



**EASTERN CORRIDOR SEGMENTS II and III
Red Bank Corridor to I-275/SR 32
(PID 86462)**

**PUBLIC FEEDBACK SUMMARY REPORT,
SEGMENTS II AND III INTERNET SURVEY
March 15, 2016 Through June 15, 2016**

Prepared For
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October 28, 2016

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INTRODUCTION

Eastern Corridor Segments II and III are located at the center of the Eastern Corridor region. Together, they extend between the Red Bank Corridor (Segment I) and the I-275/State Route (SR) 32 interchange in the Eastgate Area of Clermont County (Segment IV), and encompass key routes through this area including US 50/Wooster Pike, SR 125/Beechmont Levee and SR 32.

Initial recommendations for transportation improvements through this area (as outlined in the 2006 Tier 1 Record of Decision) focused on shifting the western end of SR 32 from its current terminus at SR 125 (Beechmont Avenue) to a new, direct connection with US 50 (Columbia Parkway) and the Red Bank corridor. After completing studies to better define the proposed SR 32 relocation, identify possible new alignments and related environmental and cultural impacts, and gather public input, ODOT determined in 2015 that relocating the roadway through the Little Miami River Valley west of Church Street has potentially significant environmental impacts, public and resource agency concerns, and high construction costs.

However, congestion, travel delays and safety issues still exist within the central portion of the Eastern Corridor and transportation improvements are still needed to address regional network inadequacies and poor linkage to major economic, recreational and employment centers. Therefore, in Spring 2016, ODOT began developing a Transportation Needs Analysis to verify and prioritize problem areas, redefine the Study Area as needed, and focus on what can reasonably be addressed by the project given the significant environmental constraints.

Gathering input from the public was a key part of this initiative, and ODOT launched a comprehensive effort to give those who regularly travel through the area, including those who reside, work or own businesses there, multiple opportunities to:

- Identify their transportation priorities
- Identify problem areas
- Provide suggestions for improvements to be made

Among the input options made available to the public was an easy-to-use, interactive internet-based feedback tool, available to the public between March 15, 2016 and June 15, 2016. Operating as a survey supplemented with a mapping exercise, this tool allowed respondents to identify their transportation priorities for Segments II and III, answer questions specific to the priorities they selected and identify problem areas and locations for desired improvements on a Google-based map of the Study Area. Because this mechanism was online, participants could provide feedback any time of the day or night, at any location using computers, smartphones or other mobile devices.

The tool was visited 2,019 times and of these, 1,143 people submitted their feedback using the screens provided. This report summarizes the content of the survey and the input received.

METHODOLOGY

The Eastern Corridor Segments II and III online feedback tool/survey was developed using MetroQuest Public Involvement Software. MetroQuest enables the public to learn about a project and provides feedback using a variety of content-rich, visually-appealing screens. The process is intended to be informative, easy-to-use and not overly time-consuming.

For this project, the Segments II and III project team developed content and worked with MetroQuest to create custom screens to best convey the study's background and current status and to collect input from respondents about their transportation priorities, problems or issues they are experiencing, and improvements they would like made. An overview of each screen and the questions contained therein are provided in the Survey Content section of this report.



The feedback tool was featured prominently on the homepage of the Eastern Corridor website; however, links to the tool were also featured on several other key website pages including the Eastern Corridor Public Involvement Page, the Segments II and III Overview page, and the Segments II and III Public Involvement page. Links to the tool were removed from the Eastern Corridor website on Thursday morning, June 16, 2016.

ODOT's project team notified the public about the survey, provided links to it and encouraged participation through a broad variety of channels including:

- Website postings
- Media relations
- Email announcements (Eblasts) sent out to Eastern Corridor stakeholders
- Social media networking
- Networking with Eastern Corridor community representatives
- Announcements made at community meetings
- Flyers posted in areas throughout the Study Area

Additional information about notification efforts is provided in the Segments II and III Focus Area Workshop and Online Survey Notification Summary report, August 2016, which is presented as Attachment B-5 of the Eastern Corridor Segments II and III Transportation Needs Analysis report.

CONTENT

The online feedback tool consisted of five interactive screens designed to inform participants about the Segments II and III transportation study and collect the feedback regarding respondents' transportation priorities, challenges experienced, and desired improvements. Following is a description of the content of each screen and the tasks respondents were asked to complete.

Screen 1: WELCOME

The Welcome screen introduced respondents to the Segments II and III study to provide context, defined the purpose of the survey and how input received will be used. Content featured on this page was featured in two text boxes. The box at the top contained a static introduction message:

Eastern Corridor Segments II/III, Red Bank to I-275/SR 32

Tell us what you think! Help shape transportation improvements between the City of Cincinnati's eastern limits and the Eastgate area in Clermont County. Your input will be used to help identify priorities and next steps for this important part of the Eastern Corridor transportation improvement program.

Background information was provided using four sliders located at the bottom right of the Welcome Screen. The sliders cycled from one to the next automatically, although respondents could click on a green dot to advance to the next screen at a faster pace or return to a previous screen if needed. Slider content included:

Slider 1

This survey focuses on the Eastern Corridor's Segment II/III Study Area. This area extends between US 50/SR 125 (Beechmont Levee) in the Linwood/Columbia Tusculum area and along US 50 and SR 32 through to the I-275/SR 32 interchange in Eastgate. See Study Area Map button above.

Slider 2

Previously, ODOT studied the feasibility of relocating SR 32 and concluded that relocating the road across the Little Miami River floodplain is not a reasonable solution due to potential environmental impacts and high costs.

Slider 3

Transportation challenges still exist within the Study Area however, and ODOT is now working to update related travel data, reassess the challenges that exist and identify community priorities for improvements. Your input is needed.

Slider 4

For more information about the Eastern Corridor Program, please visit www.easterncorridor.org.

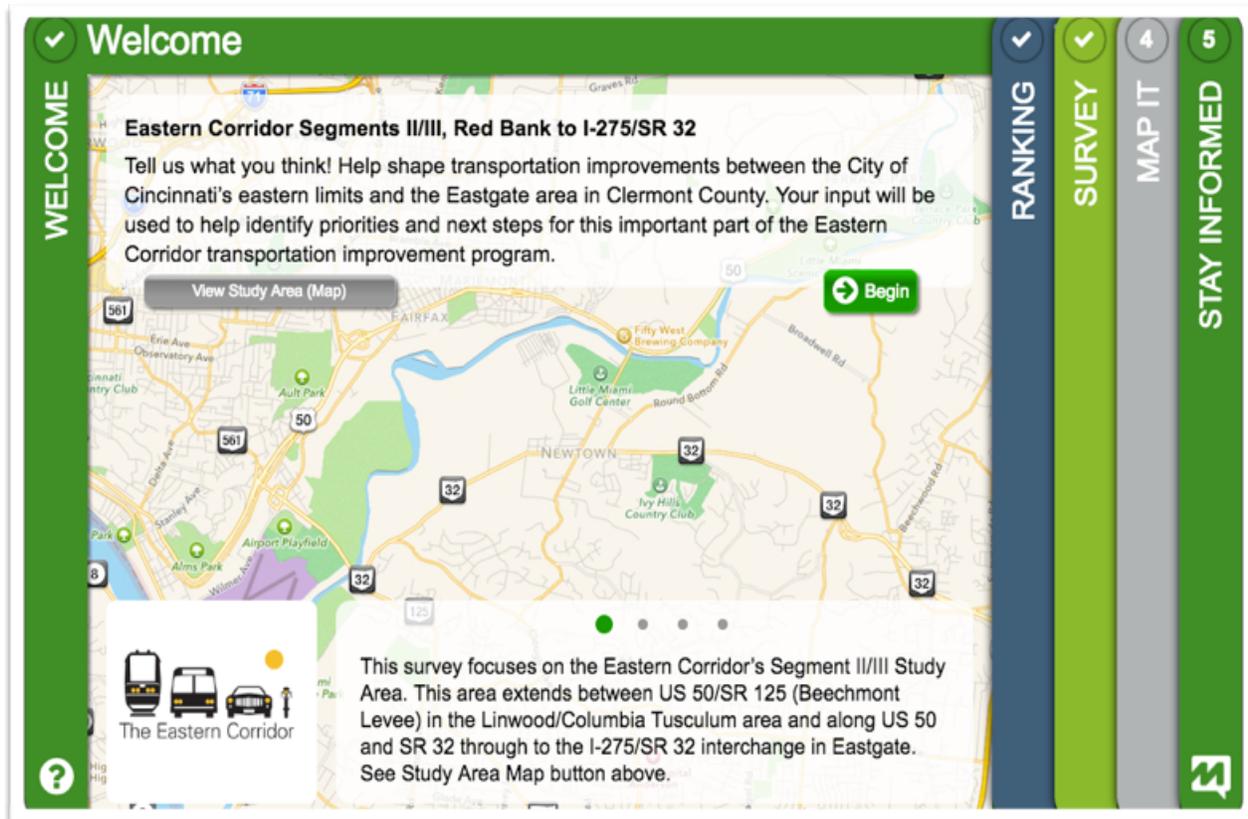


Figure 1: Image of Screen 1: Welcome.

Respondents could also click on a gray button located under the introduction box at the top of the screen to access a Study Area map (shown on the next page) and get a more defined view of the Segments II and III Study Area. To advance to the next screen and start the survey, respondents clicked on a green *Begin* button.

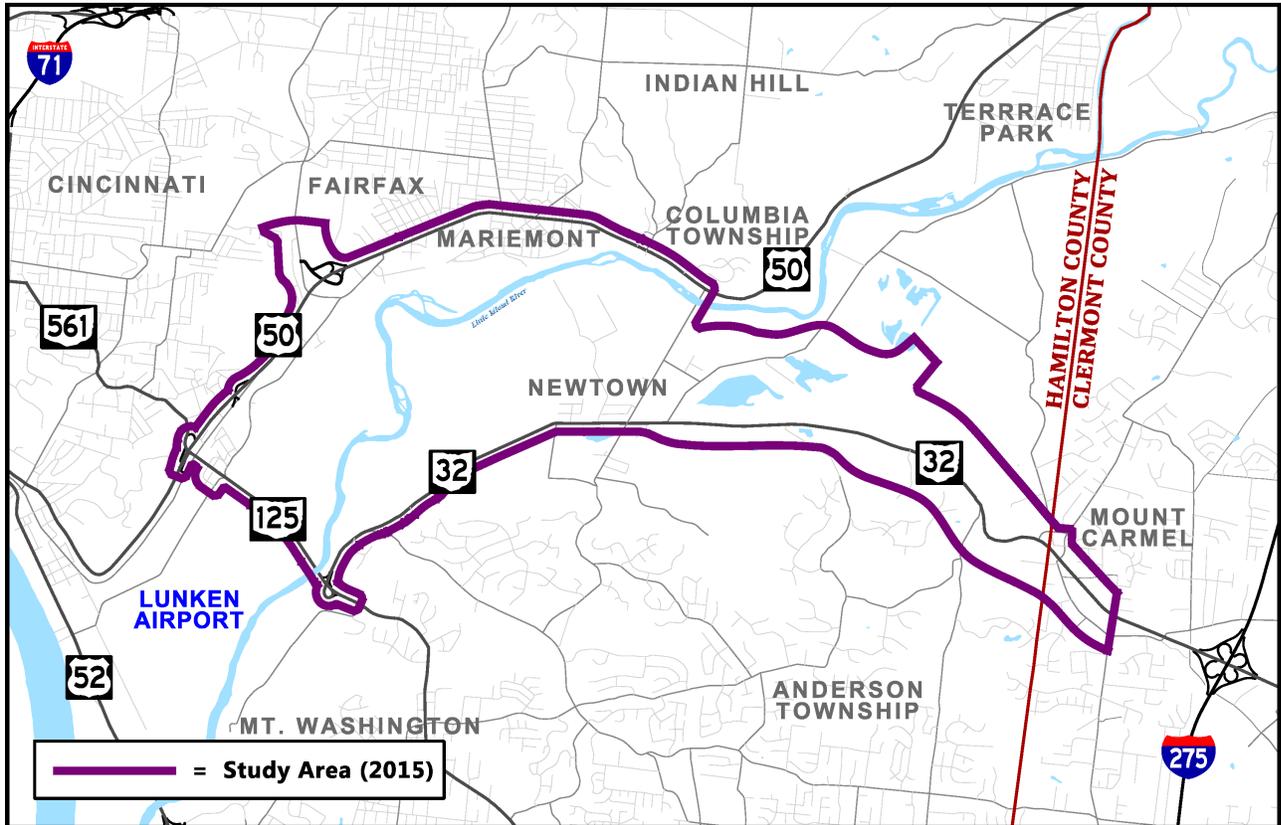


Figure 2: Image of the Study Area Map.

Screen 2: RANKING/TRANSPORTATION PRIORITIES

The Ranking/Transportation Priorities screen listed seven transportation-related priorities, and asked respondents to identify their top three. Although ODOT takes into consideration each of the priorities listed when planning and designing transportation improvement projects, having respondents identify those that matter most to them helps the project team determine which priorities are most important to the community and develop project evaluation measures based on those priorities. The priority options were presented to each individual respondent in randomized order to prevent any one option from receiving favor due to its position on the list. When respondents clicked on a priority, a related image and a statement further defining the intent of the priority popped up on the right side of the screen.

A description of the priority options are provided on the following page in alphabetical order:

Accessibility and Mobility

I want to be able to get to where I want to go easily and efficiently.

Bike & Walking Options

I want safe, convenient routes for riding my bike and/or walking.

Community Enhancement

I want the local transportation network to be able to support or encourage enhancements to my community.

Environmental Resources

I want impacts to natural and cultural resources (such as rivers, wetlands, historic places and buildings) minimized as much as possible when addressing transportation needs.

Mass Transit Options

I want to have convenient mass transit options (such as bus, rail) available for traveling from one place to another.

Support Local Businesses

I want transportation improvements to support the accessibility and mobility needs of businesses and employees, as well as the movement of goods and services.

Travel Time

I want transportation improvements to support the accessibility and mobility needs of businesses and employees, as well as the movement of goods and services.

Respondents were required to select at least one priority before they could advance to next screen (Survey) which asked a series of questions specific to the priorities they selected. Respondents choosing only one or two priorities could click on a green "Next Task" button to advance, or they were advanced automatically once three priorities were selected.

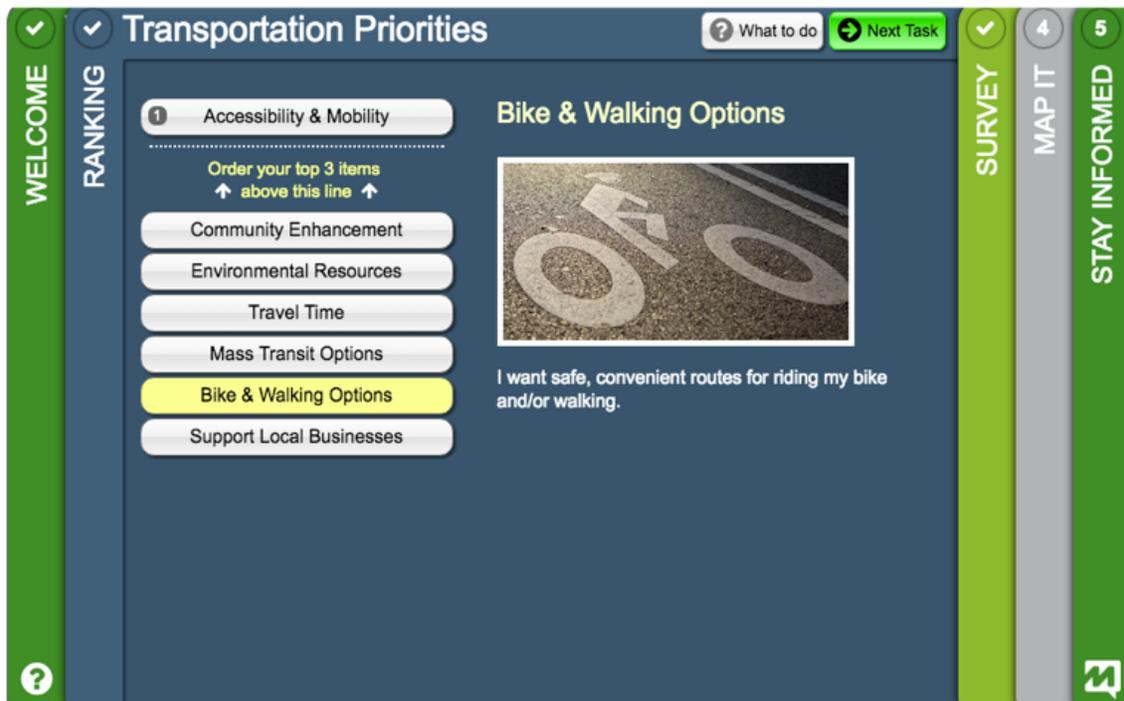


Figure 3: Image of Screen 2: Transportation Priorities/Ranking.

Screen 3: SURVEY/STANDARD QUESTIONS

After selecting up to three priorities on the Ranking/Transportation Priorities screen, respondents advanced to the Survey/Standard Questions screen. This screen presented up to two questions pertaining to each of the priorities respondents had identified as most important to them (respondents could choose not to answer the survey questions and instead advance to the next screen). Following is a list of all questions related to each of the seven priorities:

Accessibility & Mobility/Accessibility & Ease of Travel

When traveling within the Study Area, which best describes the route(s) you take? Review the Study Area map on the Welcome Screen if needed. Respondents could select one of the following:

- I generally stick to the main roads (US 50, SR 32, etc.)
- I drive on side streets to avoid the main roads.
- My route varies depending traffic volume or accidents.
- I avoid it during certain parts of the day (e.g. rush hour)
- I drive around it (I-471, I-275, etc.)

Which best describes your experience when traveling within the Study Area? Review the Study Area map on the Welcome Screen if needed. Respondents could select one of the following using a drop-down menu:

- I avoid traveling through the area when I can.
- I frequently have trouble; Improvements are needed.
- I generally have no problems.
- I sometimes have trouble; I'm not too concerned.
- I sometimes have trouble; improvements would help

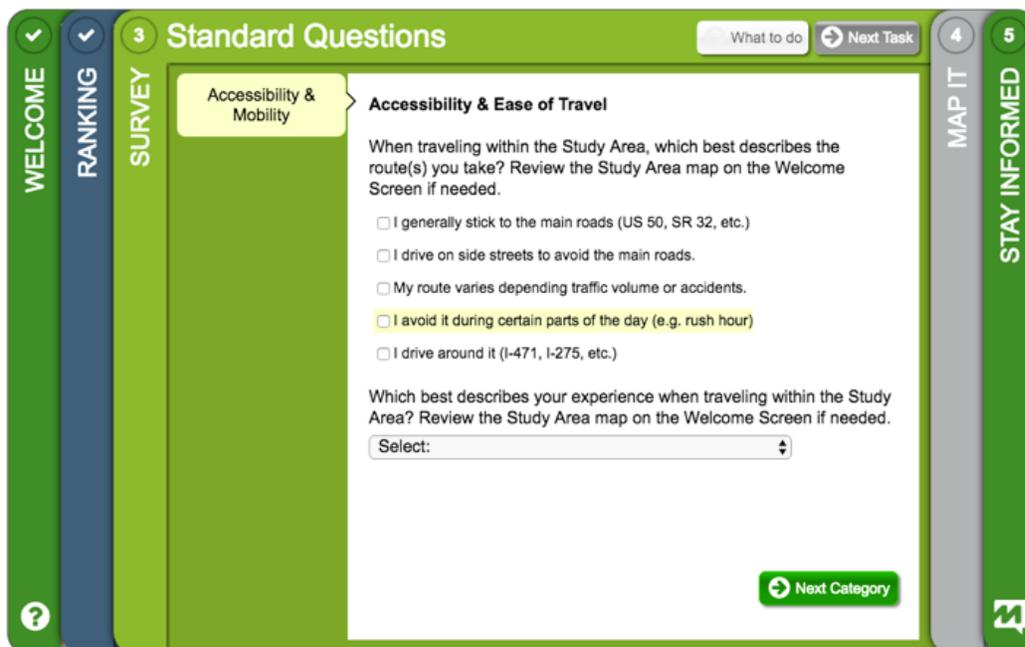


Figure 4: Image of Screen 3: Standard Questions/Survey - Accessibility and Mobility

Bike & Walking Options

In terms of biking or walking options, which do you think are most needed? (Select all that apply). Respondents could select more than one of the following options:

- On street bike lanes
- Bike-only paths alongside (but not on) roads
- Shared-use (bike and pedestrian) paths next to roads
- New, connecting sidewalks/bike trails
- Update/repair existing sidewalks/bike trails
- Pedestrian-only sidewalks along roads

What specific improvements do you think are needed for biking and/or walking & where?
Respondents were provided with a textbox for the open response.

The screenshot shows a survey interface with a green header and a navigation bar on the left and right. The navigation bar has five steps: 1. WELCOME, 2. RANKING, 3. SURVEY (highlighted), 4. MAP IT, and 5. STAY INFORMED. The main content area is titled 'Standard Questions' and contains a section for 'Bike & Walking Options'. The question asks, 'In terms of biking or walking options, which do you think are most needed? (Select all that apply)'. Below the question are six checkboxes with the following options: 'On street bike lanes', 'Bike-only paths alongside (but not on) roads', 'Shared-use (bike and pedestrian) paths next to roads', 'New, connecting sidewalks/bike trails', 'Update/repair existing sidewalks/bike trails', and 'Pedestrian-only sidewalks along roads'. Below the checkboxes is another question: 'What specific improvements do you think are needed for biking and/or walking & where?'. This question has a text input field with the placeholder text 'Type...'. At the bottom right of the input field is a green button labeled 'Next Category'. The interface also includes a 'What to do' button with a question mark icon and a 'Next Task' button with a right arrow icon.

Figure 5: Image of Screen 3: Standard Questions/ Survey - Bike & Walking Options.

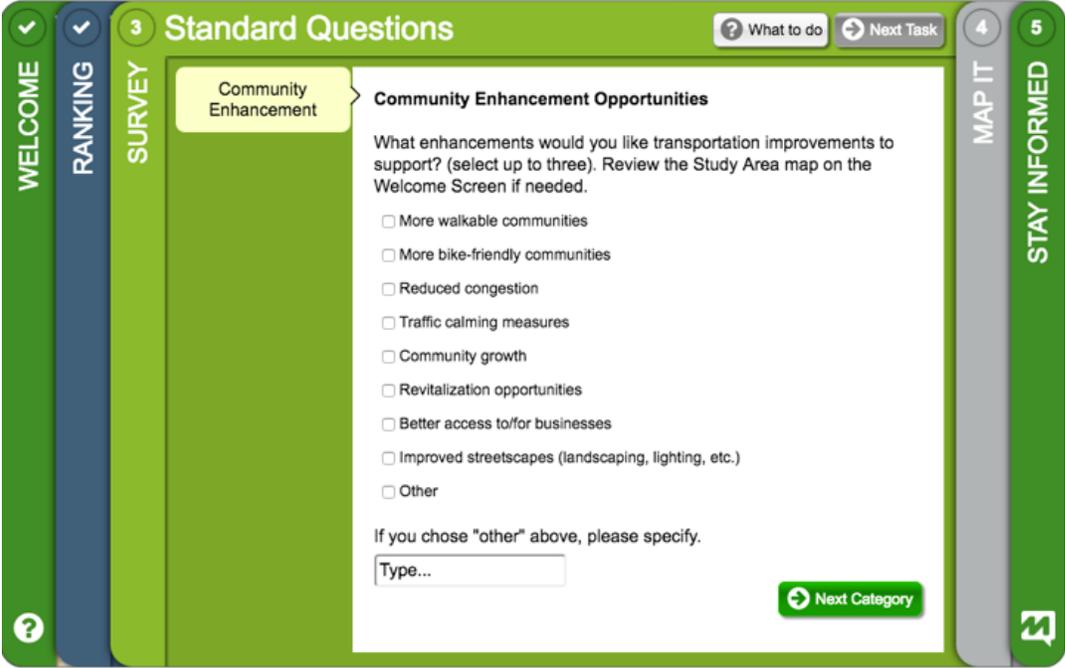
Community Enhancement Opportunities

What enhancements would you like transportation improvements to support? (select up to three). Review the Study Area map on the Welcome Screen if needed. Respondents could select up to three of the following:

- More walkable communities
- More bike-friendly communities
- Reduced congestion
- Traffic calming measures
- Community growth
- Revitalization opportunities
- Better access to/for business
- Improved streetscapes (landscaping, lighting, etc.)
- Other

If you chose "other" above, please specify.

Respondents that selected 'other' in the question above were provided a 50-character text box for a short answer response.



The image shows a survey interface with a green header and a vertical navigation bar on the left. The navigation bar has five items: WELCOME, RANKING, SURVEY (highlighted with a '3'), MAP IT, and STAY INFORMED. The main content area is titled 'Standard Questions' and contains a question about community enhancement opportunities. The question text is: 'What enhancements would you like transportation improvements to support? (select up to three). Review the Study Area map on the Welcome Screen if needed.' Below the question is a list of seven options, each with a checkbox: 'More walkable communities', 'More bike-friendly communities', 'Reduced congestion', 'Traffic calming measures', 'Community growth', 'Revitalization opportunities', 'Better access to/for businesses', 'Improved streetscapes (landscaping, lighting, etc.)', and 'Other'. Below the list is a text box labeled 'Type...' with the instruction 'If you chose "other" above, please specify.' There are buttons for 'What to do', 'Next Task', and 'Next Category'.

Figure 6: Image of Screen 3: Standard Questions/ Survey - Community Enhancement.

Protect & Preserve Environmental Resources

What issues are of most concern to you with regard to transportation improvements in the Study Area? (select up to 3). Review the Study Area map on the Welcome Screen if needed.

Respondents could select a checkbox for up to three of the following:

- Impacts on wildlife
- Impacts on rivers and streams
- Impacts on views/hillsides
- Impacts on wetlands
- Impacts to parks and/or recreational space
- Air pollution
- Noise pollution
- Impacts on historic/archaeological sites
- Other

If you chose "other" above, please specify.

Respondents that selected 'other' in the previous question were provided a 50-character text box for a short answer response.

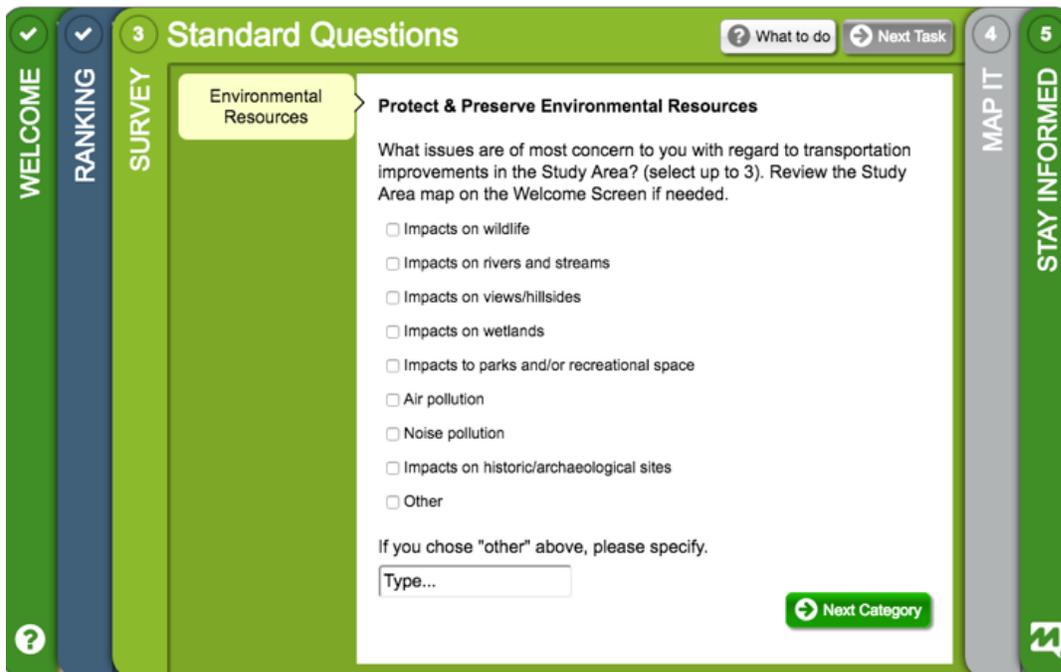
The image shows a survey interface with a green and white color scheme. At the top, it says "Standard Questions" with a "What to do" help icon and a "Next Task" button. On the left, there is a vertical navigation bar with "WELCOME", "RANKING", and "SURVEY" (the current section, highlighted in green). On the right, there is another vertical bar with "MAP IT" and "STAY INFORMED". The main content area has a sub-header "Environmental Resources" and a question: "Protect & Preserve Environmental Resources. What issues are of most concern to you with regard to transportation improvements in the Study Area? (select up to 3). Review the Study Area map on the Welcome Screen if needed." Below the question are nine checkboxes with the following labels: "Impacts on wildlife", "Impacts on rivers and streams", "Impacts on views/hillsides", "Impacts on wetlands", "Impacts to parks and/or recreational space", "Air pollution", "Noise pollution", "Impacts on historic/archaeological sites", and "Other". Below the checkboxes is a text prompt: "If you chose 'other' above, please specify." followed by a text input field labeled "Type...". At the bottom right of the main content area is a "Next Category" button.

Figure 7: Image of Screen 3: Standard Questions/Survey - Environmental Resources.

Mass Transit Options

Do you currently use public transit?

Respondents could select one of the following:

- Always
- Never
- Often
- Sometimes

Which public transit option would you use if services were available or enhanced (check all that apply)? Respondents could select one or more of the following:

- Standard Metro Bus Service
- Bus Rapid Transit (BRT) Service
- Commuter Rail Service
- None of the above

The screenshot shows a survey interface with a green header and a central content area. The header includes a navigation bar on the left with 'WELCOME', 'RANKING', and 'SURVEY' (the latter is highlighted with a '3' in a circle), and a 'What to do' button with a question mark icon. On the right, there is a 'Next Task' button with a right arrow icon, and a vertical bar with 'MAP IT' and 'STAY INFORMED' (the latter is highlighted with a '5' in a circle). The main content area is titled 'Mass Transit Options' and contains two questions. The first question is 'Do you currently use public transit?' with four buttons: 'Always', 'Often', 'Sometimes', and 'Never'. The second question is 'Which public transit option would you use if services were available or enhanced (check all that apply)?' with four checkboxes: 'Standard Metro Bus Service', 'Bus Rapid Transit (BRT) Service', 'Commuter Rail Service', and 'None of the above'. A 'Next Category' button is located at the bottom right of the content area.

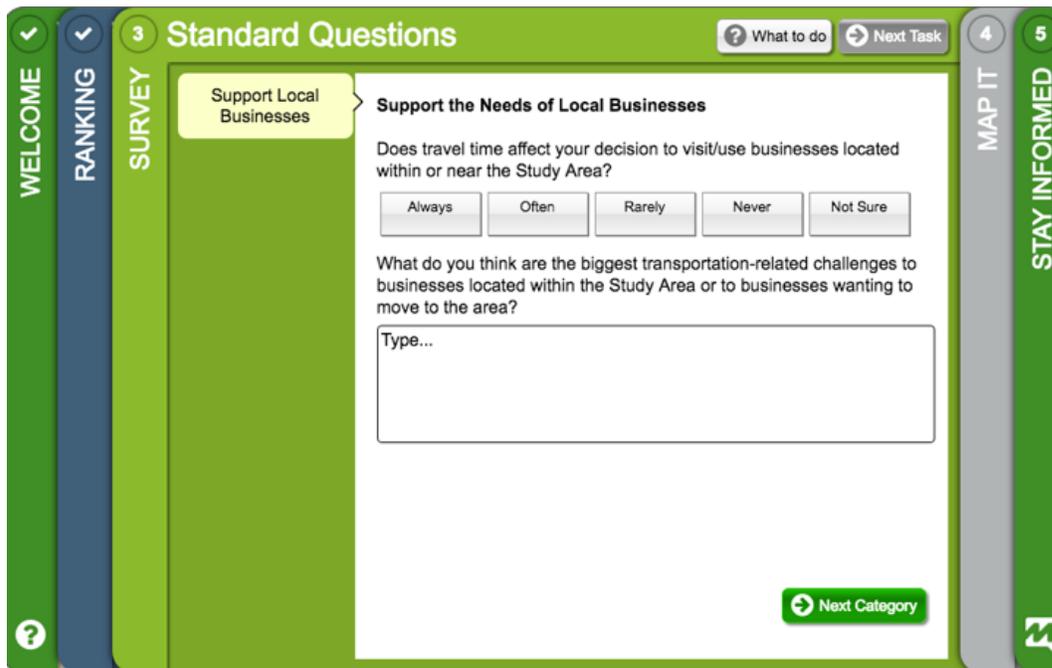
Figure 8: Image of Screen 3: Standard Questions/Survey - Mass Transit Options.

Support Local Businesses/Support the Needs of Local Businesses

Does travel time affect your decision to visit/use businesses located within or near the Study Area? Respondents could select one button with the following answers:

- Always
- Often
- Rarely
- Never
- Not Sure

What do you think are the biggest transportation-related challenges to businesses located within the Study Area or to businesses wanting to move to the area? Respondents were provided with a textbox for open response.



The screenshot shows a survey interface with a green header bar labeled "Standard Questions". On the left, a vertical navigation bar contains "WELCOME", "RANKING", and "SURVEY" (the current section). On the right, another vertical bar contains "MAP IT" and "STAY INFORMED". The main content area has a yellow callout box titled "Support Local Businesses" containing the question: "Does travel time affect your decision to visit/use businesses located within or near the Study Area?". Below this are five buttons: "Always", "Often", "Rarely", "Never", and "Not Sure". A second question follows: "What do you think are the biggest transportation-related challenges to businesses located within the Study Area or to businesses wanting to move to the area?". Below this is a large text input field with the placeholder "Type...". At the bottom right of the main area is a "Next Category" button. The top right of the interface has "What to do" and "Next Task" buttons.

Figure 9: Image of Screen 3: Standard Questions/Survey - Support Local Businesses.

Travel Time/Travel Time Consistency and Duration

At what times are there frequent travel delays in the Study Area? (Select all that apply).

Respondents could select a checkbox for all that applied of the following:

- All the time
- Morning
- Midday
- Late afternoon/evening
- Weekends
- Weekdays
- I don't experience delays

Considering the time it takes to travel within the Study Area, which best describes your viewpoint? Review the Study Area map on the Welcome Screen if needed.

Respondents could select one of the following within a drop-down menu:

- I am ok with the time it takes.
- I drive around it (I-471, I-275, etc.)
- It doesn't take me long to get where I need to go.
- It takes longer than I'd like; improvement(s) would be nice.
- It takes too long; improvements are needed.

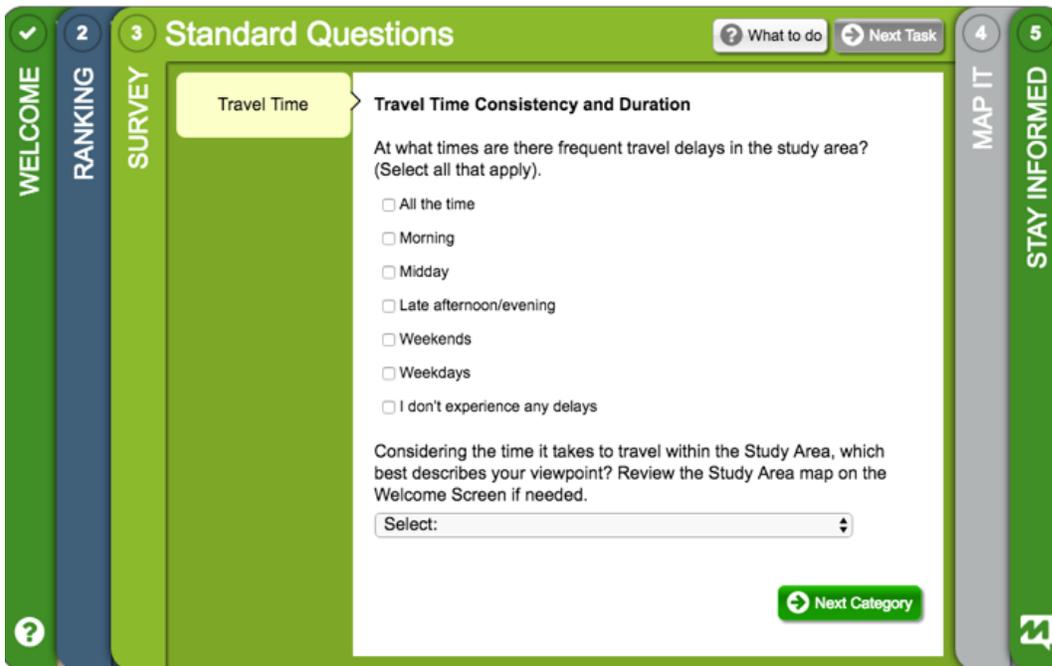
The image shows a survey interface with a green header and a vertical navigation bar on the left. The navigation bar has five items: 'WELCOME', 'RANKING', 'SURVEY', 'MAP IT', and 'STAY INFORMED'. The 'SURVEY' item is highlighted with a green background and a white arrow pointing right. The main content area is titled 'Standard Questions' and contains a question about travel time consistency and duration. The question text is: 'At what times are there frequent travel delays in the study area? (Select all that apply)'. Below the question are seven checkboxes with the following labels: 'All the time', 'Morning', 'Midday', 'Late afternoon/evening', 'Weekends', 'Weekdays', and 'I don't experience any delays'. Below the checkboxes is another question: 'Considering the time it takes to travel within the Study Area, which best describes your viewpoint? Review the Study Area map on the Welcome Screen if needed.' Below this question is a dropdown menu with the text 'Select:' and a downward arrow. At the bottom right of the main content area is a green button with a white arrow and the text 'Next Category'. The top right of the interface has two buttons: 'What to do' with a question mark icon and 'Next Task' with a right arrow icon.

