary:

The Business community supports a Low Build Plan to improve the Red Bank Corridor to accommodate safe and efficient vehicular, truck, pedestrian and bicycle traffic. The improvements should address life/safety issues while preserving and enhancing property values of the local businesses and residents.

Provided these improvements are undertaken in a timely manner the Businesses along Red Bank Road are committing to invest approximately \$100 million within the Red Bank Corridor area. The Businesses represented include more than 8,000 employees.

Background Information:

The Red Bank Corridor Businesses is a group stretching from the Madison Road intersection southwardly to Wooster Pike. The Group was assembled to provide input for traffic improvements along the Red Bank Corridor.

The existing road and configuration is detrimental to the existing businesses along Red Bank Road. Lanes must be adequate in width and radius to accommodate the significant truck traffic along Red Bank Road that serves the local businesses. The Duck, Madison and Brotherton Intersections are inadequate to meet the existing demand.

The local businesses have met with Keith Smith, Environmental Engineer and Project Manager for the Red Bank Corridor Improvements for ODOT. Mr. Smith presented various options for improvements to the Red Bank Corridor. After reviewing the options presented by Mr. Smith the businesses are making the following conclusions and recommendations.

Overall Objectives

1. Red Bank Road must be maintained as an arterial collector road, and improved to safely accommodate vehicular, truck, pedestrian and bicycle traffic. Vehicular traffic must be improved at the Duck/Madison Road intersections and the Brotherton intersections to allow a reasonable flow of through traffic along Red Bank road.
2. Improving traffic flow along Red Bank should be accomplished by limiting and where possible reducing traffic signals, and reducing curb cuts thereby improving safety.
3. The plan should address signage along Red Bank Road for streets and businesses. Where possible non-conforming signs and off- premise signs shall be removed.
4. Implement and Phase the improvements to assure continuous access for local businesses and residents.

Recommended Traffic Improvements

- 1. Improve Red Bank Road acquiring necessary additional right-of-way, while utilizing and improving the existing Red Bank Road right-of-way
- 2. Improve the Duck Creek & Madison Road Intersections to accommodate necessary turn lanes and queuing areas thereby maintaining the necessary uninterrupted traffic flow along Red Bank Road.
- 3. Provide adequate shoulders to accommodate “broken-down” vehicles along the Red Bank Road/I-71 Ramps.
- 4. Reconfigure the Erie, Brotherton and Red Bank Intersections for better alignment. Provide additional left turn lanes from Red Bank Road to Brotherton and from Murray to Erie.
- 5. Secondary roads along Red Bank Road should be developed to improve local traffic flow by offering safe access to the local property owners while improving traffic flow on Red bank Road. The following should be included:
 - a. Complete Babson Connector
 - b. Complete Hetzel Connector
 - c. Complete Medpace to Duck Creek Connector (study to determine if grade separation is required.)
 - d. Improve Old Red Bank by restoring the bridge over the rail line near Tompkins Avenue and complete the connection at Erie Avenue.
 - e. Complete Bikeway/Pedestrian Plan with logical connections (this will likely include jacking under existing rail embankment.)

Businesses Represented:

AirEcon Manufacturing	Ali Baba Grill
Anchor Fluid Power	Barrington of Oakley
Champion Graphics	Children’s Home of Cincinnati
The Christ Hospital	Cincinnati Commercial Contracting
Cincinnati Sports Club	CJK Print
Corrugated Chemical	Coca Cola
Construction Process Solutions	Episcopal Retirement Home
E.A.P.	Fifth Third Operations Center
Fugazzi Cheese	G & G Manufacturing
Gold Star Chili	Gorilla Glue
Griffin, Fletcher & Herndon, LLP	Honeywell
Hyde Park Lumber	Industrial Thermal Systems
Interstop	Jani-King of Cincinnati
Lambda Technologies	M & B Distributors
MedPace	MedVet
Neyer Properties	Newman Resources
Ohio Valley Flooring	Positrol
Practical Products	Precision Motors
Print Management	Rainbow Carwash
Red Bank Veterinary Hospital	STAF Animal Shelter
Servatii	The T Squash Center
US Fabrics	Venture One
Walker Machinery	Wessels Workplace Services

