

**CONCEPT EVALUATIONS
And
COMMENTS RECEIVED**

**LINWOOD/EASTERN AVENUE
INTERCHANGE FOCUS AREA**

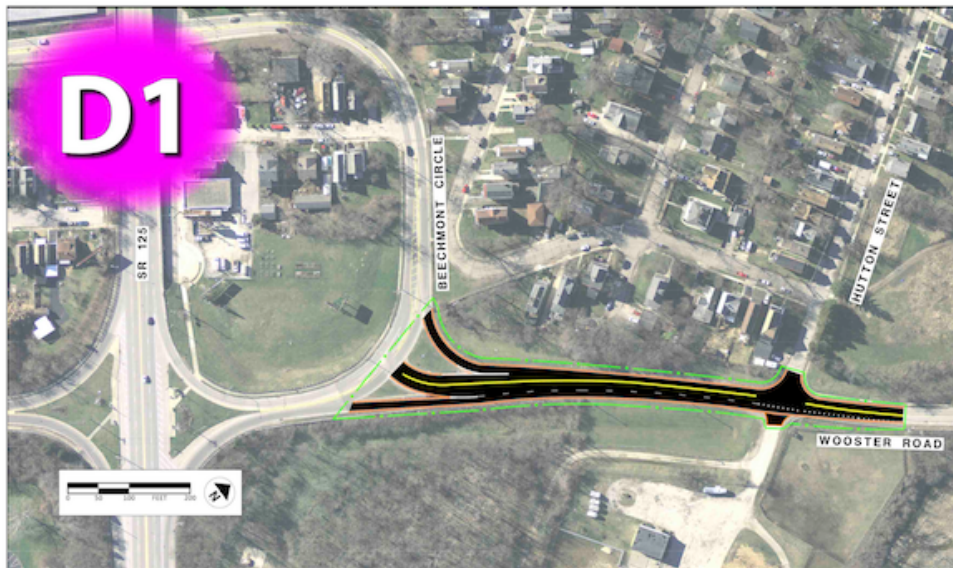
LINWOOD/EASTERN AVENUE INTERCHANGE FOCUS AREA

CONCEPTS D1 and D2, BOARD 20



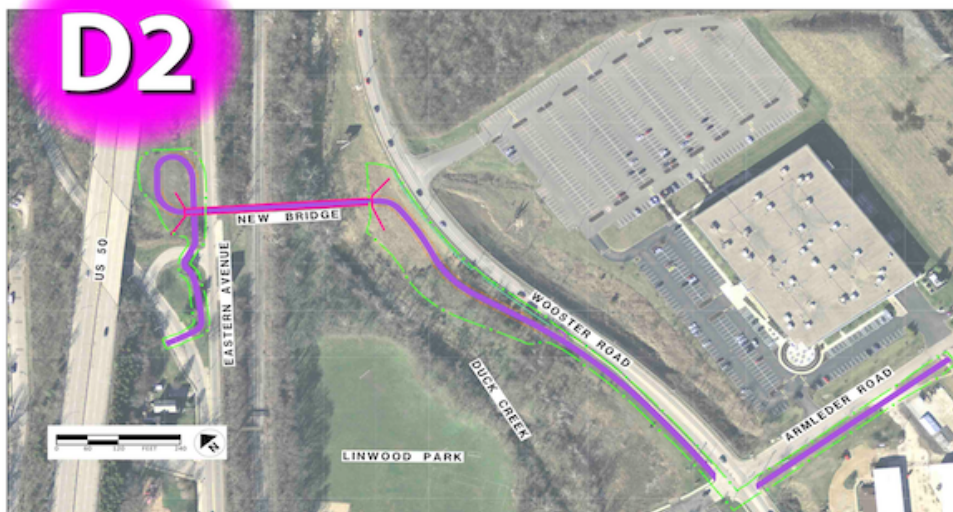
Eastern Corridor Segments II and III

Linwood/Eastern Focus Area



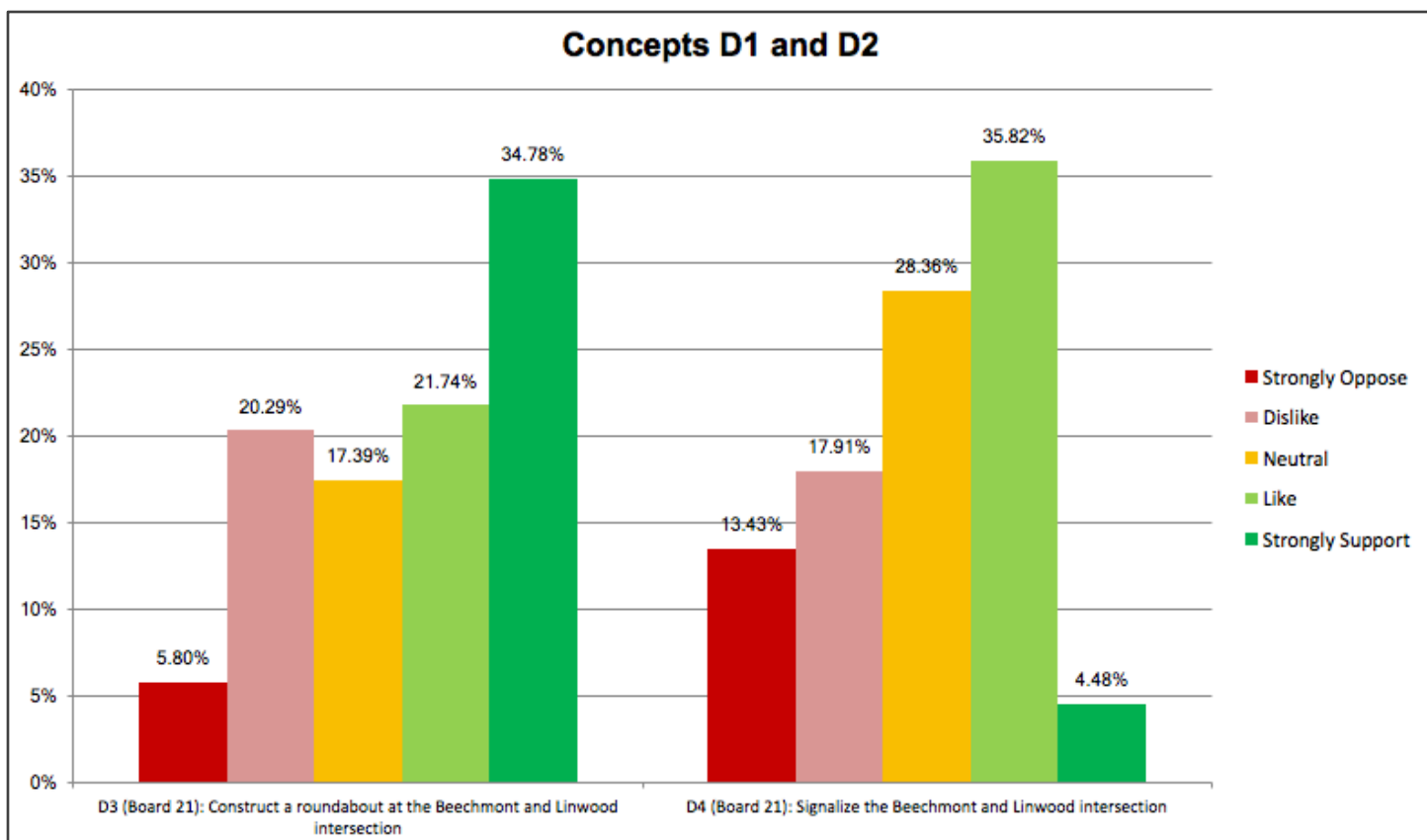
Continuous Right Turn Lane From SR 125 to Wooster

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



Shared-Use Path from Eastern to Armleder Park

- \$1.4M to \$2.1M construction cost
- New R/W needed from 10 parcels; no buildings impacted
- Requires new bridge over Eastern, railroad tracks and Duck Creek



	STRONGLY OPPOSE	DISLIKE	NEUTRAL	LIKE	STRONGLY SUPPORT	TOTAL
D1 (Board 20): Add a continuous right turn lane from SR 125 to Wooster Road	7.81% 5	1.56% 1	26.56% 17	40.63% 26	23.44% 15	64
D2 (Board 20): Construct a shared-use path from Eastern to Armleder Park	6.06% 4	7.58% 5	21.21% 14	18.18% 12	46.97% 31	66

COMMENTS and RESPONSES FOR CONCEPT D1:

Add a continuous right turn lane from SR 125 to Wooster Road

NO.	COMMENT	RESPONSE
1	Option D1 is terrible - continuous right turns promote increased speed, and will only minimally improve travel times at the cost of vastly decreased pedestrian and cyclist safety.	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
2	Regarding D1 - not needed; the traffic is manageable as is.	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

COMMENTS and RESPONSES FOR CONCEPT D2:
Construct a shared-use path from Eastern to Armleder Park

NO.	COMMENT	RESPONSE
1	D2 - amount of usage?	Thank you for your comments. This concept would be an additional connection that would link to concept E5 which connects Wasson to Armleder and could also connect the eastern avenue community to Armleder Park. However, a projection of the number of anticipated users has not yet been developed.
2	I think that there needs to be a focus on providing a safe way for bicycles to travel on Wooster Road and D2 comes way too far down the road to actually accomplish that. It is nice that it provides a cut across to Eastern Ave, but I'm not sure what that would help since it doesn't start until way down the road by the US Bank facility.	<p>Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>Based on public comment and Advisory Committee discussions, it has been noted that Concept D2 by itself does not adequately meet the needs due to its location in relation to where the potential users are. Therefore, this concept will be considered as a connection in conjunction with Concept E5, which brings Wasson Way to Armleder along US 50.</p>
3	On D2 Board 20, it's essential to get riders from Eastern to Armleder so we don't have bikers on Columbia Parkway - that's dangerous to them and to cars.	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
4	Regarding D2 - please see comments about shared-use paths on page 3 <i>[Respondent shared a general comment about all of the shared-use path options: while I am not opposed to adding these at some point, there is a much greater need to alleviate the vehicle traffic and those issues need to be addressed first].</i>	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

LINWOOD/EASTERN AVENUE INTERCHANGE FOCUS AREA

CONCEPTS D3 and D4, BOARD 21

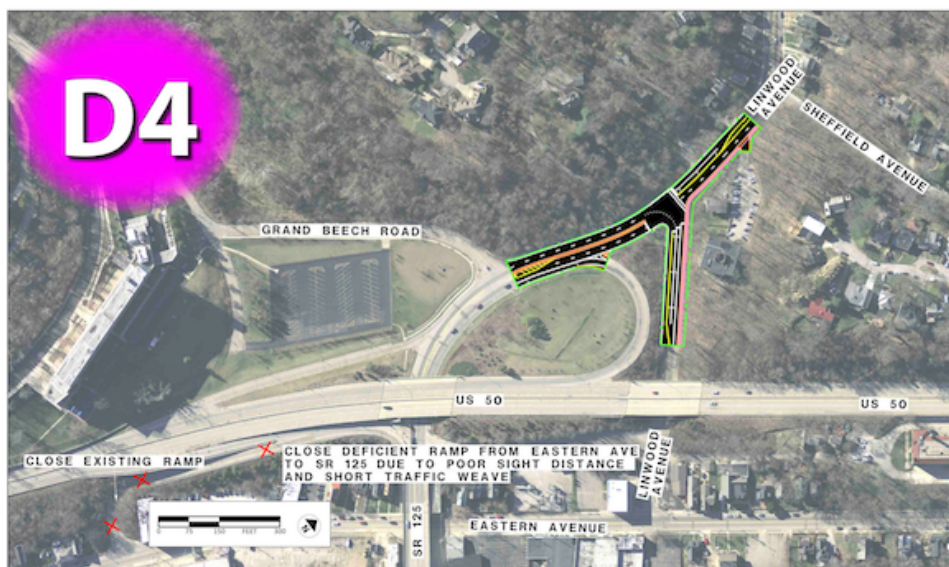
Eastern Corridor Segments II and III Linwood/Eastern Focus Area

Alternatives required if entrance ramp from Eastern Avenue to SR 125 is closed due to poor sight distance and short traffic weave



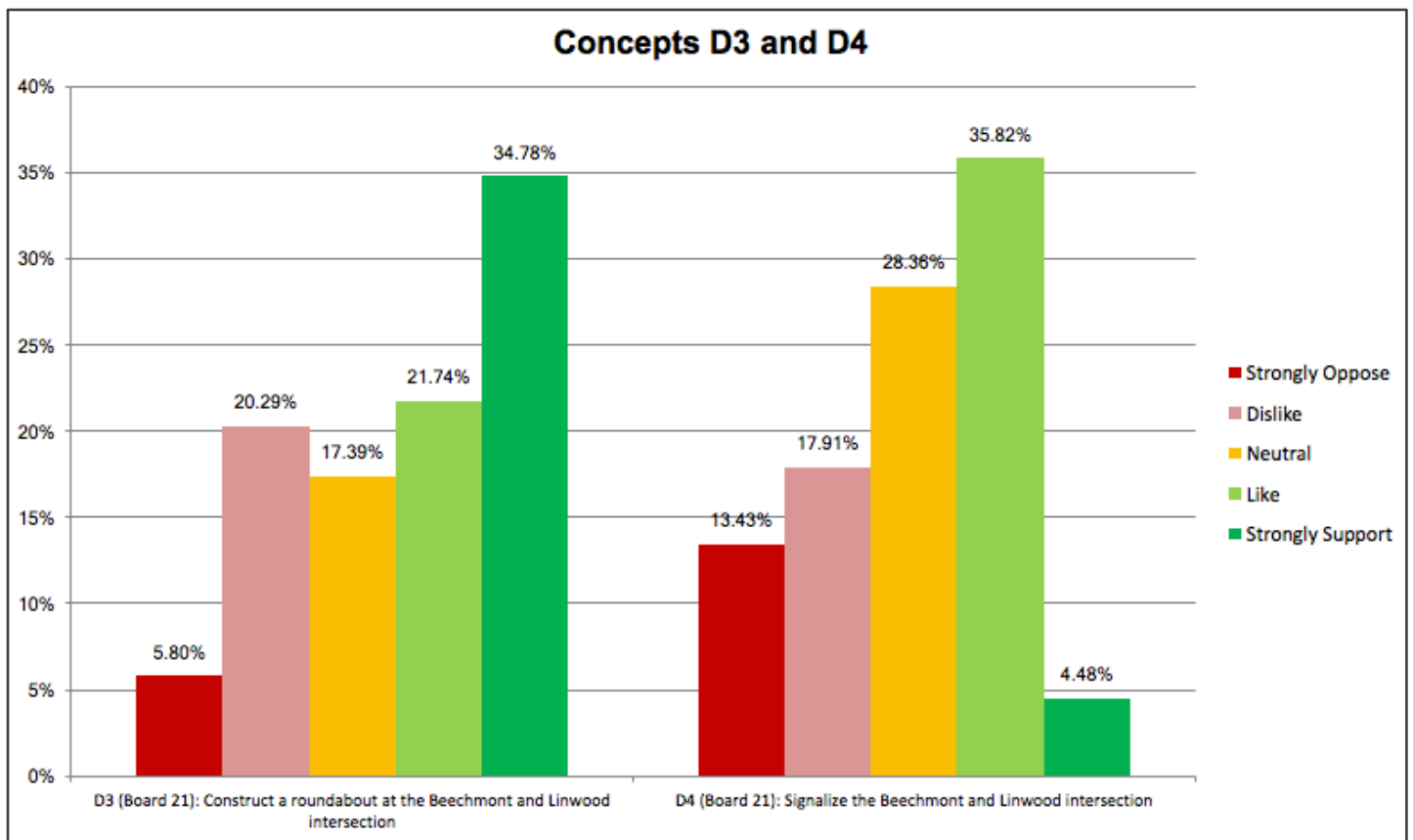
Roundabout at Beechmont and Linwood Intersection

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



Signalized Intersection at Beechmont and Linwood

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



	STRONGLY OPISE	DISLIKE	NEUTRAL	LIKE	STRONGLY SUPPORT	TOTAL
D3 (Board 21): Construct a roundabout at the Beechmont and Linwood intersection	5.80% 4	20.29% 14	17.39% 12	21.74% 15	34.78% 24	69
D4 (Board 21): Signalize the Beechmont and Linwood intersection	13.43% 9	17.91% 12	28.36% 19	35.82% 24	4.48% 3	67

Note: Ten comments were received addressing the proposed Eastern Avenue to SR 125/Beechmont ramp closure noted in Concepts D3 and D4. These concepts have been grouped together and are presented in a chart following comments made that are specific to the individual D3 and D4 concepts.