Figure 10: Image of Screen 3: Standard Questions/Survey - Travel Time.

Screen 4: MARK THE MAP /MAP IT

The Map It/Mark the Map screen gave respondents the opportunity to identify specific locations where they would like to see transportation improvements made and indicate what those improvements should be. Respondents were instructed to drag and drop pins in or near the outlined Study Area (indicated on the map by a black line) to note their specific areas of concern. Respondents could zoom in very close or pull out from the map, depending on their needs. For each pin placed, respondents could select an option from a drop down list of comments to further define their suggestion or enter an open-response comment in the accompanying text box. Respondents were able to drop as many pins as desired.

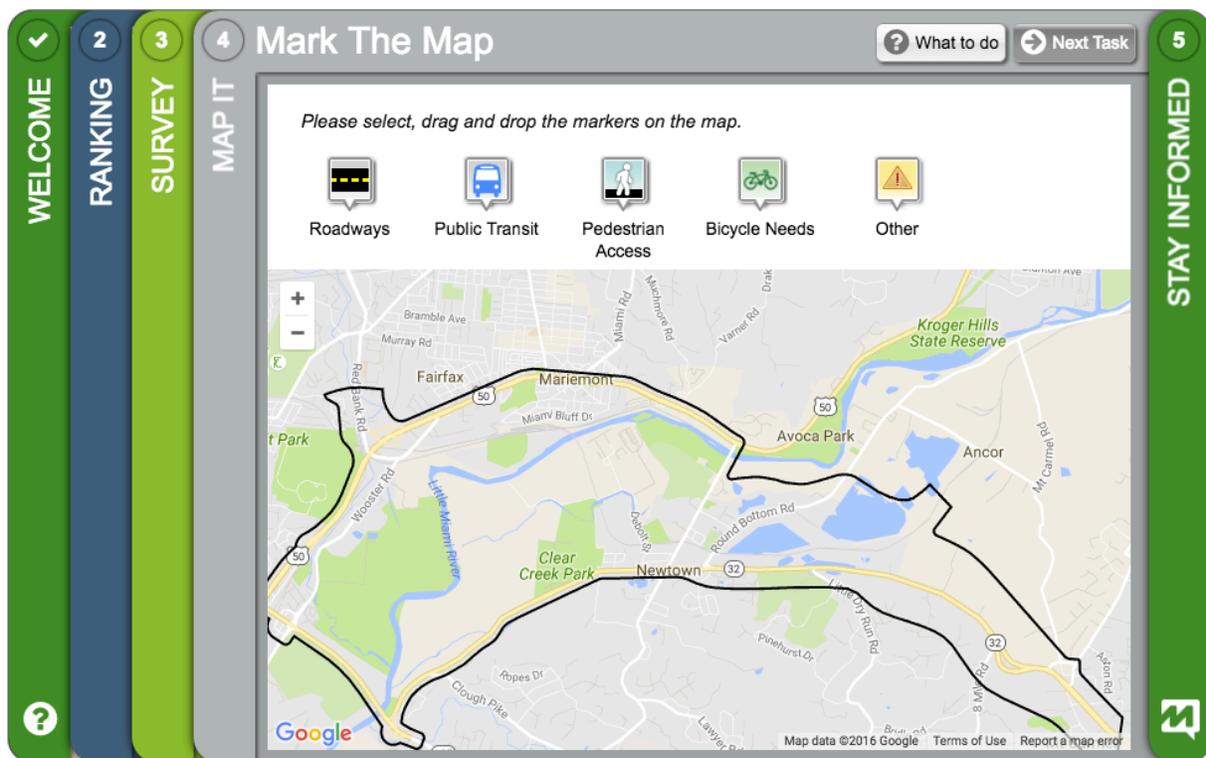


Figure 11: Image of Screen 4: Mark the Map/Map It.

The choices of pins available and corresponding drop down comment options are listed on the following pages.



Roadways

Roadways

- Access Issue
- Congestion Issue
- Frequent Accidents
- Missing Connection
- Off-Street Parking Issue
- On-Street Parking Issue
- Needs Repair
- Street Lighting Issue
- Traffic Signal Issue



Public Transit

Public Transit

- Need Accessible Transit Stop
- Need Bus Service
- Need Bus Stop/Shelter
- Need Park and Ride



Pedestrian Access

Pedestrian Access

- Need Crosswalk
- Need Curb Ramp
- Need Repair
- Need Sidewalk
- Safety Concern
- Pedestrian Signal Issue



Bicycle Needs

Bicycle Needs

- Bicycle Parking Issue
- Need Bike Path
- Need Marked Bike Lanes
- Needs Repair
- Safety Concerns



Other

Respondents could place this pin on the map like the others and comment on something other than the choices the other four pins provided.

Screen 5: STAY INFORMED

The Stay Informed screen was the last screen and was used to collect final comments, demographic data and email addresses from respondents who wanted to receive email updates regarding transportation news in the area. Respondents were also thanked for their input and asked to share the link to the feedback tool with friends and family using the social media tools provided on the right side of the page (Facebook, Twitter, email and ShareThis). Respondents could also click on the Eastern Corridor logo to be redirected to the Program's website.

The content of the Stay Informed page included the following optional questions.

My overall perspective on transportation improvements for eastern Cincinnati is...

Respondents could select one of the following within a drop-down menu:

- Improvements would be better made elsewhere.
- Much needed.
- The existing system is fine. No changes are needed.
- The existing system is good, but it could be better.

In which zip code do you LIVE?

Respondents could type in the 5-digit zip code.

In which zip code do you WORK?

Respondents could type in the 5-digit zip code.

How old are you?

Respondents could select one of the following within a drop-down menu:

- 20 and below
- 21-35
- 36-50
- 51-65
- 66 and above

Please add me to the email list for transportation updates in this area.

Respondents were provided a 50-character text box for typing their email address.

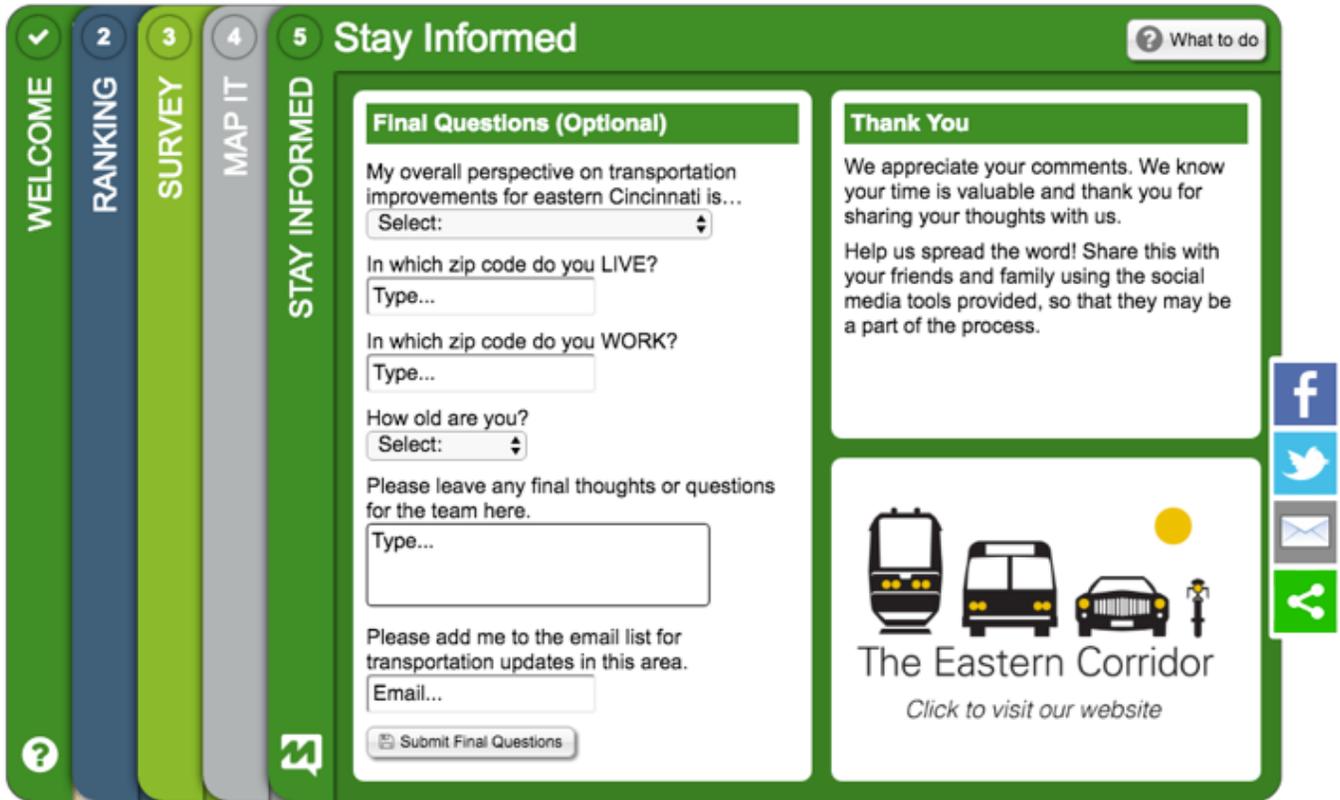


Figure 12: Image of Screen 5: Stay Informed.

KEY FINDINGS

Following is a discussion of key findings gained through the priority ranking exercise and answers provided to the survey questions, as well as the Map It/Mark the Map exercise.

Based on the results of the online priority ranking and survey exercises, respondents have a strong interest in reducing the amount of time it takes to travel through the Segments II and III Study Area and would like to see transportation improvements made to improve mobility in the area. They also showed a strong interest in either expanding mass transit options – such as introducing a rail transit option or Bus Rapid Transit (BRT) – and/or improving what already exists. Most reported that they do not currently use mass transit for travel, but many would if new or better options were available to them. Commuter Rail Service appeared to be of particular interest: 47% of respondents who indicated they would use mass transit options if available to them said they would use commuter rail. Respondents were more split when it came to new or expanded bus options: 26% said they would use BRT and 24% said they would use standard bus service.

Many respondents also exhibited interest in expanding bike and walking options by either introducing new routes and/or improving connectivity and safety along routes that already exist. Approximately 25% of respondents who answered questions about biking and walking options said that new connecting routes are needed. These respondents also exhibited a comparatively strong preference for bike paths that ran next to roads (43% of respondents) as opposed to on-street bike lanes (two percent of respondents). However, those who showed a preference for bike lanes alongside roads were split as to whether these should be shared-use paths (24%) or bike-only paths (19%).

Community Enhancement Opportunities and Accessibility & Mobility both landed in the middle of the priority ranking list. When asked which community enhancement opportunities they would like transportation improvements to support, respondents most often said they would like less congestion and for communities to be more walkable. They also indicated an interest in traffic calming measures and improved streetscapes. Looking a little deeper, more than 70% of respondents who answered questions about access and mobility said that they either sometimes (38%) or frequently (34%) have trouble traveling through the Study Area and that improvements would help and/or are needed. A notable group of respondents said they avoid driving through the area if they can or avoid it at certain parts of the day (13% reported that they either don't have trouble or aren't concerned about it). When traveling within the Segments II and III Study Area, nearly two-thirds of respondents said that they generally stay on the main roads (US 50, SR 32, etc.) or that their route varies depending on traffic volume and accidents.

Minimizing impacts to environmental resources was not among the top ranked priorities for the majority of respondents. However, of those that did identify it as a priority, 62% ranked it as either their first or second priority. When asked specifically about which environmental issues were of most concern to them with regard to transportation improvements, respondents most often identified impacts on rivers and streams (26%), followed by impacts on wildlife (18%) and air pollution (12%). A small group of

respondents to the environmental survey questions took issue with being limited to selecting only three environmental issues as their top concerns and said that either more than three or all were important.

Supporting local businesses appeared to be less of a priority for most respondents when compared with the other priorities as it was chosen the least amount of times as a top priority. When asked about which enhancements respondents would like transportation improvements to support, only seven percent chose better access to/for businesses. In a similar vein, when asked specifically if travel time affects their decision to visit/use businesses in or near the Study Area, approximately 66% of respondents said it always (15%) or often (51%) influences their decisions to patronize local businesses, whereas 24% say travel time rarely affects their decisions. It is difficult to tell based on the results of this survey if improvements that reduce travel time and congestion would have a positive impact on local businesses (better access, more walkable communities that would attract more/new customers) or negative (more pass-through traffic, less stops). This is a topic that may warrant further investigation.

Mark the Map/Map It Exercise

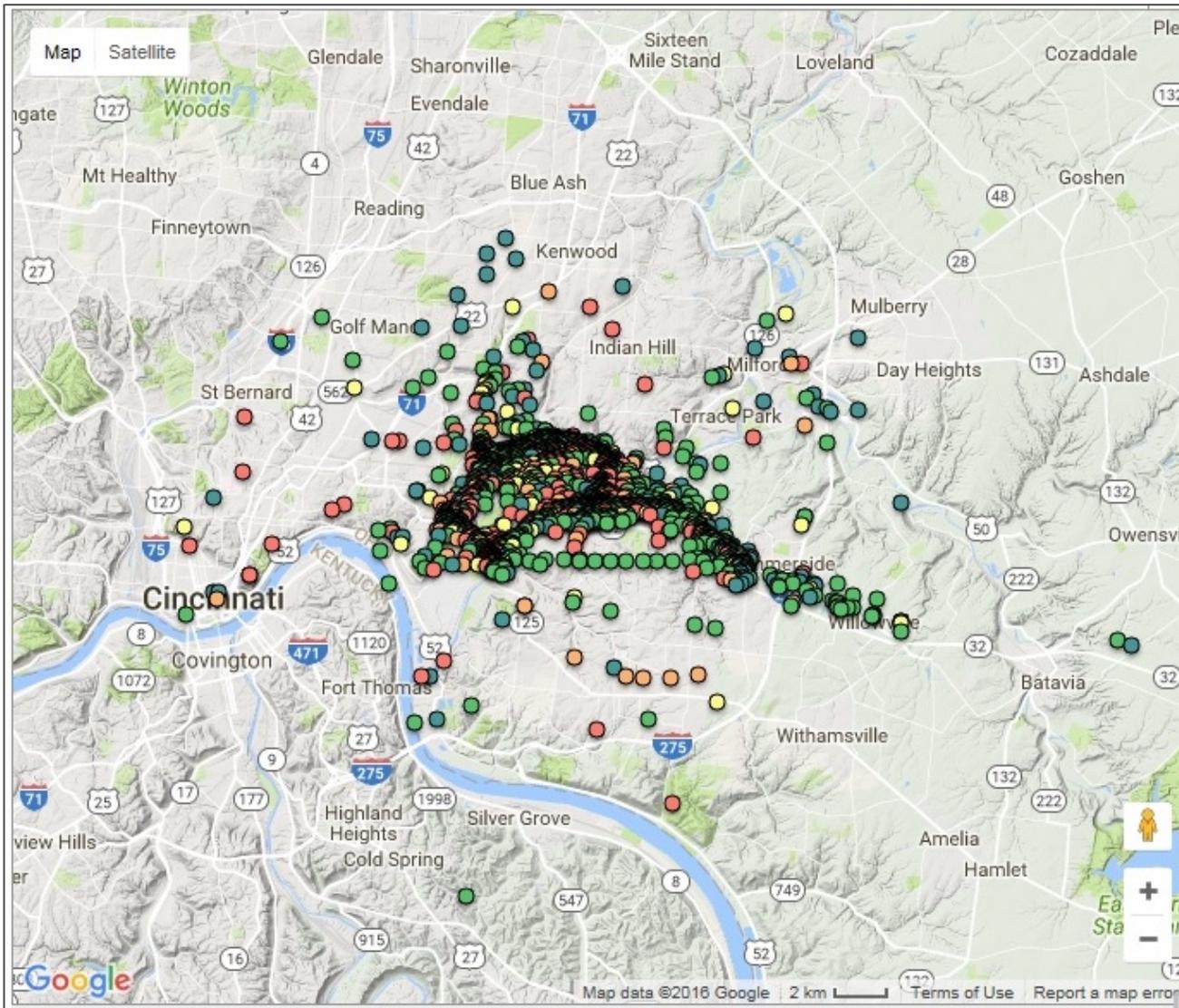
The Map It/Mark the Map tool provided an additional opportunity for survey respondents to provide comments on transportation concerns throughout the Segments II and III Study Area and to identify these areas of concern on a map of the Segments II and III Study Area. As part of the exercise, respondents chose among five pin categories: Roadways, Public Transit, Pedestrian Access, Bicycle Needs and Other. Once a pin was chosen and placed on the map, respondents were to identify their specific concerns or suggestions using a drop-down menu of comments associated with each pin. The responses they provided were used to inform further qualitative analysis regarding problem areas and possible improvements to be made.

As shown in Figure 13 on the next page, the majority of pins placed on the map were for Roadways, followed by Bicycle Needs, then Public Transit, Pedestrian Access and Other needs. Of the total 2,230 pins placed on the map, 501 pins did not include comments and therefore the specific concerns or suggestions associated with those pins were unknown. As such, those pins could not be included in the qualitative analysis.

Based on a review of the comments received, several general themes emerged including the following:

Roadways: The most frequently reported roadway concern was congestion (514 pins, 58% of the Roadways pins with comments). Specific locations where congestion was identified as a concern included:

- The US 50 corridor through Fairfax and Mariemont. Congestion in this area was attributed to poor traffic signal timing and the varying number of through lanes (changing from two to three lanes).
- SR 32 through the Village of Newtown. Factors causing roadway congestion in this area included poor traffic signal timing at the Church Street/SR 32(Main Street) intersection and the fact that SR 32 is only a two-lane road.
- The Little Dry Run/SR 32 Intersection and the section of SR 32 extending east from Newtown to the Ancor area. Concerns in this area included poorly timed lights at the intersection and



Roadways (1,123 pins, 50%)
Public Transit (327 pins, 15%)
Pedestrian Access (166 pins, 7%)
Bicycle Needs (477 pins, 21%)
Other (137 pins, 6%)

Figure 13: Distribution of pins on the Mark the Map/Map It screen. Note: the number of pins listed to the right of each pin category indicate the total number of pins placed on the map for each category. This number includes both pins with and without comments.

the narrow roadway (two lanes). Another cause of congestion cited in this area were trucks which slow traffic by going below the speed limit.

- SR 125 east of SR 32. Several respondents indicated that this traffic congestion has adversely affected the Mt. Washington business district.
- SR 32 between Clough Pike and the West Newtown Corp. limit. Extremely high peak hour traffic on a two-lane roadway was cited as the reason for this congestion.

Bicycle Needs: The need for bike paths was the most frequently identified bicycle concern (257 pins, 69% of the Bicycle pins with comments). Most comments received concerned new bike paths that are needed to connect existing bike trails. Connections identified included:

- Extension of Little Miami Scenic Trail through Mariemont
- Connection of Lunken/Armleder to Little Miami Trail, including a bike bridge across the Little Miami River
- Connection of Avoca and Lunken
- Connection of the existing bike path along SR 32 to Eastgate
- Extension of the Little Miami Trail to connect with Wasson Way

Public Transit: The most frequently cited public transit concern was the need for bus service or Bus Rapid Transit (BRT) service, which accounted for 74 pins, 32% of the Public Transit pins with comments. 'Other' transit comments accounted for the second highest number of transit pins (72 pins, 31% of pins with comments). Many of these included comments about the need for rail transit. Areas which were suggested for rail include:

- Along US 50 and/or SR 32 that would connect to downtown
- Along the Oasis line
- Along SR 32 to connect downtown with Eastgate
- Along SR 32 to connect Eastgate with Milford

Pedestrian Access: The most frequently reported pedestrian concern was the need for sidewalks (64 pins, 52% of the Pedestrian Access pins with comments). Areas that were identified as needing new sidewalks include:

- Mariemont area to connect to the various shopping centers to the east of Mariemont.
- Along Wooster Pike (US 50)
- Along SR 32 between Little Dry Run and Church Street to provide access to shops and restaurants in Newtown
- Along Beechmont Avenue to connect with the Little Miami Trail
- Along Red Bank Road/Red Bank Expressway.

RESPONSE SUMMARY

The following pages summarize the responses received on Screens 2 through 5 (no input was requested for Screen 1: Welcome).

Screen 2: TRANSPORTATION PRIORITY RANKING

For this question, respondents were asked to identify their top three of seven transportation priorities among answer options that were provided to respondents in randomized order. Because respondents could select multiple answers, the percentages presented below are based on the number of times a response was received compared to the total number of responses received (3,370), as opposed to the total number of respondents (1,136).

Respondents selected Travel time most often as a top priority (613 times, 18.2%) followed closely by Mass Transit Options (selected 595 times, or 17.7%). Bike & Walking Options was the third most frequently selected priority (selected 506 times, or 15.0%) whereas Support Local Businesses was the least frequently selected priority (selected 344 times, 10.2%).

Total Respondents: 1,136

Total Responses Received: 3,370

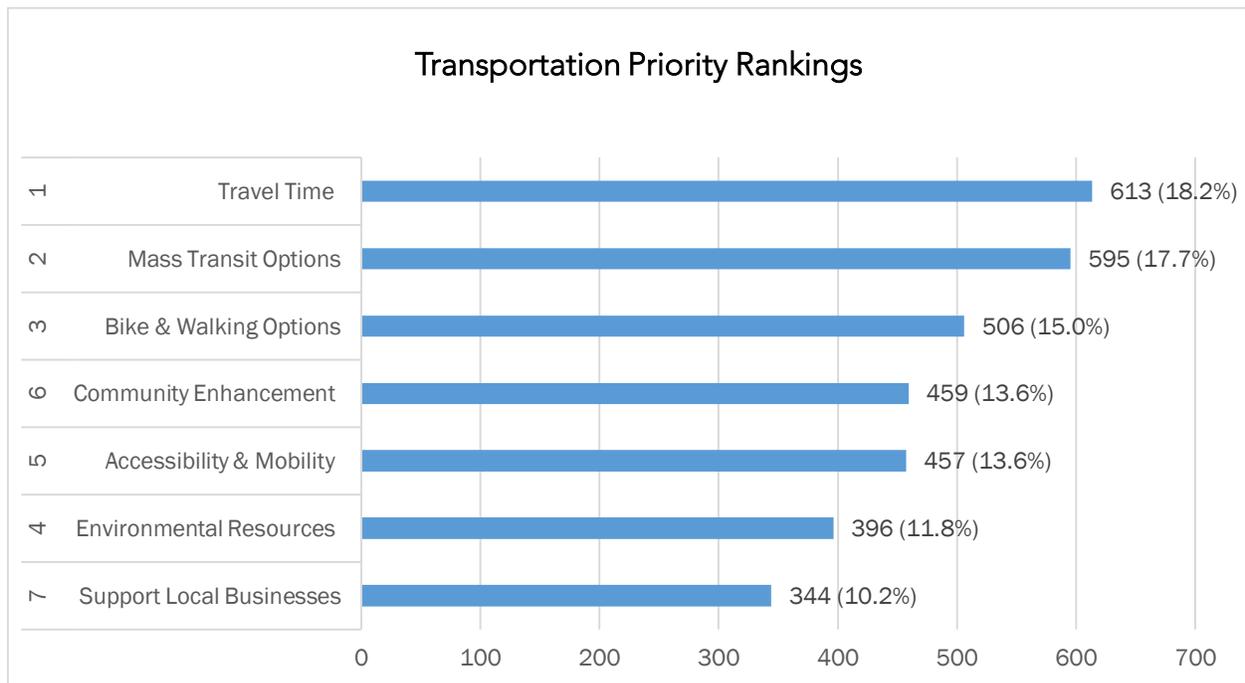


Figure 14: Distribution of respondents' transportation priorities.

Screen 3: STANDARD QUESTIONS

After identifying their top priorities, respondents were asked a series of questions pertaining to each priority they selected. Not all respondents answered each question for each priority, and respondents were able to advance to subsequent screens without answering all of the survey questions. Therefore, the counts and the percentages of responses received are based on the number of people who answered the question at hand and not on the total number of people who ranked the priority.

Following is a discussion of responses provided for each priority, presented by order of overall Transportation Priority Ranking (1-7).

Overall Rank 1: TRAVEL TIME

I want transportation improvements to support the accessibility and mobility needs of businesses and employees, as well as the movement of goods and services.

Question 1: At what times are there frequent travel delays in the Study Area?

Respondents: 552 people

Responses received: 1,095

For this question, respondents could select multiple answers. Therefore, the percentages presented in the discussion and accompanying chart are based on the number of times a specific response was received (1,095) instead of the total number of respondents (552).

Respondents most often reported travel delays in the Study Area during late afternoon/evening hours (39%, 426 people), whereas Morning was identified as a time for frequent travel delays by 33% of respondents (361 people). Approximately 10% of respondents (111 people) said they experience frequent travel delays on weekends and 3% (31 people) said midday. Eight percent said they experience delays all the time whereas 1%, (12 people) said they don't experience delays in the Study Area.

TIMING OF FREQUENT TRAVEL DELAYS

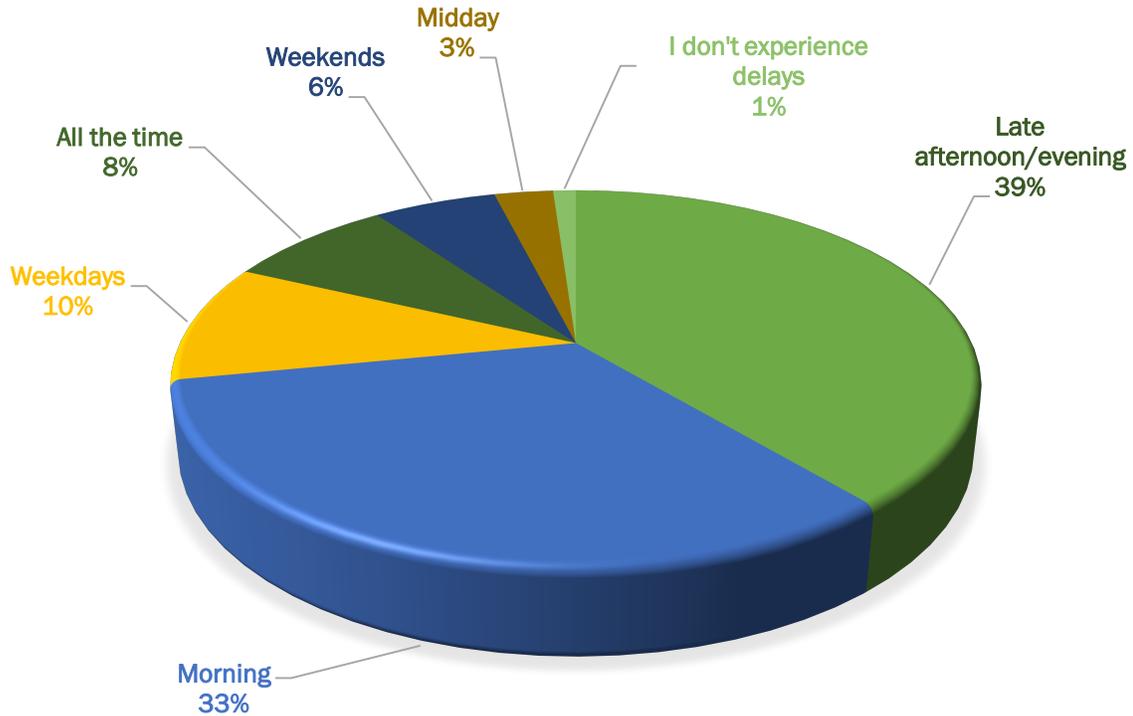


Figure 15: Distribution of responses to Travel Time, Question 1: At what times are there frequent travel delays in the Study Area?

Question 2: Considering the time it takes to travel within the Study Area, which best describes your viewpoint?

Respondents: 462

Approximately 77% of respondents indicated that improvements aimed at reducing travel time within the Study Area are desired. Of these, 46% (211 people) said it currently takes too long to travel within the area and the other 32% (147 people) said travel in the area takes longer than they'd like. Approximately 14% (65 people) said they drive around the Study Area due to the amount of time required to travel through and 7% (31 people) said they are either ok with the time it takes to travel through the Study Area. Two percent (8 people) said it doesn't take them long to get to where they need to go.

VIEWPOINTS ON TRAVEL TIME

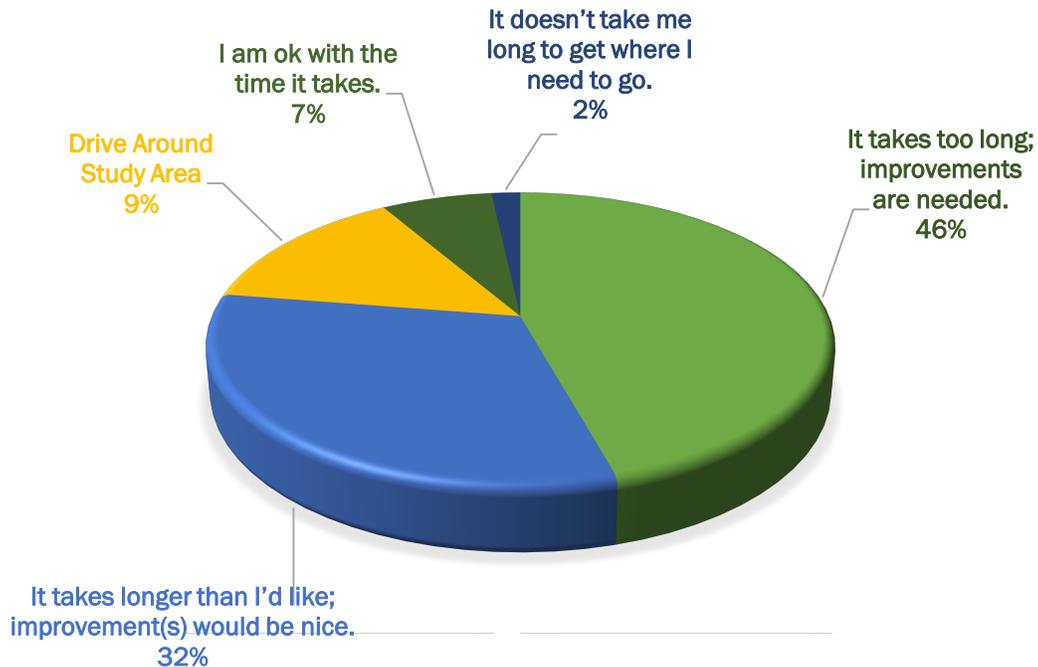


Figure 16: Distribution of responses to Travel Time, Question 2: Considering the time it takes to travel within the Study Area, which best describes your viewpoint?

Overall Rank 2: MASS TRANSIT OPTIONS

I want to have convenient mass transit options (such as bus, rail) available for traveling from one place to another.

Question 1: Do you currently use public transit?

Respondents: 518

Approximately 47% of respondents to this question (245 people) said they never use public transit and 42% (220 people) use public transit sometimes. Only 11% of respondents (53 people) use public transit often (8%) or always (3%).

CURRENT USE OF PUBLIC TRANSIT

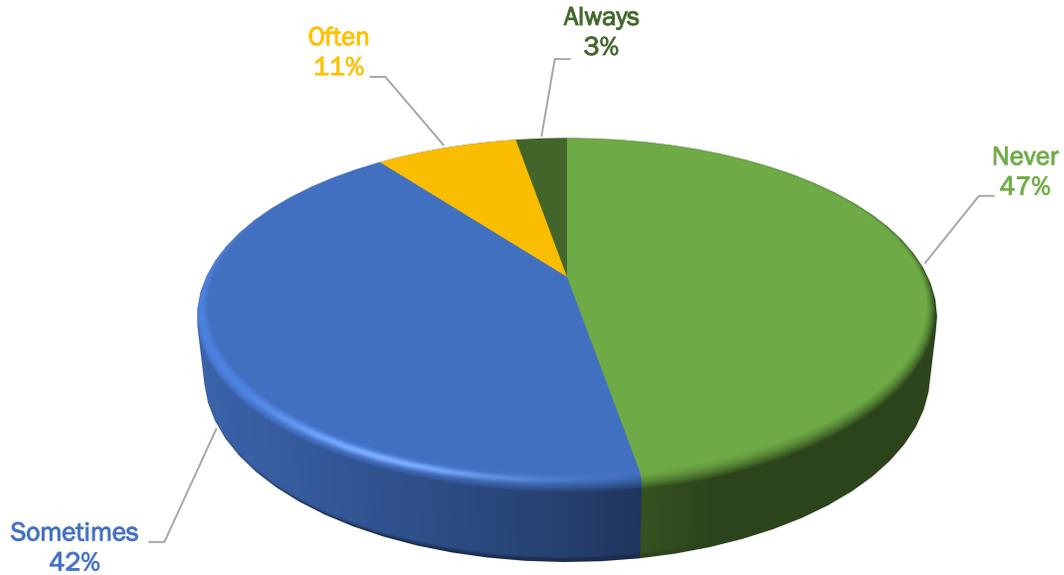


Figure 17: Distribution of responses to Mass Transit Options, Question 1: Do you currently use Mass Transit?

Question 2: Which public transit option would you use if services were available or enhanced (check all that apply)?

Respondents: 523

Responses received: 859

For this question, respondents could select multiple answers. Therefore, the percentages presented in the discussion and accompanying chart are based on the number of times a specific response was received (859) instead of the total number of respondents (523).

Nearly half of the respondents to this question (47%, 405 people) said they would use commuter rail if it was available to them; another 26% (220 people) said they would use Bus Rapid Transit. Approximately 24% (203 people) said they would ride standard Metro service and 3% (31 people) said none of the above.

PROJECTED USE OF TRANSIT OPTIONS

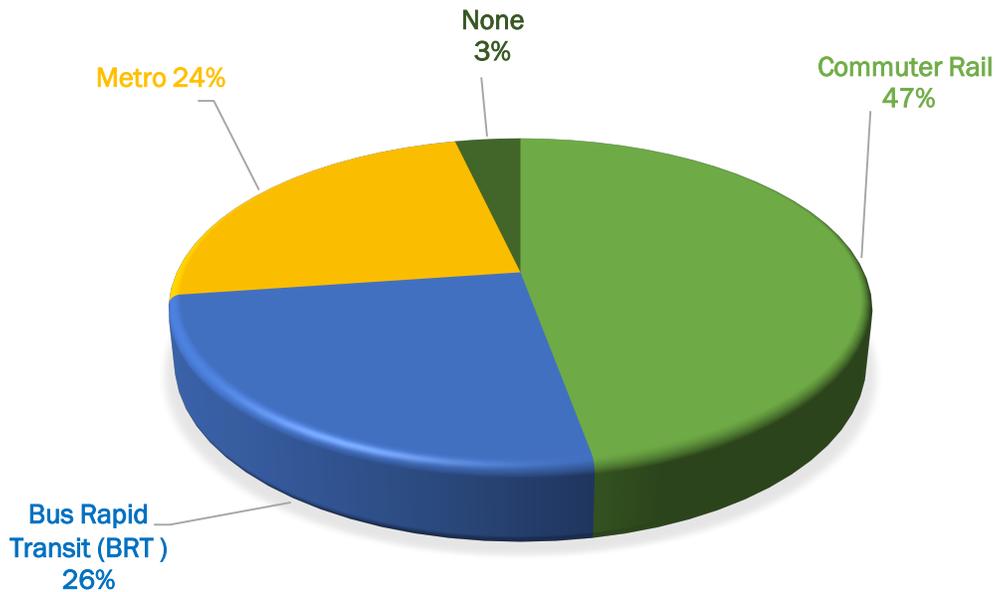


Figure 18: Distribution of responses to Mass Transit Options, Question 2: Which public transit option would you use if services were available or enhanced?