LETTER FROM BILL COLLINS
5040 Eastwood Circle West
Madisonville, Ohio 45227

Preface:

Restoring Trust between ODOT, Madisonville and the City of Cincinnati

In August 2011, at the first public hearing in Madisonville about the Eastern Corridor project, it was very obvious that trust had completely broken down between ODOT and the people of Madisonville. At this August 2011 hearing of the Cincinnati City Council approximately 300 people attended, with the overwhelming majority of these people

- Expressing their displeasure at the idea of Red Bank Expressway becoming a true freeway-type road, and
- Opposing the idea of any new roads encroaching on the campus of the Madisonville community's only preK-6 public elementary school, John P. Parker School

After that hearing, the Cincinnati City Council unanimously voted by Resolution to support the Madisonville community in our efforts for a forward-looking design for the Red Bank corridor. See the link here: <http://goo.gl/TYuPUO>

Given the historical context of Madisonville's experience with Ohio transportation authorities during the last 40-50 years, this lack of trust between this community and ODOT was to be expected. Specifically:

- When Ohio state authorities built I-71 during the 1970s, the State took over most of the path of Duck Creek Road – one of Madisonville's key arterial roads headed west to job opportunities in Oakley, Norwood and points west -- as its right-of-way for I-71. Duck Creek Road was left split up into four (4) unconnected segments – one in Madisonville, two in Norwood and one in Evanston -- thus robbing Madisonville of a vital local "surface street" to facilitate the movement of local traffic in and out of Madisonville
- When Ohio state authorizes built the new Red Bank Expressway as part of the I-71 project, this "expressway" was built more for the convenience of residents of other communities (Hyde Park, Fairfax, Mariemont, Indian Hill and Oakley) to gain access to the new 71 freeway than it was to help Madisonville residents with their mobility needs. People living in the Madisonville neighborhoods that in years past had enjoyed convenient access to the old Red Bank Road (areas to the east of Old Red Bank along Tompkins and Hetzell streets over to the center of Madisonville along Roe Street) were left with indirect, awkward connections to and from their homes after the new Red Bank "Expressway" was completed.
- Adding insult to injury, the railroad bridge on Old Red Bank Road – which according to State records was built in 1918 – was *not* rebuilt by ODOT as part of the 1970s I-71/Red Bank Expressway connector project. As a result, this bridge over the old Cincinnati & Marietta railroad became so dangerous that it was barricaded about ten years ago and was finally torn down last year by the railroad because it was so unsafe for the passing trains. Again, back during the 1970s ODOT could have shown some understanding for the local transportation needs of the Madisonville community by building a new bridge on Old Red Bank Road over the railroad. But, instead, ODOT did nothing.

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- The construction of I-71 was, in effect, the final nail in the coffin of the traditional retail commercial center that thrived into the 1950s in Madisonville near the intersection of Madison and Whetsel. This final collapse of the Madison/Whetsel commercial center occurred, in large part, because the travel path from the new 71 freeway to Madison/Whetsel was indirect. Also it's important to remember that the name "Madisonville" has never been posted on any of the highway signage along I-71 that has been maintained by ODOT since the 1970s. Plus, when the State built I-71 in the 1970s, Kenwood Plaza shopping center (now Kenwood Town Centre) and the old Kenwood Mall (now Sycamore Plaza) were favored over Madisonville's downtown. At Kenwood the State built one full freeway interchange (Montgomery Road at I-71) as well as one half-interchange (Kenwood Road) within a stone's throw from these suburban shopping centers.

Today this process of designing the Red Bank corridor in Madisonville should start with the idea of rebuilding the trust between the Madisonville community and State authorities (ODOT). As trust is rebuilt, and only if it is rebuilt, only then can ODOT and the Madisonville community (and thus the City of Cincinnati) function as true partners.

The first stage of rebuilding this trust between ODOT and the Madisonville community should be reconnecting the grid of surface streets through the Red Bank corridor (the grid that was shattered in the 1970s during the State's Red Bank Expressway project). Only after damage to our community's local street grid is repaired can we talk about any major road projects that focus on the movement of outside commuters through Madisonville.

