



The Eastern Corridor

EASTERN CORRIDOR SEGMENTS II AND III (PID 86462)

ANCOR/SR 32 HILL FOCUS AREA ADVISORY COMMITTEE MEETING #1

ANDERSON CENTER • FEB. 15, 2018

9:30 a.m. – 11:30 a.m.

Last summer, the Ohio Department of Transportation (ODOT) completed a Transportation Needs Analysis for Segments II and III of the Eastern Corridor. Developed in coordination with local communities and interest groups, the analysis identified and prioritized transportation issues that need to be addressed throughout the Segments II and III study area. During the next phase of planning, ODOT will use information from the analysis to develop recommended solutions for the Primary Needs identified in the report. Secondary Needs will be addressed as opportunity and funding allow.

To help guide its planning efforts, ODOT has formed Advisory Committees based on Segments II and III's six focus areas (see the attached Focus Area map). Each focus area has its own Advisory Committee, with the exception of the Linwood/Eastern Interchange and US 50 Red Bank Focus Areas, which are represented by one committee. Advisory Committee members include elected officials, transportation planning professionals, and community and interest group representatives. Committee members will assist with identifying, evaluating, and prioritizing recommended solutions for transportation needs within their assigned Focus Area(s), as well as developing strategies for implementation.

Advisory Committees will convene for four work sessions throughout this process. Recommendations from the Advisory Committee meetings will be presented at a public meeting to be held later this year at which time the general public will have an opportunity to review and provide input on the recommendations before they are finalized.

The meeting held on Thursday, Feb. 15, 2018 was the first meeting of the ANCOR/SR 32 Hill Focus Area Advisory Committee.

MEETING NOTES

MEETING OBJECTIVES

The objectives for this Advisory Committee meeting were to:

- Review transportation needs identified for the ANCOR/SR 32 Hill Focus Area [as presented in the [Eastern Corridor Segments II and III Transportation Needs Analysis Final Report \(July 2017\)](#)]
- Identify evaluation criteria
- Brainstorm preliminary concepts/solutions to be explored

WELCOME AND INTRODUCTIONS

Tom Arnold, ODOT project manager for Eastern Corridor Segments II and III, opened the Advisory Committee meeting by welcoming participants and thanking them for their participation. He outlined the structure of the meeting and emphasized that these meetings are intended to be collaborative working sessions. Advisory Committee members should feel comfortable asking questions or commenting at any point during the presentation or workshop portion of the meeting. Additional questions may be submitted to ODOT by email following the meeting. Mr. Arnold then invited participants to introduce

themselves and the organizations they represented. A list of meeting participants is provided with these notes.

PRESENTATION SUMMARY

Using a PowerPoint presentation, Mr. Arnold provided a brief overview of the Eastern Corridor Program and its component projects, as well as the evolution of Eastern Corridor Segments II and III. He reviewed tasks that were recently completed and used to develop the [Eastern Corridor Segments II and III Transportation Needs Analysis report](#). He then reviewed the role of the Advisory Committees prior to discussing how roadway management responsibilities are coordinated between ODOT and local jurisdictions. Mr. Arnold also provided an overview of ODOT's Project Development Process (noting that Segments II and III are currently in the planning phase), reviewed capital projects already being planned within the Segments II and III study area and briefly discussed possible funding avenues. Key points from Mr. Arnold's presentation included:

- The Eastern Corridor is not just a single project. Instead, it is a program of many projects and investments in our regional transportation network that are in various stages of completion. Much work has already been completed in Eastern Corridor Segments IV and IVa (Eastgate to Batavia) and the new Duck Creek Connector, a component of Segment I (Red Bank Corridor), opened in late 2017.
- Previously, ODOT evaluated the proposed realignment of SR 32 through Segments II and III (Red Bank Corridor to I-275/SR 32). ODOT determined that this option is not feasible due to potentially significant environmental impacts and construction costs. Instead, the project has changed course to focus on making improvements to the existing roadway network.
- Transportation needs in Segments II and III were identified based on the results of updated technical studies and comprehensive public outreach efforts. Public input was gathered through six focus area workshops (approximately 100 participants), a regional online survey (approximately 1,200 responses), a public meeting (approximately 100 attendees) and comments submitted online. At the same time, technical data – including traffic counts, an analysis of travel times and travel patterns, roadway geometry analyses and crash data – were revisited and updated.
- The role of the Advisory Committees is to guide the development, evaluation and refinement of recommended solutions to address Primary Transportation Needs that have been identified within Segments II and III. Committee members are to represent their communities/organizations, share information with them and bring their concerns back to the planning table. The Committees' role is not to make decisions; their involvement is one part of a process that also will require looking at integration into the broader transportation system and impacts, coordinating with local governments and Native American tribal communities, and seeking further public input. Rather, the Committee's role is to help guide the process, represent local interests and provide recommendations regarding which concepts should be advanced through the solution development process.
- Ohio is a "home rule" state. This means that ODOT maintains interstates and U.S. routes outside of municipalities. Individual municipalities themselves are responsible for local routes and designated U.S. and state routes. ODOT values its relationships with local agencies and partners with them on the development and implementation of transportation projects. Because many of