Overall Rank 3: BIKE & WALKING OPTIONS

I want safe, convenient routes for riding my bike and/or walking.

Question 1: In terms of biking or walking options, which do you think are most needed?

Respondents: 463

Responses received: 1189

For this question, respondents could select multiple answers. Therefore, the percentages presented in the discussion and accompanying chart are based on the number of times a specific response was received (1,189) instead of the total number of respondents (463).

Respondents most often identified New, Connecting Sidewalks/Bike Trails (25%, 292 people) and Shared Use (Bike and Pedestrian) Paths Next to Roads (24%, 282 people) as the biking or walking options they thought were most needed. Bike-Only Paths Alongside (but not on) Roads were selected by 19% (220 people) of respondents, while 13% (156 people) said Updates/Repairs to Existing Sidewalks/Bike rails were most needed and 12% (146 people) said on-street bike lanes were most needed. Pedestrian-Only Sidewalks Along Roads was selected least often (8%, 93 people).

BIKE & WALKING NEEDS

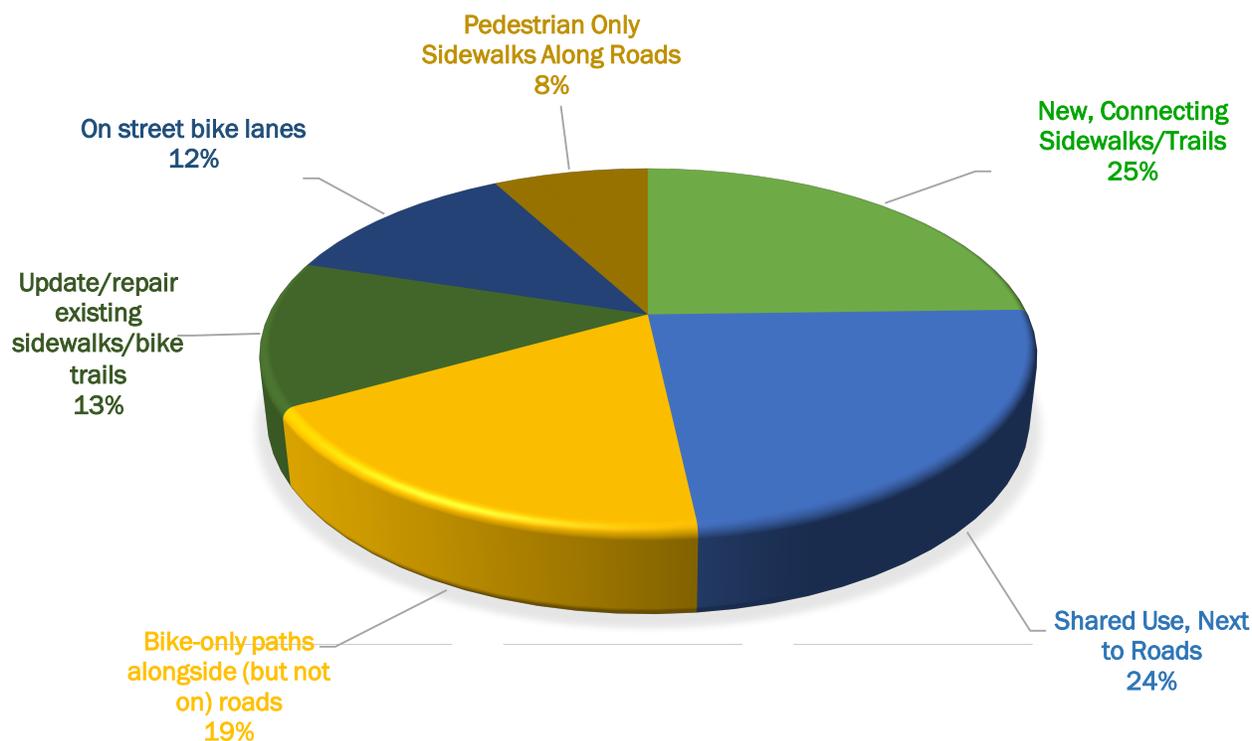


Figure 19: Distribution of responses to Bike & Walking Options, Question 2: In terms of biking and walking options, which do you think are most needed?

Question 2: What specific improvements do you think are needed for biking and/or walking & where?

There were 162 open responses submitted for this question. Comments similar in concept were grouped into the general categories outlined in Table 1 on the following page. Some comments contained multiple themes and each portion has been accounted for in the appropriate category. As such, the total number of comments documented in the Comment Count column is more than the number of responses received. All comments are documented in their entirety in the Appendix of this report.

Table 1: General categories of responses received for Bike & Walking Needs, Question 2: What specific improvements do you think are needed for biking and/or walking & where?

Category	Comment Count
Better Connectivity – Comments assigned to this category most often mentioned the need for greater connectivity within the region. Comments included express interest in connecting existing trails together and connecting to work, shopping, schools, and downtown. Several specific trails were mentioned including Little Miami, Wasson Way, Ohio, Avoca, Erie-to-Ohio, and Oasis.	71
Safety Improvements – Comments in this category contained remarks about wanting protected bike lanes, educating motorists on sharing the road, and clearing the lanes/paths of dirt and debris.	40
Pedestrian/Bike Friendly Areas – Comments in this category cited specific places that respondents wanted to be more pedestrian and bike-friendly. Areas mentioned include to, from and within Downtown; Lunken Airport/Otto Armleder Memorial Park, Linwood, Hyde Park, Red Bank area, Eastgate, Newtown, and Beechmont. A number of streets were also mentioned as needing bike and pedestrian improvements including SR 32, US 50/Wooster Pike, Round Bottom Road, Beechmont, Eastern Avenue, Little Dry Run, and Red Bank Road.	36
General Bike/Pedestrian Infrastructure – Comments placed in this category mention the desire for and/or lack of general bike and pedestrian infrastructure throughout the Study Area. Respondents' comments include the need for bike and pedestrian infrastructure to be included as part of any transportation improvement. Infrastructure mentioned included new and improved bike lanes, shared pedestrian and bike paths, sidewalks and connections.	31
New Bike infrastructure – Comments in this category were specific to bike infrastructure improvements including new lanes and paths in certain areas.	13
Pedestrian-Friendly – Comments in this category centered around pedestrian-specific needs and desires such as having pedestrian-only walkways to avoid bikes, addressing sidewalk repair needs and general walkable communities.	8
Multi-modal Preference – Comments in this category outlined respondents' desire to have transportation of all types in the area; not only roads, but also biking and walking as well as rail and other mass transit.	4
Complaint – One comment stated for this question, respondents could select all options and included an open response, whereas a question pertaining to the environmental resource priority allowed respondents to only pick three options.	1
Totals	204

Overall Rank 4: COMMUNITY ENHANCEMENT OPPORTUNITIES

I want the local transportation network to be able to support or encourage enhancements to my community.

Question 1: What enhancements would you like transportation improvements to support?

Respondents: 408

Responses received: 1,119

For this question, respondents could select multiple answers. Therefore, the percentages presented in the discussion and accompanying chart are based on the number of times a specific response was received (1,119) instead of the total number of respondents (408).

More Walkable Communities and Reduced Congestion were the two enhancements that respondents most often said they'd like transportation improvements to support [each were selected by 19% (213 people)]. These were followed by Traffic Calming Measures (selected by 145 people, 13%) and Improved streetscapes (143 people, 13%). Approximately 11% of respondents (122 people) said More Bike-Friendly Communities and 9% (102 people) said Revitalization Opportunities. Options chosen least often were Community Growth (8%, 87 people) and Better Access to/for Business (7%, 79 people).

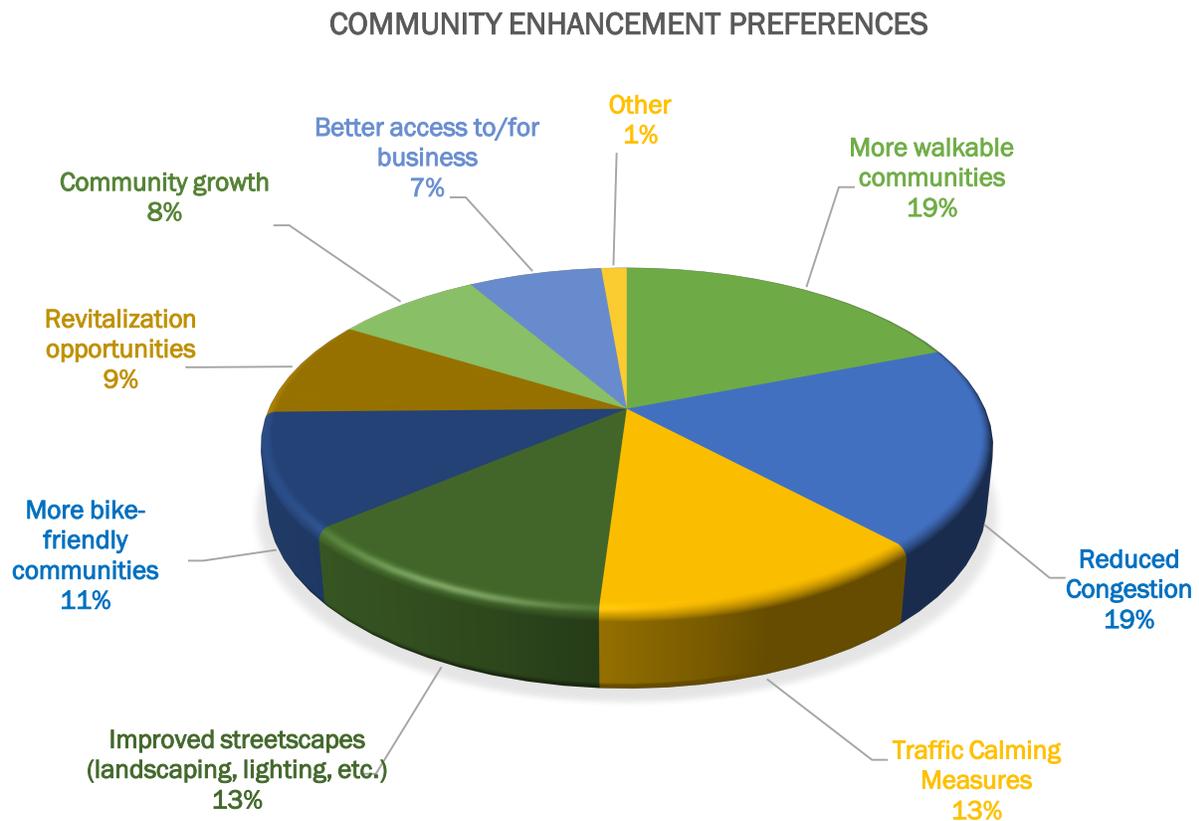


Figure 20: Distribution of responses to Community Enhancement Opportunities, Question 1: What enhancements would you like transportation improvements to support?

Question 2: If you chose "other" above, please specify.

This question allowed for open-response answers and 18 comments were received. Of these, 67% of respondents (12 people) provided comments that focused on various transportation improvements, including the desire to see a better flow of traffic, the implementation of the Oasis line, HOV lanes for buses and carpools, increased public transit and a reduction in through-traffic on residential streets. The remaining respondents (33%, six people) expressed various general concerns including the reduction of property values and destruction of protected areas and one comment said to leave the area alone. All comments are documented in their entirety in the Appendix of this report.

Overall Rank 5: ACCESSIBILITY & MOBILITY

I want to be able to get to where I want to go easily and efficiently.

**Question 1: When traveling within the Study Area, which best describes the route(s) you take?
Review the Study Area map on the Welcome Screen if needed.**

Respondents: 402

Approximately 41% of respondents to this question (166 people) said that they generally stick to the main roads when traveling through the Study Area. Another 31% (125 people) said their route varies depending on traffic volume or accidents. The remaining 28% either avoid the area during certain parts of the day (11%, 43 people), drive on side roads (9%, 36 people) or drive around it using major arterials such as I-471 and I-275 (8%, 32 people).

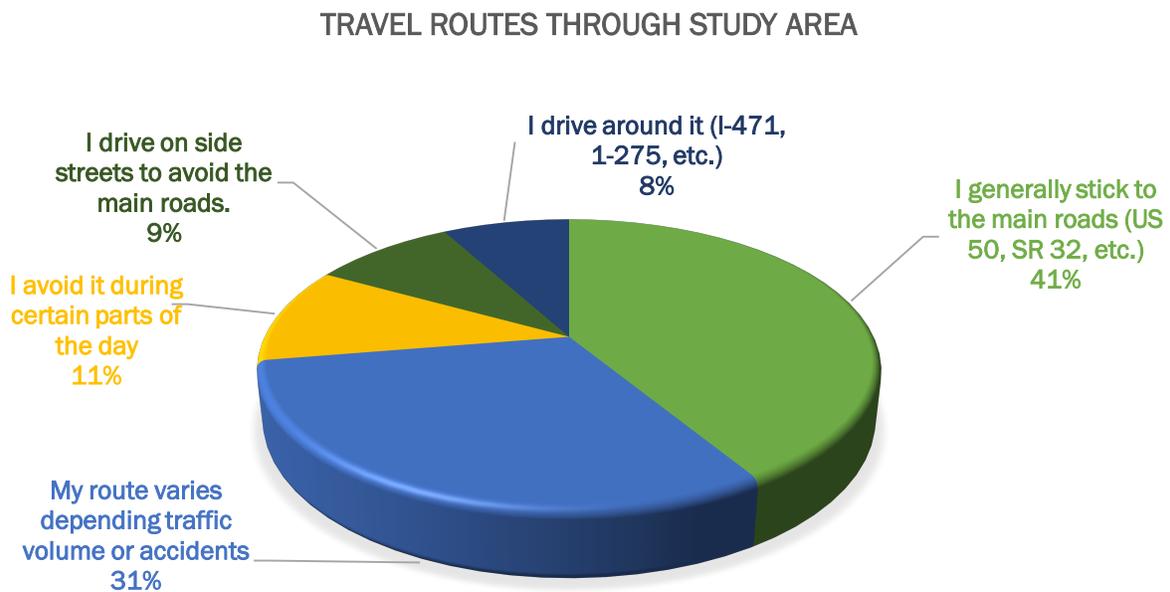


Figure 21: Distribution of responses to Accessibility & Mobility, Question 1: When traveling within the Study Area, which best describes the route(s) you take?

Question 2: Which best describes your experience when traveling within the Study Area? Review the Study Area map on the Welcome Screen if needed.

Respondents: 343

A majority of respondents (72%) indicated that they have trouble when traveling through the Study Area and improvements aimed at improving travel would be helpful. Of these, 38% (129 people) said they sometimes have trouble traveling within the Study Area and improvements would help and the other 34% (117 people) said they frequently have trouble traveling within the area and improvements are needed. Another 15% (53 people) said they avoid traveling through the area when they can. The remaining 13% (46 people) were not concerned (8% percent) or generally had no problems (5% percent).

RESPONDENT EXPERIENCES WHEN TRAVELING IN STUDY AREA

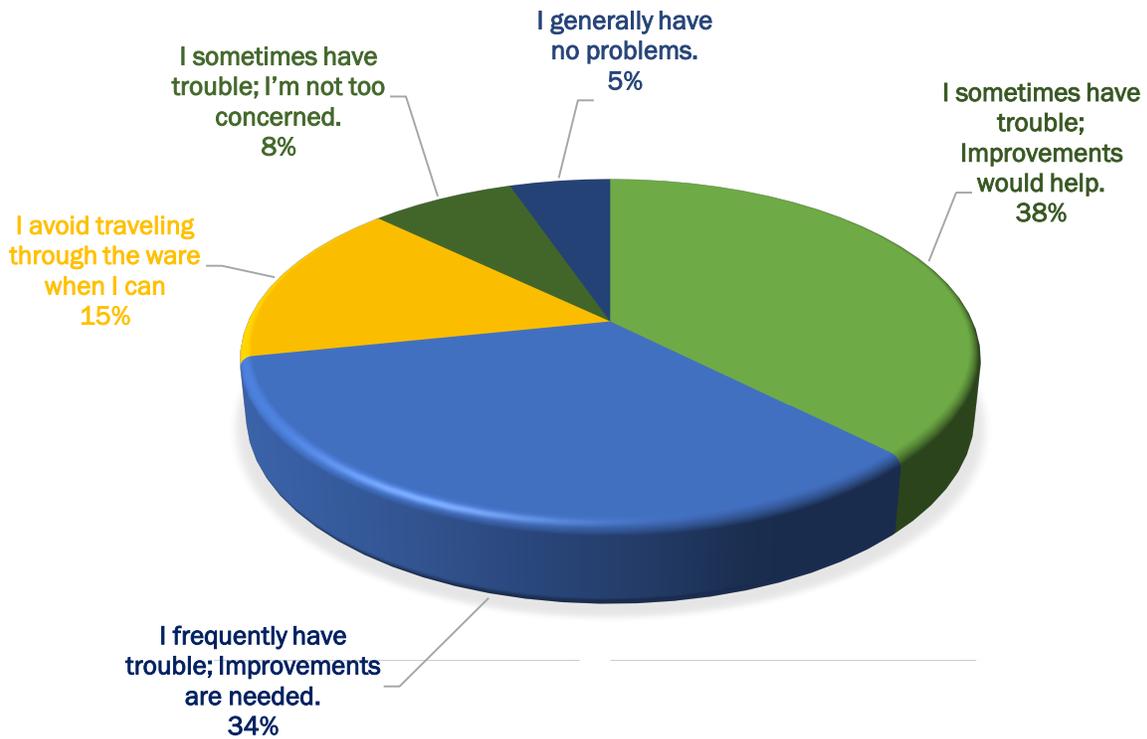


Figure 22: Distribution of responses to Accessibility & Mobility, Question 2: Which best describes your experience when traveling within the Study Area?

Overall Rank 6: ENVIRONMENTAL RESOURCES

I want impacts to natural and cultural resources (such as rivers, wetlands, historic places and buildings) minimized as much as possible when addressing transportation needs.

Question 1: What issues are of most concern to you with regard to transportation improvements in the Study Area? (select up to three). Review the Study Area map on the Welcome Screen if needed.

Respondents: 363

Responses received: 1042

For this question, respondents could select multiple answers. Therefore, the percentages presented in the discussion and accompanying chart are based on the number of times a specific response was received (1,042) instead of the total number of respondents (363).

Respondents to this question most often identified Impacts on Rivers and Streams (26%, 266 people) among their top concerns pertaining to transportation improvements in the Study Area. This option was followed by Impacts on Wildlife (18%, 187 people), and Air Pollution (12%, 124 people). Impacts on Wetlands, Historic/Archaeological Sites and Parks and/or Recreational Space as well Noise Pollution concerns were each identified as among top concerns 9% of the time (98, 98, 95, 94 people, respectively). Impacts on Views/Hillsides was selected least often (6%, 65 people) and 15 people (approximately 1% of respondents) selected "Other."

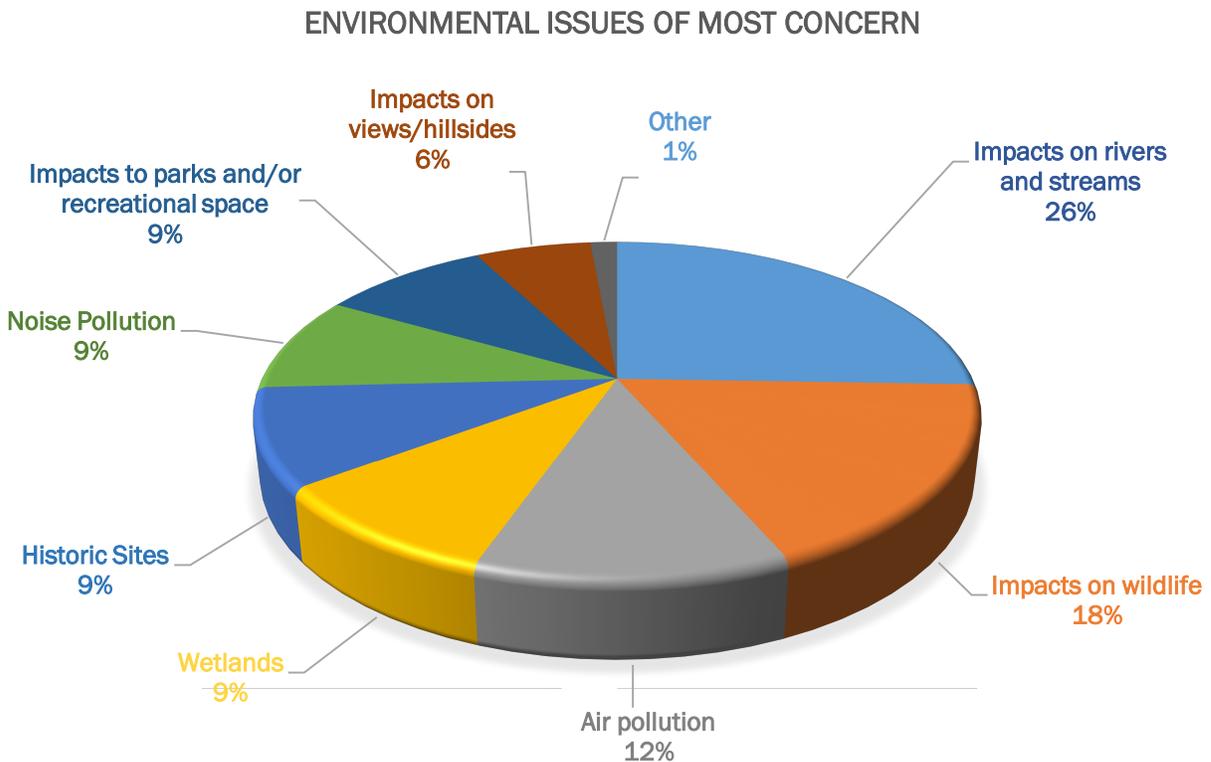


Figure 23: Distribution of responses to Environmental Resources, Question 1: What issues are of most concern to you with regard to transportation improvements in the Study Area?

Question 2: If you chose "other" above, please specify.

This question allowed for open-response answers and 18 comments were received (three respondents added comments although they did not select "Other"). Of those, half commented that "more than three issues" or "all of the above" were important; others listed a fourth option in addition to the choices provided. These included clean water, impact to natural habitats, and reducing SUV use. All comments are documented in their entirety in the Appendix of this report.

Overall Rank 7: SUPPORT THE NEEDS OF LOCAL BUSINESSES

I want transportation improvements to support the accessibility and mobility needs of businesses and employees, as well as the movement of goods and services.

Question 1: Does travel time affect your decision to visit/use businesses located within or near the Study Area?

Respondents: 310

Approximately 66% of respondents indicated that travel time Often (51%, 157 people) or Always (15%, 47 people) affects their decision to visit/use businesses within the Study Area. Another 33% of respondents said that travel time through the area Rarely (24%, 75 people) or Never (9% percent, 28 people) affects their decision to visit/use businesses within the Study Area. Approximately 1% (3 people) said Not Sure.

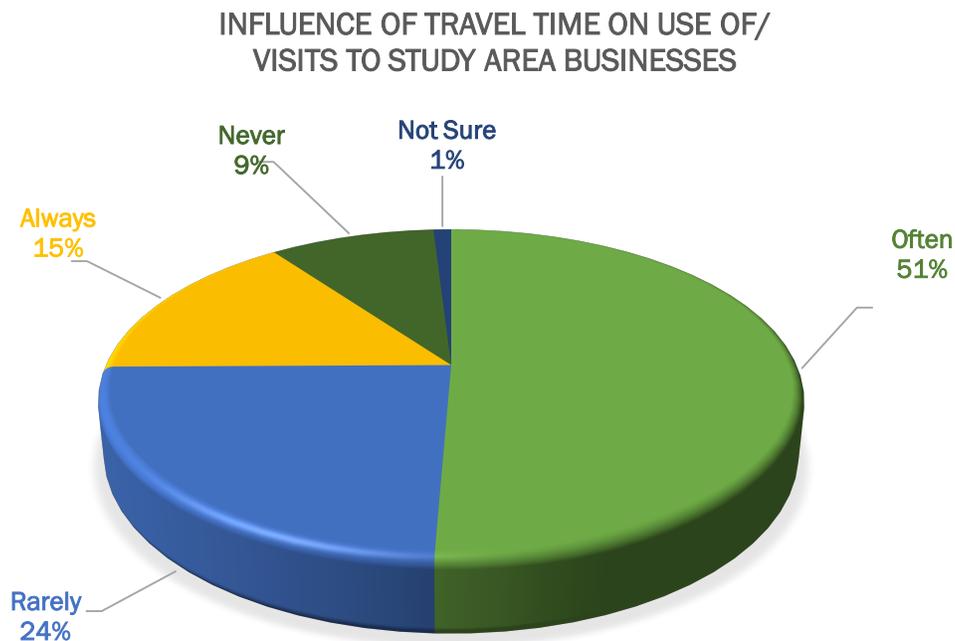


Figure 24: Distribution of responses to Support the Needs of Local Businesses, Question 1: Does travel time affect your decision to visit/use businesses located within or near the Study Area?

Question 2: What do you think are the biggest transportation-related challenges to businesses located within the Study Area or to businesses wanting to move to the area?

There were 171 open responses submitted for this question and respondents offered a variety of comments that identified a variety of challenges. Comments similar in concept were grouped into general categories discussed in the following chart. Some comments contained multiple themes and each portion has been reflected in the appropriate category. As such, the total number of comments documented in the Count column is more than the number of responses received. The content of all comments is documented in the Appendix of this report.

Table 2: General categories of responses received for Support the Needs of Local Businesses, Question 2: What are the biggest transportation-related challenges to businesses in the Study Area or to businesses wanting to move to the area?

Category	Comment Count
Ease of Access – Comments in this category related to respondents who cannot get in and out of businesses easily, either because there is too much traffic or inadequate infrastructure (i.e. too many lights and too few lanes, no service roads for businesses and not bike/pedestrian friendly).	68
Congestion – Comments in this category specifically mentioned congestion and avoiding the area due to too much traffic.	46
Lack of Parking – This category includes remarks specific to parking availability or lack thereof, as well as safety in parking lots.	25
Through Traffic Doesn't Stop – Comments in this category mentioned that traffic that is "driving through" doesn't stop, either because it is difficult to get in and out, or that there is no desire to stop.	19
High Travel Time – Comments in this section discuss too much traffic at certain times of the day, especially peak travel times, and that visiting business in the area isn't worth the time it takes to get there.	14
Safety Concerns – Comments in this category cited concerns regarding high speed limits, unsafe road conditions, unsafe parking lots for not only bikers and walkers but drivers as well.	14
Bike/Pedestrian Needs – This category relates to the ability to visit businesses without a car, and without bike/pedestrian infrastructure, businesses in the area lose out on potential customers.	10
Other – Comments in this category were not directly related to any other category	6
Mass Transit Needed – Comments in this category cited the need for more public transportation to help employees get to work and clear up congestion in the streets.	6
Loss of Through Traffic – Comments in this category centered around the concept that ability going/traveling around the area would result in a lack of business.	6
No Challenges Exist – The category contains comments that said there are no challenges to businesses in the area.	6

Category	Comment Count
Attracting Talent – Comments in this section relate to employers' ability to attract and hire people to work in the area despite the traffic.	4
Complaint, Undesirable Highway – Comments cited that a highway going through the town would be disruptive and others complained about the Eastern Corridor in general.	4
I don't know – Comments in this section specifically stated "I don't know."	4
Confusing Directional Signage – This category includes comments stating that signage in some areas is inadequate and confusing, such as Eastgate and the Linwood Ave/ Eastern Ave/ Beechmont exchanges.	3
TOTAL	236

Screen 4: MAP IT/MARK THE MAP

On the Map It/Mark the Map screen, survey respondents were asked to drag and drop “pins” on a map of the Segments II and III Study Area to identify locations where they thought improvements were needed. Pins were labeled by transportation category (Roadways, Public Transit, Bicycle Needs, Pedestrian Access or Other) and included a drop-down menu that allowed respondents to specify what their specific comments or suggestions were. Respondents could place as many pins on the map as they liked.

A total of 2,230 pins were placed on the map, indicating that many survey respondents placed more than one pin since 1,143 surveys were completed. Of these 2,230 pins, 501 pins did not include comments and therefore any specific concerns or suggestions associated with those pins were unknown. As such, those pins were not included in the following qualitative analysis.

Pin Category	Pins with Comments <small>(included in qualitative analysis)</small>	Pins without Comments <small>(removed from qualitative analysis)</small>	Total Pins
Roadways	882	241	1,123
Bicycle Needs	371	106	477
Public Transit	230	97	327
Pedestrian Access	124	42	166
Other	122	15	137
Total Pins	1729	501	2,230

Table 3: Distribution of “pins” placed by respondents on a map of the Segments II and III Study Area identifying possible areas for improvement.

Roadways Pins

The Roadways pins were distributed throughout the Study Area for Segments II and III with areas of concentration occurring along US 50 in Fairfax and Mariemont and along SR 32 in Newtown, as shown in Figure 25 on the next page.

Of the 882 Roadways pins placed on the map with comments, the majority were concerned with Congestion Issues (514 comments, 58%). Ninety-eight pins (11%) identified Roadways-Other issues and included comments related to street calming, confusing intersections, and areas where lanes should be added (a complete list of comments submitted for Roadways-Other is included in the Screen 4: Map It/Mark the Map section of the Appendix).

The remaining pins identified Access Issues (77 comments, 9%), Traffic Signal Issues (56 comments, 6%), Missing Connections (51 comments, 6%), Frequent Accidents (39 comments, 4%), Roadway Repair Issues (27 comments, 3%), Safety (13 comments, 1%), Street Lighting (5 comments, 1%) and Parking Issues (2 comments, less than 1%).

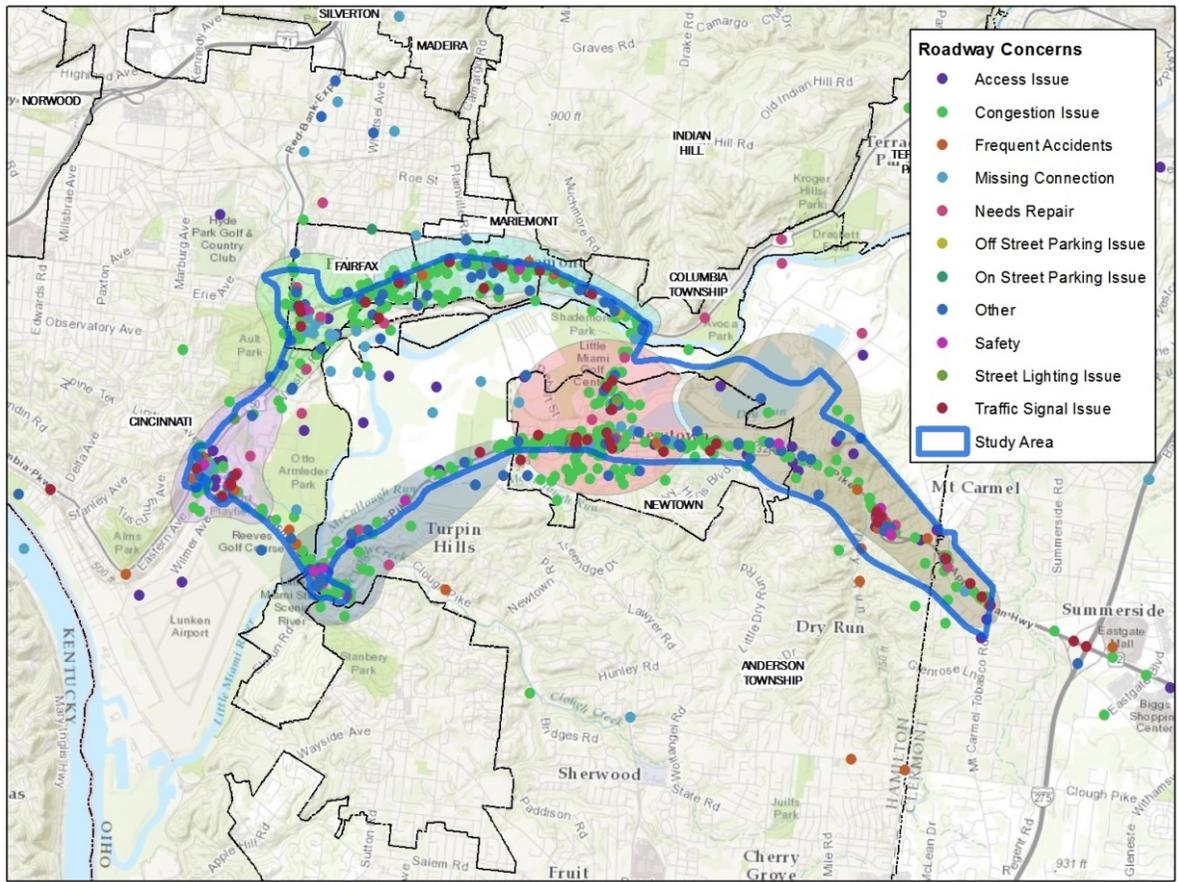


Figure 25: Distribution of pins on the Map It Screen identifying locations and types of roadway issues.

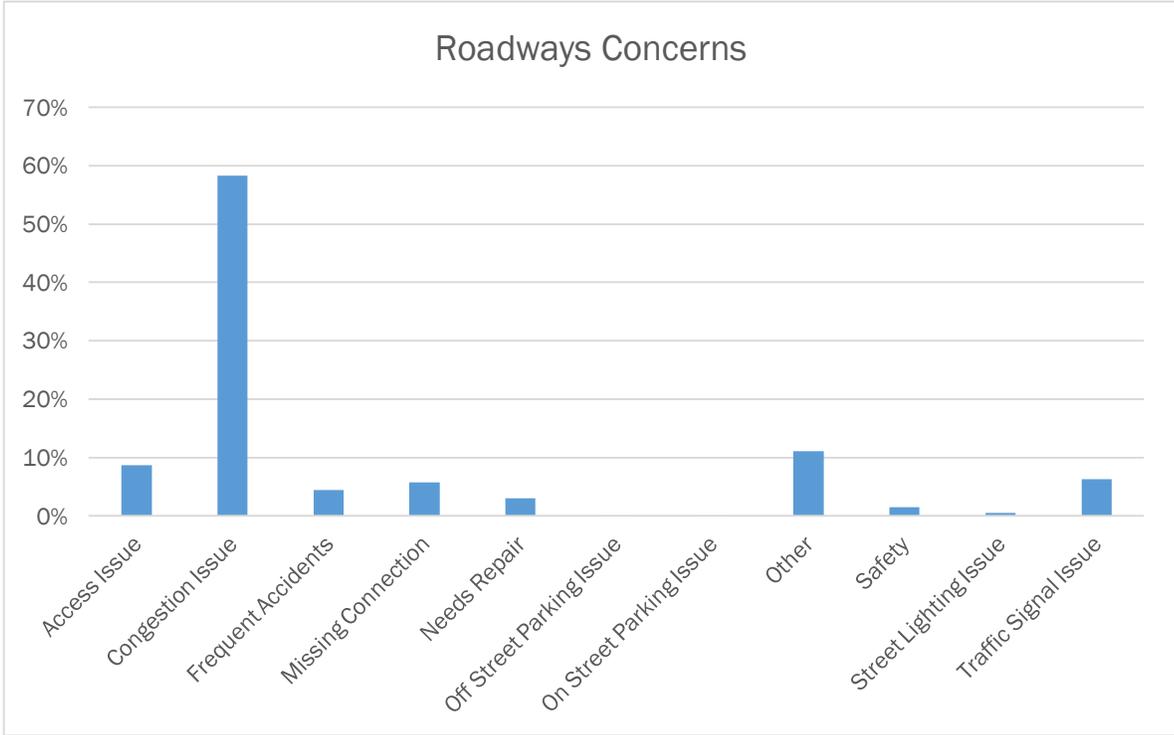


Figure 26: General distribution of issues mentioned in Roadways pin comments.