The Nitty Gritty Details:

The three local projects that ODOT needs to build first in Madisonville before doing any other construction in the Red Bank corridor

In this section of the document, I'll speak very specifically to offer the specific feedback that Keith Smith, ODOT's project manager, asks us for here in October 2013.

As mentioned earlier in this document, the Madisonville Community Council (MCC) and the Madisonville Community Advisory Committee (CAC) on the Red Bank project have unanimously agreed that three (3) construction projects need to proceed ASAP in the Red Bank corridor in order to deal with these local grid issues and hike/bike accessibility. In reaching this decision, many of us felt, again, that:

- Based on previous experience with State authorities, we could not trust them to look out for the community's transportation needs first.
- Because of this experience in Madisonville and because we have learned that in many other communities, ODOT builds the "highway-like" features first, promises the local connectivity later and then never delivers on these local connections, we need to insist that ODOT tend to these "local grid" issues first.

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- Again, after these local grid streets and the off-road hike/bike trails are built, then we can see in 2-3 years where the traffic numbers stand and together develop plans that deal with the larger and long-term issues of commuter traffic that flows through the Red Bank Expressway without stopping in Madisonville.

The three projects that the community has agreed on are:

- **The connecting of Hetzell and Babson streets** to form a new east/west alternative to Madison Road.
- **The connecting of Old Red Bank Road to Medpace Way so that this “new” road runs the entire length from Madison Road south to Erie Avenue.**
[Please that that there is not a consensus on and I reject the idea of building Medpace Way north of Madison Road through the campus of John P. Parker School. So, I believe that ODOT should table the proposal to build Medpace Way north of Madison Road.]
- **The hike/bike connectivity through the valley of Red Bank:** On this point, I would refer you to the proposal for hike/bike connectivity that Frank Henson from Queen City Bike will be delivering to ODOT as per ODOT’s request at the recent meeting at the Madisonville Rec Center. This proposal was developed, after years of discussion, by a committee that included Frank, another leader of Queen City Bike, a retired engineer from the Ohio-Kentucky-Indian Council of Governments who lives in Oakley, and me. [In this document, I will not describe this proposal in detail except to say that it proposes hike/bike off-road trails that interlace the entire Duck Creek/Deerfield Creek valley area, and the Little Miami Valley from Lunken Airport to Newtown.]

On the Old Red Bank Road/Medpace Way issue, it’s critical that ODOT think “out of the box” and collaborate closely with community people on the configuration of the south end of this road where it will intersect with Erie Avenue. As many people have stated at community meetings, today the wooded hillsides in this area – located on both the north side of Erie Avenue and the south side of Erie Avenue – are a critical green buffer between Red Bank and the nearby Madisonville neighborhoods along Bramble Avenue, Arnsby Place, Islington Avenue and Lacrosse Avenue. This design work needs to be done carefully and may require that the Erie Avenue viaduct (built in 1942) be rebuilt and that a beautiful, landscaped roundabout be built on the eastern side of the Erie Avenue Viaduct at the entrance to Madisonville.

Why it is NOT appropriate for ODOT to consider designing and building an extension of Medpace Way through the John P. Parker School campus?

I don’t know of any community anywhere in the world that would want to have a new road built through the campus of its neighborhood public elementary school. My question for ODOT officials is this: how would people in *your* community feel if ODOT was proposing to eliminate a much-needed athletic field at your community’s school? The answer to that question is obvious.

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In addition there are some *practical issues* re: this proposed road that make it completely inappropriate for ODOT to proceed with any detailed plans for an extension of Medpace Way through the John P. Parker School campus. Specifically:

