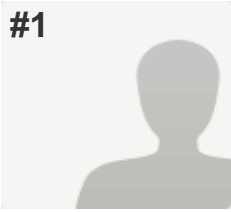


**APPENDIX D**  
**COMMENT FORMS RECEIVED**

#1



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Friday, August 07, 2015 10:44:45 AM

**Last Modified:** Friday, August 07, 2015 10:49:22 AM

**Time Spent:** 00:04:37

**IP Address:** 216.68.204.186

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Disagree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
Rail. Bike. Walking. No bus.

## PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Not an Influence1
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Not an Influence1
Frequent accidents on roads within the study area	4
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Not an Influence1
Indirect connections to major shopping/employment/entertainment areas	Not an Influence1
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence1
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Not an Influence1
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

The area marked "no longer under consideration" should stay that way. The public has voiced its opinion and it should stay that way.

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Daily

## PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Other:  
I am no more likely to use the area unless its public transit.

## PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45227

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45202

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PAGE 12

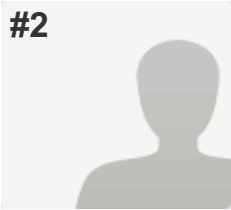
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#2



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Friday, August 07, 2015 10:50:31 AM

**Last Modified:** Friday, August 07, 2015 11:01:31 AM

**Time Spent:** 00:11:00

**IP Address:** 65.185.12.70

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PAGE 2

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**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Agree

---

PAGE 3

---

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

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PAGE 4

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**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

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PAGE 5

---

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

---

PAGE 6

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**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

---

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	4
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	4
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	4
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	4
Limited alternative travel options (rail, bus, bike, foot)	3

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

SR 32 from the Beechmont Levee to 8 Mile Rd must be improved. I appreciate Newtowns historical significance, but that significance can't be used as leverage to halt progress. An exit/entrance ramp at 275 and Clough Pike would also probably help reduce the amount of traffic through the area.

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Several times a month

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter, There was less traffic,  
Access within the study area was improved ,  
Other (please explain in the box below) ,  
Other:  
I try to avoid Newtown most of the time because of the 25mph speed limit and the reputation Newtown has as a speed trap.

PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code 45230

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 41011

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PAGE 12

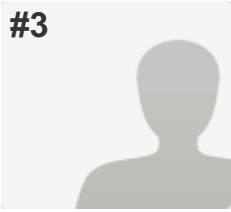
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#3



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Friday, August 07, 2015 12:01:00 PM

**Last Modified:** Friday, August 07, 2015 12:18:54 PM

**Time Spent:** 00:17:54

**IP Address:** 65.185.19.122

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PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
Why not add bus service along Route 32 starting at Eastgate Mall parking lot??? I do support the Oasis Rail Line.

---

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
Route 32 should be widened to 4 lanes. There is little of significance on the north side of Route 32.

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PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree

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PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

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PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree



## PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	Major Influence5
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Heavy traffic during rush hour; morning and evening. Also, the possibility of Marietta Mining trucks passing through this area; 700 per day, 24/7. That would bring the region to a standstill!

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Daily

## PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):** Other (please explain in the box below),  
Other: Can't avoid it; I live off Route 32.

## PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code

45244

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**Q11: In which zipcode do you work?**

ZIP/Postal Code

Retired

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PAGE 12

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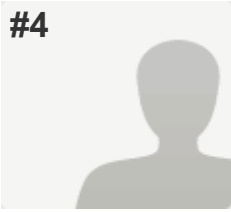
**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

[REDACTED]

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#4



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Friday, August 07, 2015 5:12:55 PM

**Last Modified:** Friday, August 07, 2015 5:17:31 PM

**Time Spent:** 00:04:36

**IP Address:** 71.67.134.232

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement. All options should be reviewed. Area currently is difficult and dangerous.

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	4
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	4
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	4
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Any areas in newtown or mariemont. Areas are major traffic problems

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Daily

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Access within the study area was improved ,  
 Local roads were better connected to regional transportation corridors  
 ,  
 There was less traffic, Travel times were shorter

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code

45244

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**Q11: In which zipcode do you work?**

ZIP/Postal Code

45205

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PAGE 12

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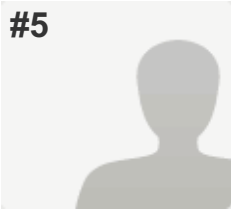
**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

[REDACTED]

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#5



**INCOMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Saturday, August 08, 2015 8:18:55 AM

**Last Modified:** Saturday, August 08, 2015 8:21:13 AM

**Time Spent:** 00:02:17

**IP Address:** 74.215.56.188

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PAGE 2

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**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Agree

---

PAGE 3

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**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree

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PAGE 4

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**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

---

PAGE 5

---

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

---

PAGE 6

---

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree

---

PAGE 7

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**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

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*Respondent skipped this question*

**PAGE 8**

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**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

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*Respondent skipped this question*

**PAGE 9**

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**Q8: How often do you travel within the Segment II/III study area?**

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*Respondent skipped this question*

**PAGE 10**

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**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

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*Respondent skipped this question*

**PAGE 11**

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**Q10: In which zipcode do you live?**

---

*Respondent skipped this question*

**Q11: In which zipcode do you work?**

---

*Respondent skipped this question*

**PAGE 12**

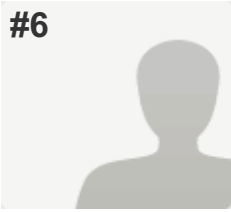
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

---

*Respondent skipped this question*

#6



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Saturday, August 08, 2015 4:59:42 PM

**Last Modified:** Saturday, August 08, 2015 5:07:06 PM

**Time Spent:** 00:07:23

**IP Address:** 65.185.19.92

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Disagree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

PAGE 6



**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
Along 32 from the soccer fields to bzak should be a sidewalk or bike route and on 32 from roundbottom road to little dry run should also be a sidewalk or bike route.

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**PAGE 7**

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	4
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	4
Frequent accidents on roads within the study area	4
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	4
Indirect connections to major shopping/employment/entertainment areas	2
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	2
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	2
Limited alternative travel options (rail, bus, bike, foot)	4

---

**PAGE 8**

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

On beachmont levy headed toward 50 and after Wooster there is signage for people to catch 50 east by turning a very slow and sharp right turn. This is a dangerous place as it is after a rise and the flow of traffic is all through people except a few that turn there. Easily these same people could be routed only a few hundred feet further to turn right in an appropriate right turn lane down the same street they want and it would eliminate this hazardous turn. There should be no right turn where they are currently routed.

---

**PAGE 9**

**Q8: How often do you travel within the Segment II/III study area?**

Daily

## PAGE 10

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**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter, There was less traffic,  
Local roads were better connected to regional transportation corridors  
,  
Access within the study area was improved

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## PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code

45244

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**Q11: In which zipcode do you work?**

ZIP/Postal Code

41042

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## PAGE 12

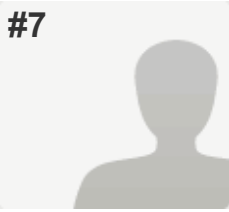
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#7



**INCOMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Sunday, August 09, 2015 12:12:07 PM

**Last Modified:** Sunday, August 09, 2015 12:15:14 PM

**Time Spent:** 00:03:07

**IP Address:** 74.83.111.178

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Not Sure

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Disagree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	3
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	3
Indirect connections to major shopping/employment/entertainment areas	3
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	2
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	2
Limited alternative travel options (rail, bus, bike, foot)	Not an Influence1

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Newtown bottleneck and speed trap.

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Several times a month

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):** Travel times were shorter,  
Access within the study area was improved

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45103

**Q11: In which zipcode do you work?**

ZIP/Postal Code

45103

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PAGE 12

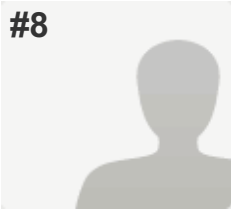
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

---

#8



**COMPLETE**

*Answers Entered Manually*

**Collector:** Web Link - Manual Entry 2 (Web Link)

**Started:** Monday, August 10, 2015 12:43:05 PM

**Last Modified:** Monday, August 10, 2015 12:47:28 PM

**Time Spent:** 00:04:22

**IP Address:** 74.83.55.175

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Not Sure0
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	Major Influence5
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	4
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	4
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Daily

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Other: Only direct way to work

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code

45227

**Q11: In which zipcode do you work?**

ZIP/Postal Code

45103

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PAGE 12

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**Q12: Please provide your email address below if you would like to receive project updates via email.**

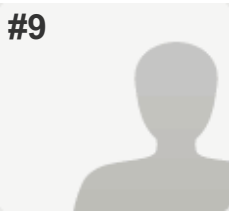
Email Address

[REDACTED]

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#9



**COMPLETE**

*Answers Entered Manually*

**Collector:** Web Link - Manual Entry 2 (Web Link)

**Started:** Monday, August 10, 2015 12:51:19 PM

**Last Modified:** Monday, August 10, 2015 12:55:53 PM

**Time Spent:** 00:04:34

**IP Address:** 74.83.55.175

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
SR 32 normal traffic flow except for weekday rush hours. (approx. 15 hour/week) This doesn't warrant building new roads!

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others] instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
Section B (above) should be the direction to solve this limited congestion issue. As an elected official and chair of the Flaming commission, I strongly oppose any new roads! Any construction must recognize the archaeological value of the valley.

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Not Sure

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree

## PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Not an Influence1
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Not an Influence1
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	2
Indirect connections to major shopping/employment/entertainment areas	Not an Influence1
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence1
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Not an Influence1
Limited alternative travel options (rail, bus, bike, foot)	3

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Daily

## PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Other (please explain in the box below),  
Other: no influence

## PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45244

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45202

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PAGE 12

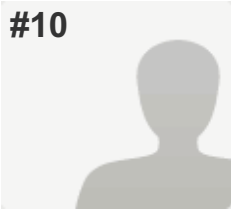
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

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#10



**COMPLETE**

*Answers Entered Manually*

**Collector:** Web Link - Manual Entry 2 (Web Link)

**Started:** Monday, August 10, 2015 12:56:06 PM

**Last Modified:** Monday, August 10, 2015 12:57:18 PM

**Time Spent:** 00:01:12

**IP Address:** 74.83.55.175

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Disagree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	4
Frequent accidents on roads within the study area	3
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	2
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	3
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	Not an Influence1

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Several times a month

## PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Access within the study area was improved

## PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code

45103

Eastern Corridor Program - Segment II/IIICOMMENT FORM

**Q11: In which zipcode do you work?**

*Respondent skipped this question*

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PAGE 12

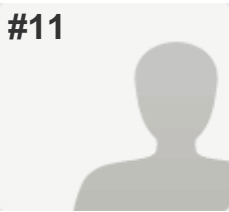
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#11



**COMPLETE**

*Answers Entered Manually*

**Collector:** Web Link - Manual Entry 2 (Web Link)

**Started:** Monday, August 10, 2015 1:46:19 PM

**Last Modified:** Monday, August 10, 2015 1:49:22 PM

**Time Spent:** 00:03:02

**IP Address:** 74.83.55.175

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
Put the road thru. 100% behind it.

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

*Respondent skipped this question*

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	Major Influence5
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Daily

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter, There was less traffic,  
Local roads were better connected to regional transportation corridors  
,  
Access within the study area was improved

PAGE 11



**Q10: In which zipcode do you live?**

ZIP/Postal Code 45255

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45255

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PAGE 12

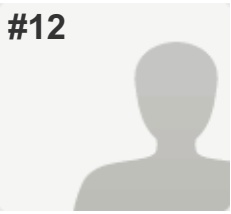
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

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#12



**COMPLETE**

*Answers Entered Manually*

**Collector:** Web Link - Manual Entry 2 (Web Link)

**Started:** Monday, August 10, 2015 1:49:27 PM

**Last Modified:** Monday, August 10, 2015 1:52:09 PM

**Time Spent:** 00:02:42

**IP Address:** 74.83.55.175

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Please use this space to share any comments you have pertaining to the above statement.  
Alternatives first

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
There are far more congested areas than EC

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Please use this space to share any comments you have pertaining to the above statement.  
Transit will result in fewer accidents

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Please use this space to share any comments you have pertaining to the above statement. As long as not cars and trucks

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Not an Influence <sup>1</sup>
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Not an Influence <sup>1</sup>
Frequent accidents on roads within the study area	Not an Influence <sup>1</sup>
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Not an Influence <sup>1</sup>
Indirect connections to major shopping/employment/entertainment areas	Not an Influence <sup>1</sup>
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence <sup>1</sup>
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Not an Influence <sup>1</sup>
Limited alternative travel options (rail, bus, bike, foot)	Not an Influence <sup>1</sup>

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

There are far worse areas as far as congestion goes. We need to develop alternatives to car and truck travel

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

If you answered Once Every Few Months, Rarely or Never above, please explain why:  
varies

PAGE 10

Eastern Corridor Program - Segment II/IIICOMMENT FORM

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Other:  
Better bus and inside Hamilton county, rail and streetcars

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PAGE 11

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**Q10: In which zipcode do you live?**

*Respondent skipped this question*

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**Q11: In which zipcode do you work?**

*Respondent skipped this question*

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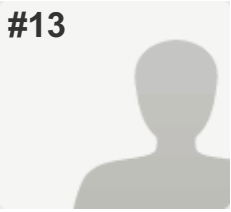
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

#13



**COMPLETE**

*Answers Entered Manually*

**Collector:** Web Link - Manual Entry 2 (Web Link)

**Started:** Monday, August 10, 2015 1:52:18 PM

**Last Modified:** Monday, August 10, 2015 1:55:01 PM

**Time Spent:** 00:02:43

**IP Address:** 74.83.55.175

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Disagree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	3
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	3
Frequent accidents on roads within the study area	2
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	3
Indirect connections to major shopping/employment/entertainment areas	3
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	4
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	3
Limited alternative travel options (rail, bus, bike, foot)	2

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

1. Turn lane for Eastbound 32 @ Little Dry Run
2. Widen 32 to 4 lanes from Little Dry Run to Top of Hill.
3. Improve Rt. 32 and Church ST. Intersection.

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Daily

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):** Respondent skipped this question

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45244

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45244

---

PAGE 12

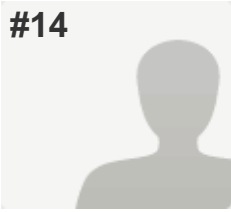
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#14



**COMPLETE**

*Answers Entered Manually*

**Collector:** Web Link - Manual Entry 2 (Web Link)

**Started:** Monday, August 10, 2015 2:15:35 PM

**Last Modified:** Monday, August 10, 2015 2:16:46 PM

**Time Spent:** 00:01:10

**IP Address:** 74.83.55.175

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Not Sure

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

PAGE 7



**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	3
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	4
Frequent accidents on roads within the study area	Major Influence5
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	4
Indirect connections to major shopping/employment/entertainment areas	3
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	3
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	3
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Daily

## PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

*Respondent skipped this question*

## PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45255

**Q11: In which zipcode do you work?**

ZIP/Postal Code

45255

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PAGE 12

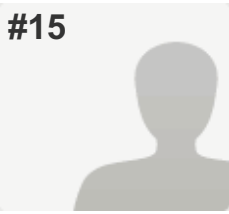
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#15



**COMPLETE**

*Answers Entered Manually*

**Collector:** Web Link - Manual Entry 2 (Web Link)

**Started:** Monday, August 10, 2015 2:16:48 PM

**Last Modified:** Monday, August 10, 2015 2:17:34 PM

**Time Spent:** 00:00:45

**IP Address:** 74.83.55.175

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Disagree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Not Sure

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Not an Influence1
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Not an Influence1
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Not an Influence1
Indirect connections to major shopping/employment/entertainment areas	Not an Influence1
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence1
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Not an Influence1
Limited alternative travel options (rail, bus, bike, foot)	Not an Influence1

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Several times a month

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

*Respondent skipped this question*

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code

45208

Eastern Corridor Program - Segment II/IIICOMMENT FORM

**Q11: In which zipcode do you work?**

*Respondent skipped this question*

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PAGE 12

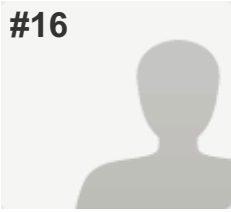
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#16



**COMPLETE**

*Answers Entered Manually*

**Collector:** Web Link - Manual Entry 2 (Web Link)

**Started:** Monday, August 10, 2015 2:17:39 PM

**Last Modified:** Monday, August 10, 2015 2:18:45 PM

**Time Spent:** 00:01:06

**IP Address:** 74.83.55.175

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	4
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	4
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	4
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Several times a week

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter, There was less traffic,  
Local roads were better connected to regional transportation corridors  
,  
Other (please explain in the box below),  
Other: Alternative modes of transportation

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45230

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45208

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PAGE 12

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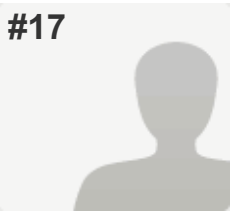
**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#17



**COMPLETE**

*Answers Entered Manually*

**Collector:** Web Link - Manual Entry 2 (Web Link)

**Started:** Monday, August 10, 2015 2:18:52 PM

**Last Modified:** Monday, August 10, 2015 2:19:45 PM

**Time Spent:** 00:00:53

**IP Address:** 74.83.55.175

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).** Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.** Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.** Not Sure

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.** Not Sure

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.** Strongly Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	2
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	2
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Not an Influence1
Indirect connections to major shopping/employment/entertainment areas	Not an Influence1
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence1
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	4
Limited alternative travel options (rail, bus, bike, foot)	3

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Daily

## PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

*Respondent skipped this question*

## PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code

45244

Eastern Corridor Program - Segment II/IIICOMMENT FORM

**Q11: In which zipcode do you work?**

*Respondent skipped this question*

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PAGE 12

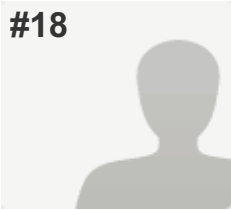
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#18



**COMPLETE**

*Answers Entered Manually*

**Collector:** Web Link - Manual Entry 2 (Web Link)

**Started:** Monday, August 10, 2015 2:19:48 PM

**Last Modified:** Monday, August 10, 2015 2:20:44 PM

**Time Spent:** 00:00:56

**IP Address:** 74.83.55.175

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	3
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	4
Frequent accidents on roads within the study area	3
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	4
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	3

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Several times a month

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter,  
Local roads were better connected to regional transportation corridors

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code

45102

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**Q11: In which zipcode do you work?**

*Respondent skipped this question*

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PAGE 12

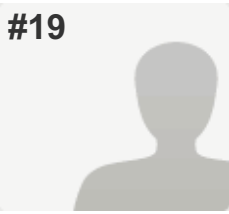
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#19



**COMPLETE**

*Answers Entered Manually*

**Collector:** Web Link - Manual Entry 2 (Web Link)

**Started:** Monday, August 10, 2015 2:20:49 PM

**Last Modified:** Monday, August 10, 2015 2:23:37 PM

**Time Spent:** 00:02:47

**IP Address:** 74.83.55.175

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
Very disappointed, but I understand the short-sighted group has lots of power

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
I will no longer consider moving to or location a business in Newtown because of the opposition

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

## PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Not Sure0
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Not Sure0
Frequent accidents on roads within the study area	Not Sure0
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Not Sure0
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Not Sure0
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Daily

## PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Other (please explain in the box below),  
Other: No - already traveling daily x 2

## PAGE 11



**Q10: In which zipcode do you live?**

ZIP/Postal Code 45230

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45150

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PAGE 12

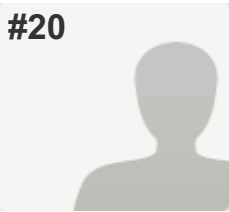
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#20



**COMPLETE**

*Answers Entered Manually*

**Collector:** Web Link - Manual Entry 2 (Web Link)

**Started:** Monday, August 10, 2015 2:23:42 PM

**Last Modified:** Monday, August 10, 2015 2:27:36 PM

**Time Spent:** 00:03:53

**IP Address:** 74.83.55.175

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
Already done by Hamilton co of Cincinnati

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	4
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	4
Frequent accidents on roads within the study area	4
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	4
Indirect connections to major shopping/employment/entertainment areas	4
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	4
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	4
Limited alternative travel options (rail, bus, bike, foot)	4

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**PAGE 8**

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Redbank to Newtown to 32 and 275.  
JMT  
Time  
Clean air  
Economic Development Possibilities

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**PAGE 9**

<b>Q8: How often do you travel within the Segment II/III study area?</b>	Several times a week
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**PAGE 10**

<b>Q9: Would you travel through the study area more often if (please check any of the following that apply):</b>	Travel times were shorter, Local roads were better connected to regional transportation corridors
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**PAGE 11**

---

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45147

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45103

---

PAGE 12

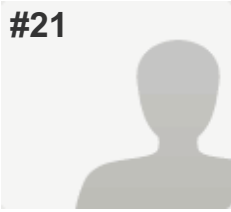
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#21



**COMPLETE**

*Answers Entered Manually*

**Collector:** Web Link - Manual Entry 2 (Web Link)

**Started:** Monday, August 10, 2015 2:27:42 PM

**Last Modified:** Monday, August 10, 2015 2:29:24 PM

**Time Spent:** 00:01:42

**IP Address:** 74.83.55.175

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Not Sure

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Not Sure

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

*Respondent skipped this question*

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Need more transit and connected hike-bike trails.

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Daily

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

*Respondent skipped this question*

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code

45244

**Q11: In which zipcode do you work?**

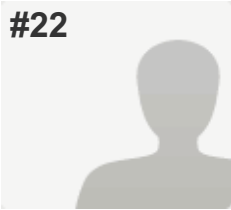
*Respondent skipped this question*

PAGE 12

**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

#22



**COMPLETE**

*Answers Entered Manually*

**Collector:** Web Link - Manual Entry 2 (Web Link)

**Started:** Monday, August 10, 2015 2:29:27 PM

**Last Modified:** Monday, August 10, 2015 2:30:56 PM

**Time Spent:** 00:01:28

**IP Address:** 74.83.55.175

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
Rail

## PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	4
Frequent accidents on roads within the study area	Not Sure0
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	4
Indirect connections to major shopping/employment/entertainment areas	Not Sure0
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not Sure0
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	4
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Wasson line should be developed.

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Daily

## PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):** Other (please explain in the box below),  
Other: No change

## PAGE 11



**Q10: In which zipcode do you live?**

ZIP/Postal Code 45230

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45226

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PAGE 12

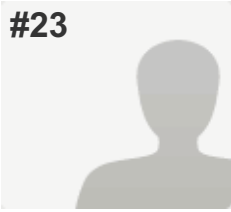
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#23



**COMPLETE**

*Answers Entered Manually*

**Collector:** Web Link - Manual Entry 2 (Web Link)

**Started:** Monday, August 10, 2015 2:31:03 PM

**Last Modified:** Monday, August 10, 2015 2:35:27 PM

**Time Spent:** 00:04:23

**IP Address:** 74.83.55.175

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	3
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	3
Frequent accidents on roads within the study area	2
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	4
Indirect connections to major shopping/employment/entertainment areas	4
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	4
Limited alternative travel options (rail, bus, bike, foot)	4

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

- The hill above 8 mile road on 32
- More lanes needed between Bells Lane and Newtown
- Easier (wider?) access to Beechmont Levy from 32
- Easier access to and from Lunken Airport
- More consistent speed limits into Newtown, Mariemont and Fairfax

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Several times a week

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter, There was less traffic,  
Local roads were better connected to regional transportation corridors  
,  
Access within the study area was improved

PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code

45103

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**Q11: In which zipcode do you work?**

*Respondent skipped this question*

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PAGE 12

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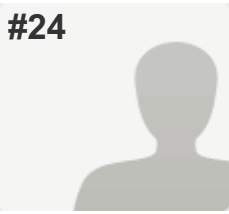
**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

[REDACTED]

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#24



**COMPLETE**

*Answers Entered Manually*

**Collector:** Web Link - Manual Entry 2 (Web Link)

**Started:** Monday, August 10, 2015 2:35:32 PM

**Last Modified:** Monday, August 10, 2015 2:44:08 PM

**Time Spent:** 00:08:35

**IP Address:** 74.83.55.175

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
-the area no longer under study is a disappointment to me. This seems to be an extremely low residential impact option while the new boundaries will have more impact on people's homes.

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
-incremental improvements are good improvements and build goodwill

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

## PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	Major Influence5
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	3
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	3
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	2
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

- a sidewalk for bikelane from little dry run to round bottom road would significantly improve the accessibility for bike and pedestrian traffic.
- typical evening commute to Ivy Hills (Newtown) from Childrens Hospital can be 40-50 minutes (both ways). Delays in Newtown on RT 32 are a significant portion of that time (Bzak to Wendy's)
- The ramp from RT 32 West to Beechmont is dangerous and a poor driver or accident can cause major delays and limited alternatives.
- Eastbound 50 entering Fairfax and through Mariemont is slow, narrow and congested.
- Side comment: Westbound 50 in Columbia Tusculum during morning commute can back up due to Starbucks traffic!