the roads within Segments II and III are under local jurisdiction, funding for such projects will likely come from a variety of local and regional sources, supplemented by state and federal funds.

- Every potential project involving federal monies must go through the ODOT Project Development Process, which consists of five phases: planning, preliminary engineering, environmental engineering, final engineering and construction. The speed at which projects move through this process depends on their complexity. A simple project may move through the process in a year or two; projects that require right-of-way acquisition may take between three and five years; complex projects, such as highway interchanges, often take between five and seven years. We are currently in the planning phase for transportation improvements in Eastern Corridor Segments II and III.
- Currently, funding exists just for the early stages of project development. Ninety percent of ODOT's funding goes toward taking care of the current network of roadways and bridges. ODOT also has funding for projects that improve safety and ensure safe routes to schools. TRAC funding is available for larger projects (generally \$12 million or more). Most projects require multiple funding sources. We are fortunate to have OKI (Ohio-Kentucky-Indiana Regional Council of Governments) in our region to serve as a conduit for federal transportation funds. OKI is responsible for approving every project needing federal transportation dollars in our area. Transportation funding is highly competitive, and decisions are typically data-based to ensure the best of the best projects rise to the top.
- ODOT District 8 operates according to a six-year work plan that is updated annually. Most of these projects involve roadway resurfacing and minor bridge rehabilitation. There are a number of capital projects within this focus area that already have been approved and funded, including:
 - 2018 – Intersection improvements at Bells Lane and SR 32 in Clermont County. In addition to upgrades to the intersection of SR 32 with Mt. Carmel Tobasco Road/Bells Lane and SR 32 with Old SR 74, the project will address pedestrian access needs identified for this area, including the addition of sidewalks on Mt. Carmel Tobasco Road and a pedestrian signal to cross SR 32 from Bells Lane.
 - 2019 – Pavement repair along US 50 from Fairfax through Mariemont to Terrace Park. ODOT will restripe US 50 eastbound to create a bike lane.
 - 2021 – Bikeways connector project that will link the Lunken Trail with the Little Miami Scenic Trail
 - 2022 – Resurfacing of SR 32 between Newtown's eastern limits and Eight Mile Road
 - 2023 – Preventative maintenance work along SR 32 between SR 125 and Eastgate
 - 2024 – Bridge repair on SR 32, over Dry Run Creek, just east of Burger Farm
 - Dynamic Messaging – ODOT will be installing a dynamic message board (electronic signage) on I-275 at the SR 32 interchange and on SR-32 west of Glen Este Withamsville. Signage will provide real-time travel time estimates to downtown from that location.

ODOT also received funding to research the effectiveness of providing travel time on non-freeway routes.

ODOT will consider these planned projects as opportunities for broader coordination with potential Eastern Corridor initiatives.

WORKSHOP SESSION

Following the presentation, the meeting shifted to a guided conversation about the transportation needs identified within the Focus Area and possible solutions to be further studied. To facilitate the conversation, these needs were organized into four main themes:

- Theme #1: SR 32 – Little Dry Run to Eight Mile Road
- Theme #2: SR 32 – Eight Mile Road and SR 32 Hill
- Theme #3: Connectivity between SR 32 and ANCOR
- Theme #4: SR 32 – Beechwood Road to Bells Lane

Advisory committee members were provided with a worksheet summarizing the identified needs pertaining to each theme and draft evaluation criteria. Preliminary concepts for possible solutions were also provided to help jumpstart discussion. Committee members were asked to provide feedback on the concepts shared to help the planning team further develop the concepts or eliminate them as options, if needed. Members were also invited to brainstorm additional concepts that weren't already on the list. A copy of the worksheets provided to Committee members, along with notes made at the meeting, is attached. Summaries of the discussions held for each theme are presented below.