Bicycle Needs Pins

The majority of the Bicycle Needs pins were distributed along the US 50 corridor between the Beechmont Levee and Newtown Road. Comments in this area were primarily concerned with the need for a bike path to connect the Little Miami Trail with Mariemont and Fairfax. There were also pins scattered along the SR 32 corridor, with concentrations occurring in the vicinity of the Little Miami River and the Beechmont Levee, where there were numerous comments concerning the need for a separate bike bridge over the Little Miami River as shown on the following map.

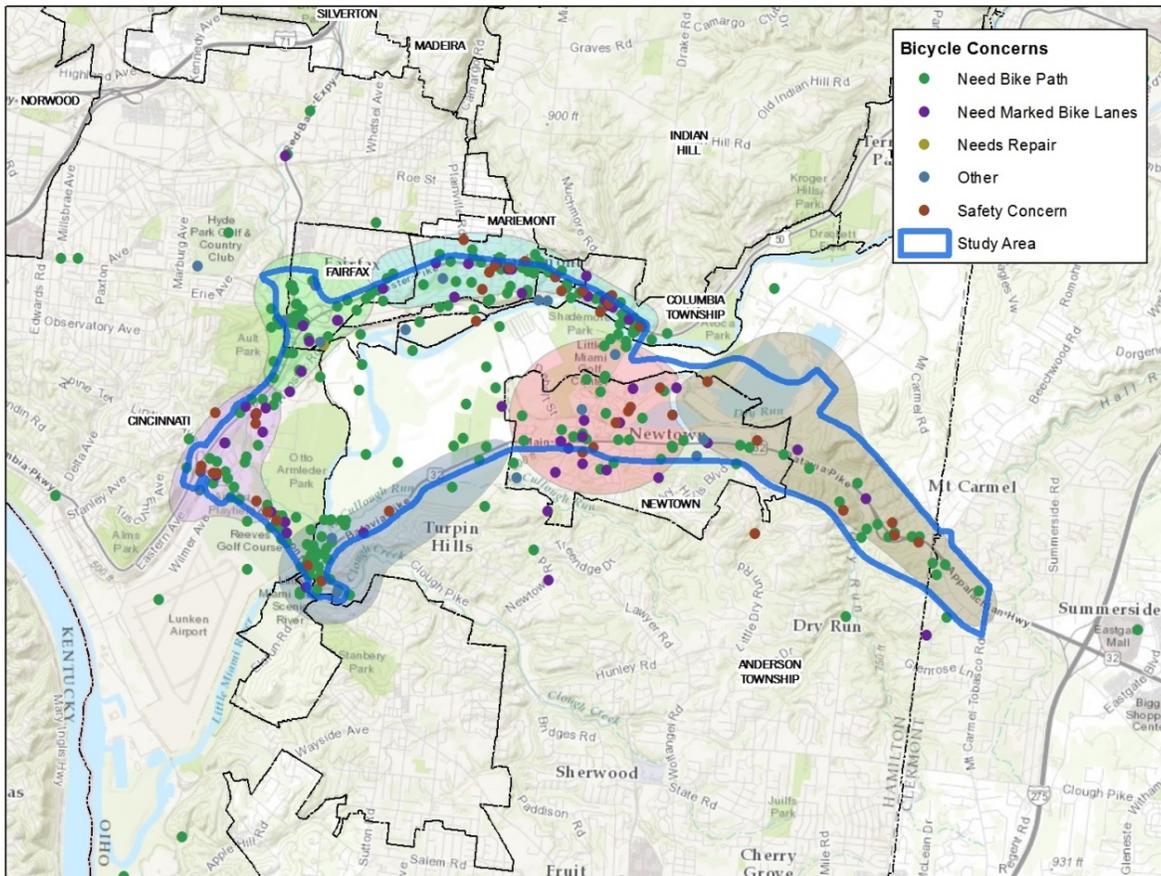


Figure 27: Distribution of pins on the Map It Screen identifying locations and types of bicycle concerns.

The majority of the Bicycle Needs pins with comments identified needs for a bike path (257 comments, 69%). Additional pins were related to the need for marked bike lanes (55 comments, 15%) and safety concerns (42 comments, 11%). Concerns labeled as Bicycle-Other accounted for 16 (4%) of the Bicycle pins marked on the map and referenced issues such as the placement of sharrows in roadways, areas that have too many bikes, and bike paths that don't connect (a complete list of comments submitted for Bicycle-Other is included in the Screen 4: Map It/Mark the Map section of the Appendix). Only one pin (less than 1%) identified a location where repairs are needed.

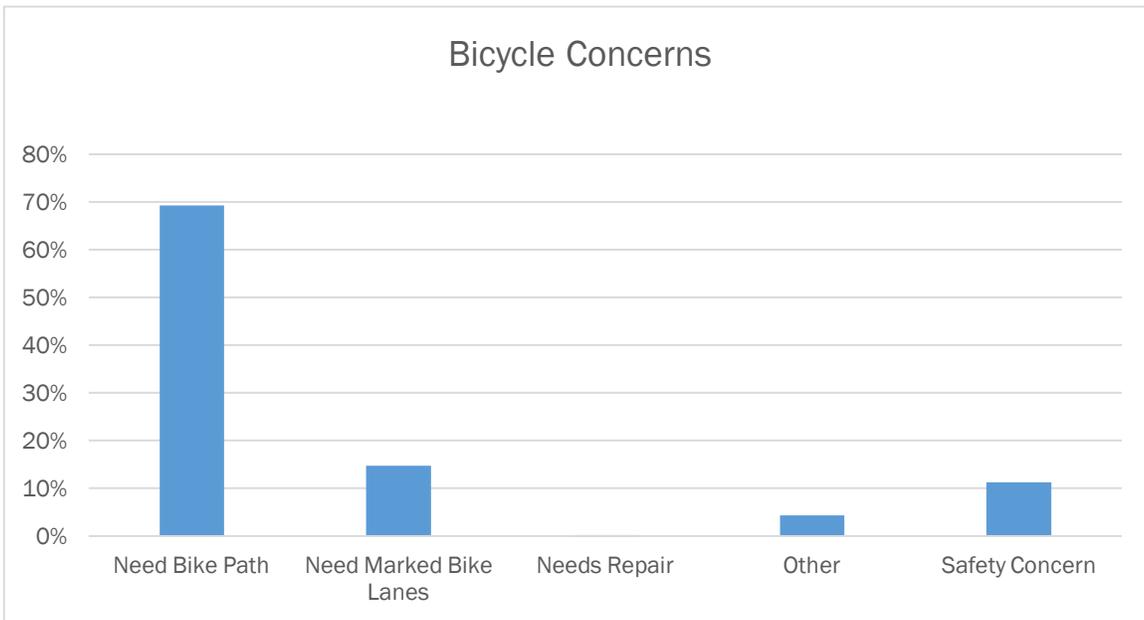


Figure 28: General distribution of issues mentioned in Bicycle Needs pin comments.

Public Transit Pins

The Public Transit pins were distributed throughout the Segments II and III Study Area, with concentrations occurring in Mariemont, Newtown, and at the easternmost portion of the Study Area in Clermont County as is evident in Figure 29 below.

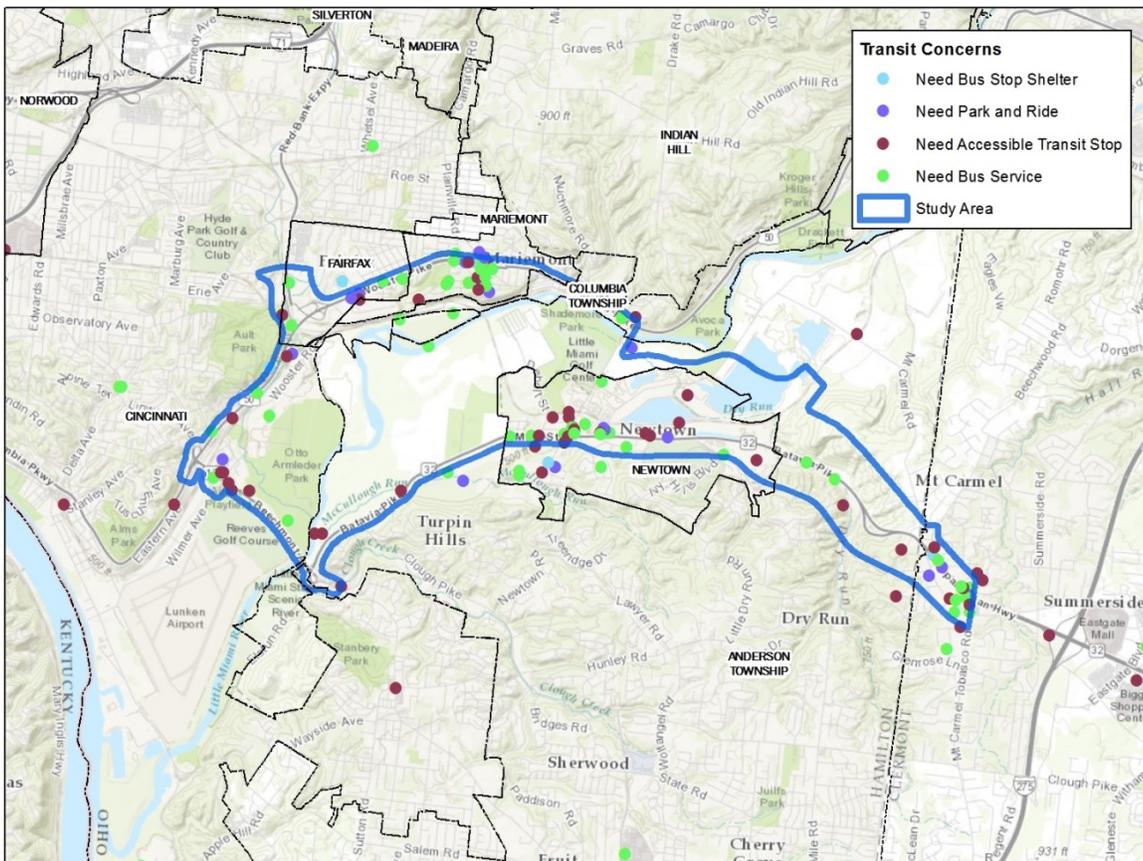


Figure 29: Distribution of pins on the Map It Screen identifying locations and types of Public Transit concerns.

Of the Public Transit pins, the majority were in the Need Bus Service or Other categories which had 74 comments (32%) and 72 comments (31%), respectively. The Transit-Other category primarily included comments related to the desire for light rail in the corridor (a complete list of comments submitted for Transit-Other is included in the Screen 4: Map It/Mark the Map section of the Appendix).

The remaining pins were in the categories Need Accessible Transit Stop (58 comments, 25%), Need Park and Ride (20 comments, 9%) and Need Bus Stop/Shelter (6 comments, 3%).

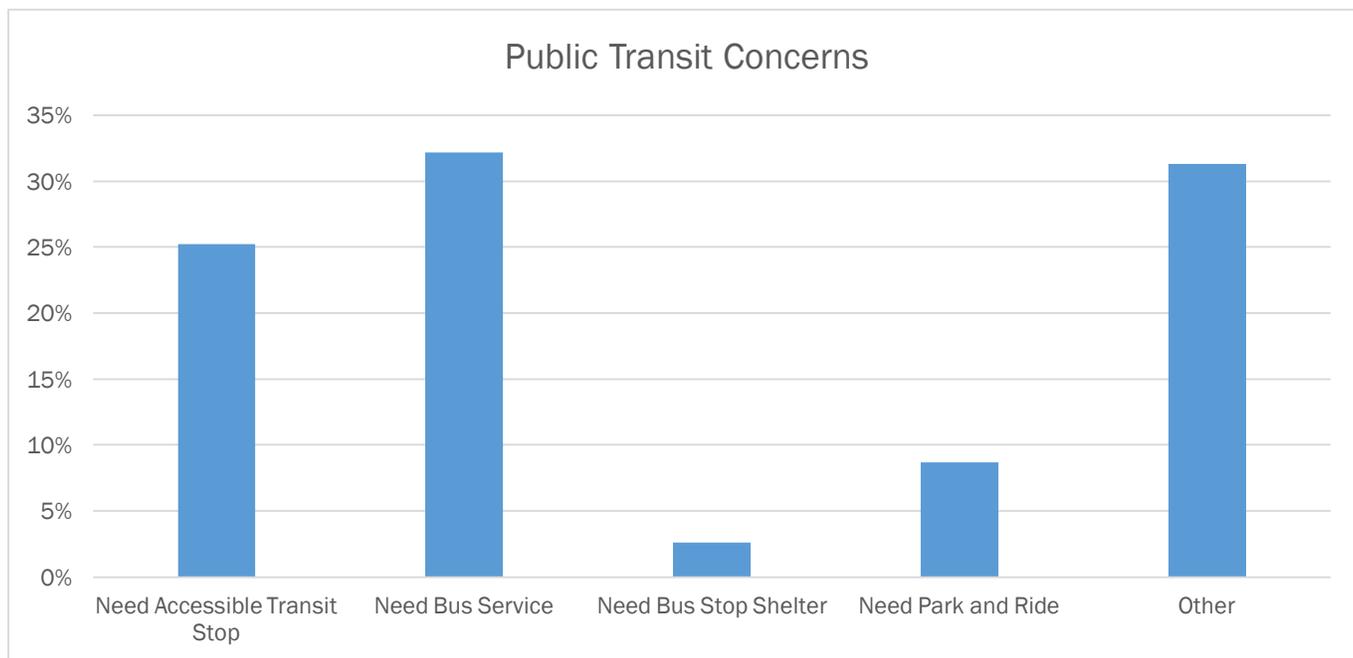


Figure 30: General distribution of issues mentioned in Public Transit pin comments.

Pedestrian Access Pins

Pedestrian Access pins were placed throughout the Study Area for Segments II and III, with higher densities of pins occurring along the Beechmont Levee and along the US 50 corridor in Mariemont, as shown in Figure 31 on the following page.

The majority of Pedestrian Access pins with comments highlighted areas needing sidewalks (64 comments, 52%), and pedestrian safety concerns accounted for the second highest number of pins (29 comments, 23%). Pedestrian-Other concerns, which included topics such as streetscape issues, the desire for shared paths, and better connections of bike/pedestrian paths in the corridor, accounted for 20 comments (16%); comments submitted for Pedestrian-Other are included in the Appendix. Comments related to the lack of crosswalks and pedestrian signal issues accounted for 7 (6%) and 4 (3%) pins, respectively.

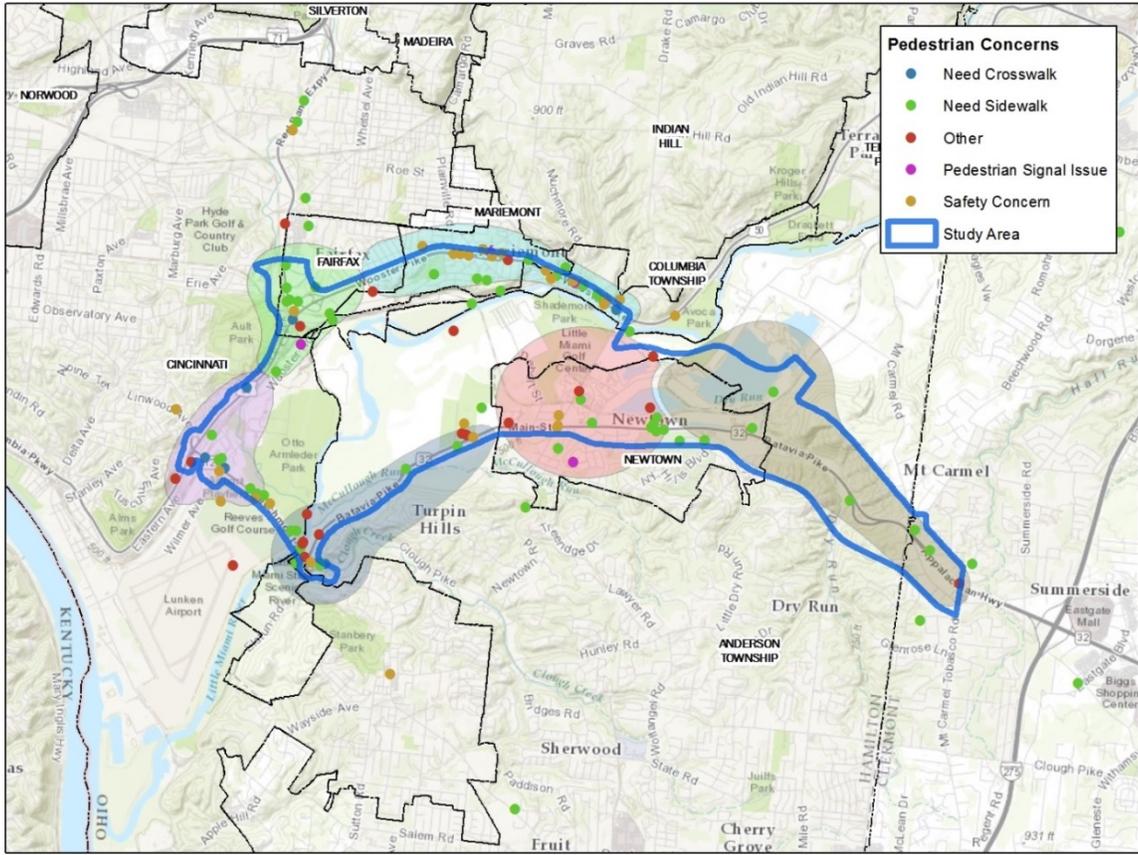


Figure 31: Distribution of pins on the Map It Screen identifying locations and types of Pedestrian Access concerns.

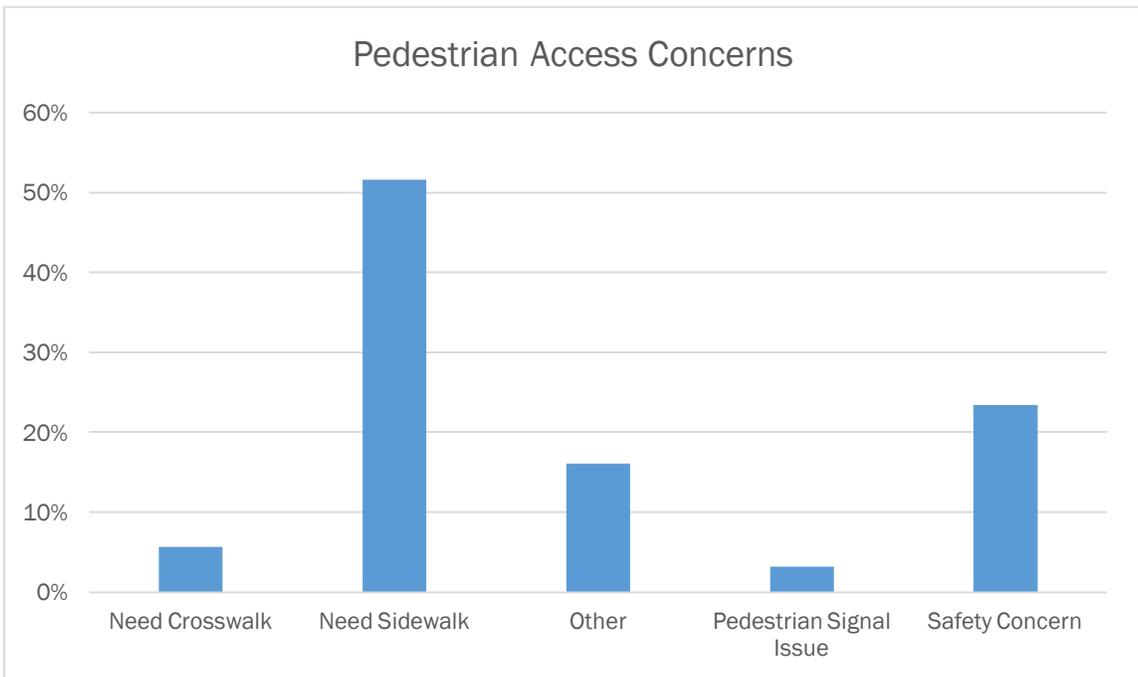


Figure 32: General distribution of issues mentioned in Pedestrian Access pin comments.

'Other' Pins

There were 122 pins included in the Other category. These pins generally represented comments that did not fit into the four transportation categories and were scattered throughout the Study Area as shown on the map below. The greatest percentage of comments received with pins in the Other category were concerned with potential impacts to environmental and cultural resources (31 pins, 25%). The second largest number of pins with comments concerned the congestion in the Study Area (19 comments, 16%). Additional comments noted access issues, the desire for light/commuter rail transit, safety and speed concerns, and connectivity issues (a complete list of comments submitted for the Other category is included in the Screen 4: Map It/Mark the Map section of the Appendix). Fifteen pins (12%) included in the Other category did not include complete responses or comments; therefore, it was not possible to identify these respondents' concerns.

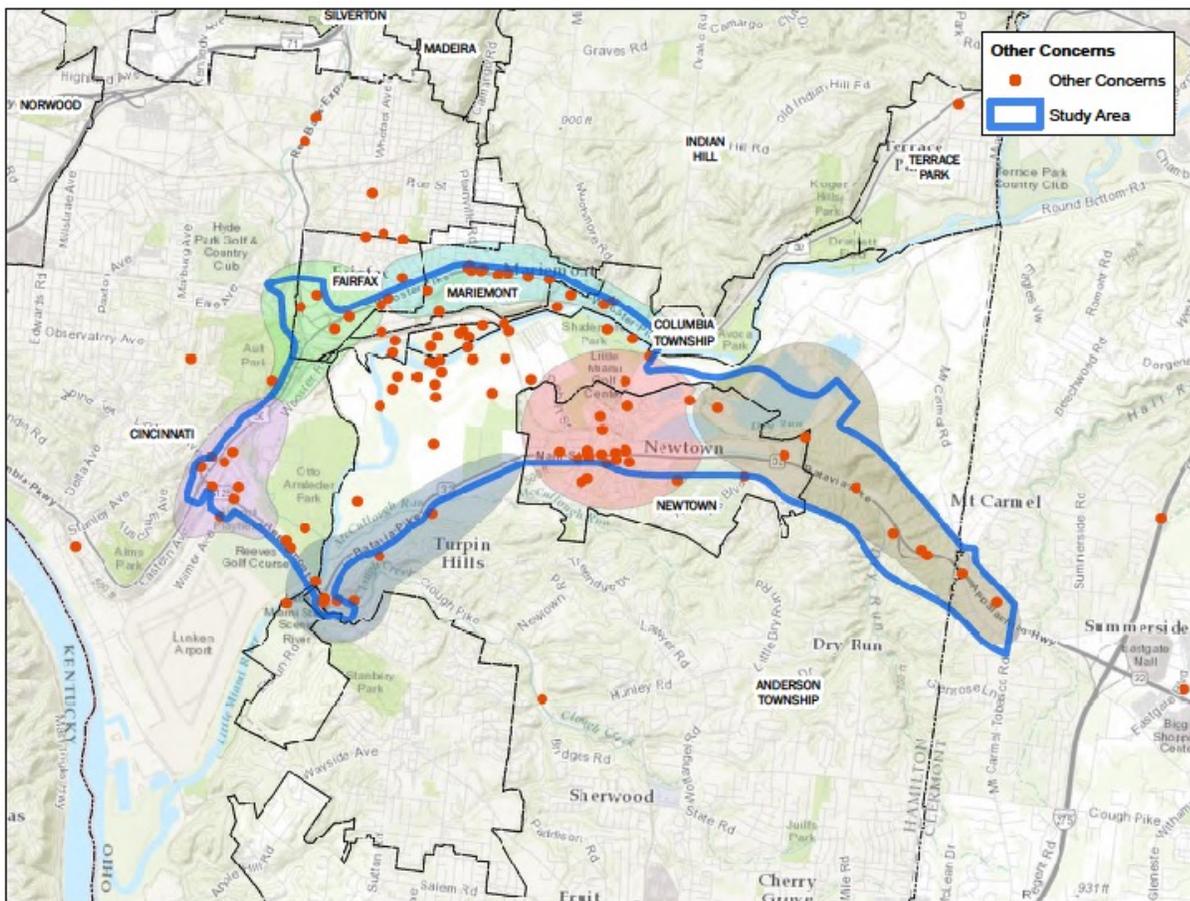


Figure 33: General distribution of issues mentioned in Other pin comments.

Screen 5: STAY INFORMED

On the Stay Informed screen, respondents were asked to share their general perspective on transportation improvements (multiple choice) and any final comments (open response), as well as provide demographic information. These questions were optional and not all respondents provided answers. Therefore, the percentages shown in the graphs and charts below are based on the number of responses received for each question.

Question 1

My overall perspective on transportation improvements for eastern Cincinnati is...

Respondents: 836

Overall, the majority of people agreed that transportation improvements for eastern Cincinnati are much needed (52%, 435 people) or that the existing system could be better (33%, 276 people). Approximately ten percent of respondents (86 people) felt that improvements would be better made elsewhere and the remaining five percent (39 people) felt that the existing system was fine and that no changes are needed.

PERSPECTIVES ON TRANSPORTATION IMPROVEMENTS

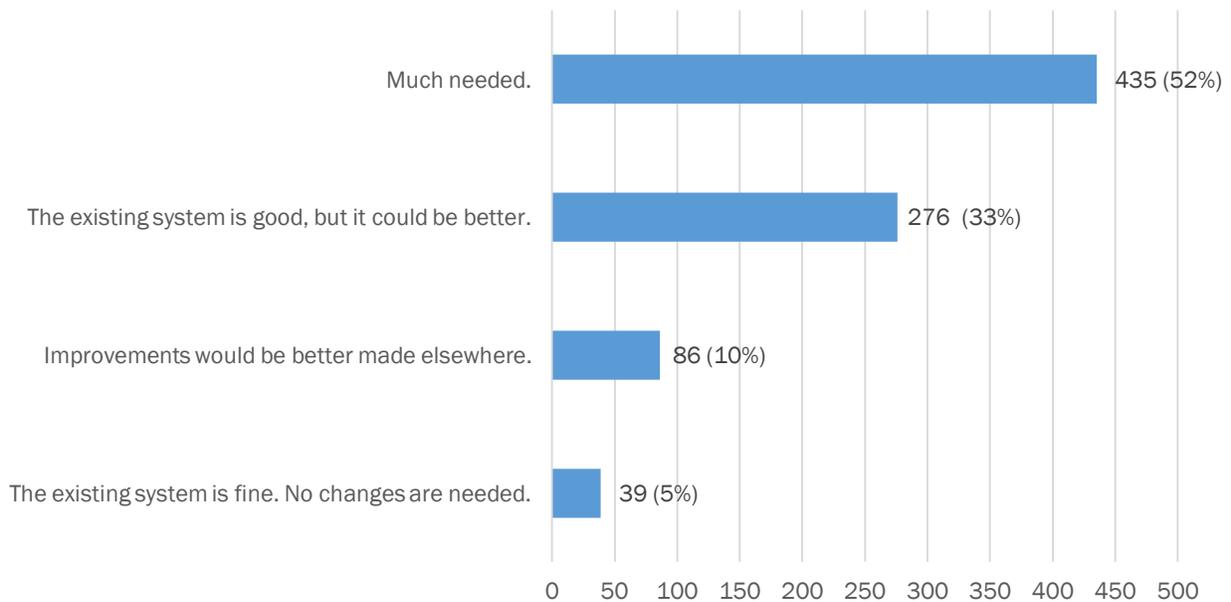


Figure 34: Respondent perspectives on transportation improvements for eastern Cincinnati.

Question 2

In which zip code do you LIVE?

Responses received: 810

The majority of respondents live in or near the Segments II and III Study Area, with the highest percentage coming from the 45227 (Fairfax, Madisonville, Mariemont) and 45244 (Newtown, Mt. Carmel) zip codes as is shown on the following figure.

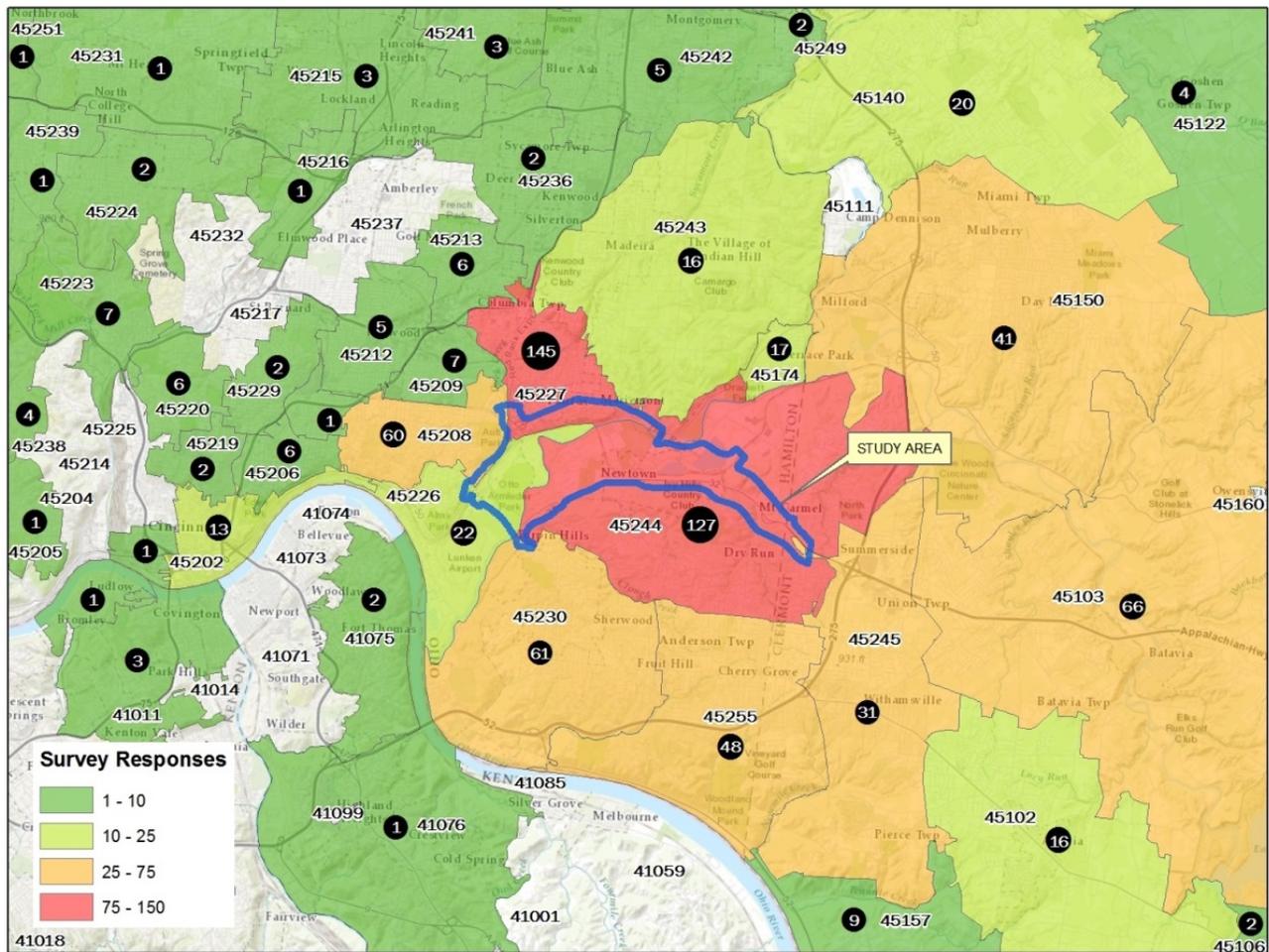


Figure 35: Zip codes of locations where respondents live.

Question 3

In which zip code do you WORK?

There were 742 responses to the question.

Respondents worked in a total of 84 zip codes across the area. Of the respondents that took the survey, 20% (146 people) said that they work in zip code 45202 (Downtown Cincinnati). Another 15% work in the Fairfax, Madisonville, Mariemont areas (45227) and Newtown, Ancor, Anderson Township, Mt. Carmel areas as is shown on the following figure.

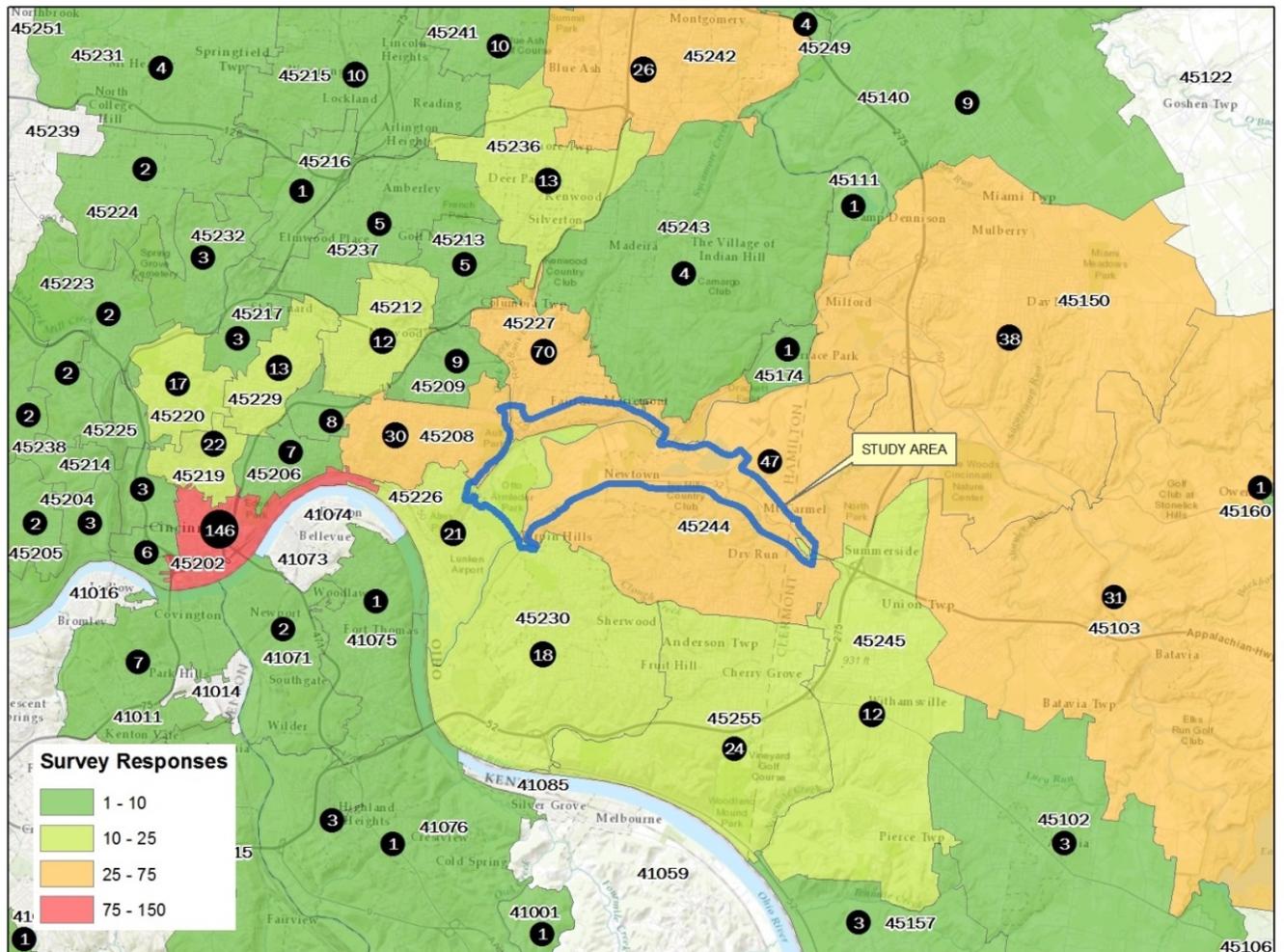


Figure 36: Zip codes of locations where respondents work.

Question 4

How old are you?

There were 822 responses to the question.

While a good cross-section of people in various age ranges participated in the survey, the majority of respondents (66%, 540 people) were between the ages of 36 and 65. Of these, 36% (296 people) were between the ages of 36 and 50 and 30% (244 people) were 51 to 65 years old. Approximately 23% (187) were 21 to 35 years old; 11% (92 respondents) were 66 years old or older and less than one percent (3 people) were 20 years old or below.