- Medpace, Inc. has not developed any specific plans for the land it wants to take north of Madison Road. So there is a question about how any plan developed by Medpace would dovetail with the any street plans that ODOT would consider.
- To date, there is no evidence that Medpace has signed a contract with an experience development company to pursue any project on Medpace's existing property or on the John P. Parker school property. Until that is done, any specific street and sidewalk alignments are pure speculation at this point, and could be (and probably would be) changed by the development company later. So, why should ODOT waste the taxpayers' money with any specific planning for a road through the school campus north of Madison Road?
- To date, there is no evidence that Medpace and/or any development partner has signed a contract with one of the hotel "flagships" (Hilton, Marriott, Wyndham, Carlson, Hyatt, etc.) to pursue the plan that the company has talked about for a hotel/conference center on the land south of Madison Road. Again, these hotel "flags" typically have their own preferences about building configurations, streets, pedestrian access, etc. So, again any design work by ODOT for land north of Madison Road would be premature and waste of taxpayer money.
- It appears that the main reason that Medpace wants to take the campus land from John P. Parker School is to facilitate a land swap that would move the existing UDF store across Madison Road and free up the current UDF site for Medpace's proposed hotel/conference center. Remember here that in the first preliminary drawings presented by Medpace, they showed a "C-store" (obviously UDF) at this *northeast* corner of Red Bank Xway and Madison Road. Again, until some kind of formal negotiations start between between Medpace and UDF, we have no idea what will happen here and therefore it would be a waste of taxpayers' money to do any detailed planning for an extension of Medpace Way north of Madison Road.
- The Cincinnati Public Schools and the Cincinnati City Council have given no indication at all that they would approve of taking the land at John P. Parker School for a new public street. Chances are that both the City Council and the School Board would reject any plans for such a road, and if ODOT pursued such a road plan ODOT would face a high likelihood of being sued in the civil courts by the either the City of Cincinnati, the school district, or both.
- This issue of traffic volumes during rush hour in and around the intersection of Red Bank Xway/Madison and Red Bank Xway/Duck Creek Road is not a stand-alone issue. Because of the inadequacies of this stretch of I-71 near Madisonville -- especially the awkward on/off ramp configuration on northbound I-71 where Red Bank merges and quickly becomes tangled up with the northbound off-ramp to Stewart Road -- there are big back-ups on I-71 southbound on weekday mornings from Stewart Road to the Smith/Edwards exit and there are also big backups northbound on weekday afternoons from Smith/Edwards to this

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“Kenwood cut in the hill.”

For some reason, fixing these problems on I-71 at its merge with Red Bank Xway was *not* included in the current definition of the Eastern Corridor project in the same way that the fixes to the interchange between SR 32 and I-275 were included in the definition of the Eastern Corridor project.

Clearly, when the day comes to design a re-do of Red Bank Xway from Madison Road north, it should be done as part of a larger project to fix I-71 near Madisonville as well as the Red Bank Xway connector road. Without this comprehensive approach being taken, “fixing” Red Bank Xway north of Madison will not work effectively because of all the delays for northbound traffic entering I-71 north from Red Bank in the mornings and the southbound afternoon traffic coming on to southbound Red Bank from the narrow exit ramps coming off I-71 South and I-71 North.

In closing:

Improving roads and hike/bike infrastructure is critical to the future of Hamilton County, but building a new highway through the Little Miami Valley is a bad idea

The main purpose of this document is to speak to issues in the Red Bank Corridor. However, before closing I wanted to comment briefly about the larger issue of whether or not to build the proposed Eastern Corridor commuter rail line and the relocation of Route 32 through the Little Miami Valley.

I oppose both of these proposed large pieces of the Eastern Corridor project, but will not go into detail about that in this document. However, I want to make the point that the economic argument for these two proposals (the commuter rail and the relocation of SR 32) make no sense to me based on recent data published by the *Cincinnati Enquirer* on residential property values. See the article “Home Values Still Down” which the Enquirer published on June 16, 2013.

The article makes the point that, across the four-county Ohio area of Butler, Warren, Clermont and Hamilton counties that was surveyed for this article, the average home in this four-county region lost 20% of its value from 2007 until 2012. *[Please note that the Cincinnati Area Board of Realtors/Multiple Listing Service provided this data to the Cincinnati Enquirer.]*

In some areas – particularly in some of the areas of western Hamilton County, northern Hamilton County and the Great Miami Valley -- the drop in residential property values was very high. However, in the tables below, you can see that the data shows that none of the communities in the Hamilton County portion of the Eastern Corridor planning area showed property-value performances worse than the -20% regional average for the 2007-2012 period. In fact, quite the opposite was the case. As the table shows, the performance in these Hamilton County communities in the Eastern Corridor planning area generally stood at the high end of the 4-county region in terms of housing-price performance.

