



The Eastern Corridor

Overview

Eastern Corridor Segments II and III are located at the center of the Eastern Corridor region. They extend along US 50 and SR 32 from Red Bank and the Beechmont Levee (SR 32/SR 125) to the I-275/SR 32 interchange near Eastgate.

Previous transportation improvement recommendations for this area focused on shifting the western end of SR 32 from where it currently stops at SR 125 (Beechmont Avenue) to a new, direct connection with US 50 (Columbia Parkway) and the Red Bank corridor. After completing in-depth studies however, the Ohio Department of Transportation (ODOT) determined that relocating the roadway through the Little Miami River Valley has potentially significant environmental impacts, high construction costs and public and resource agency concerns, therefore, it is no longer considering doing so at this time.

Congestion, travel delays and safety issues still exist through the central portion of the Eastern Corridor, however, and transportation improvements are still needed to address regional network inadequacies and poor linkage to major economic, recreational and employment centers.

ODOT is now looking at what can be accomplished by focusing on the existing network while balancing transportation needs with community values and available resources.

Accomplishments

Several travel and access improvement concepts identified through this process have already been completed or have funds committed toward implementation:

- **Signal Timing Study (Completed Sept. 2018)** – Reviewed the timing of traffic signals along US 50 and SR 32 within the study area and made adjustments where needed.
- **Protected Left Turn at Walton Creek and US 50 intersection (Completed Sept. 2018)** – A left turn arrow has been provided for traffic on Walton Creek road during the PM peak hour.
- **Pedestrian Crossing at Bells Lane (2019 Construction)** – Add a new crosswalk across SR 32 at the Bells Lane intersection.
- **Little Miami Trail Connection to Lunken Trail (2021 Construction)** – Extend shared-use path under the SR 32 ramp and Beechmont Levee and widen the south side of existing bridge over the Little Miami River to connect to the Lunken Trail.

SEGMENTS II AND III

Red Bank Corridor to I-275/SR 32 Interchange

Fact Sheet | October 2018

Transportation Needs

Last summer (2017), ODOT completed a Transportation Needs Analysis for Eastern Corridor Segments II and III. Based on the results of technical studies and in coordination with local communities and interest groups, the analysis identified transportation needs throughout the Segments II and III study area. Since then, ODOT has used information from the analysis to develop possible solutions for the primary transportation needs identified in the report. Secondary needs will be addressed as opportunity and funding allow.

Advisory Committees

To help guide its planning efforts, ODOT formed multiple Advisory Committees to provide local input for six focus areas in Segments II and III (see map on back). Advisory Committee members include elected officials, transportation planning professionals, and community and interest group representatives.

Concept Development and Review

Each Advisory Committee has met with ODOT three times this year and together, they have identified and reviewed nearly 150 different concepts to address transportation needs in the study area.