COMMENTS and RESPONSES FOR CONCEPT D3: Construct a roundabout at the Beechmont and Linwood intersection

NO.	COMMENT	RESPONSE
1	D3 - Would be chaotic.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
2	D3 - Close road south of 50 connection to Linwood!!	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

NO.	COMMENT	RESPONSE
3	D3, D4 - Too expensive for improvement gain	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
4	I like the D3 roundabout option and agree with what it will achieve, but it seems like disappointed [sic] that the cost is so much more than the signalized interchange option.	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
5	D3 - To me, installing a roundabout would create bigger problems and slow traffic even more.	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
6	Like D5 & D3 combination.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

**COMMENTS and RESPONSES FOR CONCEPT D4:
Signalize the Beechmont and Linwood intersection**

NO.	COMMENT	RESPONSE
1	D4 is the better option but still not ideal.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
2	D4 - If it's not as long as turning left on Eastern from Linwood. Very long red now!	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
3	D3, D4 - Too expensive for improvement gain	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

COMMENTS and RESPONSES FOR COMMENTS REGARDING THE EASTERN AVENUE TO SR 125/BEECHMONT RAMP CLOSURE PROPOSED IN CONCEPTS D3 AND D4:

NO.	COMMENT	RESPONSE
1	D3 - yes close the ramp!	Thank you for your comment. After reviewing public comment and further Advisory Committee discussions, it was determined that there will be no recommendation to move forward with closing the ramp at this time. The intersection improvements shown in D3 and D4 could be advanced in the future without closing the ramp, if desired.
2	<p><i>Received via email:</i></p> <p>I had a question as to why the proposal to close the Eastern Avenue on Ramp to Beechmont Avenue has been put forth? I have no opinion either way as of yet, but as someone who frequently uses it would like to know why this has been proposed. Thank you!</p>	<p><i>Response sent via email:</i></p> <p>I wanted to let you know that we received your email. I'm forwarding it on to one of our team members who will be able to provide you with more detail and will get back with you soon on a response!</p> <p>Talk more with you then, Laura Whitman Eastern Corridor Communications Team</p> <p><i>Follow-up Response sent:</i></p> <p>I've heard back from the project team and wanted to share the following with you . . . Like you, a number of people have asked why closing the ramp that connects Eastern to Beechmont has been suggested. The reason is that the existing design of the ramp presents a challenge for drivers - drivers going up the ramp from Eastern cannot see vehicles coming down the ramp from Columbia Parkway (and vice versa). Also, there is very little space available for vehicles from both Eastern and Columbia Parkway to merge together while on the ramp. These challenges present safety concerns for all involved. That said, planners recognize that this ramp is currently the most direct access from Eastern to Beechmont. Therefore, the ramp would be closed only if an alternate access route is put in place. Several such alternatives have been developed and are now out for public review. Illustrations of these concepts are shown with the Oct. 24 & 25 Open House meeting materials on the Segments II and III Public Involvement page - see concepts D3, D4 and D6 on Boards 21 and 22.)</p> <p>At this point, these alternatives - including the proposed ramp closure - are concepts only and have not yet been approved, nor has any construction money been identified. Public review of these concepts is an important part of the project development process and your feedback is critical as planners determine how or even if these concepts should be advanced for further development.</p>

NO.	COMMENT	RESPONSE
		<p>I hope this information is helpful. Please let me know if you have further questions or comments.</p> <p>Sincerely, Laura</p> <p><i>Additional ODOT response:</i> After reviewing public comment and further Advisory Committee discussions, it was determined that there will be no recommendation to move forward with closing the ramp at this time. The intersection improvements shown in D3 and D4 could be advanced in the future without closing the ramp, if desired.</p>
3	<p><i>Received via email prior to the Oct. 24 & 25 meetings:</i></p> <p>Closing the ramp from Eastern Avenue would eliminate the closest entrance to Eastbound Columbia Parkway from Historic Linwood. This is not only inconvenient, it will also create immense congestion on Wooster Pike heading East to the only other near by entrance to Columbia Parkway East. This affect not only the residents along Wooster, but the commuters in the area, and the bus depot employees. While that entrance is not well designed, closing it is not the solution.</p> <p><i>Follow-up email received:</i></p> <p>I realized that my comments had stated that it was the entrance onto US 50 Columbia Parkway not Beechmont. My comment is the same that it is a terrible idea, but as it related to Beechmont. The only other way to get on from there is a nearly impossible during rush hour left hand turn on to Linwood.</p> <p>It seems as if someone who has never driven the proposed closure, or the detour came up with this idea. Please consider fixing the entrance rather than closing it and making traffic elsewhere worse.</p> <p>We will try to stop by tonight, but as I work up North and don't get home until after 6, we may not make it.</p>	<p><i>Response sent via email on 10/25:</i></p> <p>Thank you for taking the time to send your comments. I have documented them in our public comment record and will share them with the project planning team. All feedback received will be reviewed and considered by the team as its work to develop final recommendations for improvements in this area.</p> <p>Related, we are having an open house at the RG Cribbet Center (5903 Hawthorne Ave) in Fairfax this evening at which concepts for traffic flow improvements in the Linwood/Eastern Interchange area will be shared for public review. You are welcome to come any time between 5pm and 7pm to review the concepts, meet project planners, and share your thoughts.</p> <p>If you have any additional questions or comments, please let me know.</p> <p>Sincerely, Laura Whitman, Eastern Corridor Communications Team</p> <p><i>Follow-up response sent:</i></p> <p>No problem - I knew what you were talking about as we've received a few comments about that connection.</p> <p>I do hope you can come to the meeting, but understand about timing. Concepts being shared at the meetings are now posted online (http://easterncorridor.org/projects/red-bank-to-i275-sr32-segments-ii-and-iii/involvement/) and you can review them there as well. Go to the first section for the Segments II and III Open Houses Oct. 24 & 25, scroll down the Linwood/Eastern Interchange focus area and look at boards 19 through 22. You lose the</p>

NO.	COMMENT	RESPONSE
		<p>opportunity for one-to-one discussion by looking at these online, but if you can't make it to the meeting, it's at least a chance to still see what's being proposed - and you can always send any questions to us.</p> <p>Have a good day, Laura</p> <p><i>Additional ODOT response:</i> Thank you for your comments. A number of people have asked why closing the ramp that connects Eastern to Beechmont has been suggested. The reason is that the existing design of the ramp presents a challenge for drivers - drivers going up the ramp from Eastern cannot see vehicles coming down the ramp from Columbia Parkway (and vice versa). Also, there is very little space available for vehicles from both Eastern and Columbia Parkway to merge together while on the ramp. These challenges present safety concerns for all involved. That said, planners recognize that this ramp is currently the most direct access from Eastern to Beechmont. Therefore, the ramp would be closed only if an alternate access route is put in place. Public review is an important part of the project development process and your feedback is critical as planners determine how or even if these concepts should be advanced for further development. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>After reviewing public comment and further Advisory Committee discussions, it was determined that there will be no recommendation to move forward with closing the ramp at this time. The intersection improvements shown in D3 and D4 could be advanced in the future without closing the ramp, if desired.</p>
4	<p><i>Received via email:</i></p> <p>With such limited access points to and from Eastern Avenue, it concerns me that the closure of this ramp would increase traffic and travel times for people wanting travel on the Beechmont Levee. Will alternative configurations be considered for access to the levee from points between Airport Road and the on Ramp to 50 if this is closed? Also this is likely to load additional traffic onto Wooster Road and 50 in Fairfax which is extremely problematic at this time anyway. What are</p>	<p><i>Response sent via email:</i></p> <p>Thank you for your comments - we appreciate you taking the time to send them in and will make sure to share them with the project planners.</p> <p>A number of people have asked why closing the ramp that connects Eastern to Beechmont has been suggested. The reason is that the existing design of the ramp presents a challenge for drivers - drivers going up the ramp from Eastern cannot see vehicles coming down the ramp from Columbia Parkway (and vice versa). Also, there is very little space available for vehicles from both Eastern and Columbia Parkway to merge together while on the</p>

NO.	COMMENT	RESPONSE
	the alternatives for access to/from Eastern Avenue in this area.	<p>ramp. These challenges present safety concerns for all involved. That said, planners do recognize that this ramp is currently the most direct access from Eastern to Beechmont. Therefore, the ramp would be closed only if an alternate access route is put in place. To your question, several such alternatives have been developed and are now out for public review. Illustrations of these concepts are shown with the Oct. 24 & 25 Open House meeting materials on the Segments II and III Public Involvement page - see concepts D3, D4 and D6 on Boards 21 and 22.)</p> <p>At this point, these alternatives - including the ramp closure - are concepts only and have not yet been approved, nor has any construction money been identified. Public review of these concepts is an important part of the project development process and your feedback is critical as planners determine how or even if these concepts should be advanced for further development.</p> <p>I hope this information is helpful. Please let me know if you have further questions.</p> <p>Sincerely, Laura Whitman Eastern Corridor Communications Team</p> <p><i>Additional ODOT response:</i> After reviewing public comment and further Advisory Committee discussions, it was determined that there will be no recommendation to move forward with closing the ramp at this time. The intersection improvements shown in D3 and D4 could be advanced in the future without closing the ramp, if desired.</p>
5	Do not close Eastern Ave on-ramp to Beechmont. Traffic counts and accident data don't support closing and improvements aren't dependent	<p>Thank you for your comments. A number of people have asked why closing the ramp that connects Eastern to Beechmont has been suggested. The reason is that the existing design of the ramp presents a challenge for drivers - drivers going up the ramp from Eastern cannot see vehicles coming down the ramp from Columbia Parkway (and vice versa). Also, there is very little space available for vehicles from both Eastern and Columbia Parkway to merge together while on the ramp. These challenges present safety concerns for all involved. That said, planners recognize that this ramp is currently the most direct access from Eastern to Beechmont. Therefore, the ramp would be closed only if an alternate access route is put in place. Public review is an important part of the project development process and your feedback is critical as planners determine how or even if these concepts should be advanced for further development. Your input is appreciated and will be</p>

NO.	COMMENT	RESPONSE
		<p>taken into consideration as we evaluate the options and develop our recommendations.</p> <p>After reviewing public comment and further Advisory Committee discussions, it was determined that there will be no recommendation to move forward with closing the ramp at this time. The intersection improvements shown in D3 and D4 could be advanced in the future without closing the ramp, if desired.</p>
6	<p><i>Received via email:</i></p> <p>This closure closes off the neighborhood from the rest of downtown Cincinnati. It is a major inconvenience for myself, friends and family. They will not come to Cincinnati as frequently this causing a decline in all tourism dollars across the board.</p> <p><i>Follow up message received:</i></p> <p>I misread the diagram and now understand it is hypothetical at this time until funding is secured. However, if it comes up closing the exit to Columbia parkway would be disastrous.</p> <p>The exit ramp from Eastern Avenue onto Beechwood should remain open to ensure optimum traffic flow. A traffic circle would cause even more back and confusion for travelers.</p>	<p><i>Response sent on 10/29:</i></p> <p>Thank you for sending in your comments. However, I wanted to confirm which ramp you are referencing in your comment. The subject line says Columbia Parkway Exit Closure, however, I'm not sure specifically which you are referring to. Can you please clarify? Then, I will be sure to share your comments with the planning team.</p> <p>Thank you very much,</p> <p>Laura Whitman Easter Corridor Communications Team</p> <p><i>Additional ODOT Response:</i></p> <p>Thank you for your comments. A number of people have asked why closing the ramp that connects Eastern to Beechmont has been suggested. The reason is that the existing design of the ramp presents a challenge for drivers - drivers going up the ramp from Eastern cannot see vehicles coming down the ramp from Columbia Parkway (and vice versa). Also, there is very little space available for vehicles from both Eastern and Columbia Parkway to merge together while on the ramp. These challenges present safety concerns for all involved. That said, planners recognize that this ramp is currently the most direct access from Eastern to Beechmont. Therefore, the ramp would be closed only if an alternate access route is put in place. Public review is an important part of the project development process and your feedback is critical as planners determine how or even if these concepts should be advanced for further development. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>After reviewing public comment and further Advisory Committee discussions, it was determined that there will be no recommendation to move forward with closing the ramp at this time. The intersection improvements shown in D3 and D4 could be advanced in the future without closing the ramp, if desired.</p>

NO.	COMMENT	RESPONSE
7	As the Linwood/East end begins to revitalize, this access ramp is going to be imperative to allow residents of Newtown, Anderson, etc. easy access to and from the area.	<p>Thank you for your comment. A number of people have asked why closing the ramp that connects Eastern to Beechmont has been suggested. The reason is that the existing design of the ramp presents a challenge for drivers - drivers going up the ramp from Eastern cannot see vehicles coming down the ramp from Columbia Parkway (and vice versa). Also, there is very little space available for vehicles from both Eastern and Columbia Parkway to merge together while on the ramp. These challenges present safety concerns for all involved. That said, planners recognize that this ramp is currently the most direct access from Eastern to Beechmont. Therefore, the ramp would be closed only if an alternate access route is put in place. Public review is an important part of the project development process and your feedback is critical as planners determine how or even if these concepts should be advanced for further development. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>After reviewing public comment and further Advisory Committee discussions, it was determined that there will be no recommendation to move forward with closing the ramp at this time. The intersection improvements shown in D3 and D4 could be advanced in the future without closing the ramp, if desired.</p>
8	Please do not close this ramp we travel this three times a week to pick my sister up for church. We travel down from West Chester exit Red Bank get off on Eastern Ave. go on this ramp up Beechmont to her apt in Mt. Washington 3x a week.... please do not do this we've been area residents of Eastern Ave. most of our lives and consider this a valuable access ramp to Beechmont Levee.	<p>Thank you for your comments. A number of people have asked why closing the ramp that connects Eastern to Beechmont has been suggested. The reason is that the existing design of the ramp presents a challenge for drivers - drivers going up the ramp from Eastern cannot see vehicles coming down the ramp from Columbia Parkway (and vice versa). Also, there is very little space available for vehicles from both Eastern and Columbia Parkway to merge together while on the ramp. These challenges present safety concerns for all involved. That said, planners recognize that this ramp is currently the most direct access from Eastern to Beechmont. Therefore, the ramp would be closed only if an alternate access route is put in place. Public review is an important part of the project development process and your feedback is critical as planners determine how or even if these concepts should be advanced for further development. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>After reviewing public comment and further Advisory Committee discussions, it was determined that there will be no recommendation to move forward with closing the ramp at this time. The intersection improvements</p>

NO.	COMMENT	RESPONSE
9	<p>I live on Eastern Ave and use this on ramp multiple times a week to get to Beechmont. It would be a mistake to close this. The other way I would have to go to get on Beechmont is turn left at the bottom of Linwood Ave hill. This is a very dangerous place to turn left on and at times is almost impossible with the heavy traffic flow coming down Linwood and coming from Beechmont. I was recently almost involved in a car accident there from someone Pulling out in front of me making a left turn as I was trying to turn right to go to Eastern. There are already quite a few wrecks there and closing the on ramp from eastern would not be a wise choice. Not only do a lot of cars use it but school buses as well. Please for safety reasons leave it open!</p>	<p>shown in D3 and D4 could be advanced in the future without closing the ramp, if desired.</p> <p>Thank you for your comments. A number of people have asked why closing the ramp that connects Eastern to Beechmont has been suggested. The reason is that the existing design of the ramp presents a challenge for drivers - drivers going up the ramp from Eastern cannot see vehicles coming down the ramp from Columbia Parkway (and vice versa). Also, there is very little space available for vehicles from both Eastern and Columbia Parkway to merge together while on the ramp. These challenges present safety concerns for all involved. That said, planners recognize that this ramp is currently the most direct access from Eastern to Beechmont. Therefore, the ramp would be closed only if an alternate access route is put in place. Public review is an important part of the project development process and your feedback is critical as planners determine how or even if these concepts should be advanced for further development. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>After reviewing public comment and further Advisory Committee discussions, it was determined that there will be no recommendation to move forward with closing the ramp at this time. The intersection improvements shown in D3 and D4 could be advanced in the future without closing the ramp, if desired.</p>
10	<p>Please keep the Eastern Avenue on ramp to the Beechmont Levee as it is used regularly by us. Thank you.</p>	<p>Thank you for your comments. A number of people have asked why closing the ramp that connects Eastern to Beechmont has been suggested. The reason is that the existing design of the ramp presents a challenge for drivers - drivers going up the ramp from Eastern cannot see vehicles coming down the ramp from Columbia Parkway (and vice versa). Also, there is very little space available for vehicles from both Eastern and Columbia Parkway to merge together while on the ramp. These challenges present safety concerns for all involved. That said, planners recognize that this ramp is currently the most direct access from Eastern to Beechmont. Therefore, the ramp would be closed only if an alternate access route is put in place. Public review is an important part of the project development process and your feedback is critical as planners determine how or even if these concepts should be advanced for further development. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>After reviewing public comment and further Advisory Committee discussions, it was determined that there will</p>

NO.	COMMENT	RESPONSE
		<p>be no recommendation to move forward with closing the ramp at this time. The intersection improvements shown in D3 and D4 could be advanced in the future without closing the ramp, if desired.</p>

LINWOOD/EASTERN AVENUE INTERCHANGE FOCUS AREA

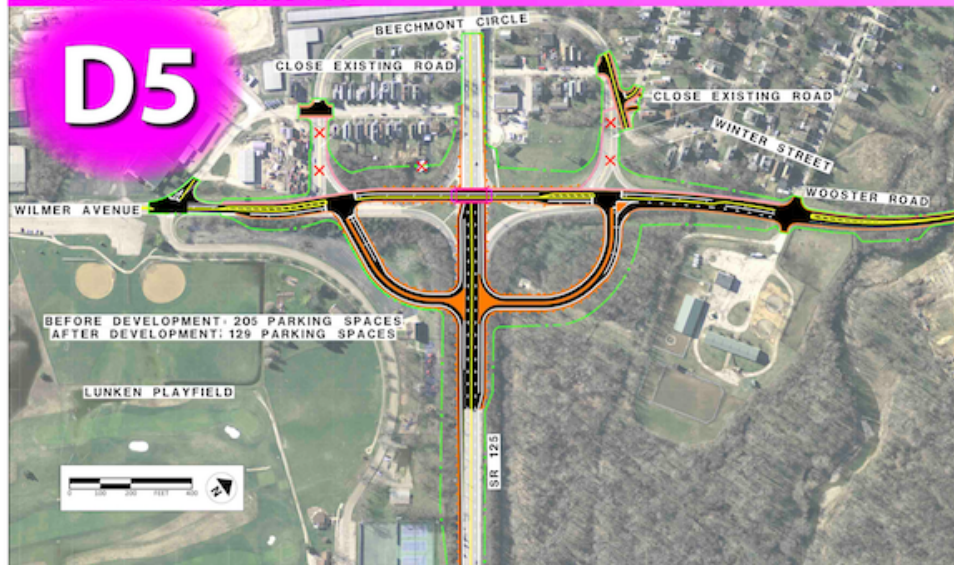
CONCEPTS D5 and D6, BOARD 22



Eastern Corridor Segments II and III

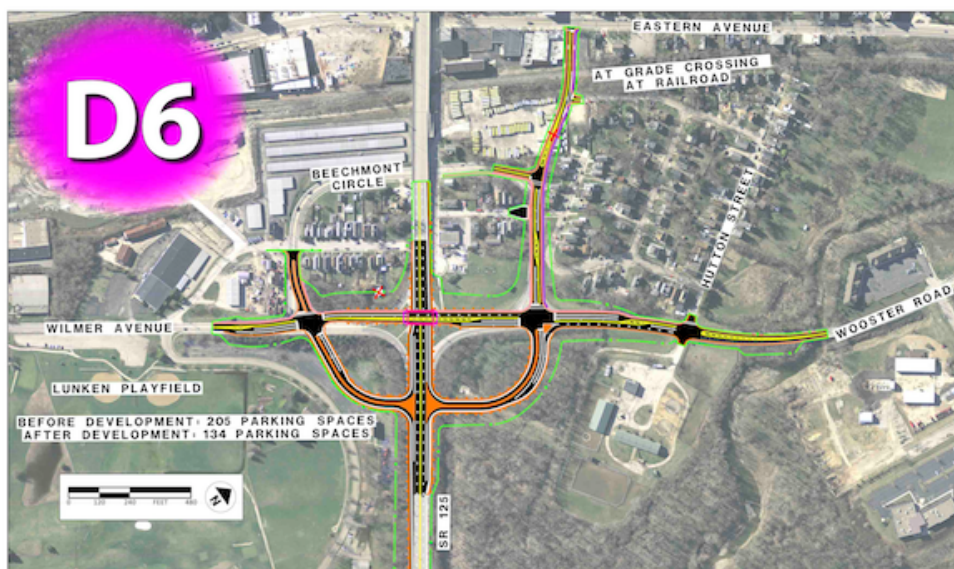
Linwood/Eastern Focus Area

Alternatives to address local connectivity and pedestrian safety in Beechmont Circle