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Several times a week,

If you answered Once Every Few Months, Rarely or Never above, please explain why:  
Backroads are more predictable and predictability is more important than possibility in a commute.

## PAGE 10

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**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter,  
Local roads were better connected to regional transportation corridors

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PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code 45244

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 41042

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PAGE 12

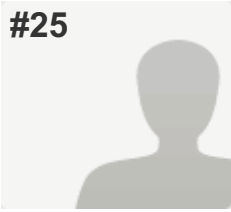
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

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#25



**COMPLETE**

*Answers Entered Manually*

**Collector:** Web Link - Manual Entry 2 (Web Link)

**Started:** Monday, August 10, 2015 2:44:32 PM

**Last Modified:** Monday, August 10, 2015 2:45:29 PM

**Time Spent:** 00:00:57

**IP Address:** 74.83.55.175

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Disagree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

PAGE 7



**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	3
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Daily

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Local roads were better connected to regional transportation corridors  
,  
Access within the study area was improved

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45244

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45244

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PAGE 12

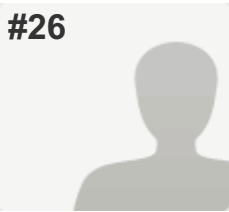
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#26



**INCOMPLETE**

*Answers Entered Manually*

**Collector:** Web Link - Manual Entry 2 (Web Link)

**Started:** Monday, August 10, 2015 2:45:31 PM

**Last Modified:** Monday, August 10, 2015 2:45:53 PM

**Time Spent:** 00:00:22

**IP Address:** 74.83.55.175

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

*Respondent skipped this question*

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Disagree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Disagree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

*Respondent skipped this question*

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

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*Respondent skipped this question*

**PAGE 8**

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**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

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*Respondent skipped this question*

**PAGE 9**

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**Q8: How often do you travel within the Segment II/III study area?**

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*Respondent skipped this question*

**PAGE 10**

---

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

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*Respondent skipped this question*

**PAGE 11**

---

**Q10: In which zipcode do you live?**

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*Respondent skipped this question*

**Q11: In which zipcode do you work?**

---

*Respondent skipped this question*

**PAGE 12**

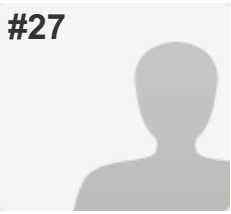
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

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*Respondent skipped this question*

#27



**COMPLETE**

*Answers Entered Manually*

**Collector:** Web Link - Manual Entry 4 (Web Link)

**Started:** Monday, August 10, 2015 2:55:49 PM

**Last Modified:** Monday, August 10, 2015 3:01:52 PM

**Time Spent:** 00:06:02

**IP Address:** 74.83.55.175

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

*Respondent skipped this question*

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Disagree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Disagree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Not Sure

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Not an Influence1
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Not an Influence1
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Not an Influence1
Indirect connections to major shopping/employment/entertainment areas	Not an Influence1

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

It seems that the people outside of this area think we have an issue that needs to be resolved. It seems that improving the traffic through this area is of great importance to people outside of the green area, but the people who will be mostly impacted by the intrusion -- the people of Newtown -- will have to suffer because other people want to drive fast through our town. People moved to Newtown or live in Newtown because the traffic is slow -- no road busy like Beechmont or 32 in Eastgate -- a small town that isn't right off the expressway. We don't care if it takes a little longer to get to the highway, that's why we live there. Because people who live outside of the 32 area want to drive faster through Newtown, Newtown has to change? And we don't want the fate of Batavia.

PAGE 9

<b>Q8: How often do you travel within the Segment II/III study area?</b>	Daily
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PAGE 10

<b>Q9: Would you travel through the study area more often if (please check any of the following that apply):</b>	Other (please explain in the box below), Other: Less often
--	---

PAGE 11

<b>Q10: In which zipcode do you live?</b>	
ZIP/Postal Code	45244

**Q11: In which zipcode do you work?**

*Respondent skipped this  
question*

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PAGE 12

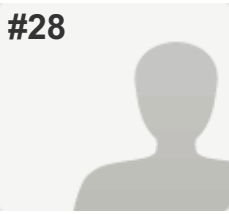
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address



#28



**COMPLETE**

*Answers Entered Manually*

**Collector:** Web Link - Manual Entry 4 (Web Link)

**Started:** Monday, August 10, 2015 3:01:57 PM

**Last Modified:** Monday, August 10, 2015 3:03:16 PM

**Time Spent:** 00:01:19

**IP Address:** 74.83.55.175

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Disagree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Disagree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
As connections to other needed options in the region.



## PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	4
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	3
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	4
Limited alternative travel options (rail, bus, bike, foot)	4

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Daily

## PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter,  
Local roads were better connected to regional transportation corridors

## PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45244

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45202

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PAGE 12

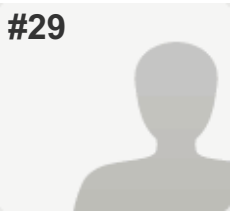
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#29



**COMPLETE**

*Answers Entered Manually*

**Collector:** Web Link - Manual Entry 4 (Web Link)

**Started:** Monday, August 10, 2015 3:03:20 PM

**Last Modified:** Monday, August 10, 2015 3:05:20 PM

**Time Spent:** 00:01:59

**IP Address:** 74.83.55.175

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.

Bike and walking

## PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	4
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	3
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	4
Indirect connections to major shopping/employment/entertainment areas	3
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	3
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	4
Limited alternative travel options (rail, bus, bike, foot)	Not an Influence1

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Several times a week

## PAGE 10

Eastern Corridor Program - Segment II/IIICOMMENT FORM

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

There was less traffic,

Local roads were better connected to regional transportation corridors

,

Other:

Walking on the south side of Wooster between Walton Creek and Newtown Rd. is not possible -- no sidewalk! Businesses along that side are not accessible.

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PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code

45227

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**Q11: In which zipcode do you work?**

*Respondent skipped this question*

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PAGE 12

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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#30



**COMPLETE**

*Answers Entered Manually*

**Collector:** Web Link - Manual Entry 4 (Web Link)

**Started:** Monday, August 10, 2015 3:05:26 PM

**Last Modified:** Monday, August 10, 2015 3:07:55 PM

**Time Spent:** 00:02:29

**IP Address:** 74.83.55.175

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Not Sure

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Not Sure

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree

PAGE 7

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**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

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*Respondent skipped this question*

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PAGE 8

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**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

- widening a portion of SR 32 from Roundbottom Rd. through 8 Mile Turn Off. (Or, extra turn lane would be helpful).
  - Fix safety issue on SR 32 hill just to the East of 8 Mile.
  - How about asking Newtown to host next public meeting (maybe Miami Valley christian Academy?)
- 

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PAGE 9

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**Q8: How often do you travel within the Segment II/III study area?**

Daily

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PAGE 10

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**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

*Respondent skipped this question*

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PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code

45244

---

**Q11: In which zipcode do you work?**

ZIP/Postal Code

45040

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PAGE 12

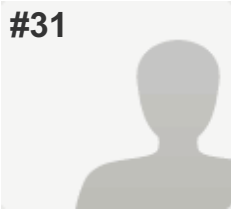
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#31



**COMPLETE**

*Answers Entered Manually*

**Collector:** Web Link - Manual Entry 4 (Web Link)

**Started:** Monday, August 10, 2015 3:08:00 PM

**Last Modified:** Monday, August 10, 2015 3:08:51 PM

**Time Spent:** 00:00:50

**IP Address:** 74.83.55.175

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree

PAGE 7



**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	4
Frequent accidents on roads within the study area	Major Influence5
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	4
Indirect connections to major shopping/employment/entertainment areas	3
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	4
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	4

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Several times a week

## PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Local roads were better connected to regional transportation corridors

## PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45245

**Q11: In which zipcode do you work?**

ZIP/Postal Code

45245

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PAGE 12

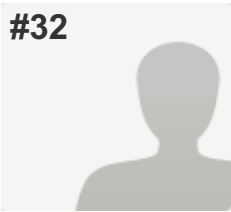
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#32



**COMPLETE**

*Answers Entered Manually*

**Collector:** Web Link - Manual Entry 4 (Web Link)

**Started:** Monday, August 10, 2015 3:08:57 PM

**Last Modified:** Monday, August 10, 2015 3:09:50 PM

**Time Spent:** 00:00:53

**IP Address:** 74.83.55.175

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Disagree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Disagree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	Major Influence5
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	4
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	4
Limited alternative travel options (rail, bus, bike, foot)	4

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Several times a week

## PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

There was less traffic

## PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code

45245

**Q11: In which zipcode do you work?**

*Respondent skipped this question*

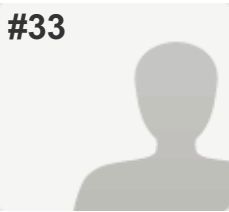
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#33



**COMPLETE**

*Answers Entered Manually*

**Collector:** Web Link - Manual Entry 4 (Web Link)

**Started:** Monday, August 10, 2015 3:09:54 PM

**Last Modified:** Monday, August 10, 2015 3:11:59 PM

**Time Spent:** 00:02:04

**IP Address:** 74.83.55.175

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Disagree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Not Sure

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Not Sure

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	4
Frequent accidents on roads within the study area	Major Influence5
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	3
Indirect connections to major shopping/employment/entertainment areas	3
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	Not an Influence1

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Segement 3 Sr-32/I-275

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Several times a month

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Local roads were better connected to regional transportation corridors

,

Access within the study area was improved

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code

45245

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**Q11: In which zipcode do you work?**

*Respondent skipped this question*

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PAGE 12

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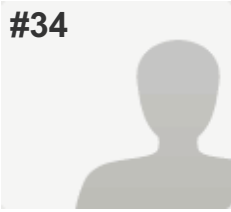
**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#34



**COMPLETE**

*Answers Entered Manually*

**Collector:** Web Link - Manual Entry 4 (Web Link)

**Started:** Monday, August 10, 2015 3:12:02 PM

**Last Modified:** Monday, August 10, 2015 3:12:32 PM

**Time Spent:** 00:00:30

**IP Address:** 74.83.55.175

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree

PAGE 7

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**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

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*Respondent skipped this question*

**PAGE 8**

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**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

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*Respondent skipped this question*

**PAGE 9**

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**Q8: How often do you travel within the Segment II/III study area?**

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*Respondent skipped this question*

**PAGE 10**

---

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

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*Respondent skipped this question*

**PAGE 11**

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**Q10: In which zipcode do you live?**

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*Respondent skipped this question*

**Q11: In which zipcode do you work?**

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*Respondent skipped this question*

**PAGE 12**

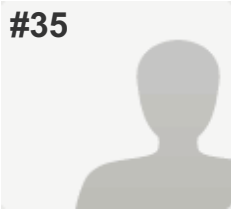
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

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*Respondent skipped this question*

#35



**COMPLETE**

*Answers Entered Manually*

**Collector:** Web Link - Manual Entry 4 (Web Link)

**Started:** Monday, August 10, 2015 3:12:37 PM

**Last Modified:** Monday, August 10, 2015 3:18:05 PM

**Time Spent:** 00:05:28

**IP Address:** 74.83.55.175

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement. While Mt. Washington is not in the study area, it is directly affected as an alternative arterial from the urban core to points East. Routing more traffic through/along SR 32 can reduce flow on SR 125.

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.** Strongly Agree

## PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	4
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	4
Frequent accidents on roads within the study area	4
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	4
Indirect connections to major shopping/employment/entertainment areas	4
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	4
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	3
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Several times a week,

If you answered Once Every Few Months, Rarely or Never above, please explain why:  
I live in Mt. Washinton and Work in Hyde Park/Oakley.  
My concern is how this project can/will reduce high speed/volume traffic through Mt. Washington.  
Hopefully -- the project relieves some of our issues.

## PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

*Respondent skipped this question*

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**PAGE 11**

---

**Q10: In which zipcode do you live?**

ZIP/Postal Code

45230

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**Q11: In which zipcode do you work?**

ZIP/Postal Code

45209

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**PAGE 12**

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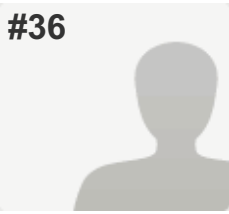
**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

[REDACTED]

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#36



**COMPLETE**

*Answers Entered Manually*

**Collector:** Web Link - Manual Entry 4 (Web Link)

**Started:** Monday, August 10, 2015 3:18:10 PM

**Last Modified:** Monday, August 10, 2015 3:24:52 PM

**Time Spent:** 00:06:41

**IP Address:** 74.83.55.175

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PAGE 2

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**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
The Mt. Washington community Council is about to begin a comprehensive traffic study of the MW NBD along Beechmont Avenue -- funded by the city of Cincinnati. As the president of the MWCC and having been involved with the ECP/study for many years (since the initial focus groups) I want to be involved as the process moves forward.

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PAGE 3

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**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

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PAGE 4

---

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

---

PAGE 5

---

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

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PAGE 6

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**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.** Strongly Agree

---

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	4
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	4
Frequent accidents on roads within the study area	4
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	4
Indirect connections to major shopping/employment/entertainment areas	4
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	4
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	4
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

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PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

The Mt. Washington NBD, along Beechmont Avenue, is increasingly negatively impacted by the high traffic volume resulting from commuters using that arterial as a main route to all points east -- Anderson Township and Clermont county.

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PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Several times a week

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PAGE 10

Eastern Corridor Program - Segment II/IIICOMMENT FORM

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter, There was less traffic,  
Local roads were better connected to regional transportation corridors  
,  
Access within the study area was improved

---

PAGE 11

---

**Q10: In which zipcode do you live?**

ZIP/Postal Code

45230

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**Q11: In which zipcode do you work?**

*Respondent skipped this question*

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PAGE 12

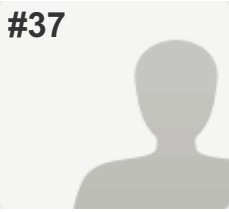
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*



#37



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 11, 2015 12:36:58 PM

**Last Modified:** Tuesday, August 11, 2015 12:44:59 PM

**Time Spent:** 00:08:00

**IP Address:** 216.68.49.16

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Not Sure

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Not an Influence1
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Not an Influence1
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Not an Influence1
Indirect connections to major shopping/employment/entertainment areas	Not an Influence1
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence1
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Not an Influence1
Limited alternative travel options (rail, bus, bike, foot)	Not an Influence1

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Several times a month

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

There was less traffic

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code

45227

**Q11: In which zipcode do you work?**

ZIP/Postal Code

45202

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PAGE 12

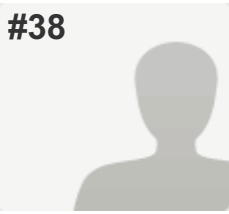
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#38



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 11, 2015 12:45:59 PM

**Last Modified:** Tuesday, August 11, 2015 12:53:21 PM

**Time Spent:** 00:07:22

**IP Address:** 66.87.114.12

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Not Sure

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	4
Indirect connections to major shopping/employment/entertainment areas	3
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	4
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	4
Limited alternative travel options (rail, bus, bike, foot)	3

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Mariemont-Terrace Park is a disaster on SR50. One lane of traffic and lights that seemingly have no idea what the next light is doing...

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Several times a month

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):** Travel times were shorter, There was less traffic,  
Local roads were better connected to regional transportation corridors

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45140

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45014

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PAGE 12

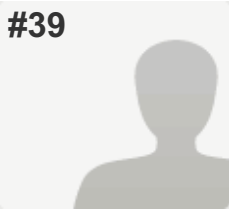
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#39



**INCOMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 11, 2015 1:17:19 PM

**Last Modified:** Tuesday, August 11, 2015 1:18:49 PM

**Time Spent:** 00:01:30

**IP Address:** 184.57.229.104

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Not Sure

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

*Respondent skipped this question*

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

*Respondent skipped this question*

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

*Respondent skipped this question*

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

*Respondent skipped this question*

PAGE 7

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**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

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*Respondent skipped this question*

PAGE 8

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**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

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*Respondent skipped this question*

PAGE 9

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**Q8: How often do you travel within the Segment II/III study area?**

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*Respondent skipped this question*

PAGE 10

---

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

---

*Respondent skipped this question*

PAGE 11

---

**Q10: In which zipcode do you live?**

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*Respondent skipped this question*

**Q11: In which zipcode do you work?**

---

*Respondent skipped this question*

PAGE 12

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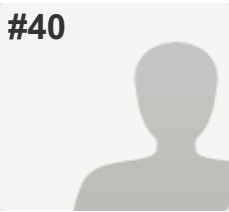
**Q12: Please provide your email address below if you would like to receive project updates via email.**

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*Respondent skipped this question*



#40



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 11, 2015 1:24:03 PM

**Last Modified:** Tuesday, August 11, 2015 1:26:57 PM

**Time Spent:** 00:02:54

**IP Address:** 64.132.192.14

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Not Sure

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Disagree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	4
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	4
Frequent accidents on roads within the study area	3
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	4
Indirect connections to major shopping/employment/entertainment areas	3
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	4
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	4
Limited alternative travel options (rail, bus, bike, foot)	2

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Daily

## PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter, There was less traffic,  
Local roads were better connected to regional transportation corridors

## PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code

45244

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**Q11: In which zipcode do you work?**

ZIP/Postal Code

45202

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PAGE 12

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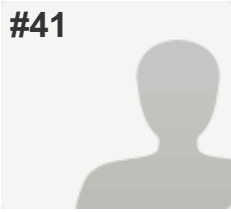
**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

[REDACTED]

---

#41



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 11, 2015 9:53:15 PM

**Last Modified:** Tuesday, August 11, 2015 10:01:36 PM

**Time Spent:** 00:08:20

**IP Address:** 70.208.230.181

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Disagree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Disagree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	Major Influence5
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	2
Limited alternative travel options (rail, bus, bike, foot)	2

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Several times a week

## PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter, There was less traffic,  
Local roads were better connected to regional transportation corridors  
,  
Access within the study area was improved

## PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45122

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45219

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PAGE 12

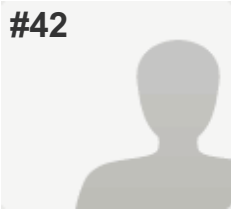
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#42



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Wednesday, August 12, 2015 9:52:07 AM

**Last Modified:** Wednesday, August 12, 2015 9:56:50 AM

**Time Spent:** 00:04:43

**IP Address:** 74.215.198.180

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PAGE 2

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**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

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PAGE 3

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**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

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PAGE 4

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**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

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PAGE 5

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**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Disagree

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PAGE 6

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**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

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PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	4
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	4
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Not an Influence1
Indirect connections to major shopping/employment/entertainment areas	2
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	2
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	2
Limited alternative travel options (rail, bus, bike, foot)	4

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Congestion in Fairfax and Mariemont due to recently narrowed Wooster and poorly timed lights. Congestion through Newtown at rush hour.

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Daily

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):** Respondent skipped this question

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45174



**Q11: In which zipcode do you work?**

ZIP/Postal Code

45244

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PAGE 12

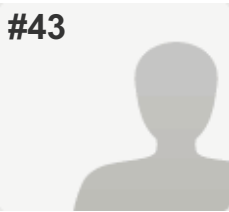
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#43



**INCOMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Wednesday, August 12, 2015 9:54:41 AM

**Last Modified:** Wednesday, August 12, 2015 10:03:10 AM

**Time Spent:** 00:08:28

**IP Address:** 24.209.1.8

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Disagree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
As a Newtown resident for 4 years, I regret moving into the area due to the horrible traffic congestion in the morning and evening rush hours. Getting to/from downtown and from the Red Bank area to Newtown is a nightmare. Newtown village council's insistence that there isn't a problem is a joke. For families and commuters, there is a definite problem.

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
It takes me one hour to travel from downtown to Red Bank to my son's school and home to Newtown each evening. Ridiculous.

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.** Strongly Agree

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PAGE 7

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**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	3
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	4
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	3
Limited alternative travel options (rail, bus, bike, foot)	4

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PAGE 8

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**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Red Bank to 32 is short in distance but a nightmare in travel congestion and travel time. Cutting through small back roads in Newtown and the 2 lane road in Church Street is a mess.

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PAGE 9

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**Q8: How often do you travel within the Segment II/III study area?** Daily

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PAGE 10

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Eastern Corridor Program - Segment II/IIICOMMENT FORM

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter, There was less traffic,  
Local roads were better connected to regional transportation corridors  
,  
Access within the study area was improved

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PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code

45244

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**Q11: In which zipcode do you work?**

ZIP/Postal Code

45202

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PAGE 12

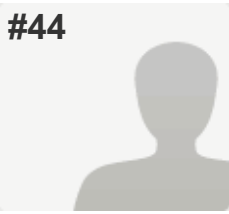
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

[REDACTED]

#44



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Wednesday, August 12, 2015 10:31:13 AM

**Last Modified:** Wednesday, August 12, 2015 10:37:26 AM

**Time Spent:** 00:06:13

**IP Address:** 24.209.3.52

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
For 22 hours per day, there is no real traffic problem on 32. It is just a rush hour problem

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
Not sure there are any more accidents on 32 than other roads

PAGE 6

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**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree,

Please use this space to share any comments you have pertaining to the above statement.  
Rail, bus and bike are always good

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PAGE 7

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**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	2
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	2
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Not an Influence1
Indirect connections to major shopping/employment/entertainment areas	Not an Influence1
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence1
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	2
Limited alternative travel options (rail, bus, bike, foot)	2

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PAGE 8

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**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Left hand turn on to 8 mile coming down 32 hill

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PAGE 9

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**Q8: How often do you travel within the Segment II/III study area?**

Daily

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PAGE 10

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Eastern Corridor Program - Segment II/IIICOMMENT FORM

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Other (please explain in the box below),

Other: I travel this route almost daily without issues

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PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code

45244

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**Q11: In which zipcode do you work?**

ZIP/Postal Code

45215

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PAGE 12

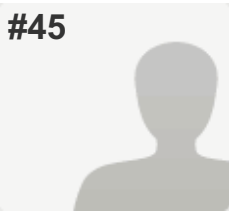
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

[REDACTED]

#45



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Wednesday, August 12, 2015 10:31:07 AM

**Last Modified:** Wednesday, August 12, 2015 10:39:54 AM

**Time Spent:** 00:08:47

**IP Address:** 216.68.204.86

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PAGE 2

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**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Agree

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PAGE 3

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**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree,

Please use this space to share any comments you have pertaining to the above statement. However, preservation of existing commercial and businesses are very important to the communities. The study area on Red Bank Road extends onto the former Swallen's property and that area is important to the Village of Fairfax for future economic development. An multi-million dollar federal flood-control project was performed some years ago to take that area out of the floodplain for the purposes of future development.

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PAGE 4

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**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree,

Please use this space to share any comments you have pertaining to the above statement. Current daytime traffic on US 50 flows well during the daytime hours except for morning and evening rush hour.

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PAGE 5



**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Not Sure,

Please use this space to share any comments you have pertaining to the above statement.  
I do not have knowledge of excessive accidents within the study area. I have never heard it is excessive or high.

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	2
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	2
Indirect connections to major shopping/employment/entertainment areas	2
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	3
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	4

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

US 50 - the original plan would have relieved traffic from the US 50 corridor. Since a new connection to SR 32 is no longer on the table, there is concern about traffic increasing on US 50. There is also concern about how improvements to the US 50 corridor could be made without detrimental affect to the businesses, many of which sit very close to the existing travel lanes.

PAGE 9

<b>Q8: How often do you travel within the Segment II/III study area?</b>	Daily
--	-------

PAGE 10

<b>Q9: Would you travel through the study area more often if (please check any of the following that apply):</b>	There was less traffic
--	------------------------

PAGE 11

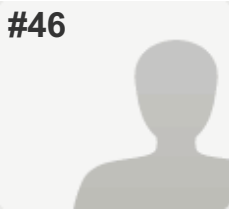
<b>Q10: In which zipcode do you live?</b>	
ZIP/Postal Code	45227

<b>Q11: In which zipcode do you work?</b>	
ZIP/Postal Code	45227

PAGE 12

<b>Q12: Please provide your email address below if you would like to receive project updates via email.</b>	<i>Respondent skipped this question</i>
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#46



**INCOMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Wednesday, August 12, 2015 11:53:17 AM

**Last Modified:** Wednesday, August 12, 2015 11:57:54 AM

**Time Spent:** 00:04:36

**IP Address:** 74.219.232.36

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PAGE 2

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**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Not Sure

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PAGE 3

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**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree

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PAGE 4

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**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree

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PAGE 5

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**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Not Sure

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PAGE 6

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**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

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PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	2
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	3
Frequent accidents on roads within the study area	2
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	2
Indirect connections to major shopping/employment/entertainment areas	2
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	2
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	2
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

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**PAGE 8**

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

connection to the Ancor area. redesign or move the Eight Mile Road/ SR32 intersection, perhaps create an intersection with a possible Ancor connector.

