



**SR 32 Relocation
Public Meeting, August 2, 2012
MEETING SUMMARY
HAM/CLE-32F-2.50/0.00; PID 86462**

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MEETING OVERVIEW

The Ohio Department of Transportation in coordination with the Eastern Corridor Implementation Partners held a series of three public involvement meetings on July 31, August 1 and August 2, 2012, involving two Tier 2 Eastern Corridor projects. The first two meetings were focused primarily on the Oasis Rail Transit project, and the August 2 meeting was a combined meeting focusing on both the SR 32 Relocation Project and Oasis Rail Transit. The public involvement meetings were held at the following locations:

- Tuesday, July 31: Milford High School in Milford; 6pm to 8pm
- Wednesday, August 1: LeBlond Recreation Center near downtown Cincinnati; 6pm to 8pm
- Thursday, August 2: Nagel Middle School in Forest Hills; 5pm to 8pm

The purpose of the SR 32 Relocation meeting on August 2nd was to provide opportunity for public review and input on the project Feasibility Study (March 2012), which presents an evaluation of preliminary study corridors from the Eastern Corridor Tier 1 effort and recommends corridors for advancement into Tier 2 study. It was primarily structured in a manner to help explain how the levels of engineering and environmental detail have advanced over the years from the broad study area to the current corridors. Input from the public meeting will be included as part of the SR 32 Relocation project's documentation of Tier 2 public involvement activities and the decision-making process.

Notification

Public notification for the series of three public meetings was provided through a variety of media, as summarized below. The meeting press release, card mailer and list of digital, print and broadcast notifications of the meetings are included in Appendix A.

- Notification cards - mailed July 17, 2012 to approximately 1,265 households in the SR 32 Relocation and Oasis Rail Transit station study areas
- Website – meeting information posted on the project website (www.easterncorridor.org), the ODOT District 8 website and the Hamilton County website beginning in early July 2012
- Email announcements – sent July 16, July 25, and August 30, 2012 to an estimated 650 individuals representing Eastern Corridor communities, business associations, historic preservation and environmental groups, resource agencies, environmental justice organizations and other interested parties (from previous website or other contact)
- Press release – provided the week of July 9, 2012 to local TV and radio stations, with media follow-up the weeks of July 16th and July 23rd (see Appendix A for list of digital, print and broadcast notifications resulting from the press release)
- Social media – meeting information periodically posted on Facebook and Twitter beginning the week of July 9, 2012
- Eastern Corridor Development Team (ECDT) preview - overview information from the upcoming public involvement series presented at an ECDT meeting held July 18, 2012

Attendance

A total of 235 people signed in at the three Eastern Corridor public meetings. The August 2nd combined meeting for the SR 32 Relocation/Oasis Rail Transit projects held at Nagel Middle School had the highest number of attendees, with a sign-in of 137 individuals.

Meeting Format and Materials

The August 2nd public meeting for SR 32 Relocation/Oasis Rail Transit was presented in an open house format from 5pm to 7pm, with a formal Question-and-Answer session held at 7pm and lasting until approximately 8:15pm. The meeting layout consisted of five areas:

- Welcome/Sign-In Table and Comment Form Drop-Off
- Eastern Corridor Information Area – stations/boards with overviews of the Tier 1 work and current status of the Eastern Corridor Red Bank, I-275/SR 32 Interchange and SR 32 Eastgate project segments
- Oasis Rail Transit Information Area – stations/boards presenting status of Oasis rail project development and requesting input on rail technology, transit-oriented development, and station location
- SR 32 Relocation Information Area – station/boards presenting status of SR 32 Relocation project development and requesting input on the recommendations of the Feasibility Study
- Q&A podium/seating area and tables for completing comment forms

Handouts provided at the Welcome/Sign-In area of the August 2nd meeting consisted the following:

- SR 32 Relocation Fact Sheet, Frequently Asked Questions Handout, and Comment Form
- Oasis Rail Transit Fact Sheet and Comment Form
- Section 106 (Historic Preservation) Fact sheet and Consulting Party Application

All of the information boards and handout materials presented at the August 2nd public meeting were subsequently posted to the Eastern Corridor project website (www.easterncorridor.org) approximately one week following the meeting. Information boards and handout materials for the SR 32 Relocation project portion of the meeting are included in Appendix B.

The July 31st and August 1st Eastern Corridor public meetings, while primarily focused on presentation of information for the Oasis Rail Transit project, also included an overview of the SR 32 Relocation Project, including a summary of the project history, the SR 32 Relocation Feasibility Study and recommendations, and next steps in project development. An overview of the Eastern Corridor program of projects, including the Red Bank Corridor and SR 32 Eastgate Area Improvement projects, was also presented.

Comment Form

The SR 32 Relocation Comment Form (see Appendix B) included four key requests for information/input:

Question 1 - Requested that the participant rate on a Scale of 1 (Very Important) to 5 (Not Important At All) sixteen project elements (community and design factors) associated with the SR 32 Relocation project.

Question 2 - Requested that the participant choose whether they would prefer a “Modes Together” or ‘Modes Split” transportation corridor in the Newtown and surrounding project area (as depicted at the SR 32 Relocation Information Area [Station 4] during the public meeting), and to explain why.

Question 3 - This section of the comment form provided space for the participant to document any additional comments or questions about the SR 32 Relocation project.

Question 4 - This section of the comment form provided space for the participant’s contact information for future project updates.

Question and Answer Session

The Question and Answer portion of the August 2nd public meeting was moderated by Joe Vogel, Planning and Engineering Administrator from ODOT District 8. Opening remarks were made by Steve Mary, ODOT District 8 Deputy Director, and Todd Portune, Hamilton County Commissioner and Chair of the Hamilton County Transportation Improvement District. Panelists consisting of representatives from ODOT, Hamilton County and the project consultant team addressed questions.

Twenty-two questions and comments from the public were voiced during the approximately one and a quarter hour Q&A session. Notes from the session are included in Appendix C. Key topics of concern/discussion included:

- Potential impacts to Newtown
- Potential benefits to Newtown
- Decision-making process and schedule
- Questions about various design elements
- Coordination with local plans including Anderson Township
- Noise and other environmental impacts
- Rail transit/station elements

SUMMARY OF COMMENTS

Survey results and the comments, suggestions and opinions expressed by respondents as summarized below will be considered during the SR 32 Relocation Tier 2 evaluation and decision-making process.

Comments Received

Thirty-two Comment Forms for the SR 32 Relocation project were completed and returned at the August 2nd public meeting, and an additional 146 Comment Forms and five individual letters or email were received by ODOT after the meeting through the comment period, which ended September 2, 2012 (forms received or post-marked through September 7th were included).

Based on review of contact information provided on the forms, comments submitted at the meeting were primarily from residents of Newtown and the community of Shademoor (65%), Anderson Township (15%), and

the greater Cincinnati area (20%). By comparison, Comment Forms (95%) received after the meeting were mostly obtained from residents of Mariemont, resulting from a targeted community effort to submit public comments on the project.

Summary of Comment Forms

Question 1

Using a scale of 1 to 5 (with 1 = Very Important to 5 = Not Important at All), please rank the following SR 32 Relocation project elements to you.

For all respondents combined (meeting and post-meeting), the following project elements were ranked Most Important and Least Important, respectively:

All Responses (178 forms, meeting and post-meeting)

Most Important

Preserve existing community character	89%
Minimize impacts to the natural environment and historic properties	88%
Minimize impacts to parks and greenspace	87%
Minimize noise impacts from the relocated roadway	82%
Minimize impacts to existing businesses and residences	79%

Least Important

Consolidate access points on SR 32	43%
Provide a park-and-ride facility at the transit station	27%
Locate rail transit station(s) within walking distance	26%
Encourage new economic development	24%
Reduce local congestion and traffic delays	22%

Further review of the response information indicates differences between forms *submitted at the meeting (primarily from Newtown/Shademore)* and those *submitted after the meeting (primarily from Mariemont)* relative to 'Most Important' ranked elements. Specifically, respondents attending the meeting reported that safety, congestion and multimodal linkages were key elements of importance, whereas Mariemont residents submitting responses after the meeting reported impacts to environmental resources (particularly parks and greenspace such as Mariemont Gardens and historic properties) as most important. Both sets of respondents provided similar answers regarding 'Least Important' elements, which included consolidating access, encouraging new economic development and the location/walkability of rail stations. A breakdown of public-meeting versus post-meeting responses is presented below:

Responses Submitted at Meeting (32 forms, primarily from Newtown/Shademore)

Most Important

Reduce local congestion and traffic delays	61%
Provide a park-and-ride facility at the transit station	61%
Increase travel safety	55%
Provide connections to the regional bikeway network	55%
Minimize noise impacts from the relocated roadway	52%

Least Important

Expand travel options (add rail transit, bike and walking paths)	9%
Encourage new economic development	9%
Consolidate access points on SR 32	6%
Locate rail transit station(s) within walking distance	6%
Provide landscaping/aesthetic amenities for roadway	6%

Responses Submitted Post-Meeting (146 forms, primarily from Mariemont)

Most Important

Preserve existing community character	97%
Minimize impacts to the natural environment and historic properties	94%
Minimize impacts to parks and greenspace	93%
Minimize impacts to existing businesses and residences	84%
Minimize noise impacts from the relocated roadway	83%

Least Important

Consolidate access points on SR 32	43%
Provide a park-and-ride facility at the transit station	28%
Locate rail transit station(s) within walking distance	26%
Reduce local congestion and traffic delays	23%
Encourage new economic development	23%

Question 2

As project alternatives are developed in the Newtown and surrounding area, would you prefer that relocated SR 32, Oasis rail transit and bike/walking paths are built side-by-side (Modes Together) OR are split, where the Oasis follows existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (Modes Split) and Why?

Of the total 178 Comment Forms received, 139 respondents (78%) provided an answer to Question 2 with the following results:

- Modes Split 59%
- Not Sure 36%
- Modes Together 5%

About one-half of the respondents to Question 2 (67 total) provided a written answer to 'Why?'. Comments on modes development and ODOT/FHWA responses are summarized in Table 1 (page 7). Predominant issues were related to:

1. Impacts (70%): Modes Split results in narrower roadway width, with respondents citing concerns over property, community and/or business impacts of a wider corridor; impacts/costs are minimized if modes are split and rail uses an existing corridor; and about one-third of respondents making a specific reference to avoiding "Mariemont" or the park/gardens area.