THEME #1: SR 32 – LITTLE DRY RUN TO EIGHT MILE ROAD

The committee reviewed the Primary and Secondary Needs identified for this area and discussed potential concepts to address the needs. All concepts outlined on the worksheet were accepted for further consideration. A few additional ideas were added to the list; these new ideas are noted below and have been added in red on the attached worksheet. All concepts listed for Theme #1 will undergo preliminary analysis (performed by Stantec) to determine their potential viability and impacts. Results will be shared with the Advisory Committee at the next meeting, currently scheduled for later this spring.

Discussion points for Theme #1:

- The Village of Newtown appears to be eligible for traffic signal controller and GPS clock upgrades under an ODOT program with no local cost match, which could be beneficial to traffic flow through the community by allowing for better signal timing and signal coordination.
- As referenced on the list of concepts, there are opportunities to add additional lanes on SR 32. Those options will be considered, but it's important to note that doing so is expensive.
- The Committee discussed issues and ideas for the Little Dry Run/SR 32 intersection:
 - One concept discussed is to install a Green T intersection. A Green T intersection would establish a free flow permanent through lane on westbound SR 32 at the intersection with Little Dry Run plus a dedicated left-hand turn lane onto Little Dry Run.
 - One of the problems at this intersection is that you can't see the traffic signal as you approach on Little Dry Run due to trees. Several committee members suggested removing one or more of the trees.

- Committee members discussed possibly lowering the speed limits on SR 32 as it approaches the intersection to help improve safety. ODOT will look at the option to determine if lowering posted travel speeds is warranted. Speed limits are set by law, so lowering a speed limit requires a speed study. At the Advisory Committee for the Village of Newtown Focus Area, ODOT advised the Village to move forward with a speed study if the Village would like to pursue a speed limit reduction.
- Committee members discussed modifying the roadway in a manner that would reduce travel speeds, e.g., adding a median island.
- One committee member suggested the possibility of buying the land on the southwest corner of the intersection (where the former Dry Run Beverage is located) and using the space to straighten the roadway. ODOT said that is something to consider, but studies would have to show that the land is needed for the project. ODOT is limited in the amount of land it can acquire and typically may not purchase any more land than necessary.
- The SR 32/Hickory Creek intersection has a history of rear-end crashes. ODOT wants to investigate ways to alleviate that safety issue, perhaps through the addition of a left-turn lane.

Additional Concepts To Be Evaluated for Theme #1:

- Need speed study on SR 32 at Little Dry Run to consider lower legal speed.

The committee did not review the draft Evaluation Criteria outlined on the worksheet. *Committee members are asked to review the criteria and provide feedback to ODOT by Monday, March 19.*

THEME #2: SR 32 – EIGHT MILE ROAD AND SR 32 HILL

The committee reviewed the Primary and Secondary Needs identified for this area and discussed potential concepts to address the needs. All concepts outlined on the worksheet were accepted for further consideration. A few additional ideas were added to the list; these new ideas are noted below and have been added in red on the attached worksheet. All concepts listed for Theme #2 will undergo preliminary analysis (performed by Stantec) to determine their potential viability and impacts. Results will be shared with the Advisory Committee at the next meeting, currently scheduled for later this spring.

Discussion points for Theme #2:

- The SR 32/Eight Mille Road intersection is currently the only one in the corridor study area that has been designated as a high priority, high crash location as ranked statewide by ODOT.
- Multiple low-cost improvements have been made over the years to address problems in this area, including striping changes and signage improvements.
- Crash data suggests that cars sometimes run off the road as they go up the SR 32 hill. Committee members suggested that this may be due to slippery road surfaces caused by poor drainage, freezing roads and steep grades. Some vehicles speed up at the top and then go through the guardrail when trying to turn. ODOT will look into pavement surfaces that improve friction in this area.