Grade Separated Interchange Connecting Wilmer and Wooster

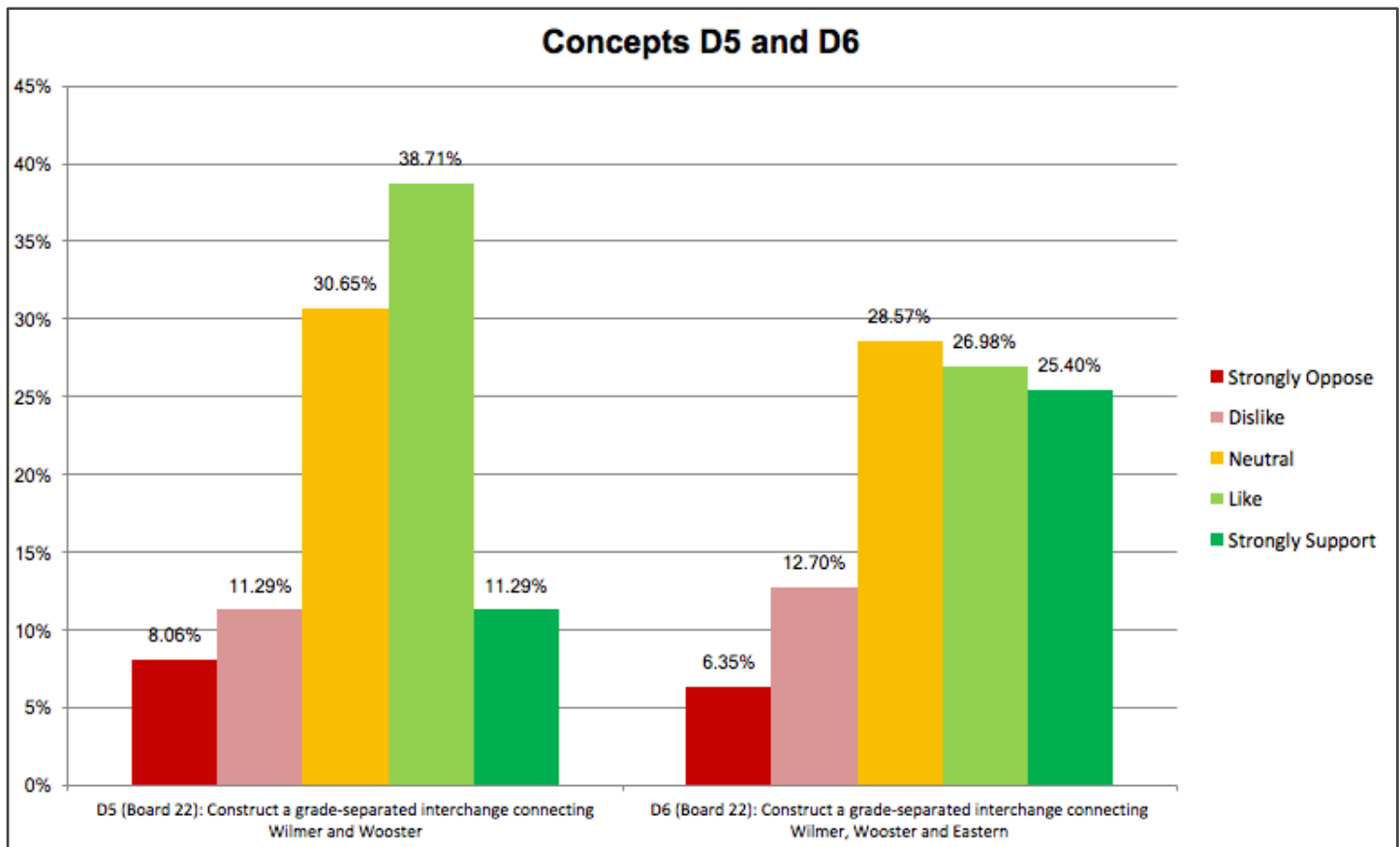
- \$7.0M to \$10.5M construction cost
- New R/W needed from 21 parcels; 1 garage impacted
- 76 parking spaces eliminated in Lunken Playfield parking lot
- Relocates bus stop on SR 125
- Connects Beechmont Circle to Winter
- Signalized intersections at the ends of each ramp
- Connect Wilmer and Wooster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



Grade Separated Interchange Connecting Wilmer, Wooster, and Eastern

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

PID 86462



	STRONGLY OPPOSE	DISLIKE	NEUTRAL	LIKE	STRONGLY SUPPORT	TOTAL
D5 (Board 22): Construct a grade-separated interchange connecting Wilmer and Wooster	8.06% 5	11.29% 7	30.65% 19	38.71% 24	11.29% 7	62
D6 (Board 22): Construct a grade-separated interchange connecting Wilmer, Wooster and Eastern	6.35% 4	12.70% 8	28.57% 18	26.98% 17	25.40% 16	63

COMMENTS and RESPONSES FOR CONCEPT D5:

Construct a grade-separated interchange connecting Wilmer and Wooster

NO.	COMMENT	RESPONSE
1	Like D5 & D3 combination.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

COMMENTS and RESPONSES FOR CONCEPT D6:**Construct a grade-separated interchange connecting Wilmer, Wooster and Eastern**

NO.	COMMENT	RESPONSE
1	D6 – I live here ask me why it would not be good. <i>[This respondent was strongly opposed to the concept.]</i>	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
2	Concept Number D6: I'm all in favor of improved pedestrian and bicycle access from Eastern Avenue to Armleder park!! However, I would like to see the connection between Wilmer/ Wooster and Eastern to be in a different location on Eastern. In this board #22 the plan is to go through my property's parking lot at 4785 Eastern Avenue; not only have I made a major financial investment in my property, 100 years old and has been in my family for that long. The building was the site of the Cincinnati Floor Company, a hardwood flooring business which built floors in national museums, businesses and residences. People still know the building as where that company operated. And many use it as a landmark. Parts of the building (the oldest parts) have been renovated using my own personal resources, keeping the historical nature of the building in mind, but repurposing its use-- currently it serves artists, musicians, a gallery and as a public or private event and performance space.	<p>Thank you for your comment. Your input is appreciated. Your comments and concerns will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>In response to the comments received and discussions of the Advisory Committee, a new alternative to bring a shared-use path across the SR 125 bridge over the railroad has been created. This would provide a path from Eastern Ave to Lunken Trail. If this connection across SR 125 proves to be viable, then it may be possible to eliminate the proposed connection on D6 from further consideration.</p>
3	D6 - Direct access to Eastern then Columbia Pkwy is nice	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
4	Option D6 - Connecting Wilmer with Wooster and Eastern is long overdue.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

OVERALL COMMENT and RESPONSE FOR BOARD 22:**Alternatives to local connectivity and pedestrian safety in Beechmont Circle**

NO.	COMMENT	RESPONSE
1	D5 and D6 do not address the southbound traffic on Wooster crossing Beechmont and then having to use light to go Eastbound on Beechmont. That is the heaviest traffic pattern. Need to re-engineer this solution. Also, removes recent re-construction of Wooster from Duck Creek to Beechmont Circle. 'doh!	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

LINWOOD/EASTERN AVENUE INTERCHANGE FOCUS AREA

GENERAL COMMENTS RECEIVED

GENERAL SHARED-USE/BIKE PATH COMMENTS RECEIVED FOR THE LINWOOD/EASTERN FOCUS AREA

NO.	COMMENT	RESPONSE
NO GENERAL SHARED-USE/BIKE PATH COMMENTS RECEIVED		

MISCELLANEOUS COMMENTS RECEIVED FOR THE LINWOOD/EASTERN FOCUS AREA

NO.	COMMENT	RESPONSE
1	All of these improvements are necessary. However, with each of these improvements, the Beechmont Levy becomes more like a freeway. The roundabout proposed for Linwood in Beechmont would calm traffic and create a gateway to Mt. Lookout, transitioning between the freeway and Linwood Avenue. However, nothing like that as planned on the Mount Washington side of the Levee. Currently, Beechmont Avenue through Mount Washington is over built, and traffic speeds far exceed the posted speeds. Something needs to be included on the Mount Washington side of the levee to transition from freeway to Beechmont Avenue.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
2	Congestion doesn't seem to be much of a problem in these areas. Better connections could be created but I don't believe these options should be highest priority.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
3	Continuing Linwood through private property to connect a spur to Beechmont is not a great idea and should be removed from the options. This seems like it will generate a lot more traffic through a quiet part of the city only in an effort to get more people from the distant suburbs across existing, established neighborhoods.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
4	It is unfortunate that the proposed series of 'D' options were not incorporated into the 2018 modifications to the east of Beechmont Circle towards Armleder, or	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

NO.	COMMENT	RESPONSE
	that the completed project was not put on hold until the Eastern Corridor options were explored. This seems like a complete lack of agency coordination and a waste of tax payer dollars.	
5	Need to close Church St. between 125 & Linwood. Like D5 & D3 combination.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
6	The above improvements to me appear to be expensive lipstick on a pig! Let them be as is.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

CONCEPT EVALUATIONS
And
COMMENTS RECEIVED

US 50/RED BANK INTERCHANGE FOCUS AREA

US 50/RED BANK INTERCHANGE FOCUS AREA CONCEPTS E1 and E2, BOARD 24

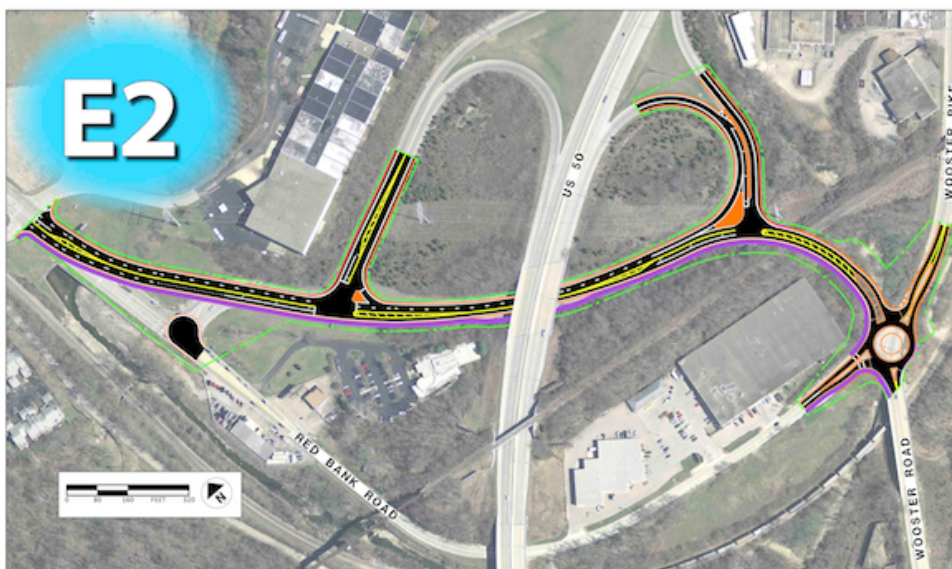
Eastern Corridor Segments II and III **US 50/Red Bank Focus Area**

Alternatives to address capacity issues and long queues at the Red Bank/Colbank intersection



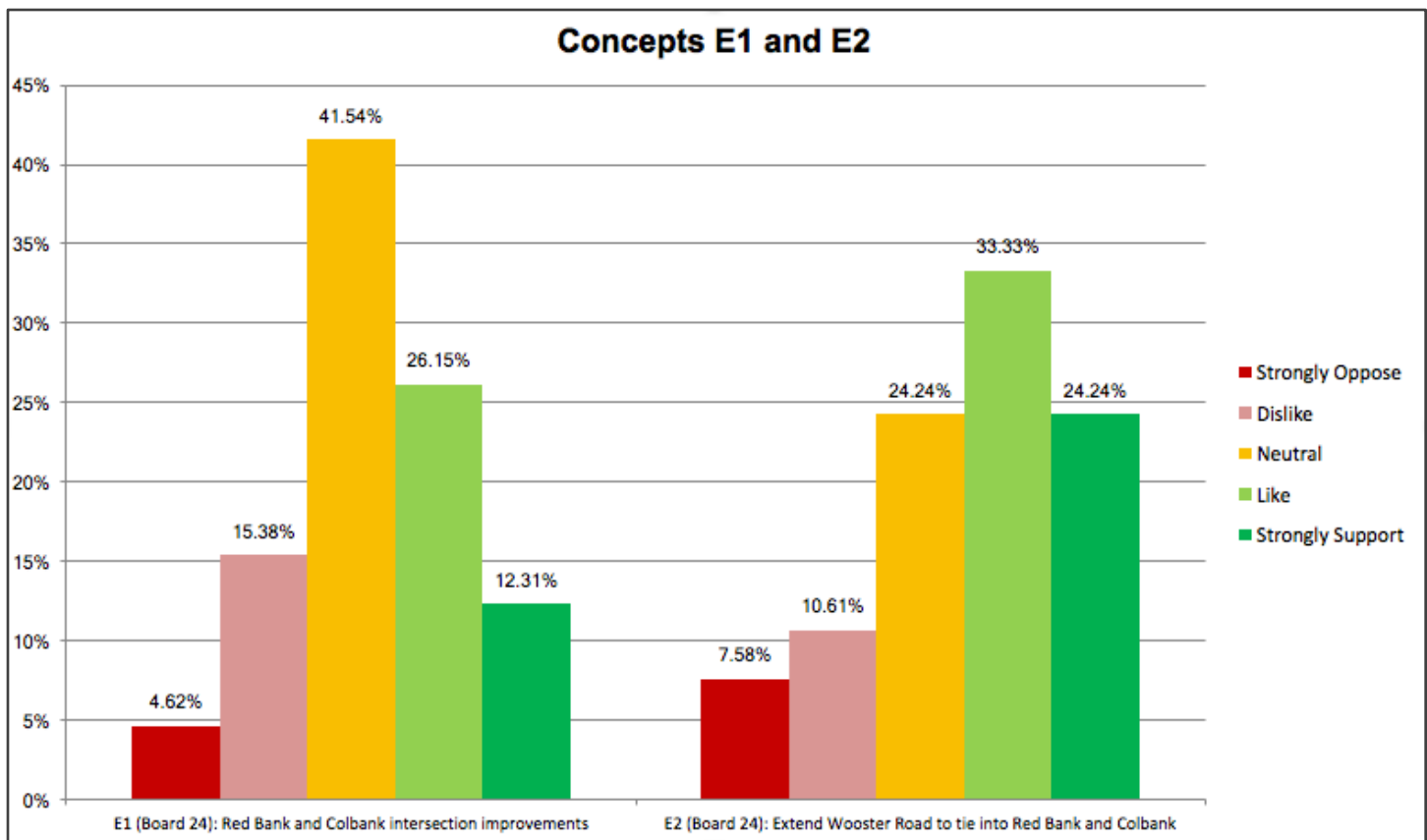
Red Bank and Colbank Intersection Improvements

- \$675,000 to \$1.0M construction cost
- New R/W needed from 2 parcels; no buildings impacted
- Reduces AM peak delay by approximately 75%; PM peak delay by approximately 40%
- New signal at ramps coordinated with existing signal to allow protected left turn onto US 50 westbound ramp



Extend Wooster to Tie Into Red Bank

- \$2.7M to \$4.1M construction cost
- New R/W needed from 5 parcels; no buildings impacted
- Reduces AM peak delay by approximately 75%; PM peak delay by approximately 45%
- Provides pedestrian and bicycle connectivity from Red Bank to Wooster
- Relocates signalized intersection to the end of the US 50 westbound ramps
- Requires removal of old railroad bed and embankment



	STRONGLY OPPOSE	DISLIKE	NEUTRAL	LIKE	STRONGLY SUPPORT	TOTAL
E1 (Board 24): Red Bank and Colbank intersection improvements	4.62% 3	15.38% 10	41.54% 27	26.15% 17	12.31% 8	65
E2 (Board 24): Extend Wooster Road to tie into Red Bank and Colbank	7.58% 5	10.61% 7	24.24% 16	33.33% 22	24.24% 16	66

COMMENTS and RESPONSES FOR CONCEPT E1: Red Bank and Colbank intersection improvements

NO.	COMMENT	RESPONSE
1	The E2 option seems like a lot of trouble to accomplish the same as E1 for a lot more money. E1 is the way to go.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

COMMENTS and RESPONSES FOR CONCEPT E2: Extend Wooster Road to tie into Red Bank and Colbank