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Worst performers in housing prices in the 4-county area of SW Ohio
[Note that none of these poor-performing areas are located in the Eastern Corridor planning area]

Community	% change in median home price from 2007-2012	County
St. Clair Township	- 66%	Butler
North College Hill	-59%	Hamilton (northern)
Bond Hill	-57%	Hamilton (central)
Cheviot	-52%	Hamilton (western)
Groesbeck	-50%	Hamilton (western)
Tate Township	-48%	Clermont
Covedale	-46%	Hamilton (western)
Price Hill	-46%	Hamilton (western)
Springfield Township	-45%	Hamilton (northern)
Hamilton	-44%	Butler
Westwood	-42%	Hamilton (western)
College Hill	-41%	Hamilton (northern)
Forest Park	-38%	Hamilton (northern)
Springdale	-37%	Hamilton (northern)
Middletown	-36%	Butler
Norwood	-35%	Hamilton (central)
Delhi Township	-32%	Hamilton (western)
Colerain Township	-31%	Hamilton (northwest)
Finneytown	-31%	Hamilton (northern)
Turtle Creek Township	-31%	Warren

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Housing price performance for communities in the Eastern Corridor planning area of Hamilton County

Community	% change in median home price from 2007-2012
Anderson Township	- 20%
Columbia-Tusculum	-19%
Hyde Park	-5%
Indian Hill	-11%
Madisonville	-13%
Mariemont	-12%
Mount Lookout	-7%
Mount Washington	-20%
Oakley	-7%
Terrace Park	+20%

In light of this data, it seems clear to me that in our four-county region of Southwest Ohio, the communities that need very large investments in auto/truck transportation and better hike/bike infrastructure are not in the Eastern Corridor planning area where property-value trends are much better than the regional average. We see the need for large-scale public investment in other places.

Also, in light of this housing-price data, I would suggest that we ask ourselves these questions:

- Would disrupting the beautiful Little Miami Valley with a massive new highway and high-level bridge help or hurt these relatively positive property-value trends?
- Would it be more advisable to make the massive proposed public investment in the Eastern Corridor planning area, or should some of that investment be redirected to other areas that need it more -- like perhaps the I-75 improvements in Hamilton County, the Brent Spence Bridge, the I-71/MLK interchange and the Western Hills Viaduct?
- Why can't we develop a cheaper "low-build" alternative for the Eastern Corridor planning area (including the kinds of improvements that I mentioned earlier in this document for the Red Bank Corridor) that deals with specific transportation issues? Some of these "low-build" initiatives could be more public bus transit, many more miles of hike/bike trails, as well as improvements along key streets like the I-71/Red Bank interchange, Old Red Bank Road, Virginia Avenue (connecting it to Wooster Pike/Route 50), Beechmont Avenue, Clough Pike and the existing Route 32.

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Email Message
Michael Moore, Director
Department of Transportation and Engineering
City of Cincinnati

From: Moore, Michael [mailto:Michael.Moore@cincinnati-oh.gov] ·
Sent: Tuesday, October 15, 2013 3:05 PM
To: Smith, Keith
Cc: Kelly, Martha; Williams, Bryan (Urban Planning); Hines, Curtis
Subject: Eastern Corridor "Low Build" Option Comments

Keith,

Thank you for the opportunity to review and comment on the concepts presented in this “low build” program of options. While we’ve provided you with some specific comments on specific options, we also have more general comments on the whole of the program. We recognize that while the program’s conceptual designs are loose and will have additional refinement, our specific comments respond to what we see on paper today and should be considered with that in mind.

General Comments

1. We appreciate the incremental nature of the improvements and the ability to fund and construct them in more modest phases, then monitor improvement to the operations of the network to see if additional improvements are required. It may also provide us time to see if current trends continue and if all improvements will be required.
2. This local network approach does suggest that funding and construction would then become a matter for the local jurisdiction to bear, rather than ODOT/Eastern Corridor. Are we correct in this assumption?
3. We are assuming that the order of the phases are a matter of convenience and not an indication of precedence or priority. However, if some phases are interdependent and some level of precedence is required between phases, it would be helpful to indicate the dependency and preferred order of construction.