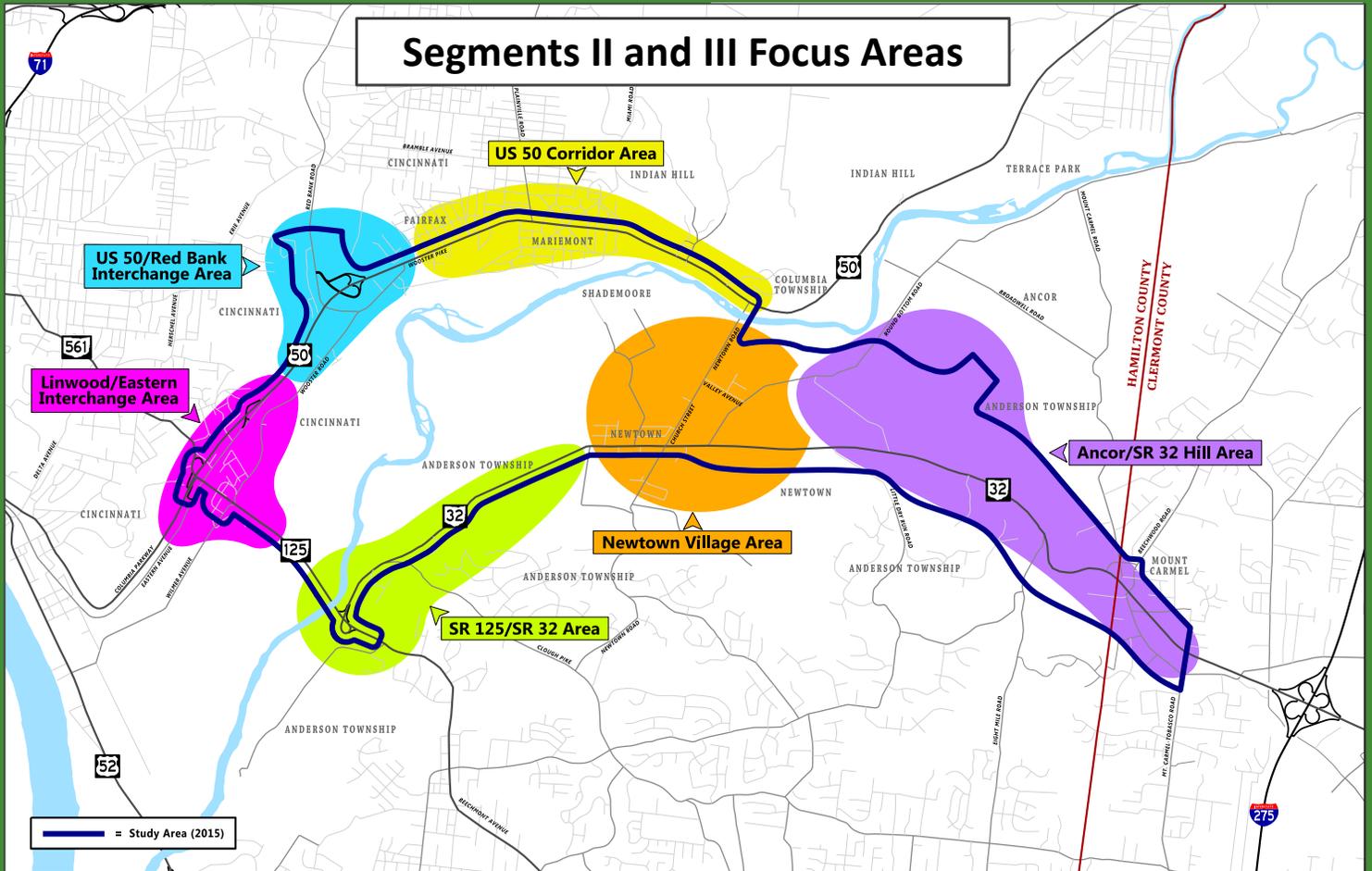
Following three rounds of analysis and discussion, many concepts were eliminated from further review based on evaluations results, projected costs, and/or impact concerns. The remaining concepts, are now being presented to the public for further review and public input.

What's Next?

Following the public comment period which closes on Sunday, Nov. 25, ODOT will meet once again with its advisory committees to:

- Review comments received
- Refine or eliminate concepts as needed
- Identify implementation priorities
- Determine lead sponsors for each remaining project

ODOT will document the results of these discussions in an implementation plan that will be used to guide future planning.



Section 106 Participation

To help improve traffic flow along U.S. 50/Wooster Pike on the east side of Mariemont, a National Historic Landmark, ODOT recommends adding a second travel lane between East Street and Petosky Avenue (currently, the road in this area narrows from two lanes to one for approximately 500 feet). This can be accomplished by restriping the existing lanes of the road and by narrowing portions of the median island. ODOT proposes to add the median island modification into the HAM-US 50-30.22 Roadway Resurfacing project (PID #101309), which is scheduled to be completed in the summer of 2019.

Section 106 from of the National Historic Preservation Act of 1966 requires Federal agencies (or local agencies using Federal funds) to consider the effects of their actions on historic properties. Individuals or organizations with a demonstrated interest in the effects of undertakings on historic properties can become consulting parties.

Anyone interested in becoming a consulting party on the proposed HAM-US 50-30.22 Roadway Resurfacing project (PID #101309) can request an application from a project team representative this evening. Applications are also available on the Segments II and III Public Involvement page of the Eastern Corridor website.

Public Input

Public comments regarding the concepts being discussed tonight **must be submitted no later than Sunday, Nov. 25, 2018** to be considered during this phase of planning. Comments can be submitted by:

- Completing Comment Forms at the Open Houses
- Completing Comment Forms online at <https://www.surveymonkey.com/r/Seg23>
- Emailing comments to EasternCorridor@EasternCorridor.org
- Clicking on the Submit Feedback tool on the Eastern Corridor website
- Mailing comments to:

Tom Arnold
 ODOT District 8
 505 South State Route 741
 Lebanon, OH 45036

For more information, visit
www.EasternCorridor.org