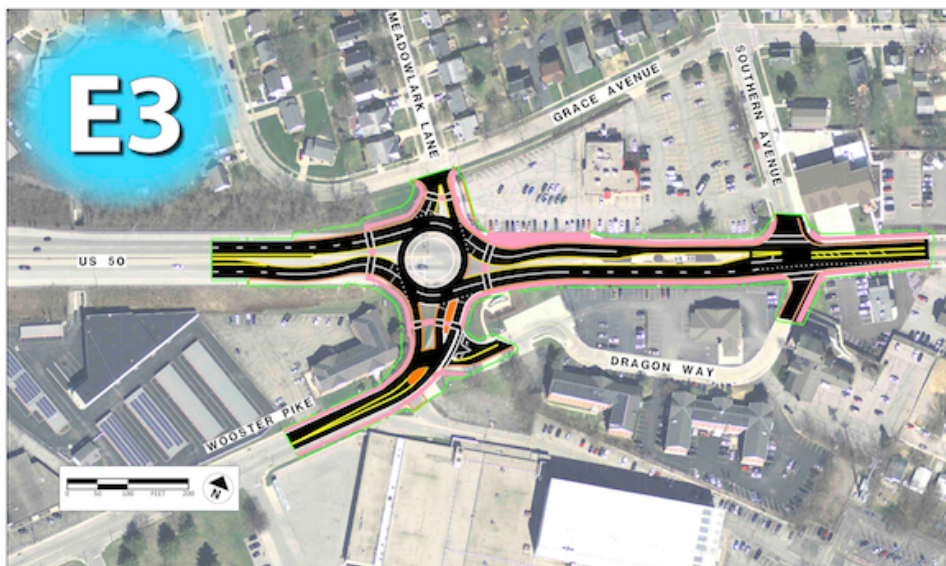
NO.	COMMENT	RESPONSE
1	E2 - Cul-de-sac on Red Bank Road?	Thank you for your comment. In this concept Wooster Road would extend directly to Red Bank at Woodland Road for all through-traffic. Businesses on existing Red

NO.	COMMENT	RESPONSE
		<p>Bank would access at the roundabout intersection near Hyde Park Lumber. Further development on this alternative would include discussions with impacted property owners to determine access concerns.</p> <p>Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p>
2	E2 - Would love to see the roundabout at Wooster Rd. & Wooster Pike have bike trail extended up Wooster Pike to connect US 50. I am building a restaurant, brewery & distillery at 3717 Jonlen Drive and would love to have people bike to our location	Thank you for your comment.
3	E2 - Traveling north on Red Bank -remove cul-de-sac. Allow access to businesses.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
4	I'm concerned about bicycle safety in E2. Redirecting the exit ramp down to Wooster Road would redirect more traffic and traffic moving at a higher speed down onto the road that is the main connector to the Ohio-to-Erie Trail and is safest way to get to the Ohio River Trail from this part of town. It would introduce a lot of complexity unless protected bike lanes were added from Wooster Pike/Wooster Road down through to Armleder Park. This only works with E5 which I'm sure was pointed out in the face-to-face meetings that I could not attend :)	<p>Thank you for your comments. The shared-use path proposed in this concept is one piece of a larger bicycle/pedestrian connectivity plan shown in concepts E6 and E7.</p> <p>Your comments are appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p>
5	The E2 option seems like a lot of trouble to accomplish the same as E1 for a lot more money. E1 is the way to go.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

US 50/RED BANK INTERCHANGE FOCUS AREA CONCEPTS E3 and E4, BOARD 25

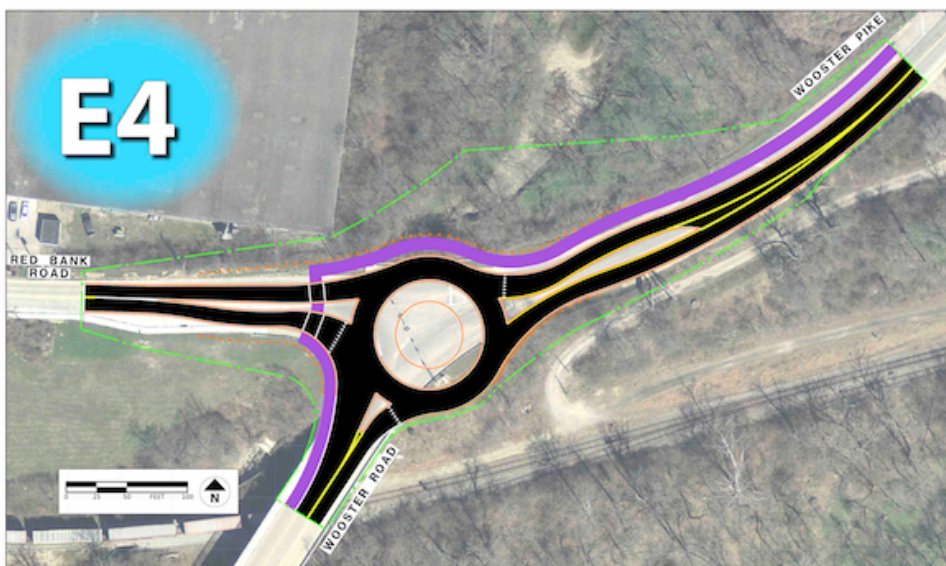


Eastern Corridor Segments II and III US 50/Red Bank Focus Area



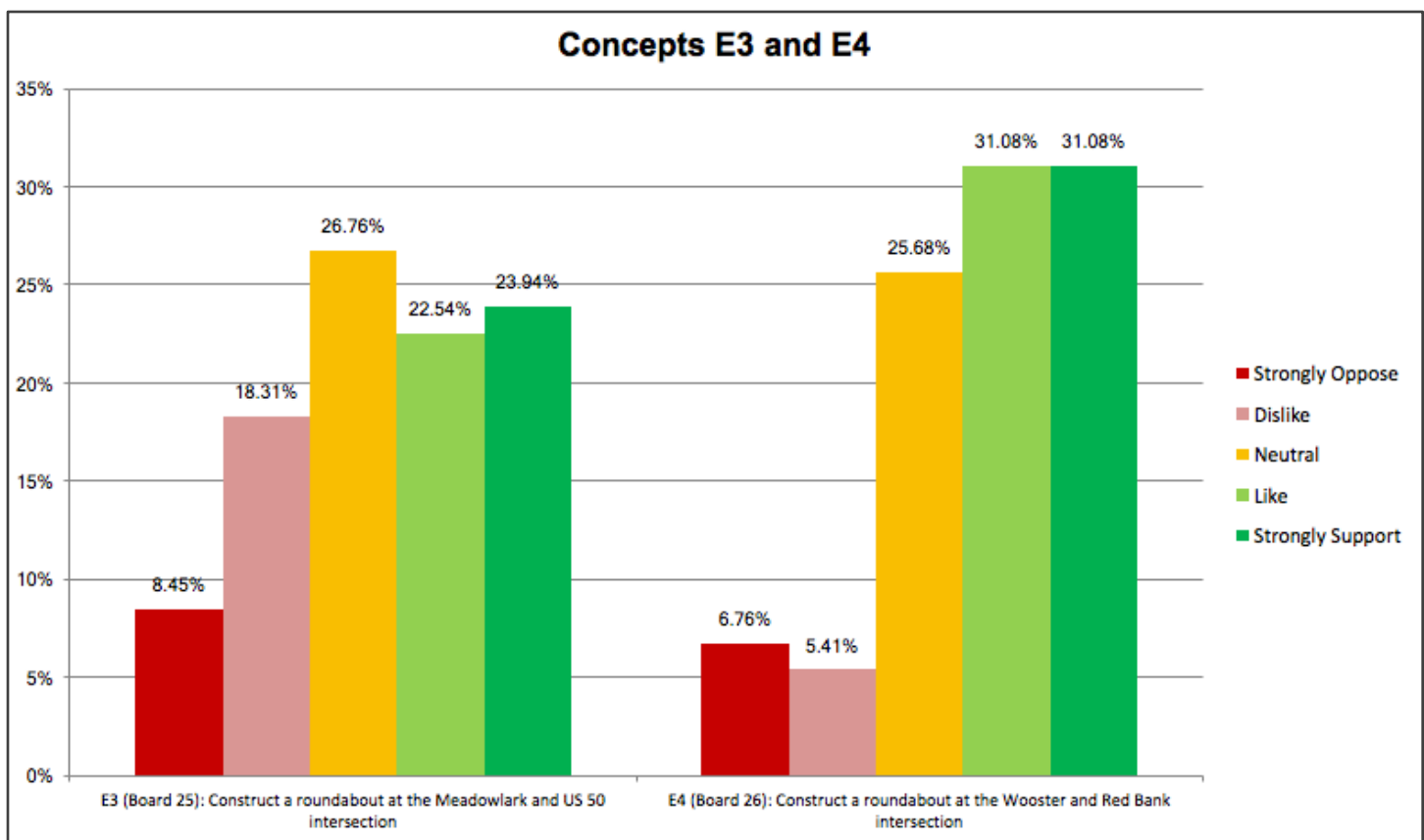
Roundabout at Meadowlark and US 50

- \$1.2M to \$1.8M construction cost
- New R/W needed from 3 parcels; no buildings impacted
- Reduces AM peak delay by approximately 35%; PM peak delay by approximately 60%
- Eliminates existing traffic signal
- Provides gateway to Fairfax business district
- Improves safety



Roundabout at Wooster and Red Bank

- \$1.2M to \$1.8M construction cost
- New R/W needed from 2 parcels; no buildings impacted
- No significant change in peak delay
- Eliminates existing traffic signal
- Improves safety
- Provides room to carry shared-use path across existing bridge



	STRONGLY OPPOSE	DISLIKE	NEUTRAL	LIKE	STRONGLY SUPPORT	TOTAL
E3 (Board 25): Construct a roundabout at the Meadowlark and US 50 intersection	8.45% 6	18.31% 13	26.76% 19	22.54% 16	23.94% 17	71
E4 (Board 26): Construct a roundabout at the Wooster and Red Bank intersection	6.76% 5	5.41% 4	25.68% 19	31.08% 23	31.08% 23	74

COMMENTS and RESPONSES FOR CONCEPT E3:

Construct a roundabout at the Meadowlark and US 50 intersection

NO.	COMMENT	RESPONSE
1	E3 - potential for roundabout to 'lock up' if cars stack at light at Watterson. Also this involves widening part of Wooster to 2 lanes where it was just reduced to one a few years ago. Concerned about pedestrians crossing Wooster at the roundabout, especially bus commuters who use the adjacent parking lots.	<p>Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>When analyzing the roundabout, we evaluated the interaction with the Watterson intersection due to its proximity. The analysis indicates that eastbound queues from Watterson will not back up into the roundabout.</p>
2	E3 - if it really reduces delays	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

NO.	COMMENT	RESPONSE
3	E3 - this would be so much better!	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
4	I live in Fairfax behind the Frisch's and E3 seems to be the most cost-effective way to deal with a major traffic bottleneck at this time. If there isn't a plan to bypass Mariemont completely, this would at least ease some of the traffic as well as force people to slow down coming into the business district.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
5	E3 - for continuous traffic some sound dampening such as walls or trees would be wonderful for residents of Nightingale and Chickadee.	Thank you for your comment. Your suggestions are appreciated and we will share them with the Village of Fairfax for their future planning.
6	To put a roundabout at Meadowlark and Rt50 is a bad idea because traffic there is stopped 1/4 mile east bound during rush time. I think the problem further east, through Mariemont and Columbia Township. That needs to be fixed first.	<p>Thank you for your comments. Traffic modeling that has been completed for this concept shows that installing a roundabout at this location will help improve traffic flow through the area and reduce traffic back-ups being experienced today.</p> <p>Your suggestion regarding priorities is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p>
7	Leave traffic light but adjust timing. Roundabout will result in continuous traffic at 5/3rd bank exits and turning R or L be more difficult than it already is. When traffic light turns red, you get a break in traffic. *Increase Wooster Pike to 35 MPH in Fairfax.	<p>Thank you for your comment. Your suggestions are appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>A signal timing study was conducted for the US 50 corridor from Meadowlark Road to Newtown Road to coordinate the signals along the US 50 corridor and help with the progression of traffic. This retiming effort resulted in a 10% reduction in travel time and a 30% reduction in delay along US 50.</p>

**COMMENTS and RESPONSES FOR CONCEPT E4:
Construct a roundabout at the Wooster and Red Bank intersection**

NO.	COMMENT	RESPONSE
1	E4 - if it improves visibility coming from Red Bank	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
2	E4 doesn't seem to accomplish anything despite costing time/money to construct.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

US 50/RED BANK INTERCHANGE FOCUS AREA CONCEPTS E5, E6 and E7, BOARD 26



BOARD 26

Eastern Corridor Segments II and III US 50/ Red Bank Focus Area

Alternatives to address pedestrian and bicycle connectivity from Wasson Way Trail to Armleder Park

E5-7

E5: Shared-Use Path Along US 50

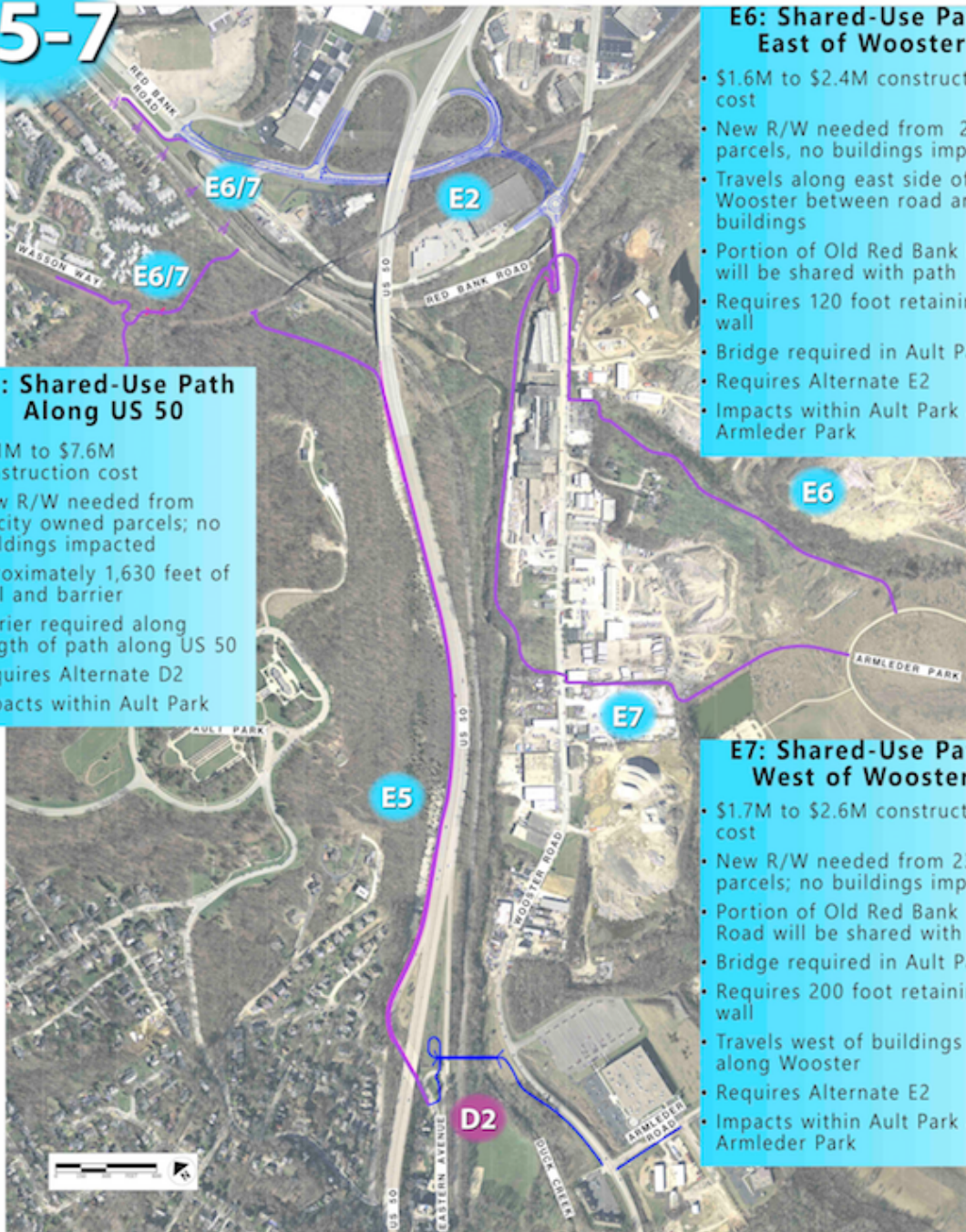
- \$5.1M to \$7.6M construction cost
- New R/W needed from 61 city owned parcels; no buildings impacted
- Approximately 1,630 feet of wall and barrier
- Barrier required along length of path along US 50
- Requires Alternate D2
- Impacts within Ault Park