- Steve Shadix, Stantec, reported that during the AM rush hour, there are 120 left-hand turns from Eight Mile to SR 32 and 170 right-hand turns. During the PM peak, there are 40 left-hand turns to SR 32 and 250 right-hand turns. One committee member noted that the low number of left-hand turns during the afternoon is likely because drivers are too scared to make left-hand turns there.
- It was noted that there are also a number of rear-end crashes going down the hill.
- The angle of the turn to southbound Eight Mile from SR 32 westbound is too sharp. It's a difficult turn to make, especially when traffic is coming up the hill traveling at 55 mph.
- Eight Mile Road backs up for drivers getting onto SR 32, which also causes problems. Committee members indicated that Eight Mile is "something to avoid" in the afternoon.
- People often stop when turning right from Eight Mile to SR 32, even though it is a continuous right-hand turn. This may be because motorists don't understand the traffic pattern, are confused by the stop sign at the intersection, miss the continuous right turn sign, or all these. Some committee members also noted that it is a safety risk to make a continuous right turn, so drivers may be choosing not to do so.
- There used to be two lanes going onto the hill which was a significant help for heavy trucks.
- Committee members discussed signalizing the intersection. Although it is an option, there are concerns with the idea. A new signal may result in more crashes. A light at this location could surprise drivers traveling downhill and be particularly difficult for truck drivers with heavy loads. As a result, drivers may inadvertently run the light which poses a new safety issue.
- Adding lanes going downhill would require a geometry change along the roadway.
- The grade of the hill is an issue.
 - The grade on the hill is currently 8 percent. This is the maximum grade in ODOT design standards. It is only recommended for short distances.
 - From a truck perspective, going downhill is not good, but going uphill is much worse.
 - A potential solution would be to reduce the grade. Doing so, however, would make a project bigger and much more expensive.
 - A committee member noted that the problem is not just the grade of the hill; it's the curves as well
- One of the proposed concepts is a new alignment and grade separation of eastbound SR 32 over Eight Mile and the creation of a signalized green T intersection at Eight Mile Road and westbound SR 32. SR 32 would be raised with two lanes (including a truck climbing lane) over the top of Eight Mile Road and then tying back in on the hill. This has the potential to improve the grade of a significant portion of SR 32. Then, construction would bring Eight Mile Road without conflict into the middle, lower-speed intersection with only traffic traveling to and from Eight Mile. A photo of a rough sketch created during this discussion is included at the end of these minutes.
 - If SR 32 is moved or regraded (lowered) in the hill area, the intersection of Beechwood and Old SR 74 may need to become an overpass. The access point perhaps could move to Moran with ramps.
- The Committee discussed the possibility of installing a roundabout at SR 32 and Eight Mile Road. Benefits of roundabouts are that they are the safest intersection and serve to reduce

the speed of traveling vehicles. But, they are also expensive, require a lot of space and need to be constructed on flat ground.

- A committee member mentioned that all solutions developed for this area need to consider the access needs of Ambassador's Pointe Community Church, located on the north side of SR 32 at the bottom of the hill. The driveway to the church is right off SR 32 and is busy on Sunday mornings. Of particular concern is people leaving the church and having to cross in front of vehicles speeding down the SR 32 hill.
- The Committee discussed the challenges of the current Eight Mile Road intersection with SR 32 and brainstormed additional solutions:
 - Shift both east and westbound traffic to the same side of SR 32. Use the other side for an extended Eight Mile Rd.
 - Add an interchange at SR 32 eastbound and Eight Mile.
 - Relocate the Eight Mile Road intersection with SR 32 further west to eliminate the existing hairpin turn.
 - Make the Eight Mile/SR 32 intersection into a right-turn only option. Would need to provide a U-turn location for those who want to go left (SR 32 westbound).
 - Realign Eight Mile at the SR 32 intersection so that Eight Mile joins SR 32 at a 90-degree angle. This option would require more right of way but could also be configured to move the intersection to a flatter area. This modification could also support a new roundabout. Some concern was expressed however that trucks using the roundabout would then have to accelerate when going uphill which could be a difficult maneuver.
 - ODOT safety funding can potentially be used to help fund improvement projects in this area. However, safety funding is typically capped at \$5 million per project. Improvements in this area would likely need that maximum allocation, plus more from other sources.
- Vehicles coming up hill on eastbound SR 32 stop to make a left turn onto Moran, which can be dangerous. It was suggested that ODOT look at reconfiguring this area to prohibit that turning movement.
- A committee member asked why we should spend money at this time on smaller projects if future larger-scale improvements will undo them. ODOT responded that as part of this planning process, they consider long-term goals and plan a phased improvement approach. Improvements made over time would build upon each other for maximum long-term benefit. However, there are some low cost improvements that could be implemented in the short term that would provide some benefit that would be OK to take out later (such as pavement striping); other more expensive improvements would have to be part of a larger plan (such as installing a roundabout).