Phase 1, Old Red Bank Improvements

1. We are in favor of reconstructing the Red Bank Bridge reconstruction. However, there are concerns about the ability of the intersection of Old Red Bank and Red Bank Expressway to function without a signal, and as currently configured, the intersection would be too close to Brotherton to function well.

Phase 2, Hetzel/Babson Connection –

1. We are in favor of extending Hetzel across Red Bank, but there are obviously issues with the roadway grade on the east side and the creek crossing on the west side. We had previously recommended in the Babson design that the culvert under Red Bank be extended through here instead of putting a bridge over the creek. (Originally, MSD said that we could not install a bridge, but didn’t look any further at the culvert since the adjacent developer could not settle on a reasonable purchase price for the land.)

Phase 3, Brotherton/Erie/Murray Improvements

1. In this scenario, the Red Bank Road extension/Erie intersection and the Murray/Erie intersection are in very close proximity to each other. It is not clear how it will operate, and it will certainly have to be signalized. Currently there is a very long queue on the Expressway in the PM peak waiting to turn left into Old Red Bank, presumably to access the apartment complex. With that high number of left turn vehicles in the modified configuration, it is difficult to see how the closely spaced intersections would function since they would now have to make two left turns very close together.
2. There is a significant hillside that would have to be removed to align Brotherton and Murray, with substantial costs and impacts on property, residential buffering, and greenspace. These costs and impacts should be avoided.
3. We would recommend revisiting this design option.

Phase 4, Duck Creek/ Med Pace Way Extension

1. Introducing the additional leg of the Medpace Connector into the intersection creates significant issues for signal coordination and timing. The Expressway backs up considerably here now.
2. Although we’re unclear on what the plans are for future development, and it appears that the Connector design is pulled as far away from the school as far as possible, the s-curve could be flattened if the roadway followed the existing toe of slope. This does, however, bring the roadway closer to the school. A proper balance must be found.
3. Although this is intended to be a local street, the Connector’s unusual geometry cannot carry any real vehicle flow. People will still try to cut through.
4. Property issues with the school and the community remain to be resolved.

Phase 5 – Red Bank Expressway Widening

1. The new larger intersections, with triple left turns from Red Bank to Madison, would be extremely difficult to coordinate as to signals and timing. They become so large, with little space between for decision-making - so as to confuse those unfamiliar with the neighborhood. A significant wayfinding program must be included to get vehicles correctly assigned to their proper lanes to avoid confusion and chaos.
2. The whole area is not pedestrian friendly. It's unclear how a pedestrian can safely and comfortably navigate the crossings, and how the signals could operate with a pedestrian having to cross such a wide roadway. Extra emphasis should be placed on the design of safe pedestrian crossings at both the Duck Creek and Madison intersections.
3. We have heard the community express their desire to include a pedestrian crossing at Duck Creek that to connect to the school, although adding this phase into the signal would add further delay.
4. The legend is also incorrect showing green as being bridge instead of landscape island.
5. The addition of lanes and additional right of way have an obvious impact on adjacent real estate, but these are not clearly defined in the concept drawings. Impacts need to be further defined to effectively and fairly assess the proposal.

Thank you again for opportunity to review and comment. There are no easy solutions to these issues, and think the process has borne that out.

Regards,
Michael

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Myers Y. Cooper Company Position Paper

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The MYERS Y. COOPER Company Position and Concerns: Red Bank Corridor Low Build Improvements Supported by the Red Bank Corridor Business Group

November 22, 2013

Stakeholder Interest:

Since 1988, The MYERS Y. COOPER Company (MYC) has owned and operated investment real estate located at 4325-4329 Red Bank Road. Renovated in 2007, the development known as “The Merchants of Red Bank” sits at the corner of Red Bank Expressway and Red Bank Road, just north of Brotherton.

We send these remarks (blue type) in response to an earlier submission from the Red Bank Corridor Business Group (black italics).

Summary:

The Business community supports a Low Build Plan to improve the Red Bank Corridor to accommodate safe and efficient vehicular, truck, pedestrian and bicycle traffic. The improvements should address life/safety issues while preserving and enhancing property values of the local businesses and residents.

While MYC supports the essence of the Low Build Plan, we believe more practical and efficient options are available.