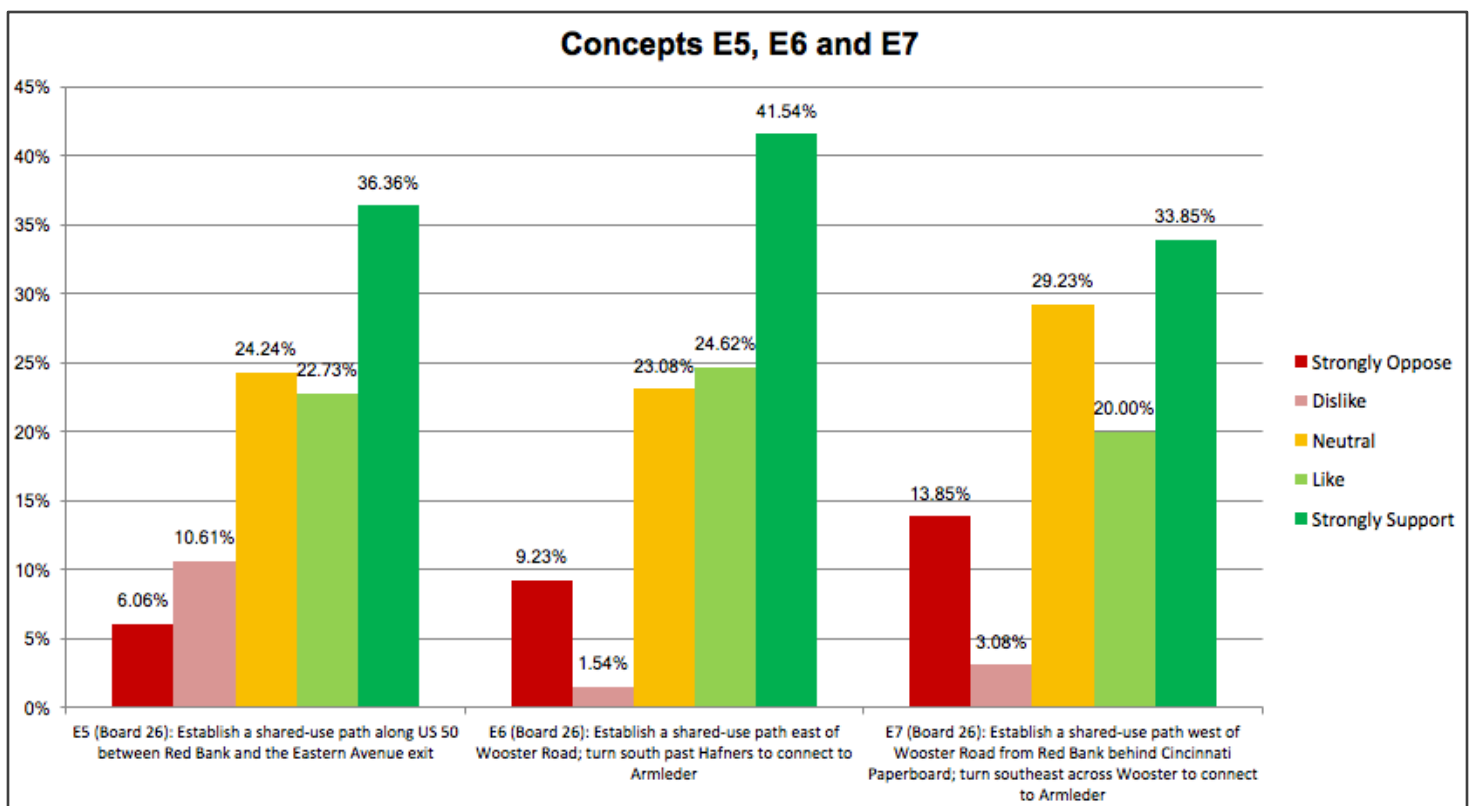
E6: Shared-Use Path East of Wooster

- \$1.6M to \$2.4M construction cost
- New R/W needed from 24 parcels; no buildings impacted
- Travels along east side of Wooster between road and buildings
- Portion of Old Red Bank Road will be shared with path
- Requires 120 foot retaining wall
- Bridge required in Ault Park
- Requires Alternate E2
- Impacts within Ault Park and Armleder Park

E7: Shared-Use Path West of Wooster

- \$1.7M to \$2.6M construction cost
- New R/W needed from 23 parcels; no buildings impacted
- Portion of Old Red Bank Road will be shared with path
- Bridge required in Ault Park
- Requires 200 foot retaining wall
- Travels west of buildings along Wooster
- Requires Alternate E2
- Impacts within Ault Park and Armleder Park





	STRONGLY OPPOSE	DISLIKE	NEUTRAL	LIKE	STRONGLY SUPPORT	TOTAL
E5 (Board 26): Establish a shared-use path along US 50 between Red Bank and the Eastern Avenue exit	6.06% 4	10.61% 7	24.24% 16	22.73% 15	36.36% 24	66
E6 (Board 26): Establish a shared-use path east of Wooster Road; turn south past Hafners to connect to Armleder	9.23% 6	1.54% 1	23.08% 15	24.62% 16	41.54% 27	65
E7 (Board 26): Establish a shared-use path west of Wooster Road from Red Bank behind Cincinnati Paperboard; turn southeast across Wooster to connect to Armleder	13.85% 9	3.08% 2	29.23% 19	20.00% 13	33.85% 22	65

Comments referring to multiple concepts or comparing concepts to each other have been grouped together and are presented in a chart following comments specific to concepts E5, E6 and E7 individually.

COMMENTS and RESPONSES FOR CONCEPT E5:

Establish a shared-use path along US 50 between Red Bank and the Eastern Avenue exit

NO.	COMMENT	RESPONSE
1	E5 - Like keeping shared-use path near/ in Ault Park- safer, healthier and more scenic. Would be great to incorporate with ped. RR former trestle.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
2	E5 seems like a disaster as far as costs are concerned. As difficult as it is to get any funding for bicycle-dedicated work in this city, I just cannot imagine it would get done if it was selected.	Thank you for your comment; your input is appreciated.

NO.	COMMENT	RESPONSE
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COMMENTS and RESPONSES FOR CONCEPT E6

Establish a shared-use path east of Wooster Road; turn south past Hafners to connect to Armleder

NO.	COMMENT	RESPONSE
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NO E6-ONLY COMMENTS RECEIVED

COMMENTS and RESPONSES FOR CONCEPT E7:

Establish a shared-use path west of Wooster Road from Red Bank behind Cincinnati Paperboard; turn southeast across Wooster to connect to Armleder

NO.	COMMENT	RESPONSE
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- | | | |
|---|--|--|
| 1 | The E7 trail would be along the pond at Armleder and increased traffic there would disturb wildlife and birds that nest there/use the pond | Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations. |
|---|--|--|

COMMENTS and RESPONSES FOR COMMENTS THAT COMPARE CONCEPTS E5, E6, AND E7:

NO.	COMMENT	RESPONSE
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- | | | |
|---|--|---|
| 1 | E5-E6-E7 - See comments about shared-use paths on page 3 [<i>Respondent shared a general comment about all of the shared-use path options: while I am not opposed to adding these at some point, there is a much greater need to alleviate the vehicle traffic and those issues need to be addressed first</i>]. | Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations. |
| 2 | On E5 (Board 26), I don't want to be biking next to cars and inhaling smog, would MUCH prefer E6 where you are riding along trees and away from cars | Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations. |
| 3 | Prefer E6 or E7 over E5 – cheaper. | Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations. |
| 4 | Other route options (E6, E7) put pedestrian/ bicyclist right next to industrial sites with heavy air contaminants and truck traffic. | Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations. |

NO.	COMMENT	RESPONSE
5	E6 and E7 make the most sense to me and hopefully E2 isn't selected which would ruin those as options. E6 and E7 provide the best connections to the other trails like Wasson Way and the Ohio River Trail and would be the most cost-effective ways of making those connections. I'd knock on doors to convince people to get E6 or E7 done as that stretch of Wooster Road is the most dangerous stretch for me until I've almost arrived at my work on Glenway Ave.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

US 50/RED BANK INTERCHANGE FOCUS AREA

GENERAL COMMENTS RECEIVED

GENERAL SHARED-USE/BIKE PATH COMMENTS FOR THE US 50/RED BANK INTERCHANGE FOCUS AREA

NO.	COMMENT	RESPONSE
1	Creating shared use paths to support biking and walking as well as roundabouts for efficiency should be a high priority.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
2	I don't have much perspective on traffic congestion in these areas. I also don't believe these bicycle connections are linking people to desirable places. I would enjoy the bike paths but feel that should be less of a priority than direct people, place connections.	<p>Thank you for your comments. The shared-use paths proposed in these concepts are each pieces that can fit into a larger, regional bicycle/pedestrian connectivity plan. Due to funding limitations, however, complete connectivity cannot be constructed all at once and therefore needs to be completed in segments, such as those that have been proposed as part of this study.</p> <p>Your comments are appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p>
3	I hope that any and all shared use paths that can be constructed, are constructed.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
4	To connect Wasson Way Trail, let's preserve the old trestle over Red Bank Road and US 50. Just past the overpass on Wooster Road provide a ramp and shared use path along Wooster to join with existing E6 route. The trestle can be made safe for bicycle and pedestrian use with proper safety fence and bracing to allow wider path.	Thank you for your comment. Your suggestions are appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

MISCELLANEOUS COMMENTS FOR THE US 50/RED BANK INTERCHANGE FOCUS AREA

NO.	COMMENT	RESPONSE
1	None of the above will improve the overall flow of traffic in the eastern corridor flow directions. Expensive will [sic] little benefit.	Thank you for your comment; your input is appreciated.
2	The real solution to the traffic problems from Red Bank Rd through Newtown was already nixed. The rest of what is proposed are 1/2 measures and window dressing.	Thank you for your comment; your input is appreciated.

**CONCEPT EVALUATIONS
And
COMMENTS RECEIVED**

US 50 CORRIDOR FOCUS AREA

US 50 CORRIDOR FOCUS AREA CONCEPTS F1 and F2, BOARD 28



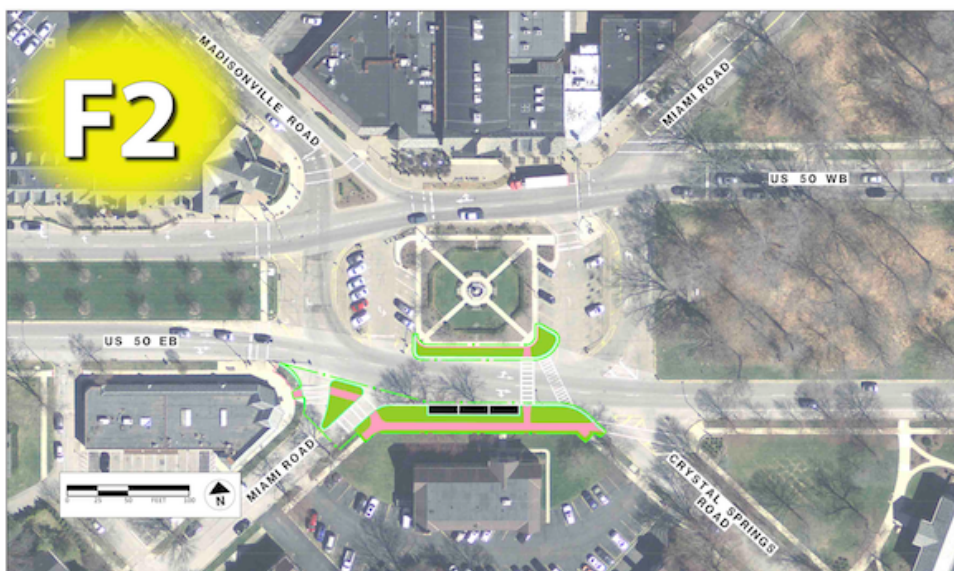
Eastern Corridor Segments II and III **US 50 Corridor Focus Area**

Alternatives to improve sight distance and enhance pedestrian safety in Mariemont Square



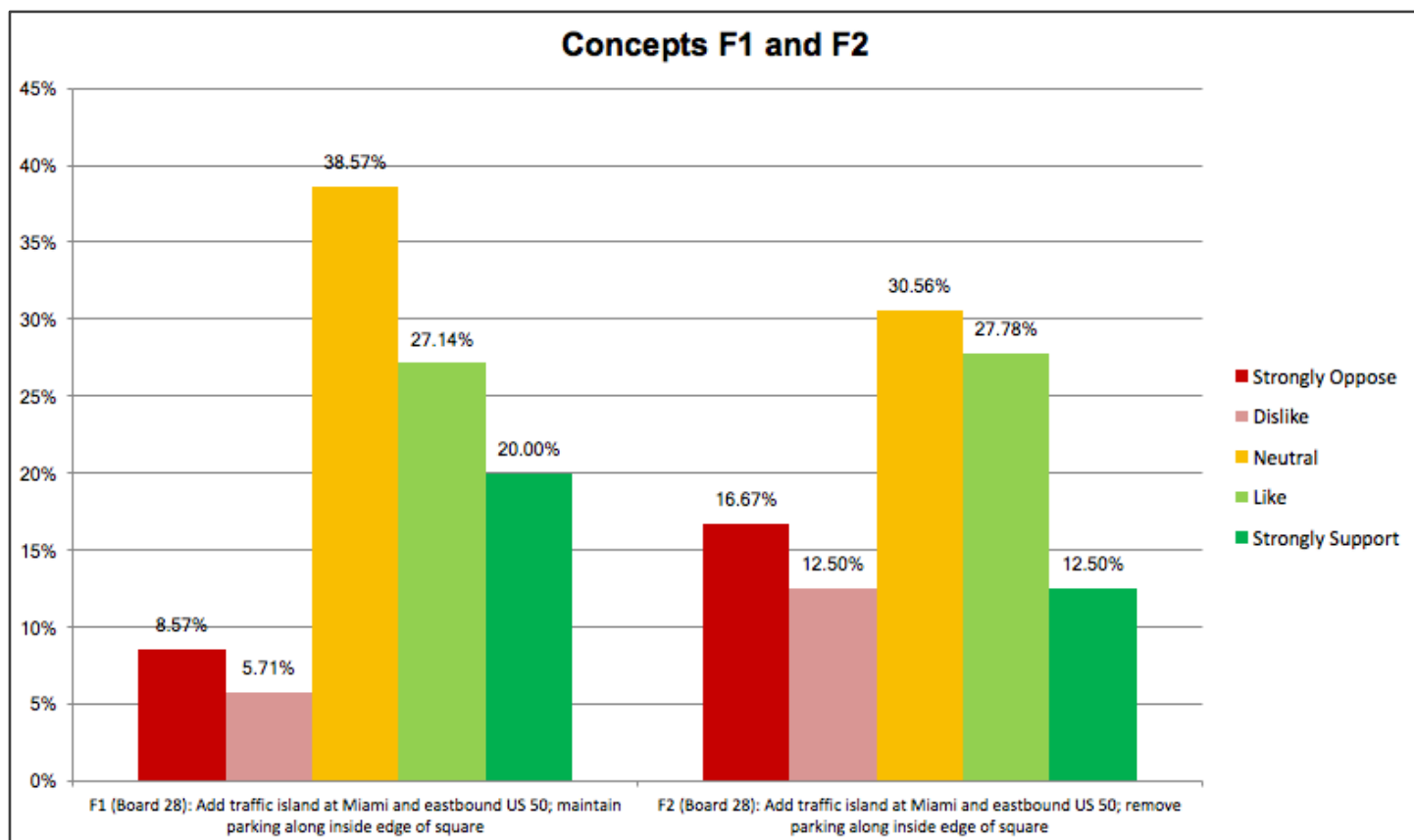
Maintain Parking Along Inside Edge of Square

- \$35,000 construction cost
- No new R/W required
- 2 parking spaces removed along south side of US 50
- Provide better sight distance for drivers approaching square from Miami and Crystal Springs
- Provide shorter crosswalk across US 50 eastbound
- Project within National Historic Landmark



Remove Parking Along Inside Edge of Square

- \$45,000 construction cost
- No new R/W required
- Replace parking with additional landscaped area along inside edge of square
- 5 parking spaces removed (3 along inside edge of square and 2 along south side of US 50)
- Provide better sight distance for drivers approaching square from Miami and Crystal Springs
- Provide shorter crosswalk across US 50 eastbound
- Project within National Historic Landmark



	STRONGLY OPPOSE	DISLIKE	NEUTRAL	LIKE	STRONGLY SUPPORT	TOTAL
F1 (Board 28): Add traffic island at Miami and eastbound US 50; maintain parking along inside edge of square	8.57% 6	5.71% 4	38.57% 27	27.14% 19	20.00% 14	70
F2 (Board 28): Add traffic island at Miami and eastbound US 50; remove parking along inside edge of square	16.67% 12	12.50% 9	30.56% 22	27.78% 20	12.50% 9	72

COMMENTS and RESPONSES FOR CONCEPT F1:

Add traffic island at Miami and eastbound US 50; maintain parking along inside edge of square

NO.	COMMENT	RESPONSE
1	F1 and F2 - while the amounts are small, I just don't see these as needed improvements.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
2	F1 - An island does not need to be added to Miami, one is there and is sufficient and a bigger island would have pedestrians ignore the lights. Parking must be maintained on the square for businesses.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

NO.	COMMENT	RESPONSE
3	I run through Mariemont often and there just is no reason for F1 or F2 to be done as I've never felt unsafe on the streets or sidewalks there.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

COMMENTS and RESPONSES FOR CONCEPT F2:

Add traffic island at Miami and eastbound US 50; remove parking along inside edge of square

NO.	COMMENT	RESPONSE
1	F1 and F2 - While the amounts are small, I just don't see these as needed improvements.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
2	F2 - Strongly disagree with two lanes going into Mariemont between Petoskey and East St. since traffic slows down now to move into the one lane and makes it possible for cars exiting from the south of the pike to enter the pike, two lanes, even with a proposed decrease in speed will not occur without slowing down to merge. The island on Madisonville Road by the Inn should be decreased since two large SUV's side by side at the light are too tight. You need a right turn lane on Wooster at Watterson and arrows in the middle lane of Fairfax on the bricks so cars know they can drive on it if they are making a turn and not stop all of the traffic to turn left into businesses going westbound. Mariemont Square does not need to be changed except for the Island by the Inn, decreased in size.	<p>Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>Subsequent to the public meetings in October, the Mariemont Planning Commission voted in January 2019 to not approve maintaining two travel lanes in each direction on US 50 between East Street and Petosky Avenue. Therefore, the proposed lane modification will not be taking place in conjunction with the proposed resurfacing work (PID 101309) in 2019 (see F6).</p>
3	I run through Mariemont often and there just is no reason for F1 or F2 to be done as I've never felt unsafe on the streets or sidewalks there.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