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**PAGE 9**

<b>Q8: How often do you travel within the Segment II/III study area?</b>	Several times a week
--	----------------------

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**PAGE 10**

<b>Q9: Would you travel through the study area more often if (please check any of the following that apply):</b>	Local roads were better connected to regional transportation corridors
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**PAGE 11**

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45255

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45230

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PAGE 12

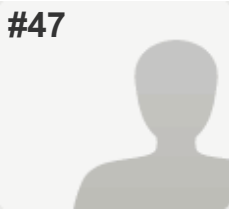
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#47



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Wednesday, August 12, 2015 4:46:42 PM

**Last Modified:** Wednesday, August 12, 2015 5:20:43 PM

**Time Spent:** 00:34:00

**IP Address:** 65.185.1.243

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Agree,

Please use this space to share any comments you have pertaining to the above statement.  
You've pretty much already decided this.

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
I agree that you should do this for Segment III.

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
The Oasis Line would reduce car traffic in the region, especially on I-275 as commuters from Milford, Terrace Park and other eastern areas would have an option to get downtown (and routes between) other than using I-275.

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PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	4
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	4
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	4
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	4
Limited alternative travel options (rail, bus, bike, foot)	4

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PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

I would like to Segment II and Segment III separated into two independent projects as you mentioned in your "following actions" recommendations. Since there is little opposition to Segment III, why not go ahead with it, especially since there are fewer environmental concerns in Segment III? I believe the Ancor Connector would help that area develop economically and would remove many trucks from Roundbottom Road and Newtown, thus helping relieve congestion and making it safer.

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PAGE 9

Eastern Corridor Program - Segment II/III COMMENT FORM

**Q8: How often do you travel within the Segment II/III study area?**

Several times a month

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PAGE 10

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**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter, There was less traffic,  
Local roads were better connected to regional transportation corridors  
,  
Access within the study area was improved

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PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code

45255

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**Q11: In which zipcode do you work?**

ZIP/Postal Code

45255

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PAGE 12

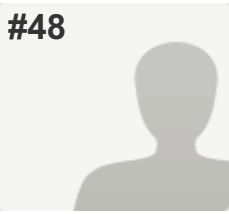
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*



#48



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Thursday, August 13, 2015 9:36:09 AM

**Last Modified:** Thursday, August 13, 2015 9:48:32 AM

**Time Spent:** 00:12:22

**IP Address:** 66.213.47.251

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree,

Please use this space to share any comments you have pertaining to the above statement. I'm not sure what the solution is. As a resident of Mt. Washington who works in Owensville, I wish I could work downtown, take the bus and avoid Rt 32/Clermont but that's not an option. I wish many years ago Clermont had the foresight to not make one of the main thoroughfares into Clermont like a front door with all your belongings piled up outside it so that no visitors can enter in your house. But I'm happy to see ODOT help make improvements and hope that Hamilton county communities affected by these proposed changes realize that residents of Clermont County do come into their communities and spend money and that some progress needs to be made for all.

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

## PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.** Strongly Agree

## PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	3
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	4
Frequent accidents on roads within the study area	3
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	4
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Several times a week

## PAGE 10

Eastern Corridor Program - Segment II/IIICOMMENT FORM

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

There was less traffic,  
Local roads were better connected to regional transportation corridors

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PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code 45230

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45160

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PAGE 12

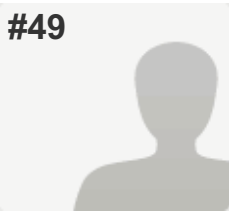
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#49



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Thursday, August 13, 2015 10:43:16 AM

**Last Modified:** Thursday, August 13, 2015 10:46:55 AM

**Time Spent:** 00:03:38

**IP Address:** 71.72.217.90

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	4
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	Major Influence5
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	4
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	3

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

32 is a mess

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Several times a month

## PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):** Local roads were better connected to regional transportation corridors

## PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45106

**Q11: In which zipcode do you work?**

ZIP/Postal Code

45103

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PAGE 12

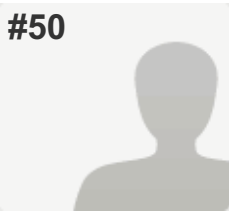
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#50



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Monday, August 17, 2015 7:19:32 PM

**Last Modified:** Monday, August 17, 2015 9:06:34 PM

**Time Spent:** 01:47:01

**IP Address:** 65.185.17.92

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement. Segments I and segments IV and V are now nearly completed or already done - we MUST connect them through segments II and III in some fashion to significantly improve traffic flow (and development) in the east-west directions. Route 32 through Newtown and connecting through the Beechmont levy (and several poor intersections) will be very expensive and marginally effective. I understand that ODOT has given up on rerouting through the river valley; so, now the best option is to reroute 32 around the edge of Newtown and use Newtown Road to US 50 - expanding all to 4-lane and significantly improving the existing bridge. If possible, rerouting through the industrial area could also work even better (we must think in terms of direct east-west flows, not circuitous around the levy, etc.).

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Disagree,

Please use this space to share any comments you have pertaining to the above statement. Since we have given up on building more direct and modern connections, the only worthwhile alternative is to SIGNIFICANTLY improve Wooster Pike, US 50 and Newtown Road (not "lower impact" as stated in the question!). Widening US 50 through Fairfax and Mariemont is now the priority necessity. Also, widening Newton Road to SR 32 will be necessary or reroute 32 through the industrial sections. Improving the Beechmont levy intersections and 32 through/around Newtown will not encourage increased traffic flows unless improvements are MAJOR (this is a round-about route to connect to Red Bank Segment I improvements already accomplished - so, traffic will continue to try to use the US 50/Newtown Road connections and this will quickly become a nightmare!).

PAGE 4

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**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
I see no significant need to make travel easier WITHIN the study area - I see the large need to improve travel THROUGH the study area.

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PAGE 5

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**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
I am unaware of statistics that show that accident rates are higher in this area than could reasonably be expected (especially with the messy existing intersections). I could support the concept of high accident rates projected into the future with much more heavy truck traffic flow expected through the industrial sections.

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PAGE 6

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**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
Keep the planned bike trails moving ahead. But, bus and walking features would have minimal impact overall. Light rail through the area to terminals farther east may be appropriate - not sure.

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PAGE 7

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**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	3
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	4
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	2
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Please do not split these segments into separate projects until solid planning is completed and you know that you will make the necessary connections to the other segments in a proper fashion! Please look ahead to the increased commercial activity in the Ancor area and lay the groundwork for better connections to the SR32/I-275 area (that is, do not depend on the current Round Bottom Road path to the existing SR32!) - consider alternate/better pathways for SR32 through this industrial valley. Greatly improve the existing bridge over the Little Miami on Newtown Road (so there are no political explosions) and use the minimum length of Newtown Road to connect onto an improved route through the industrial areas to connect onto existing SR32 near the eastern end of the valley. In this manner, you can leave Newtown Village and its roads unaffected as much as possible (I do not live in Newtown, and I see that they want to remain in the last Century - let them have their way and do not improve anything there).

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Several times a month,

If you answered Once Every Few Months, Rarely or Never above, please explain why:  
I would travel this way much more frequently if it were not so slow and crowded. If I have the extra time, I will drive all the way around on the interstates, but this takes much longer to get to my westerly directions (and back home). US 50 is so bad, I often take the roads up through Indian Hill! Traffic is like water - it seeks the path of least resistance; unfortunately, in these areas the resistance is so high that most people seek other routes rather than a more direct one!

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PAGE 10

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**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter,

Local roads were better connected to regional transportation corridors

,

Other (please explain in the box below),

Other:

The route was more direct (less circuitous) and less stop-and-go.

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PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code

45255

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**Q11: In which zipcode do you work?**

ZIP/Postal Code

45237

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PAGE 12

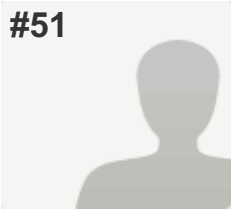
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

[REDACTED]

#51



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 2:04:11 PM

**Last Modified:** Tuesday, August 18, 2015 2:28:16 PM

**Time Spent:** 00:24:05

**IP Address:** 74.219.211.124

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement. It is inappropriate to consider "widening" US 50/Wooster Pike through Mariemont, given the fact that its present "boulevard" configuration is a central aspect of the original Nolen design of this historically significant (and federally recognized) garden suburb. The calming use of a central park space, with trees, is an integral aesthetic feature which has profound practical significance and is not inconsistent with the current effective use of the space. The express recognition of its effect in the 2007 Federal designation should be respected. It conforms to the topography, has limited access points, and functionally distributes traffic to and from the Center, which itself is an efficient allocator of traffic. Whether entering from East or West, the profoundly attractive boulevard has an aesthetic, cultural and historic value which should be respected. A cursory review of the ODOT records will demonstrate that this issue has been raised and rejected, with good reason, in the past.

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
Having lived and driven on US50/Wooster Pike on and off since 1965 (also lived in the New York city area for an intervening decade and retain a residence there) there has not, in fact, ever been a comparatively obvious need for additional pathways or radical changes. Even if, for example, drastic changes were made, it seems unlikely that the elapsed time difference would vary by any more than a few minutes from the norm, even in rush hour, when traffic moves very smoothly. Anyone who is remotely aware of traffic conditions in other parts of the country is envious of the situation along the road, the costs of making substantial changes, both in terms of dollars and the destruction of the aesthetic, historic and cultural values far outweigh the benefits.

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PAGE 5

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**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
They are minimal in nature, rarely caused by road conditions and far below average for other comparable urban areas in the country.

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PAGE 6

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**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
Given the options available now - which include a very efficient bus service which most people disdain to use - the provision of additional bike lines, light rail, etc. - while personally pleasing would not provide benefits necessary to justify the costs. If money is available to add bike lanes fine, but a far better investment would be to increase the frequency of bus service.

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PAGE 7

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**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Not an Influence1
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Not an Influence1
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Not an Influence1
Indirect connections to major shopping/employment/entertainment areas	Not an Influence1
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence1
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	Not an Influence1

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Why are the bus services underutilized and what could be done to increase their use? How do the travel/commute times for residents of the affected areas compare to local, state and national norms? For example, do persons such as the author living in comparable communities in other major metropolitan areas have the ability to get to downtown employment areas in 15 minutes - 30 minutes as is true of the vast majority of those using Route 50/Wooster Pike?

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Daily

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Other:  
It would have no impact on my use of the current system and the costs to the residents and the public treasury to achieve meaningful changes implied by your questions would far exceed the value to me of a few minutes saved.

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code

45227

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**Q11: In which zipcode do you work?**

ZIP/Postal Code

(before retirement) 45202

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PAGE 12

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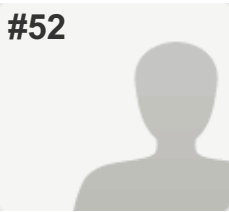
**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

[REDACTED]

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#52



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 1:56:36 PM

**Last Modified:** Tuesday, August 18, 2015 2:31:48 PM

**Time Spent:** 00:35:12

**IP Address:** 50.5.241.199

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Disagree,

Please use this space to share any comments you have pertaining to the above statement. I've lived on SR32, between Little Dry Run and Eight Mile for over 25 years and our family has had a business on SR32 for over 110 years. SR32 is only congested between 7am to 9am and 3:30pm to 5:30pm weekdays. Other than those times; its no busier than any other road. In contrast, SR125 between Nagel Rd. and Amelia, Ohio is congested from early morning until middle evening. Something definitely needs to be corrected on this stretch of road.

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
I believe the accidents are due to poor driving skills, cell phones, texting versus the condition of the roadway.

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
Walkers and bikers do not belong on a two lane or four lane highway such as SR32 in the area of section III. Rail and bus have very limited travel routes and are not conveniently located next to city centers or attractions. Regretfully, Cincinnati is not a tourist town or bustling metropolis like Boston that benefits from rail transportation.

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Not an Influence1
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Not an Influence1
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Not an Influence1
Indirect connections to major shopping/employment/entertainment areas	Not an Influence1
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence1
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Not an Influence1
Limited alternative travel options (rail, bus, bike, foot)	Not an Influence1

PAGE 8



**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Burger Farm and Garden Center, Inc.  
Eastern Corridor Corporate Opinion  
8/17/15

Burger Farm and Garden Center, Inc. is located within the segment III study area of the Eastern Corridor SR 32 improvement area. Our family owned and operated business has been in Newtown since 1904 and we are very proud of our family heritage. Our barn is one of the oldest barns in Hamilton County with structural beams in it that date back prior to 1890. We are a proud business owner/operator in Newtown and are very interested and concerned about the future plans of the SR 32 improvements.

At this time, we would like to offer the following information so that it may be considered when making road improvements on SR32.

Burger Environmental, which owns 45 acres of land behind Burger Farm and Garden Center, is currently in the process of developing this large parcel of land with plans of incorporating many of the following business type opportunities:

- 1) Burger Farm and Garden, Fall Festival expansion – our current October, weekend, fall festival brings in approximately 3000 people per day. Our plans are to add night time entertainment in the theme of Halloween.
- 2) Rustic Elegance Wedding/Reception and Convention Center – 1 to 3 indoor/outdoor wedding/reception buildings designed with the farm theme but with a touch of elegance.
- 3) “The Garden Patch” restaurant – 150 plus person, sit down, restaurant
- 4) “The Trolley Ice Cream Station” – Soft serve ice cream venue
- 5) Indoor/Outdoor Sports complex and sports bar – large indoor /outdoor sports complex designed for “Select” and AAU style elite teams
- 6) “Christmas on the farm” holiday Light event – Seasonal attraction similar to the “Christmas Ranch” near Lebanon, Ohio with the addition of winter sports activities.

The addition of these additional businesses should provide an additional 200+, full time and part time job opportunities to the area.

With these developing opportunities in mind, we would like to suggest the following SR32 road improvements:

- 1) Connect the Ancor area to SR32 where the current entrance to the black top plant is on SR32 and directly across from the entrance to Burger Environmental. Add turns lanes and a traffic light at this location or incorporate a roundabout. The entrance to Burger Environmental could be used as a new entrance into the 45 acre development mentioned above.
- 2) Add a lengthy west bound turn lane into Burger Farm and Garden Center located near their current entrance. Burger Farm and Garden have plans to expand its entrance in lieu of the addition of the additional venues mentioned above.
- 3) Telephone lines, water main and gas main run along the south side of SR32; therefore plans to expand the width of SR32 should be made on the northern side. Side note: Burger Farm and Garden and the additional businesses and residences located east of the garden center do not have public sewer even though sewer truck lines are located to the west at Little Dry Run Road and easterly along SR32 to the Newtown corporation limit.

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PAGE 9

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**Q8: How often do you travel within the Segment II/III study area?**

Daily

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PAGE 10

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**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

*Respondent skipped this question*

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PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45244

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45244

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PAGE 12

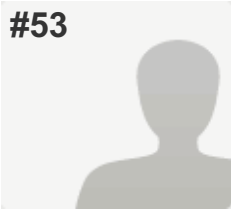
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#53



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 2:45:12 PM

**Last Modified:** Tuesday, August 18, 2015 2:50:22 PM

**Time Spent:** 00:05:10

**IP Address:** 72.49.169.14

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PAGE 2

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**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Disagree

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PAGE 3

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**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree

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PAGE 4

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**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree

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PAGE 5

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**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

---

PAGE 6

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**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Disagree

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PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	4
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	4
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	2

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Several times a week

## PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Local roads were better connected to regional transportation corridors

## PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code

45245

**Q11: In which zipcode do you work?**

ZIP/Postal Code

45245

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PAGE 12

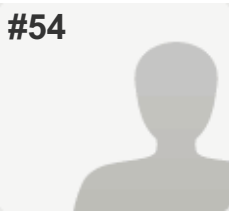
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#54



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 2:52:36 PM

**Last Modified:** Tuesday, August 18, 2015 3:03:57 PM

**Time Spent:** 00:11:20

**IP Address:** 184.57.230.145

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PAGE 2

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**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

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PAGE 3

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**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

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PAGE 4

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**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

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PAGE 5

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**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

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PAGE 6

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**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree

---

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	4
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	3
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	4
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	Not an Influence1

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**PAGE 8**

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

SR 32 should be 4 lanes wide between Roundbottom and Eight-Mile roads (either with a continuous middle turn lane or landscaped median with left turn lanes in between for access to businesses). A major congested part of this stretch is the entrance to Burger Farm & Garden.

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**PAGE 9**

<b>Q8: How often do you travel within the Segment II/III study area?</b>	Once every few months
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**PAGE 10**

<b>Q9: Would you travel through the study area more often if (please check any of the following that apply):</b>	Travel times were shorter, There was less traffic, Access within the study area was improved
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**PAGE 11**

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45103

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45103

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PAGE 12

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**Q12: Please provide your email address below if you would like to receive project updates via email.**

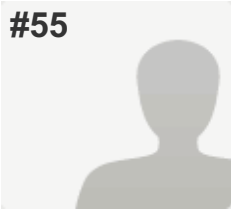
Email Address

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[REDACTED]



#55



**INCOMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 3:08:59 PM

**Last Modified:** Tuesday, August 18, 2015 3:19:12 PM

**Time Spent:** 00:10:13

**IP Address:** 66.161.203.34

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement. There's nowhere to put a new 32 in the area that needs it, and the area that isn't within the "Area No Longer Under Study" is not part of the real problem. What CAN be done is better timing of the signals in Fairfax and Mariemont (and perhaps overriding any local control over those signals).

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Not Sure

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree,

Please use this space to share any comments you have pertaining to the above statement.  
Bus options are possibly needed on SR 32 in the Newtown area, but right now the busses are not fully utilized and are not significantly slowed by congestion. Nonmotorized improvements are sorely needed.

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PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	4
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	4
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	2
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	4
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	3
Limited alternative travel options (rail, bus, bike, foot)	3

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PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Please fix the signals in Fairfax and Mariemont. As far as "unpredictable travel times", if ODOT would actually COMMUNICATE ramp closures to drivers (for example, the ramp from Columbia Parkway to SR-125), the travel times would be far more predictable.

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PAGE 9

Eastern Corridor Program - Segment II/IIICOMMENT FORM

**Q8: How often do you travel within the Segment II/III study area?**

Once every few months,

If you answered Once Every Few Months, Rarely or Never above, please explain why:  
Because driving through Kentucky is better than driving through Fairfax and Mariemont or Anderson.

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PAGE 10

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**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter

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PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code

45103

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**Q11: In which zipcode do you work?**

ZIP/Postal Code

45202

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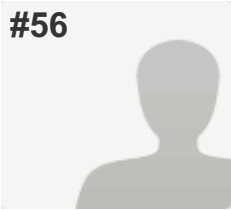
PAGE 12

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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

#56



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 3:12:05 PM

**Last Modified:** Tuesday, August 18, 2015 3:25:00 PM

**Time Spent:** 00:12:55

**IP Address:** 208.102.144.70

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Disagree,

Please use this space to share any comments you have pertaining to the above statement. This is not really a yes or no question. Widening SR 50 as it goes through Mariemont would destroy the character and historical significance of the community. Making Beechmont more efficient is logical because it is primarily a thoroughfare not a community based road.

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Disagree,

Please use this space to share any comments you have pertaining to the above statement. Again, not a yes or no kind of a question. 'Improvements' were made through Fairfax to help beautify and manage traffic and since the lane changes were made, eastbound traffic coming into Fairfax on Wooster Pike is a complete mess. So it's not clear to me what kind of improvements can be made. The best tact would be to reduce the number of cars traveling by increasing mass transit.

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
I'm not aware that this area is a high accident area.

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree,

Please use this space to share any comments you have pertaining to the above statement.  
I see additional transportation options as the only real, long term direction to reduce traffic.

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Not an Influence1
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Not an Influence1
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Not an Influence1
Indirect connections to major shopping/employment/entertainment areas	Not an Influence1
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence1
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Not an Influence1
Limited alternative travel options (rail, bus, bike, foot)	Not an Influence1

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

PAGE 9

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**Q8: How often do you travel within the Segment II/III study area?**

Daily

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PAGE 10

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**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

*Respondent skipped this question*

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PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code

45227

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**Q11: In which zipcode do you work?**

ZIP/Postal Code

45227

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PAGE 12

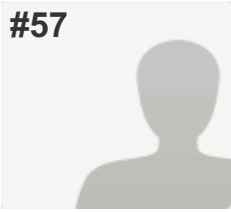
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#57



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 3:26:26 PM

**Last Modified:** Tuesday, August 18, 2015 3:33:56 PM

**Time Spent:** 00:07:29

**IP Address:** 216.223.27.55

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Disagree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	2
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	2
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	3
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	3
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Daily

## PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Local roads were better connected to regional transportation corridors

## PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code

45227



**Q11: In which zipcode do you work?**

ZIP/Postal Code

45204

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PAGE 12

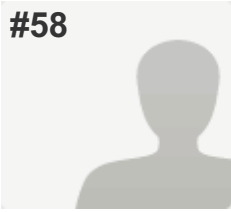
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#58



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 3:24:49 PM

**Last Modified:** Tuesday, August 18, 2015 3:37:28 PM

**Time Spent:** 00:12:39

**IP Address:** 216.196.201.154

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
If SR 32 is not relocated, then the roads through Newtown (SR 32) and SR 50 in Mariemont will have to be improved to create more flow for traffic. This means widening the roads and eliminating pinch points like the 2 lane (25 MPH) SR 50 through Mariemont past the school. I am sure that neither location considered the impact of improvements to these two State Routes.

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
Either relocate SR 32 or make the existing roadways acceptable to more traffic flow.

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree,

Please use this space to share any comments you have pertaining to the above statement.  
Light rail should be included in the plan.

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PAGE 7

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**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	4
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	4

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PAGE 8

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**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Look for improved traffic flow between SR 32 in Eastgate and the I-71 connection at RedBank Rd.