2. Aesthetics/safety/Health (25%): Modes Together results in poor aesthetics from path user's perspective (i.e., "why would we want to run/ride along roadway/rail traffic?") and safety and health issues associated with pedestrians located immediately adjacent to roadway/rail.
3. Accessibility (13%): Modes Split provides opportunity for rail transit station to be closer to communities (Newtown core) for easier rider access.

Table 1. Comments on Modes Development and ODOT/FHWA Responses

Comment/Comment Category	Name and Community	ODOT/FHWA Response
1. Impacts Comments in this category focused on property, community and/or business impacts due to a wider corridor if modes are together; minimizing impacts/costs if modes are split and rail uses an existing corridor; and the need to avoid "Mariemont" or the park/gardens area. One commenter (Massey) stated that modes together would reduce reliance on private rail entities, shorten rail distance, have less impacts on Newtown and would increase prospects of a successful SR 32 Relocation. One commenter (Wilhelm) was concerned about destroying the character of Newtown. One commenter (Geary) wanted to build bike and rail transit only (not relocated SR 32) as alternative means of transportation.	Anderson Township: Rebecca Pace, Gene Martin, Michael Massey, Michael Weigel Batavia: Steve Wilhelm Cincinnati: Don Burrell Liberty Township: Barb Davis Mason: Martha Pelletier, Gretchen Pennington Mariemont: Brenda Allen, Michael & Natalie Barnes, Linda Bartlett, Tim & Beth Biggs, James & Paula Biro, Ellen Calves, Barbara Davis, Stuart Deadrick, Arlene Demaret, Richard Demaret, Jon Dill, Nan Dill, Dirk & Liz Disper, Tim & Michelle Duever, Margaret Geary, Chris & Julie Haimbach, Eric & Penny House, Ginger Kelley, Don Keys, Margaret Keyes, Chris Laird, Nick Ljubisavljevic, Heather Roger, Steve Sauter, Isabelle & Phillip Schram, Craig & Susan Siegman, Molly Smyth, Liz & Matt Steger, Jerry Stephens, Jamie Swindon, Chuck Stewart, John Sullivan, Jerry & Suzi Vianello, Dina & Dave Wilder Newtown: Kevin Dineen, Josh Martin, Other: Karen Koch, Susan Lawson	ODOT/FHWA will further develop the Modes Split and Modes Together options as part of the next phase of work. Avoidance and minimization of impacts to properties, greenspace and other resources will be assessed as part of the comparative evaluation of alternatives and selection of a preferred alternative.
2. Aesthetics/Safety/Health Comments in this category stated that 'modes together' resulted in poor aesthetics and poor air quality (exhaust fumes) from a path user's viewpoint and safety issues associated with pedestrians located immediately adjacent to roadway/rail.	Loveland: Austin Stahl Mariemont: Betty Conn, Luther Conn, Lucianne Crowley, Tim & Michelle Duever, Ann & Jim Foran, Denise Scholtz, Karen Sullivan, John Sullivan, Jamie Swindon, Ginger Kelley, Kimberly Klumb, Nick Ljubisavljevic, Pat & Ray Sabo, Patrick Swindon Mason: Gretchen Pennington Oakley: Joyce Adams	ODOT/FHWA will further develop the Modes Split and Modes Together options as part of the next phase of work. Input from communities on the location of bike/pedestrian facilities and support of existing facilities within communities along the corridor, as well as bike/pedestrian safety and aesthetics will be incorporated into the project design.
3. Accessibility Comments in this category stated that 'Modes Split' provides opportunity for a rail transit station to be closer to communities (Newtown core) for easier rider access.	Clermont County: Mike Neihaus Mariemont: Michael & Natalie Barnes, Linda Bartlett, James & Paula Biro, Margaret Geary, Chris Laird Newtown: Josh Martin, Michael Negussu	The Eastern Corridor Oasis Rail Transit study is evaluating rail transit stations, including proximity to existing neighborhoods, and will recommend locations for further study. The SR 32 Relocation project is being closely coordinated with Oasis Rail Transit to

Table 1. Comments on Modes Development and ODOT/FHWA Responses

Comment/Comment Category	Name and Community	ODOT/FHWA Response
		support those recommendations. Input from communities will aid in determining the locations for the rail transit stations.

Question 3

Please document any additional comments or questions you have about the information shared today on the SR 32 Relocation Project.

Of the total 178 Comment Forms received, 132 respondents provided written comments to Question 3. Comments covered a wide variety of topics, with the predominant issues and concerns related to:

1. Park/greenspace impacts (primarily Mariemont Gardens) (50%): All of the comments related to park/greenspace impacts were associated with the *Mariemont Gardens* area (also referred to as the 'Lower 80' or 'Bottom 80') and submitted after the public meeting by residents of the community of Mariemont. Written comments mentioning impacts to the Mariemont Gardens were generally opposed to a project corridor through this area, citing impacts to bike/walking paths, special event use, gardening, and viewsheds.
2. Historic and archaeological resources impacts (primarily Mariemont National Historic Landmark) (39%): All but one of these comments came from residents of Mariemont who were concerned about the project's potential impacts to the integrity of the Mariemont National Register Historic District and National Register Landmark designations, and on Native American archaeological sites along the Little Miami River bluff and Mariemont bottom area, and the need to coordinate with the National Park Service and historical groups. Several comments noted the need to add the National Landmark boundaries to the project mapping presented in the Feasibility Study.
3. Community character/aesthetics (33%): About 95% of written comments relating to community character/aesthetics were from Mariemont residents and 5% were from Newtown/Shademoire residents. In general, respondents were concerned about the project disrupting existing community qualities, citing elements such as 'quiet', 'peaceful', 'fine', 'historic', and 'downtown character'. These comments were more associated with the overall community (not a particular impacted location), although many of these same respondents also mentioned concerns about impacting the Mariemont Gardens.
4. Property values and business/residential impacts (32%): About two-thirds of these comments were submitted by Mariemont residents who were concerned that the project's proximity to the village would decrease property values and reduce the overall tax base of the community. About one-third of these comments were from a mix of Mariemont, Newtown and Shademoire residents who were concerned about the project's direct impacts on businesses and/or residences.
5. Noise Impacts (24%): Written comments related to noise were primarily submitted by Mariemont residents who were concerned that the project would increase noise levels, especially to those living along the Mariemont bluffs.

6. Bluff stability (22%): Written comments about the Little Miami River bluff were primarily submitted by Mariemont residents who were concerned that the project would exacerbate existing instability issues in this area of the village.

Other topics and issues of concern provided by respondents in Question 3 include the following:

- | | |
|--|---|
| 7. Supports SR 32 Relocation (4%) | 19. Wildlife and threatened and endangered species impacts (4%) |
| 8. Supports rail transit (7%) | 20. Floodplain concerns (2%) |
| 9. Supports bike trails (6%) | 21. Sprawl/development concerns (2%) |
| 10. Project need (8%) | 22. Displacements (1%) |
| 11. Traffic/congestion concerns (7%) | 23. Project information/recommendation (8%) |
| 12. Access/connectivity (2%) | 24. Meeting notification and project communication (4%) |
| 13. Safety concerns (2%) | 25. Response to public input (5%) |
| 14. Project cost/funding concerns (4%) | 26. Website (2%) |
| 15. Air quality impacts (9%) | 27. Other options (7%) |
| 16. Viewshed impacts (8%) | 28. Various questions (1%) |
| 17. Little Miami River impacts (7%) | |
| 18. Light pollution (6%) | |

Table 2 summarizes the comments submitted in Question 3 by category and ODOT/FHWA responses.

Table 2 - Summary of Comments by Category and ODOT/FHWA Responses

Comment/Comment Category	Name and Community	ODOT/FHWA Response
1. Parks/Greenspace Impacts (primarily Mariemont Gardens) Comments in this category are associated with potential impacts to the Mariemont Gardens; commenters were opposed to a project corridor through this area, citing impacts to bike/walking paths, special event use, gardening, and viewshed.	Cincinnati: William Hull Liberty Township: Barbara Davis Mariemont: Brenda Allen, Linda Bartlett, Tim & Beth Biggs, Ellen Calves, Betty Conn, Stuart Dadrack, Jennifer Degerberg, Scott Degerberg, Arlene Demaret, Patty Dewey, Jon Dill, Nan Dill, David Garber, Valerie Garber, Paula Christian Gerdson, Sally Guastaferro, Carolyn Hamlin, Scott Hamlin, Valarie Hanley, Kate Hassey, Kevin Hassey, Roseann Hassey, Tara Hatch, Anita Hunt, Ginger Kelley, Don Keyes, Todd Keyes, Kimberly Klumb, Annika Lund, Tyler & Fayre Martin, Elizabeth Mathews, Robert Mathews, Catherine Miller, David Miller, Marion Molski, Ronal Newbanks, Leslie Pennell, Pat & Ray Sabo, Isabelle & Phillip Schram, Audrey Sharn, Craig & Susan Siegman, Molly Smyth, Liz & Matt Steger, Mollt Stewart, Joe & Aquila Stoner, Karen Sullivan, Sean Sullivan, Steve & Erica Turan, John Vago, Jerry & Suzi Vianello, Suzy & Matt Weinland, Doug Welsh, Dina & Dave Wilder, Pam Winget, Robert Winget, Betty	Additional studies to refine and evaluate alternatives to avoid and minimize impacts to the Mariemont Gardens and other parks in the project area to extent possible will continue in Tier 2. As the project further develops, the project team will work with the village through the Mariemont Community Partners Committee to obtain current and future park plans for consideration in alternatives development and project design. Input from the community will be sought through public involvement meetings to be held throughout project development.