US 50 CORRIDOR FOCUS AREA CONCEPTS F3, F4 and F5, BOARD 29

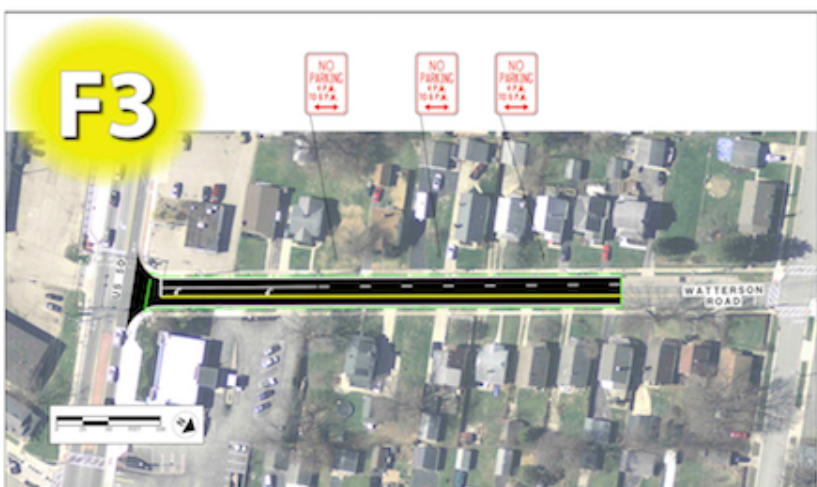


BOARD 29

Eastern Corridor Segments II and III

US 50 Corridor Focus Area

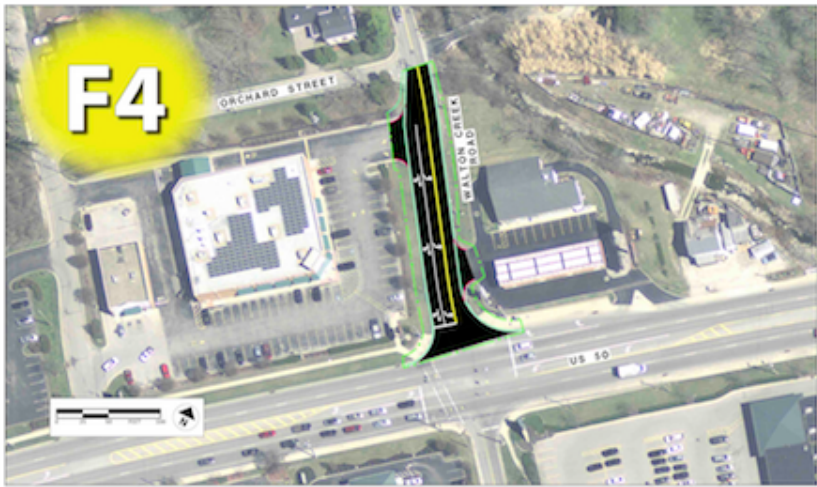
F3



Right Turn Lane Extension By Parking Restriction at Watterson and US 50 Intersection

- \$15,000 construction cost
- No new R/W required
- Parking restriction from 4 PM to 6 PM only
- Reduces SB approach PM delays by approximately 30%

F4



Extend Southbound Left Turn Lane at Walton Creek and US 50 Intersection

- \$100,000 construction cost
- New R/W needed from 6 parcels; no buildings impacted
- Improves traffic operations by reducing left turn queue from blocking adjacent lane

F5

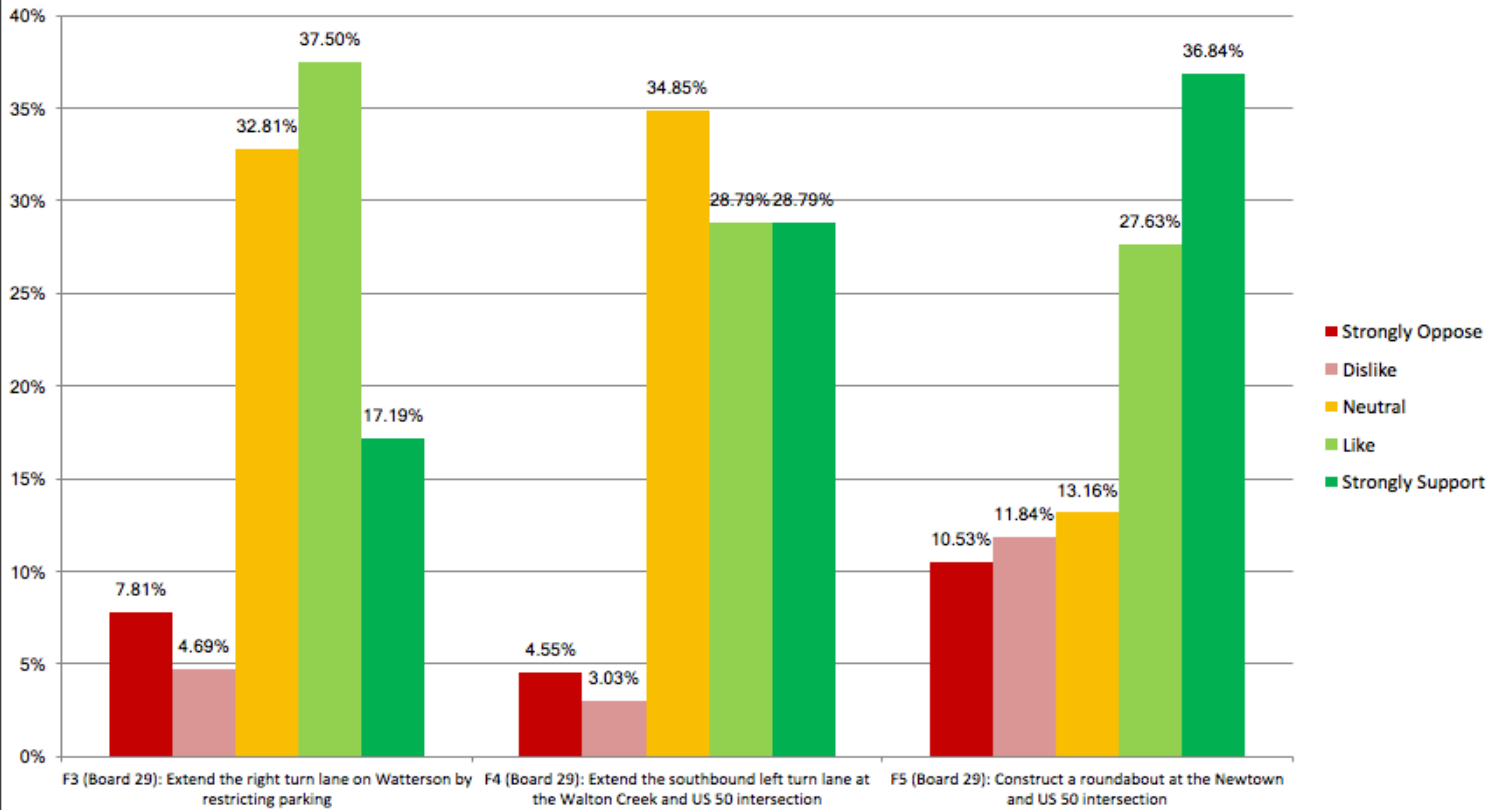


Roundabout at Newtown and US 50 Intersection

- \$1.4M to \$2.2M construction cost
- New R/W needed from 5 parcels; no buildings impacted
- Reduce AM peak delay by approximately 80%; PM peak delay by approximately 50%
- Improves safety
- Eliminate existing traffic signal
- Requires one retaining wall

PID 86462

Concepts F3, F4 and F5



	STRONGLY OPPOSE	DISLIKE	NEUTRAL	LIKE	STRONGLY SUPPORT	TOTAL
F3 (Board 29): Extend the right turn lane on Watterson by restricting parking	7.81% 5	4.69% 3	32.81% 21	37.50% 24	17.19% 11	64
F4 (Board 29): Extend the southbound left turn lane at the Walton Creek and US 50 intersection	4.55% 3	3.03% 2	34.85% 23	28.79% 19	28.79% 19	66
F5 (Board 29): Construct a roundabout at the Newtown and US 50 intersection	10.53% 8	11.84% 9	13.16% 10	27.63% 21	36.84% 28	76

COMMENTS and RESPONSES FOR CONCEPT F3:

Extend the right turn lane on Watterson by restricting parking

NO.	COMMENT	RESPONSE
	NO COMMENTS RECEIVED	

COMMENTS and RESPONSES FOR CONCEPT F4:

Extend the southbound left turn lane at the Walton Creek and US 50 intersection

NO.	COMMENT	RESPONSE
1	F4 - Desperately needed; rush hour traffic is horrible at that intersection if you are on Walton Creek. The problem is also	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

NO.	COMMENT	RESPONSE
	compounded by the Kroger (and other businesses) traffic turning east onto Wooster, which slows the ability for Walton Creek traffic to turn.	In the fall of 2018, ODOT installed a southbound left turn phase as a short-term improvement, and based on field observations, this improvement has successfully reduced delay on this approach.

**COMMENTS and RESPONSES FOR CONCEPT F5:
Construct a roundabout at the Newtown and US 50 intersection**

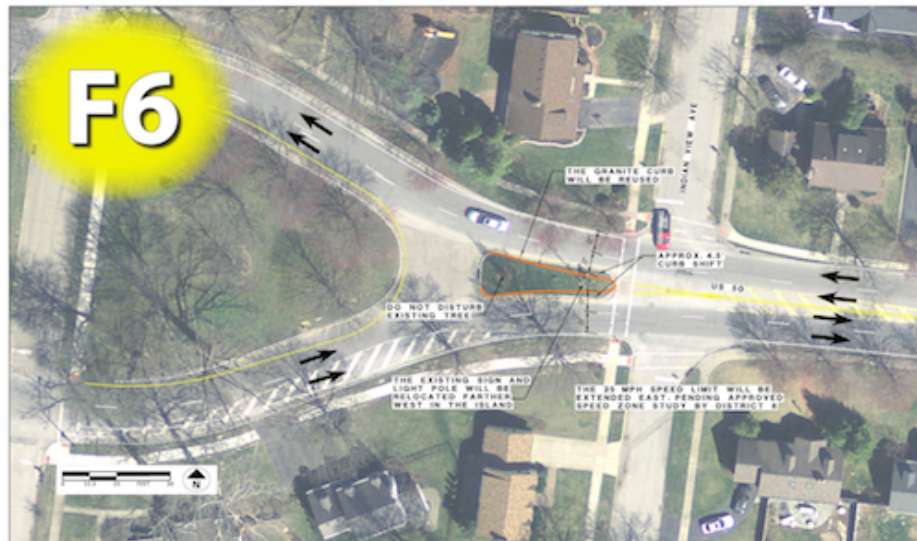
NO.	COMMENT	RESPONSE
1	F5 - Yes, please!	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

US 50 CORRIDOR FOCUS AREA CONCEPTS F6, BOARD 30



Eastern Corridor Segments II and III US 50 Corridor Focus Area

Maintain Two Lanes in Each Direction on US 50 at Chicane



- \$30,000 construction cost
- No new R/W required
- Reduce speed on US 50 to 25 MPH
- Shift location of "Village of Mariemont" sign and light pole
- All trees untouched
- Shift curb up to 4.5 feet inward on east end of island
- Reuse granite curb
- Improves lane utilization on US 50 reducing delay
- Project within National Historic Landmark
- Section 106 coordination underway
- Proposed to be completed with PID 101309 in Spring 2019



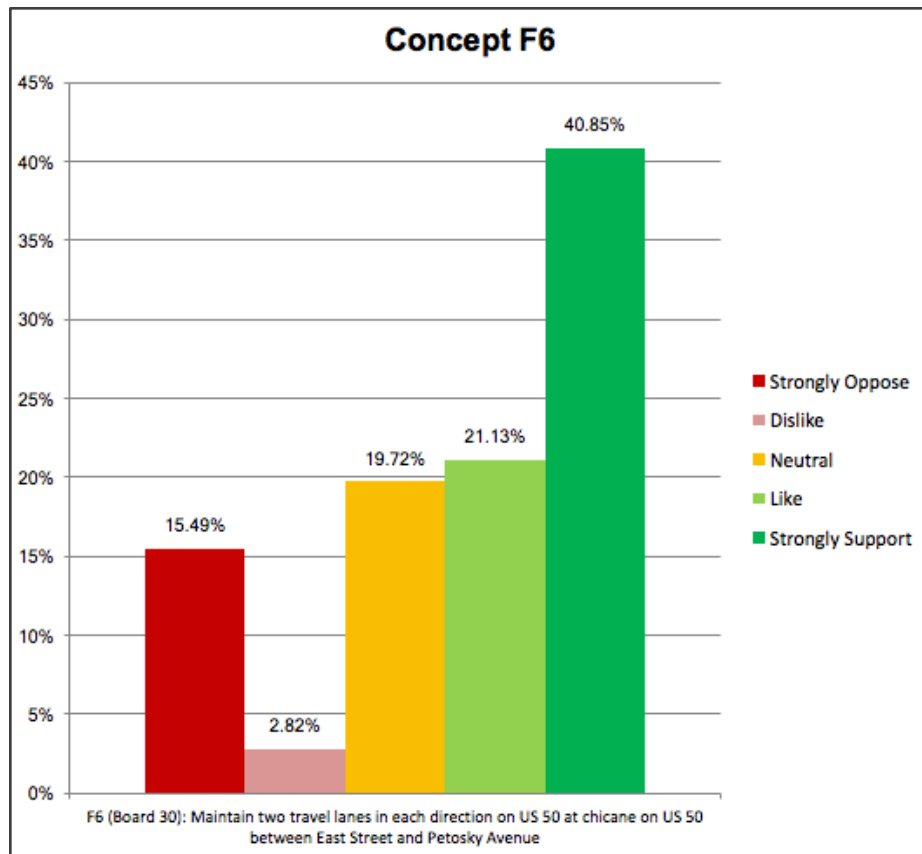
Existing F6



Proposed F6

Rendering is for illustrative purposes only and may not reflect final design.

Section 106 of the National Historic Preservation Act of 1966 requires Federal agencies (or local agencies using Federal funds) to consider the effects of their actions on historic properties. Individuals or organizations with a demonstrated interest in the effects of the undertaking on historic properties can become consulting parties on this project. Persons interested in becoming a consulting party have the opportunity to fill out and submit an application form provided at this meeting.



	STRONGLY OPPOSE	DISLIKE	NEUTRAL	LIKE	STRONGLY SUPPORT	TOTAL
F6 (Board 30): Maintain two travel lanes in each direction on US 50 at chicane on US 50 between East Street and Petosky Avenue	15.49% 11	2.82% 2	19.72% 14	21.13% 15	40.85% 29	71

COMMENTS and RESPONSES FOR CONCEPT F6:

Maintain two travel lanes in each direction on US 50 at chicane on US 50 between East Street and Petosky Avenue

NO.	COMMENT	RESPONSE
1	Consideration to new high school construction on F6. Too much construction in one area.	<p>Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>Subsequent to the public meetings in October, the Mariemont Planning Commission voted in January 2019 to not approve the proposed change. Therefore, the lane modification will not be taking place in conjunction with the proposed resurfacing work (PID 101309) in 2019; however, Mariemont High School is moving forward with a traffic study to request access to the traffic signal at the Mariemont Promenade via ODOT permit.</p>

NO.	COMMENT	RESPONSE
2	F6 - Seems like an obvious win with the benefit loss ratio	<p>Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>Subsequent to the public meetings in October, the Mariemont Planning Commission voted in January 2019 to not approve the proposed change. Therefore, the lane modification will not be taking place in conjunction with the proposed resurfacing work (PID 101309) in 2019.</p>
3	<p>F6 - The current traffic pattern that forces through traffic to one lane allows local traffic (especially access from residences on the south side of 50) to more easily turn onto 50 headed east, cross over to the square, and to make left turns when headed west on 50. The proposed change could result in additional traffic accidents, especially rear ends as local residents headed west on 50 turn left to East Street, Indianview, and Petosky. Also, continuous flow of two lanes of traffic could make pedestrian crossing of 50 more difficult at several locations. This would be a major change to Nolen's plan, affecting a National Historic Landmark. And board 30 related to F6 title states "Maintain two lanes in each direction on US50 at Chicane" which is inaccurate and extremely misleading. The plan and images show the intersection of 50 and Indianview.</p>	<p>Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>ODOT will follow the Section 106 Consultation Process in coordinating any proposed work within the boundary of the Village of Mariemont National Historic Landmark with the State Historic Preservation Office, National Park Service, and Section 106 Consulting Parties prior to implementing/constructing any proposal.</p> <p>Subsequent to the public meetings in October, the Mariemont Planning Commission voted in January 2019 to not approve the proposed change. Therefore, the lane modification will not be taking place in conjunction with the proposed resurfacing work (PID 101309) in 2019.</p>
4	F6 Board 30. Widening SR50 east of the Mariemont Square. John Nolan the notable Mariemont city planner got approval in the 1920's from the State of OH to change SR50 to put in the single lane curve. Since Nolan's street plan was a large part of obtaining Historic Landmark designation for the village. I do not believe the State of OH can change a street plan which is part of an Historic designation.	<p>Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>The Ohio Department of Transportation, as part of the Section 106 Consultation, has consulted with Ohio's State Historic Preservation Office and the National Park Service, regarding the effects of the subject undertaking on The Village of Mariemont, which is a National Historic Landmark. The proposed undertaking involves maintenance activities and minor alterations to traffic patterns and one traffic island on Wooster Pike (US-50) in the Village of Mariemont, Hamilton County. The project would be constructed partially within the boundary of the Village of Mariemont National Historic Landmark (NRHP #07000431). The project would not require new right-of-way, and no contributing features of the historic district would be removed by the undertaking.</p>