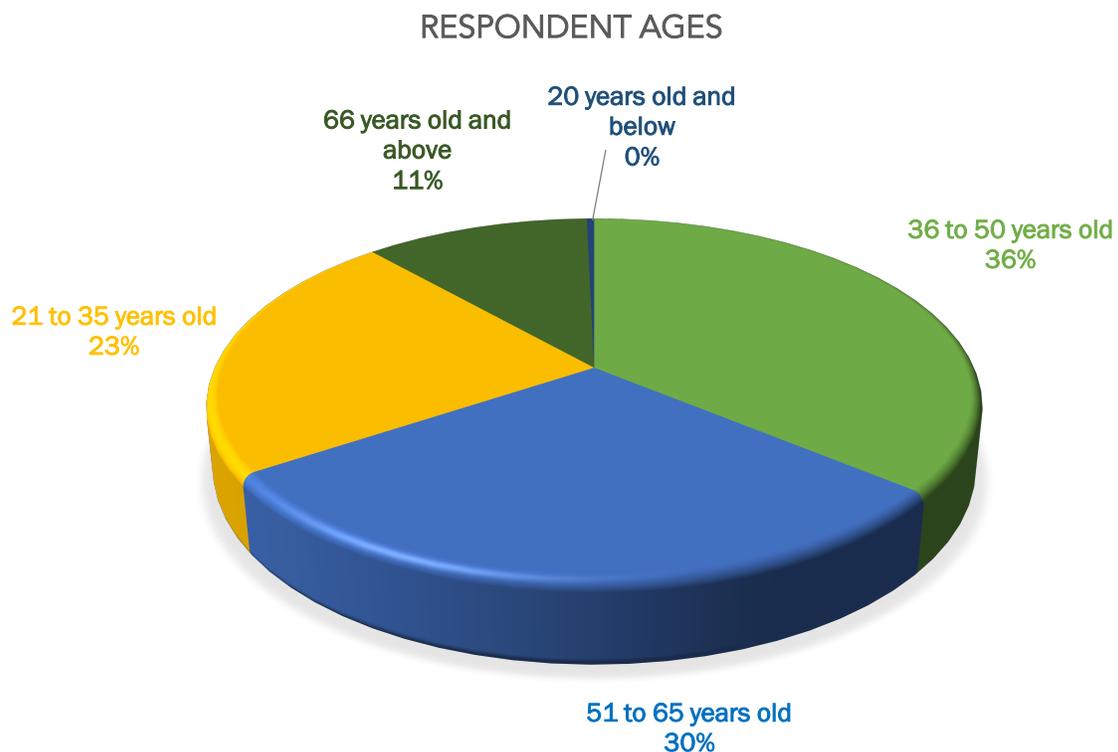


Figure 37: Distribution of respondents' ages.

Question 5

Please leave any final thoughts or questions for the team here.

There were 364 open responses submitted for this question. Comments similar in concept were grouped into the general categories outlined in Table 4 on the next page. Some comments contained multiple themes and each portion has been accounted for in the appropriate category. As such, the total number of comments documented in the Count column is more than the number of responses received. The content of all comments is documented in the Appendix of this report.

Table 4: General categories of responses submitted as final thoughts or questions for the project team.

Category	Comment Count
Improvement Suggestions – Comments outlining suggestions for improvements to be considered were placed in this category.	54
Miscellaneous – Comments placed in this category include statements that couldn't be placed in other categories, contained opinions, and/or described personal travel experiences and habits.	52
Introduce Rail – Comments placed in this category express a desire and/or support for introducing passenger rail/light rail as a transportation alternative.	49
Problem Areas – This category contains comments that highlight particular problem areas within or near the Segments II and III Study Area.	38
Improvements Are Needed – This category includes comments noting that improvements are needed in general, but were not specific as to what improvement(s) should be made or where. This category also includes comments that express a desire for planning to continue to move forward.	34
Improve/Expand Bike & Walking Options – Comments in this category described desire specific to creating new or expanding existing options for riding bicycles and/or walking.	30
Improve Public/Mass Transit – Comments in this category express support for introducing or expanding public/mass transportation options in the Study Area.	29
Thank You – This category contains comments that thanked planners for pursuing transportation improvements and for asking for public input.	19
Expand Multi-Modal Transportation Alternatives – Comments in this category outline preferences to introduce/expand multi-modal transportation alternatives (rail, bus, bike, walking) in the Study Area	14
Grievance – Comments placed in this category outline respondents' dissatisfaction with travel conditions and/or the improvement planning process, or contained general complaints about the Segments II and III project.	14
Environmental Concerns – Comments placed in this category outline concerns about the impacts of transportation improvements on the local environment and the Little Miami River.	11
No Highways/Road Expansions – This category contains comments that convey a preference for not expanding roads or constructing a highway through the Study Area.	10
Invest Elsewhere – This category comments stating that transportation improvement funding for the Segments II and III areas should be redirected to other projects, initiatives and neighborhoods within the Greater Cincinnati region.	9
Preserve/Enhance Communities – Comments placed in this category outline respondents' desire to preserve and/or enhance the character of existing communities and/or greenspace.	8

Category	Comment Count
Low Build – Comments placed in this category advocate for smaller scale, incremental transportation improvements to be made within the Study Area or that funding be spent on fixing existing infrastructure.	8
Improve Bus System – This category contains responses specific to improving and/or expanding existing bus service within the Segments II and III Study Area.	7
Improve Roads – Responses included in this category advocate for improvements be made specifically to roads.	7
SR 32 Relocation Project Comments – This category contains comments focused on ODOT's decision not to pursue relocating SR 32 through the Little Miami River Valley.	7
Comments on Survey – Comments placed in this category contain opinions about the internet-based feedback tool/survey.	6
No Build – Comments placed in this category advocate for leaving the Study Area alone/not pursuing improvements.	3
Question – Two questions asked by respondents were placed in this category.	2
TOTAL	411

Question 6

Please add me to the email list for transportation updates in this area.

A total of 323 people submitted an email address to be added to the Eastern Corridor email list for project updates. To protect respondents' privacy, email addresses are not included in this report.

APPENDIX

The following pages contain all open-response comments provided by respondents on Screens 3, 4 and 5. The comments are presented exactly as they were submitted by respondents. No edits were made to content, spelling, grammar, etc.

Screen 3: BIKE & WALKING OPTIONS, QUESTION 2

Question: *What specific improvements do you think are needed for biking and/or walking & where?*

Better Connectivity (71 comments, 35%)

1. Bike/walking paths that provide safe connection to the Little Miami Trail from existing trail systems in the south east side.
2. I'd love to be able to bike all around Cincinnati but the paths are very disjointed and drivers are very scary and disrespectful to bikers.
3. In my community, expanding the Murray Avenue bike path, perhaps utilizing the median between Plainville and Settle Roads. Also connecting it to additional nearby trails to improve safety and enjoyment.
4. It would be great to connect to the Avoca bike trail from Mariemont. I don't feel safe biking on Columbia parkway/50.
5. Many hike-bike trails end at unsafe locations (e.g. 5mile connector doesn't safely connect to Anderson Town Center or LMR trail).
6. Need better option for commuting on bicycle to downtown from ~Newtown Bridge. The bike path painted onto Riverside drive I don't feel is a safe alternative, and getting from Newtown to Riverside is a challenge on the existing roads.
7. Safe off road connections in the Eastern Part of Cincinnati to the Little Miami Bike Trail.
8. The current bike lanes are difficult for bike riders and vehicles. Bike lanes begin and end in random places forcing bikes to share the road with vehicles - both dangerous and bothersome. Consistent bike lanes that span the entire distance would remedy these issues.
9. A connection between Hiawatha rd. and Wooster Pike to unfinished Hamilton county trail behind Krogers. Better sidewalk condition on North side of Wooster between edge of Mariemont and Walgreens.
10. A trail to get from Eastgate to downtown and from Eastgate to Hyde Park.
11. bike path Bridge across the Little Miami at Beechmont, to connect the trails to the Lunken trails and create a way to get to downtown from eastside as well as the rest of Ohio, Dayton Columbus and beyond, safely.
12. Bike trail all the way into downtown.
13. Build the Wasson Way Bike Path and link the Little Miami Bike Path to the Ohio River Path at Lunken Airport
14. Build the Wasson Way trail and connect it to the Little Miami Scenic Trail.
15. Close gaps in trails
16. complete downtown to little miami trail connection
17. Complete the Little Miami Bike/Ped Trail from Loveland through to downtown Cincinnati. Make every road bikable and walkable.
18. Complete the Wasson Way trail
19. Connect Little Miami Trail to the Lunken Airfield Trail at the Little Miami River and SR 32
20. Connect Lunken/Armleder trail to the Miami Bike Trail across the river under Beechmont Levy bridge.
21. Connect new and existing bike trails to trails in the existing roadways.

22. Connect off-road bike trails to Otto Armleder, Lunken, and Wasson Way.
23. Connect safely into the little Miami bike trail. Create easy connections to towns like Newtown, Mariemont and Madiera/Indian Hill
24. Connect segments that exist in isolation.
25. Connect the Eastern Ave bike lanes to the Central Riverfront Trail
26. Connect the trails and watch magic happen
27. Connect the various bike trails to each other, to downtown, to Hyde Park and to Xavier University.
28. Connected bike paths/areas...so that you can easily get from one area of town/neighborhood to another. Now they feel fragmented and traffic makes it too scary
29. Connecting five mile trail to Anderson Township Center without walking through busy parking lots.
30. Connecting Little Miami trail to wasson way and Lunken
31. Connecting the existing bike trails so we can go from Mariemont to downtown Cincinnati. Also connect from Miami bluff down to the bike trails.
32. connecting the little miami to the lunken air port
33. Connecting the main trail from Newtown (Avoca Park) to downtown without having to ride on the road. That would essentially connect Cincinnati, Dayton and Columbus via bike paths.
34. Connection from Murray Avenue Bike Trail to the Little Miami Bike Trail. Connection from Murray Avenue Bike Trail to Armleder Park Trail.
35. Connections between current trail or bike lane segments are key. Close the gaps.
36. Connections to the Wasson Way is vital
37. Connectivity with the Little Miami Scenic Trail
38. Consistent bike paths. The current level of fragmentation isn't good.
39. Continuing connectivity of Little Miami Bike Trail to existing trails elsewhere in the region is important. Having an option to bike safely to downtown Cincinnati and local universities and medical centers would be beneficial.
40. Continuing the existing bike/walk path that ends in newton
41. Continuing whats on Riverside Drive
42. Extend bike trail downtown
43. Finish and improve Erie-to-Ohio-River trail. Connect Madisonville to the trail for biking and walking.
44. Finish the bike path to New Richmond
45. I am in favor of the Wasson Road project.
46. I would like to see the ohio river trail completed as originally designed, connecting from where it now ends at Corbin street to the International Friendship park. I realize the city thinks it will be easier to use the Oasis rail line as a bike path, but I find this option unlikely.
47. I would love to connect communities with trails. Also, connect housing areas with shopping.
48. It would be great if paths were connected
49. Mariemont to little Miami trail
50. More connectivity to the existing Little Miami corridor.

51. Opportunities to connect communities to the Miami-Erie Trail via on-street infrastructure, so they don't need multiple modes of transportation to do one activity. The community should be able to easily and safely bike to the trails, and should not need to drive their bikes there.
52. Please fund / construct the Little Miami Scenic Trail to Lunken / Armleader pedestrian / bike bridge at Beechmont Avenue
53. Safe connections between residential areas and retailers.
54. Shared use path from Little Dry Run to existing shared use path in Newton.
55. The Little Miami Scenic trail and the Ohio River trail need to be connected and there needs to be a similar trail through Eastgate, Batavia, Williamsburg and points east.
56. The oasis line bike trail and connections to the little miami bike trail from downtown
57. There are amazing new trails in Newtown, but the subdivisions off of little dry run can't access them without driving. Sidewalk additions from little dry run, into Newtowns business district would make it feasible to safely get to new parks and trails.
58. Trail extension from Little Miami Trail to Mariemont town center
59. Wasson Way
60. Would like to see current trails connected to other trails
61. Easier to access trails for cycling and walking which link up to other, existing bike trails
62. "pedestrian and bike connect-ability to business schools, parks etc. Create connections from neighborhoods to the LMT"
63. these options don't cover the the need. we need bike lanes on streets and bike paths but bike paths don't need to be bike only or and they don't necessarily need to be next to roads. they should connect but not just connect new bike paths and sidewalks...
64. The main arterials in the area tend to be narrow and winding not ideal for cyclists or pedestrians. There either need to be separate facilities for biking and walking that link to each other or the roads need to be widened to allow for safe biking.
65. A specific improvement needed is for traffic planners to see that expensive projects like the corridor enhancements being considered here MUST be multi-modal. It is not an option, fiscally, socially, or environmentally, to spend transportation dollars and only improve access for people with cars. Bike infrastructure connectivity between home and workplace so that our region can become less dependent on fossil fuels. Everyone with an able body (or bike suited to their condition) within the I-275 loop should be able to bike to downtown or uptown Cincinnati. This is not an unreasonable goal.
66. "It is currently extremely dangerous and nearly impossible to bike across the Beechmont Levee. Specifically, the bridge between the Wilmer/Wooster to just west of Highway 50 is a disaster and impossible to traverse in anything but a car. This creates a huge physical barrier between Mt. Lookout and the Lunken playfields/Armleder park that could likely be fixed by (1) adding bike lanes across this stretch, (2) adding a stoplight at the Wilmer/Wooster interchange that allows full left/right turns from any direction along with removal of continuous right turn ramps, (3) traffic calming/slowing car speeds west of this intersection. Bike lanes (separated for safety due to speed of car travel?) and traffic calming across the levee would be also be great.
Completion of the Wasson Way trail to allow for efficient bike travel from Mt. Lookout/Hyde Park/Oakley to the Uptown area. This trail should also preserve right-of-way for future light rail and connect East to Madisonville, Mariemont, and Newtown."
67. With Eastgate being so auto-oriented, the Eastern Corridor project presents an opportunity to create a cohesive corridor for cycling into the area that could connect west to the heavily traveled Little Miami Scenic Trail in Newtown (which will soon connect to downtown

Cincinnati) and lay the groundwork for a future connection east to the Williamsburg-Batavia Hike/Bike Trail. A shared-use path will provide an additional equitable transportation option for those who cannot afford a car, create new opportunities for economic development, and will increase bicycle travel and tourism into Clermont County. It would be poor public policy to design the Eastern Corridor project without considerations for multi-modal transportation options in mind.

68. The first priority should be to provide a safe connection between Mt. Lookout/Linwood and the paths at Armleder/Lunken. Preferably those would be shared-use paths. The second priority should be to provide on-street bike lanes on arterials/collectors.
69. A way to bike/walk from Newtown (bike trail) to Eastgate. Even to Batavia area if it's possible. When I see people riding bikes on busy roads it scares me. This would help connect our communities together.
70. In Plainville on Wooster Pike, near the Mariemont Promenade and Mariemont High School, there is a desperate need for better, safer sidewalks for pedestrian use. Connecting Mariemont, Madisonville, and Fairfax to the Little Miami Bike Trail would also be a priority for me.
71. It would be nice to have reasonable walking and/or biking options in the Eastgate and Mount Carmel areas, not just along and parallel to SR 32, but along connecting roads as well, e.g. Glen Este-Withamsville Road, Clough Pike, Aicholtz Road.

Safety Improvements (40 comments, 20%)

1. Bike/walking paths that provide safe connection to the Little Miami Trail from existing trail systems in the south east side.
2. I'd love to be able to bike all around Cincinnati but the paths are very disjointed and drivers are very scary and disrespectful to bikers.
3. In my community, expanding the Murray Avenue bike path, perhaps utilizing the median between Plainville and Settle Roads. Also connecting it to additional nearby trails to improve safety and enjoyment.
4. It would be great to connect to the Avoca bike trail from Mariemont. I don't feel safe biking on Columbia parkway/50.
5. Many hike-bike trails end at unsafe locations (e.g. 5 mile connector doesn't safely connect to Anderson Town Center or LMR trail).
6. Need better option for commuting on bicycle to downtown from ~Newtown Bridge. The bike path painted onto Riverside drive I don't feel is a safe alternative, and getting from Newtown to Riverside is a challenge on the existing roads.
7. Safe off road connections in the Eastern Part of Cincinnati to the Little Miami Bike Trail.
8. The current bike lanes are difficult for bike riders and vehicles. Bike lanes begin and end in random places forcing bikes to share the road with vehicles - both dangerous and bothersome. Consistent bike lanes that span the entire distance would remedy these issues.
9. The main arterials in the area tend to be narrow and winding not ideal for cyclists or pedestrians. There either need to be separate facilities for biking and walking that link to each other or the roads need to be widened to allow for safe biking.
10. Availability and safety
11. Every new or improved road should incorporate a wide bike lane with safety markings and signage; area for bikes marked at red light intersections (green bike box area); covered bike

- parking area in village square parking lot (not just a cheap bike rack in the grass); speed limits and light timing that permits bikes to enter and exit roadways in a safe manner.
12. For much of this area, bikes are a hazard on the roads and need their own routes as they are incompatible with heavy traffic.
 13. Safe, easily accessible bike and walking paths
 14. Bike safety: wide bike lanes beyond the lane of parking when parking exists. Expansion of pedestrian routes to provide a more complete service of sidewalks and street lamps.
 15. It is much too dangerous for bikers and pedestrians to be biking/walking on main roads.
 16. The East Side of Cincinnati is full of walkable neighborhoods and great parks. I would like new transportation development to build on these qualities by providing traffic calming measures, more sidewalks and bike routes, better public transportation, and pedestrian-friendly development.
 17. "It is currently extremely dangerous and nearly impossible to bike across the Beechmont Levee. Specifically, the bridge between the Wilmer/Wooster to just west of Highway 50 is a disaster and impossible to traverse in anything but a car. This creates a huge physical barrier between Mt. Lookout and the Lunken playfields/Armleder park that could likely be fixed by (1) adding bike lanes across this stretch, (2) adding a stoplight at the Wilmer/Wooster interchange that allows full left/right turns from any direction along with removal of continuous right turn ramps, (3) traffic calming/slowing car speeds west of this intersection. Bike lanes (separated for safety due to speed of car travel?) and traffic calming across the levee would be also be great.
Completion of the Wasson Way trail to allow for efficient bike travel from Mt. Lookout/Hyde Park/Oakley to the Uptown area. This trail should also preserve right-of-way for future light rail and connect East to Madisonville, Mariemont, and Newtown."
 18. Make Union Township and Clermont County pedestrian friendly like has been done in Anderson Township. A person should have access to walking and bike paths in a safe environment.
 19. several roads (esp. Roundbottom) are hazardous to mixed users do to narrow paved ways and allowed high speeds.
 20. Stewart road as well as Camargo road between madisonville and Madeira/Kenwood are treacherous for anyone trying to travel without a car. I'd like to see Wasson Way in my lifetime.
 21. There is no pedestrian or biking option between Newtown and eastgate
 22. There is not a safe biking/ pedestrian option in the two lane road between Newtown and mt. Carmel
 23. There needs to be a safe bike and pedestrian option across the Beechmont levee and on the access ramps to it. Not so important to me what type it is. Also, bike infrastructure needs to be greatly improved up Linwood from the levee. Cars race up the hill now.
 24. We need not just bike lanes on the roads, but protected bike lanes that offer cyclists of all kinds the protection and comfort they deserve.
 25. " - Make it easier, safer; many of bike lanes (such as along Madison in Obryonville) are treacherous!
- Red Bank corridor is not people-friendly at all."
 26. Actually - my concerns are about the volume and speed of traffic - so that pedestrians are safe. Plenty of sidewalks/bike lanes (love it!)
 27. Add safe ones.

28. Bike lanes need to be kept clear of glass and debris.
29. Education on sharing the road is essential.
30. Many bike lanes are on the shoulder side where there is a lot of garbage and sewage... this makes many bike paths unsafe.
31. more education of motorists to respect bicyclists
32. Paths need to be protected from traffic due to texting and drug addicts.
33. Paths that are safe for those using them while not impeding flow of traffic. too many bicyclists and pedestrians have been killed, as of late. Better lighting and signage.
34. Protected bike lanes.
35. Protected bike lanes.
36. "Protected bike lanes.
Traffic law enforcement for cars and trucks. Car drivers are not paying attention at all. Everywhere. More law enforcement would bring more civility. People do not know the laws."
37. Narrower roads that slow down cars by design rather than by posted limits, thus making them safer for drivers, pedestrians, and bicyclists. Narrower roads also are more financially efficient requiring less long-term maintenance and unsupported tax burden.
38. The best thing for pedestrians and bikes are roads where cars do not drive too fast. To make this happen, the road needs to be designed in a way that naturally slows cars down. Narrowing the width of the road is the best way to slow cars down.
39. Traffic calming/streetscape enhancements
40. The first priority should be to provide a safe connection between Mt. Lookout/Linwood and the paths at Armleder/Lunken. Preferably those would be shared-use paths. The second priority should be to provide on-street bike lanes on arterials/collectors.

Pedestrian/Bike Friendly Areas (36 comments, 18%)

1. With Eastgate being so auto-oriented, the Eastern Corridor project presents an opportunity to create a cohesive corridor for cycling into the area that could connect west to the heavily traveled Little Miami Scenic Trail in Newtown (which will soon connect to downtown Cincinnati) and lay the groundwork for a future connection east to the Williamsburg-Batavia Hike/Bike Trail. A shared-use path will provide an additional equitable transportation option for those who cannot afford a car, create new opportunities for economic development, and will increase bicycle travel and tourism into Clermont County. It would be poor public policy to design the Eastern Corridor project without considerations for multi-modal transportation options in mind.
2. The first priority should be to provide a safe connection between Mt. Lookout/Linwood and the paths at Armleder/Lunken. Preferably those would be shared-use paths. The second priority should be to provide on-street bike lanes on arterials/collectors.
3. A way to bike/walk from Newtown (bike trail) to Eastgate. Even to Batavia area if it's possible. When I see people riding bikes on busy roads it scares me. This would help connect our communities together.
4. In Plainville on Wooster Pike, near the Mariemont Promenade and Mariemont High School, there is a desperate need for better, safer sidewalks for pedestrian use. Connecting Mariemont, Madisonville, and Fairfax to the Little Miami Bike Trail would also be a priority for me.

5. It would be nice to have reasonable walking and/or biking options in the Eastgate and Mount Carmel areas, not just along and parallel to SR 32, but along connecting roads as well, e.g. Glen Este-Withamsville Road, Clough Pike, Aicholtz Road.
6. Make Union Township and Clermont County pedestrian friendly like has been done in Anderson Township. A person should have access to walking and bike paths in a safe environment.
7. several roads (esp. Roundbottom) are hazardous to mixed users do to narrow paved ways and allowed high speeds.
8. Stewart road as well as Camargo road between madisonville and Madeira/Kenwood are treacherous for anyone trying to travel without a car. I'd like to see Wasson Way in my lifetime.
9. There is no pedestrian or biking option between Newtown and eastgate
10. There is not a safe biking/ pedestrian option in the two lane road between Newtown and mt. Carmel
11. There needs to be a safe bike and pedestrian option across the Beechmont levee and on the access ramps to it. Not so important to me what type it is. Also, bike infrastructure needs to be greatly improved up Linwood from the levee. Cars race up the hill now.
12. We need not just bike lanes on the roads, but protected bike lanes that offer cyclists of all kinds the protection and comfort they deserve.
13. Adding a pedestrian and bike safe path or sidewalk from little dry run to the village quick Lube in Newtown.
14. ALONG GLEN ESTE WITHAMSVILLE RD AND OLD 74. CROSSING 32 AT GEWT RD AND 74 (OR A NEW POINT OF CROSSING)
15. Along US 50 east to west through Mariemont to downtown Cincy
16. Beechmont Avenue and Wooster Pike are terrible for bikes due to traffic, and it's difficult to get from Anderson or Mt. Washington north or west without using those roads.
17. Bike /walking paths similar to Berlin's. Walkers know to stay out of biker's path.
18. bike/walking paths along some of the major roads (beechwood, roundbottom, etc)
19. Biking and walking lanes are needed from Oxford, Ohio along Rt 73 for several miles and also along Rt 27
20. Eastgate and Beechmont are about 100% pedestrian & bicycle unfriendly! People really love walkable areas. This is the biggest transit gap
21. For the high school(s) since they do not have bussing. Many students walk back and forth to school.
22. I live in Newtown and cannot walk anywhere besides down in town. It'd be nice to be able to ride my bike to Eastgate without the threat of death on 32, Clough or any other current options.
23. "I walk from Wooster in Columbia Township. The sidewalk is terrible. Lots of debris. The honeysuckle and branches are only cut back once a year and there aren't any streetlights East of Newtown Rd. on Wooster. It would be nice to have healthy access.

More walking paths would make our society healthier and reduce emissions. If we just walked like other countries do, chronic illnesses would be improved or eliminated.

With traffic in the a.m. when I walk, all the emissions along Wooster Pike make me wonder if even walking is harmful to my health.

I really appreciate the ""pedestrian right of way"" signs in Mariemont. A wonderful improvement for the community."

24. Limited biking and walking options in the Eastgate/Rt 32 area. I have seen people trying to walk along 32 multiple times.
25. Making areas like Eastgate more walkable
26. More paths separate from roads, particularly in busy traffic areas
27. More sidewalks or bike paths to make it easier to ride bikes in the Eastgate area. It is convenient to have local shopping, but you cannot ride a bike to the mall or to Jungle Jims.
28. Red Bank Expressway
29. Red Bank Expressway has no sidewalks! The current road design does not allow for pedestrians. I would like to walk from my house on Madison Rd. to amenities on Red Bank Xway but that is impossible, so I am forced by the road design to get in my car. Any new design must incorporate wide sidewalks and ideally bike paths or shared-use paths.
30. Rt 32 especially both up and down the hill between Mt Carmel and Newtown
31. sidepath parallel to SR-32 east of the village of Newtown
32. Sidewalk from little dry run to village quick lube along 32.
33. Sidewalk needed from little dry run to village quick lube.
34. Sidewalk or bike path on Rt 32 from little dry run to downtown Newtown
35. This area has a LOT of cyclists. Many commuters who drive in to Newtown to park and ride. Rt 32 is the primary east/west route and while it would be the perfect route for cyclists, it is a complete hazard for cyclists due to narrow lanes, high speed and high traffic counts. Once you are east of Anderson you are in NO Bikes Land and NO Peds Land. My common joke is that there is a line item in the Eastgate Transportation budget for sniper's nests to pick off anyone walking or riding a bike. There was absolutely NO consideration given despite daily walkers/cyclists commuting to work in the mall area, Jungle Jim's, Sam's, Meijer's etc...
36. Wooster Pike is too dangerous for bikes. We need a designated trail

General Bike/Pedestrian Infrastructure (31 comments, 15%)

1. Easier to access trails for cycling and walking which link up to other, existing bike trails
2. "pedestrian and bike connect-ability to business schools, parks etc. Create connections from neighborhoods to the LMT"
3. these options don't cover the the need. we need bike lanes on streets and bike paths but bike paths don't need to be bike only or and they don't necessarily need to be next to roads. they should connect but not just connect new bike paths and sidewalks...
4. The main arterials in the area tend to be narrow and winding not ideal for cyclists or pedestrians. There either need to be separate facilities for biking and walking that link to each other or the roads need to be widened to allow for safe biking.
5. Availability and safety
6. Every new or improved road should incorporate a wide bike lane with safety markings and signage; area for bikes marked at red light intersections (green bike box area); covered bike parking area in village square parking lot (not just a cheap bike rack in the grass); speed limits and light timing that permits bikes to enter and exit roadways in a safe manner.
7. For much of this area, bikes are a hazard on the roads and need their own routes as they are incompatible with heavy traffic.
8. Safe, easily accessible bike and walking paths
9. Bike safety: wide bike lanes beyond the lane of parking when parking exists. Expansion of pedestrian routes to provide a more complete service of sidewalks and street lamps.

10. It is much too dangerous for bikers and pedestrians to be biking/walking on main roads.
11. I'd like to see nice, wide, sidewalks that are well away from the road for safety and comfort reasons. For example, the sidewalk in front of Walgreens on Wooster Pike is nice. But the side (on both sides of the street) near Mariemont Promenade needs repair, widening, and it's too close to the street.
12. Most areas do not have enough room for a lane for bikes but it would be nice if we could find the space for them. Plus, some area like Milford are in need of sidewalks.
13. The East Side of Cincinnati is full of walkable neighborhoods and great parks. I would like new transportation development to build on these qualities by providing traffic calming measures, more sidewalks and bike routes, better public transportation, and pedestrian-friendly development.
14. A combination of shared but separated bike/pedestrian and dedicated bike/pedestrian paths and trails
15. All roads other than limited-access highways should have sidewalks and bike lanes. Bike lanes should be on-street, but separated from traffic by bollards and/or parked cars where possible.
16. Any new road project is a great time to slip in new bike paths.
17. Bike paths should be separate from roadways. We need lots more of these everywhere, plus walking trails.
18. Consistent sidewalks on both sides of all streets
19. Depending on traffic, on street bike lanes are great, but many drivers are still very aggressive towards bikes. On very high volume streets it may be safer to have bike paths along sides of roads or shared access with pedestrians.
20. Establish a viable network of bike/pedestrian routes so people can safely walk or bike for short trips
21. from neighborhoods to business districts, parks and places of entertainment/shopping/dining
22. I think there needs to be not only bicycle/pedestrian facilities but education/encouragement on how and where this can be done.
23. Improved crosswalk areas to parks and more space between the sidewalks and street.
24. More bike/pedestrian trails or lanes to enable people to get out of their cars. Travel in Cincinnati means you have to get in your car just to travel a short distance. I want to be able to walk to grocery, library, bank, parks, etc.
25. More options for cyclists/runners/walkers to exercise safely and away from motorists.
26. Safe walking and biking lanes.
27. Safe, dedicated off-road bike lanes AND walk/skate ways with safe crossings.
28. See above. We need to go Green! Please!
29. This will depend on what area in particular is being considered. In heavy traffic areas, it would be best to not have on street bike lanes. The paths next to the roads could be shared bike and pedestrian. In areas where there are frequent walkers and still a somewhat busy street, it would be best to have pedestrian-only sidewalks as well as bike-only paths- both alongside but not on roads.
30. We need to connect bike paths and trails as much as possible to allow for full trips by bike, most paths and lanes are very spotty now
31. "Wouldn't it be really great if all roadways had a bike and walking path next to them. Many roads in Germany do."

New Bike Infrastructure (13 comments, 6%)

1. A specific improvement needed is for traffic planners to see that expensive projects like the corridor enhancements being considered here MUST be multi-modal. It is not an option, fiscally, socially, or environmentally, to spend transportation dollars and only improve access for people with cars. Bike infrastructure connectivity between home and workplace so that our region can become less dependent on fossil fuels. Everyone with an able body (or bike suited to their condition) within the I-275 loop should be able to bike to downtown or uptown Cincinnati. This is not an unreasonable goal.
2. It is currently extremely dangerous and nearly impossible to bike across the Beechmont Levee. Specifically, the bridge between the Wilmer/Wooster to just west of Highway 50 is a disaster and impossible to traverse in anything but a car. This creates a huge physical barrier between Mt. Lookout and the Lunken playfields/Armleder park that could likely be fixed by (1) adding bike lanes across this stretch, (2) adding a stoplight at the Wilmer/Wooster interchange that allows full left/right turns from any direction along with removal of continuous right turn ramps, (3) traffic calming/slowing car speeds west of this intersection. Bike lanes (separated for safety due to speed of car travel?) and traffic calming across the levee would be also be great.

Completion of the Wasson Way trail to allow for efficient bike travel from Mt. Lookout/Hyde Park/Oakley to the Uptown area. This trail should also preserve right-of-way for future light rail and connect East to Madisonville, Mariemont, and Newtown.

3. Add bike trails that would allow people to bike to the downtown area safely and efficiently
4. Any type of accommodation for bike riders, whether it be a bike lane on the side of the roads or off the roads would be greatly appreciated.
5. Bicycle access from Anderson Township
6. Bike lane or share road between Pocahontas Rd and Fairfax in Mariemont on Wooster Pike.
7. Bike lanes would give provide a great value to the community. Ideally, they would be separate from automobile traffic.
8. I think we need more dedicated, protected bike lanes that are well designed.
9. more bike lanes & sharrows on practical, connected bicycle routes
10. More bike lanes and bike only travel paths.
11. Red bank Rd needs bike lanes. As does 32.
12. The Wasson Way bike trail would be one of the greatest things to happen to the east side in over 10 years.
13. There are currently no major established corridors for cycling through the center of Clermont County. The Eastgate area in Union Township is primarily auto-oriented. The Eastern Corridor project presents an opportunity to create a cohesive corridor for cycling into this area

Pedestrian Friendly (8 comments, 4%)

1. a sidewalk along Newtown Road, from Turpin Hills area to Newtown
2. A walkable community
3. I think more walking paths not on roads are needed. I don't see that option above (or perhaps that is the last option? It is not very clear). I think more walking paths are needed period. I do not like being runover by bikes while trying to take a hike.

4. Murray St is too narrow. Cars always parked over sidewalks because not enough room for two lanes.
5. Walkways to keep pedestrians out of road but allow people to use their feet to get around
6. Sidewalks and curbs in Milford need to be repaired and maintained
7. I'd like to see nice, wide, sidewalks that are well away from the road for safety and comfort reasons. For example, the sidewalk in front of Walgreens on Wooster Pike is nice. But the side (on both sides of the street) near Mariemont Promenade needs repair, widening, and it's too close to the street.
8. Most areas do not have enough room for a lane for bikes but it would be nice if we could find the space for them. Plus, some area like Milford are in need of sidewalks.

Multi-modal Preference (4 comments, 2%)

1. With Eastgate being so auto-oriented, the Eastern Corridor project presents an opportunity to create a cohesive corridor for cycling into the area that could connect west to the heavily traveled Little Miami Scenic Trail in Newtown (which will soon connect to downtown Cincinnati) and lay the groundwork for a future connection east to the Williamsburg-Batavia Hike/Bike Trail. A shared-use path will provide an additional equitable transportation option for those who cannot afford a car, create new opportunities for economic development, and will increase bicycle travel and tourism into Clermont County. It would be poor public policy to design the Eastern Corridor project without considerations for multi-modal transportation options in mind.
2. A specific improvement needed is for traffic planners to see that expensive projects like the corridor enhancements being considered here MUST be multi-modal. It is not an option, fiscally, socially, or environmentally, to spend transportation dollars and only improve access for people with cars. Bike infrastructure connectivity between home and workplace so that our region can become less dependent on fossil fuels. Everyone with an able body (or bike suited to their condition) within the I-275 loop should be able to bike to downtown or uptown Cincinnati. This is not an unreasonable goal.
3. "It is currently extremely dangerous and nearly impossible to bike across the Beechmont Levee. Specifically, the bridge between the Wilmer/Wooster to just west of Highway 50 is a disaster and impossible to traverse in anything but a car. This creates a huge physical barrier between Mt. Lookout and the Lunken playfields/Armleder park that could likely be fixed by (1) adding bike lanes across this stretch, (2) adding a stoplight at the Wilmer/Wooster interchange that allows full left/right turns from any direction along with removal of continuous right turn ramps, (3) traffic calming/slowing car speeds west of this intersection. Bike lanes (separated for safety due to speed of car travel?) and traffic calming across the levee would be also be great.

Completion of the Wasson Way trail to allow for efficient bike travel from Mt. Lookout/Hyde Park/Oakley to the Uptown area. This trail should also preserve right-of-way for future light rail and connect East to Madisonville, Mariemont, and Newtown."

4. The East Side of Cincinnati is full of walkable neighborhoods and great parks. I would like new transportation development to build on these qualities by providing traffic calming measures, more sidewalks and bike routes, better public transportation, and pedestrian-friendly development.

Complaint (1 comment, 0%)

1. Why does this category allow all options to be selected, when the environmental resource only allowed selection of 3? And the Environmental category did not allow more than a few letters in the comment section, while this one allows a lengthy response? The environmental resources are all vital!!!