Table 2 - Summary of Comments by Category and ODOT/FHWA Responses

Comment/Comment Category	Name and Community	ODOT/FHWA Response
	<p>Wright, Sarah Zawaly</p> <p>Mason: Martha Pelletier, Gretchen Pennington</p> <p>Newtown: Judith Winstel</p> <p>Other: Karen Koch, Susan Lawson, Kathy Miller</p>	
<p>2. Historic and Archaeological Resources impacts (primarily Mariemont National Historic Landmark)</p> <p>Comments in this category expressed concern about the project's potential impacts to the integrity of the Mariemont National Register Historic District and National Register Landmark designations, on Native American archaeological sites along the Little Miami River bluff/ Mariemont bottom area, and the need to coordinate with the National Park Service and historical groups. Several commenters noted the need to add the Mariemont National Landmark boundaries to the project mapping presented in the Feasibility Study.</p>	<p>Cincinnati: Susan Conner</p> <p>Mariemont: Michael and Natalie Barnes, Linda Bartlett, Tim & Beth Biggs, James & Paula Biro, Barbara Blum, Nancy Boyles, Edward Brown, William Brown, Elizabeth & Nick DeBlasio, Jennifer Degerberg, Scott Degerberg, Patty Dewey, Nan Dill, David Garber, Valerie Garber, Paula Christian Gerdson, Sally Guastafarro, Carloyn Hamlin, Scott Hamlin, Valerie Hanley, Chuck Hatch, Tara Hatch, Harry Herlinger, Ginger Kelley, Todd Keyes, Edward Kiami, William Klumb, Marcy & Stephen Lewis, Lynn Long, Tyler & Fayre Martin, Robert Mathews, Catherine Miller, David Miller, Isabelle & Phillip Schram, Audrey Sharn, Molly Smyth, Chuck Stewart, Molly Stewart, Joe and Aquila Stoner, Karen Sullivan, Carolyn & Ed Tuttle, Suzy & Matt Weinland, Dina & Dave Wilder, Pam Winget, Betty Wright, Sarah Zawaly</p> <p>Newtown: Sue Short Barnard</p> <p>Other: Edward Kiamie, Karen Koch, Susan Lawson, Kathy Miller</p>	<p>Archaeological and historic architecture studies are currently underway in the SR 32 Relocation study area to identify resources listed on or eligible for listing in the National Register of Historic Places and associated boundaries. Findings will be coordinated with the Historic Preservation Office, National Park Service and other consulting parties as part of the Section 106 consultation process. Every effort will be made as the project develops to avoid and minimize impacts to historic resources. Boundaries for the Mariemont National Historic Landmark have been clarified and incorporated into the project information and mapping.</p>
<p>3. Community Character/Aesthetics</p> <p>Comments in this category expressed concern about the project disrupting existing community qualities, citing elements such as 'quiet', 'peaceful', 'fine', 'historic', and 'downtown character'. These comments were more associated with the overall community (not a particular impacted location), although many of these same respondents also mentioned concerns about impacting the Mariemont Gardens. Most of these comments were expressed by Mariemont residents, but also residents of Newtown and the</p>	<p>Batavia: Steve Wilhelm</p> <p>Mariemont: Linda Bartlett, Tim & Beth Biggs, Nancy Boyles, Edward Brown, Ellen Calves, Elizabeth & Nick DeBlasio, Patty Dewey, Jon Dill, David Garber, Valerie Garber, Paula Christian Gerdson, Valerie Hanley, Chuck Hatch, Tara Hatch, Ginger Kelley, Kimberly Klumb, William Klumb, Nick Ljubicavljevic, Tyler & Fayre Martin, Robert Mathews, Catherine Miller, David Miller, Margaret Phillips, Audrey Sharn, Callie Stephens, Chuck Stewart, Molly Stewart, Jamie Swindon, John Vago, Joan Luppino, Dina & Dave Wilder, Pam Winget, Robert Winget, David Wuertenberger, Kim Wuertenberger</p> <p>Newtown/Shademoor: Sue Short Barnard, Judith Winstel, Carl Edmonson, Julie Edmonson</p>	<p>The SR 32 Relocation project is being developed to support the existing and future land use vision of adjacent communities, minimize impacts to businesses and residences, and consider location of a multi-modal transportation corridor that will incorporate elements of community character with aesthetic treatments. Context-sensitive design strategies to reinforce the character of local communities will be considered as the project develops. Some examples may include: gateways into historic communities and/or the Little Miami River area; landscaping and aesthetics such</p>

Table 2 - Summary of Comments by Category and ODOT/FHWA Responses

Comment/Comment Category	Name and Community	ODOT/FHWA Response
community of Shademoire.	Other: Edward Kiamie, Susan Lawson, Kathy Miller	as placement of special lighting, signage and/or sidewalks through communities; and aesthetic noise wall design. Public input will be obtained to assure transportation plans are consistent with community needs and expectations to the extent possible.
4. Property Values and Business/Residential Impacts Most comments in this category expressed concern that the project's proximity to Mariemont would decrease property values and reduce the overall tax base of the community, affecting schools and community services. Additional comments in this category were against the taking by eminent domain, and from residents of Newtown who were concerned about the project's direct impacts on businesses and/or residences.	Mariemont: Edward Brown, Ellen Calves, Richard Demaret, Nan Dill, David Garber, Valerie Garber, Chris and Julie Haimbach, Carolyn Hamlin, Scott Hamlin, Tara Hatch, Eric & Penny House, Ginger Kelley, Margaret Keyes, Kimberly Klumb, Marcy & Stephen Lewis, Nick Ljubisavljevic, Elizabeth Mathews, Robert Mathews, Catherine Miller, David Miller, Marion Molski, Pat & Ray Sabo, Isabelle & Phillip Schram, Audrey Sharn, Joseph Stelzer, Callie Stephens, Karen Sullivan, Jamie Swindon, Patrick Swindon, Jerry & Suzi Vianello, Doug Welsh, Dina & Dave Wilder, Pam Winget, Robert Winget, Betty Wright Newtown/Shademoire: Sue Short Barnard, Carl Edmonson, Julie Edmonson, Judith Winstel Other: Barbara Davis, Susan Lawson, Kathy Miller	Avoiding and minimizing negative impacts to communities within the project area have been and will continue to be an important focus for the SR 32 Relocation project. Potential impacts to businesses and residents were recognized and addressed during Tier 1 by incorporating the Eastern Corridor Land Use Vision and Green Infrastructure planning efforts into the project development process. The Tier 2 work will continue under this context-sensitive framework where proposed transportation solutions are designed to help support local land use planning based on input from adjacent communities.
5. Noise Impacts Comments in this category were mostly from Mariemont residents who were concerned about increased noise levels for residents along the Little Miami River bluff area. One individual commented that noise barriers could not be constructed along the bluff area and asked if barriers are built, would they prevent noise from flowing uphill (Clemons).	Mariemont: Tim & Beth Biggs, David Boyles, Ellen Calves, Clifford Clemons, Stuart Deadrick, David Garber, Valerie Garber, Chuck Hatch, Tara Hatch, Ginger Kelley, Margaret Keyes, Marcy & Stephen Lewis, Nick Ljubisavljevic, Lynn Long, Elizabeth Mathews, Robert Mathews, Catherine Miller, David Miller, Barbara O'Connell, Heather Rogers, Pat & Ray Sabo, Isabelle & Phillip Schram, Molly Stewart, Karen Sullivan, Jamie Swindon, Suzy & Matt Weinland, Betty Wright Newtown: Judith Winstel Other: Anita Hunt, Karen Koch, Susan Lawson, Kathy Miller	A noise study will be completed in the alternatives evaluation phase to determine impacted receptors (including an analysis of potential noise impacts to residences along the bluff area) and impacts will be considered as part of the comparative evaluation of alternatives and selection of a preferred alternative. Once the preferred alternative is identified, a detailed noise study will be performed to determine impacts and potential barrier effectiveness.
6. Bluff Stability Comments in this category were mostly from Mariemont residents	Cincinnati: Susan Conner Mariemont: Linda Bartlett, Barbara Blum, Bob Blum, Nancy Boyles, Stuart Deadrick,	Preliminary geotechnical studies are underway to determine location(s) of instability along the

Table 2 - Summary of Comments by Category and ODOT/FHWA Responses

Comment/Comment Category	Name and Community	ODOT/FHWA Response
who were concerned that the project would exacerbate existing instability issues along the Little Miami River bluff.	Scott Degerberg, Arlene Demaret, Richard Demaret, David Garber, Valerie Garber, Valarie Hanley, Tara Hatch, Ginger Kelley, Don Keyes, Marcy & Stephen Lewis, Lynn Long, Tyler & Fayre Martin, David Miller, Marion Molski, Craig & Susan Siegman, Chuck Stewart, Molly Stewart, John Sullivan, Karen Sullivan, Jerry & Suzi Vianello, Suzy & Matte Weinland, Betty Wright Other: Kathy Miller	project corridor. The findings will then be used in the evaluation of alternatives. More detailed geotechnical studies will be performed during detailed design and appropriate measures will be developed to address problem areas.
7. Supports SR 32 Relocation These comments expressed general support of the project as a whole, including the need to get traffic off of Main St. (existing SR 32) and the need to improve access to I-71.	Anderson Township: Susan Conley, Gene Martin, Michael Massey, Rebecca Pace, Mike Wiegel	Comments acknowledged. The project purpose and need framework is based on alleviating congestion on the existing transportation network and improving regional connectivity.
8. Supports Rail Transit Comments in this category expressed support for the rail transit component of the project, including comments that the rail transit should come first (Caruso, Schreiber, Stahl), that it's a more cost-effective (Biro) or more environmentally friendly (Geary) solution, and that a transit station in Newtown would be advantageous (Pace).	Anderson Twp: Tom Caruso, Susan Conley, John Schreiber, Rebecca Pace Clermont County: Mike Niehaus Loveland: Austin Stahl Mariemont: James & Paula Biro, Margaret Geary, Craig & Susan Siegman	Comments acknowledged. Eastern Corridor project development to date has emphasized maximizing use of existing transportation corridors to the extent possible in addressing the regional transportation issues, including the rail transit. The SR 32 Relocation project is being closely coordinated with the Oasis Rail transit component of the Eastern Corridor to support operations and station location. A transit station in Newtown is being considered as part of that study. The Eastern Corridor is a multi-modal program that includes new rail transit, expanded bus, pedestrian/bikeways, and roadway network improvements. All components of the program are intended to work together to gain maximum benefit for the region by improving mobility and connections.
9. Supports Bike Trails These comments generally supported or indicated interest in	Loveland: Austin Stahl Mariemont: Tim & Michelle Duever, Margaret Geary, Kate Hassey, Kevin	Comments supporting bike trails are acknowledged. The SR 32 Relocation project will support