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PAGE 9

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**Q8: How often do you travel within the Segment II/III study area?**

Daily

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PAGE 10

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Eastern Corridor Program - Segment II/IIICOMMENT FORM

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter, There was less traffic,  
Local roads were better connected to regional transportation corridors  
,  
Access within the study area was improved

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PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code

45102

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**Q11: In which zipcode do you work?**

ZIP/Postal Code

45227

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PAGE 12

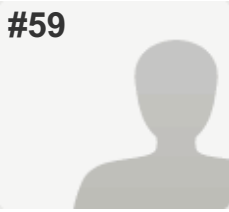
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

[REDACTED]

#59



**INCOMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 3:47:41 PM

**Last Modified:** Tuesday, August 18, 2015 3:50:05 PM

**Time Spent:** 00:02:24

**IP Address:** 208.102.186.15

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PAGE 2

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**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Disagree

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PAGE 3

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**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

*Respondent skipped this question*

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PAGE 4

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**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

*Respondent skipped this question*

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PAGE 5

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**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

*Respondent skipped this question*

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PAGE 6

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**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

*Respondent skipped this question*

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PAGE 7

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**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

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*Respondent skipped this question*

PAGE 8

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**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

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*Respondent skipped this question*

PAGE 9

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**Q8: How often do you travel within the Segment II/III study area?**

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*Respondent skipped this question*

PAGE 10

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**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

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*Respondent skipped this question*

PAGE 11

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**Q10: In which zipcode do you live?**

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*Respondent skipped this question*

**Q11: In which zipcode do you work?**

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*Respondent skipped this question*

PAGE 12

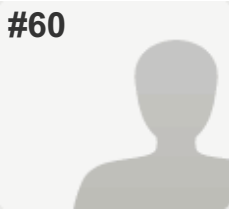
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

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*Respondent skipped this question*

#60



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 3:47:25 PM

**Last Modified:** Tuesday, August 18, 2015 3:51:20 PM

**Time Spent:** 00:03:55

**IP Address:** 74.83.15.49

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Not Sure

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Not Sure

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Disagree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Not Sure0
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Not an Influence1
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Not an Influence1
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	3
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Not an Influence1
Limited alternative travel options (rail, bus, bike, foot)	Not an Influence1

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Daily

## PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

*Respondent skipped this question*

## PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45244



Eastern Corridor Program - Segment II/IIICOMMENT FORM

**Q11: In which zipcode do you work?**

*Respondent skipped this question*

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PAGE 12

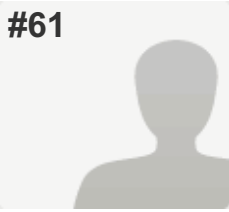
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#61



**INCOMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 3:59:35 PM

**Last Modified:** Tuesday, August 18, 2015 4:01:17 PM

**Time Spent:** 00:01:42

**IP Address:** 208.102.52.53

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PAGE 2

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**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Agree

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PAGE 3

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**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

*Respondent skipped this question*

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PAGE 4

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**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

*Respondent skipped this question*

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PAGE 5

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**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

*Respondent skipped this question*

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PAGE 6

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**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

*Respondent skipped this question*

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PAGE 7

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**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

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*Respondent skipped this question*

PAGE 8

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**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

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*Respondent skipped this question*

PAGE 9

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**Q8: How often do you travel within the Segment II/III study area?**

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*Respondent skipped this question*

PAGE 10

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**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

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*Respondent skipped this question*

PAGE 11

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**Q10: In which zipcode do you live?**

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*Respondent skipped this question*

**Q11: In which zipcode do you work?**

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*Respondent skipped this question*

PAGE 12

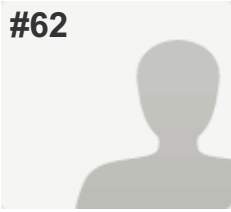
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

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*Respondent skipped this question*

#62



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 4:01:02 PM

**Last Modified:** Tuesday, August 18, 2015 4:03:56 PM

**Time Spent:** 00:02:54

**IP Address:** 24.165.117.21

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Disagree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Not Sure

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	4
Frequent accidents on roads within the study area	Not Sure0
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	4
Indirect connections to major shopping/employment/entertainment areas	Not an Influence1
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence1
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Not an Influence1
Limited alternative travel options (rail, bus, bike, foot)	3

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Several times a month

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter, There was less traffic

PAGE 11

**Q10: In which zipcode do you live?**

*Respondent skipped this question*

Eastern Corridor Program - Segment II/IIICOMMENT FORM

**Q11: In which zipcode do you work?**

*Respondent skipped this question*

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PAGE 12

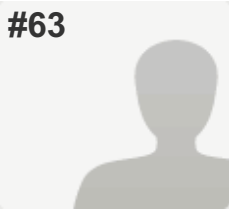
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#63



**INCOMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 4:08:03 PM

**Last Modified:** Tuesday, August 18, 2015 4:09:04 PM

**Time Spent:** 00:01:00

**IP Address:** 71.67.131.115

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PAGE 2

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**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

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PAGE 3

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**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

*Respondent skipped this question*

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PAGE 4

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**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

*Respondent skipped this question*

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PAGE 5

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**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

*Respondent skipped this question*

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PAGE 6

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**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

*Respondent skipped this question*

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PAGE 7

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**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

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*Respondent skipped this question*

**PAGE 8**

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**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

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*Respondent skipped this question*

**PAGE 9**

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**Q8: How often do you travel within the Segment II/III study area?**

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*Respondent skipped this question*

**PAGE 10**

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**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

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*Respondent skipped this question*

**PAGE 11**

---

**Q10: In which zipcode do you live?**

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*Respondent skipped this question*

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**Q11: In which zipcode do you work?**

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*Respondent skipped this question*

**PAGE 12**

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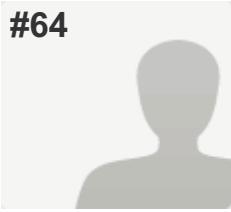
**Q12: Please provide your email address below if you would like to receive project updates via email.**

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*Respondent skipped this question*



#64



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 4:11:11 PM

**Last Modified:** Tuesday, August 18, 2015 4:14:19 PM

**Time Spent:** 00:03:08

**IP Address:** 74.83.7.234

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Disagree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Disagree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	4
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	4
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	3
Indirect connections to major shopping/employment/entertainment areas	Not an Influence1
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	2
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	2
Limited alternative travel options (rail, bus, bike, foot)	2

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Daily

## PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

*Respondent skipped this question*

## PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code

45227

**Q11: In which zipcode do you work?**

ZIP/Postal Code

41016

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PAGE 12

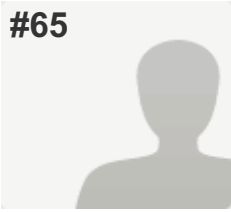
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#65



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 4:11:54 PM

**Last Modified:** Tuesday, August 18, 2015 4:18:36 PM

**Time Spent:** 00:06:42

**IP Address:** 74.83.107.163

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
There is more to this project than a park. Traffic needs to move freely and right now it has 2 big bottle necks. Newtown and Eastern Mariemont. Need to move forward with this project to service more people than will lose there park area, there are more they can go to in that area.

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Disagree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.** Strongly Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	4
Frequent accidents on roads within the study area	Major Influence5
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	4
Indirect connections to major shopping/employment/entertainment areas	2
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	2
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

See earlier statement.

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Several times a week

PAGE 10

Eastern Corridor Program - Segment II/IIICOMMENT FORM

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter,  
Local roads were better connected to regional transportation corridors  
,  
Access within the study area was improved

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PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code 45103

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45103

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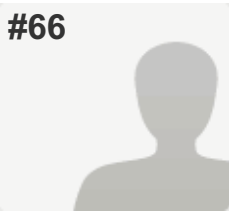
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

#66



**INCOMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 4:16:55 PM

**Last Modified:** Tuesday, August 18, 2015 4:18:44 PM

**Time Spent:** 00:01:49

**IP Address:** 184.57.218.240

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Not Sure

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

*Respondent skipped this question*

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

*Respondent skipped this question*

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

*Respondent skipped this question*

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

*Respondent skipped this question*

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

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*Respondent skipped this question*

**PAGE 8**

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**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

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*Respondent skipped this question*

**PAGE 9**

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**Q8: How often do you travel within the Segment II/III study area?**

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*Respondent skipped this question*

**PAGE 10**

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**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

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*Respondent skipped this question*

**PAGE 11**

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**Q10: In which zipcode do you live?**

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*Respondent skipped this question*

**Q11: In which zipcode do you work?**

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*Respondent skipped this question*

**PAGE 12**

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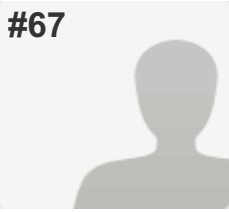
**Q12: Please provide your email address below if you would like to receive project updates via email.**

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*Respondent skipped this question*



#67



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 4:42:49 PM

**Last Modified:** Tuesday, August 18, 2015 4:46:41 PM

**Time Spent:** 00:03:52

**IP Address:** 50.5.10.14

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Not Sure

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Not Sure

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	3
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	2
Frequent accidents on roads within the study area	3
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	2
Indirect connections to major shopping/employment/entertainment areas	3
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	3
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	3
Limited alternative travel options (rail, bus, bike, foot)	3

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Several times a month

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter,  
Local roads were better connected to regional transportation corridors  
,  
Access within the study area was improved

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45150

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45249

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PAGE 12

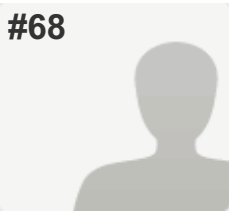
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

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#68



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 4:35:57 PM

**Last Modified:** Tuesday, August 18, 2015 4:48:31 PM

**Time Spent:** 00:12:33

**IP Address:** 75.135.85.41

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
SR 32 should not be altered in any way between I-275 and Beechmont Levee. Itd the only ascetheticaly pleasing section of all of SR 32. I love that drive as-is.

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Disagree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Disagree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	2
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	2
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Not an Influence1
Indirect connections to major shopping/employment/entertainment areas	Not an Influence1
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence1
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Not an Influence1
Limited alternative travel options (rail, bus, bike, foot)	Not Sure0

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Add a decorative median to Beechmont Levee to eliminate head on collisions.

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Daily

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):** Other (please explain in the box below),  
Other: If is left unaltered

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45230

**Q11: In which zipcode do you work?**

ZIP/Postal Code

45245

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PAGE 12

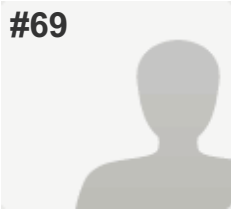
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#69



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 5:10:50 PM

**Last Modified:** Tuesday, August 18, 2015 5:15:20 PM

**Time Spent:** 00:04:30

**IP Address:** 174.101.245.171

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	Major Influence5
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

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**PAGE 8**

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Too many lights. Need rail options from eastgate to cincy/Norwood, there should be no lights in eastgate on 32

---

**PAGE 9**

**Q8: How often do you travel within the Segment II/III study area?**

Daily

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**PAGE 10**

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter, There was less traffic,  
Local roads were better connected to regional transportation corridors  
,  
Access within the study area was improved

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**PAGE 11**



**Q10: In which zipcode do you live?**

ZIP/Postal Code	45176
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**Q11: In which zipcode do you work?**

ZIP/Postal Code	45212
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PAGE 12

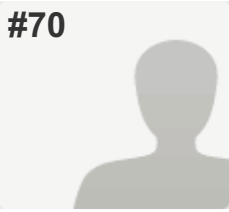
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#70



**INCOMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 5:40:42 PM

**Last Modified:** Tuesday, August 18, 2015 5:44:52 PM

**Time Spent:** 00:04:10

**IP Address:** 74.83.10.250

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PAGE 2

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**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

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PAGE 3

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**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

*Respondent skipped this question*

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PAGE 4

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**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

*Respondent skipped this question*

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PAGE 5

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**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

*Respondent skipped this question*

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PAGE 6

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**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

*Respondent skipped this question*

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PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

*Respondent skipped this question*

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**PAGE 8**

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

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**PAGE 9**

**Q8: How often do you travel within the Segment II/III study area?**

*Respondent skipped this question*

---

**PAGE 10**

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

*Respondent skipped this question*

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**PAGE 11**

**Q10: In which zipcode do you live?**

*Respondent skipped this question*

**Q11: In which zipcode do you work?**

*Respondent skipped this question*

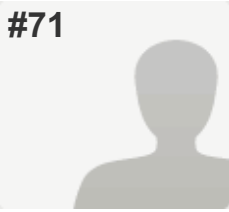
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**PAGE 12**

**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

#71



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 5:43:51 PM

**Last Modified:** Tuesday, August 18, 2015 5:55:46 PM

**Time Spent:** 00:11:54

**IP Address:** 74.83.10.250

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Not Sure,

Please use this space to share any comments you have pertaining to the above statement.  
Not specific enough.

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Disagree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Not an Influence1
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Not an Influence1
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Not an Influence1
Indirect connections to major shopping/employment/entertainment areas	Not an Influence1
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence1
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	3
Limited alternative travel options (rail, bus, bike, foot)	Not an Influence1

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Daily

## PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

*Respondent skipped this question*

## PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code

45244

**Q11: In which zipcode do you work?**

ZIP/Postal Code

45209

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PAGE 12

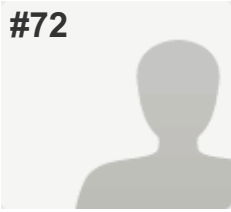
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#72



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 5:37:06 PM

**Last Modified:** Tuesday, August 18, 2015 6:05:58 PM

**Time Spent:** 00:28:52

**IP Address:** 184.57.230.248

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Not Sure

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Not Sure

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Not Sure

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	4
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	3
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	2
Limited alternative travel options (rail, bus, bike, foot)	4

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Once every few months,  
If you answered Once Every Few Months, Rarely or Never above, please explain why:  
I would prefer to travel through the study area more often, but routes are too congested and indirect.

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter,  
Access within the study area was improved

PAGE 11



**Q10: In which zipcode do you live?**

ZIP/Postal Code 45103

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 41015

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PAGE 12

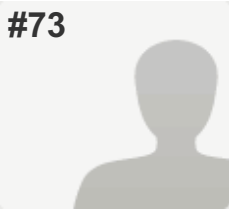
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

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#73



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 6:16:15 PM

**Last Modified:** Tuesday, August 18, 2015 6:24:03 PM

**Time Spent:** 00:07:47

**IP Address:** 70.208.228.144

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Disagree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Not Sure

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	4
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	Not Sure0
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not Sure0
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Not Sure0
Limited alternative travel options (rail, bus, bike, foot)	2

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Traffic through Newtown during morning and evening commutes are a nightmare. Traffic is even starting to over flow on round bottom which makes that suck as well. There is also major backup on Wooster by the highschool. There is no need to bring that down to one lane for a small patch of grass.

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Daily

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):** Travel times were shorter, There was less traffic, Local roads were better connected to regional transportation corridors

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45103

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45237

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PAGE 12

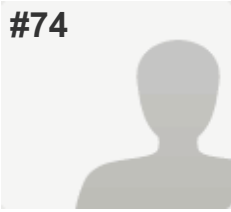
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

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#74



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 6:19:32 PM

**Last Modified:** Tuesday, August 18, 2015 6:31:43 PM

**Time Spent:** 00:12:11

**IP Address:** 50.5.248.85

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PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
A sacrifice now will contribute to better public transportation in the future. Pick a route best for bikes, trains, busses, trams & autos with a business route option.

---

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
Forward thinking would dictate a redesign of the transportation corridor.

---

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

---

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

---

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
Absolutely! More focus to transportation options please.

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	3
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	3
Frequent accidents on roads within the study area	3
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	3
Indirect connections to major shopping/employment/entertainment areas	3
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	3
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	3
Limited alternative travel options (rail, bus, bike, foot)	3

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Claremont county does not maintain roads in the winter weather.

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Several times a month

PAGE 10

Eastern Corridor Program - Segment II/IIICOMMENT FORM

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter, There was less traffic,  
Other:  
The route from Kenwood to Eastgate was improved

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PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code 45243

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45245

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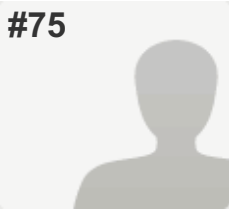
PAGE 12

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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

#75



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 6:35:25 PM

**Last Modified:** Tuesday, August 18, 2015 6:39:01 PM

**Time Spent:** 00:03:35

**IP Address:** 65.189.19.238

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PAGE 2

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**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Agree

---

PAGE 3

---

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree

---

PAGE 4

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**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree

---

PAGE 5

---

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Not Sure

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PAGE 6

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**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree

---

PAGE 7



**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	4
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	3
Indirect connections to major shopping/employment/entertainment areas	3
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	4
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	3
Limited alternative travel options (rail, bus, bike, foot)	2

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Several times a month

## PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter,  
Local roads were better connected to regional transportation corridors

## PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45230

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45202

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PAGE 12

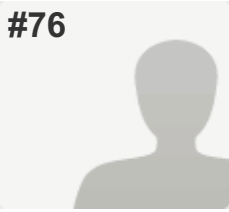
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#76



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 6:35:13 PM

**Last Modified:** Tuesday, August 18, 2015 6:42:04 PM

**Time Spent:** 00:06:51

**IP Address:** 166.170.22.73

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Disagree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	3
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	4
Indirect connections to major shopping/employment/entertainment areas	4
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	3
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	2
Limited alternative travel options (rail, bus, bike, foot)	3

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Rush hour nightmare

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Several times a week

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter, There was less traffic,  
Local roads were better connected to regional transportation corridors  
,  
Access within the study area was improved

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45227

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45227

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PAGE 12

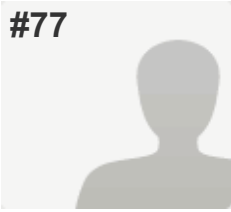
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#77



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 6:50:46 PM

**Last Modified:** Tuesday, August 18, 2015 7:12:57 PM

**Time Spent:** 00:22:11

**IP Address:** 71.72.227.34

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Not Sure

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Not an Influence <sup>1</sup>
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Not an Influence <sup>1</sup>
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Not an Influence <sup>1</sup>
Indirect connections to major shopping/employment/entertainment areas	Not an Influence <sup>1</sup>
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence <sup>1</sup>
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Not an Influence <sup>1</sup>
Limited alternative travel options (rail, bus, bike, foot)	Not an Influence <sup>1</sup>

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Daily

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter, There was less traffic,  
Local roads were better connected to regional transportation corridors  
,  
Access within the study area was improved

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45227

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45245

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PAGE 12

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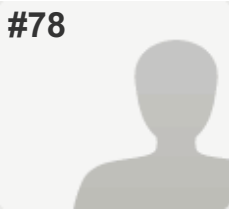
**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#78



**INCOMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 7:24:24 PM

**Last Modified:** Tuesday, August 18, 2015 7:25:31 PM

**Time Spent:** 00:01:07

**IP Address:** 65.189.250.169

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Not Sure

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

*Respondent skipped this question*

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

*Respondent skipped this question*

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

*Respondent skipped this question*

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

*Respondent skipped this question*

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

*Respondent skipped this question*

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**PAGE 8**

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

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**PAGE 9**

**Q8: How often do you travel within the Segment II/III study area?**

*Respondent skipped this question*

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**PAGE 10**

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

*Respondent skipped this question*

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**PAGE 11**

**Q10: In which zipcode do you live?**

*Respondent skipped this question*

**Q11: In which zipcode do you work?**

*Respondent skipped this question*

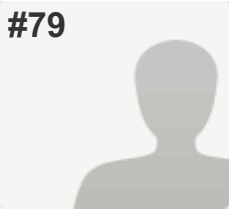
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**PAGE 12**

**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

#79



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 7:07:45 PM

**Last Modified:** Tuesday, August 18, 2015 7:30:02 PM

**Time Spent:** 00:22:17

**IP Address:** 74.83.1.169

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Disagree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	4
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	2
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	3
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	3
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Several times a week

## PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter, There was less traffic

## PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45245

**Q11: In which zipcode do you work?**

ZIP/Postal Code

45030

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PAGE 12

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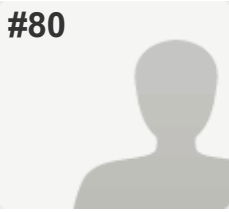
**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

[REDACTED]

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#80



**INCOMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 7:33:33 PM

**Last Modified:** Tuesday, August 18, 2015 7:36:23 PM

**Time Spent:** 00:02:49

**IP Address:** 71.72.224.145

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Not Sure

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Not Sure

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

*Respondent skipped this question*

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

*Respondent skipped this question*

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

*Respondent skipped this question*

PAGE 7

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**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

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*Respondent skipped this question*

**PAGE 8**

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**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

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*Respondent skipped this question*

**PAGE 9**

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**Q8: How often do you travel within the Segment II/III study area?**

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*Respondent skipped this question*

**PAGE 10**

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**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

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*Respondent skipped this question*

**PAGE 11**

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**Q10: In which zipcode do you live?**

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*Respondent skipped this question*

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**Q11: In which zipcode do you work?**

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*Respondent skipped this question*

**PAGE 12**

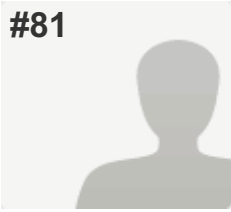
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

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*Respondent skipped this question*

#81



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 8:24:44 PM

**Last Modified:** Tuesday, August 18, 2015 8:34:10 PM

**Time Spent:** 00:09:26

**IP Address:** 74.83.15.49

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PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
We need to provide the fastest route from 275 to downtown. Bypass g new town would provide a faster route. Why not have a business loop thru new town?

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PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
A limited access road from 275 to 50 around newton is the best option.

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PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
Yes!

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PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
Traffic is always slowed due to accidents.

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PAGE 6



**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
I really lol the concept of rail from Milford or newtown to downtown.

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	Major Influence5
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	Not an Influence1
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence1
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	3
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Stop lights and slow traffic.

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Several times a week

PAGE 10

Eastern Corridor Program - Segment II/IIICOMMENT FORM

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter,  
Local roads were better connected to regional transportation corridors

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PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code 45244

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45202

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PAGE 12

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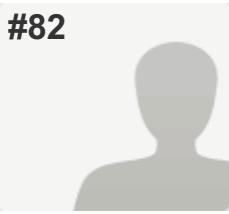
**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

[REDACTED]

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#82



**INCOMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 8:41:44 PM

**Last Modified:** Tuesday, August 18, 2015 8:55:56 PM

**Time Spent:** 00:14:11

**IP Address:** 74.215.190.179

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
As someone who recently moved out of Newtown I can say honestly that traffic flow thru Newtown sucks hard. This is most likely due to the number of traffic lights. There needs to be something done to keep this moving and if that means relocating the highway so it can flow without the village restrictions then that's what needs to happen.

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
Newtown needs more stop lights like most people need a hole in their head. The low speed limit and number of stop lights already makes what should be a short trip from UDF to Wendys (or vice versa) take 3 times as long as it should.

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.** Agree

## PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	4
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	2
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	2
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	4
Limited alternative travel options (rail, bus, bike, foot)	2

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Newtown. End of story - this area is congested and slow and needs to be dealt with.

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Several times a month

## PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):** Other (please explain in the box below),  
Other: All of the above

PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code 45176

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45150

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PAGE 12

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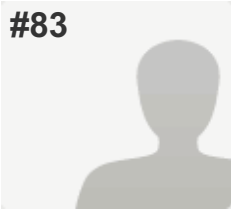
**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

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[REDACTED]

#83



**INCOMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 9:08:22 PM

**Last Modified:** Tuesday, August 18, 2015 9:10:38 PM

**Time Spent:** 00:02:16

**IP Address:** 65.27.169.164

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Disagree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

PAGE 7

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**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

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*Respondent skipped this question*

**PAGE 8**

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**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

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*Respondent skipped this question*

**PAGE 9**

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**Q8: How often do you travel within the Segment II/III study area?**

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*Respondent skipped this question*

**PAGE 10**

---

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

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*Respondent skipped this question*

**PAGE 11**

---

**Q10: In which zipcode do you live?**

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*Respondent skipped this question*

---

**Q11: In which zipcode do you work?**

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*Respondent skipped this question*

**PAGE 12**

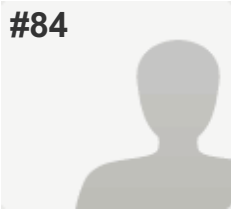
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

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*Respondent skipped this question*

#84



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 9:40:53 PM

**Last Modified:** Tuesday, August 18, 2015 9:52:18 PM

**Time Spent:** 00:11:24

**IP Address:** 74.140.239.17

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
Has any thought been given to merging Ohio 32 and US 50 into one route? And Running Ohio 32 on US 50 and widening US 50?

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Disagree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Disagree



## PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	Major Influence5
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	2
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	Not an Influence1

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

My major concern is that Ohio 32 goes down to 2 lanes when it should be 4 lanes like the rest of the stretch in Ohio.

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Several times a month

## PAGE 10

Eastern Corridor Program - Segment II/IIICOMMENT FORM

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter, There was less traffic,  
Local roads were better connected to regional transportation corridors  
,  
Access within the study area was improved ,  
Other (please explain in the box below) ,  
Other:  
Widen the roads and decrease the traffic lights.

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PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code 45044

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45230

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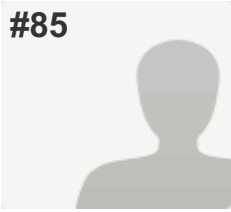
PAGE 12

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**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

#85



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 9:54:26 PM

**Last Modified:** Tuesday, August 18, 2015 9:59:56 PM

**Time Spent:** 00:05:29

**IP Address:** 98.30.221.168

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PAGE 2

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**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Agree

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PAGE 3

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**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree

---

PAGE 4

---

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree

---

PAGE 5

---

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

---

PAGE 6

---

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

---

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	3
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	4
Indirect connections to major shopping/employment/entertainment areas	3
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	3
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	4
Limited alternative travel options (rail, bus, bike, foot)	4

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Slow travel during rush hour and poor management of lights and flow in Westgate area?

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Daily

## PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):** Travel times were shorter, There was less traffic

## PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45245

**Q11: In which zipcode do you work?**

ZIP/Postal Code

45229

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PAGE 12

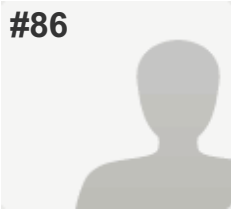
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#86



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 9:52:29 PM

**Last Modified:** Tuesday, August 18, 2015 10:01:59 PM

**Time Spent:** 00:09:29

**IP Address:** 208.102.157.53

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PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
A connection from Red Bank to US 32 is vital to improving traffic flow through the area.

---

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
Minor improvements will never fill the needs of the area, especially in coming years.

---

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

---

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

---

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Disagree,

Please use this space to share any comments you have pertaining to the above statement. While those alternatives might be nice, people still drive cars.