Screen 3: COMMUNITY ENHANCEMENT OPPORTUNITIES, QUESTION 2

Question: *If you chose "Other" above, please specify (pertains to this question: What enhancements would you like transportation improvements to support?)*

1. better flow of traffic
2. build new roads to reduce congestion
3. Concerned changes will beg affect my prop & value
4. get through fast
5. HOV lanes for buses, carpools
6. leave area alone
7. less traffic
8. Less traffic on Herschel Ave
9. Mass transit reduces carbon footprint & traffic
10. More frequent public transportation options
11. Mt lookout Square is dangerous and people speed
12. no destruction of protected/endangered areas.
13. Oasis line rail transit downtown
14. Preserve property values near local roadways
15. Reduce "through" traffic on residential areas
16. Repairing or updating the existing infrastructure
17. roads designed for people first and cars second
18. The parks of communities

Screen 3: PROTECT & PRESERVE ENVIRONMENTAL RESOURCES, QUESTION 2

Question: *If you chose "Other" above, please specify (question pertains to this question: What issues are of most concern to you with regard to transportation improvements in the Study Area?)*

1. all are huge issues, landslides major problem
2. all are important; what a joke to pick only 3
3. All of the above
4. ALL of the above issues are of equal importance.
5. ALL of the above!
6. BURN NEWTOWN, FAIRFAX AND MARIEMONT TO THE GROUND
7. clean water ie michigan
8. Honestly, all of the above are important to me.
9. I cannot pick 3. Every single one concerns me.
10. I live local route 32
11. Impact on Business
12. Impact on development patterns. No more sprawl.
13. impacts on wildlife, rivers, and wetlands together
14. Impacts to natural habitats.
15. People's attitudes while driving
16. Reducing SOV use/transportation alternatives
17. There is beauty in the landscape.
18. These are equally important and cannot be limited!

Screen 3: SUPPORT THE NEEDS OF LOCAL BUSINESSES, QUESTION 2

Question: *What do you think are the biggest transportation-related challenges to businesses located within the Study Area or to businesses wanting to move to the area?*

Ease of Access (68 comments, 29%)

1. Not pedestrian friendly, I'm not sure but I don't think there is bus service either. Alloy difficult to make left turns
2. First is that if some road improvement/mass transit occurs that during the construction time local businesses will not suffer. We spend a lot of money at Newtown businesses and want to be able to get to them without too much of a hassle.
3. Traffic is designed to speed through. You can't walk to anything. If you are not in a car you are totally left out. There are many small communities, pockets of people who would certainly utilize walking and bicycling facilities to shop if they had option. If you are standing at Eastgate and want to walk to Jungle Jim's you are taking your life into your hands...
4. Availability of connecting bike paths / pedestrian accessibility.
5. Cyclists use local businesses. Fast commuters in cars tend not to. The data are in.
6. Lack of walkability.
7. No access easy access to the urban core via rail or interstate. The communities aren't walkable
8. Not a walking friendly neighborhood. Not many bike/pedestrian roads that makes neighborhood shopping fun. Red bank is too heavy on commuters as it is.
9. Vehicle travel through local business districts should be safe and slow enough as to not make the area intimidating for pedestrians. These areas should be designed with pedestrian walkability and neighborhood integrity/connectiveness as a priority. A local business district should never be sacrificed to improve the travel time of commuters "passing-through".
10. Vehicle travel through local business districts should be safe and slow enough as to not make the area intimidating for pedestrians. These areas should be designed with pedestrian walkability and neighborhood integrity/connectiveness as a priority. A local business district should never be sacrificed to improve the travel time of commuters "passing-through".
11. "No easy access and when you add traffic lanes, you reduce parking. I also have quit shopping at certain shops because it is so hard to get there. Since moving to Cincinnati/Clermont county (25 yrs ago), the traffic has so increased and and travel time is way too long. "
12. Simply put - there are not enough roads. The roads that do exist, i.e. St Rt 32, is so congested that it takes double or triple the time to travel vs non peak hours.
13. Being able to easily turn into and out of local businesses. The presence of a middle lane usually affords that ability.
14. Too many routes with one lane in each direction-Fairfax, Mariemont, Terrace Park, Newtown, Mt Washington-US & state highways severely restricted by too few lanes. If travelers can't be given a reasonable bypass, this will never be corrected. Mass transit is not the answer-it's too slow and inconvenient at both ends.
15. Access in & out of businesses

16. Although I did not list this as a priority, access on and off the highway where the businesses are located would be important. This access should not interrupt with the traffic flow.
17. Being able to turn in and out of businesses on Rt. 50 through Mariemont/Fairfax areas - especially since they have taken it down to one lane in each direction. If more traffic is diverted to this area, it will only increase this problem.
18. Customers can not get in and out quickly or easily
19. Difficulty getting into and out of them.
20. During heavy traffic, it is inconvenient to turn into and out of certain business parking lots.
21. Ease of access.
22. Entering/exiting businesses on 50 in Fairfax and Mariemont is a constant nightmare. Getting to Eastgate from Mariemont is not an option between 4-7 unless absolutely necessary or Sunday.
23. Getting to the area from other parts of Cincinnati
24. Hard to get to.
25. If an area does not have easy access, I will avoid it. I completely avoid areas where getting into or out of a business is difficult. Route 50 in Fairfax is a perfect example. Since the changes were made to one lane in each direction and all the side streets blocked off, we have not gone to any of the businesses in that area.
26. If I know it is going to be a big hassle getting in and out of a location (like the Eastgate area) I find other options. This has a negative affect on those businesses.
27. If you are creating Colerain avenues or Montgomery Roads, provide side service roads for business
28. Lots of two lane roads with minimal direct paths
29. Making it easy for people to enter and exit businesses. Eliminating the "wrong side of the rode" excuse.
30. Not enough lanes and too many lights.
31. One lane
32. Primary through route(s) are slowed by open access to local business. Better access management is needed to reduce delay of through traffic while still affording access to local business districts (Mt. Carmel, Newtown, Walton Creek, and Fairfax).
33. Speed, highway connectors, lack of limited-access routes.
34. That Greater Cincinnati has thousands of health care and manufacturing jobs inaccessible by mass transit.
35. The access to the businesses and road maintenance are challenges. Example - to drive down 50 toward Mariemont - the flooding before the Newtown bridge is ridiculous. It has been this way for years with no improvement. When you know it has rained and you don't drive an SUV, you avoid that area.
36. The blight of urban sprawl and people/big retailers buying cheap land to reduce their tax burden while still wanting access to the urban core.
37. Too complicated to get from point A to point B
38. Visibility to potential customers & accessibility for customers to easily maneuver to businesses.
39. When a car wants to turn left into a business from SR 32 there is often times not a turn lane and traffic gets backed up.
40. Traffic cannot easily get off or get on to access their location without getting trapped by a myriad of traffic lights and ensnared in traffic that consumes an extra 1/2 hr to 45 minutes

travel time. just going one way. People don't have that kind of time to waste which is why a lot of them look to ordering on line and having it delivered to their door. Which in turn creates more traffic problems, more trucks, etc.

41. Accessibly, traffic congestion and travel time.
42. Balancing Newtown's business desires with the rest of us east-siders need to get to or through Newtown - Eastgate area quickly. Newtown and Mariemont are acting like a spoiled children by strangling through traffic for their own selfish wants. I'm sure when their towns were built the people around there also didn't like the change, noise, construction disturbance, and loss of green space. Progress needs to advance on getting cars through these choke points. How is it better to have miles of idling cars polluting their downtowns and causing gridlock rather than have the people who aren't going to spend money in their towns, anyway, get through their areas quickly and with less pollution on a by-pass road?
43. Exiting the US and state routes near a business is horrible. Wait times are too long for the red lights and traffic is too congested. Stop and Go at one or length at a time is too often.
44. I am retired and avoid high travel times for the majority of my trips.
45. Accessibility and traffic congestion
46. Excessive traffic on roads not designed to carry the load creating difficulty getting in and around some of the smaller business areas such as toward Mt. Lookout, Mt. Washington, Mt. Carmel and so forth.
47. I avoid Fairfax during rush hour and I can't get to the gas station and favorite watering hole.
48. Some businesses in Newtown believe that they will die if the entire traffic flow is not forced to go through it - the reality is that I will avoid them because of the traffic on 32. Also, increased industrial traffic coming in the Roundbottom area will require far better access to the Interstate system than currently exist.
49. Too many people from the east side cutting through Mt. Lookout to get to 71. Clogging up Linwood/Delta through the square.
50. Too much traffic. Difficult to turn left out of businesses.
51. traffic congestion and the inability to get where you want to go
52. traffic hassles in general
53. The intersection of Madison and Red Bank is terrible. It is also way to wide. If you could separate the two roads at that intersection it would help the businesses along the corridor, make access easier and make the local streets safer and less crowded
54. Narrow lanes on Wooster pike at Fairfax
55. no direct, fast route from route 32 and interstate 275 to downtown
56. single-lane traffic much of the way via this route. Getting behind a slow-moving vehicle, you can get stuck at times...also traffic lights in certain areas that are turn on green arrow only ? - these should be left-turn allowable, let drivers make smart decisions, which most should be able to do.
57. Availability of parking, ease of access
58. It is easier for me to access shops in Hyde park and Oakley. One thing that is painful there though is parking. If transportation or bike paths made things more accessible in the Eastern Corridor I would be more apt to use those businesses.
59. One big factor is being on the right side of the road for morning or afternoon ease of access. I would imagine that a coffee shop, for instance, should be on the right side of the road for morning drivers - particular for portions of the road that are difficult to access the opposite

side. Clearly nearby parking is important, as is an open and inviting storefront and good signage.

60. Parking and access to parking sometimes problematic
61. Parking and accessibility to and out of parking lots
62. "The speed limit on the Beechmont Levy between Rt 32 and Columbia Parkway is way to slow. This is a divided four-lane highway and should allow traffic to go at a faster pace.
63. In Newtown, Rt 32 is two-lanes, this is just impossible during morning rush-hour and evening rush-hour. There are a few businesses I would like to try in that area but with the traffic problems, I am worried once I pull into their parking lot, it will take forever to get back on the road. "
64. Due to the extremely high volume of traffic going through single-lane roads, cars cannot turn left into businesses without significant delay to the car and the cars behind it, resulting in a reduction in businesses visited during peak commuting hours.
65. Nobody wants to sit in traffic only to then reach a business and then wait there also. Additionally (this may be out of scope), the "improvements" in Fairfax are a complete detriment to drivers and would be patrons of the businesses along that route. How on Earth did that ever win an award?
66. Too easy to pass them by on the way to somewhere else, so it would be best to slow traffic down and focus on pedestrian-friendly development.
67. deteriorating road conditions
68. The roads in the area are unsafe and outdated. SR 32 needs to be improved in anyway possible.

Congestion (46 comments, 19%)

1. Accessibly, traffic congestion and travel time.
2. Balancing Newtown's business desires with the rest of us east-siders need to get to or through Newtown - Eastgate area quickly. Newtown and Mariemont are acting like a spoiled children by strangling through traffic for their own selfish wants. I'm sure when their towns were built the people around there also didn't like the change, noise, construction disturbance, and loss of green space. Progress needs to advance on getting cars through these choke points. How is it better to have miles of idling cars polluting their downtowns and causing gridlock rather than have the people who aren't going to spend money in their towns, anyway, get through their areas quickly and with less pollution on a by-pass road?
3. Exiting the US and state routes near a business is horrible. Wait times are too long for the red lights and traffic is too congested. Stop and Go at one ar length at a time is too often.
4. I am retired and avoid high travel times for the majority of my trips.
5. Accessibility and traffic congestion
6. Excessive traffic on roads not designed to carry the load creating difficulty getting in and around some of the smaller business areas such as toward Mt. Lookout, Mt. Washington, Mt. Carmel and so forth.
7. I avoid Fairfax during rush hour and I can't get to the gas station and favorite watering hole.
8. Some businesses in Newtown believe that they will die if the entire traffic flow is not forced to go through it - the reality is that I will avoid them because of the traffic on 32. Also, increased industrial traffic coming in the Roundbottom area will require far better access to the Interstate system than currently exist.

9. Too many people from the east side cutting through Mt. Lookout to get to 71. Clogging up Linwood/Delta through the square.
10. Too much traffic. Difficult to turn left out of businesses.
11. traffic congestion and the inability to get where you want to go
12. traffic hassles in general
13. Lack of mass transit available and traffic congestion at peak times.
14. traffic, not enough public transit options,
15. My answer is actually "sometimes"--between rarely and often! Challenges include: Traffic is either bumper to bumper, discouraging visits, or speeding past. Also, since I don't drive the roads often, the side streets off 32 near the I-275 overpass are confusing, so I don't take them and don't know what businesses are there. I wish there was a locally owned restaurant, rather than a chain, that would draw me to this area.
16. "Getting there in a timely fashion. Getting into and out of driveways."
17. I will usually drive somewhere quicker/closer instead of go to a business that I would like to visit.
18. I would like to go to restaurants and maybe some shops in Newtown but it takes too long to get in and out.
19. The entire eastern corridor can be gridlocked due to a single accident at the wrong location such as the Beechmont Levee
20. Traffic congestion, travel time from inside 275 loop to Eastgate area
21. Traffic is constantly held up at lights and other choke points
22. A very busy area
23. amount of cars
24. Avoid stopping on the square during rush hour. Can get congested.
25. Circuitous travel for employees, and all major routes into downtown are congested.
26. Congestion. I won't travel to or from during rush hours due to long delays. Too bad the red bank connection was abandoned
27. I always try to avoid the area due to congestion.
28. I am often interested in stores/restaurants/entertainment West of 275, but usually opt to find alternatives East of 275 to avoid headaches
29. I do almost all of my shopping locally. I don't like to travel through areas with heavy traffic.
30. If there is traffic is bad, I'll go to a different business.
31. If traffic is too congested patrons will bypass the area
32. In efforts to avoid traffic, I will not travel there during peak traffic hours which is usually 730-930am and 300-700pm.
33. Interstate traffic at rush hour.
34. Mt. Lookout has times where it is very busy and hard to travel through.
35. Red bank exit congestion.
36. The gridlock of the 275/rt32 interchange
37. Too much traffic
38. Too much traffic in the areas of businesses causes me to stay closer to home instead of venturing out further.
39. Traffic

40. Traffic at peak hours does get backed up
41. Traffic congestion
42. It's always congested and it's difficult to turn into the parking island. If parked, it's hard to come out of space w/o a car honking or speeding fast by.
43. Parking and ingress/egress of pitential customers from outside the area
44. Parking, rush hour congestion.
45. parking, traffic
46. traffic congestion and parking

Lack of Parking (25 comments, 11%)

1. Availability of parking, ease of access
2. It is easier for me to access shops in Hyde park and Oakley. One thing that is painful there though is parking. If trasportation or bike paths made things more accessible in the Eastern Corridor I would be more apt to use those businesses.
3. One big factor is being on the right side of the road for morning or afternoon ease of access. I would imagine that a coffee shop, for instance, should be on the right side of the road for morning drivers - particular for portions of the road that are difficult to access the opposite side. Clearly nearby parking is important, as is an open and inviting storefront and good signage.
4. Parking and access to parking sometimes problematic
5. Parking and accessibility to and out of parking lots
6. Ease of parking or bike riding and walking to these areas! Publicity is important to for these areas!
7. It's always congested and it's difficult to turn into the parking island. If parked, it's hard to come out of space w/o a car honking or speeding fast by.
8. Parking and ingress/egress of pitential customers from outside the area
9. Parking, rush hour congestion.
10. parking, traffic
11. traffic congestion and parking
12. Lack of parking. Esthetics or greenspace
13. Parking could be better and the area just looks industrial versus foot-traffic friendly. I'd like to see Fairfax look more like Milford's Main St (Rt50) or Madison Road as it bisects O'Bryonville.
14. "Mt. Washington parking lots are poorly maintained. Poorly lit. Have to drive to a bus stop. Bus doesn't go where I need to go. "
15. "Ability to safely approach and exit their business. Ability to park WITHOUT having to pay. I like to park once and ""shop"" multiple stores, stop to eat at a local place. Would like to not worry about feeding a meter."
16. parking, speed of road
17. Lack of parking and too many metered spaces
18. Need more parking in Mariemont.
19. Parking
20. parking
21. Parking

22. Parking and lots of alternative roads not slowed down by bike trails and other barriers
23. parking is a problem
24. temporary parking,
25. These communities are tightly packed based on valley conditions and historic developments. This leads to dramatic and cool vistas, and business districts but limits accessibility which is usually assumed to be parking. But transportation options can help activate these areas while not using valuable space for parking, which can actually act to obscure storefront visibility etc.

Through Traffic Doesn't Stop (19 comments, 8%)

1. "The speed limit on the Beechmont Levy between Rt 32 and Columbia Parkway is way to slow. This is a divided four-lane highway and should allow traffic to go at a faster pace. In Newtown, Rt 32 is two-lanes, this is just impossible during morning rush-hour and evening rush-hour. There are a few businesses I would like to try in that area but with the traffic problems, I am worried once I pull into their parking lot, it will take forever to get back on the road."
2. Due to the extremely high volume of traffic going through single-lane roads, cars cannot turn left into businesses without significant delay to the car and the cars behind it, resulting in a reduction in businesses visited during peak commuting hours.
3. Nobody wants to sit in traffic only to then reach a business and then wait there also. Additionally (this may be out of scope), the "improvements" in Fairfax are a complete detriment to drivers and would be patrons of the businesses along that route. How on Earth did that ever win an award?
4. Too easy to pass them by on the way to somewhere else, so it would be best to slow traffic down and focus on pedestrian-friendly development.
5. Some of the business think they will be passed by from drive through traffic.
6. Angry customers who need to sit in traffic.
7. Building a throughfare to get vehicles through without stops, hurts local business
8. destruction of the Newtown businesses, as well as those in Mariemont
9. loose business if this is not planned carefully. when traffic goes to fast, you miss the side areas
10. People avoid the area when going downtown, so the business are out of sight and out of mind.
11. People drive on thru. They don't stop and shop
12. People passing them up as they drive by in a hurry. Perhaps there are options like the oases on the Chicago turnpike.
13. Roads with cars traveling over 55 MPH are not stopping at local business.
14. The entire Newtown business district is easily passed. It needs streetscape improvements to encourage more business development.
15. There is a back up in Newtown at the stop light and it is difficult to get out of business so I don't stop to shop at the local business.
16. Too much traffic flowing by the businesses reduces its attractiveness. I'm thinking specifically about Mt Lookout Square. The noise level, fast, large vehicles and congestion make it unsafe and unattractive for people to walk around the square. Parking is an issue because the square needs two lanes of traffic, and because of that, businesses don't thrive.

17. Using the corridor as a backup route when the main highways are clogged. That doesn't encourage frequenting those businesses.
18. The time is prohibitive to visiting businesses through this area, coming from Anderson township
19. Time constraints due to indirect routes from the Eastern corridor to areas such as Kenwood, Mariemont, Madeira etc

High Travel Time (14 comments, 6%)

1. "No easy access and when you add traffic lanes, you reduce parking. I also have quit shopping at certain shops because it is so hard to get there. Since moving to Cincinnati/Clermont county (25 yrs ago), the traffic has so increased and and travel time is way too long. "
2. Simply put - there are not enough roads. The roads that do exist, i.e. St Rt 32, is so congested that it takes double or triple the time to travel vs non peak hours.
3. Accessibly, traffic congestion and travel time.
4. Balancing Newtown's business desires with the rest of us east-siders need to get to or through Newtown - Eastgate area quickly. Newtown and Mariemont are acting like a spoiled children by strangling through traffic for their own selfish wants. I'm sure when their towns were built the people around there also didn't like the change, noise, construction disturbance, and loss of green space. Progress needs to advance on getting cars through these choke points. How is it better to have miles of idling cars polluting their downtowns and causing gridlock rather than have the people who aren't going to spend money in their towns, anyway, get through their areas quickly and with less pollution on a by-pass road?
5. Exiting the US and state routes near a business is horrible. Wait times are too long for the red lights and traffic is too congested. Stop and Go at one ar length at a time is too often.
6. I am retired and avoid high travel times for the majority of my trips.
7. "Getting there in a timely fashion. Getting into and out of driveways."
8. I will usually drive somewhere quicker/closer instead of go to a business that I would like to visit.
9. I would like to go to restaurants and maybe some shops in Newtown but it takes too long to get in and out.
10. The entire eastern corridor can be gridlocked due to a single accident at the wrong location such as the Beechmont Levee
11. Traffic congestion, travel time from inside 275 loop to Eastgate area
12. Traffic is constantly held up at lights and other choke pointa
13. I moved from a suburb of New York City and Beechmont Ave is starting to remind of NY congestion. I avoid it and take Clough, but it increases my travel time. I often avoid Beechmont all together and loop around on Mt Carmel-Tobasco Rd. I am neglecting local business but its not worth it. Especially on Beechmont Ave in Cherry Grove around 5pm between 275 and Eight Mile. Its hellish!
14. There are no quick routes through the area. Unless there is something I need that I can't get elsewhere, I use the interstate routes to get to where I need quickly. Had the eastern Corridor been built to connect the Norwood Lateral to SR 32, I and many other east-siders would do more business in that area. Traffic and slow travel convince me to take my business elsewhere.

Safety Concerns (14 comments, 6%)

1. Traffic is designed to speed through. You can't walk to anything. If you are not in a car you are totally left out. There are many small communities, pockets of people who would certainly utilize walking and bicycling facilities to shop if they had option. If you are standing at Eastgate and want to walk to Jungle Jim's you are taking your life into your hands...
2. The intersection of Madison and Red Bank is terrible. It is also way too wide. If you could separate the two roads at that intersection it would help the businesses along the corridor, make access easier and make the local streets safer and less crowded
3. "Ability to safely approach and exit their business.
Ability to park WITHOUT having to pay. I like to park once and "shop" multiple stores, stop to eat at a local place. Would like to not worry about feeding a meter."
4. parking, speed of road
5. The area is confusingly laid out. Businesses can be very hard to find due to the many side roads and lack of signage, especially in Eastgate. High speed limits combined with frequent traffic lights make me avoid certain business areas.
6. deteriorating road conditions
7. The roads in the area are unsafe and outdated. SR 32 needs to be improved in anyway possible.
8. traffic calming to slow the pass through traffic so local businesses can benefit.
9. 32 GO'S FROM A HIGHWAY TO A COUNTRY ROAD AS YOU GO DOWN 32 HILL!
10. Going from four lanes to two on SR32
11. The community parking lots don't feel safe
12. Traffic lights and inconsiderate drivers who speed along in the new turn lanes (in front of Meijer) then dart back over into the straight away on 32.
13. Travelling from the East Side on 50 is sometimes hectic and unsafe - it makes me think twice before heading downtown or to areas like Columbia Tusculum, etc. because of the hassle. Often I choose to Uber or Taxi to avoid the hassle and would prefer a mass transit option like light rail so that I would visit this area more often.
14. way too much traffic to reasonably find parking and / or feel at all safe as a pedestrian, especially for those of us that live in the area. Specifically the amount of traffic that flows through mt lookout square, the speed of traffic and competitive driving is disgusting. Having lived on linwood its nearly impossible to pull out of your drive without putting yourself at risk

Bike/Pedestrian Needs (10 comments, 5%)

1. Not pedestrian friendly, I'm not sure but I don't think there is bus service either. Alloy difficult to make left turns
2. First is that if some road improvement/mass transit occurs that during the construction time local businesses will not suffer. We spend a lot of money at Newtown businesses and want to be able to get to them without too much of a hassle.
3. Traffic is designed to speed through. You can't walk to anything. If you are not in a car you are totally left out. There are many small communities, pockets of people who would certainly utilize walking and bicycling facilities to shop if they had option. If you are standing at Eastgate and want to walk to Jungle Jim's you are taking your life into your hands...
4. Availability of connecting bike paths / pedestrian accessibility.
5. Cyclists use local businesses. Fast commuters in cars tend not to. The data are in.

6. Lack of walkability.
7. No access easy access to the urban core via rail or interstate. The communities aren't walkable
8. Not a walking friendly neighborhood. Not many bike/pedestrian roads that makes neighborhood shopping fun. Red bank is too heavy on commuters as it is.
9. Vehicle travel through local business districts should be safe and slow enough as to not make the area intimidating for pedestrians. These areas should be designed with pedestrian walkability and neighborhood integrity/connectiveness as a priority. A local business district should never be sacrificed to improve the travel time of commuters "passing-through".
10. Ease of parking or bike riding and walking to these areas! Publicity is important to for these areas!

Other (6 comments, 3%)

1. Bigger businesses like the hyde park area.
2. Knowing what businesses are located near those exits
3. Relocation , cost and community impact
4. Uniqueness of the businesses leads to more desirability for customers outside the area, and desirability leads to the need for transportation.
5. Wasting limited financial resources on the bike trail and sidewalk agenda. Useless and waste of time & money.
6. The improvements on 32 have improved travel greatly, especially being able to bypass some of the congestion. Two or three days a week I travel from Milford to Bach-Buxton. It's pretty slick.

Mass Transit Need (6 comments, 3%)

1. Not pedestrian friendly, I'm not sure but I don't think there is bus service either. Alloy difficult to make left turns
2. First is that if some road improvement/mass transit occurs that during the construction time local businesses will not suffer. We spend a lot of money at Newtown businesses and want to be able to get to them without too much of a hassle.
3. Lack of mass transit available and traffic congestion at peak times.
4. traffic, not enough public transit options,
5. Poor public transportation (too automobile oriented)
6. "Mt. Washington parking lots are poorly maintained. Poorly lit.
Have to drive to a bus stop. Bus doesn't go where I need to go. "

Loss of Through Traffic (6 comments, 3%)

1. I moved from a suburb of New York City and Beechmont Ave is starting to remind of NY congestion. I avoid it and take Clough, but it increases my travel time. I often avoid Beechmont all together and loop around on Mt Carmel-Tobasco Rd. I am neglecting local business but its not worth it. Especially on Beechmont Ave in Cherry Grove around 5pm between 275 and Eight Mile. Its hellish!
2. There are no quick routes through the area. Unless there is something I need that I can't get elsewhere, I use the interstate routes to get to where I need quickly. Had the eastern

Corridor been built to connect the Norwood Lateral to SR 32, I and many other east-siders would do more business in that area. Traffic and slow travel convince me to take my business elsewhere.

3. Cost and how much traffic comes in overtime
4. Loss of drive-by traffic?
5. There is no "business district" and no sense of place for residents and businesses. The roads were designed to be through ways and that is what they are: simply connecting the end points for drivers but not creating spaces where people want to spend time (or money).
6. We are car dependent to go places and available parking is a problem in older communities. Older communities ie Fairfax and Mt. Lookout have put in attractive street scapes that have limited roads to one lane and no additional parking. I can't get to these businesses during rush hour.

No Challenges Exist (6 comments, 3%)

1. I can't think of any
2. I do not see a big transportation issue
3. I don't see any current challenges.
4. I don't think there are travel problems. I chose to live in the city of Cincinnati(Madisonville) and not the suburbs. If you want to live out in the East Gate / 32 area fine but don't tear up Hamilton county. This project will destroy the quality of life in eastern Hamilton county.
5. "I travel thru there daily. I have no challenges. It's a great part of the area to work, shop and visit."
6. None they are all easily accessible. Construction and rerouting will be a huge detriment to the local businesses

Attracting Talent (4 comments, 2%)

1. I live on the west side of Cincinnati and have had multiple job opportunities in Milford and Newtown that I have decided to turn down due to there being no good way to get to these areas.
2. Lack of easy access for an employer with a larger workforce. Attracting quality employers with a larger number of employees will find the roadways and other infrastructure inadequate.
3. The ability to attract qualified workers
4. The biggest problem is employees of the businesses being unable to get to work without a car or having egregiously long bus ride times.

Complaint, Undesirable Highway (4 comments, 2%)

1. For over 45 yrs you have been talking about the Eastern Corridor. How much has been spent trying solve this problem? Put it over close to the river or forget it!
2. I think that the biggest transportation related challenge to both existing and potential is all the continued studies and discussions related to making some change. New businesses can't really formalize a business plan to relocate to the area simply because the "topic" will not be allowed to stop. Local businesses must be effected negatively by the same agenda to keep the "topic" buzzing.

3. undesirable location to live, work, and conduct business, in part due to undesirable highway through it.
4. Widened highways and/or fast-moving traffic that goes through the center of historic / currently-compact business centers.

I Don't Know (4 comments, 2%)

1. Do not know
2. Don't know
3. Not sure
4. unknown

Confusing Directional Signage (3 comments, 1%)

1. My answer is actually "sometimes"--between rarely and often! Challenges include: Traffic is either bumper to bumper, discouraging visits, or speeding past. Also, since I don't drive the roads often, the side streets off 32 near the I-275 overpass are confusing, so I don't take them and don't know what businesses are there. I wish there was a locally owned restaurant, rather than a chain, that would draw me to this area.
2. The area is confusingly laid out. Businesses can be very hard to find due to the many side roads and lack of signage, especially in Eastgate. High speed limits combined with frequent traffic lights make me avoid certain business areas.
3. Clear signage needed at both Red Bank to Climbia Parkway exchange and at Linwood Ave/ Eastern Ave/ Beechmont exchanges

Screen 4: MAP IT/MARK THE MAP – ROADWAYS-OTHER

Following are comments received for Map it/Mark the Map Roadways-Other pins.

1. This interchange destroys this neighborhoods value and is pointless. Bridge wooster rd over sr 32 with no ramps.
2. This is a stretch of rd that needs to look better, be safer, and handle traffic better. Convert to 4 lane boulevard. Use Tylersville rd in mason as an example.
3. speed
4. Speed
5. Narrow road on Wooster and can flood.
6. Non intuitive travel at Beechmont, Wilmer and Wooster creates difficulty in traveling by car and truck.
7. This is an excellent alternative right-of-way for widening to four lanes. Wilmer from Beechmont to Red Bank Rd
8. do not alter roads that will increase traffic through an historic, walkable community
9. Delay has increased since construction was done on US-50 in Farifax.
10. The proposed off ramp needs to go before Wyler and Holman not after. I understand Wyler and Holman have their own agenda, but it's not right for the community.
11. Make four lanes
12. make four lanes
13. add another lane going west from 32 ramp
14. make four lanes from Valley to st rt 50
15. The road needs to be narrowed to a single lane for eastbound traffic before the intersection. Too many people race around traffic in the right lane that's ending soon, then force their way into the left lane
16. Too many roads intersecting. Great spot for a roundabout.
17. Do not widen Beechmont Levy. If anything, speeding needs to be reduced
18. Parkway entrance right here can be improved by designating each of the two left turn lanes from Redbank to a specific Direction. Left most turn lane should say Cincinnati above it. Right most turn lane should say Merry much right most turn lane should
19. No need to change Wooster Pike through Fairfax. Already well done
20. Lots of speeding on Wooster Pike in this area
21. Not enough lanes
22. do not destroy this community
23. The changes made at and around the 32/275 interchange and Eastgate area are a colossal failure and an utter waste of money.
24. Red Bank is the WORST. I actually sold my house and moved to avoid this traffic,
25. Do not build the Medpace Way connector to Duck Creek Road as it isn't needed!

26. Constant semi and truck traffic makes a 2-lane highway obsolete and nearly impassable during rush hour.
27. Turn lanes on SR 32 around Newtown
28. Road needs to be widened all of the way from bottom of hill through newtown to beechmont
29. Two lanes to one as enter Mariemont from the east causes juggling positions in traffic sometimes. Also entering Mariemont from the west backs up as two lanes merge into one.
30. Dangerous and steep road from bottom land to top of hill needs improvement badly.
31. improve interchange from flooding
32. bring back 2 lanes!
33. Cannot exit onto Linwood safely in either direction. Traffic coming N or E bound from Mt Washington is at high speeds and are often making a left onto this smaller street.
34. SR32 from Beechwood to Newtown should be four lanes. Vehicles traveling way below the speed limit are constantly impeding traffic.
35. Need for additional travel lanes through Newtown with pedestrian access.
36. Taking a 2 lane road and merging into a one lane road, terrible idea!
37. Have to go around Mariemont! But Mariemont has rich people of whom have influential ties to people in power. Those people will fight a highway near Mariemont.
38. This is a strange interchange. A more continuous transition from 50 to Red Bank would be helpful.
39. dangerous intersection for Eight Mile and St Rt 32
40. Left turns from 32 onto Clough
41. Needs longer on ramp on 125 from 32
42. Widening between Newtown & 8 Mile Rd
43. Widening between Mariemont & Valley Rd
44. Need street calming when Rt. 50 goes by this area. Cars & motorcycles go very, very fast.
45. One lane
46. Crossovers
47. This split and intersection at 8 mile is terrible
48. This should be a bridge no intersection
49. hill on 32 is very bad
50. People day in and out these lanes while there is a turn lane
51. better intersection
52. Return Route 50 thru Fairfax to 4 lanes and make Mariemont 4 lanes or just plow those 2 communities into the ground.
53. A bypass around mariemont
54. need a bridge to NKY to minimize traffic on 275 & 471. 71 bypass idea needs serious discussions as a solution to many issues in the area, including the brence/spence bridge.
55. Need to widen road
56. Extra lanes and limit truck traffic during rush hours
57. 4-lane would be a huge improvement, wherever possible

58. this area is one of the weakest in the whole loop..more lanes are needed to encourage traffic pattern to continue the full route..more lanes most needed redbank and beechmont levee
59. Limit access to highway (32) from 275 to Red Bank (I-71/I-74) for reduction in east - west travel time and conflict of through travel with local travel. Provide interchanges at critical crossroads to afford access to local business districts and north -
60. Reduce conflict points from too many access points along Red Bank Expressway. Expressways are not local streets with wide open access as the Cincinnati has allowed to occur.
61. This area is a nightmare. I avoid at all costs. I route all friends, family, and employees around this. Clearly businesses in this area do not need us to survive. They have enough congestion. Speed limit is outdated. Signals are not connected. If
62. Narrowness of area going toward bridge and Lunken!
63. Make Madison & Whetsel more pedestrian friendly. Create some serious traffic calming.
64. improve interchange
65. repaving, beautification,
66. traffic & cops watching for speeders
67. slow local traffic all along Rte 50
68. slow local traffic
69. 32 should be an interstate connecting downtown to 275
70. current roadway; no additions needed
71. existing roadway; no additions needed.
72. current roadway, no additional expansion needed and no additional impact on protected river allowed.
73. Increase capacity from I 71 along river and across ends of 125, 32, and 50. Connecting to I275
74. Put it over closer to the river!!
75. Cars coming from Eastern don't always yield to Columbia Parkway cars in the afternoon.
76. This whole loop intersection is wildly confusing.
77. Turning from Clough onto 32 east is a really severe, awkward turn.
78. When heading eastbound on 50, the rightmost lane -- which allows two lanes to pass through the intersection -- needs to be extended so you don't have to merge left so quickly after going through the stoplight.
79. Air pollution and noise pollution at Ault Park
80. Do not change this historical residential/business district.
81. Air pollution and noise pollution danger throughout the designated areas. Don't do it!
82. One Lane at bottom of steep hill; tough intersection
83. One lane each way; speed trap
84. Trucks moving up hill really slow traffic. Coming to a stop at a traffic light heading east really slows traffic
85. Redbank coming off of I71 can be difficult, especially if there is an accident or breakdown on Redbank. We need to see Redbank widened from I71 to at least Madison to give more lane options. Perhaps dedicated right turn lanes at Duck Creek and again at

86. From 2 lanes to one, then back to 2 lanes within 100 feet is bizarre. Full 2 lanes would yield cooler temps.
87. I think it would make sense to post train schedules on a sign on each side of the crossing so that deliveries, commutes, and emergency services would benefit by knowing ahead of time. If schedules vary all over the place, it makes no sense.
88. The route through the South 80 made sense to me.
89. noise, traffic
90. Road diet with pedestrian, bicycle, and transit connections need to be from the east side of Mariemont to the road diet in Terrace Park.
91. this area needs wayfinding to the I-71. Also the roadway is confusing and needs to be made clearer to the motoring public.
92. Need a 50 bypass
93. turn lane into Burger Farm
94. This exit onto 32 from 125 eastbound occasionally floods and causes problems with traffic flow.
95. Short merging area
96. left turn from 8 mile to route 32 is difficult
97. Need to improve signage on the Beechmont Circle.

Screen 4: MAP IT/MARK THE MAP – BICYCLE NEEDS-OTHER

Following are comments received for Map it/Mark the Map Bicycle Needs-Other pins.

1. Fund a significant portion of the Wasson way trail.
2. Bike lanes are nice for the two bikers who use them but a real disservice to the thousands of drivers who use the roads.
3. WASSON WAY: The City of Cincinnati has reached a contract agreement with Norfolk Southern to purchase this right of way.
As part of the Eastern Corridor project, this planned off-road walking/cycling trail should connect from the Norfolk Southern rig
4. Sharrows exist in Fairfax but then disappear between Wooster Rd. and Otto Armleader park where the bike trail exists.
5. Safer smoother transition from 50 to red bank
6. Connect lunken to old Wooster
7. No bike path after the trail ends
8. I would like to see the brush cleared from the park so that it is more accessible for bike-riders and pedestrians
9. No marked lanes all the way thru!
10. there are too many bikes on 32 between little dry run and Newtown. Too tight of an area for bikes and big trucks
11. What a wonderful place for biking
12. Another great little town for biking .. If the city fathers would spend more time in developing their place , like Loveland , they would be content with traffic moving faster and easier thru town and still make their town a show place .
13. Current Ohio to Lake Erie could be designated shared road
14. Best if bikes have designated lanes on streets, or else specific bike paths.
15. Do not increase traffic at any point along Ohio-River-to-Erie Trail
16. Bike path goes nowhere.