Table 2 - Summary of Comments by Category and ODOT/FHWA Responses

Comment/Comment Category	Name and Community	ODOT/FHWA Response
the bike trail component of the project. One commenter asked if bike paths associated with the project would connect to existing paths, and would like to see more information on bike paths (Dineen). Another commenter noted that the Mariemont bike trails/park is not shown on project mapping (Sullivan).	Hassey, Roseann Hassey, Jerry Stephens, Karen Sullivan Newtown: Kevin Dineen	and tie-in to the existing bike network. New bike linkages will also be developed in conjunction with the relocated transportation corridor. Regarding the Mariemont Garden trails, the project team is working with the village as the project develops to obtain current and future park/trail plans for consideration in alternatives development.
10. Project Need These comments questioned the overall need for the project stating that it negatively affects communities and disregards people.	Liberty Township: Barbara Davis Mariemont: Elizabeth & Nick DeBlasio, Nan Dill, Margaret Geary, Margaret Phillips, Craig & Susan Siegman, Jerry Stephens, Molly Stewart, Brenda Westfall Other: Susan Conner	<p>Transportation improvements in the Eastern Corridor are needed because the existing roadway network cannot support existing and future travel demand, leading to congestion, delays, and accidents. The existing network is characterized by indirect routes and few travel options (modes), resulting in poor regional connectivity and inefficient movement of goods, services, and people. These conditions hinder economic development and adversely affect the environment, and will only continue to worsen under a No build (do nothing) scenario.</p> <p>This project is a result of many years of study, culminating in the comprehensive 2-year Major Investment Study (planning study) led by the Ohio-Kentucky-Indiana Regional Council of Governments and completed in 2000. The project is being administered by ODOT in cooperation with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and the Eastern Corridor Implementation Partners including the Hamilton County Transportation Improvement District (HCTID), the Clermont County TID, the City of Cincinnati, the Southwest Ohio</p>

Table 2 - Summary of Comments by Category and ODOT/FHWA Responses

Comment/Comment Category	Name and Community	ODOT/FHWA Response
		Regional Transit Authority (SORTA) and ODOT District 8.
11. Traffic/Congestion Concerns These comments expressed concern that the project would negatively affect traffic conditions in and around the area, would 'funnel' traffic to Columbia Parkway or Red Bank Expressway, or would introduce traffic to areas which previously had little or none. One commenter would like to see how traffic is affected in the Beechmont hill area from Corbly to Lunken Airport (Sliter). One commenter would like to limit or restrict '18-wheeler' traffic from I-275 to I-71 and be sure that US 50 in Mariemont does not become a major artery (Clemons).	Anderson Township: Barbara Sliter Mariemont: Tim & Beth Biggs, Clifford Clemons, Betty Conn, Stuart Deadrick, Valerie Garber, Robert Mathews, Daniel Schneider, Jamie Swindon	Future (2030) Build traffic volumes presented in the project's Feasibility Study obtained from a Travel Demand Model (TDM) update performed for the Eastern Corridor project in 2011/2012 indicate that implementation of the SR 32 Relocation project will reduce traffic volumes on key segments of the local road network, including existing SR 32, Newtown Road and portions of US 50. Congestion and delays are expected to decrease and safety will be improved on the regional and local network as a result of the project. Regarding comments about traffic on Beechmont Road and US 50 through Mariemont, information presented in Table 1 of the Feasibility Study indicates that traffic volumes will decrease by about 1.5 to 12 percent (depending on the roadway segment; see Table 1 of the Feasibility Study) on Beechmont between Corbly and the Lunken Airport vicinity, and will also decrease on US 50 through Mariemont between 12 to 25 percent (depending on the roadway segment; see Table 1 of the Feasibility Study) with construction of the SR 32 Relocation project. Restriction of truck traffic on the new facility is not being considered at this time, as all traffic is to be accommodated.
12. Access/Connectivity These comments pertained to community connectivity and access to the relocated facility, including: <ul style="list-style-type: none"> • Would like to see an 	Anderson Township: Mike Niehaus, Mike Weigel Newtown: Josh Martin	Alternative alignments and access point details have not yet been determined but will be developed in the next phase of work. Preliminary concepts for access at the east end of the project include

Table 2 - Summary of Comments by Category and ODOT/FHWA Responses

Comment/Comment Category	Name and Community	ODOT/FHWA Response
<p>interchange/access at eight Mile Rd included in any SR 32 Relocation (Martin).</p> <ul style="list-style-type: none"> Connect Anderson Center Station via a bus feeder line to rail transit station at Newtown or Beechmont (Niehaus). Connect Eight Mile to Beechwood (Weigel). 		<p>an access point at Mt. Carmel Road with a connection to Beechwood. The Oasis Rail Transit study is evaluating rail station locations and potential bus feeders. Stakeholder and community input will continue to be sought throughout the project development process.</p>
<p>13. Safety Concerns These comments expressed concern that the project will pose a threat to community safety.</p>	<p>Anderson Township: Judith Winstel Mariemont: Tim & Beth Biggs</p>	<p>Traffic and crash analyses reported in the SR 32 Relocation Feasibility Study indicate that current crash rates on key roads in and adjacent to the project study area exceed the statewide average, including SR 32, Red Bank Road, Newtown Road and Wooster Pike. The SR 32 Relocation project will reduce traffic volumes on much of the local road network and improve safety. Facility design will incorporate safety features for motorists, bicyclists, pedestrians and rail transit users alike.</p>
<p>14. Project Cost / Funding Comments in this category indicated concern over the cost of the project as whole, individual project components, and/or the use of funds devoted to the project instead of fixing existing infrastructure in the area.</p>	<p>Mariemont: James & Paula Biro, Nan Dill, Daniel Schneider, Craig & Susan Siegman, Chuck Stewart, John Sullivan</p>	<p>The Eastern Corridor project emphasizes using existing transportation corridors to the greatest extent possible in addressing the regional transportation needs and maximizing cost-effectiveness. The rail transit, local network improvements, and bikeway elements of the multimodal program utilize existing transportation infrastructure. New capacity projects, including the SR 32 Relocation, are essential parts of the program for addressing needs related to improving connectivity, capacity, safety and mobility for the region.</p>
<p>15. Air Quality Impact These comments mentioned air pollution, vehicle emissions, pollution in general, or concern over air quality associated with the</p>	<p>Anderson Township: Judith Winstel Mariemont: Ellen Calves, Ginger Kelley, Elizabeth Mathews, Robert Mathews, Barbara O'Connell, Daniel Schneider, Isabelle & Phillip Schram, Karen Sullivan,</p>	<p>The project is included in OKI's long range transportation plan and regional air quality conformity analyses. Effects of the project on ozone, carbon</p>

Table 2 - Summary of Comments by Category and ODOT/FHWA Responses

Comment/Comment Category	Name and Community	ODOT/FHWA Response
project.	Suzy & Matt Weinland Other: Karen Koch, Susan Lawson	monoxide, particulate matter and mobile source air toxics will be evaluated in accordance with current ODOT/FHWA policy as the project develops.
16. Viewshed Impacts Comments in this category indicated concern over an adverse impact to existing views from properties adjacent to the proposed project corridor (mostly in regard to Miami Bluff properties).	Anderson Township: Judith Winstel Mariemont: Patty Dewey, Nan Dill, David Garber, Valerie Garber, Ginger Kelley, Catherine Miller, David Miller, Karen Sullivan, Suzy & Matt Weinland Other: Kathy Miller	The Miami Bluff area of Mariemont was recognized as a visually sensitive resource during the Tier 1 work. In the current Tier 2 studies, minimization of visual impacts will be an important consideration in alternatives development and selection of a preferred alternative. Strategies for enhancing viewsheds will be considered during detailed design. Some examples may include: gateways into the Little Miami River corridor area; roadway landscaping and aesthetics and aesthetic noise wall design. Public input will be sought to assure transportation plans are consistent with community needs and expectations to the extent possible.
17. Little Miami River These comments mentioned or indicated concern over adverse impacts or restriction of access to the Little Miami River as a result of the project (including concerns regarding water quality).	Anderson Township: Judith Winstel Cincinnati: William Hull Mariemont: Scott Degerberg, Anita Hunt, Ginger Kelley, Daniel Schneider, Craig & Susan Siegman, Karen Sullivan, Sean Sullivan	Protection of the Little Miami River has been important consideration for the Eastern Corridor project since it began. Coordination conducted in Tier 1 with project stakeholders and resource agencies resulted in a project commitment to clear-span the Little Miami River (no piers in the river channel) in order to minimize impacts. The Green Infrastructure Plan, land use visioning efforts, and geomorphological studies have each contributed to establishing a protection framework for the Little Miami River as part of this project. Protection measures, including water quality protection, will continue to be developed in Tier 2. Existing and planned access

Table 2 - Summary of Comments by Category and ODOT/FHWA Responses

Comment/Comment Category	Name and Community	ODOT/FHWA Response
		to the river will be considered in project development.
18. Light Pollution These comments mentioned or indicated concern over light pollution that may be generated by the proposed facility, particularly with regard to its potential effect on the Village of Mariemont.	Anderson Township: Judith Winstel Mariemont: Ellen Calves, David Garber, Tara Hatch, Ginger Kelley, Elizabeth Mathews, Karen Sullivan Other: Karen Koch	The need for and placement of lighting for the project will be determined during detailed design. Context-sensitive design strategies to minimize impacts to adjacent communities and support local community character will be considered as the project moves forward.
19. Wildlife/T&E Species These comments were concerned about potential impacts of the project on wildlife and threatened/endangered species.	Mariemont: Tim & Beth Biggs, Ginger Kelley, Karen Sullivan Mason: Martha Pelletier, Gretchen Pennington	Avoidance and minimization of impacts to natural resources and threatened and endangered species are important considerations in the alternatives evaluation process and selection of a preferred alternative. Information will be coordinated with resource agencies and unavoidable impacts will be mitigated. The Green Infrastructure Plan and land use visioning efforts conducted for the project to date have established a resource protection framework for this project that will continue to be developed in Tier 2.
20. Floodplain Concerns These comments expressed concern over flooding issues, costs, and constructing the project in a floodplain.	Mariemont: Lynn Long, Daniel Schneider, Betty Wright	There will be costs associated with construction in the floodplain. Costs will be developed for the various alternatives and considered as part of the comparative impact matrix in identifying a preferred alternative. Measures will be developed during detailed design to accommodate existing flood areas and not increase the potential for flooding.
21. Sprawl/Development Concerns These comments expressed a concern that the project would spur undesirable industrial / commercial development and suburban sprawl in the Mariemont	Mariemont: Tim & Beth Biggs, Margaret Phillips	Urban sprawl was an important issue raised during the Tier 1 work and addressed by incorporating the Eastern Corridor Land Use Vision and Green Infrastructure planning efforts into the project development process. Tier 2 work