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	4
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	3
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	3
Indirect connections to major shopping/employment/entertainment areas	4
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	3
Limited alternative travel options (rail, bus, bike, foot)	Not an Influence1

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Several times a week

PAGE 10

Eastern Corridor Program - Segment II/IIICOMMENT FORM

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter,  
Local roads were better connected to regional transportation corridors  
,  
Access within the study area was improved

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PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code 45103

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45242

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PAGE 12

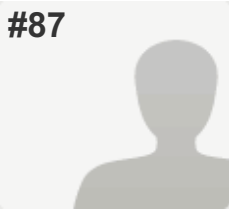
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address



#87



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 10:30:15 PM

**Last Modified:** Tuesday, August 18, 2015 10:40:37 PM

**Time Spent:** 00:10:21

**IP Address:** 50.5.220.25

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Not Sure

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Not Sure

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	2
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	2
Frequent accidents on roads within the study area	2
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	2
Indirect connections to major shopping/employment/entertainment areas	2
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	2
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	3
Limited alternative travel options (rail, bus, bike, foot)	4

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Several times a month

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

*Respondent skipped this question*

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45219

**Q11: In which zipcode do you work?**

ZIP/Postal Code

45014

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PAGE 12

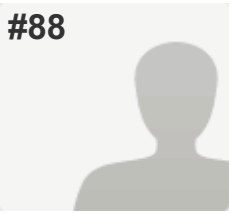
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#88



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 10:59:07 PM

**Last Modified:** Tuesday, August 18, 2015 11:04:19 PM

**Time Spent:** 00:05:11

**IP Address:** 184.57.152.43

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Disagree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	4
Frequent accidents on roads within the study area	4
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	4
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	3

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Several times a month

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter, There was less traffic,  
Local roads were better connected to regional transportation corridors  
,  
Access within the study area was improved

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45231

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45231

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PAGE 12

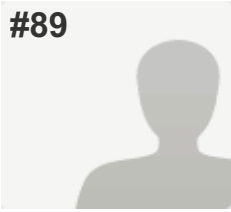
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#89



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Tuesday, August 18, 2015 11:33:30 PM

**Last Modified:** Tuesday, August 18, 2015 11:36:29 PM

**Time Spent:** 00:02:59

**IP Address:** 71.72.175.20

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Disagree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	2
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	4
Indirect connections to major shopping/employment/entertainment areas	4
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	Not an Influence1

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Several times a month

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter, There was less traffic,  
Local roads were better connected to regional transportation corridors

PAGE 11



**Q10: In which zipcode do you live?**

ZIP/Postal Code

45103

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**Q11: In which zipcode do you work?**

ZIP/Postal Code

45242

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PAGE 12

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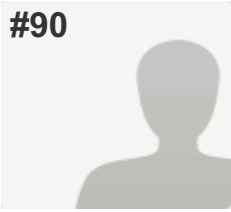
**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

[REDACTED]

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#90



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Wednesday, August 19, 2015 1:19:07 AM

**Last Modified:** Wednesday, August 19, 2015 1:37:36 AM

**Time Spent:** 00:18:28

**IP Address:** 66.87.114.160

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Disagree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Disagree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Disagree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	4
Frequent accidents on roads within the study area	2
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	4
Limited alternative travel options (rail, bus, bike, foot)	Not an Influence1

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Several times a week

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter,  
Local roads were better connected to regional transportation corridors

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45106

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45237

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PAGE 12

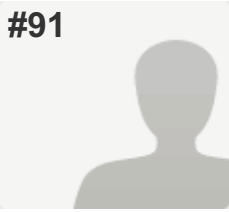
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#91



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Wednesday, August 19, 2015 3:02:08 AM

**Last Modified:** Wednesday, August 19, 2015 3:10:26 AM

**Time Spent:** 00:08:18

**IP Address:** 128.177.161.154

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

*Respondent skipped this question*

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

*Respondent skipped this question*

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	Not Sure0
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Once every few months

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter, There was less traffic,  
Local roads were better connected to regional transportation corridors  
,  
Access within the study area was improved

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45223

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45223

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PAGE 12

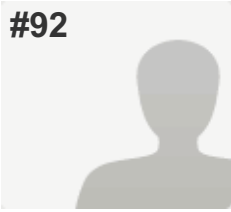
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#92



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Wednesday, August 19, 2015 8:07:28 AM

**Last Modified:** Wednesday, August 19, 2015 8:11:54 AM

**Time Spent:** 00:04:25

**IP Address:** 172.56.10.113

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PAGE 2

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**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

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PAGE 3

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**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

---

PAGE 4

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**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Disagree

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PAGE 5

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**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Disagree

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PAGE 6

---

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Disagree

---

PAGE 7



**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Not an Influence1
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Not an Influence1
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Not an Influence1
Indirect connections to major shopping/employment/entertainment areas	Not an Influence1
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence1
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Not an Influence1
Limited alternative travel options (rail, bus, bike, foot)	Not an Influence1

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Community impact of Mariemont Terrace Park and Newtown

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Daily

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):** Other: Nonr of the above

PAGE 11

**Q10: In which zipcode do you live?**  
ZIP/Postal Code 45244

**Q11: In which zipcode do you work?**

ZIP/Postal Code

45241

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PAGE 12

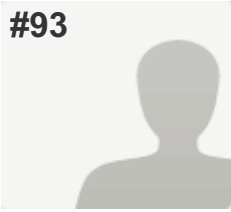
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#93



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Wednesday, August 19, 2015 12:37:03 PM

**Last Modified:** Wednesday, August 19, 2015 12:40:03 PM

**Time Spent:** 00:03:00

**IP Address:** 166.170.24.172

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Disagree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Disagree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Disagree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Disagree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Not an Influence1
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Not an Influence1
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Not an Influence1
Indirect connections to major shopping/employment/entertainment areas	Not an Influence1
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence1
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Not an Influence1
Limited alternative travel options (rail, bus, bike, foot)	Not an Influence1

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Daily

## PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

*Respondent skipped this question*

## PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code

45226

**Q11: In which zipcode do you work?**

ZIP/Postal Code

45236

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PAGE 12

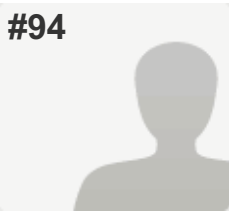
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#94



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Wednesday, August 19, 2015 1:50:35 PM

**Last Modified:** Wednesday, August 19, 2015 1:55:06 PM

**Time Spent:** 00:04:31

**IP Address:** 66.162.53.110

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Disagree,

Please use this space to share any comments you have pertaining to the above statement. The change likely needs to be more significant than that to truly have the desired impact of linking the eastern part of Hamilton county and beyond with the rest of the city

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	3
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	4

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Red Bank Road & the Newtown area seem to be the biggest areas in need

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Daily

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter, There was less traffic,  
Local roads were better connected to regional transportation corridors  
,  
Access within the study area was improved

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code

45208

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**Q11: In which zipcode do you work?**

ZIP/Postal Code

45242

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PAGE 12

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**Q12: Please provide your email address below if you would like to receive project updates via email.**

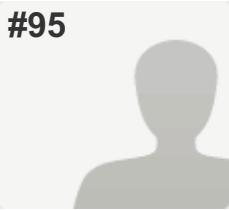
Email Address

[REDACTED]

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#95



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Wednesday, August 19, 2015 2:00:18 PM

**Last Modified:** Wednesday, August 19, 2015 2:06:02 PM

**Time Spent:** 00:05:44

**IP Address:** 65.31.34.17

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PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
This is critical to allowing smoother transportation lanes on the far east side throughout all of Cincinnati.

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PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others] instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree,

Please use this space to share any comments you have pertaining to the above statement.  
I actually want existing corridors to be improved but still want the addition of the relocation of SR 32 to be a long term solution.

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PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

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PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

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PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree,

Please use this space to share any comments you have pertaining to the above statement.  
But adding rail is so unlikely even though it makes great sense.

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	3
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	4
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	2
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	3
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	2

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Several times a week

PAGE 10

Eastern Corridor Program - Segment II/IIICOMMENT FORM

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter, There was less traffic,  
Local roads were better connected to regional transportation corridors

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PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code 45227

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45040

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PAGE 12

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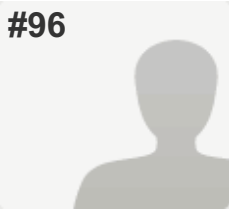
**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

[REDACTED]

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#96



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Wednesday, August 19, 2015 1:59:16 PM

**Last Modified:** Wednesday, August 19, 2015 2:08:54 PM

**Time Spent:** 00:09:37

**IP Address:** 50.5.47.247

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PAGE 2

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**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Agree

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PAGE 3

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**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree,

Please use this space to share any comments you have pertaining to the above statement. I travel these routes often and would like the improvements suggested above.

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PAGE 4

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**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree

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PAGE 5

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**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Not Sure

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PAGE 6

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**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree,

Please use this space to share any comments you have pertaining to the above statement.  
This route is mainly car/truck traffic. Would like to see other modes of transportation taking some of the burden.

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PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	3
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	4
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	4
Indirect connections to major shopping/employment/entertainment areas	2
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence1
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Not an Influence1
Limited alternative travel options (rail, bus, bike, foot)	3

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PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

I would like to make sure that the access to the study area is also considered. There should be a smooth transition so that it isn't just one or two intersections. People often travel on Red Bank through to Mariemont. Or from Hyde Park to Beechmont ave. So please consider how this will impact those areas as well.

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PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Several times a week

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PAGE 10

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**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

*Respondent skipped this question*

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PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code

45208

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**Q11: In which zipcode do you work?**

ZIP/Postal Code

45208

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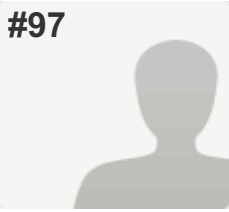
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

#97



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Wednesday, August 19, 2015 2:04:34 PM

**Last Modified:** Wednesday, August 19, 2015 2:13:41 PM

**Time Spent:** 00:09:07

**IP Address:** 71.72.190.160

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Not Sure,

Please use this space to share any comments you have pertaining to the above statement. I have heard about this project only in rumor form. I, like many with whom I've casually talked this, would like more thorough information regarding this proposed project & its impact on surrounding communities.

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Disagree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Not Sure

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.** Strongly Agree

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PAGE 7

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**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Limited alternative travel options (rail, bus, bike, foot) Not an Influence1

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PAGE 8

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**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

No other transportation option other than car ... i.e. - no (dedicated) bike routes (or rail or other alternative to driving).

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PAGE 9

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**Q8: How often do you travel within the Segment II/III study area?**

Once every few months,

If you answered Once Every Few Months, Rarely or Never above, please explain why:  
Too much construction and backup & no other routes or transportation options like bike paths/lanes.

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PAGE 10

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**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Other (please explain in the box below),

Other:  
Other options such as dedicated bike paths or lanes or rail or some other option besides roads built only for cars, etc.

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PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code

45226

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**Q11: In which zipcode do you work?**

*Respondent skipped this question*

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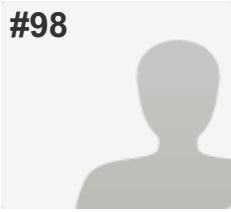
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#98



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Wednesday, August 19, 2015 2:14:17 PM

**Last Modified:** Wednesday, August 19, 2015 2:22:26 PM

**Time Spent:** 00:08:09

**IP Address:** 50.5.220.146

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PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
Any continuation of dumping the R32 traffic onto the Beechmont Levee is bad.

---

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
R32 should be directly linked to I71

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PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

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PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

---

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
bicycle lanes are a menace and a waste of resources. Any fool can see the mess already being made of important traffic arteries with bicycle lanes.

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PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	3
Indirect connections to major shopping/employment/entertainment areas	4
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	4
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	4
Limited alternative travel options (rail, bus, bike, foot)	Not an Influence1

---

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Traffic from R32 and R125 to I-71 and reverse use residential streets such as Herschel Ave. Marburg, Pinehurst, etc.s as an alternative to major arteries.

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PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Several times a week

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PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter, There was less traffic,  
Local roads were better connected to regional transportation corridors  
,  
Access within the study area was improved

---

PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code 45208

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45202

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PAGE 12

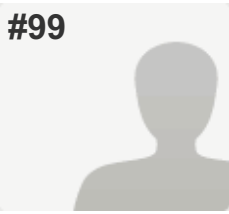
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#99



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Wednesday, August 19, 2015 2:46:35 PM

**Last Modified:** Wednesday, August 19, 2015 2:57:52 PM

**Time Spent:** 00:11:17

**IP Address:** 63.90.172.47

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Not Sure,

Please use this space to share any comments you have pertaining to the above statement. ODOT should consider lower impact improvements but improvements should not include widening along the corridor. widening intersection could be considered to accommodate turn lanes, but not at the expense of pedestrian facilities or businesses. access management should be considered along the entirety of the corridor with a focus on safety. the addition of higher capacity and higher frequency transit options should be considered

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Not Sure,

Please use this space to share any comments you have pertaining to the above statement. the suggested improvements are primarily improvements for longer distance trips. these improvements degrade the functionality of local access and facilitation of non-auto and non-motorized trips.

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

## PAGE 6

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**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.** Strongly Agree

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## PAGE 7

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**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	3
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	3
Frequent accidents on roads within the study area	4
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	4
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	3
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

---

## PAGE 8

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**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

an imbalanced commercial and residential growth pattern has resulted in high demand on a few corridors that connect the eastern areas to west of the Little Miami. growth management strategies as well as access management should be evaluated in conjunction with the future study.

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## PAGE 9

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**Q8: How often do you travel within the Segment II/III study area?** Daily

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## PAGE 10

Eastern Corridor Program - Segment II/IIICOMMENT FORM

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Access within the study area was improved

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PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code

45245

---

**Q11: In which zipcode do you work?**

ZIP/Postal Code

45208

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PAGE 12

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**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

[REDACTED]

#100



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Wednesday, August 19, 2015 3:04:27 PM

**Last Modified:** Wednesday, August 19, 2015 3:09:04 PM

**Time Spent:** 00:04:37

**IP Address:** 71.64.134.45

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Not Sure

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

PAGE 7



**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	4
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	4
Frequent accidents on roads within the study area	3
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	4
Indirect connections to major shopping/employment/entertainment areas	3
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	4
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	4
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

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**PAGE 8**

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

One lane roads in each direction in Mariemont and Fairfax

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**PAGE 9**

**Q8: How often do you travel within the Segment II/III study area?**

Several times a month

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**PAGE 10**

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter, There was less traffic,  
Local roads were better connected to regional transportation corridors  
,  
Access within the study area was improved

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**PAGE 11**

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45227

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45219

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PAGE 12

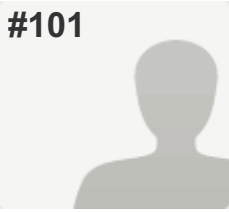
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

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#101



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Wednesday, August 19, 2015 3:18:14 PM

**Last Modified:** Wednesday, August 19, 2015 3:24:53 PM

**Time Spent:** 00:06:39

**IP Address:** 74.215.144.92

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PAGE 2

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**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

---

PAGE 3

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**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

---

PAGE 4

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**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree

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PAGE 5

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**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Disagree

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PAGE 6

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**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Disagree

---

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Not an Influence1
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	3
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Not an Influence1
Indirect connections to major shopping/employment/entertainment areas	Not an Influence1
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence1
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	3
Limited alternative travel options (rail, bus, bike, foot)	Not an Influence1

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

If ODOT was so concerned about high traffic then why the "road diets "seems to me this was done to force your plan of the Corridor.

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Daily

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):** Other (please explain in the box below),  
Other: I will travel regardless.

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45227

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45227

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PAGE 12

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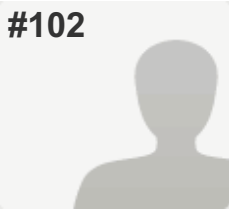
**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

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[REDACTED]

#102



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Wednesday, August 19, 2015 3:35:28 PM

**Last Modified:** Wednesday, August 19, 2015 3:44:59 PM

**Time Spent:** 00:09:31

**IP Address:** 70.208.195.89

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Disagree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
Biking on those roads are a hazard and should be eliminated. Cars and bikes sharing the same roadways is dangerous.

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PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Not an Influence1
Indirect connections to major shopping/employment/entertainment areas	3
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	Not an Influence1

---

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Bikes and cars together on one road. If the bikes cannot have a separate lane where cars are prohibited to travel then they should not be permitted on this stretch of highway.

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PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Daily

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PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter, There was less traffic,  
Local roads were better connected to regional transportation corridors  
,  
Access within the study area was improved

---

PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code

45245

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**Q11: In which zipcode do you work?**

ZIP/Postal Code

45241

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PAGE 12

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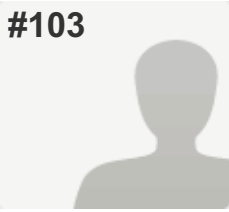
**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#103



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Wednesday, August 19, 2015 3:55:50 PM

**Last Modified:** Wednesday, August 19, 2015 4:00:51 PM

**Time Spent:** 00:05:00

**IP Address:** 75.185.82.19

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree,

Please use this space to share any comments you have pertaining to the above statement.  
As needed only.

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
Improvements as needed only.

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Not Sure

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree,

Please use this space to share any comments you have pertaining to the above statement.  
As needed

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PAGE 7

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**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

*Respondent skipped this question*

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PAGE 8

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**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Please refer to past position statement issued by the Little Miami Conservancy

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PAGE 9

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**Q8: How often do you travel within the Segment II/III study area?**

Several times a week

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PAGE 10

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**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Other (please explain in the box below),  
Other: No

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PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code

45039

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**Q11: In which zipcode do you work?**

ZIP/Postal Code

45150

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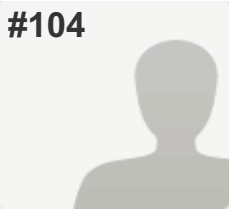
PAGE 12

**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#104



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Wednesday, August 19, 2015 3:52:33 PM

**Last Modified:** Wednesday, August 19, 2015 4:10:54 PM

**Time Spent:** 00:18:20

**IP Address:** 71.72.226.73

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PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
Thank you for removing this sensitive area from consideration.

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PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
Please don't touch Wooster Pike through Mariemont.

---

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Not Sure,

Please use this space to share any comments you have pertaining to the above statement.  
Improvements are needed to provide mass transit, bike and walking paths and get people out of their cars, not by destroying sections of neighborhoods so people who want to live in the 'country' have an easier commute. Providing additional lanes and roads just encourages more driving & sprawl, then they'll ask for more roads.

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PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Not Sure,

Please use this space to share any comments you have pertaining to the above statement.  
I don't know where the majority of the accidents are and what their causes are...I would think inattentive driving is the biggest problem.

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	2
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	2
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	2
Indirect connections to major shopping/employment/entertainment areas	Not an Influence1
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence1
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	2
Limited alternative travel options (rail, bus, bike, foot)	2

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

See all previous comments

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Daily

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PAGE 10

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**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Other:

I live in the study area. I might time my travel to avoid high-traffic times but that's not always possible. I don't have any trouble getting where I want to go when I want to go there. I would like mass transit options.

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PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code

45227

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**Q11: In which zipcode do you work?**

ZIP/Postal Code

45227

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PAGE 12

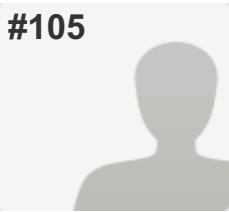
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

[REDACTED]

#105



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Wednesday, August 19, 2015 4:18:50 PM

**Last Modified:** Wednesday, August 19, 2015 4:41:05 PM

**Time Spent:** 00:22:14

**IP Address:** 74.215.2.240

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement. When will you give it up? How many 100s of thousands of dollars have been spent on consultants, studies, tiers, comment periods, surveys--over decades!--on this mania you have for relocating 32? And even now you still say: ODOT proposes to no longer pursue relocating SR 32 through the Little Miami River Valley at this time due to the potential for significant environmental impacts, anticipated high construction costs and conflicting interests in the project. Get rid of the "at this time" in your statement! The public has spoken, spoken again, and re-spoken. No relocation, period. I once heard one of your officials in a radio interview give this reason for relocation: "Well you just look at a map and you can see there is a blank space there." ODOT's job is to fill in all blank spaces with asphalt?

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Not Sure

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Not Sure

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Not an Influence1
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Not an Influence1
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Not an Influence1
Indirect connections to major shopping/employment/entertainment areas	Not an Influence1
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence1
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Not an Influence1
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Right and left turns off 8-mile on to 32 need safety improvement.

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Several times a week



PAGE 10

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**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Other: I travel through whenever I want

PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code

45244

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**Q11: In which zipcode do you work?**

ZIP/Postal Code

45244

PAGE 12

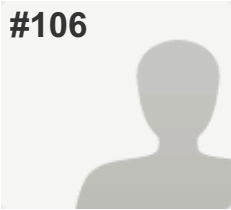
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

[REDACTED]

#106



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Wednesday, August 19, 2015 4:14:54 PM

**Last Modified:** Wednesday, August 19, 2015 4:46:16 PM

**Time Spent:** 00:31:21

**IP Address:** 192.234.122.28

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PAGE 2

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**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement. I think it is very important to make major improvements to SR32 in this area. I do not think it is possible to make great strides without relocating SR32 and connecting to the Red Bank Corridor with a four lane, highway style roadway. The roadway needs to be fast moving with limited access, and preferably no stop lights. Making small changes to SR32, Newtown Rd, Church St, and US-50 will not be enough. There are businesses along the roadway that need access and the speed limit is too slow. We need an alternative to highway traffic up north or through Kentucky. We need faster access to Interstate 71. I continue to support light rail for the future of this project. I cannot see light rail moving through these busy commercial and residential areas without nearly crawling quietly and creeping slowly through, which will make the light rail slow and useless. I support any changes that will improve this corridor, but I don't think that there will be any real improvement without a major roadway relocation.

---

PAGE 3

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**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
I will give the same answer as #1. I think it is very important to make major improvements to SR32 in this area. I do not think it is possible to make great strides without relocating SR32 and connecting to the Red Bank Corridor with a four lane, highway style roadway. The roadway needs to be fast moving with limited access, and preferably no stop lights. Making small changes to SR32, Newtown Rd, Church St, and US-50 will not be enough. There are businesses along the roadway that need access and the speed limit is too slow. We need an alternative to highway traffic up north or through Kentucky. We need faster access to Interstate 71. I continue to support light rail for the future of this project. I cannot see light rail moving through these busy commercial and residential areas without nearly crawling quietly and creeping slowly through, which will make the light rail slow and useless. I support any changes that will improve this corridor, but I don't think that there will be any real improvement without a major roadway relocation.

---

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
This corridor (Segment II/III) is a clog. It is a speed trap. It is a beautiful area with some great neighborhoods which do need to be preserved. However, it needs major improvements to connect two areas of the city.

---

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree,

Please use this space to share any comments you have pertaining to the above statement.  
I do not know the statistics on accidents but I would always agree that accidents needs to be reduced.

---

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
More transportation options including car, rail, bus, and biking are needed. I am a proponent of the faster road transportation needs of this area. Walking is important but is not connecting the Eastgate and Red Bank segments.

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	4
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	2
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	4
Indirect connections to major shopping/employment/entertainment areas	4
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	2

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Please continue the Eastern Corridor project. If we want to move forward and improve the east side of Cincinnati, we need this project. I live past Eastgate, I work in downtown Cincinnati, and I have lots of family in Kenwood. My wife works in Mason. If someone says there aren't highway traffic problems then they haven't driven from Milford to Mason in rush hour. I always drive through Newtown, then Mariemont, then Madeira, then Kenwood on back roads because it's shorter distance than taking all highway. I love the plans for light rail and would use it constantly. Light rail would be useful for downtown events and regular workdays. The 275 highway is already overcrowded during rush hour.

PAGE 9

Eastern Corridor Program - Segment II/IIICOMMENT FORM

**Q8: How often do you travel within the Segment II/III study area?**

Several times a month,

If you answered Once Every Few Months, Rarely or Never above, please explain why:  
It's seasonal. In the winters I participate in activities in central Cincinnati and pass through several times a week.

---

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter,

Local roads were better connected to regional transportation corridors

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PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code

45103

**Q11: In which zipcode do you work?**

ZIP/Postal Code

45202

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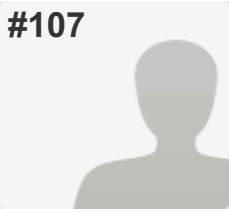
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

[REDACTED]

#107



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Wednesday, August 19, 2015 4:56:29 PM

**Last Modified:** Wednesday, August 19, 2015 5:09:25 PM

**Time Spent:** 00:12:56

**IP Address:** 74.83.105.78

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Not Sure

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Not Sure

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	3
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	3
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Not Sure0
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

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**PAGE 8**

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

traveling from Nt Washington to 71 N is ridiculous with old Wooster to Red Bank. Why was Red Bank widened to 4 lane and still has the 2 lane 'hairpin' section onto Old Wooster. If you eliminate coming across the Little Miami w/ a bridge and new 4 lane connector to Red Bank then why not convert Old Wooster to a 4 lane connector to RedBank?

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**PAGE 9**

<b>Q8: How often do you travel within the Segment II/III study area?</b>	Daily
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**PAGE 10**

<b>Q9: Would you travel through the study area more often if (please check any of the following that apply):</b>	Travel times were shorter, There was less traffic, Local roads were better connected to regional transportation corridors , Access within the study area was improved
--	--

PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code	45230
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**Q11: In which zipcode do you work?**

ZIP/Postal Code	45242
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PAGE 12

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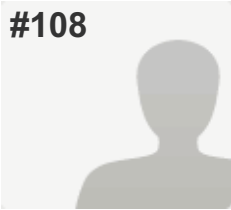
**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#108



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Wednesday, August 19, 2015 5:46:55 PM

**Last Modified:** Wednesday, August 19, 2015 5:51:15 PM

**Time Spent:** 00:04:19

**IP Address:** 66.87.114.47

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PAGE 2

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**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Agree

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PAGE 3

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**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree

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PAGE 4

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**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

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PAGE 5

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**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Not Sure

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PAGE 6

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**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

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PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	3
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	4
Frequent accidents on roads within the study area	Not Sure0
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	2
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Not an Influence1
Limited alternative travel options (rail, bus, bike, foot)	3

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Rarely ,  
If you answered Once Every Few Months, Rarely or Never above, please explain why:  
Live and work in northern suburbs. Not much reason besides occasional recreation to visit study area.