Screen 4: MAP IT/MARK THE MAP – PUBLIC TRANSIT-OTHER

Following are comments received for Public Transit-Other pins.

1. Light rail is needed.
2. Open up the old Georgetown Interurban Right of Way through Mt. Washington to commuter rail to link to downtown again. The old station (now American Legion Hall) is ideal for renovation and parking.
3. there is already a rail line here, why not use it
4. Light rail downtown
5. If more people used transit then there would be less traffic on the road
6. General connection/expansion of public transportation other than bus.
7. Utilizing oasis line for commuter rail
8. more mass transit options
9. Where is public transportation going to extend to
10. Train station please!
11. Use light rail on the railways through this small town connecting to downtown and out to Batavia
12. Need light rail to connect to downtown/airport
13. Oasis Line Commuter Rail from Clermont County to Cincinnati Riverfront
14. Newtown is a walkable village. Therefore it makes sense to have public transit options that do not add to vehicular traffic on the roads. My great grandfather used to take the train from Newtown down to reds games, wouldn't it be nice if we could have the same benefits again. Why are we in the dark ages when it comes to public transit? The metro bus service is not convenient unless you are going somewhere on that route. As it is laid out in a spoke system as opposed to a crosstown grid.
15. See comments about Newtown.
16. commuter rail
17. Please build the rail line
18. need rail line!!
19. prefer bus and light rail combination
20. mass transit downtown from Eastern suburbs
21. OKI should be aggressively pursuing funding for a multi-use Wasson Corridor that can support a bike/pedestrian trail, along with light rail terminating in Mariemont.
22. Light rail to Oakley, Xavier, UC and Downtown
23. Mass transit-light rail, commuter rail to get people from outskirts to CBC
24. Need a rail option downtown!
25. light rail to Mariemont
26. End of rail line can include a park and ride facility, but other stops should be surrounded by high-density mixed use development to leverage the investment as much as possible.
27. Rail from the east side to downtown.

28. need train to downtown
29. Potential rail stop
30. Adding a rail system seems good
31. multimodal transit options needed to develop this area with mixed use approach, including residential options.
32. Public trains should help me go downtown and to the airport.
33. People get dropped off or picked up at this bus stop and then try to cross 4 lanes of highway with people driving over the speed limit...very dangerous
34. Light rail
35. light rail
36. Commuter rail from Milford to downtown
37. The only good option currently is cars - this contributes to pollution and crowded roads. I would love a quick train to downtown.
38. Public Transit/Rail system desperately needed.
39. Train from newtown to downtown
40. Metro line
41. I would like to see the street car come here and have direct routes to UC, Xavier, the hospital etc.
42. Connection to downtown from Columbia Tusculum downtown
43. Light rail downtown
44. Commuter Rail
45. Light rail would be great here
46. There was once talk of a light rail going from Milford to downtown Cincinnati. I thought it was along Wooster Pike. We would be interested.
47. Need transport!
48. train to downtown. connect to street car
49. High speed public transport between east side suburbs and downtown.
50. Bring light rail to Madisonville.
51. Need rail service
52. Need rail service
53. a train stop here would pull from Anderson Twp as well.
54. a train stop here would pull from Anderson Twp
55. Moreof it
56. commuter rail into city and out past I275
57. Get bikers up and down St. Rt. 32 hill
58. Local bars and restaurants (ie brewery) and not everyone uses Uber to get home.
59. Commuter trains or light rail from downtown on Oasis out Eastern corridor to eastern Hamilton county/ Clermont County
60. Transit station in Newtown needed. Back ups here all the time.

61. Commuter Light Rail in Eastgate area would open up the roads and provide easy commute to downtown.
62. Possible commuter line here for Mariemont/Terrace Park/Milford. Could stop in Newtown next on rail line for Anderson/Mt. Washington commuters.
63. Most traffic, but there's an existing bridge.
64. if we can create public transit coupled with park and ride, we can free up much of the roads, offer access to downtown free of cars and the anxiety of parking. Light rail is more appealing than busing.
65. No pt
66. Need lightrail
67. I am from the Boston, Mass area and see the importance of the correct application of light rail. I would take the train to downtown instead of a car.
68. Connect Mariemont west to the city and east to Clermont County by rail.
69. Rail between downtown and the clifton/university area
70. Please add some sort,of,transit line that connects eastgate and Milford.
71. Transit connection from Milford to eastgate to Batavia
72. Easy transportation to downtown

Screen 4: MAP IT/MARK THE MAP – PEDESTRIAN ACCESS-OTHER

Following are comments received for Pedestrian Access-Other pins.

1. Need access via trail from east side of little miami to west side.
2. Bike and pedestrian path across the river at beechmont.
3. expand hiking/biking trails,
4. It's a neighborhood, where folks should be seen, not cars.
5. Connect this trail and others in to the city creating a network instead of the scattered sections that lead you no-where.
6. Connect new trail on 32 over the levy and into either hyde park or mariemont - for running, biking, walking
7. Connecting Ault Park to Fairfax and Mariemont via a bike/pedestrian path would open up opportunities to better connect those communities.
8. this park is very busy, you have put in a bike trail not open yet. but it is horrible to drive and park there during some events.
9. A bridgeway for people should be added.
10. This is a public park
11. Safe pedestrian/bike lanes needed.
12. Hideous dividers and streetscape
13. Access to parks
14. crossing Little Miami River
15. Shared access with bike path
16. there's a large park and no real bike or pedestrian friendly way to get to it. Smacks of ill suburban planning.
17. Pedestrian across Little Miami River
18. Do not increase traffic at any point along Ohio-River-to-Erie Trail
19. Needs to flow safely into trail systems that connect with downtown and Hyde Park/East Walnut Hills areas.
20. Park and trails provide public access to the Wild and Scenic Little Miami River - the current Record of Decision is flawed stating that there is no public access except by canoe or kayak. This should be corrected so that agencies reviewing the project have accurate information!

Screen 4: MAP IT/MARK THE MAP – OTHER PINS

Following are comments received for Other pins.

Environmental/Cultural (31 Comments)

1. maintain south 80 nature area
2. Preservation of wetlands and all aspects of the environment are critical to a sustainable future.
3. Maintain the existing natural environments
4. Leave protected archaeological sites alone!
5. We should protect community treasures such as parks and green spaces (eg South 80 and Mariemont Gardens) as well as irreplaceable cultural resources (the many archaeological sites in the affected zone) instead of spending money on new and overly ambitious
6. Unexcavated Native American sites are scattered all across the proposed area. We should protect cultural heritage sites.
7. The Little Miami River and its Valley are one-of-a-kind natural resources, not to mention the river's immense recreational and scenic value. To do anything that might jeopardize these natural, wild habitats would be foolhardy and irresponsible.
8. Impact to river
9. Environmental - Protect the Little Miami corridor.
10. Noise pollution would dramatically change ability to use Concourse which is an amazing park, host of most village events, weddings, proms, integral part of the National Historic Landmark community of Mariemont. Noise pollution would drastically change t
11. Native American archaeological sites must be preserved and not disturbed in any manner.
12. The garden park located in the South 80 of Mariemont which is part of the National Historic Landmark must not be affected. There are only 2,500 National Historic Landmarks which is very different from the more than 100,000 National Historic buildings or
13. Air pollution and all the environmental concerns too numerous to even mention. Scenic river concerns and wildlife concerns, etc. etc. etc.!!!!!!
14. National Historic Landmark
15. National Wild and Scenic River
16. Parks and public land that provides public access to Wild and Scenic River need to be maintained
17. Hillside that provides viewshed to National Scenic River from National Historic Landmark and has a Native American serpent mound
18. Significant Native American sites throughout the valley
19. Noise pollution in residential community, campsite and parks
20. Air pollution throughout
21. Habitat fragmentation - preserve existing parkland, habitat and nature preserves.
22. Endangered species
23. Water pollution from increased car and truck traffic, especially from treatment of any elevated roadways needed to be out of flood plains or cross the river

24. Cumulative negative impacts that cannot be mitigated
25. Historic Summer Community that would be negatively impacted by increased noise, air and water pollution
26. Protection of 4f and Section 106 resources throughout the study area
27. Water connection to Little Miami River from quarries, protection of wetlands and habitat
28. Protection of sole source aquifer
29. Flooding, wildlife
30. This exit occasionally floods and causes problems with traffic flow.
31. Road is prone to flooding when Little Miami River rises. There are times when road is closed.

Congestion (19 Comments)

1. This section of road is just a useless speed trap and the speed limit should be bumped up at least 5-10 mph. The only congestion here ever is due to everyone having to drive too slow.
2. REROUTE THE HILL, TO MUCH CONGESTION ON 8 MILE COMING OUT!
3. River crossing bottlenecks at all three crossings 125,50, Newtown rd.
4. 275 and 471 are ALWAYS backed up, Kellogg floods. We need a better, more direct and faster way to get downtown other than going through Newtown.
5. Heavy traffic through small town with no alternative routes
6. Traffic backs up during rush hour. Clough at 32
7. Can't turn left to exit businesses on Clough during rush periods
8. Bottle Neck entering Fairfax
9. capacity through Newtown Rd intersection w/ Rt 32
10. Goes from two lanes down to one lane for just a short period of time before going back to two lanes - doesn't make sense to have just one lane for such a short time and cause traffic issues by reducing the number of lanes.
11. Goes from two lanes down to one lane for just a short period of time before going back to two lanes - doesn't make sense to have just one lane for such a short time and cause traffic issues by reducing the number of lanes.
12. This area is now congested due to the "improvements" at Fairfax. This is now my alternate route to get from Downtown to Milford via Roundbottom and even with the new congestion is still faster than the direct route through Fairfax.
13. traffic begins to back up here.
14. Improvements needed. Congestion.
15. Traffic congestion.
16. congestion
17. Enforcement of this stop sign. Changes to Wooster Pike have brought a lot more traffic to Murray. Cars roll through this intersection which make it difficult to pull out of the next street, South Whetzel.
18. This often congested during rush hour
19. Less traffic. Divert some of the traffic another way. It's ruining beautiful city neighborhoods like Mt Lookout

Access (10 Comments)

1. Improve public access to Little Miami for canoe and kayak owners.
2. Possible alternative route to alleviate SR32 traffic. Possibly use this as connector to Red Bank.
3. Bike/Walking paths along 32 to Eastgate
4. Quick way to get from Beechmont levee to Red Bank...old Wooster sucks
5. Better merging options from Red Bank to US50
6. Alternative route/access to I-71
7. Bypass Newtown
8. keep access to homes and businesses; do not cut them off.
9. keep access to homes and businesses; do not cut them off.
10. Look at a full interchange at Stewart Road so that traffic from I-71 north of Red Bank Road can have options to access the study area.

Speed Issues (9 Comments)

1. 25 mph with stop lights at each end
2. Frequent speed trap.
3. more consistent speed limits- there are too many changes in speed
4. Needs a speed limit sign. There is a school on this street!
5. Speed trap
6. Absurdly low speed limit
7. Ridiculously aggressive and unfriendly policing of traffic with silly speed limits (25mph) in order to generate revenue and discourage people from traveling thru or visiting Newtown
8. more consistent speed limits
9. Speed limit should be raise

Safety (8 Comments)

1. Safety
2. Drivers coming off of SR 32 do not understand the meaning of "yield" and cause traffic problems with those already on the Beechmont levee.
3. There is too much traffic here and dangerous traffic. Anderson Township cannot add to it with a limestone mine!
4. Cannot exit Heekin street safely. Street parking on Eastern blocks view.
5. Can't get from westbound 32 to Remke's safely. I turn around in UDF parking lot and cross Beechmont at the light (SR 125/SR 32)
6. People coming from Mt. Lookout area and then illegal turn left right after the under pass. very dangerous

7. Safety
8. Safety

Transit (8 Comments)

1. Light rail on this rail line accessing downtown via Hyde Park on the Wasson Corridor (not using Oasis Line)
2. Would like to see rail service connect Mariemont and associated areas with downtown.
3. The Oasis rail should not be converted to a bike trail but should be used for commuter rail transit. Rails-to-trails projects are never reconvered back into passenger rail. It is a lost resource and rails-to-trails should be avoided at all costs. NIMBY
4. Light rail to be able to go downtown.
5. rail transit
6. rail transit - way too much congestion and burning fossil fuels
7. Bring the rail!
8. Commuter rail most desired. Bring back mass transit, it is the future.

Signal Issues (5 Comments)

1. Need a left turn signal, coming from beechwood onto 32
2. Traffic light timing is terrible. There are 4 lights between Mariemont and Newtown and as 1 turns green the next one turns red.
3. This intersection (Wilmer/Wooster/Beechmont) is a mess. A stoplight needs to be added to allow left turns from Wilmer/Wooster onto Beechmont. The continuous right turn lanes also need to be removed.
4. light timing.
5. The timing of the stoplight in Newtown at 32 and Newtown is too long for getting traffic to flow well through MARIEMONT IN THE AFTERNOONS AND MORNINGS. It is the single lane through Newtown that backs traffic up on Rt 50 and waiting through multiple li

Other (32 Comments)

1. Traffic diverts to Linwood to Herschel to Marburg to I71
2. I am so sick and tired of this East West Corridor Issue being STUDIED. I came back to Cincinnati in 1983 after working out of town in NY and Northern OH for 11 years. This is all I heard ... previously I was a westsider. Now both my parents are deceased
3. Dirty industrial sites and unkempt homes
4. People who live outside the 275 loop should either move inside and pay our higher taxes or stop complaining and take 275 to work
5. Improve intersection of 125 & 32
6. Elementary school in a residential area
7. Nobody takes this curve appropriately. Ive been rear ended here twice by people who dont yield.

8. I fully support thoughtful reworking of this corridor. As a resident of Eastern Ave between Linwood and Heekin, though, I am concerned about the traffic that comes through there. The speed limit is 35, but drivers regularly treat the whole street as a
9. Wish to divert some of the traffic that comes up Linwood, then turns right onto Herschel to get to Erie. This is a residential area - but lots of commuters use this route.
10. Red Bank Road is an unmitigated disaster in transportation planning. The area will continue to be devoid of street life because the design discourages walking/biking and encourages driving. This emphasis on cars is a choice and will only to continue pl
11. redevelopment/urban design in downtown Newtown
12. Flashing lights warning of speed traps
13. Better marking/layout of Linwood to 125
14. Left turns off eight mile onto 32
15. Interchange of 125 & 32 causes traffic to slow significantly. Redesign might help.
16. Newtown...It exists and it shouldn't be right in the middle of a busy highway.
17. No new car bridge across the Little Miami.
18. quit wasting money on new roads. improve other modes of transportation and fix what we have
19. fix 32 hill
20. The side streets in Fairfax from Settle to Watterson Rd on the north side of Wooster should be reopened since the west bound lanes were reduced from two lanes to one so no one can turn right to get to 71 and additionally closing the side streets has detr
21. Environmental Justice populations
22. Need median in the middle of Red Bank Expressway for enhanced landscaping and especially lighting fixtures there too. Make Red Bank Expressway look beautiful instead of just the usual ODOT ugly concrete surfaces everywhere. A good example of a very ugl
23. Digital Message board on SR 32 west approaching I-275 would help to flag issues on interstate or SR 32 so motorists can go another route.
24. Somewhere on I-275 South, and North, a digital message board is needed. Preferably, on southbound I-275 before SR 32 and again before Kellogg Road.
25. This needs revitalized.
26. Streetscaping ,greens . It connects mariemont to fairfax. The through fare to Jr high. Good potential for home valu growth with a connection
27. Need enhanced landscaping, especially attractive lighting in a median in the middle of Red Bank Expressway. This will allow for traffic calming which is needed.
28. This needs revitalized with more greenspace. New sidewalks , street lights etc.all down the Fairfax Watterson rd
29. landslides are 9 ft. from Miami Bluff Dr.in places and if street goes NO access to homes, in addition to concourse where most village events occur,huge issue and not being addressed
30. Parking upgrades are needed.
31. Parking needs to either be removed or made permanent, not the in-between nonsense that is currently in place
32. Crosswalk and sidewalk/bike path needed on Kroger side of the street. Should continue to the Loveland bike trail access point just east of Newtown Rd....or continue to Avoca Park parking access.

Screen 5: STAY INFORMED: FINAL THOUGHTS/QUESTIONS, QUESTION 5

Following are comments received as final thoughts and questions for the project team.

Improvement Suggestions (54 comments, 13%)

1. 275 is a disaster also. Make another Lane from Milford parkway to 71.. Please.!
2. 32 & 50 need overpasses and exit ramps. All stop lights and dangerous intersections need removed.
3. 32 and Glen-Este Withamsville intersection should be a priority.
4. A concrete barrier near I275 for northbound traffic when going east would enable that traffic to avoid the traffic light and create more spots for those going east since the north bound traffic would not be in the lane going east. This should be done easily and immediately since the road is already there to do this task.
5. A fast and efficient way to get from 32 to Red Bank is badly needed. Access should be made available from Round Bottom Rd as well.
6. Ancor valley is a trap for air pollution with hills on all sides. Please avoid adding to it.
7. Any improvements being evaluated should recognize changing transportation choices by younger demographic groups to best fit this area over the future 10+ years. The economics of individual automobile commuting are likely to change in the near future to help alleviate some current stresses to the eastern corridor carrying capacity.
8. As I see it, there are two major drawbacks to a light rail system: 1) Riders would be required to walk or use additional transportation to their destination from a central drop off location near the river. 2) Riders would have added commute time and added exposure to seasonal inclement weather. I suggest that standard city transit buses be equipped with special guide wheels enabling them to run on existing train tracks and also be able to operate on city streets. I believe this would solve both problems by dropping riders closer to their destination thereby reducing commute time and exposure to bad weather. I also believe operating expenses would be significantly less compared to light rail. Thank you for considering my suggestion. Sincerely,
NAME WITHHELD FOR PRIVACY Milford, OH
9. Best thing for you all to do is redesign some intersections, not add new lanes, or mass transit (save that money); Expand the interstate system with more lanes.
10. Better smoother access to 71 from the Eastside is desperately needed. There are too many lights along Redbank Rd. Leading to I-71. The Madison light is too short in the morning causing a backup. Would be better if there were a bypass for the intersection. Southbound needs and has room for a right hand turn lane to Madison Rd.
11. Bicycle, pedestrian, streetcar, great. widening roads bad idea for Red bank. Madisonville doesn't need a highway running through it. Red bank is enough of a eye sore now. We need traffic calming solutions, we need street scape enhancements for Red bank not higher speed limits and more lanes of traffic.
12. boomers might leave suburbia
13. City of Cincinnati also needs to improve capacity to get to and from the City. Poor traffic makes me not want to patronize downtown. I'd rather avoid it.
14. Connect TANK and Metro service!
15. Do something with SR32 in Mariemont it needs four lanes!!

16. express lanes would be nice
17. fix 32 hill!
18. I have a business in Mt Lookout. Parking and traffic flow is a struggle. Cars go through the square really fast. If you are parked on the street and get out of your car, there is always a car speeding by with and angry honk. BIG PROBLEM...
Please lower the speed going through Mt Lookout. It's always a challenge and scary!!!
19. I have worked in the Eastern Corridor for 10y. Traffic is very heavy and if one thing goes wrong it all stops. The areas I highlighted are what I see as needing improvement with access to/from 125 to Red Bank being the most important. Getting quicker access to/from 125 and 275 would be great.
20. I think timing the lights better on Wooster through Mariemont down to Newtown Rd would help a lot too.
21. I wish there were a ramp to and from Aicholtz for I275
22. If not presently considering Rail, please do not sell it off as on the West Side which "permanently" eliminates any future potential
23. In a side note a direct line from Madisonville (Madison and Wetzel) to the University of Cincinnati main campus would be amazingly helpful. Thank you for your time.
24. Just build a highway and do it by getting rid of Newtown, Fairfax and Mariemont obstacles to the region.
25. Just build a highway like 471 from 71 norwood area to 32
26. Just keep it away from Mariemont's South 80
27. Light rail would be ideal, but a 2 lane highway that bypasses Mariemont to Red Bank is the way to go.
- 28.
29. Mariemont and Fairfax should not be destroyed so people who chose to live in Clermont County can get downtown faster. If commute time were important, they would have lived closer to downtown. That said, traffic on Columbia Parkway hits a sudden halt at Fairfax because of the bad timing of lights. Would definitely use light rail from Mariemont to downtown daily!
30. North south routes need consideration, not just east west.
31. please connect little miami trail to lunken trail via new bridge.
32. Please don't put a train in from Milford to Downtown. It would cost way to much for the limited benefit. I live in Miami Township. Nobody I know would use this train.
33. Please work to increase capacity on 32, especially through Newtown! It's such a direct route- and mostly rural/commercial. It is much preferable to the people who go through Mt. Washington (which is primarily residential)- and fly through it as if it is a highway.
34. Quicker access from Anderson to 71 is needed. The route through red bank is full of pot holes and needs to be widened.
35. Red Bank is the biggest traffic jam around every morning : make under pass at Madison Rd, try to suppress all Traffic flow interruptions.
36. retime traffic lights
37. Route 50 is mostly fine, but the Newtown Road intersection really needs to be modified. The Little Miami Scenic Trail needs connections to neighborhoods further west so that people can safely ride to it rather than driving to get to it.

38. route traffic around 45227, with little to no impact to our area
39. Rush hour on 275 between Eastgate and Loveland is a nightmare. I have no idea how it can be fixed - I wish someone did!
40. SAFE neighborhoods are the issue. If you can improve safety and safe transportation opportunities in those areas and make the options affordable, it's worth it. If not, money on improving transportation is absolutely wasted. I live in a great neighborhood, but many do not. If this isn't to help them, forget it.
41. SR.32 and Beechmont levee in the floodplain too. Go with the best design for drive time.
42. thanks for soliciting input. More supply of park and ride facilities near downtown would help me use the metro to commute
43. The traffic in fairfax doesn't need to be rerouted but rather reverted back to 5 years ago when there wasn't an issue. Two lanes and Longer light times to allow commuters through to get downtown and home from downtown. This is a huge issue that affects and frustrates so many each day and is very easy to resolve!!!! Why hasn't this been addressed yet?
44. There needs to be good traffic flow pattern from 71 to Eastgate.
45. think outside the box
46. trafftc (truck) on Linwood is way over the top for coming through primally a residential area...truck is heavy ...this road is not meant for abuse,,,,I see enhancing Wooster as completing the traffic pattern circle
47. We - Need - More - Roads!! I don't know how to put more weight on that sentence. Traveling from the east to anywhere is a nightmare! And please please do something about the traffic lights on 32! Sitting through 2 or 3 lights to and from work every morning/evening is inane. The improvements on 275 are great but instead on sitting on 275, we spend all the "sitting doing nothing time" on 32.
48. We need light rail between Kings Island and the city, and to the east and west to the city
49. We still also need a cross-county highway
50. what are other cities doing
51. Why cant u plan a new road from Beech levee to connect w/ Red Bank bypassing old wooster???
52. Why would we want to make it easier for people to leave the urban core faster? Keep people there with more pedestrian friendly development and better side street connections. And I say this as someone who works on one end and lives on the other - I would benefit greatly from a faster commute, but I recognize how selfish that would be. The best bet is to expand Kellogg as it runs through California
53. Wider roads with mass transit in the median would be well worth it
54. Would be nice to be able to go to Kenwood Towne Centre without having to take 275 to 71S. A direct route from Milford to Kenwood would be fantastic. We often go through Indian Hill to get there as an alternative to the interstate, but the roads are very curvy and one must keep an eye out for horses & bicyclists.
55. young people like city living

Miscellaneous (52 comments, 13%)

1. ...
2. 275 congestion affects far more people than 50 congestion
3. An E-W primary artery in the regional network severely limits growth potential.
4. Any road project that exists to simply make it faster for suburbanites to get to work faster at the expense of existing neighborhoods will vigorously opposed. If they'd like a shorter commute to work, they should move closer to town!
5. As a Realtor, I drive all over the city at various times of day. Getting from parts of the east side to other areas of the city usually means my only option are slower local roads.
6. Cincinnati needs to be progressive in thinking. Building has gone on without comprehensive transportation plans. The growth is continuing and the travel options need to grow too.
7. Clermont County residents need another option to get downtown besides 275/471, and the Beechmont/Columbia Pkwy is the only other option and it needs help.
8. Current access is woefully outdated primarily through towns that should be for local traffic.
9. Don't build anything you can't afford to maintain. Maintenance/Repair is a higher priority than construction.
10. Eastgate is so ghetto, why should I choose it over going downtown or northern Kentucky
11. feel free to contact if notes need clarified. 513.325.0176,
-- Mario Tore, Union Township
12. How this transport can be expanded to include other parts of the metro area in the future would add credibility and value in the perception and minds of the public.
13. I am concern that changes in the Wooster/red bank exchange would affect my property, it's view, it's noise level and it's value.
14. I believe it would enhance neighborhoods that are full of unwanted traffic on a daily basis.
15. I bike through the area and drive.
16. I chose to live in Mariemont, nearer Cincinnati. People who chose to live farther out from the city should not be able to dictate a fast road through my community. I wish there wasn't so much traffic on SR 50 during rush hour, but not at the expense of a faster road going through Mariemont.
17. I cycle that area frequently commuting to my SO's house and riding with friends
18. I do not believe we need to route traffic away from local businesses. I believe this would create a harmful local impact and would also reduce green space.
19. I do not commute through the area daily but do occasionally
20. I drive throughout the city for work. Coming home is often the hardest part of the day.
21. I generally avoid this part of town because of the inconvenience to travel to and around the area.
22. I get upset that folks who live further out in the exurbs want to commute through my residential area and make it unsafe to walk. I'm fine with expanding existing major roads to accommodate traffic, but honestly don't feel I should have to pay for it. That's why we live close in to have a shorter commute!
23. I have small projects in many zip codes so one particular one can't be listed.
24. I live in Mt. Washington, my kids go to school in Newtown, and I work in KY. Th morning is crazy sitting in a dead stop to get into Newtown. Then I go all the way back to Mt.

Washington to drop down by Coney and get on 275 because I can't guarantee how long it would take to go down through Mariemont to get to Columbia Pkwy or get stuck on 32 trying to go to the Beechmont on ramp.

25. I live off 32, in Ivy Hills Reserve. I see the traffic everyday. This road accommodates too many vehicles for being 2 lanes. More lanes are needed. The trucks and vehicles from the landscaping businesses drive slowly keeping back traffic and causing congestion. I work in the city, and the longest part of my drive home is on "main street" once I get into Newtown until the fountain.
26. I moved from Loveland to the city due to the travel time and no rail
27. I think it's absurd that solutions to the traffic congestion in this particular area of the project are being defeated by special interests in the Newtown and Mariemont areas.
28. I understand that Mariemont wants to protect some of its flavor, but Newtown? That is a joke! Newtown could use a complete revitalization.
29. I work all over Hamilton County include the area of this study and travel through there several times a month.
30. I'm retired and do some contract work in the area. I often turn down work rather than travel in/through this area.
31. I've been here for 25 years and it is true you can't there from here. Well you can just no direct route. This is so sad!!
32. If people living east of town need easier access to points west, they should move further west, closer to their destination (downtown?), or travel I-275 around to 471, I-71 or wherever. Do not segment and degrade existing neighborhoods to satisfy an outlying population.
33. It seems that the only people who feel the need for improvements are those of us who live East. I've had the feeling that we don't matter very much to anyone else.
34. Its been broken for a long time!!!
35. Keep with community request when orginally decided
36. Little Miami environmental issues are less important than improving traffic flow
Light rail would be great but probably loose money
37. Moved here summer 2015 from Nebraska. This is a lovely place to live. I fear higher traffic volume harming community.
38. Please continue to listen to the community and not make decisions based on your own personal agenda. This is a big deal and if changes are made, there is no going back, so whatever is decided it better be good. But hey, no pressure right?
39. Progress will hurt no matter what is settled on ..People must be shown the positive side of what the future will bring to them when they help plan and not stop needed improvements
40. safe travel is more important than fast travel in this study area
41. The job of urban planners is to look to the future, not to give in to the present-oriented majority. "I drive and I won't use it" does not mean that the answer to your transit woes is to add more lanes. That is the worst option.
42. there is a great need to improve the traffic flow from clermont county to Cincinnati and this is a joke to me.
this eastern corridor has been talked about for years with very little action. Its probably keeping many people employed at the tax payer expense but its to the point where we need to see some concrete results.

43. There is a much needed direct from east gate area to Redback sway,without having to travel on city streets
44. They need to make roads that last a long time. The technology has been around forever, but they continue to use inferior materials on the roads.
45. This is an excellent opportunity time make positive changes to our city.
46. to get to and from work 275-471 is most of the time faster than the direct route from my house , however when uc is in session 471 is terrible. I would love a train to go from eastgate to cliffon.
47. To get to Kenwood for example, I have to drive through about 5-6 towns and neighborhoods. takes too long.
48. We also have no public sewers in this area. Bad for creeks, rivers, general welfare or Hamilton County.
49. We have moved from Portland, Oregon and enjoyed the pedestrian friendly city. We would love to see that here.
50. We need to discourage more suburban sprawl east of Cindy.
51. We were told that we have to have the streetcar downtown before the eastern corridor would take place so I voted for the streetcar, but only for that reason.
52. Whatever you do make it pedestrian friendly, traffic calming and beautiful for the community, not commuters who want to race through the Red Bank Expressway.

Introduce Rail (49 comments, 12%)

1. A light rail would answer most transit complaints on the East side of town.
2. After relying on public transit systems in other cities for all my transportation needs (London, Paris, Boston, even rural Colorado) moving back to Cincinnati was a disappointment. I used the metro bus service in conjunction with TANK to commute from Hyde Park to Newport daily for 3 years. The day I finally had enough money to buy a car was the best day ever. I was so happy not to sit in traffic on a wet stinky bus seat but in the comfort of my own car. Cincinnati's public transportation should include commuter rail and light rail that does not operate in the street. A bus or street trolley is only as fast as rush hour traffic.
3. Bring on the Bike lanes and the light trains
4. buses are tired. they smell are slow and in the way. trains are faster & more of a calm way to travel.
5. Commuter rail is the most obvious solution to ever increasing roadway congestion. This should be top priority not just for the EC, but for the greater Cincinnati area as a whole.
6. COMMUTER RAIL SERVICE!!! get cars off the road!
7. EXPAND RAIL SERVICE! Dedicated rail lines reaching the major communities north, south, east and west, would make this city amazing and desirable.
8. Fair fax is a total bottleneck with unethical people cutting the line everyday. Getting to east gate is just a bad idea even with the improvements. A light rail line would be great for commuters and to go party downtown without relying on über or taxis.

9. I drive out to Eastgate often, the traffic is awful and there seems to be little for bike safety or pedestrians. A train system would be great if it hooks-up with other areas - or there are parking areas near the stations.
10. I firmly believe a quick, reliable method of transportation downtown is greatly needed. Since a lateral freeway seems to not be an option, I would be a big supporter of the light rail system.
11. I hope we can begin to build rail transit to encourage its spread throughout the region and attract more residents.
12. I would like a light rail system from Milford to downtown Cincinnati. We would be more likely to go downtown on that system if it were safe and maintained.
13. I would like to see a rail system that I could park outside of the downtown area and be able to go to games or shopping in Cincinnati.
14. I would love to use public transportation but only light rail which means never in my lifetime unfortunately.
15. I'm highly disappointed that a highway will not be built. This corridor is a clog and used as a speed trap. The area offers a lot to people living there and traveling through and should not worry that a faster roadway would eliminate local business. I just need to get through it faster frequently. The highways are my only option and they add miles and traffic in all direction. Small changes to intersections will not be enough without creating a four lane highway style roadway. I continue to support the light rail. Light rail will move people quickly through the area and provide an alternative to Columbia Parkway and I-71. It should be the first step in the regional plan to develop more light rail.
16. it is embarrassing that Cincinnati does not have light rail options to downtown.
17. It needs to be community friendly. I like the idea of a train, but it needs to be more than just transportation. For people to really use it, it needs to be an experience.
18. light rail is the best option in my opinion
19. light rail to reduce inbound and outbound Columbia Parkway congestion AND completion of a contiguous bike path from downtown thru Mariemont
20. light rail to reduce inbound and outbound Columbia Parkway congestion AND completion of a contiguous bike path from downtown thru Mariemont
21. Light rail would be ideal, but a 2 lane highway that bypasses Mariemont to Red Bank is the way to go.
22. Little Miami environmental issues are less important than improving traffic flow
Light rail would be great but probably loose money
23. Looking forward to a light rail system that I can use to travel to and from the downtown area from Mt. Lookout.
24. Mariemont needs commuter rail not the Eastern Corridor highway!
25. Mariemont and Fairfax should not be destroyed so people who chose to live in Clermont County can get downtown faster. If commute time were important, they would have lived closer to downtown. That said, traffic on Columbia Parkway hits a sudden halt at Fairfax because of the bad timing of lights. Would definitely use light rail from Mariemont to downtown daily!
26. need trains and bike paths/trails. We do NOT need any more roads.

27. No additional road or lanes should be constructed to the far eastern suburbs or Clermont county. Transportation funding should focus on improving and expanding the existing Metro bus service and adding commuter rail from population centers to downtown.
28. Oasis Line rail is critical for the future so that I-275 and I-471 don't become as clogged as I-71. Rail should have been done on I-71.
29. Please consider starting a light rail project in our area. This could improve traffic congestion, provide an inexpensive ways for families to travel the area for events/recreation, and even provide work efficiency for those to be productive on a commute (let's face it... People area emailing and driving. This could reduce traffic accidents and fatalities).
30. proposed rail schedule is too infrequent, and ends too early in the evening to be viable
31. Rail options to get downtown (at least) easily and at all times of the day would be very helpful
32. Rail or express bus -- no new lanes or highways.
33. RAIL!
34. Rail! Cincinnati is one of the largest metro areas in the country without some sort of commuter rail. An eastern corridor rail project makes so much sense!
35. Rapid rail is the only mass transit I could ride due to my disability, but the earlier route needs fine tuning to meet the needs of a critical mass of potential riders.
36. Road improvements such as what we are seeing along Rt.32 are much needed but only public transportation will solve the congestion issue. Rail or expanded busing should be considered.
37. The Eastern Corridor project should consider LIGHT RAIL and other minor pedestrian and biking alternatives. LIGHT RAIL options could be run through all of these communities with minimal impact (as opposed to expanded road / highway concept), and still be a viable form of alternate transportation - and add benefit to the communities that they travel through (similar to the investment that we've seen in OTR, and other cities around the country).
38. The Oasis Line SHOULD be built.
39. to get to and from work 275-471 is most of the time faster than the direct route from my house , however when uc is in session 471 is terrible. I would love a train to go from eastgate to clifton.
40. Utilization of the rail would be #1 on my list, but using as a safe bike path similar to the Wasson Way project would be a close second.
41. we are devoting too much attention to biking. We need to use the Wasson Way rail for light rail before the property has been so divided we will never be able to develop it.
42. We need efficient light rail!
43. We need light rail in Eastern Cincinnati. I'm sick of driving to work
44. We need rail not bike trails that only benefit a few in rich communities
45. We need rail options to connect workers with the job center
46. While I would like light rail or bus service to come East to at least Eastgate Mall.
47. Would like to see further development light rail.
48. Would love for possibility of commuter rail / light rail. More bike trails and lanes. Wasson Way bike trail with option for future rail.