Table 2 - Summary of Comments by Category and ODOT/FHWA Responses

Comment/Comment Category	Name and Community	ODOT/FHWA Response
area.		will continue under this context-sensitive framework where proposed transportation solutions are designed to help support local land use planning based on input from affected communities.
22. Displacements One commenter included an inquiry as to whether several specific properties were shown on the displacement mapping included in the Feasibility Study, including parcels: 41-41-40.023 41-41-40.024 All Saints Church (41-41-40.025B, .028B and .029B)	Clermont County: Susan Hunkele	None of the parcels in question were indicated as potential displacements on the mapping presented in the Feasibility Study. Potential impacts, including displacements, will be further evaluated as specific alternatives are developed in the next phase of work.
23. Project information / recommendations Comments in this category questioned why the 'preferred relocation' was revealed at the meeting for the first time and/or why attention had shifted to the north (nearer to Mariemont). Other commenters requested additional information about the project regarding the 'split modes' option. One commenter noted that nothing new has been shown since 'last time' (anonymous).	Mariemont: Bob and Barbara Blum, Jo and Alan Henning, Harry Herlinger, William Klumb, Catherine Miller, David Miller, Margaret Phillips, Suzy & Matt Weinalnd Newtown: Kevin Dineen Other: Kathy Miller	As an important part of ODOT/FHWA's project development process, the August 2, 2012 meeting provided an opportunity for the public to review and comment on the recommended corridors presented in the SR 32 Relocation Feasibility Study. No preferred alignment location has been selected yet. Input from the public is being used to help refine the corridors for advancement and further study and analysis as a normal step in working towards identifying a preferred alternative. 'Split modes' refers to the option of keeping the SR 32 Relocation roadway on new alignment, separate from Oasis Rail transit which would follow the existing Norfolk Southern (NS) rail corridor through Newtown. 'Modes together' refers to the option of keeping the roadway and rail transit alignments together (parallel) within the same corridor. Both options are being considered as alternatives are developed and evaluated in the next phase of work.

Table 2 - Summary of Comments by Category and ODOT/FHWA Responses

Comment/Comment Category	Name and Community	ODOT/FHWA Response
24. Public Meeting Notification and Communication These comments expressed concern or frustration over communication about and/or notification of the public meeting, the solicitation of public input and having the meeting over the summer.	Mariemont: Barbara Blum, Ann & Jim Foran, Jo & Alan Henning, William Klumb, Suzy & Matt Weinland, Betty Wright	By providing contact information at the August 2, 2012 public meeting and/or by submitting a comment form, individuals have been added to the existing project stakeholder list and will be notified of future public involvement efforts. Meetings have been and will continue to be advertised through the local community press, on the Eastern Corridor project website, by email updates to stakeholders and via social media including Facebook and Twitter. Additional information on signing-up for project updates can be found at www.easterncorridor.org .
25. Response to Public Input Comments in this category expressed general concern over project advancement despite community opposition and/or dissatisfaction with project team's responsiveness toward public input.	Anderson Township: Carrie Rufner Mariemont: Michael & Natalie Barnes, Harry Herrlinger, Paula Christian Gerdson, Tyler & Fayre Martin Newtown: Sue Short Barnard Shademoor: Joan McClellon	Community input has and will continue to be an important element in the evaluation of alternatives and selection of a preferred alternative (including consideration of the No Build alternative), along with the ability to meet project purpose and need and fulfill regulatory agency requirements. Additional public involvement opportunities will be provided throughout all phases of project development.
26. Project Website These comments focused on difficulties with navigating the project website.	Anderson Township: Gene Martin Mariemont: Suzy & Matt Weinland	The Eastern Corridor website is currently being reviewed for opportunities to make information both accessible and easy to navigate.
27. Other Options Several commenters asked why various other options were not being considered instead of the SR 32 Relocation, including why not use the Beechmont Levy crossing, why not widen Red Bank Road and existing SR 32, why not cross the river further south through a landfill, Horseshoe Bend, and agricultural land, and why not the No Build alternative.	Anderson Township: Carrie Rufner Mariemont: David Garber, Harry Herrlinger, Ginger Kelley, Chris Laird, Pat and Ray Sabo, Carolyn and Ed Tuttle Newtown/Shademoor: Nan Dill, Joan McClellan	Previous Eastern Corridor studies evaluated preliminary options and eliminated those that didn't address regional transportation problems, including a crossing at the Beechmont Levy. Improvements to the Red Bank corridor are being considered as part of the Eastern Corridor Red Bank study currently underway. The No Build alternative is still under consideration for the

Table 2 - Summary of Comments by Category and ODOT/FHWA Responses

Comment/Comment Category	Name and Community	ODOT/FHWA Response
		project. A preliminary corridor south of the Horseshoe Bend was evaluated in the Feasibility Study. Final corridor recommendations, which include another look at a potential corridor south of the Horseshoe Bend, are being developed by ODOT/FHWA based on review of public input and additional studies, and included in a Feasibility Study Addendum.
<p>28. Various questions One commenter included a series of specific questions:</p> <ul style="list-style-type: none"> a. What steps will be taken in Tier 2 to correct National Landmark boundaries? b. What information is being provided to Native American tribes? c. Have Hamilton County Commissioners been involved in approved proposals that disturb communities? d. Are community meetings published in newspapers? e. Why aren't community meetings held in all impacted neighborhoods? 	<p>Mariemont: Ginger Kelley</p>	<ul style="list-style-type: none"> a. Boundaries for the Mariemont National Historic Landmark have been clarified and incorporated into the project information and mapping. Avoidance and impact minimization efforts will be considered as project development continues. b. ODOT/FHWA coordination with the Native American Tribal community is ongoing. c. The Hamilton County Transportation Improvement District is an active Partner on the Eastern Corridor project. d. The August 2, 2012 meeting notification was published in the local Community Press. Future meetings will also be posted in the local papers. e. The Nagel Middle School cafetorium was selected for the August 2, 2012 meeting because of its large size, providing an opportunity for all communities in the SR 32 Relocation area to participate. The July 31st and August 1st meetings, which focused on the Eastern Corridor Rail Transit project, but also presented an overview of the SR 32 Relocation project, were held at the Milford High School in Clermont County and the

Table 2 - Summary of Comments by Category and ODOT/FHWA Responses

Comment/Comment Category	Name and Community	ODOT/FHWA Response
f. Why unveil a new plan without conversations with community leaders first?		<p>LeBlond Center near downtown Cincinnati, respectively. Other venues in the project area may be selected for future public involvement meetings or smaller community meetings.</p> <p>f. An overview of project information was shared with the Eastern Corridor Development Team (ECDT) on July 18, 2012 just prior to the July 31st, August 1st and August 2nd public meetings. The ECDT, which includes representatives from Eastern Corridor local communities, business and environmental groups, and other stakeholders, has met quarterly (approximately) since November 2011 to be informed of the program's progress, provide feedback, and share project updates with their respective groups. More information about the ECDT and its members can be found on the project website (www.easterncorridor.org).</p> <p>The August 2, 2012 meeting provided an opportunity for the general public to review recommended corridors for the SR 32 Relocation. No preferred corridor or alignment location has been identified. Input from the meeting will be used to help refine corridors for advancement.</p>
g. How are homeowners compensated?		<p>g. Impacts to specific properties have not yet been determined. Once a preferred alternative is identified, any impacted properties will be</p>

Table 2 - Summary of Comments by Category and ODOT/FHWA Responses

Comment/Comment Category	Name and Community	ODOT/FHWA Response
<p>h. Why is there no mention of light pollution and little mention of air pollution?</p> <p>i. Why is there great emphasis on preserving agricultural land and little on historic, archaeological and parks?</p> <p>j. Has there been consideration of a NO TRUCK policy?</p> <p>k. Has there been consideration of a reduced speed (40-45mph)?</p> <p>l. How will you solve increased congestion at Columbia Parkway?</p> <p>m. What erosion studies have been done along Miami Bluffs?</p>		<p>compensated following federal relocation and assistance program guidelines.</p> <p>h. Potential impacts to adjacent communities related to air quality and lighting will be considered as the project moves forward in development.</p> <p>i. The SR 32 Relocation study area contains a variety of important natural and man-made resources such as high quality streams that include the Little Miami National and State Scenic River, historic properties, archaeological resources including Native American sites, floodplain and aquifers, threatened and endangered species habitat, parks and greenspace, and developed communities including business and residential areas. All of these resources are considered as part of the decision-making process and identification of a preferred alternative.</p> <p>j. Restriction of truck traffic on the new facility is not being considered at this time.</p> <p>k. The posted speed limit for the proposed facility has not yet been determined.</p> <p>l. Additional traffic analyses will be conducted once a preferred alternative is identified to assure that the design provides for an efficient flow of traffic in the vicinity of the new US 50/SR 32 interchange and Columbia Parkway.</p> <p>m. Preliminary geotechnical studies are underway to determine locations of</p>

Table 2 - Summary of Comments by Category and ODOT/FHWA Responses

Comment/Comment Category	Name and Community	ODOT/FHWA Response
		instability along the project corridor. The findings will then be used in the evaluation of alternatives. Additional studies will be performed during detailed design and appropriate measures will be developed to address problem areas.

Question 4

Please provide contact information for future project updates and meetings.