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Local roads were better connected to regional transportation corridors

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45015

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45011

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PAGE 12

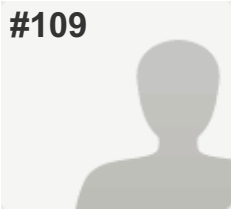
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#109



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Wednesday, August 19, 2015 6:26:06 PM

**Last Modified:** Wednesday, August 19, 2015 6:52:13 PM

**Time Spent:** 00:26:06

**IP Address:** 71.64.134.122

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Disagree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
We dont need to add lanes

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Disagree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
More bus bike and walking will be great.

---

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Not an Influence1
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Not an Influence1
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Not an Influence1
Indirect connections to major shopping/employment/entertainment areas	2
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence1
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Not an Influence1
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

---

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Widening the road will just increase traffic. Please add more bike walking and bus.

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PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Several times a week

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PAGE 10

Eastern Corridor Program - Segment II/IIICOMMENT FORM

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Other (please explain in the box below),

Other:

Odor is only concerned with throughput, safety is not even an option

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PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code

45226

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**Q11: In which zipcode do you work?**

ZIP/Postal Code

45229

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PAGE 12

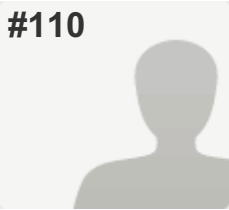
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

[REDACTED]

#110



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Wednesday, August 19, 2015 6:49:51 PM

**Last Modified:** Wednesday, August 19, 2015 6:55:30 PM

**Time Spent:** 00:05:38

**IP Address:** 70.208.197.210

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PAGE 2

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**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree

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PAGE 3

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**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Disagree

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PAGE 4

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**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

---

PAGE 5

---

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Not Sure

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PAGE 6

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**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree

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PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	2
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	4
Frequent accidents on roads within the study area	3
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	4
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	3
Limited alternative travel options (rail, bus, bike, foot)	3

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Once every few months,  
If you answered Once Every Few Months, Rarely or Never above, please explain why:  
Not normally my route.

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter,  
Access within the study area was improved

PAGE 11



**Q10: In which zipcode do you live?**

ZIP/Postal Code 45152

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45036

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PAGE 12

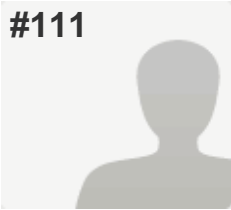
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#111



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Wednesday, August 19, 2015 7:44:09 PM

**Last Modified:** Wednesday, August 19, 2015 7:49:23 PM

**Time Spent:** 00:05:13

**IP Address:** 72.49.226.164

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PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
I like the ideas proposed. Eastern Cincinnati/Clermont County is in great need of transportation improvements. Biking and Pedestrian paths would also be welcomed!

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PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree

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PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

---

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

---

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
Yes - Yes - Yes!!!

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PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	3
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	4
Indirect connections to major shopping/employment/entertainment areas	4
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	4
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	4
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

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PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Safety first. better traffic flow and bike and walking paths.

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PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Several times a month

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PAGE 10

Eastern Corridor Program - Segment II/IIICOMMENT FORM

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter, There was less traffic,  
Local roads were better connected to regional transportation corridors  
,  
Access within the study area was improved

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PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code 45103

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45103

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PAGE 12

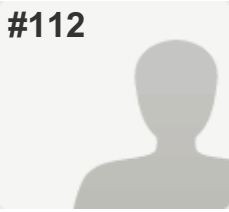
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

[REDACTED]

#112



**INCOMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Wednesday, August 19, 2015 9:06:23 PM

**Last Modified:** Wednesday, August 19, 2015 9:12:26 PM

**Time Spent:** 00:06:03

**IP Address:** 72.49.156.27

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Disagree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Disagree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	3
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	3
Frequent accidents on roads within the study area	4
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	Not an Influence1
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence1
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	4
Limited alternative travel options (rail, bus, bike, foot)	Not Sure0

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

*Respondent skipped this question*

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

*Respondent skipped this question*

PAGE 11

**Q10: In which zipcode do you live?**

*Respondent skipped this question*

Eastern Corridor Program - Segment II/IIICOMMENT FORM

**Q11: In which zipcode do you work?**

*Respondent skipped this question*

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PAGE 12

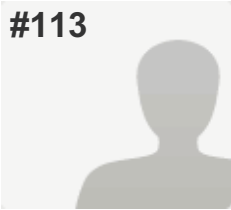
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#113



**INCOMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Wednesday, August 19, 2015 9:18:33 PM

**Last Modified:** Wednesday, August 19, 2015 9:30:41 PM

**Time Spent:** 00:12:08

**IP Address:** 72.49.159.180

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Not Sure,

Please use this space to share any comments you have pertaining to the above statement.  
rush hour there is some traffic, but we live in Newtown=Shademoore 6 mo and Loveland 6 mo, and Loveland has a lot more traffic, so does Milford going up rt 28

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Not Sure

PAGE 6



**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.** Strongly Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Not an Influence1
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Not an Influence1
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Not an Influence1
Indirect connections to major shopping/employment/entertainment areas	4
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence1
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Not an Influence1
Limited alternative travel options (rail, bus, bike, foot)	3

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

seems like most the traffic comes rt 50 over newtown bridge to valley to round bottom to 32, then the traffic clears out when the speed limit goes up. If there was some way to have 2 lanes from 50 over bridge and 2 lanes to valley, 2 lanes to 32 and 2 lanes for a short span on 32, I think this would take care of most your problems, I know 2 lanes over the bridge could be a problem for you, but I think this would clear traffic very fast.

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Daily

PAGE 10

Eastern Corridor Program - Segment II/IIICOMMENT FORM

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

*Respondent skipped this question*

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PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code

45244 april thu oct.

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**Q11: In which zipcode do you work?**

ZIP/Postal Code

live 45140 Nov to april

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PAGE 12

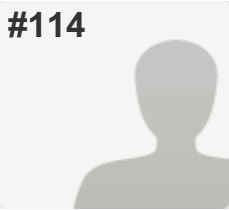
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

[REDACTED]

#114



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Wednesday, August 19, 2015 10:07:14 PM

**Last Modified:** Wednesday, August 19, 2015 10:15:36 PM

**Time Spent:** 00:08:21

**IP Address:** 72.49.225.226

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Not Sure

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Not Sure,

Please use this space to share any comments you have pertaining to the above statement.  
No more road widening! Let's maintain what we have!

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
How am I supposed to know how many crashes happen there?

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.** Strongly Agree

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PAGE 7

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**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Not an Influence1
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	2
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	2
Indirect connections to major shopping/employment/entertainment areas	Not Sure0
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence1
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Not an Influence1
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

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PAGE 8

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**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

need crosswalks to be able to cross Beechmont when getting off the bus.

---

PAGE 9

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**Q8: How often do you travel within the Segment II/III study area?** Several times a month

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PAGE 10

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Eastern Corridor Program - Segment II/IIICOMMENT FORM

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Other (please explain in the box below),  
Other:  
a place to ride my bike from Hyde Park to Otto Armleder. Right now no safe route so I drive.

---

PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code 45212

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45202

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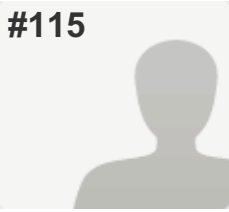
PAGE 12

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**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

#115



**INCOMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Wednesday, August 19, 2015 10:45:29 PM

**Last Modified:** Wednesday, August 19, 2015 11:42:39 PM

**Time Spent:** 00:57:09

**IP Address:** 74.83.9.199

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PAGE 2

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**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
With this question, is ODOT looking for support to relocate State Route 32 again? Are they going to ask all of the friends and contractors to stuff the ballot box on this question similar to how they ask contractors to come to public meetings.

---

PAGE 3

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**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

PAGE 4

---

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Not Sure,

Please use this space to share any comments you have pertaining to the above statement.  
Depends on what is proposed!

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PAGE 5

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**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Not Sure,

Please use this space to share any comments you have pertaining to the above statement.  
Very leading question. How many accidents happen now. How many happen if you speed up traffic or significantly increase the volume of traffic.

---

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
Rail, bus, bike, walking should be tried before massive changes to roads increasing volume,.

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PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

*Respondent skipped this question*

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PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

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PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

*Respondent skipped this question*

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PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

*Respondent skipped this question*

PAGE 11

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**Q10: In which zipcode do you live?**

*Respondent skipped this question*

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**Q11: In which zipcode do you work?**

*Respondent skipped this question*

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PAGE 12

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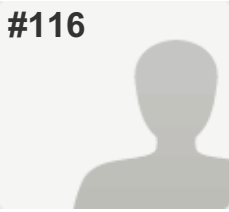
**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#116



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Thursday, August 20, 2015 7:57:02 AM

**Last Modified:** Thursday, August 20, 2015 8:02:10 AM

**Time Spent:** 00:05:07

**IP Address:** 72.49.0.69

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PAGE 2

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**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

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PAGE 3

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**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree

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PAGE 4

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**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Disagree

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PAGE 5

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**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Not Sure

---

PAGE 6

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**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree

---

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	2
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	2
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	2
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	3
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	2
Limited alternative travel options (rail, bus, bike, foot)	3

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Compared with other areas in the Greater Cincinnati region, this area has very, very few problems.

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Several times a week

## PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):** Other (please explain in the box below),  
Other:  
Improving or not improving the area would not change the frequency I would travel to or through it.

## PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45208

**Q11: In which zipcode do you work?**

ZIP/Postal Code

45244

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PAGE 12

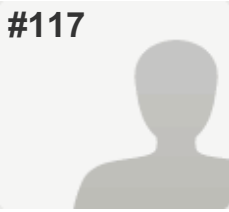
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#117



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Thursday, August 20, 2015 8:54:27 AM

**Last Modified:** Thursday, August 20, 2015 9:02:23 AM

**Time Spent:** 00:07:56

**IP Address:** 72.49.164.77

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement. Increasing capacity of SR 32 through residential areas is not a good idea.

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Disagree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Disagree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Not an Influence1
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Not an Influence1
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Not an Influence1
Indirect connections to major shopping/employment/entertainment areas	Not an Influence1
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence1
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Not an Influence1
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

I suspect that this improvement is being driven by those not living in the area. Please listen to us. We want alternative transportation, not increased capacity for automobiles.

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Several times a week

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Other (please explain in the box below),  
 Other:  
 I travel through the area when I need to go through it, changing it will probably decrease my willingness to be there. I do not want to compete with faster moving vehicles.

PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code 45208

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45221

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PAGE 12

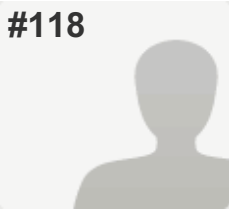
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#118



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Thursday, August 20, 2015 9:31:17 AM

**Last Modified:** Thursday, August 20, 2015 9:38:15 AM

**Time Spent:** 00:06:57

**IP Address:** 63.84.200.3

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Not Sure

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	3
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	Not Sure0
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	4
Indirect connections to major shopping/employment/entertainment areas	4
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	2
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	2
Limited alternative travel options (rail, bus, bike, foot)	Not Sure0

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Once every few months

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code

45213



**Q11: In which zipcode do you work?**

ZIP/Postal Code

45202

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PAGE 12

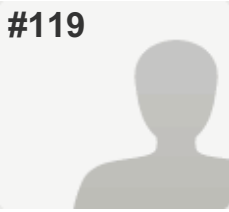
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#119



**INCOMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Thursday, August 20, 2015 9:47:20 AM

**Last Modified:** Thursday, August 20, 2015 9:48:38 AM

**Time Spent:** 00:01:18

**IP Address:** 107.132.63.55

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PAGE 2

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**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

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PAGE 3

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**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree

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PAGE 4

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**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree

---

PAGE 5

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**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Not Sure

---

PAGE 6

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**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

---

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

*Respondent skipped this question*

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**PAGE 8**

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

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**PAGE 9**

**Q8: How often do you travel within the Segment II/III study area?**

*Respondent skipped this question*

---

**PAGE 10**

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

*Respondent skipped this question*

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**PAGE 11**

**Q10: In which zipcode do you live?**

*Respondent skipped this question*

**Q11: In which zipcode do you work?**

*Respondent skipped this question*

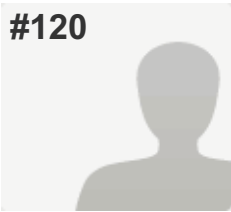
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**PAGE 12**

**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

#120



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Thursday, August 20, 2015 10:02:42 AM

**Last Modified:** Thursday, August 20, 2015 10:48:03 AM

**Time Spent:** 00:45:20

**IP Address:** 66.203.19.0

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement. To be clear. The response is not saying that ODOT should make high impact changes either. Instead ODOT should be focusing on slowing traffic and increasing mode share options in these corridors.

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree,

Please use this space to share any comments you have pertaining to the above statement. I agree if improvements mean increasing pedestrian and bicycle access. I do not agree if it means widening roads, reducing curb radius's and other auto oriented improvements.

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement. By reducing drive lane widths, and implementing traffic calming measures that slow traffic, accidents will decrease.

## PAGE 6

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**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.** Strongly Agree

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## PAGE 7

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**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Not an Influence1
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Not an Influence1
Frequent accidents on roads within the study area	3
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	3
Indirect connections to major shopping/employment/entertainment areas	Not an Influence1
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence1
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Not an Influence1
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

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## PAGE 8

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**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

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*Respondent skipped this question*

## PAGE 9

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**Q8: How often do you travel within the Segment II/III study area?**

---

Once every few months

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## PAGE 10

Eastern Corridor Program - Segment II/IIICOMMENT FORM

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Access within the study area was improved ,  
Other (please explain in the box below) ,  
Other:  
Transit, bike and pedestrian access improvements.

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PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code

45202

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**Q11: In which zipcode do you work?**

ZIP/Postal Code

45202

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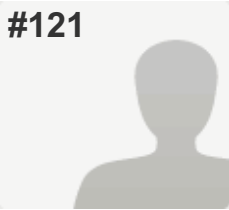
PAGE 12

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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

#121



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Thursday, August 20, 2015 11:03:44 AM

**Last Modified:** Thursday, August 20, 2015 11:08:13 AM

**Time Spent:** 00:04:28

**IP Address:** 205.204.248.77

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Disagree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Disagree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	3
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	4
Frequent accidents on roads within the study area	2
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	4
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	2
Limited alternative travel options (rail, bus, bike, foot)	Not an Influence1

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Several times a month

## PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Local roads were better connected to regional transportation corridors

Access within the study area was improved

## PAGE 11



**Q10: In which zipcode do you live?**

ZIP/Postal Code 41059

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 41017

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PAGE 12

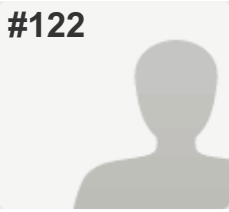
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#122



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Thursday, August 20, 2015 12:21:16 PM

**Last Modified:** Thursday, August 20, 2015 12:24:16 PM

**Time Spent:** 00:03:00

**IP Address:** 66.162.225.120

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PAGE 2

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**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Agree

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PAGE 3

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**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree

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PAGE 4

---

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Disagree

---

PAGE 5

---

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Disagree

---

PAGE 6

---

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

---

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	3
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	2
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	2
Indirect connections to major shopping/employment/entertainment areas	2
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	4
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	3
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Once every few months

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter

PAGE 11

**Q10: In which zipcode do you live?**

*Respondent skipped this question*

**Q11: In which zipcode do you work?**

*Respondent skipped this question*

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PAGE 12

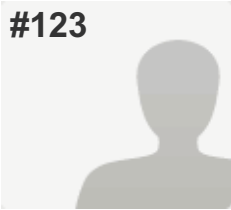
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#123



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Thursday, August 20, 2015 3:08:30 PM

**Last Modified:** Thursday, August 20, 2015 3:16:49 PM

**Time Spent:** 00:08:19

**IP Address:** 98.30.222.23

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Disagree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Not Sure

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	Major Influence5
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not Sure0
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	Not Sure0

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

heavy traffic volume on I 275 through Kentucky which is increasing daily  
 There is no easy and safe way to travel from Clermont County to Cincinnati and its western suburbs.  
 If you build bike trails would they be used?  
 Light rail???  
 Maybe more busing would help but it would have to be a time saver for the patrons who use it and affordable.

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Several times a week

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter, There was less traffic,  
 Local roads were better connected to regional transportation corridors  
 ,  
 Access within the study area was improved

PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code

45103

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**Q11: In which zipcode do you work?**

*Respondent skipped this question*

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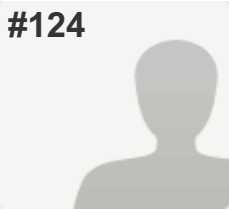
PAGE 12

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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

#124



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Thursday, August 20, 2015 5:55:38 PM

**Last Modified:** Thursday, August 20, 2015 6:43:05 PM

**Time Spent:** 00:47:27

**IP Address:** 174.101.234.242

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PAGE 2

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**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

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PAGE 3

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**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Please use this space to share any comments you have pertaining to the above statement. Improvements to be considered should include better access to and accommodations for public transit, and new/better infrastructure for bicycles and pedestrians.

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PAGE 4

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**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement. Improvements are needed to make it easier for buses, bicycles and pedestrians to travel within/through the Segment II/III study area. There is less of a need to address automobile accommodations.

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PAGE 5

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**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Not Sure,

Please use this space to share any comments you have pertaining to the above statement.  
It would be desirable to reduce the number of accidents occurring within the Segment II/III study area. However, roadway improvements may or may not be able to adequately reduce the number of accidents.

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
More transportation options such as buses, bikeways and walkways are needed within Segment II/III and throughout the Eastern Corridor Program area. A rail project would need to be studied in further detail.

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Not an Influence1
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	2
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	2
Indirect connections to major shopping/employment/entertainment areas	Not an Influence1
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence1
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	3
Limited alternative travel options (rail, bus, bike, foot)	4

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

The study should provide a detailed analysis of bus, bicycle, pedestrian and rail infrastructure.

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PAGE 9

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**Q8: How often do you travel within the Segment II/III study area?**

Several times a month

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PAGE 10

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**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

*Respondent skipped this question*

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PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code

45157

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**Q11: In which zipcode do you work?**

ZIP/Postal Code

45202

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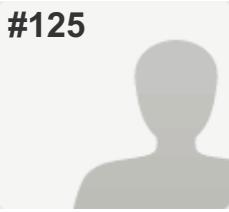
PAGE 12

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**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

#125



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Thursday, August 20, 2015 9:24:11 PM

**Last Modified:** Thursday, August 20, 2015 9:38:11 PM

**Time Spent:** 00:13:59

**IP Address:** 65.31.45.248

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Disagree,

Please use this space to share any comments you have pertaining to the above statement. ODOT should not consider widening US50 through historic Mariemont as this would damage the character of this historic district.

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Disagree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Disagree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
Like rail is not practical as population density does not support. Improving bus service is great idea. Also extending the the Bike Trail from Loveland through the area makes great sense.

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PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Not an Influence1
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Not an Influence1
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Not an Influence1
Indirect connections to major shopping/employment/entertainment areas	Not an Influence1
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence1
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Not an Influence1
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

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PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Improve or change the Bus service. Improve the bike trail and walking paths. Drop the light rail conversation

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PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Daily,

If you answered Once Every Few Months, Rarely or Never above, please explain why:  
I travel through multiple times every day.

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

*Respondent skipped this question*

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45227

**Q11: In which zipcode do you work?**

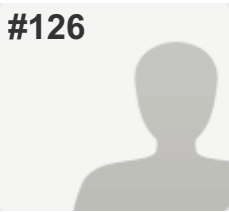
ZIP/Postal Code 45242

PAGE 12

**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

#126



**COMPLETE**

**Collector:** Web Link 1 (Web Link)  
**Started:** Friday, August 21, 2015 3:40:30 AM  
**Last Modified:** Friday, August 21, 2015 3:46:53 AM  
**Time Spent:** 00:06:23  
**IP Address:** 175.223.10.54

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Disagree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree,

Please use this space to share any comments you have pertaining to the above statement.  
 Transit improvements are needed, along with other forms of transportation like walking and biking.

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
 Improvements need to be made to make the area safer for all modes of transportation, not just cars.

PAGE 6

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**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.** Strongly Agree

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PAGE 7

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**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	2
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	2
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	3
Indirect connections to major shopping/employment/entertainment areas	3
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	2
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	2
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

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PAGE 8

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**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

There are few, if any, transportation options for people who cannot or choose not to own and drive a car. This is a major problem.

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PAGE 9

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**Q8: How often do you travel within the Segment II/III study area?**

Rarely ,

If you answered Once Every Few Months, Rarely or Never above, please explain why:  
As someone who choose not to own and drive a car, I have virtually no options in this area.

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PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Access within the study area was improved ,  
Other (please explain in the box below) ,  
Other: More transportation options.

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PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code

45202

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**Q11: In which zipcode do you work?**

ZIP/Postal Code

45202

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PAGE 12

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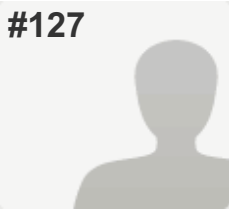
**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#127



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Friday, August 21, 2015 7:27:31 AM

**Last Modified:** Friday, August 21, 2015 7:31:49 AM

**Time Spent:** 00:04:18

**IP Address:** 24.123.205.90

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Disagree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	4
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	4
Frequent accidents on roads within the study area	3
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	4
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	3

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Several times a month

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter, There was less traffic,  
Local roads were better connected to regional transportation corridors  
,  
Access within the study area was improved

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45150

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45246

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PAGE 12

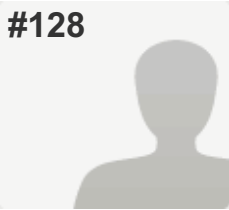
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#128



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Friday, August 21, 2015 7:45:37 AM

**Last Modified:** Friday, August 21, 2015 7:59:40 AM

**Time Spent:** 00:14:03

**IP Address:** 74.83.12.144

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PAGE 2

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**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Not Sure

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PAGE 3

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**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree

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PAGE 4

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**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

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PAGE 5

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**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

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PAGE 6

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**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree

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PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	2
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	2

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Once every few months ,  
If you answered Once Every Few Months, Rarely or Never above, please explain why:  
Too congested and unpredictable; It's the shortest route to Oakley/Madisonville from Eastgate, but we've given up and mostly use I-471 which is a contorted way to go.

PAGE 10

Eastern Corridor Program - Segment II/IIICOMMENT FORM

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter,  
Local roads were better connected to regional transportation corridors  
,  
Access within the study area was improved

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PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code 45245

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45209

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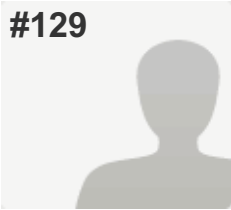
PAGE 12

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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

#129



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Friday, August 21, 2015 8:46:21 AM

**Last Modified:** Friday, August 21, 2015 8:56:17 AM

**Time Spent:** 00:09:56

**IP Address:** 69.133.11.80

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

*Respondent skipped this question*

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Not Sure

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Disagree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	2
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	3
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	2
Indirect connections to major shopping/employment/entertainment areas	Not an Influence1
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence1
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Not an Influence1
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Bike and Bus access

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Once every few months

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):** Other (please explain in the box below),  
Other: If there were more bus and bike options

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45205



**Q11: In which zipcode do you work?**

ZIP/Postal Code

45206

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PAGE 12

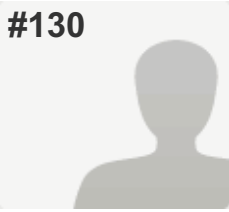
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#130



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Thursday, August 20, 2015 3:55:03 PM

**Last Modified:** Friday, August 21, 2015 9:49:42 AM

**Time Spent:** 17:54:39

**IP Address:** 24.172.207.158

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
I live in Newtown, and strongly disagree with the stance taken by the community regarding relocating SR 32. Traffic on SR 32 is horribly slow, and it doesn't need to be that way. Nonetheless, it's not my decision to make.

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree,

Please use this space to share any comments you have pertaining to the above statement.  
If ODOT will not longer consider relocation SR 32, then this MUST be done. Turn lanes and widening roads seem to make the most sense, but all options should be evaluated and considered.

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
YES. YES. YES. Improvements are desperately needed!

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
I've seen numerous accidents in the seven years I've lived in Newtown. Often these are caused by traffic congestion leading to 1) people not paying attention because the speeds are less than 10 mph and they get distracted, or 2) people taking chances to turn onto SR 32 because there is too much traffic to safely turn onto the road.

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Not Sure,

Please use this space to share any comments you have pertaining to the above statement.  
I enjoy the bike / walking trails and support their development, but they seem to be used only for recreational purposes, not improving transportation. I'm not sure if rail or bus would help alleviate the current traffic congestion.