49. Would love to see commuter rail implemented in this area so I can eventually commute from downtown to Milford

Problem Areas (38 comments, 9%)

1. "Traffic Calming" by way of Fairfax improvements, Rt 50 Lane Elimination and Signal Timing have all failed and have had a reverse effect. Let's focus more on traffic flow and less on beautification.
2. Church and Doctors in 45209. GPS often wants me to make a left turn from Eight Mile onto Route 32. That just isn't happening. Flooding of the Ohio River and the Little Miami River cuts down on routes into Cincinnati. Our routes into Cincinnati are already limited.
3. Crucial to find a solution to Columbia parkway into Fairfax and through it. Always a dangerous bottleneck.
4. Fairfax is a total bottleneck with unethical people cutting the line everyday. Getting to Eastgate is just a bad idea even with the improvements. A light rail line would be great for commuters and to go party downtown without relying on Uber or taxis.
5. For many years, I refused to go through Newtown (and not patronize businesses)
6. For me, biggest impacts are accidents on Beechmont Levee. No way to detour/avoid them! I have children who might use public transit to get to work if it wasn't too time consuming.
7. I am concerned about the potential for this to cause more "cut through" traffic on streets like Herschel where the elementary school is. It's already very busy and I don't know if the new plans would push people down Herschel if highways are backed up or just because it could be easier to get to and from on Herschel.
8. I am a realtor and often see lives at risk on Mt Carmel, near Glen Este High, Bach Buxton, Ohio Pike
9. I drive out to Eastgate often, the traffic is awful and there seems to be little for bike safety or pedestrians. A train system would be great if it hooks-up with other areas - or there are parking areas near the stations.
10. I have a business in Mt Lookout. Parking and traffic flow is a struggle. Cars go through the square really fast. If you are parked on the street and get out of your car, there is always a car speeding by with an angry honk. BIG PROBLEM... Please lower the speed going through Mt Lookout. It's always a challenge and scary!!!
11. I live on 32 westbound between old 74 and eight mile. The speed of traffic and volume is excessive. The number of accidents on the hill is quite high. The delays I experience on 32 have caused me to leave earlier and earlier and I still end up sitting on 32 for 30 minutes every morning and most nights.
12. I think it is a bit too slow driving through Newtown and the bike path is good and I hope they do more. I wish they would do one from Oakley Hyde Park area to the new one going through Newtown.
13. I'm highly disappointed that a highway will not be built. This corridor is a clog and used as a speed trap. The area offers a lot to people living there and traveling through and should not worry that a faster roadway would eliminate local business. I just need to get through it faster frequently. The highways are my only option and they add miles and traffic in all directions. Small changes to intersections will not be enough without creating a four lane highway style roadway. I continue to support the light rail. Light rail will move people quickly through the area and provide an alternative to Columbia Parkway and I-71. It should be the first step in the regional plan to develop more light rail.

14. Improve traffic flow on 32 from Mt Carmel to the levy (through Newtown).
15. Improvements need to be made to Columbia Parkway - this is the major way to downtown from the eastside. The road is a hazard - no shoulder for accidents, packed during rush hour. Mass transit from the eastside to downtown would be very helpful, and get more vehicles off the road and reduce pollution.
16. Incidents play a significant part in delays, causing some monumental backups
17. Intersections are the main problem along my commute route of Clough-Beechmont-Red Bank Rd- 71NB
18. It is alarming that ODOT has not paid more attention to landslide issues that have occurred on the hillside by Miami Bluff Drive where there is only approximately 9 ft. from the road in certain areas and additional landslides could take away access to the houses, that National Historic Landmark issues were not recognized, that parks were not recognized, that Native American artifacts and areas were not addressed, that noise pollution and air pollution and scenic river and wildlife issues have not been addressed when so much time has been spent on this. These issues must be addressed and can not be ignored.
19. It would be nice to have congestion relieved from Fairfax to Mariemont without increasing the roads to too many lanes or bringing in a lot more traffic into Mariemont
20. It's good you are asking for input in this particular area, but the greater need is farther east, specifically from I-275 to the Old SR 74 intersection east of Elick Lane/Bach-Buxton Road. There are severe backups at the SR 32/Glen Este-Withamsville Road intersection eastbound every weekday afternoon, and the eastbound on-ramp from Eastgate Blvd. conflicts with the right turn lane onto GEW.
21. It's outside the scope area but the stretch of 50 from Delta to the CBD is the SCARIEST STRETCH OF ROAD IN OHIO!! My heart races as I drive 50 MPH bumper to bumper waiting to be killed in a head on collision. I'm shocked there aren't deaths every year on the highway to hell.
22. Mariemont and Fairfax should not be destroyed so people who chose to live in Clermont County can get downtown faster. If commute time were important, they would have lived closer to downtown. That said, traffic on Columbia Parkway hits a sudden halt at Fairfax because of the bad timing of lights. Would definitely use light rail from Mariemont to downtown daily!
23. Newtown is ridiculous with the reduced speed limit and money making speed traps. Does nothing but adds to the congestion because of paranoid drivers worried about getting speeding tickets keep slamming on their brakes causing unneeded back-ups. Stop lights with terrible timing. If we could bypass Newtown traffic would improve greatly. Other than convenience stores there is nobody pulling into other business. Town is decaying and little used business district. New roads and bypass this area.
24. Please consider expanding the study area to include Mt. Washington and Anderson Twp. - both enormous population centers that could benefit in a number of ways.
25. please fix 32 hill!
26. Red Bank expansion has been great. Bottleneck on Rt 50 West and 32 south/north.
27. Route 32 between 275 and Beechmont needs significant work. The current access simply does not work
28. The Fairfax/Mariemont area on Rt. 50 is a disaster.

29. The real traffic jams start Rt 32 West to Newtown Rd. over to Wooster Pike Rt 50 all the way into Mariemont and into Fairfax (workplace) it only takes one accident to back everything up for miles.
30. The Redbank area needs serious repair. The road conditions are horrible and there's no quick way to get to 71 from Anderson other than going through redbank.
31. The road really does need to be multiple lanes. There is a major congestion problem because of the number of trucks and slow drivers that are on this road.
32. The RT. 50 from the beginning of Fairfax through Mariemont is a total nightmare in the morning and evening rush hour.
33. there already is a major bottleneck and much traffic congestion between I275 and Batavia and you want to pump more traffic into that region faster to create even more of a traffic jam. I do not understand how the traffic will move better thru the eastgate shopping area and "Wylers auto mile" when you put more cars into it faster.
How is all this going to work.
34. Too much traffic from Anderson going through Mt Lookout and Hyde Park; need alternate ways for those folks
35. Traffic congestion needs to be solved between eastgate and beechmont levy.
36. Traffic through Fairfax and Mariemont is too heavy. Left turns are a nightmare, there is grid lock, and bike lanes off the street are needed.
37. We desperately need a direct connection from 32 to Red Bank rd that bypasses both Mariemont and Newtown.
38. You need to fix the issues at 32 and 275 heading east. West bound on 32 in Westgate isn't near as bad as it used to be. The issue is traffic eastbound 32 from 275 to Batavia in the afternoon and evenings.

Improvements Are Needed (34 comments, 8%)

General Improvements Needed (17 comments)

1. A bypass was really needed. The poor traffic flow to Clermont county is inhibiting economic development on the entire east side. Anything to increase flow will help.
2. Cincinnati's access is not available to residents who live on the East Side. Needs to be addressed.
3. East-West travel in this section of town will be radically improved by the corridor and take pressure of 275 and 471 and both bridges downtown
4. Eastside Traffic is bad! Always congested during rush hour in the morning and at night from 4:30-7pm. We must have improvements!!!!
5. I moved from Mt Washington because Red Bank was always at a dead stop. I temporarily lived in Eastgate and honestly, 275 was horrible and it took me even longer. There is no good option to get to the blue ash area. I ended up just completely moving out of the East side because I was so fed up. I will not move back until improvements are made. I moved to Sharonville.
6. I'm sorry the SR32 relocation project was scratched. I understand there were political concerns, but from a traffic flow it was desperately needed. Regardless, if it's not going to happen, any and all alternatives need to be pursued and urgently, as traffic flow and

- travel times are some of the worst in all of Cincinnati, and it doesn't need to be that way. Nor does it benefit local business, contrary to their belief.
7. Improvement is needed in this area as we waste time and gasoline waiting in traffic that should be fixed. There is too much traffic in the area and one thing to look at is when we have an accident on one of the ways into the city. If one of the major ways into the city 275, 125, Clough Pike, 32, 50 are slowed down or closed due to an accident. The traffic in every other route is just dead stopped and takes a long time to get toward the city
 8. Improvements are a must! Large would be most economical but due to resistance to change (from some) something small is a start.
 9. Improvements are needed - don't let two small communities dictate the solutions needed for everyone else.
 10. In general, I would like a quicker way to access the central area of Cincinnati from Eastgate without having to drive all the way north on 275/71 or south 275/471.
 11. Much improvement is needed to attract quality well paying jobs and upgrade existing infrastructure. With improved infrastructure and ease of mobility existing businesses and communities will thrive.
 12. My biggest concern is the gridlock created when there is any type of accident or event in the area. Simply, there needs to be more/improved arteries in and out of the area.
 13. The east - west highway has been studied to death and is invariably blocked. Result is we collectively burn more fuel going around the obstacle(s) to progress, businesses die off, and eventually there will be ghost towns unless accommodations are made.
 14. The regional transportation system needs to continue to evolve as employment centers move and development occurs
 15. There has to be an easier way to connect route 50 to route 32. The traffic coming through Mariemont and Fairfax in the mornings (7-9am) and evenings (4-7pm) is absolute terrible. Since "improvements" we've made in route 50 in Fairfax last year and took it down to 2 lanes has added too much time, congestion and problems during rush hours. There is no easy access to route 32 or to the east. Something has to be done.
 16. This problem is about much more than the Newtown/Mariemont area. Travel between the East Side (Milford/Batavia/Eastgate/Amelia) and downtown MUST be addressed either through rail transit or improved/new highways so it doesn't take 45 minutes to an hour to travel 16-17 miles.
 17. We really need an east/west highway on this side of town, but any improvements would be appreciated.

Keep Moving Forward (17 comments)

1. couldn't respond to #4. However the insistent delays on this project need to end.
2. Do this before I die
3. I see great value in analyzing improvements as part of this project. The stretch of route 32 between Little Dry Run and Clough Pike is congested almost the entire stretch and many times it's unbearable during a commute and can double the commute time due to this small stretch of road. I feel that those who oppose this are probably not commuters that have to deal with this every day and lose valuable time with their families because they are stuck in traffic. It seems obvious to those of us who commute that something needs to be done to reduce congestion on route 32 through Newtown. I am in full support of this initiative.

4. Improvements are much needed in this area. More importantly, these improvements need to be confirmed and implemented ASAP.
5. It seems that a two hour drive from Clermont county to a job or doctor visit in Cincinnati is too long, then a two hour drive back home again! Please do anything to make this better
6. Keep working on it and continue to ask for and receive community input
7. Make it worthwhile... Southwest Clermont has so much potential and a lot to offer.
8. Please keep moving forward with improvements.
9. stop the endless talk and study and start making improvements.
10. The current improvements are working. Need to speed up the proposed work to eliminate stop lights on 32 in eastgate area to keep traffic moving.
11. The longer we wait to solve this, the harder it will be as options become fewer.
12. These issues have been talked about for over 40 years. Lets do something about them now.
13. this improvement was going to happen 15 years ago. what is taking so long?
14. We can not continue to talk of this for decades more....we need action!
15. We have postponed this work for far too long - let's move ahead briskly!
16. We need to look into the 10 to 20 years. do something now or it will only get worse
17. What are you waiting on. Considering Cross County/Ronald Reagan will never be finished any faster way to the west side will help

Improve/Expand Bike & Walking Options (30comments, 7%)

1. Bike lanes for the few that use them are a hinderance to both traffic and businesses.
2. Bike trail will be Abigail boost to area
3. Bring on the Bike lanes and the light trains
4. Driving the area frequently, it has expected amounts of traffic. Peak times are a little slow but not heavily congested, nonpeak times have virtually no traffic, accidents are rare. Making southern connections to the bike paths on Red bank, connecting the little Miami trail across the river to Lunken, connecting the Murray trail to the Little Miami Trail are all important. Can be a mix of offstreet and on street infrastructure
5. I really can't emphasize enough the need for alternative transportation here. Rt 32 is a nightmare unless you're in an SUV. RoundBottom Road is one of the most heavily used "bike" routes on the east side but if you want to go east along 32 you are stuck. I am considering leading regular bike rides through Eastgate just to give traffic and planners something to think about...
6. I really think we need to focus on adding usable bike paths and connecting communities via bike
7. I think it is a bit too slow driving through Newtown and the bike path is good and I hope they do more. I wish they would do one from Oakley Hyde Park area to the new one going through Newtown.
8. I use my bike to get to plenty of places in the city, but typically I have to use my car to get my bike there. I'd love to feel safer using my bike exclusively.

9. Improvement to bike trails. Important not to destroy River area or river valley for new roadways
10. light rail to reduce inbound and outbound Columbia Parkway congestion AND completion of a contiguous bike path from downtown thru Mariemont
11. Light rail would be ideal, but a 2 lane highway that bypasses Mariemont to Red Bank is the way to go.
12. More roads for cars are unnecessary. We need more bike and rail transit options.
13. need trains and bike paths/trails. We do NOT need any more roads.
14. Please make bicycling and multi-modal connectivity a priority for the Eastern Corridor Project.
15. Utilization of the rail would be #1 on my list, but using as a safe bike path similar to the Wasson Way project would be a close second.
16. We need to greatly improve our bicycle transit network. Bike travel should not just be considered a recreational activity and we should improve our bicycle infrastructure to support and promote bike commuting. Mass transit options and encouragement to use existing bus service are also desperately needed.
17. While I would like light rail or bus service to come East to at least Eastgate Mall.
18. Wooster Pike is busy now, please don't increase the traffic along it. Please incorporate bicycle only lanes and encourage bicycle friendly options into all plans.
19. Would love for possibility of commuter rail / light rail. More bike trails and lanes. Wasson Way bike trail with option for future rail.
20. Eastern Cincinnati could use some more bike paths and walking paths. Downtown Cincinnati and the Mill Creek are where we should be focusing our attention. More people from more diverse communities would be served by these efforts. The city has focused on eastern Cincinnati. I have to drive half an hour to get to the places this survey is about. I want improvements in places where I live and work.
21. I drive out to Eastgate often, the traffic is awful and there seems to be little for bike safety or pedestrians. A train system would be great if it hooks-up with other areas - or there are parking areas near the stations.
22. I would love to see more bike routes available and easy to travel on. I am concerned with pedestrian safety in some areas during high traffic hours.
23. I would rate bike and walking paths as last for this corridor.
24. I'd love it if the former RR tracks could be converted to a bike/ running trail!
25. Light rail or public transportation options would be a nice option to travel to downtown Cincinnati, but pedestrian options are critical to creating a better quality of life for residents. Incremental improvements are worth the investments. But Beechmont levee and 32 need more walk ability.
26. Please think of bike and pedestrian improvements! These are always last on the list but are so important for environmental and health issues.
27. Quit twisting the responses around to fit ODOT's desire to build more roads. The people that live here want more walkability, bicycle-ridability, and breathability.
28. The Eastern Corridor project should consider LIGHT RAIL and other minor pedestrian and biking alternatives. LIGHT RAIL options could be run through all of these communities with minimal impact (as opposed to expanded road / highway concept), and still be a viable form of alternate transportation - and add benefit to the communities that they travel

through (similar to the investment that we've seen in OTR, and other cities around the country).

29. The roadways are extensive and do not need improvement. Improvement needs to be made in biking and walking and public transportation. More and more people are moving away from car travel and the Eastern Corridor project should focus its energies on bike/walk and public transit if the area is to remain healthy and viable going forward.
30. Why would we want to make it easier for people to leave the urban core faster? Keep people there with more pedestrian friendly development and better side street connections. And I say this as someone who works on one end and lives on the other - I would benefit greatly from a faster commute, but I recognize how selfish that would be. The best bet is to expand Kellogg as it runs through California

Improve Public/Mass Transit (29 comments, 7%)

1. Alternatives to the car are needed
2. Definitely need to improve transportation, particularly public transportation on East side that goes beyond the current bus service
3. Fixing minor issues in the corridor shown will not improve the overall problem of getting people from the east side to downtown, Uptown or other locations along I-71. Transit not on the street network is critical to future mobility.
4. For Cincinnati to continue to grow we need a modern mass transit system - I Pray this is project lays the ground work and provides the success for a grander implementation for Mass transit across our city/region
5. For me, biggest impacts are accidents on Beechmont Levee. No way to detour/avoid them! I have children who might use public transit to get to work if it wasn't too time consuming.
6. Given climate change and pollution (which we already deal with all summer, every summer), I think we need to be working on mass transit solutions for Eastern communities. I don't think we should be making it easier for even more cars to be on the road.
7. I don't want to see a high speed expressway that just gets commuters downtown quickly. I want ease of public transportation and friendly, engaged communities where people meet each other outdoors and in local businesses.
8. I would love to see further development of transit opportunities elsewhere in the county.
9. It seems that traffic is only getting worse in this region. I would use public transport but with two kids going from Mt. Wash to UC/uptown it would take forever based on the route near me
10. Mass transit is sorely lacking. Our only system is centered on downtown working which is less than helpful. I would like to see, options for transit that moves from eastern suburb to eastern suburb. Particularly connecting milford/eastgate/Batavia and possibly even brown county (mt orab)
11. Mass transit to downtown would increase economic viability
12. Mass Transit!!!!
13. mass transit. we have the rail car downtown but we can't get it extended to anywhere useful.
14. Mass transportation is a must for the future.

15. More Transit Options! I don't want to drive my personal vehicle to work. I also don't want to take a 45 min long bus ride to downtown from Ivy Hills, transfer, and take another 10 minuet ride to uptown where I work.
16. Need viable mass transit! Utilize the railway that is already in place. Create easy to use stations and parking. "Improvements" thus far to roadways have only increased traffic issues. 32 in Eastgate is a prime example of this. Fixed what wasn't broken and have created more issues. GlenEste-Withamsville intersection should have been first thing addressed. 31 north of Indianapolis could have been an ideal model for how the changes should have been implemented.
17. public transportation seems like an obvious place to start. an option better than 1 hour-plus commutes would be nice.
18. public transportation to downtown on a more frequent basis
19. Regions with transit options are the cities that will prosper in the future.
20. thanks for soliciting input. More supply of park and ride facilities near downtown would help me use the metro to commute
21. The roadways are extensive and do not need improvement. Improvement needs to be made in biking and walking and public transportation. More and more people are moving away form car travel and the Eastern Corridor project should focus its energies on bike/walk and public transit if the area is to remain healthy and viable going forward.
22. There are often "nay sayers" who do not realize the value of public transportation until there is a viable system in place. The much anticipated streetcar in Cincinnati is a perfect example.
23. This city needs a more robust and effective public transit system- especially moving east and west. There are many north/south options but only a few ways to move east/west.
24. Using public transport for access to recreational facilities, space is needed Now have to drive to a place to walk. Sheesh!
25. We can't keep relying on outdated infrastructure. For a truly great city, we need to better serve residents and visitors and in order to do that, we need dependable, available, convenient and (for us) innovative public transportation options.
26. we need mass transit east/west connector
27. We need to greatly improve our bicycle transit network. Bike travel should not just be considered a recreational activity and we should improve our bicycle infrastructure to support and promote bike commuting. Mass transit options and encouragement to use existing bus service are also desperately needed.
28. When I worked downtown, I would ride the metro to work.
29. Would like ODOT to focus on maintenance of existing road system and provide additional transportation choices.

Thank you (19 comments, 5%)

1. good way of investigating.
2. Good work on gathering community feedback - this is great!
3. I appreciate the work being done to improve transportation in this area.
4. I appreciate the work that the Eastern Corridor has already completed and the current efforts and I also appreciate that they want to hear from those that live here.

5. I appreciate this work and the efforts to gather community input to do it in effective ways.
6. In addition to thanking the team for listening to my input, I would also just like to say that, overall, I strongly oppose adding any highways in the Eastern Corridor. To do so is environmentally unsound, will only further encourage and exacerbate sprawl, and will be detrimental to the inner towns and suburbs (Newtown, Mariemont, Fairfax, Madisonville) for the benefit of commuters in the far-flung suburbs. My question for people who want to get from Milford, Batavia, or Anderson to downtown faster is: why don't you move closer to where you work, instead of demanding that the state build highways for you, so you can commute to downtown faster?
7. Thank you
8. Thank You for allowing input. This area needs a lot of upgrades. Good luck prioritizing and making this happen
9. Thank you for asking for input. Good luck.
10. Thank you for asking for public input on this issue.
11. Thank you for conducting this survey. It is appreciated.
12. Thank you for looking to improve and yet consider the residents and businesses along the route.
13. Thank you for requesting input!
14. Thank you for your time -
15. Thank you.
16. thanks for soliciting input. More supply of park and ride facilities near downtown would help me use the metro to commute
17. Thanks for the opportunity
18. Thanks!
19. Your doing a thankless job well.

Expand Multi-Modal Transportation Alternatives (14 comments, 3%)

1. A light rail system will help grow the corridor along with having multiple public transit options will aid growth in the area. Also congestion pockets will be minimal
2. As a young professional who chooses to live and work in Cincinnati without a car, I find it difficult to get to many areas of the city and region. If we want a truly dynamic region, we must do a better job at improving our bus service, developing a rail network and making our streets safer for people walking and biking.
3. Bike trails/ successful public bus system/ community-enhancing transit is needed OASIS Rail IS DESTRUCTIVE AND NOT NEEDED
4. I don't live nearby but visit family in Cincinnati often. I would visit more if it was easier to get around by public transportation. It's a beautiful region but severely lacking in transportation options.
5. I don't want to see a high speed expressway that just gets commuters downtown quickly. I want ease of public transportation and friendly, engaged communities where people meet each other outdoors and in local businesses.
6. improve mass transit and build the oasis bike (multi use trail)

7. Light rail is nice. Bikes are better. Walkable paths are awesome.
8. Need alternatives to cars
9. need trains and bike paths/trails. We do NOT need any more roads.
10. Our transportation network should encourage and compliment places that are worthy of people visiting or living in. By that I mean are as equitably accessible to all forms of mobility as possible and in cases where it is not possible, emphasis should be placed on accommodating the slowest form of travel first. Everything ODOH does should be refocused on the human scale rather than the automobile scale. In my view ODOH design priorities are approached from the wrong direction because they start with the fastest forms of transportation and only consider the slowest as an afterthought.
11. Please make bicycling and multi-modal connectivity a priority for the Eastern Corridor Project.
12. Quit twisting the responses around to fit ODOT's desire to build more roads. The people that live here want more walkability, bicycle-ridability, and breathability.
13. The roadways are extensive and do not need improvement. Improvement needs to be made in biking and walking and public transportation. More and more people are moving away from car travel and the Eastern Corridor project should focus its energies on bike/walk and public transit if the area is to remain healthy and viable going forward.
14. To make the area more accessible for those who don't drive or might no longer drive
15. We do not need more or wider roads in the Eastern Corridor. Bigger roads encourage more traffic and often (counter-intuitively) do not help reduce congestion. ODOT should more evenly allocate its funds among different transportation options, and it should spend its road money maintaining the roads we have, not building new or widening existing roads.

Grievance (14 comments, 3%)

1. bring an end to this project!
2. Creating better roads just creates more traffic.
3. don't see why we are spending money so people that decided to live out in Clermont Cty can get 2 work faster
4. I am an Engineer and the amount of money spent to simply rearrange the mess at 32 and 275 is ridiculous. Whoever came up with that concept should not be permitted to practice Engineering. The entire design is a farce.
5. its so aggravating that to travel to downtown or the west part of Cincinnati I have to travel RT 32 to 275 to 471 in Kentucky. Its a big loop with heavy traffic and congestion.
6. its so bad to have to face this everyday to go to work an come home
7. Small community special interests have disrupted Eastern Corridor improvements for as long as I can remember. It's disappointing that all the talk, surveying, planning has led to so little actual improvement. And now communities (Terrace Park, Fairfax, Cincinnati) are removing car lanes from important state routes without offering alternatives. It's choking development in the east side.
8. Stop wasting money to foster more sprawl development. It contributes nothing positive to Cincinnati.
9. tell all the people living on the east side for cheap schools and low property tax to take the 275 outer loop to get around and stop flying down my neighborhood streets while putting on make up, talking on the phone, and putting my child safety as risk while they walk to school

10. The Eastern Corridor idea addresses a need which doesn't exist, and is only for the egotistical satisfaction of the promoting people & entity.
11. There is no fast way to get from the East side to downtown without having to go on side roads with congestion, low speed limits, flooding or deal with the inevitable traffic on 275 and 471. The West side has tons of options, why don't we?
12. Traffic engineering in HamCO is abysmal.
13. Traffic is constantly getting worse and some improvements are not complete making interim worse than original,
14. While my main office is in 45238, I travel throughout the city on a regular basis. I find the Eastern Corridor very frustrating because of traffic and the mix of bicycles and vehicles.

Environmental Concerns (11 comments, 3%)

1. Destroying communities and/or greenspace for commuters is not right. The ONLY time it is crowded is during rush hours. People who moved out of town are NOT entitled to a rapid commute especially if it destroys the quality of life for those of us in town. Move closer or get a job where you live!
2. Green/alternative energy solutions are far preferable to automobile/road additions
3. Improve traffic flow without impacting sensitive miami river areas
4. Improvement to bike trails. Important not to destroy River area or river valley for new roadways
5. Leave the Little Miami River alone. Near-by bike trail OK.
6. Please respect the natural beauty of our East Side and prevent that every inch of invaluable green spaced is paved over!
7. Protect the river!
8. The high congestion, air/noise pollution is hurting Cincy neighborhoods - dangerous for little kids, not welcoming to pedestrians/bikers
9. The main goal of this project should be to make the Eastern Corridor area more family-friendly. This means (a) jobs for parents in the immediate area; (b) safer streets, sidewalks and cycling amenities to keep kids safe and (c) preserving and making more accessible the natural beauty of the Little Miami River Valley and the Duck Creek Valley.
10. use existing roads and bridges - expand where needed but no new bridges - protect river corridor
11. We need to be more environmentally conscious. We need more tranquility and beauty in our environment by reducing the toxicity we emit into the environment and protecting our wild life. We need more healthy forms of transportation like biking.

No Highway/Road Expansions (10 comments, 2%)

1. a new road through Newtown is NOT needed! Make the existing infra structure work better/harder!
2. Do NOT create a major highway in this area and DO NOT permit the mine with all the trucks that will pollute this area. It is a very woodsy, beautiful section of our city and needs to stay this way. This is why I chose to live in this area.

3. I don't want to see a high speed expressway that just gets commuters downtown quickly. I want ease of public transportation and friendly, engaged communities where people meet each other outdoors and in local businesses.
4. In addition to thanking the team for listening to my input, I would also just like to say that, overall, I strongly oppose adding any highways in the Eastern Corridor. To do so is environmentally unsound, will only further encourage and exacerbate sprawl, and will be detrimental to the inner towns and suburbs (Newtown, Mariemont, Fairfax, Madisonville) for the benefit of commuters in the far-flung suburbs. My question for people who want to get from Milford, Batavia, or Anderson to downtown faster is: why don't you move closer to where you work, instead of demanding that the state build highways for you, so you can commute to downtown faster?
5. Large high speed roads trash communities -- they are noisy, dirty, and eliminate walk-ability. I would like to see us get away from this mindset.
6. More cars on the road going faster is not the solution.
7. No new highways.
8. Please do not create a highway from the east side using red bank road. If people want to get to downtown Cincy easier, they can move closer.
9. Vote No on hi h highway!
10. We do not need more or wider roads in the Eastern Corridor. Bigger roads encourage more traffic and often (counter-intuitively) do not help reduce congestion. ODOT should more evenly allocate its funds among different transportation options, and it should spend its road money maintaining the roads we have, not building new or widening existing roads.

Invest Elsewhere (9 comments, 2%)

1. Attention needs to be paid to other neighborhoods in the area. North, west and south areas of the county do not benefit much from this plan.
2. Better to spend money on the viaducts and bridges in the county.
3. Build a new bridge to replace Spence and do not worry about the Eastern Corridor. Pales in significance
4. Outer-belt bypass is superior to Eastern Corridor for highway focus.
5. Stop focusing on the dying 32 corridor and focus on where population is growing in the east, which is further north. Extend Ronald Reagan through Indian Hill to 275, take the US 50 Exit more directly to Newtown and use existing underutilized IORY and NS rail lines to get people directly into downtown Cincinnati and back
6. The highest priority in the region is the replacement of the Brent Spence bridge. Let solve this issue prior to tackling tertiary issue.
7. We do not need more or wider roads in the Eastern Corridor. Bigger roads encourage more traffic and often (counter-intuitively) do not help reduce congestion. ODOT should more evenly allocate its funds among different transportation options, and it should spend its road money maintaining the roads we have, not building new or widening existing roads.
8. We need to fix our existing infrastructure before we spend a dime elsewhere as far as transportation goes.
9. While the project could help some, a north south project would be better suited rather than adding to the mess in the Eastgate area. While a proposed by-pass north-south is being

proposed it actually needs to be a few miles east from where it has been proposed. Too many have found another way to travel to Amelia east or to the Eastgate area. While it may be more miles to travel to avoid 125 and 32 it is time that they save on.

Preserve/Enhance Communities (8 comments, 2%)

1. Destroying communities and/or greenspace for commuters is not right. The ONLY time it is crowded is during rush hours. People who moved out of town are NOT entitled to a rapid commute especially if it destroys the quality of life for those of us in town. Move closer or get a job where you live!
2. Grow the community, all the others will grow as a result. I support growth, it leads to so much more.
3. I believe it is wrong to undermine older communities like Fairfax and Mariemont in order to improve transportation to newer areas like Clermont County. Let's enhance life in the older communities as well as the newer ones by making them more community friendly and navigable on foot and bike. Let's make local businesses stronger.
4. I would most desperately like to see traffic calming measures and a MUCH nicer streetscape environment to attract more businesses in the Fairfax area that would be browsing/foot traffic. I'd love to see my neighborhood NOT be tire row, or car repair alley, but small shops and cafes.
5. The main goal of this project should be to make the Eastern Corridor area more family-friendly. This means (a) jobs for parents in the immediate area; (b) safer streets, sidewalks and cycling amenities to keep kids safe and (c) preserving and making more accessible the natural beauty of the Little Miami River Valley and the Duck Creek Valley.
6. There's a reason that the east side real estate market is doing so well, and it's not about commute times, interstates, or wide-laned highways. The east side is defined by walkable, green neighborhoods and great parks and gardens. Please don't run expressways or wider roads through these beautiful neighborhoods. We'll take a few extra minutes of commuting if it preserves the character that made us want to live in these neighborhoods in the first place. And by the same token, sidewalks, safe bike lanes, and reliable public transportation would further encourage an already active community to get around town through a range of transportation options.
7. We need to focus more on what is good for people, where they live, rather than cars, and where they are going. We need to foster healthy communities, not spread out neighborhood sprawl and strip malls.
8. you can not destroy the integrity of communities to benefit passers-through. Find better solutions than destroying towns, parks, wildlife, etc.

Low Build (8 comments, 2%)

1. Best thing for you all to do is redesign some intersections, not add new lanes, or mass transit (save that money); Expand the interstate system with more lanes.
2. Do not waste any more public resources on promoting the failed idea for an eastern corridor. Our existing roads and infrastructure are crumbling, and no money is available for repairs now. Building the Eastern Corridor will damage our ecosystem, add to the unnecessary urban sprawl, and do nothing to help the people in Hamilton County access the education opportunities and jobs necessary for success. Fix what we have before building more.

3. Incremental improvements are worth the investments. But Beechmont levee and 32 need more walk ability.
4. Our transportation network should encourage and compliment places that are worthy of people visiting or living in. By that I mean are as equitably accessible to all forms of mobility as possible and in cases where it is not possible, emphasis should be placed on accommodating the slowest form of travel first. Everything ODOH does should be refocused on the human scale rather than the automobile scale. In my view ODOH design priorities are approached from the wrong direction because they start with the fastest forms of transportation and only consider the slowest as an afterthought.
5. use existing roads and bridges - expand where needed but no new bridges - protect river corridor
6. We do not need rail; not enough demand. Fixing difficult intersections better use of funds.
7. We need to fix our existing infrastructure before we spend a dime elsewhere as far as transportation goes.
8. Would like ODOT to focus on maintenance of existing road system and provide additional transportation choices.

Improve Bus System (7 comments, 2%)

1. Consider Bus Rapid Transit. It seems so common sense as a way to get people from the east side to downtown and uptown and reduce the amount of cars on the road. To see expensive highway projects that don't include operating costs and that are heavily trafficked right after opening is so insane to me.
2. I do not currently use much public transportation because Eastgate has very little to offer. It makes employment opportunities very limiting! Bus routes needed!
3. Id really like to take the city bus (im on route for the 28) into batavia. I hate that I have to drive my car.
4. Improving bus service is more important than adding a train or rapid transit. Improving existing infrastructure makes more sense than adding a new rail system.
5. No additional road or lanes should be constructed to the far eastern suburbs or Clermont county. Transportation funding should focus on improving and expanding the existing Metro bus service and adding commuter rail from population centers to downtown.
6. Rail or express bus -- no new lanes or highways.
7. Road improvements such as what we are seeing along Rt.32 are much needed but only public transportation will solve the congestion issue. Rail or expanded busing should be considered.

Improve Roads (7 comments, 2%)

1. Although I don't work downtown, I often travel there. It would be a significant improvement to have a highway with no or minimal stoplights to connect with I-71 as an alternative to taking I-275 to I-471.
2. Auto traffic improvements are what is most needed. Mass transit is not the answer-see my previous comments.
3. Best thing for you all to do is redesign some intersections, not add new lanes, or mass transit (save that money). Expand the interstate system with more lanes.

4. Cars and trucks deserve TOP priority. Bus service is already adequate. Light rail is a boondoggle. Bike trails are a total waste of taxpayer money and drivers' time on the road
5. Money would be better spent on wider roads and resurfacing and pothole fixing
6. road improvements are way over due on the east side
7. We - Need - More - Roads!! I don't know how to put more weight on that sentence. Traveling from the east to anywhere is a nightmare! And please please do something about the traffic lights on 32! Sitting through 2 or 3 lights to and from work every morning/evening is inane. The improvements on 275 are great but instead on sitting on 275, we spend all the "sitting doing nothing time" on 32.

SR 32 Relocation Project Comments (7 comments, 2%)

1. Don't let a small number of nay-sayers stop the roadway improvements
2. don't understand why the solution isn't to go across all that land @ Clear Creek and connect 32 to Red Bank.
3. I received this survey from Sierra Club email barrage who is trying to 'stuff the ballot box' on you guys. I don't agree with them. We need to realize that road improvements are part of a growing civilization and we benefit from the improvements others made in the past, which also had opposition. The sooner we make them, the cheaper they'll be because it is only getting harder to do public works projects since it seems to be the desire of government to Please Everyone. Which means No one. Build the Newtown bypass!!!! Then the roads in Newtown and Mariemont will be available for others to shop and travel locally.
4. I think the excuse not to build onto of a landfill is lame. Landfill space is useless, why not put roads overtop? Too much worrying about future liability.
5. I'm highly disappointed that a highway will not be built. This corridor is a clog and used as a speed trap. The area offers a lot to people living there and traveling through and should not worry that a faster roadway would eliminate local business. I just need to get through it faster frequently. The highways are my only option and they add miles and traffic in all direction. Small changes to intersections will not be enough without creating a four lane highway style roadway. I continue to support the light rail. Light rail will move people quickly through the area and provide an alternative to Columbia Parkway and I-71. It should be the first step in the regional plan to develop more light rail.
6. I'm sorry the SR32 relocation project was scratched. I understand there were political concerns, but from a traffic flow it was desperately needed. Regardless, if it's not going to happen, any and all alternatives need to be pursued and urgently, as traffic flow and travel times are some of the worst in all of Cincinnati, and it doesn't need to be that way. Nor does it benefit local business, contrary to their belief.
7. Used to live in Oakley, but still frequently travel back toward the city but tend to avoid it more due to traffic congestion. The cancelled plans would have been perfect. I was said to see them fail.

Comments on Survey (6 comments, 1%)

1. Great site for feedback. I have attended sessions and forums in the past, and enjoy the progress anticipated.
2. Impressive survey!
3. Need a better survey

4. survey is of limited use and scope
5. Task 4 was a bit confusing. I need to be able to re-read directions frequently while navigating process.
6. This was a beautifully done survey. Thanks for improving our city!

No Build (3 Comments, 1%)

1. don't you think it is time to drop further road expansion on red bank? why do we keep spending all this money on studies to try and get the answer you want to force this expansion. It has been going on for forty years.some of the congestion could be eliminated by improvement along Columbia Pkwy. to accommodate more traffic and it would save a lot a travel time.why not.the big money pockets have been pushing this unwanted improvement and it is time to listen to the residents of these effected communities who want it to remain as it is.I am past president of Madisonville Urban Redevelopment Corpotation and have watch these efforts for years.
2. Leave Newtown alone.
3. Let it alone, it is beautiful the way it is.

Questions (2 comments, 0%)

1. How is this actually going to weigh in on what developers want to do? People like to feel they have a say but how will this truly affect what's already being planned?
2. Is traffic on SR 32 in this area increasing and by how much?