A total of 165 Comment Forms (out of the 178 submitted) included contact information in Question 4. Overall, respondents represented twelve zip codes from the following communities in the project vicinity, as presented in Table 3:

Table 3 - Comment Forms Submitted by Geographic Area

Zip Code	Community (Approx.)	No. of Forms	Percent
45227	Mariemont, Madisonville, Fairfax	132	80%
45244	Newtown, Mt. Carmel, Anderson Township, Ancor	17	10%
45230, 45255	Anderson Township, California, Mt. Washington	5	3%
45202, 45220, 45229	Cincinnati	3	2%
45040	Mason	2	1%
45103	Batavia, Clermont County	1	1%
45140	Loveland-Madeira	1	1%
45209	Oakley	1	1%
45011	Hamilton	1	1%

Summary of Letters

Six letters (from five separate individuals) were submitted for the SR 32 Relocation project through the public comment period via mail or posting through the Eastern Corridor project website. A summary of comments included in the letters and ODOT/FHWA responses are presented in Table 4.

Table 4 - Summary of Comments from Letters and ODOT/FHWA Responses

From / Date	Submitted To	Summary of Comments	ODOT/FHWA Response
Mayor Dan Policastro Mariemont August 7, 2012	Ted Hubbard, Hamilton County Engineer's Office	<ul style="list-style-type: none"> - Objects to the SR 32 Relocation recommended corridor as presented at the August 2, 2012 meeting on behalf of Village of Mariemont. - Corridor impacts Mariemont Lower Gardens and Walking Trails Park - a resident favorite and planned for further development. - Corridor also lies within the boundaries of the National Historic Landmark as designated in 2007, requiring the need to follow Section 106 and National Park Service preservation guidelines. - Corridor comes in close proximity to Madisonville Archaeological site and recent work performed by UC at the base of the Mariemont bluff discovered anthropogenic deposits and any future discoveries would not be possible if paved-over by a new highway. - Mariemont questions logic of a corridor in these areas based on the above impacts and is disappointed in the lack of communication with Mariemont as an 'active partner' in project development. - Requests additional coordination with the project team. - Various attachments included with letter that provide information on Lower Gardens Park, National Landmark status, archaeological resources, and Section 106. 	ODOT/FHWA recognizes Mariemont's concerns regarding potential impacts to the Gardens area, National Historic Landmark boundaries, and archaeological resources in the project area. Additional studies and coordination with Mariemont and resource agencies with jurisdiction over these important resources will continue as project development continues in compliance with the requirements of the National Environmental Policy Act (NEPA), and related statutes including Section 106 of the Historic Preservation Act, and Section 4(f) of the U.S. Transportation Act for potential impacts to parks and historic resources. Mariemont was an important partner during Tier 1 community involvement and land use vision efforts. These efforts were completed in 2006 and the project was on hold until Tier 2 efforts commenced in 2010/2011, except for several specialized environmental studies completed in 2008 and 2009 by the Eastern Corridor Implementation Partners that included an archaeological modeling investigation and Little Miami River geomorphological study, and a land use vision update. ODOT intends to continue working with the Village in Tier 2 to address concerns through the Mariemont Community Partners Committee and the Section 106 consultation process.
Mr. Harry Herrlinger Mariemont Resident August 11, 2012	Ted Hubbard, Hamilton County Engineer's Office	<ul style="list-style-type: none"> - Opposed to the location of the SR 32 Relocation recommended corridor (proximity to Mariemont) as presented at the August 2, 2012 meeting. - Comments that a more southern corridor as presented 8 years ago is more acceptable. - Concerned about heavy truck traffic coming close to Mariemont's 	The August 2, 2012 meeting provided an opportunity for the public to review and comment on the recommended corridors, but no preferred corridor or specific alignments have been identified. ODOT/FHWA recognizes the concern Mariemont has with the potential proximity and impacts of the project on the Village. Additional studies will be conducted to quantify

Table 4 - Summary of Comments from Letters and ODOT/FHWA Responses

From / Date	Submitted To	Summary of Comments	ODOT/FHWA Response
		<p>southern boundary.</p> <ul style="list-style-type: none"> - Feels that project team is not listening to concerned citizens. - Comments that there is discontent within the community and residents are concerned about noise, pollution and property values. 	<p>potential impacts as project development continues and the project team will continue to work with Mariemont to identify and address current and future issues.</p>
<p>Harry Herrlinger, Mariemont Resident August 26, 2012</p>	<p>Andy Fluegemann, ODOT District 8</p>	<ul style="list-style-type: none"> - Latest Route "Unacceptable" due to Mariemont's National Historic Landmark status and proximity to important archaeological sites and the Lower 80 Garden and Walking Trail Park. - Dissatisfied at project's coordination efforts with Mariemont officials. - Requests a response that addresses voiced concerns. 	<p>ODOT/FHWA acknowledges Mariemont's concerns regarding potential impacts to the Gardens area, National Historic Landmark boundaries, and archaeological resources in the project area. Additional studies and coordination with Mariemont and resource agencies with jurisdiction over these important resources will continue as project development continues in compliance with the requirements of the National Environmental Policy Act (NEPA), Section 106 of the Historic Preservation Act, Section 4(f) of the U.S. Transportation Act for potential impacts to parks, and related statutes. Mariemont was an important partner during Tier 1 community meetings and the land use vision effort, which were essentially completed in 2006 and the project was on hold until Tier 2 efforts commenced in 2010/2011, except for several specialized environmental studies completed in 2008 and 2009 by the Eastern Corridor Implementation Partners that included an archaeological modeling investigation and Little Miami River geomorphological study, and a land use vision update. ODOT intends to continue working with the Village in Tier 2 to address concerns through the Mariemont Community Partners Committee and the Section 106 consultation process.</p>
<p>Eric B. Partee, Little Miami River Inc. September 7, 2012</p>	<p>Eastern Corridor website</p>	<ul style="list-style-type: none"> - Protection and preservation of Little Miami National Scenic River is a necessary part of the implementation of an effective transportation project. 	<p>Protection of the Little Miami River and developing an environmental stewardship plan have been important components of the Eastern Corridor project since the beginning from the</p>

Table 4 - Summary of Comments from Letters and ODOT/FHWA Responses

From / Date	Submitted To	Summary of Comments	ODOT/FHWA Response
		<ul style="list-style-type: none"> - Water quality of the Little Miami River has substantially improved and returned to full attainment of OEPA chemical and biological standards, and diverse species are supported. - The natural river setting is a key component of preserving the Little Miami River for public enjoyment. - The public has demonstrated interest in preserving the Little Miami River for a variety of recreational uses and public use of the corridor boosts the local economy. - The Little Miami River is a natural greenway and scenic gem in southwest Ohio. - Little Miami River Inc. encourages ODOT to adopt a 'transit first' approach to the Eastern Corridor that uses existing rail corridors and supports transit-oriented proposals. - Little Miami River Inc. opposes and requests that ODOT abandon the new Red Bank Road Connector bridge crossing of the LMR. 	<p>Major Investment Study phase, through Tier 1 and into Tier 2 project development. Coordination conducted in Tier 1 with project stakeholders and resource agencies resulted in a project commitment to clear-span the Little Miami River (no piers in the river channel) in order to minimize impacts to this important resource. The Green Infrastructure Plan, land use visioning efforts, and geomorphological studies have each contributed to establishing a context sensitive/protection framework for the Little Miami River as part of this project. Project development to date has also emphasized maximizing use of existing transportation corridors to the extent possible in addressing the regional transportation issues, including the rail transit, Transportation System Management (improvements to the local network such as intersection improvements, signal timing improvements, etc.) and bikeway elements of the multimodal program. New roadway capacity projects, including the SR 32 Relocation project, are essential parts of the program for addressing regional needs related to improving connectivity, capacity, safety and the movement of goods and services.</p>
Sierra Club September 7, 2012	Andy Fluegemann, ODOT District 8	<p>Sierra Club reiterates long-standing opposition to Segment II/III and new bridge over Little Miami River because:</p> <ul style="list-style-type: none"> a. The Little Miami River is a National and State Scenic River with threatened and endangered species, economic and recreational value and opposition to project is supported by Department of the Interior and local residents and users. b. Project will add significantly to air pollution and stormwater runoff. 	<p>ODOT/FHWA offers the following responses to concerns expressed by the Sierra Club:</p> <ul style="list-style-type: none"> a. Protection of the Little Miami River and developing an environmental stewardship plan have been important components of the Eastern Corridor project since it began from the Major Investment Study phase, through Tier 1 and into Tier 2 project development. b. The project is included in OKI's long range transportation plan and regional air quality conformity

Table 4 - Summary of Comments from Letters and ODOT/FHWA Responses

From / Date	Submitted To	Summary of Comments	ODOT/FHWA Response
		<p>c. Project will increase traffic congestion rather than mitigate it by funneling high-speed traffic into the crowded Madisonville-Fairfax I-71 interchange.</p> <p>d. Project will significantly impact or destroy up to 1/3 of homes and businesses in Newtown.</p> <p>e. Cost of building the highway through a floodplain is prohibitive.</p> <p>f. The Village of Mariemont is on record opposing the current plan which endangers rich archaeological resources and riverside bluffs.</p> <p>g. Madisonville Community Council and Cincinnati City Council are on record requesting a 35 mph facility for Eastern Corridor Segment 1, which the Sierra Club supports.</p> <p>h. Concerned that current Oasis rail transit plan is flawed and recommends further study into mass transit options.</p> <p>i. Sierra Club has presented hundreds of post cards, petitions and letters over the years to OKI, FHWA and</p>	<p>analysis. Effects of the project on ozone, carbon monoxide, PM2.5 and MSAT will be evaluated in accordance with current ODOT/FHWA policy as project development continues. Mitigating stormwater runoff will be an important element of the project's detailed design phase.</p> <p>c. The SR 32 Relocation and Red Bank Corridor projects are being closely coordinated to address regional congestion issues.</p> <p>d. The project will not destroy up to 1/3 of Newtown homes and businesses. Minimization of impacts will be a key consideration as alternative alignments are developed in the next phase of work.</p> <p>e. There will be costs associated with construction in the floodway/plain. Costs will be developed for the various alternatives and considered as part of the comparative impact matrix in identifying a preferred alternative.</p> <p>f. ODOT/FHWA is working with Mariemont in addressing their project concerns.</p> <p>g. ODOT/FHWA is working with Madisonville and Cincinnati City Council in addressing their project concerns.</p> <p>h. The Oasis Rail Transit component of the Eastern Corridor is just one element of a regional rail transit plan for the greater Cincinnati area, and is being developed in conjunction with existing bus transit that will support the overall regional public transit network.</p> <p>i. ODOT/FHWA has received the Sierra Club's correspondence over the years and has considered</p>