Additional Concepts To Be Evaluated for Theme #2:

- Add warning signs about lane drop on westbound SR 32.
- Add friction pavement surface on SR 32.
- Investigate issue with illegal left turns at Moran.
- Relocate 8-mile intersection to the west to get away from the hill. Possibly align the intersection with the church's driveway to assist with access issues.

The committee did not review the draft Evaluation Criteria outlined on the worksheet. *Committee members are asked to review the criteria and provide feedback to ODOT by Monday, March 19.*

THEME #3: CONNECTIVITY BETWEEN SR 32 AND ANCOR

The committee reviewed the Primary and Secondary Needs identified for this area (no changes were suggested) and discussed potential concepts to address the needs. All but one of the concepts outlined on the worksheet were accepted for further consideration: the concept to improve both horizontal and vertical deficiencies east of Broadwell Road was determined to be a secondary need that would not be studied at this time. A few additional ideas were added to the list; these new ideas are noted below and have been added in red on the attached worksheet. All concepts listed for Theme #3 will undergo preliminary analysis (performed by Stantec) to determine their potential viability and impacts. Results will be shared with the Advisory Committee at the next meeting, currently scheduled for later this spring.

Discussion points for Theme #3:

- The ANCOR area offers tremendous development opportunity and Anderson Township would like to see it move forward. Plans for installing the necessary utilities are already in place. Now, they just need to improve access.
- Martin Marietta owns land in the vicinity of Round Bottom Road (to the west), Broadwell Road (to the north), railroad tracks (to the west) and Edwards Road (to the south). The company intends to mine this area beginning 400 feet below surface. It's not yet known when mining will begin – the company is currently in the process of obtaining the necessary permits. Once mining begins, truck traffic on nearby roads will significantly increase, especially on the SR 32 hill at Eight Mile. Also, the City of Milford is currently working to enact an ordinance that will prevent trucks coming in from Round Bottom Road and off Milford Parkway.
- The Village of Newtown master plan features Lake Barber (the lake nearest the intersection of Round Bottom Road and SR 32) and developing it further for public use. As such, nothing can go over the lake.
- Round Bottom Road in this area seems to be a connector/attractor for cyclists. The road is attractive and scenic, but also dangerous due to the high volume of trucks and curves.
- Clermont County Parks wants to connect their bike paths (including the path around East Fork Lake) to the Little Miami Scenic Bike trail. It would be good if the road improvements we are discussing for this Focus Area could help facilitate those connections.
- ODOT noted that the last concept listed for Theme #3 on the Worksheet (improve both horizontal and vertical roadway deficiencies east of Broadwell Road) applies more to addressing the one Secondary Need identified for this area: address roadway grade deficiency at Round Bottom Road and Broadwell Road. For now, this committee will be focusing its attention on addressing Primary Needs.
- There was some discussion about the possibility of establishing a new connection east of Little Dry Run and the railroad tracks. ODOT responded that the steep grade of the terrain past the rail tracks is the primary issue. The group discussed the possibility of following the

base of the hill and wrapping around the eastern-most industrial building on the south side of Broadwell Road (SENCO building/Gymnastics Central, which has a large and growing clientele of young gymnasts and their families), but the general concept moving forward is to stay along the east side of the railroad out to Broadwell.

Additional Concepts To Be Evaluated for Theme #3:

- Add access road from Newtown east corp. line to Broadwell Road. Consider the following alignments:
 - Cross railroad, running between lakes with intersection on western end of Broadwell
 - Stay along east side of railroad with intersection near railroad crossing on Broadwell (will require building take).
- Consider including bike trail with access road as start to possible future bike connections headed east.

The committee did not review the draft Evaluation Criteria outlined on the worksheet. ***Committee members are asked to review the criteria and provide feedback to ODOT by Monday, March 19.***

THEME #4: BEECHWOOD ROAD TO BELLS LANE

The committee reviewed the Primary and Secondary Needs identified for this area. All concepts outlined on the worksheet were accepted for further consideration and no additional ideas were added.

- Mr. Shadix mentioned that several of the primary needs on the list (namely, addressing capacity issues at the westbound left turn at Bells Lane and accommodating observed pedestrian traffic) are already being addressed by a Clermont County project, CLE-32-0.63. Construction is scheduled to begin this summer (2018).
- ODOT mentioned that they are reviewing the signal timing in the SR 32/I-275 interchange area, which is just east of this study area.