NO.	COMMENT	RESPONSE
		<p>ODOT will continue to follow the Section 106 Consultation Process in coordinating any proposed work within the boundary of the Village of Mariemont National Historic Landmark with the State Historic Preservation Office, National Park Service, and Section 106 Consulting Parties prior to implementing/constructing any proposal.</p> <p>Subsequent to the public meetings in October, the Mariemont Planning Commission voted in January 2019 to not approve the proposed change. Therefore, the lane modification will not be taking place in conjunction with the proposed resurfacing work (PID 101309) in 2019.</p>
5	<p><i>(The following comment has been moved from SR 125/SR 32 Miscellaneous comments section):</i></p> <p>Did not see what I want to comment on. I want to comment on SR50 to the east of Mariemont widening. John Nolan the noted city planner of Mariemont (one of the factors for the Historic Landmark designation) got specific approval from the State of Ohio in the 1920's to put in that 1 lane curve in SR50. Since the city street plan is historic, I do not believe the state of OH can change a street layout.</p>	<p>Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>The Ohio Department of Transportation, as part of the Section 106 Consultation, has consulted with Ohio's State Historic Preservation Office and the National Park Service, regarding the effects of the subject undertaking on The Village of Mariemont, which is a National Historic Landmark. The proposed undertaking involves maintenance activities and minor alterations to traffic patterns and one traffic island on Wooster Pike (US-50) in the Village of Mariemont, Hamilton County. The project would be constructed partially within the boundary of the Village of Mariemont National Historic Landmark (NRHP #07000431). The project would not require new right-of-way, and no contributing features of the historic district would be removed by the undertaking.</p>
		<p>ODOT will continue to follow the Section 106 Consultation Process in coordinating any proposed work within the boundary of the Village of Mariemont National Historic Landmark with the State Historic Preservation Office, National Park Service, and Section 106 Consulting Parties prior to implementing/constructing any proposal.</p> <p>Subsequent to the public meetings in October, the Mariemont Planning Commission voted in January 2019 to not approve the proposed change. Therefore, the lane modification will not be taking place in conjunction with the proposed resurfacing work (PID 101309) in 2019.</p>
6	<p>F6 - This plan results in a HUGE improvement in congestion reduction and facilitates traffic flow.</p>	<p>Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>Subsequent to the public meetings in October, the Mariemont Planning Commission voted in January 2019 to not approve the proposed change. Therefore, the lane modification will not be taking place in conjunction with the proposed resurfacing work (PID 101309) in 2019.</p>

NO.	COMMENT	RESPONSE
7	F6 - Drivers will be encouraged to speed through there.	<p>Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>Subsequent to the public meetings in October, the Mariemont Planning Commission voted in January 2019 to not approve the proposed change. Therefore, the lane modification will not be taking place in conjunction with the proposed resurfacing work (PID 101309) in 2019.</p>
8	F6 is absolutely necessary but with improved signage for the lane ending in Mariemont. That bottleneck is a completely avoidable headache.	<p>Thank you for your comment. Your suggestion is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>Subsequent to the public meetings in October, the Mariemont Planning Commission voted in January 2019 to not approve the proposed change. Therefore, the lane modification will not be taking place in conjunction with the proposed resurfacing work (PID 101309) in 2019.</p>
9	On F6, Board 30 - I STRONGLY support this as I've been in many instances where drivers have either cut me off/accelerated at a high rate or been close to an accident due to this Chicane. It's very dangerous, doesn't slow traffic and needs to go since very few people operate their vehicle responsibly in the current setup.	<p>Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>Subsequent to the public meetings in October, the Mariemont Planning Commission voted in January 2019 to not approve the proposed change. Therefore, the lane modification will not be taking place in conjunction with the proposed resurfacing work (PID 101309) in 2019.</p>
10	I strongly oppose enlarging US 50 through Mariemont. It will create more traffic, further divide Mariemont into two communities during high traffic times. Mariemont is a functioning, walkable community that happens to straddle an increasingly busy thoroughway. If changes to US 50 occur, the quality of life in the unique Village of Mariemont will be negatively affected. You simply can't make US 50 into a highly efficient, highly traveled highway AND have a functioning community. The quality of life in the uniquely designed Village of Mariemont is not something that can be compromised--as we've been saying for the 50 or so years that this topic has been discussed.	<p>Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>The Ohio Department of Transportation, as part of the Section 106 Consultation, has consulted with Ohio's State Historic Preservation Office and the National Park Service, regarding the effects of the subject undertaking on The Village of Mariemont, which is a National Historic Landmark. The proposed undertaking involves maintenance activities and minor alterations to traffic patterns and one traffic island on Wooster Pike (US-50) in the Village of Mariemont, Hamilton County. The project would be constructed partially within the boundary of the Village of Mariemont National Historic Landmark (NRHP #07000431). The project would not require new right-of-way, and no contributing features of the historic district would be removed by the undertaking.</p> <p>ODOT will continue to follow the Section 106 Consultation Process in coordinating any proposed work within the boundary of the Village of Mariemont National Historic Landmark with the State Historic Preservation Office,</p>

NO.	COMMENT	RESPONSE
		<p>National Park Service, and Section 106 Consulting Parties prior to implementing/constructing any proposal.</p> <p>Subsequent to the public meetings in October, the Mariemont Planning Commission voted in January 2019 to not approve the proposed change. Therefore, the lane modification will not be taking place in conjunction with the proposed resurfacing work (PID 101309) in 2019.</p>
11	<p>Strongly disagree with two lanes going into Mariemont between Petoskey and East St. since traffic slows down now to move into the one lane and makes it possible for cars exiting from the south of the pike to enter the pike, two lanes, even with a proposed decrease in speed will not occur without slowing down to merge. The island on Madisonville road by the Inn should be decreased since two large SUV's side by side at the light are too tight. You need a right turn lane on Wooster at Watterson and arrows in the middle lane of Fairfax on the bricks so cars know they can drive on it if they are making a turn and not stop all of the traffic to turn left into businesses going westbound. Mariemont Square does not need to be changed except for the Island by the Inn, decreased in size.</p>	<p>Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>The Ohio Department of Transportation, as part of the Section 106 Consultation, has consulted with Ohio's State Historic Preservation Office and the National Park Service, regarding the effects of the subject undertaking on The Village of Mariemont, which is a National Historic Landmark. The proposed undertaking involves maintenance activities and minor alterations to traffic patterns and one traffic island on Wooster Pike (US-50) in the Village of Mariemont, Hamilton County. The project would be constructed partially within the boundary of the Village of Mariemont National Historic Landmark (NRHP #07000431). The project would not require new right-of-way, and no contributing features of the historic district would be removed by the undertaking.</p> <p>ODOT will continue to follow the Section 106 Consultation Process in coordinating any proposed work within the boundary of the Village of Mariemont National Historic Landmark with the State Historic Preservation Office, National Park Service, and Section 106 Consulting Parties prior to implementing/constructing any proposal.</p> <p>Subsequent to the public meetings in October, the Mariemont Planning Commission voted in January 2019 to not approve the proposed change. Therefore, the lane modification will not be taking place in conjunction with the proposed resurfacing work (PID 101309) in 2019.</p>

US 50 CORRIDOR FOCUS AREA CONCEPT F7, F8 and F9, BOARD 31



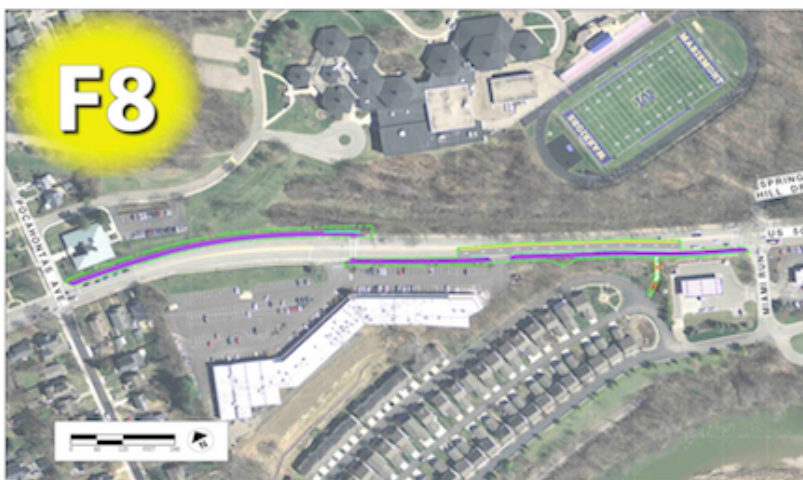
BOARD 31

Eastern Corridor Segments II and III US 50 Corridor Focus Area



Shared-Use Path from Little Miami Trail to Spring Hill

- This alternative is being advanced by Great Parks of Hamilton County and Columbia Township
- Phase 1 from Newtown Road to the west edge of 50 West Brewing Company will be constructed in 2019



Shared-Use Path Along US 50 from Spring Hill to Pocahontas

- \$850,000 to \$1.3M construction cost
- New R/W needed from 7 parcels; no buildings impacted
- Eastbound lanes shifted to reduce R/W impacts
- Requires 375 foot long retaining wall
- Stairs to Mariemont Landing removed; access provided using new path along Miami Run (see alt F7)

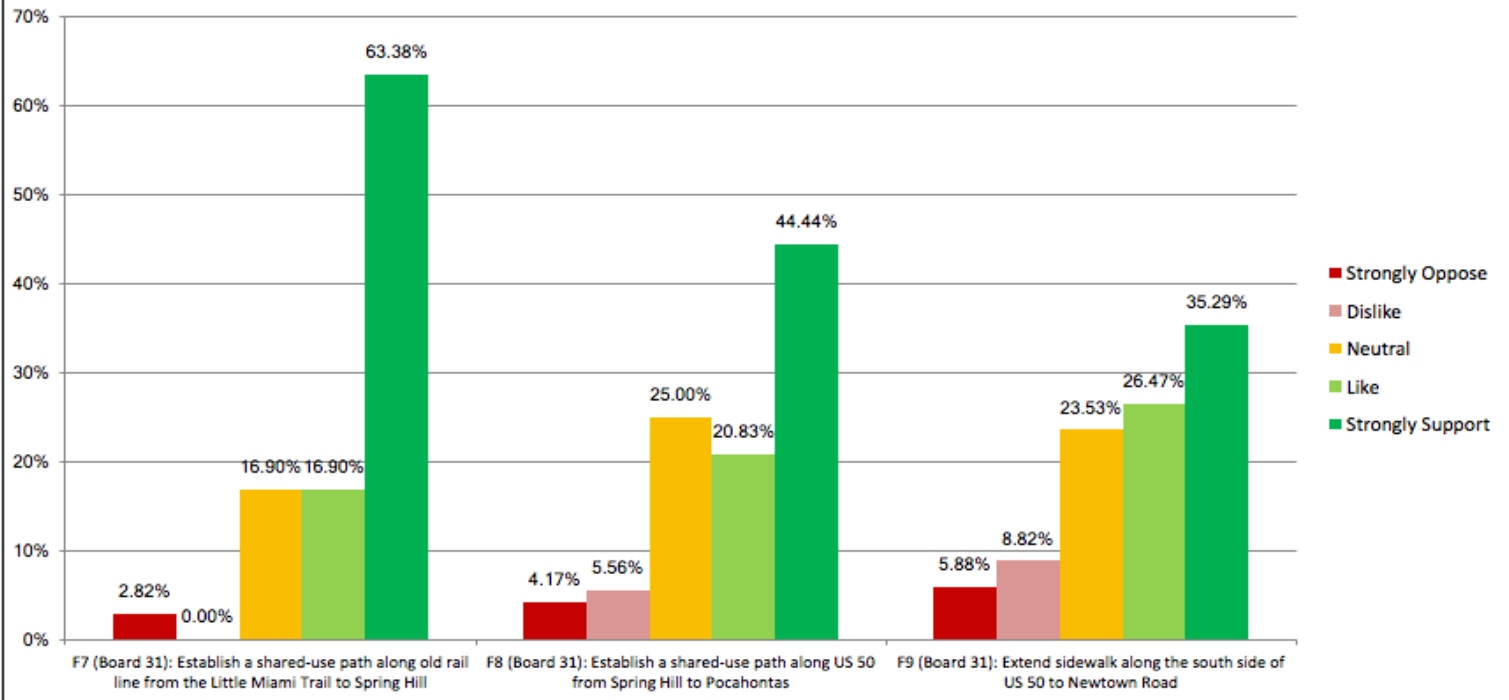


Sidewalk Along South Side of US 50

- \$170,000 to \$260,000 construction cost
- New R/W needed from 9 parcels; no buildings impacted
- Sidewalk placed directly behind back of curb

PID 86462

Concepts F7, F8 and F9



	STRONGLY OPPOSE	DISLIKE	NEUTRAL	LIKE	STRONGLY SUPPORT	TOTAL
F7 (Board 31): Establish a shared-use path along old rail line from the Little Miami Trail to Spring Hill	2.82% 2	0.00% 0	16.90% 12	16.90% 12	63.38% 45	71
F8 (Board 31): Establish a shared-use path along US 50 from Spring Hill to Pocahontas	4.17% 3	5.56% 4	25.00% 18	20.83% 15	44.44% 32	72
F9 (Board 31): Extend sidewalk along the south side of US 50 to Newtown Road	5.88% 4	8.82% 6	23.53% 16	26.47% 18	35.29% 24	68

COMMENTS and RESPONSES FOR CONCEPT F7:

Establish a shared-use path along old rail line from the Little Miami Trail to Spring Hill

NO.	COMMENT	RESPONSE
1	Note: Mariemont has just passed a levy to fund construction of a new high school. Plans for the new high school involve creating a second exit via the Spring Hill Drive traffic light for Terrace Park-bound students. This should be taken into account by ODOT with respect to build option #F8. Perhaps the new route through the High School property to the Hamilton County Library might be considered as an alternative to the current route for build option #F8 to connect with build option #F7.	Thank you for your comment; we appreciate the additional information you have shared. Your input will be taken into consideration as we develop our recommendations.

NO.	COMMENT	RESPONSE
2	F7 - Great connections through the whole city to Little Miami trail by executing this!	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
3	F7 - I do not like the shared use path section between McDonalds and Kroger Fuel- crazy traffic. Could it access Wooster at Walton Creek (come from river behind Flipdaddy's on rest of little creek, then along Wooster and cross at way between H.S. and library, heading east cross Spring Hill and stay behind Snooty and Walgreens to Walton Creek?	<p>Thank you for your comment. Your suggestion is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>A study of possible alignments in this area was conducted by Great Parks of Hamilton County & Columbia Township. They identified the proposed alignment along the old railroad bed and up to Spring Hill as the most feasible.</p> <p>As part of this study, ODOT looked at which side of US 50 the alignment should follow. The hillside on the north side would require substantial retaining walls, making the alignment too costly. If the alignment is behind Snooty Fox and Walgreens, it would impact that same hillside and would also require costly retaining walls.</p>
4	F7, 8, 9 - Trail needs to connect along Rembold to Murray to Murray Trail at Settle Street.	Thank you for your comment. Your input is appreciated. This connection lies within the Village of Mariemont and discussions and decisions about it are being addressed by the Village. The Eastern Corridor study did not develop any concepts at this location for that reason.
5	I don't think F8 is needed if F7 is going to be completed. F7 is way overdue as that climb up 50 is unsafe between bicyclists slowing down and bicyclists needing to use the sidewalk and then endangering pedestrians as a tradeoff.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

COMMENTS and RESPONSES FOR CONCEPT F8:

Establish a shared-use path along US 50 from Spring Hill to Pocahontas

NO.	COMMENT	RESPONSE
1	Note: Mariemont has just passed a levy to fund construction of a new high school. Plans for the new high school involve creating a second exit via the Spring Hill Drive traffic light for Terrace Park-bound students. This should be taken into account by ODOT with respect to build option #F8. Perhaps the new route through the High School property to the Hamilton County Library might be	Thank you for your comments. We appreciate the additional information you have shared. Your input will be taken into consideration as we develop our recommendations.

NO.	COMMENT	RESPONSE
	considered as an alternative to the current route for build option #F8 to connect with build option #F7.	
2	F7, 8, 9 - Trail needs to connect along Rembold to Murray to Murray Trail at Settle Street.	Thank you for your comment. Your input is appreciated. This connection lies within the Village of Mariemont and discussions and decisions about it are being addressed by the Village. The Eastern Corridor study did not develop any concepts at this location for that reason.
3	F8 - A shared use path not only needs to be built from Spring Hill to Pocahontas, but then continued down the Murray Ave median to connect to the Fairfax trail. Too many bikers and walkers are forced near, and onto, US 50 to get from the Little Miami trail and through Mariemont.	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
4	F8 - Crossing Wooster is treacherous at that light at any time.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
5	I don't think F8 is needed if F7 is going to be completed.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
6	Supportive of option F8, except is highly unlikely that a shared use path that requires crossing Highway 50 will remove many cyclists off the road (they, including myself) are likely to stay on the road. A shared-use path (or separated bike lane) on this stretch is much needed, but splitting it on opposite sides of the road will reduce utility and is a mindless waste of funds.	<p>Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>Connecting the Mariemont library and high school to the spur from the Little Miami Trail will require crossing US 50 at some location. The proposed location was chosen to minimize impacts to property owners and to avoid more costly retaining walls in other areas. The crossing is proposed at an existing signalized intersection to provide a pedestrian signal for safer crossing.</p>
7	<p><i>Received via mail:</i></p> <p>I enjoyed and was impressed with your public planning chart proposals for ODOT road and cycle improvements in our area. You and your team have put together an impressive list of improvement projects clearly illustrated by your planning charts.</p> <p>My interest from our Spring Hill residence is the bicycle path proposed to connect the Great Parks bike path extensions terminus at <u>Miami Run</u> to <u>Pocahontas</u> along the south side of US 50 West (Wooster Pike). This ODOT extension would provide a safe</p>	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

NO.	COMMENT	RESPONSE
	<p>bike path into the Village of Mariemont for residents of Spring Hill and Williams Meadow as well as other cyclists using the bike path.</p> <p>I know you commented that you personally biked that section & the hill is a killer especially along that stretch of highway 50. A safe bike path link in that area would do much for cyclists' access to the Eastern part of the Village safely!</p> <p>Thanking in advance for ODOT's and your consideration.</p>	

COMMENTS and RESPONSES FOR CONCEPT F9:

Extend sidewalk along the south side of US 50 to Newtown Road

NO.	COMMENT	RESPONSE
1	F7, 8, 9 - Trail needs to connect along Rembold to Murray to Murray Trail at Settle Street.	Thank you for your comment. Your input is appreciated. This connection lies within the Village of Mariemont and discussions and decisions about it are being addressed by the Village. The Eastern Corridor study did not develop any concepts at this location for that reason.
2	F9 will be great as well but I think it won't be used by many pedestrians until the speed limit is slowed through that stretch and more businesses are developed.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

US 50 CORRIDOR INTERCHANGE FOCUS AREA

GENERAL COMMENTS RECEIVED

GENERAL SHARED-USE/BIKE PATH COMMENTS FOR THE US 50 CORRIDOR FOCUS AREA

NO.	COMMENT	RESPONSE
1	Extend bike path from library along old inter urban rail line to Settle where is safe and not through the center of the village on route 50 and Madisonville Rd. This is probably the least expensive alternative to connect the LMT to Wasson	Thank you for your comment. Your suggestion is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
2	As a resident of Mariemont and a road cyclist, I strongly support connections through Mariemont to the Little Miami Trail!	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
3	<i>[Identifying content removed for privacy]</i> ...the Village is attempting to obtain funding to continue a multi-purpose trail that currently ends in Fairfax at Settle Road. The funding could create a trail in the Murray Avenue median that would go from Settle Road to Plainville Road. The next logical step will be to connect this trail to the trail in Concept F8. However, given the traffic issues on U.S. 50, many of us believe U.S. 50 is not the right way to connect the two trails. Rather, there are opportunities to connect the two using the back streets of Mariemont, and even the median that is in between Hiawatha and Rembold. While the Mayor of Mariemont may say that Mariemont does now want a trail, he does not speak for the majority of the people in the village or even the majority of the people on council.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
4	Need dedicated bike/pedestrian route through Mariemont Square. Bike traffic on US 50 through this area is unsafe. An alternative path is essential.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
5	Strongly support for this because it gives a safer bike route from Spring Hill into Mariemont!	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
6	There were no multipurpose path alternatives provided through the Village of Mariemont. Bike Traffic through the Square is <i>[sic]</i> impact traffic flow. It should	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

NO.	COMMENT	RESPONSE
	be modeled and addressed. Study should include path alternatives. ODOT's review is not complete without considering path alternatives. There should be a path advocate from the Mariemont area on the Advisory Committee.	