Table 4 - Summary of Comments from Letters and ODOT/FHWA Responses

From / Date	Submitted To	Summary of Comments	ODOT/FHWA Response
		<p>ODOT regarding the project and urges that comments be acted upon.</p> <p>Attachments to letter included: ecological mapping; letter from Mary Knapp, USFWS; letter from Newtown Business Assn.; email from Tom Synan, Newtown Police Chief.</p>	<p>concerns at every stage of project development.</p>
Tom Synan, Village of Newtown Police Chief	Andy Fluegemann, ODOT District 8 (email)	<ul style="list-style-type: none"> - Opposes SR 32 Relocation project. - Police Chief notes from personal knowledge that crashes have decreased in Newtown and traffic flow has not changed in past decade. - Comments that a bypass is not needed and that project would not improve traffic in Newtown. - Comments that residents and business have opposed project for 20 years and ODOT/others have continued to move forward. - Comments that project would be detrimental to Newtown businesses and tax base. - Comments that the project is not needed because there are already four other east-west routes. - Comments that decisions impact many people and that the project will decrease rather than increase businesses, even in the Ancor area because of limited space and planned mining. - Comments that the road project will not improve safety, the flow of traffic, ease congestion, or have a positive impact on Newtown, surrounding communities or the County and State. - Requests that project not continue. 	<p>Traffic and crash analyses conducted for the project and reported in the SR 32 Relocation Feasibility Study indicate that:</p> <ul style="list-style-type: none"> - crash rates on key roads in and adjacent to the SR 32 Relocation study area (based on 2007 to 2009 crash data) exceed the statewide average, including SR 32, Red Bank Road, Newtown Road and Wooster Pike. Crash information will continue to be updated as the project moves forward. - existing SR 32 will experience a 21 to 41 percent traffic growth by 2030 under No Build conditions and other roads in the general area, including US 50, SR 125, SR 561, Newtown Road, Wooster Pike, Clough Pike, Round Bottom Road, Valley Avenue, and most of Red Bank Road in the Eastern Corridor will also experience traffic growth between 5 percent and 118 percent by 2030. <p>Additionally, future (2030) Build traffic volumes as reported in the Feasibility Study indicate that implementation of the SR 32 Relocation project will reduce traffic volumes on key segments of the adjacent local road network, including much of existing SR 32, Newtown Road and portions of US 50.</p> <p>The SR 32 Relocation is not intended to bypass Newtown, but is being developed to support/consider existing and future land use vision for the area, support economic development</p>

Table 4 - Summary of Comments from Letters and ODOT/FHWA Responses

From / Date	Submitted To	Summary of Comments	ODOT/FHWA Response
			opportunities, manage access, improve safety, and minimize impacts to businesses and residences.

APPENDIX A

**Public Meetings Press Release
Public Meetings Card Mailer**



FOR IMMEDIATE RELEASE

MEDIA CONTACT: Betty Hull

(513) 325-3821

bettychull@yahoo.com

www.EasternCorridor.org

Eastern Corridor Public Involvement Meetings Scheduled ***Meetings to Focus on Oasis Rail Transit and SR 32 Relocation Projects***

CINCINNATI (July 9, 2012) – Public involvement meetings have been scheduled for two of the Eastern Corridor Program’s core projects—Oasis Rail Transit and the State Route 32 Relocation project. At these meetings, local residents will have the chance to learn more about multi-modal transportation improvements being planned to ease congestion, enhance economic development opportunities and improve connectivity within the eastern half of the Greater Cincinnati region.

Meetings about the Oasis Rail Transit project will be held on the evenings of July 31, August 1 and August 2. Although held in different locations, each meeting will have the same content. A meeting about the State Route (SR) 32 Relocation project will be held in conjunction with the Oasis meeting on August 2. Specific meeting times and locations are listed below:

OASIS MEETING	OASIS MEETING	COMBINED OASIS/SR 32 RELOCATION MEETING
Tuesday, July 31, 2012 Milford High School 1 Eagle’s Way Milford, OH 45150	Wednesday, August 1, 2012 LeBlond Recreation Center 2335 Riverside Drive Cincinnati, OH 45202	Thursday, August 2, 2012 Nagel Middle School 1500 Nagel Road Cincinnati, OH 45255
6 p.m. to 8 p.m. Q&A session: 7 p.m.	6 p.m. to 8 p.m. Q&A session: 7 p.m.	5 p.m. to 8 p.m. Q&A session: 7 p.m.

The meetings will be organized as open houses which people can attend any time during the meeting period. For the July 31 and August 1 Oasis meetings, the meeting period will be between 6:00 p.m. and 8:00 p.m. To better accommodate the combined Oasis Rail Transit and SR 32 Relocation meeting on August 2, the meeting period will be expanded one hour and begin instead at 5:00 p.m. A Question-and-Answer session will be held at 7:00 p.m. each evening. Comment cards will be available for members of the public who wish to provide feedback in written form.

“A series of information stations will highlight key project elements and project representatives will be available at each station to discuss the information, answer questions and receive comments,” said Andy Fluegemann, Planning Engineer for the Ohio Department of Transportation (ODOT) District 8. “No final decisions have been made for the current Tier 2 study phase of these Eastern Corridor projects. Getting public input is an integral component of the project development process and is something we value and take seriously.”

- more -

Eastern Corridor Implementation Partners

Hamilton County Transportation Improvement District • Clermont County Transportation Improvement District • City of Cincinnati
Ohio-Kentucky-Indiana Regional Council of Governments • Southwest Ohio Regional Transit Authority • Ohio Department of Transportation

The Eastern Corridor Program is administered by the Ohio Department of Transportation in cooperation with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and the Eastern Corridor Implementation Partners.

Hamilton County Commissioner Todd Portune emphasized the importance of public participation at the meetings:

“We need people to describe for us the kind of a multi-modal, integrated, regional transportation system they want, and what kinds of transit improvements they will use including passenger/commuter rail service, smart system traffic management, new roadway enhancements, and bicycle and pedestrian trails. With the public’s input, we hope to learn which of those, singly or in combination, will best generate a better quality of life in their community, spark economic and transit oriented development and create the jobs that come with transit oriented development.”

Portune added: “What we do today, if done right, will ease traffic congestion, reduce air pollution and set the stage for community improvement and benefit for the next hundred years.”

Mr. Fluegemann noted that the public will have multiple opportunities to provide input at the meetings by visiting multiple information stations and speaking with project team representatives, completing written response forms and by participating in one of the open forum Question and Answer sessions held each evening. Comments can also be submitted before and after the meetings through the Eastern Corridor website and by email. The Eastern Corridor Program’s website address is www.EasternCorridor.org and its email address is EasternCorridor@EasternCorridor.org.

Individuals needing interpretation or special assistance services should contact Kaity Dunn, Rasor Marketing Communications at (317) 379-9601 three to five days prior to the meetings. All meeting locations are ADA accessible.

About the Oasis Rail Transit Project

The Oasis Rail Transit project will provide a new transportation mode alternative for the Eastern Corridor region, moving residents, workers and visitors between downtown Cincinnati, the City of Milford and the communities that lie in between. The proposed rail corridor extends 17 miles, travels along a combination of existing and new tracks and will be served by multiple stations.

“Rail-based transportation is integral to the future of our region,” said Portune. “The Oasis line will establish a much-needed transportation alternative between central Cincinnati and its eastern communities and create a foundation upon which future passenger rail lines can be added. It will also serve as a strong catalyst for community enhancement and economic growth—particularly in regards to development around the rail stations.”

Information pertaining to the Oasis project that will be presented and discussed at the public involvement meetings is outlined below. Public feedback is being sought on each topic:

- Proposed Rail Service – Commuter and special event service are being proposed as the initial service types to be provided by the Oasis line.
- Rail Station Locations – Ten rail stations were previously proposed for the Oasis line. Based on projected service needs and requirements, the number of stations recommended for advancement at this time may be reduced.
- The Station Area Planning process – Rail stations offer significant community enhancement and transit-oriented development opportunities. Information will be shared on the opportunities this presents for the Eastern Corridor region and what the next steps in planning will be.

- more -

- Rail Vehicle Technology – Based on length of the Oasis line, its service needs and projected costs, low-emission, low-noise regional rail vehicles powered by modern diesel multiple unit technology have been identified for use on the Oasis rail line. Information about this technology will be shared and discussed.

About the SR 32 Relocation Project

From the intersection of SR 32 and I-275 and extending west, the SR 32 Relocation project would shift the roadway from its current alignment to a new connection with US 50 (Columbia Parkway) and the Red Bank business corridor. The new road is being planned in conjunction with portions of the Oasis Rail Transit corridor, including potential new rail transit stations in the Fairfax and Newtown vicinities, and would include accommodations for bicyclists and pedestrians. A new clear-span bridge would be built to cross the Little Miami River.

“The vision for the relocated SR 32 is not a highway like I-71, but rather a road that looks and feels more like a boulevard or parkway – two lanes traveling in each direction, a grassy or landscaped median in the middle, and possibly trees or other aesthetic treatments lining the road” said Hamilton County Engineer Ted Hubbard. “A bicycle and pedestrian path would travel along one side and portions of the Oasis line could travel along the other. Stoplights placed at key intervals along the road’s corridor would manage access on and off the roadway.”

When the Tier 1 phase of the Eastern Corridor study concluded in 2006, the study area for the SR 32 Relocation project encompassed 21 preliminary corridors to be further evaluated. Based on the results of recent studies that evaluated the natural, social and historic environment and considered public input, the project team is recommending that many of these preliminary corridors be eliminated from consideration.