The committee did not review the draft Evaluation Criteria outlined on the worksheet. ***Committee members are asked to review the criteria and provide feedback to ODOT by Monday, March 19.***

CLOSING AND NEXT STEPS

The meeting ended at 11:00 a.m. Mr. Arnold thanked participants for their time and contributions. He noted that presentation materials and a meeting summary would be posted to the Segments II and III Advisory Committee page of the Eastern Corridor website (<http://easterncorridor.org/projects/red-bank-to-i275-sr32-segments-ii-and-iii/advisory-committee/>).

Committee members are invited to submit additional feedback and comments until Monday, March 19, 2018 (two weeks following the distribution of meeting minutes).

Stantec will evaluate the concepts discussed/suggested at today's session and share their results at the next Advisory Committee meeting.

MEETING PARTICIPANTS

Caroline Ammerman, Stantec
Jacque Annarino, ODOT OES
Tom Arnold, ODOT
Tim Brandstetter, Village of Newtown Engineer
Ken Burger, Burger Farm
Don Carroll, Village of Newtown
Tom Caruso, Anderson Township
Josh Gerth, Anderson Township
Wade Johnston, Green Umbrella
Bob Koehler, OKI

Ken Kushner, Anderson Parks District
Heather McColeman, ODOT OES
Zach Peterson, Evans Landscaping
Richard Porter, Forest Hills School District
Charles Rowe, ODOT
Steve Shadix, Stantec
Christa Skiles, Rasor Marketing Communications
Jerry Thamann, Village of Newtown
Jeff Uckotter, Miami Township
Laura Whitman, Rasor Marketing Communications



Concept sketched for SR 32 and Eight Mile intersection.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 11, 2015, and executed by FHWA and ODOT.

ANCOR FOCUS AREA WORKSHEET

Red text represents edits made at Advisory Committee Meeting #1 held on 2/15/2018.

Theme #1: SR 32 - Little Dry Run to Eight Mile Road

Needs	Evaluation Criteria	Concepts
<p><u>Primary</u></p> <ul style="list-style-type: none">Address capacity issues on SR 32 and Little Dry Run.Address rear end crashes on SR 32 related to left turns onto Hickory Creek Drive.Address westbound AM peak-hour delays.Address congestion issues due to slow moving trucks and turning vehicles. <p><u>Secondary</u></p> <ul style="list-style-type: none">Address deficient sight distance on Little Dry Run Rd approach to SR 32.Address roadway grade deficiencies at six locations.	<ul style="list-style-type: none">Provide more efficient travel patterns and destination linkages.Augment capacity and provide congestion relief.Reduce travel times and delays.Improve vehicular, bicycle, and pedestrian safety.Improve movement of freight, goods, and services.Improve regional connectivity and accessibility to regional destinations including the airport, downtown Cincinnati, and Kenwood.Support and facilitate bus, rail, and TSM investments.Support existing and planned land use.Minimize environmental and community impacts.	<ul style="list-style-type: none">Lengthen storage lanes along SR 32 westbound and Little Dry Run Road northbound.Add EB right lane on SR 32. (adjacent property is vacant)Improve signal timing.Add EB/WB through lanes on SR 32.Install a continuous green tee intersection at Little Dry Run.Improve sight distance problem by improving horizontal curve along Little Dry Run just south of SR 32.Add WB left turn lane at Hickory Creek Drive.Add center turn lane.Need speed study on SR 32 at Little Dry Run to consider lower legal speed.

ANCOR FOCUS AREA WORKSHEET

Red text represents edits made at Advisory Committee Meeting #1 held on 2/15/2018.