GENERAL MISCELLANEOUS COMMENTS FOR THE US 50 CORRIDOR FOCUS AREA

NO.	COMMENT	RESPONSE
1	THANKS!!!	Thank you for your comment. We appreciate your input.
2	The Fairfax and Mariemont areas cannot really manage the needed traffic flows without MAJOR improvements - the above projects will only provide minor improvements.	Thank you for your comment. We appreciate your input.
3	RT 50 going from one lane, opening up to 2 lanes, drivers pulling out of single lane to merge ahead back into single lane, throughout RT 50 in Mariemont. Suggestion: Westbound 50 in front of Exemplar 1/2 traffic turns to Madisonville but 2 lanes continue Westbound with short merge. Extend median [traffic island] to allow only one lane.	Thank you for your comment. Your suggestion is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

GENERAL COMMENTS RECEIVED

(not specific to a particular Focus Area)

GENERAL MISCELLANEOUS COMMENTS RECEIVED ABOUT THE SEGMENTS II AND III STUDY

NO.	COMMENT	RESPONSE
1	<p>Roundabouts: there has been a greatly increased use of roundabouts. They can be effective but only if they are large enough. If they are not large enough, they cannot be used effectively. Many of the recent roundabouts I have encountered were not large enough. European roundabouts typically provide about 3 lanes and are large enough in diameter to allow cars to change lanes.</p>	<p>Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p>
2	<p><i>Received via email prior to the public Open Houses:</i></p> <p>My concerns about this section of the project are many:</p> <ul style="list-style-type: none"> - You all have made significant improvements to the Red Bank area and now deliver a great deal of traffic quickly into the Fairfax area; - Route 50 in Fairfax has been transformed into a pedestrian-friendly bottleneck for traffic – followed by the similarly constraining Mariemont areas; so the traffic is throttled there. - Newtown Road and its bridge are the next extreme bottleneck in this sequence that cries out for better flow rates. - If we are yielding to the nearsighted folks along the river, could we at least plan a significant passageway from the southern side of the bridge (after crossing the river) all the way to 32 near the bottom of the “Rose Hill”? At least plan for far better traffic flow right after crossing the river (and also get the trucks out of the Newtown/SR32 areas by giving them direct access to significant highways)! There should be some feasible route to make this happen as it is in a mainly industrial area. 	<p>Thank you for your comments.</p> <p>There are a number of concepts that have been proposed to improve traffic flow in Fairfax and Mariemont which are now under consideration. Our recommendations will be included in the Implementation Plan which local jurisdictions can use for future planning.</p> <p>In addition, over the past year, ODOT has completed a traffic signal timing study and last fall, made a significant number of adjustments to improve the traffic light timing, including providing new signal controllers and GPS clocks to the Villages at no cost. A subsequent traffic flow analysis along the US 50 corridor has shown that overall travel time decreased by 9%, vehicle delays decreased by 32%, stop delays decreased by 42% and the average number of stops decreased by 33%. The average travel speed increased by 13%.</p> <p>Concept F5 (US 50 Corridor Focus Area) proposes a roundabout at the Newtown Road and US 50 intersection to address overall intersection failure and capacity issues for northbound turn movements, and westbound approaches to Newtown Road. This concept was presented to the public and ODOT will consider input received as we further evaluate the options and develop our recommendations.</p> <p>During our analysis, we did look at an alternative to the ANCOR Connector concepts (C10 and C11) that would have built half of the connection you suggested. This concept, A-5, can be reviewed on Pages 42 - 43 of the ANCOR/SR 32 Hill Focus Area, Meeting 3 Notes, posted on the Eastern Corridor website</p>

NO.	COMMENT	RESPONSE
		<p>at http://easterncorridor.org/wp-content/uploads/2019/02/ANCOR-MEETING-3-BINDER2-010819.pdf.</p> <p>After analyzing concept A-5 and discussing it with the Advisory Committee, the alternative was removed from further study because it does not address the following need as effectively as concepts C10 and C11 (these concepts are identified as concepts A1 and A2, respectively in the Meeting 3 Notes):</p> <p style="padding-left: 40px;">“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.”</p> <p style="text-align: right; padding-right: 40px;"><i>- Eastern Corridor Segments II and III Transportation Analysis Report (July 2017)</i></p> <p>In further response to your comment, we calculated the costs of other proposed concepts that may not be needed if the connection you suggested were to be built:</p> <ul style="list-style-type: none"> • C2: Little Dry Run Improvement (\$1.9-\$2.8M) • B1: SR-32 and Church Improvement (\$1.2-\$1.8M) • B2: SR-32 and Round Bottom Improvement (\$4.4-\$6.6M) • B3: Round Bottom and Valley roundabout (\$475K-\$700K) • B4: Newtown and Valley Roundabout (\$600K-\$910K) <p>Together, the cost of these projects adds up to an estimated range of \$8.6M - \$12.8M. Based on our analysis of concept A-5, it had an anticipated cost of \$10.2M - \$15.2M. Since the A-5 alignment was only half of the suggested alternate, the cost of our proposed concepts is significantly lower than the cost we anticipate for the connection you asked us to consider. As such, we do not plan to analyze this alternate connection concept further because its projected costs and impacts would be significantly higher than other concepts that have been proposed.</p>

NO.	COMMENT	RESPONSE
3	<p><i>Received via email:</i></p> <p>Something that would be helpful, would be to have with the traffic lights, is one of the boxes on the vertical pole at the intersection which counts down the number of seconds until the light turns red. The speed limit is 55 mph and the traffic lights are plentiful. As I approach an intersection I am concerned whether to maintain 55 mph or slow down (just in case the light turns yellow/ red) and thereby affect traffic behind me.</p> <p><i>Follow up email received to clarify location referenced:</i></p> <p>[My suggestion is] for all of the Route 32 interchanges for Route 32 traffic. Wherever you are traveling at a good rate of speed, but there are traffic lights.</p> <p>So, for example: Route 32 and Mt Carmel-Tobasco Road. Traffic on Route 32 needs them due to the speed they are traveling. While it would be nice for Mt Carmel-Tobasco Road to also have them, they are not traveling at the same type of speed as Route 32 traffic. There are so many lights on Route 32 eastward from the Anderson Township boundary well past the Eastgate Mall with the speed limit at 55mph and no way to gauge when the light will turn red.</p>	<p>Thank you again for your suggestions. Your input is appreciated.</p> <hr/> <p>Thank you for your suggestion. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p>
2	<p><i>Received via email:</i></p> <p>Subject: Debacle of Connecting East to West Cincinnati</p> <p>The Construction Debacle of Connecting East to West Cincinnati</p> <p>It is said that the fastest way between two points is a straight line! For me going to the west side of Cincinnati that is 54 minutes to go 31.7 miles through Terrace Park, Mariemont and Columbia Pkwy. or my alternate choice is to go through KY via I-471 in 45 minutes or 33.6 miles. When construction occurs I go around via I-275 which only takes 50% longer than the shortest route. How much more fuel is used by tens of thousands every</p>	<p>Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p>

NO.	COMMENT	RESPONSE
	<p>day? How much does KY hate that we dump our problem on them?</p> <p>In 1983 our family returned to Cincinnati after being away from family and friends for 11 years. At that time I was 36, today I am nearly double that age. My parents are now both deceased, several high school friends from the west side are deceased and yet the inane discussion about connecting I-74 through to SR-32 languishes on. Improvement of transit times across town and to create a more continuous link for travelers traveling from Indiana and beyond was expected after the attached article appeared. And yet we are still screwing around on this issue. Why? Because we have been held environmental hostages by those who are outside of our community, those who hate the idea of progress, and those who think their community will be economically shortchanged when in fact they are already shortchanged by extreme traffic snarls and driver animosity for said communities.</p> <p>What is today's cost to build the same proposals of 1991? Likely 2 or 3 times the cost with a lot of extra "feel good" projects layered on to appease local governments. Why can't eminent domain select a broader right of way along the electric towers running from Turpin Ln and 32 across to Wooster at Red Bank Road? An elevated highway like those typically built in Louisiana would thwart any high water issues. There may be good reasons but all that seems to be accomplished is to kick the can down the proverbial road! For me it has been a half a lifetime and I am doubtful that I will ever see a solution in the remainder of my life let alone my children's.</p>	
3	<p><i>Received via mail:</i></p> <p>I am a resident of Hyde Park. I read about planning for the Cincinnati Eastern Corridor project in a recent Eastern Hill Journal. In that article it said to contact you with comments.</p> <p>Considering the terrible effects that auto emissions are having on our world, and considering the recent dire prediction that we are headed to devastating results, I would like to suggest that instead of adding roads and trying to find ways to make traffic less, ODOT focus on adding and improvement mass transportation. Let's work to</p>	<p>Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p>

NO.	COMMENT	RESPONSE
	<p>show people that there can be alternate ways to "fix" the traffic problem – let's get them used to the idea of using public transportation. Let's make public transportation options frequent and convenient. I think it is past time that Cincinnati improve public transportation to the whole Greater Cincinnati area.</p> <p>PS: Let's be on the cutting edge. Let's show the world how it can be done and done well.</p>	
4	No more [expletive] roads!!	Your comment is noted.
5	<p>Thank you for the opportunity to provide written comments for the "Eastern Corridor" for improvement to the US 50 and SR 32 area. The following is provided by the undersigned for inclusion into the public record as part of your evaluation of this and other transportation projects. <i>[No signatures were included with the letter, a copy of which is on the following page.]</i></p> <p>Our view is that the inclusion of an outer belt in coordination with the section IV (a) improvements envisioned in the Eastern Corridor program of projects would be extremely beneficial to mobility and economic development in Clermont County specifically and it would benefit the region as well.</p> <p>The concept of having concentric rings of transportation corridors around major metropolitan areas is a proven concept. https://en.wikipedia.org/wiki/Ring_road For the Greater Cincinnati, Tri-State area, I-275 has provided growth for the region since its completion in 1979. The I-275 loop has provided the transportation infrastructure for 40 years of growth. Now after 40 years it is time to expand this ring and provide for the next generation of growth. This expansion is needed to provide growth, prosperity and opportunities for our next generation.</p> <p>We applaud the efforts of Kentucky Governor Matt Bevin, the Kentucky Transportation Department and the Kentucky legislature for approving \$2,000,000 for the December 13, 2017 Brent Spence Bridge Strategic Corridor Study (KYTC Item 6-431). As a result of this 2017 report KYTC has undertaken an additional \$2,000,000 study to determine the preferred alignment for what is referred to as the Cincinnati Eastern Bypass or what is referred to in the study as the CEB. The CEB is the first leg of a loop outside of the existing I-275 loop.</p>	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

NO.	COMMENT	RESPONSE
	<p>The Cincinnati USA Regional Chamber transportation vision, "The Connected Region," supports a plan for an expansion of the highway system. The NKY Tribune article http://www.nkytribune.com/2018/03/cincinnati-usa-regional-chamber-announces-vision-for-a-connected-region-transportation-initiative/ outlines five principles for action. The CEB, in conjunction with a right sized modernization of the Brent Spence fits into four of the five principles.</p> <p>By providing a second outer belt for the region and coordinating the project with needed improvements along SR 32, larger portions of Clermont and Brown Counties would be open for development. Economic development agencies and manufacturing and distribution companies are looking for development sites 20 acres and larger many of which exist in Clermont and Brown. These two projects, the Eastern Corridor IV(a) and the Cincinnati Eastern Bypass would provide needed access to these sites making them very desirable for consideration.</p> <p>So what does it mean to "Right Size" the Brent Spence project? It was recently revealed that the 2010 design for the Brent Spence Corridor Project Ohio River bridges provided for 232,910 vehicles per day. This number of vehicles exceeds by 34% the 174,200 vehicles per day that the KYTC 6-431 study forecasts. Let that sink in....the Brent Spence Corridor Project that has garnered so much of our attention is 34% oversized based on the most recent traffic studies. Right Sizing the Brent Spence Corridor Project in conjunction with a new highway for Ohio and Kentucky will yield benefits for years to come.</p> <p>Maybe....just maybe, we should stop thinking of singular, one off projects, and start thinking of transportation projects in alignment with the Regional Chamber's, "Connected Region." The discussion must change from these one off projects, must change from the singular, massive and controversial Brent Spence Corridor Project to a balanced approach that builds a right sized Brent Spence project in conjunction with a new highway serving Ohio and Kentucky that will be the start of a new outer loop to provide growth for the region for another 40 years.</p>	

From: Cincy Eastern Bypass <info@cincyeasterbypass.com>

Subject: Eastern Corridor Comments

Date: December 7, 2018 at 11:39:06 AM EST

To: EasternCorridor@easterncorridor.org

Please see the attached letter for comments to your Eastern Corridor project. This is in response to your recent solicitation for comments from the public.

Sincerely,

Citizens for the Cincy Eastern Bypass, Inc.



Build it Fast...

Thank you for the opportunity to provide written comments for the "Eastern Corridor" for improvement to the US 50 and SR 32 area. The following is provided by the undersigned for inclusion into the public record as part of your evaluation of this and other transportation projects.

Our view is that the inclusion of an outer belt in coordination with the section IV (a) improvements envisioned in the Eastern Corridor program of projects would be extremely beneficial to mobility and economic development in Clermont County specifically and it would benefit the region as well.

The concept of having concentric rings of transportation corridors around major metropolitan areas is a proven concept. https://en.wikipedia.org/wiki/Ring_road For the Greater Cincinnati, Tri-State area, I-275 has provided growth for the region since its completion in 1979. The I-275 loop has provided the transportation infrastructure for 40 years of growth. Now after 40 years it is time to expand this ring and provide for the next generation of growth. This expansion is needed to provide growth, prosperity and opportunities for our next generation.

We applaud the efforts of Kentucky Governor Matt Bevin, the Kentucky Transportation Department and the Kentucky legislature for approving \$2,000,000 for the December 13, 2017 *Brent Spence Bridge Strategic Corridor Study (KYTC Item 6-431)*. As a result of this 2017 report KYTC has undertaken an additional \$2,000,000 study to determine the preferred alignment for what is referred to as the Cincinnati Eastern Bypass or what is referred to in the study as the CEB. The CEB is the first leg of a loop outside of the existing I-275 loop.

The Cincinnati USA Regional Chamber transportation vision, "The Connected Region," supports a plan for an expansion of the highway system. The NKY Tribune article <http://www.nkytribune.com/2018/03/cincinnati-usa-regional-chamber-announces-vision-for-a-connected-region-transportation-initiative/> outlines five principles for action. The CEB, in conjunction with a right sized modernization of the Brent Spence fits into four of the five principles.

By providing a second outer belt for the region and coordinating the project with needed improvements along SR 32, larger portions of Clermont and Brown Counties would be open for development. Economic development agencies and manufacturing and distribution companies are looking for development sites 20 acres and larger many of which exist in Clermont and Brown. These two projects, the Eastern Corridor IV(a) and the Cincinnati Eastern Bypass would provide needed access to these sites making them very desirable for consideration.

So what does it mean to "Right Size" the Brent Spence project? It was recently revealed that the 2010 design for the Brent Spence Corridor Project Ohio River bridges provided for 232,910 vehicles per day. This number of vehicles exceeds by 34% the 174,200 vehicles per day that the KYTC 6-431 study forecasts. Let that sink in....the Brent Spence Corridor Project that has garnered so much of our attention is 34% oversized based on the most recent traffic studies. Right Sizing the Brent Spence Corridor Project in conjunction with a new highway for Ohio and Kentucky will yield benefits for years to come.

Maybe....just maybe, we should stop thinking of singular, one off projects, and start thinking of transportation projects in alignment with the Regional Chamber's, "Connected Region." The discussion must change from these one off projects, must change from the singular, massive and controversial Brent Spence Corridor Project to a balanced approach that builds a right sized Brent Spence project in conjunction with a new highway serving Ohio and Kentucky that will be the start of a new outer loop to provide growth for the region for another 40 years.

Citizens for the Cincy Eastern Bypass

www.CincyEasternBypass.com