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	3
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	4
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	4
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

PAGE 8

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**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Traffic congestion at SR 32 & clough pike. Add a right turn lane off SR 32 onto Little Dry Run to improve the flow on SR 32 (so many cars turn right at that light that cars going straight, and wanting to accelerate in a 50 mph zone can't because they have to slow down for turning traffic).

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PAGE 9

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**Q8: How often do you travel within the Segment II/III study area?**

Daily

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PAGE 10

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**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter, There was less traffic,  
Local roads were better connected to regional  
transportation corridors  
,  
Access within the study area was improved

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PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code

45244

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**Q11: In which zipcode do you work?**

ZIP/Postal Code

45236

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PAGE 12

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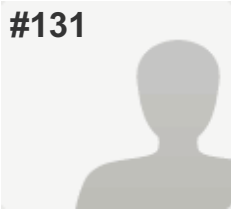
**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

[REDACTED]

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#131



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Friday, August 21, 2015 9:51:55 AM

**Last Modified:** Friday, August 21, 2015 9:55:34 AM

**Time Spent:** 00:03:38

**IP Address:** 66.192.64.35

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
Better biking and pedestrian access is a real need.

## PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	3
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	3
Frequent accidents on roads within the study area	3
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	4
Indirect connections to major shopping/employment/entertainment areas	4
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	3
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	4
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Daily

## PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter,  
Local roads were better connected to regional transportation corridors  
,  
Access within the study area was improved

PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code 45230

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45202

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PAGE 12

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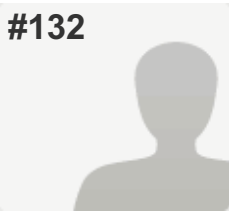
**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

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#132



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Friday, August 21, 2015 10:55:36 AM

**Last Modified:** Friday, August 21, 2015 1:30:49 PM

**Time Spent:** 02:35:12

**IP Address:** 65.31.36.5

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
The traffic data that we have seen and the options for alternative sources of travel, such as bus and light rail or even monorail, are convincing arguments for not changing the roads. There is so much community negative to road route change that there just must be an alternative solution.

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
This question opens possibilities that we feel will negatively impact the communities, so while I generally agree with improving some intersections, I must say that some options such as widening roads through existing communities is a bad option.

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
The only time the roads are full is during morning and evening rush hour. Many have and are finding alternative routes. It is becoming clear that having a "good" route not only changes the traffic pattern, it moves traffic away from existing businesses that depend on it. This has happened repeatedly and doesn't need to happen here.

PAGE 5



**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
A perfect example is the glut of traffic at Plainville/Madisonville Road during rush hour. This is a complicated and frustrating intersection with a very good safety record.

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
Definitely

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Not an Influence1
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Not an Influence1
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Not an Influence1
Indirect connections to major shopping/employment/entertainment areas	Not an Influence1
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence1
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Not an Influence1
Limited alternative travel options (rail, bus, bike, foot)	Not an Influence1

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

I suggest allowing the Red Bank changes to settle into the driving patterns of commuters and see where people go from there. I believe extending the Cross County Highway would relieve traffic in this area, giving Cleremont County people another option to travel to northern and northwestern work areas.

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PAGE 9

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**Q8: How often do you travel within the Segment II/III study area?**

Daily

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PAGE 10

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**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Other (please explain in the box below),

Other:

I live here and do not let some traffic problems seriously affect my travel decisions.

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PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code

45227

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**Q11: In which zipcode do you work?**

ZIP/Postal Code

45227

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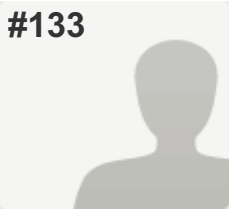
PAGE 12

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**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

#133



**INCOMPLETE**

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**Started:** Friday, August 21, 2015 2:12:48 PM

**Last Modified:** Friday, August 21, 2015 2:25:07 PM

**Time Spent:** 00:12:18

**IP Address:** 166.170.26.100

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PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
New residential development and increase in consumer traffic near the Eastgate mall area demand better management of highway traffic rush hour through downtown Newtown is horrible because so much traffic is being squeezed into only 2 lanes.

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PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
There needs to be Newtown and Mariemont/Fairfax bypass similar to SR 128 in Milford

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PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

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PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

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PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.** Strongly Agree

## PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	Major Influence5
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	Not an Influence1
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	4
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

*Respondent skipped this question*

## PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

*Respondent skipped this question*

PAGE 11

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**Q10: In which zipcode do you live?**

*Respondent skipped this question*

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**Q11: In which zipcode do you work?**

*Respondent skipped this question*

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PAGE 12

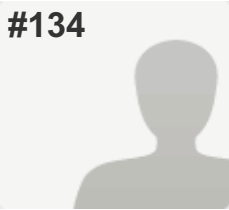
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#134



**INCOMPLETE**

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**Started:** Friday, August 21, 2015 4:22:02 PM  
**Last Modified:** Friday, August 21, 2015 4:44:00 PM  
**Time Spent:** 00:21:57  
**IP Address:** 50.5.249.2

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Please use this space to share any comments you have pertaining to the above statement.  
 ODOT has just spent precious taxpayer dollars reducing Route 50 in Fairfax from 4 lanes to 3 lanes and closing off the side streets so that if anyone traveling west towards downtown wants to go North of Route 50 in Fairfax they no longer have a turn lane. Thus in Fairfax if one car is going straight and all the other cars are turning right to go north it backs up all the traffic. What a ridiculous expenditure of funds and now ODOT thinks widening this route would be beneficial! Also ODOT just reduced Route 50 from 4 lanes to 2 in Terrace Park and put in greens. Is there no advance planning before the expenditure of our money? It is difficult to answer the above question because with the replies provided because there are too many components in the above statement. Installing new signals in Mariemont square might be helpful so that the signals are coordinated.

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Please use this space to share any comments you have pertaining to the above statement.  
 New Traffic signals might be helpful in Mariemont square.

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Disagree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Please use this space to share any comments you have pertaining to the above statement. Busing should be considered over light rail, way cheaper, and quicker, and more availability, if anything is going to be done. Unfortunately ODOT does not coordinate with the local communities when they are doing traffic counts and obtains skewed and inflated numbers. For instance a section of Red Bank Rd was closed off re-routing cars just west of Frisch's Mainliner on 50 towards town. During this closure ODOT put up traffic counters, showing inflated numbers since when Red Bank Rd. construction was re-opened none of the re-routed cars would be going across those counters. It truly affects the public's trust in any data ODOT presents when you are familiar with these frequent occurrences.

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)

Not Sure0

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Open up the side streets in Fairfax off of Route 50 that you just closed. Also on Watterson Road, where anyone going north off of Wooster Pike to get to 71 goes, ODOT bumped out the curbs diagonally to each other making it almost impossible for FEDEX trucks etc. coming off the side streets to make the turn. In icy weather, this puts cars head on against each other with almost no room for error. This was an expensive and dangerous change, clearly not thought out at all.

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Never

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Other:

I would use Fairfax businesses more if the side roads north of Route 50 were not cut off. You have made it terribly inconvenient to get to many of the businesses since if you must go onto Route 50 to patronize any of them, when that was not necessary before.

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code

45227

**Q11: In which zipcode do you work?**

*Respondent skipped this question*

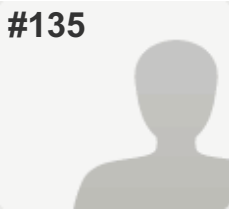
PAGE 12

**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*



#135



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Wednesday, August 19, 2015 11:56:54 AM

**Last Modified:** Friday, August 21, 2015 6:16:04 PM

**Time Spent:** Over a day

**IP Address:** 24.164.88.36

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
I'm very disappointed that this option is off the table--and many of my neighbors feel the same way. Mariemont and Newtown do not speak for everyone and should not have been allowed to drive the decision. I don't think improving the roads will accomplish enough to solve the traffic problems in this area--or the neighboring communities.

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
Looking at other improvements is fine - but that shouldn't preclude relocating SR 32.

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
The traffic coming and going from the east to the west and vice versa is gumming up roads in residential communities like Mt. Lookout. Our roads are not designed to carry the load they are handling. Instead, we get a blocked up intersections, idling cars, noisy trucks and more traffic than we are supposed to manage near our homes and our children. What happened to helping the other communities? Are Mariemont and Newtown more important than we are??

## PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Not Sure

## PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree,

Please use this space to share any comments you have pertaining to the above statement.  
Rail would be great--you have to start somewhere, so why not start here? Streetcars aren't practical in this area. People don't want to ride a bus. Bikes paths would be great for recreation, but really, who's going to ride a bike to work in January?

## PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	3
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	3
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	3
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	2
Limited alternative travel options (rail, bus, bike, foot)	Not an Influence1

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Mt. Lookout square is a bottleneck and is being used as a short cut for people from the east driving west. It wasn't designed for that kind of traffic and we don't want it. Please come up with another solution that will give us back our community. Mariemont and Newtown don't speak for us and shouldn't get all the attention and say in the matter!

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PAGE 9

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**Q8: How often do you travel within the Segment II/III study area?**

Several times a week

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PAGE 10

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**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Local roads were better connected to regional transportation corridors

,

Access within the study area was improved

---

PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code

45226

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**Q11: In which zipcode do you work?**

ZIP/Postal Code

45226

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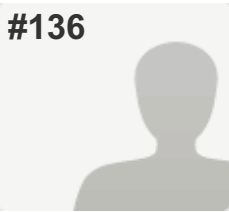
PAGE 12

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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

#136



**COMPLETE**

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**Started:** Friday, August 21, 2015 6:09:13 PM  
**Last Modified:** Friday, August 21, 2015 6:34:28 PM  
**Time Spent:** 00:25:14  
**IP Address:** 50.5.54.27

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Not Sure,

Please use this space to share any comments you have pertaining to the above statement. I would not support widening US50 thru Mariemont as it is part of a Historic District and protected under National Landmark status. Plus that highway was just reduced to one lane in Fairfax last year.

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement. Compared to the travel times on interstate 71 and 75 the travel times in this area are minimal. Focus efforts elsewhere.

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement. Not aware of any increased percentage of accidents in the area.

## PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Not Sure,

Please use this space to share any comments you have pertaining to the above statement.  
I would support more bike / walk options. I am a fan of the light rail concept but not sure if the area in question would benefit greatly.

## PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Not an Influence <sup>1</sup>
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	2
Frequent accidents on roads within the study area	Not an Influence <sup>1</sup>
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	2
Indirect connections to major shopping/employment/entertainment areas	Not an Influence <sup>1</sup>
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence <sup>1</sup>
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Not an Influence <sup>1</sup>
Limited alternative travel options (rail, bus, bike, foot)	Not an Influence <sup>1</sup>

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Don't impact communities and the people who live in the study area to improve the lives of those that chose to live further away from the city center. They made their decision knowing they would have further commutes. No different than those that chose to live in West Chester or Mason.

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Daily

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PAGE 10

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**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Other: No - doesn't impact my travel patterns

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PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code

45227

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**Q11: In which zipcode do you work?**

ZIP/Postal Code

45202

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PAGE 12

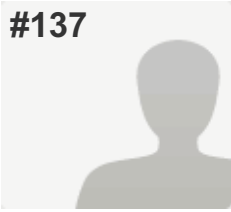
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

already get updates

#137



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Friday, August 21, 2015 7:38:29 PM

**Last Modified:** Friday, August 21, 2015 7:48:51 PM

**Time Spent:** 00:10:22

**IP Address:** 75.179.153.113

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PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
A faster connection to i-275/anderson/Clermont would be very useful

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PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
Should a relocation not be practical, yes, other improvement should be made.

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PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree

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PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
Numerous serious accidents in the area.

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PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
Area is too high speed. Ped/bike would be dangerous.

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area Major Influence5

Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.) Major Influence5

Frequent accidents on roads within the study area 2

Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc. 4

Indirect connections to major shopping/employment/entertainment areas Not an Influence1

Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.) Major Influence5

High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.) 4

Limited alternative travel options (rail, bus, bike, foot) Not an Influence1

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Rarely ,

If you answered Once Every Few Months, Rarely or Never above, please explain why:  
No need to travel that area/ too long to travel it.

PAGE 10



**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter, There was less traffic,  
Local roads were better connected to regional  
transportation corridors

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PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code

45247

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**Q11: In which zipcode do you work?**

ZIP/Postal Code

45140

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PAGE 12

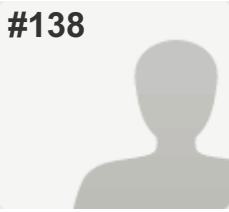
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this  
question*

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#138



**INCOMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Friday, August 21, 2015 9:03:39 PM

**Last Modified:** Friday, August 21, 2015 9:18:06 PM

**Time Spent:** 00:14:27

**IP Address:** 71.72.229.62

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PAGE 2

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**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
We need to fix the Brent Spence Bridge! The eastern side of Cincinnati has no traffic issues that are worth wasting money on but 75/71 between OH and Ky is a major issue that needs to be addressed.

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PAGE 3

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**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
ODOT just narrowed hiway 50 in Terrace Park and Fairfax. This was a good idea. People need to travel during off times and they need to use the Internet for their work. Our tax dollars should be spent investing in Broadband and job training to take advantage of the new economy. We should fix existing roads, bridges, rail and other infrastructure - we shouldn't be adding to the number of roads we need to maintain.

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PAGE 4

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**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
Fix existing roads & bridges - we don't need new lanes, roads, etc.

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PAGE 5

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**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
 ODOT always wants to widen, add lanes and increase speeds which is what increases the number of accidents- just maintain what you've already built.

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
 No one will use rail in this part of town. Bike trails are recreational - they are not a transportation option.

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Not an Influence1
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Not an Influence1
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Not an Influence1
Indirect connections to major shopping/employment/entertainment areas	Not an Influence1
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence1
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Not an Influence1
Limited alternative travel options (rail, bus, bike, foot)	Not an Influence1

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Your survey is all about ODOT trying to build more roads - you guys need to fix what you already have and quit trying to pave the planet!

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Daily

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Other:  
Again - your survey is all about wanting input that will lead to support to build more roads!!!! You guys are shameless - all you want to do is to build more roads!!!

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code

45227

**Q11: In which zipcode do you work?**

ZIP/Postal Code

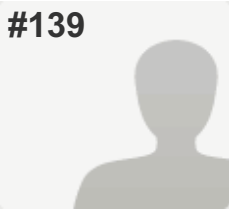
45227

PAGE 12

**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

#139



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Friday, August 21, 2015 9:13:19 PM

**Last Modified:** Friday, August 21, 2015 9:21:00 PM

**Time Spent:** 00:07:41

**IP Address:** 24.209.2.3

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PAGE 2

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**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

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PAGE 3

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**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

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PAGE 4

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**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree

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PAGE 5

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**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

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PAGE 6

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**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

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PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	4
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	4
Frequent accidents on roads within the study area	4
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Not an Influence1
Indirect connections to major shopping/employment/entertainment areas	Not an Influence1
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence1
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Not an Influence1
Limited alternative travel options (rail, bus, bike, foot)	Not Sure0

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Daily

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Other (please explain in the box below),  
Other:  
I would still travel it everyday if it remains the same as it is. I go through it two or three times a day everyday!

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45255

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45244

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PAGE 12

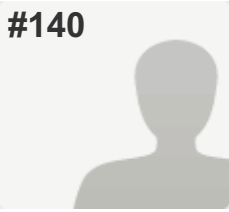
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

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#140



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Friday, August 21, 2015 9:55:00 PM

**Last Modified:** Friday, August 21, 2015 10:05:55 PM

**Time Spent:** 00:10:55

**IP Address:** 208.102.186.40

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

PAGE 7



**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	4
Frequent accidents on roads within the study area	2
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	3
Indirect connections to major shopping/employment/entertainment areas	2
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	2
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	3
Limited alternative travel options (rail, bus, bike, foot)	Not Sure0

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Daily

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

There was less traffic,  
Local roads were better connected to regional transportation corridors  
,  
Access within the study area was improved

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45244

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45244

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PAGE 12

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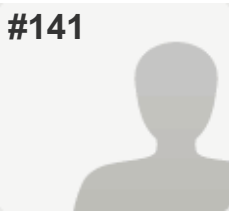
**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

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[REDACTED]

#141



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Monday, August 17, 2015 8:17:02 AM

**Last Modified:** Friday, August 21, 2015 10:49:15 PM

**Time Spent:** Over a day

**IP Address:** 71.72.229.62

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Not Sure,

Please use this space to share any comments you have pertaining to the above statement. ODOT is beginning to finally recognize cultural, historic, environmental, and community concerns that have been in existence throughout Tier I and Tier II. However, there is concern that the current emphasis on preserving and maintaining these aspects will continue as the project moves forward.

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Not Sure,

Please use this space to share any comments you have pertaining to the above statement. Any proposal that includes widening roads through (especially route 50 shown as under consideration) Mariemont, a National Historic Landmark, should not be considered. Also, roads on either side of Mariemont on route 50 have recently been reduced in width, and it seems absurd to widen roads that ODOT just designed to be more narrow. Any increase of truck traffic on 50 should not be considered.

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement. Segment II/III study area is limited in scope, and if truly thinking regionally projects like the Brent Spence that link 10 states instead of 2 counties should be made more of a priority. There are also many other regional areas that experience higher volume of traffic throughout the day.

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Disagree,

Please use this space to share any comments you have pertaining to the above statement. Widening roads and increasing speed can also increase accidents, especially in pedestrian oriented areas. Higher traffic volume or shifting travel patterns could negatively impact economic development and existing small businesses.

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree,

Please use this space to share any comments you have pertaining to the above statement. However, the OASIS rail to Milford has a small ridership at high cost. Connecting existing population hubs makes more sense. Also, increasing bus options should be considered before light rail. Create an improved bus plan with increased connections and express routes and see how that works before investing hundreds of millions of dollars in OASIS rail.

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Not an Influence1
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Not an Influence1
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Not an Influence1
Indirect connections to major shopping/employment/entertainment areas	Not an Influence1
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence1

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Travel through the study area is not bad, especially compared to other areas in the region. Major investments, including the millions of dollars being spent on studies could be better applied to other regional transportation issues such as the Brent Spence, Western Hills viaduct, 471, etc.

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**PAGE 9**

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**Q8: How often do you travel within the Segment II/III study area?**

Daily

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**PAGE 10**

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**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Other (please explain in the box below),

Other:

Traffic is not an issue, and there are limited economic development opportunities within the study area due to flood plains and hillsides.

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**PAGE 11**

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**Q10: In which zipcode do you live?**

ZIP/Postal Code

45227

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**Q11: In which zipcode do you work?**

ZIP/Postal Code

45226

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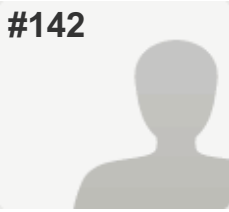
**PAGE 12**

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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

#142



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Friday, August 21, 2015 11:17:59 PM

**Last Modified:** Friday, August 21, 2015 11:23:15 PM

**Time Spent:** 00:05:15

**IP Address:** 166.175.60.159

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Disagree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	Major Influence5
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Rarely ,  
If you answered Once Every Few Months, Rarely or Never above, please explain why:  
Unpredictable delays

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Access within the study area was improved

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45236

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45236

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PAGE 12

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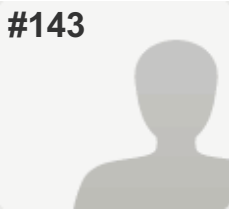
**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

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#143



**INCOMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Saturday, August 22, 2015 2:49:03 AM

**Last Modified:** Saturday, August 22, 2015 2:51:54 AM

**Time Spent:** 00:02:50

**IP Address:** 74.215.244.217

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PAGE 2

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**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Not Sure

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PAGE 3

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**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

*Respondent skipped this question*

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PAGE 4

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**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

*Respondent skipped this question*

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PAGE 5

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**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

*Respondent skipped this question*

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PAGE 6

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**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

*Respondent skipped this question*

---

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

*Respondent skipped this question*

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**PAGE 8**

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

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**PAGE 9**

**Q8: How often do you travel within the Segment II/III study area?**

*Respondent skipped this question*

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**PAGE 10**

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

*Respondent skipped this question*

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**PAGE 11**

**Q10: In which zipcode do you live?**

*Respondent skipped this question*

**Q11: In which zipcode do you work?**

*Respondent skipped this question*

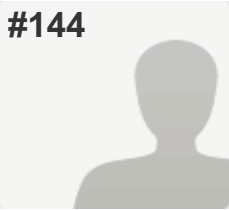
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**PAGE 12**

**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

#144



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Saturday, August 22, 2015 5:07:38 AM

**Last Modified:** Saturday, August 22, 2015 5:15:10 AM

**Time Spent:** 00:07:32

**IP Address:** 174.101.235.7

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Not Sure

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Disagree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	4
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	3
Frequent accidents on roads within the study area	2
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Not an Influence <sup>1</sup>
Indirect connections to major shopping/employment/entertainment areas	3
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	2
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	4
Limited alternative travel options (rail, bus, bike, foot)	Not an Influence <sup>1</sup>

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Poor road quality

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Daily

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):** Travel times were shorter, There was less traffic, Access within the study area was improved

PAGE 11

**Q10: In which zipcode do you live?**  
ZIP/Postal Code 45230

**Q11: In which zipcode do you work?**

ZIP/Postal Code

45236

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PAGE 12

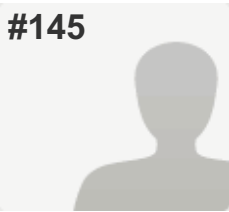
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#145



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Saturday, August 22, 2015 6:33:43 AM

**Last Modified:** Saturday, August 22, 2015 6:46:13 AM

**Time Spent:** 00:12:30

**IP Address:** 172.56.29.56

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
Rails first, then roads.

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Not Sure

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
Do this first

## PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	3
Frequent accidents on roads within the study area	Not an Influence1
Indirect connections to major shopping/employment/entertainment areas	Not an Influence1
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence1
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Connect the little Miami bike trail to the lunken loop

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Daily

## PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Other (please explain in the box below),  
Other:  
I live in Mt. Washington and use the levy or river road to access the rest of the city. I avoid heading east as much as possible because traffic is always so heavy. Even going on Clough at the wrong time can be too much

## PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45230

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45244

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PAGE 12

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**Q12: Please provide your email address below if you would like to receive project updates via email.**

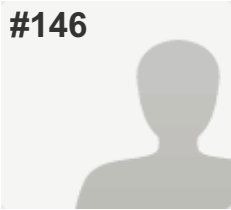
Email Address

[REDACTED]

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#146



**INCOMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Saturday, August 22, 2015 6:55:52 AM

**Last Modified:** Saturday, August 22, 2015 7:00:59 AM

**Time Spent:** 00:05:06

**IP Address:** 74.83.106.131

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Not Sure

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Disagree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Disagree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Not Sure

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Not Sure

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	3
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	3
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	Not an Influence1

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Once every few months

## PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

There was less traffic

## PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code

45230

**Q11: In which zipcode do you work?**

ZIP/Postal Code

45237

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PAGE 12

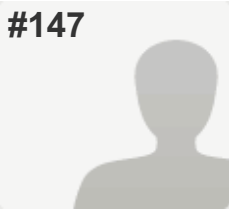
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#147



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Saturday, August 22, 2015 7:18:52 AM

**Last Modified:** Saturday, August 22, 2015 7:24:05 AM

**Time Spent:** 00:05:13

**IP Address:** 24.164.91.175

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PAGE 2

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**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

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PAGE 3

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**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

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PAGE 4

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**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

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PAGE 5

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**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Disagree

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PAGE 6

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**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Disagree

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PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	4
Frequent accidents on roads within the study area	2
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	2
Indirect connections to major shopping/employment/entertainment areas	2
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	2
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	2
Limited alternative travel options (rail, bus, bike, foot)	2

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Daily

## PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Access within the study area was improved

## PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code

45230

**Q11: In which zipcode do you work?**

ZIP/Postal Code

45244

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PAGE 12

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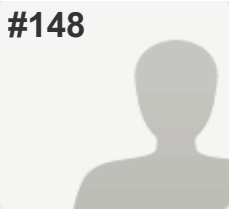
**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

[REDACTED]

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#148



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Saturday, August 22, 2015 7:27:34 AM

**Last Modified:** Saturday, August 22, 2015 7:38:16 AM

**Time Spent:** 00:10:41

**IP Address:** 65.185.14.37

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PAGE 2

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**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Agree

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PAGE 3

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**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree

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PAGE 4

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**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree

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PAGE 5

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**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

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PAGE 6

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**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

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PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	2
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	2
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	2
Indirect connections to major shopping/employment/entertainment areas	2
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	3
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Problem, of course, is during rush-hour times. Othertimes, I don't find a significant problem.