Theme #2: SR 32 - Eight Mile Road and SR 32 Hill

Needs	Evaluation Criteria	Concepts
<u>Primary</u> <ul style="list-style-type: none"> Address capacity issues on Eight Mile Road. Address safety issues for vehicles turning at Eight Mile Road. Address deficient sight distance and roadway grade issues. Address crash trends on the SR 32 hill. Address roadway grade deficiencies on the SR 32 hill to improve truck mobility. Address roadway curve deficiencies on the SR 32 hill. 	<ul style="list-style-type: none"> Provide more efficient travel patterns and destination linkages. Augment capacity and provide congestion relief. Reduce travel times and delays. Improve vehicular, bicycle, and pedestrian safety. Improve movement of freight, goods, and services. Improve regional connectivity and accessibility to regional destinations including the airport, downtown Cincinnati, and Kenwood. Support and facilitate bus, rail, and TSM investments. 	<ul style="list-style-type: none"> Lengthen left turn storage on Eight Mile Road. Install a signalized continuous green tee intersection at Eight Mile Rd. Install a roundabout at Eight Mile Rd. New alignment and grade separation of SR 32 over Eight Mile, improving grade for truck traffic on SR 32. New alignment and grade separation of eastbound SR 32 over Eight Mile; signalized continuous green tee intersection at Eight Mile and westbound SR 32. Raise Eight Mile intersection to solve deficient sight distance and to eliminate steep grade at intersection. Construct truck climbing lane. Realign curve on eastbound SR 32 hill. Relocate eastbound SR 32 to the current westbound alignment with widening (only need 1 lane WB and 2 lanes EB). Use existing eastbound SR 32 as extension of Eight Mile to new intersection at top of hill (with improved connection at Eight Mile). Add warning signs about lane drop on westbound SR 32. Add friction pavement surface on SR 32. Issue with illegal left turns at Moran to be investigated. Relocate 8-mile intersection to the west to get away from hill. Possibly align with church drive to assist with access issues.
<u>Secondary</u> <ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Support existing and planned land use. Minimize environmental and community impacts. 	

ANCOR FOCUS AREA WORKSHEET

Red text represents edits made at Advisory Committee Meeting #1 held on 2/15/2018.

Theme #3: Connectivity between SR 32 and ANCOR

Needs	Evaluation Criteria	Concepts
<u>Primary</u> <ul style="list-style-type: none"> Improve freight connections between ANCOR and SR 32/I-275 due to constraints on Mt. Carmel Rd, Round Bottom Rd, and SR 32, to support local economic development plans. <u>Secondary</u> <ul style="list-style-type: none"> Address roadway grade deficiency at Round Bottom Rd and Broadwell Rd 	<ul style="list-style-type: none"> Provide more efficient travel patterns and destination linkages. Augment capacity and provide congestion relief. Reduce travel times and delays. Improve vehicular, bicycle, and pedestrian safety. Improve movement of freight, goods, and services. Improve regional connectivity and accessibility to regional destinations including the airport, downtown Cincinnati, and Kenwood. Support and facilitate bus, rail, and TSM investments. Support existing and planned land use. Minimize environmental and community impacts. 	<ul style="list-style-type: none"> Add access road from Newtown east corporation line to Broadwell Road. Consider following alignments: <ul style="list-style-type: none"> Cross railroad, running between lakes with intersection on western end of Broadwell Stay along east side of railroad with intersection near railroad crossing on Broadwell. (will require building take) Add access road from Little Dry Run to Round Bottom Road connecting at Newtown north corporation limits along Round Bottom. Improve both horizontal and vertical roadway deficiencies east of Broadwell Road. <i>[Secondary needs will typically be addressed only if there is opportunity to address with a primary need.]</i> Consider including bike trail with access road as start to possible future bike connections headed east.

ANCOR FOCUS AREA WORKSHEET

No edits made at Advisory Committee Meeting #1 held on 2/15/2018.

Theme #4: SR 32 - Beechwood Road to Bells Lane

Needs	Evaluation Criteria	Concepts
<p><u>Primary</u></p> <ul style="list-style-type: none">Address capacity issues on eastbound SR 32 and southbound Beechwood.Address safety issues at Beechwood intersection.Address westbound PM peak-hour delays.<i>Address capacity issue for westbound left turn at Bells Ln.*</i><i>Accommodate observed pedestrian traffic.*</i> <p><u>Secondary</u></p> <ul style="list-style-type: none">None <p><i>*Note: These needs have been already addressed in project CLE-32-0.63, which is scheduled for construction summer 2018.</i></p>	<ul style="list-style-type: none">Provide more efficient travel patterns and destination linkages.Augment capacity and provide congestion relief.Reduce travel times and delays.Improve vehicular, bicycle, and pedestrian safety.Improve movement of freight, goods, and services.Improve regional connectivity and accessibility to regional destinations including the airport, downtown Cincinnati, and Kenwood.Support and facilitate bus, rail, and TSM investments.Support existing and planned land use.Minimize environmental and community impacts.	<ul style="list-style-type: none">Improve signal timing.Lengthen NB, SB and EB left turn lanes at Beechwood intersection.New alignment grade separation at Beechwood/Old SR 74 with access road on both sides of new SR 32 alignment.

Segments II and III Focus Areas