Provided these improvements are undertaken in a timely manner the Businesses along Red Bank Road are committing to invest approximately \$100 million within the Red Bank Corridor area. The Businesses represented include more than 8,000 employees.

Background Information:

The Red Bank Corridor Businesses is a group stretching from the Madison Road intersection southwardly to Wooster Pike. The Group was assembled to provide input for traffic improvements along the Red Bank Corridor.

As a stakeholder, MYC actively supports the Eastern Corridor Project and T.I.D. overall. Various members of MYC have been actively involved in this Red Bank Corridor Group since its inception. MYC's president, Randy Cooper, is a chair on the Clermont County Chamber Transportation Committee.

The existing road and configuration is detrimental to the existing businesses along Red Bank Road. Lanes must be adequate in width and radius to accommodate the significant truck traffic along Red Bank Road that serves the local businesses. The Duck, Madison and Brotherton Intersections are inadequate to meet the existing demand.

Year after year, our experience as a commercial landlord has proven that the existing road and configuration is NOT detrimental to new or existing businesses along RBR. MYC continuously enjoys high levels of occupancy at the Merchants of Red Bank, with rental rates increasing steadily, low tenant turnover, and high prospect interest. It is our professional opinion that businesses elect to locate at The Merchants of Red Bank and along the Red Bank Corridor *because* of the existing conditions, not in spite of them.

Granted, as the RBR Corridor grows in popularity and traffic increases, traffic flow improvement options should be evaluated.

Overall Objectives

- ✓ 1. Red Bank Road must be maintained as an arterial collector road, and improved to safely accommodate vehicular, truck, pedestrian and bicycle traffic. Vehicular traffic must be improved at the Duck/Madison Road intersections and the Brotherton intersections to allow a reasonable flow of through traffic along Red Bank road.
- ✗ 2. Improving traffic flow along Red Bank should be accomplished by limiting and where possible reducing traffic signals, and reducing curb cuts thereby improving safety.
We believe existing curb cuts and signals are reasonable and the alternatives proposed herein are not supportable for the cost or business impact.
- ✗ 3. The plan should address signage along Red Bank Road for streets and businesses. Where possible non-conforming signs and off-premise signs shall be removed.
Not a responsibility of ODOT.
- ✓ 4. Implement and Phase the improvements to assure continuous access for local businesses and residents.

Recommended Traffic Improvements

- ✗ 1. Improve Red Bank Road acquiring necessary additional right-of-way, while utilizing and improving the existing Red Bank Road right-of-way N/A.
- ✓ 2. Improve the Duck Creek & Madison Road Intersections to accommodate necessary turn lanes and queuing areas thereby maintaining the necessary uninterrupted traffic flow along Red Bank Road.
- ✓ 3. Provide adequate shoulders to accommodate “broken-down” vehicles along the Red Bank Road/I-71 Ramps.
- ✗ 4. Reconfigure the Erie, Brotherton and Red Bank Intersections for better alignment. Provide additional left turn lanes from Red Bank Road to Brotherton and from Murray to Erie.
Traffic volumes don’t support the cost or objective.
- 5. Secondary roads along Red Bank Road should be developed to improve local traffic flow by offering safe access to the local property owners while improving traffic flow on Red bank Road. The following should be included:
 - a. ✗ Complete Babson Connector
 - b. ✗ Complete Hetzel Connector
 - c. Complete Medpace to Duck Creek Connector (study to determine if grade separation is required.)
At the cost of the developer they are benefiting.
 - d. Improve Old Red Bank by restoring the bridge over the rail line near Tompkins Avenue and complete the connection at Erie Avenue.
Cost of doing so is excessive and outweighs the benefits.
 - e. Complete Bikeway/Pedestrian Plan with logical connections (this will likely include jacking under existing rail embankment.)

About The MYERS Y. COOPER Company

Founded in 1895, The MYERS Y. COOPER Company is one of Cincinnati’s most experienced leaders in the commercial real estate industry. MYC combines 118 years of experience with local-market expertise and disciplined management practices to optimize value for its tenants and stakeholders. Practice areas include development, brokerage, consulting, property management, and tenant finish construction. For more information, please visit Cooper-Co.com.

LOCAL NETWORK IMPROVEMENTS
MYC Mark-Up