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Several times a week

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):** Travel times were shorter, There was less traffic,  
Local roads were better connected to regional transportation corridors

PAGE 11



**Q10: In which zipcode do you live?**

ZIP/Postal Code

45230

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**Q11: In which zipcode do you work?**

*Respondent skipped this question*

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PAGE 12

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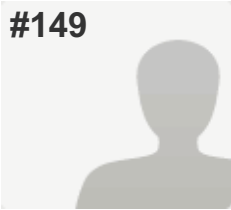
**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

[REDACTED]

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#149



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Saturday, August 22, 2015 7:20:58 AM

**Last Modified:** Saturday, August 22, 2015 7:42:56 AM

**Time Spent:** 00:21:58

**IP Address:** 74.215.59.36

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
Not a lot on info shown as to where the relocation would be, unless I looked at it wrong. If this about building another bridge from red bank to 32. I don't think it is needed at this time. If it's about a light rail from Milford to downtown then yes a study needs to be done for that

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
Proper building/re-paving of these roads is a great step.

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
Would like to know the number per year with number of cars

## PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.** Strongly Agree

## PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Not an Influence <sup>1</sup>
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	2
Frequent accidents on roads within the study area	Not an Influence <sup>1</sup>
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Not an Influence <sup>1</sup>
Indirect connections to major shopping/employment/entertainment areas	2
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence <sup>1</sup>
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	2
Limited alternative travel options (rail, bus, bike, foot)	4

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

The way at such we build these roads. It seems like pot holes are terrible. The road from Beechmont to the redbank express way is horrible! Patching it has be come ridiculous. How are pot holes caused? Is it because odot doesn't require the proper base that the roads are paved on. I've read study's that say European roads are built on a sub base that is twice as deep as the roads built here with the same climate.

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Daily

## PAGE 10

---

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

*Respondent skipped this question*

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**PAGE 11**

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**Q10: In which zipcode do you live?**

ZIP/Postal Code

45230

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**Q11: In which zipcode do you work?**

ZIP/Postal Code

45227

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**PAGE 12**

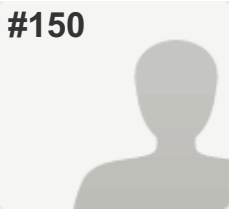
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

[REDACTED]

#150



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Saturday, August 22, 2015 8:20:32 AM

**Last Modified:** Saturday, August 22, 2015 8:46:15 AM

**Time Spent:** 00:25:43

**IP Address:** 66.42.162.23

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PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
I believe the right decision for the entire region needs to be made and finally move forward. Obviously any decision will have a negative impact on some. We on the east side have heard about the Eastern Corridor project for a decade or more and it's time to "move forward."

---

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Not Sure,

Please use this space to share any comments you have pertaining to the above statement.  
This makes sense in many ways but with many more communities impacted there is likely much more opposition. What is the impact of proposed work on all of those routes to the communities, wildlife, waterways, and safety (higher speed limits, etc) and how would it compare to the 32 realignment plan?

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PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

---

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

---

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.** Strongly Agree

---

## PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	4
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	3
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	4
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

---

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Performing study's to assist in determining the best route forward is essential to getting the numerous communities on board with a solution. It seems that we did a study when light rail/bike trail was originally proposed on the Oasis line but it stalled without a champion in government willing to continue to drive it forward... Both in the safety concerns and how to pay for it.

---

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Daily

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## PAGE 10

Eastern Corridor Program - Segment II/IIICOMMENT FORM

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Local roads were better connected to regional transportation corridors

,

Access within the study area was improved

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PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code

45230

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**Q11: In which zipcode do you work?**

ZIP/Postal Code

45242

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PAGE 12

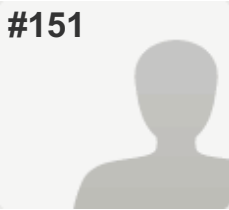
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

[REDACTED]

#151



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Saturday, August 22, 2015 9:59:05 AM

**Last Modified:** Saturday, August 22, 2015 10:05:08 AM

**Time Spent:** 00:06:02

**IP Address:** 70.208.224.52

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PAGE 2

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**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Disagree

---

PAGE 3

---

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree

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PAGE 4

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**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Disagree

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PAGE 5

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**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Disagree

---

PAGE 6

---

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

---

PAGE 7



**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Not an Influence1
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Not an Influence1
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Not an Influence1
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Not an Influence1
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Would love to be able to get downtown directly.

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Several times a week

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):** Local roads were better connected to regional transportation corridors

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45255

**Q11: In which zipcode do you work?**

ZIP/Postal Code

45342

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PAGE 12

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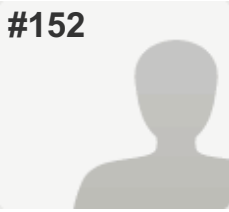
**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

[REDACTED]

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#152



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Saturday, August 22, 2015 12:26:49 PM

**Last Modified:** Saturday, August 22, 2015 12:31:40 PM

**Time Spent:** 00:04:51

**IP Address:** 71.72.184.109

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PAGE 2

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**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

*Respondent skipped this question*

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PAGE 3

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**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

*Respondent skipped this question*

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PAGE 4

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**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

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PAGE 5

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**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

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PAGE 6

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**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

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PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	4
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Light rail.  
.light rail. And.....light rail

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Daily

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):** Other (please explain in the box below),  
Other: if we had light rail

PAGE 11

**Q10: In which zipcode do you live?**  
ZIP/Postal Code 45230

**Q11: In which zipcode do you work?**  
ZIP/Postal Code 45226

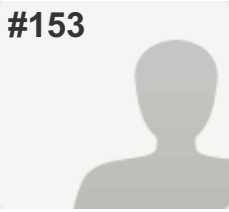
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

[REDACTED]

#153



**INCOMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Saturday, August 22, 2015 1:49:46 PM

**Last Modified:** Saturday, August 22, 2015 1:52:17 PM

**Time Spent:** 00:02:30

**IP Address:** 208.102.221.124

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PAGE 2

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**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree

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PAGE 3

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**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Disagree

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PAGE 4

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**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

*Respondent skipped this question*

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PAGE 5

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**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

*Respondent skipped this question*

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PAGE 6

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**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

*Respondent skipped this question*

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PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

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*Respondent skipped this question*

**PAGE 8**

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**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

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*Respondent skipped this question*

**PAGE 9**

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**Q8: How often do you travel within the Segment II/III study area?**

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*Respondent skipped this question*

**PAGE 10**

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**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

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*Respondent skipped this question*

**PAGE 11**

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**Q10: In which zipcode do you live?**

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*Respondent skipped this question*

**Q11: In which zipcode do you work?**

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*Respondent skipped this question*

**PAGE 12**

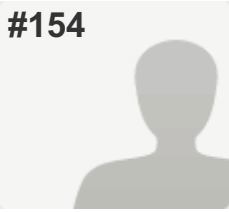
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

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*Respondent skipped this question*

#154



**COMPLETE**

**Collector:** Web Link 1 (Web Link)

**Started:** Saturday, August 22, 2015 1:54:10 PM

**Last Modified:** Saturday, August 22, 2015 1:58:43 PM

**Time Spent:** 00:04:33

**IP Address:** 74.215.51.109

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Not Sure

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Agree

PAGE 7



**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	3
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	4
Indirect connections to major shopping/employment/entertainment areas	4
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	4
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Congestion, safety & limited alternative routes!

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Several times a week

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter, There was less traffic,  
Local roads were better connected to regional transportation corridors  
,  
Access within the study area was improved

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code	45230
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**Q11: In which zipcode do you work?**

ZIP/Postal Code	45230
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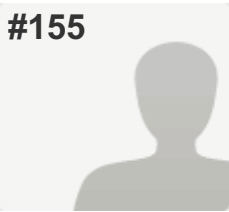
PAGE 12

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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

#155



**COMPLETE**

*Answers Entered Manually*

**Collector:** Web Link - Manual Entry 5 (Web Link)

**Started:** Tuesday, August 25, 2015 5:51:42 PM

**Last Modified:** Tuesday, August 25, 2015 6:01:38 PM

**Time Spent:** 00:09:56

**IP Address:** 74.215.73.161

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
Please build a freeway down to SR 32 to I-74. Make SR 32 into I-74 across Ohio. Make US 23 the original I-73 as was planned. I travel to myrtle beach and we go out 32 to 35 to I-64. North Carolina is expanding I-73 and I-74. We need better roads.

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Disagree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.** Strongly Disagree

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PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	4
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	Not an Influence1

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PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

The life blood of Ohio is good roads. We need somehow to continue I-74 from where it now ends at I-75 on to Clermont County and on to SR 32. We waste so much time having to go to most of Cincinnati either in I-275 to I-471 or around the top on I-275 toward Blue Ash.

We do not need to widen current road because they will still be slow. We need a limited access freeway.

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PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Once every few months,

If you answered Once Every Few Months, Rarely or Never above, please explain why:  
We have a vet in Mt. Lookout. We try to avoid SR 32 and Beechmont because of the traffic and slow travel times.

PAGE 10

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**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter, There was less traffic

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PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code

45245

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**Q11: In which zipcode do you work?**

*Respondent skipped this question*

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PAGE 12

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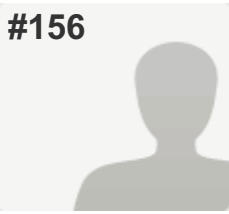
**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

[REDACTED]

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#156



**COMPLETE**

*Answers Entered Manually*

**Collector:** Web Link - Manual Entry 5 (Web Link)

**Started:** Tuesday, August 25, 2015 6:02:04 PM

**Last Modified:** Tuesday, August 25, 2015 6:03:49 PM

**Time Spent:** 00:01:44

**IP Address:** 74.215.73.161

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PAGE 2

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**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree

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PAGE 3

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**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Disagree

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PAGE 4

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**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree

---

PAGE 5

---

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Not Sure

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PAGE 6

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**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree

---

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	Not Sure0
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	3
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	Major Influence5

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Daily

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter, There was less traffic,  
Local roads were better connected to regional transportation corridors  
,  
Access within the study area was improved

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45244

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45102

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PAGE 12

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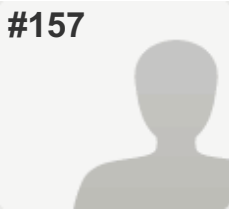
**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#157



**COMPLETE**

*Answers Entered Manually*

**Collector:** Web Link - Manual Entry 5 (Web Link)

**Started:** Tuesday, August 25, 2015 6:04:21 PM

**Last Modified:** Tuesday, August 25, 2015 6:08:12 PM

**Time Spent:** 00:03:50

**IP Address:** 74.215.73.161

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PAGE 2

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**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

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PAGE 3

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**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

*Respondent skipped this question*

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PAGE 4

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**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

*Respondent skipped this question*

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PAGE 5

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**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Disagree,

Please use this space to share any comments you have pertaining to the above statement.  
Do not rule out traffic control (speed and signals) and enforcement. It may not need construction.

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PAGE 6

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**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.** Strongly Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Limited alternative travel options (rail, bus, bike, foot) Major Influence 5

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Rarely use so not qualified to comment. More VMT, construction, development here = lower quality of life for the residents. Parts of this area are certainly park quality, especially associated with the river.

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Rarely ,

If you answered Once Every Few Months, Rarely or Never above, please explain why:  
Only for conservation concerns, inspections and recreation (canoeing for 53 years).

PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Other (please explain in the box below),  
Other: If the area could become more of a park.

PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code

45246

**Q11: In which zipcode do you work?**

*Respondent skipped this question*

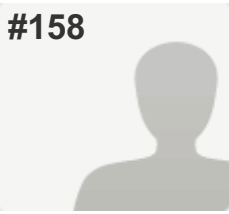
PAGE 12

**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address



#158



**COMPLETE**

*Answers Entered Manually*

**Collector:** Web Link - Manual Entry 6 (Web Link)

**Started:** Wednesday, August 26, 2015 11:03:48 AM

**Last Modified:** Wednesday, August 26, 2015 11:06:46 AM

**Time Spent:** 00:02:58

**IP Address:** 74.215.73.161

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement. Improvements to be considered should include better access to and accommodations for public transit, and new/better infrastructure for bicycles and pedestrians. ODOT should capitalize on this opportunity to design a true multimodal project.

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement. Sierra Club strongly agrees that improvements are needed to make it easier for buses, bicycles and pedestrians to travel within/through the Segment II/III study area. Sierra Club disagrees that improvements are needed to make it easier for automobile travel within/through the Segment II/III study area. In particular, it is not necessary for the project to facilitate or create additional automobile traffic within the study area, such as would be created by sprawl development to the east.

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement. Sierra Club strongly agrees that it would be desirable to reduce the number of accidents occurring within the Segment II/III study area. However, roadway improvements may not adequately achieve that objective. Further study is necessary

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PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement. Sierra Club strongly agrees that more transportation options such as buses, bikeways and walkways are needed within Segment II/III and throughout the Eastern Corridor Program area. A rail project would need to be studied in detail, including current cost (high) and ridership (low) estimates and a full Environmental Impact Statement (EIS) prepared under the National Environmental Policy Act (NEPA). Sierra Club supports expanding the Little Miami RiverOhio River Way trail system and connecting that system with other trails in the region. Sierra Club also supports studying higher density rail lines, such as the Wasson line, that might provide superior returns on investment as compared to the Oasis rail line. ODOT and its partners should develop a comprehensive bus plan for the Eastern Corridor Program area, including circulators and node to node connections rather than a traditional hub and spoke model.

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PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

*Respondent skipped this question*

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PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

PAGE 9

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**Q8: How often do you travel within the Segment II/III study area?**

*Respondent skipped this question*

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PAGE 10

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**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

*Respondent skipped this question*

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PAGE 11

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**Q10: In which zipcode do you live?**

*Respondent skipped this question*

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**Q11: In which zipcode do you work?**

*Respondent skipped this question*

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PAGE 12

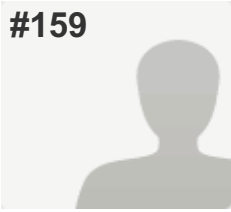
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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

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#159



**COMPLETE**

*Answers Entered Manually*

**Collector:** Web Link - Manual Entry 2 (Web Link)

**Started:** Monday, August 10, 2015 12:47:33 PM

**Last Modified:** Monday, September 14, 2015 4:20:28 PM

**Time Spent:** Over a month

**IP Address:** 74.83.55.175

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Agree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement. Let's make Round Bottom round a state route, expand it, and provide another means to route traffic east to I-275. This would also care track traffic on SR 32 Hill out of Newtown toward I-275

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Not Sure

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Strongly Disagree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	2
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	2
Frequent accidents on roads within the study area	Not an Influence1
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	3
Indirect connections to major shopping/employment/entertainment areas	Not an Influence1
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Not an Influence1
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Not an Influence1
Limited alternative travel options (rail, bus, bike, foot)	Not an Influence1

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

Noise on Red Bank Expressway is excessive and impacts quality of the area. Traffic options that do not involve Red Bank should be considered.

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?** Daily

## PAGE 10

**Q9: Would you travel through the study area more often if (please check any of the following that apply):** Respondent skipped this question

## PAGE 11

**Q10: In which zipcode do you live?**

ZIP/Postal Code 45208



**Q11: In which zipcode do you work?**

ZIP/Postal Code

45202

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PAGE 12

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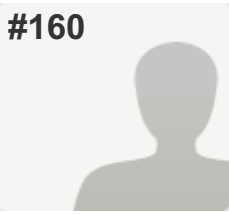
**Q12: Please provide your email address below if you would like to receive project updates via email.**

Email Address

[REDACTED]

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#160



**COMPLETE**

*Answers Entered Manually*

**Collector:** Web Link - Manual Entry 1 (Web Link)

**Started:** Monday, August 10, 2015 10:19:47 AM

**Last Modified:** Monday, September 14, 2015 4:22:45 PM

**Time Spent:** Over a month

**IP Address:** 74.83.55.175

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Agree,

Please use this space to share any comments you have pertaining to the above statement. Why is it not logical to use Beechmont Levee (North) to a new "Cloverleaf" with 50/Columbis pwky/Wooster to a new "Cloverleaf" to Red Bank (North). You went to the trouble to make Red Bank 4 lanes, 50 is 4 lanes, beechmont is 4 lanes... you would not disturb hardly any neighborhoods. Why not?

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Agree

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

Not Sure

## PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	Major Influence5
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	Major Influence5
Frequent accidents on roads within the study area	Not Sure0
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Not Sure0
Limited alternative travel options (rail, bus, bike, foot)	Not Sure0

## PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

## PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Daily,

If you answered Once Every Few Months, Rarely or Never above, please explain why:  
Retires now, but when I do travel from Beechmont, old Wooster to Red Bank to 71 N I can't believe that after all these years nothing has improved.

## PAGE 10

Eastern Corridor Program - Segment II/IIICOMMENT FORM

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter,  
Local roads were better connected to regional transportation corridors  
,  
Access within the study area was improved

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PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code 45230

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**Q11: In which zipcode do you work?**

ZIP/Postal Code 45242

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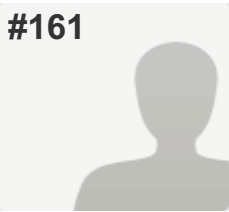
PAGE 12

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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*

#161



**COMPLETE**

*Answers Entered Manually*

**Collector:** Web Link - Manual Entry 1 (Web Link)

**Started:** Monday, August 10, 2015 10:32:13 AM

**Last Modified:** Monday, September 14, 2015 4:24:27 PM

**Time Spent:** Over a month

**IP Address:** 74.83.55.175

PAGE 2

**Q1: ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

Strongly Disagree

PAGE 3

**Q2: ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.**

Disagree

PAGE 4

**Q3: Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Strongly Agree,

Please use this space to share any comments you have pertaining to the above statement.  
Very disappointed the connection between SR 32 and RT 50 around Red Bank was dropped. We need a more direct route from Eastern Hamilton Co. to RT 50/I71. Time and congestion are major concerns!

PAGE 5

**Q4: Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

Agree

PAGE 6

**Q5: More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.** Strongly Agree

PAGE 7

**Q6: The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).**

Overcrowded roads within the study area	3
Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	4
Frequent accidents on roads within the study area	3
Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	Major Influence5
Indirect connections to major shopping/employment/entertainment areas	Major Influence5
Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	Major Influence5
High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	Major Influence5
Limited alternative travel options (rail, bus, bike, foot)	3

PAGE 8

**Q7: Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

*Respondent skipped this question*

PAGE 9

**Q8: How often do you travel within the Segment II/III study area?**

Several times a month,

If you answered Once Every Few Months, Rarely or Never above, please explain why:  
Much less now that I'm retired.

PAGE 10

Eastern Corridor Program - Segment II/IIICOMMENT FORM

**Q9: Would you travel through the study area more often if (please check any of the following that apply):**

Travel times were shorter, There was less traffic,  
Local roads were better connected to regional transportation corridors  
,  
Access within the study area was improved

---

PAGE 11

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**Q10: In which zipcode do you live?**

ZIP/Postal Code

45255

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**Q11: In which zipcode do you work?**

ZIP/Postal Code

45215

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PAGE 12

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**Q12: Please provide your email address below if you would like to receive project updates via email.**

*Respondent skipped this question*



# Eastern Corridor Program

## Public Information Meeting

### COMMENT FORM

Thank you for attending this evening's public information meeting. ODOT is committed to using input from residents, property owners, businesses and others to help identify and develop transportation improvements needed within the area. To assist with this effort, please take a few minutes to complete this comment form. A copy of the Moving Forward (2015) project area map has been provided to you to use as a reference.

1. Please circle whether you **Strongly Agree**, **Agree**, **Disagree**, **Strongly Disagree** with or are **Not Sure** about the following statements:

A. ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown [refer to the white-shaded area on the <i>Moving Forward (2015)</i> project area map]. <i>Thought this was already dead</i>	Strongly Agree	Agree	Disagree	<b>Strongly Disagree</b>	Not Sure
B. ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.	Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure
C. Improvements are needed to make it easier to travel within/through the Segment II/III study area.	<b>Strongly Agree</b>	Agree	Disagree	Strongly Disagree	Not Sure
D. Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.	Strongly Agree	Agree	Disagree	Strongly Disagree	<b>Not Sure</b>
E. More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.	Strongly Agree	Agree	<b>Disagree</b>	Strongly Disagree	Not Sure

Please use this space to share any comments you have pertaining to the statements above.

*We still like the idea of relocating SR32.  
Lower impact improvements should be made  
even with a relocation. Do not feel widening  
of road in Newtown, Fairfax or Mariemont is  
very feasible and these are the bottlenecks.*



2. The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).

	Not an Influence				Major Influence	Not Sure
A. Overcrowded roads within the study area	1	2	3	4	5	0
B. Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	1	2	3	4	5	0
C. Frequent accidents on roads within the study area	1	2	3	4	5	0
D. Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	1	2	3	4	5	0
E. Indirect connections to major shopping/employment/entertainment areas	1	2	3	4	5	0
F. Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	1	2	3	4	5	0
G. High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	1	2	3	4	5	0
H. Limited alternative travel options (rail, bus, bike, foot)	1	2	3	4	5	0

3. Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.

*Traffic is everywhere in this country. Time of day tied to amount of traffic influences my driving decisions*

*in Seg 11/11.*

4. How often do you travel within the Segment II/III study area? (Please check one.)

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

4A. If you answered Once Every Few Months, Rarely or Never above, please explain why:

n/a

4B. Would you travel through the study area more often if (please check any of the following that apply):

- ☒ Travel times were shorter
- ☐ There was less traffic
- ☐ Local roads were better connected to regional transportation corridors
- ☐ Access within the study area was improved
- ☐ Other (please explain):

5. In which zip code do you live? 45227

6. In which zip code do you work? Retired

7. Please provide your email address below if you would like to receive project updates via email.

Already signed up. Husband and I are both  
on email distribution.

Disappointed @ starting over. So much money has  
already been wasted!

**Thank you for taking the time to complete this form. Your feedback is greatly appreciated.**

Please leave your completed form with a project representative tonight or send it to the following address by August 21:

Attn: Tom Arnold, ODOT District 8 • 505 S. State Route 741 • Lebanon, Ohio, 45036, or,

d08.pio@dot.ohio.gov • (513) 933-6511 (phone) • (513) 933-9472 (fax)



# Eastern Corridor Program

## Public Information Meeting

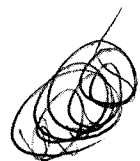
### COMMENT FORM

Thank you for attending this evening's public information meeting. ODOT is committed to using input from residents, property owners, businesses and others to help identify and develop transportation improvements needed within the area. To assist with this effort, please take a few minutes to complete this comment form. A copy of the Moving Forward (2015) project area map has been provided to you to use as a reference.

1. Please circle whether you **Strongly Agree**, **Agree**, **Disagree**, **Strongly Disagree** with or are **Not Sure** about the following statements:

A. ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown [refer to the white-shaded area on the <i>Moving Forward (2015)</i> project area map].	Strongly Agree	Agree	Disagree	<b>Strongly Disagree</b>	Not Sure
B. ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area (SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.	Strongly Agree	Agree	Disagree	<b>Strongly Disagree</b>	Not Sure
C. Improvements are needed to make it easier to travel within/through the Segment II/III study area.	<b>Strongly Agree</b>	Agree	Disagree	Strongly Disagree	Not Sure
D. Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.	<b>Strongly Agree</b>	Agree	Disagree	Strongly Disagree	Not Sure
E. More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.	Strongly Agree	Agree	<b>Disagree</b>	Strongly Disagree	Not Sure

Please use this space to share any comments you have pertaining to the statements above.



2. The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an Influence; 5 is a Major Influence).

	Not an Influence				Major Influence	Not Sure
A. Overcrowded roads within the study area	1	2	3	4	5	0
B. Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	1	2	3	4	5	0
C. Frequent accidents on roads within the study area	1	2	3	4	5	0
D. Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	1	2	3	4	5	0
E. Indirect connections to major shopping/employment/entertainment areas	1	2	3	4	5	0
F. Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	1	2	3	4	5	0
G. High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	1	2	3	4	5	0
H. Limited alternative travel options (rail, bus, bike, foot)	1	2	3	4	5	0

3. Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.

NEWTOWN, 25mph Speed Limited, Red Lights, Stop Signs,  
 & Police. THAT DON'T LET TRAFFIC MOVE

NEED Direct Routes From Rt 32 to MILFORD  
COLUMBIA PENNY  
RED BANK  
DOWN TOWN

4. How often do you travel within the Segment II/III study area? (Please check one.)

- ☒ Daily ☐ Once every few months  
☐ Several times a week ☐ Rarely  
☐ Several times a month ☐ Never

4A. If you answered Once Every Few Months, Rarely or Never above, please explain why:

2

4B. Would you travel through the study area more often if (please check any of the following that apply):

- ☒ Travel times were shorter  
☒ There was less traffic  
☒ Local roads were better connected to regional transportation corridors  
☒ Access within the study area was improved  
☐ Other (please explain):

WHEN EVER POSSIBLE, I WILL DRIVE AROUND  
SEGMENT II/III

5. In which zip code do you live? 45244

6. In which zip code do you work? 45244, 45230, 45226, 45226, 45255  
45245, 45150, 45174, 45227, 45214

7. Please provide your email address below if you would like to receive project updates via email.

**Thank you for taking the time to complete this form. Your feedback is greatly appreciated.**  
Please leave your completed form with a project representative tonight or send it to the following address by August 21:  
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d08.pio@dot.ohio.gov • (513) 933-6511 (phone) • (513) 933-9472 (fax)