The recommendations would focus further studies on two to three revised corridors located primarily north and northwest of Newtown, with the potential new river crossing located upstream (east) of the river’s horseshoe bend. The revised corridors represent a broad area within which detailed roadway alternatives will be developed and evaluated as the next step in the study process. No specific road alignments have been identified yet, nor has a preferred alternative or the No Build been selected. Additionally, no roadway designs have been developed at this time. These will be prepared with public input as the project advances in the project development process.

The project team’s recommendations and rationale for the refined study corridors will be highlighted and discussed at the combined public involvement meeting held on Thursday, August 2. In addition, information about the project’s purpose and need, development history, current status, next steps and funding will also be presented and discussed.

###

The Eastern Corridor is a program of integrated, multi-modal transportation investments. The Program will enhance our regional transportation network by improving travel and connections between central Cincinnati and the communities extending east through Hamilton County into western Clermont County. Program elements include improvements to existing road networks, new and expanded roadways, rail transit, expanded bus routes and improvements for pedestrians and bicyclists. The Eastern Corridor Program is administered by the Ohio Department of Transportation (ODOT) in cooperation with the Federal Highway Administration (FHWA) and the Eastern Corridor Implementation Partners: Hamilton County Transportation Improvement District (HCTID), Clermont County Transportation Improvement District (CCTID), City of Cincinnati, Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Southwest Ohio Regional Transit Authority (SORTA).



Public Involvement Meetings Scheduled For the **Oasis Rail Transit** and **State Route 32 Relocation** Projects

The meetings are open house; come when your schedule allows. Meet with project planners, ask questions, share your comments.

The multi-modal Eastern Corridor Program will enhance our regional transportation network and support economic growth by improving travel and connections between central Cincinnati and the communities extending east through Hamilton County and into western Clermont County. The relocation of SR 32 will improve local and regional traffic efficiency and improve travel safety. The Oasis Rail Transit project will provide a new transportation alternative to driving and be a foundation upon which future regional rail transit can be added. Additional enhancements for bicyclists, pedestrians and bus travel are also being planned. Individuals needing special assistance at the meetings should call the Eastern Corridor Hotline at (513) 888-7625 prior to the meetings.

► **FOR MORE INFORMATION,**
Email EasternCorridor@EasternCorridor.org
or call (513) 888-7625.

Meeting Focus: OASIS RAIL TRANSIT

Tuesday, July 31, 2012 | 6 p.m. to 8 p.m. | Q&A Session: 7 p.m.

Milford High School
1 Eagle's Way, Milford, OH 45150

Meeting Focus: OASIS RAIL TRANSIT

Wednesday, August 1, 2012 | 6 p.m. to 8 p.m. | Q&A Session: 7 p.m.

LeBlond Recreation Center
2335 Riverside Drive, Cincinnati, OH 45202

Meeting Focus: SR-32 RELOCATION and OASIS RAIL TRANSIT

Thursday, August 2, 2012 | 5 p.m. to 8 p.m. | Q&A Session: 7 p.m.

Nagel Middle School
1500 Nagel Road, Cincinnati, OH 45255



The Eastern Corridor

www.EasternCorridor.org

PUBLIC INVOLVEMENT MEETINGS PLANNED

July 31 | August 1 | August 2

The Public Involvement meetings are being hosted by the Ohio Department of Transportation in partnership with the Hamilton County Transportation Improvement District, the Clermont County Transportation Improvement District, City of Cincinnati, Southwest Ohio Regional Transportation Authority and the Ohio-Kentucky-Indiana Regional Council of Governments.

Take the Eastern Corridor Survey:

Share your thoughts now by taking the EASTERN CORRIDOR SURVEY at www.EasternCorridor.org

1848 Summit Road,
Cincinnati OH 45237



Eastern Corridor Media Tracking

Date	Headline/Subject	Source	Project	Web Link
Digital Media				
07.06.2012	The next Eastern Corridor Development Team meeting has been scheduled for Wednesday, July 18	Madisonville Community Council Facebook page	EC Community Involvement Meetings	https://www.facebook.com/madisonvilleohio
07.10.2012	Eastern Corridor Public Involvement Meeting Mailer pdf	hamiltoncounty.org	EC Community Involvement Meetings	http://www.hamiltoncountyohio.gov/hc/hc_pdfs/MeetingMailer12_376.pdf
07.12.2012	Eastern Corridor Public Involvement Meeting Mailer pdf	newtownohio.gov	EC Community Involvement Meetings	http://www.newtownohio.gov/wp-content/uploads/2011/05/Eastern-Corridor-Public-Involvement-Meeting-Dates.pdf
07.12.2012	Eastern Corridor Public Involvement Meetings	Cincinnati.com	EC Community Involvement Meetings	http://local.cincinnati.com/share/news/story.aspx?sid=195117
07.16.2012	Gov. Beshear Talks Brent Spence Bridge with President Obama	Nky.com	Brent Spence Bridge	http://cincinnati.com/blogs/nkypolitics/2012/07/16/gov-beshear-talks-brent-spence-bridge-with-president-obama/
07.16.2012	Eastern Corridor Meetings Planned	Cincinnati.com	EC Community Involvement Meetings	http://news.cincinnati.com/article/C2/20120715/NEWS/307150015/Eastern-Corridor-meetings-planned?odyssey=mod_sectionstories
07.16.2012	Eastern Corridor Meetings Planned	Communitypress.cincinnati.com	EC Community Involvement Meetings	http://communitypress.cincinnati.com/article/20120715/NEWS/307150015/Eastern-Corridor-meetings-planned
07.19.2012	Eastern Corridor Public Involvement Meeting Mailer pdf	www.dot.state.oh.us	EC Community Involvement Meetings	http://www.dot.state.oh.us/districts/D08/Documents/Planning%20docs/oasis/MeetingMailer%2012_376.pdf
07.20.2012	Eastern Corridor Public Involvement Meetings	Cincinnati.com calendar	EC Community Involvement Meetings	http://local.cincinnati.com/calendar/event2.asp?ProdID=148101
07.27.2012	Eastern Corridor's SR 32 and Oasis Rail Transit projects focus of public involvement meetings	Ohio Department of Transportation facebook page	EC Community Involvement Meetings	http://www.facebook.com/ODOTDistrict8/posts/475144842497279
07.29.2012	Eastern Corridor Letter distributed to Miami Bluff and Adjacent St Residents	Mariemont Village Council member Cortney Scheeser's blog	EC Community Involvement Meetings	http://scheeser.blogspot.com/2012/07/eastern-corridor-letter-distributed-to.html
07.30.2012	Eastern Corridor Meetings Planned	Clermontpatriotlocal.wordpress.com	EC Community Involvement Meetings	http://clermontpatriotlocal.wordpress.com/tag/eastern-corridor/
07.30.2012	Eastern Corridor Public Meetings Scheduled	WVXU.org	EC Community Involvement Meetings	http://www.wvxu.org/community_calendar/
07.30.2012	Oasis Light Rail Transit Meeting	Yelp.com	EC Community Involvement Meetings	http://www.yelp.com/events/cincinnati-oasis-light-rail-transit-meeting
07.31.2012	ODOT Wants Input on Eastern Corridor Program	bizjournals.com	EC Community Involvement Meetings	http://www.bizjournals.com/cincinnati/news/2012/07/31/odot-wants-input-on-eastern-corridor.html
07.31.2012	Tuesday's Traffic Delays	kypost.com	EC Community Involvement Meetings	http://www.kypost.com/dpps/traffic/traffic_news/tuesdays-traffic-delays-73112_7725777



Eastern Corridor Media Tracking

Date	Subject	Source	Project	Link (if available)
Print Media				
07.01.2012	Duke's Janson Bridging Gaps	Business Courier	Brent Spence Bridge	http://news.cincinnati.com/article/20120630/BIZ/307010009/Duke-s-Janson-takes-the-lead
07.01.2012	Speedy Soution Impresses Race Fans	Cincinnati Enquirer	71 Ramp	http://news.cincinnati.com/article/20120630/NEWS0103/306300063/Speedy-solution-impresses-race-fans
07.11.2012	Bridges Trump Enhancements	Cincinnati Enquirer	Brent Spence Bridge	http://news.cincinnati.com/article/20120711/EDIT/307110047/Bridges-trump-enhancements
07.15.2012	Paul: Target Grants for Bridge	Cincinnati Enquirer	Brent Spence Bridge	http://cincinnati.com/blogs/nkypolitics/2012/07/06/bridges-instead-of-turtle-tunnels/
07.16.2012	Construction zone: Bad moods ahead	Cincinnati Enquirer	Multiple Southwest and Northern Kentucky Projects	http://news.cincinnati.com/article/20120715/NEWS/307160010/Construction-zone-Bad-moods-ahead
07.18.2012	Eastern Corridor Meetings Planned	Milford Miami Advertiser	Eastern Corridor Public Involvement Meetings	
07.18.2012	Eastern Corridor Meeting Planned for Clermont County	Clermont Community Journal	Eastern Corridor Public Involvement Meetings	
07.18.2012	Meetings to talk about a planned passenger rail	Eastern Hills Journal	Eastern Corridor Public Involvement Meetings	
07.18.2012	Passenger rail plan on agenda	Forest Hills Journal	Eastern Corridor Public Involvement Meetings	
07.27.2012	Seitz: Would tolls impact other bridges?	Cincinnati Enquirer	Brent Spence Bridge	http://nky.cincinnati.com/article/AB/20120627/NEWS01/306270131/Seitz-Would-tolls-impact-other-bridges-?odyssey=mod newswell text recorder s
07.31.2012	Meetings set on Eastern Corridor	Cincinnati Enquirer	EC Public Involvement Meetings	
07.31.2012	ODOT seeks input on transit projects	Hamilton Journal News-Hamilton	EC Public Involvement Meetings	



Eastern Corridor Media Tracking

Date	Subject	Source	Project	Link
Broadcast				
07.26.2012	Eastern Corridor Oasis Line Meetings Planned	91.7 WXVU Public Radio	EC Community Involvement Meetings	http://www.wvxu.org/news/wvxunews_article.asp?ID=10245
07.30.2012	Eastern Corridor Oasis Line Meetings Planned	91.7 WXVU Public Radio	EC Community Involvement Meetings	http://www.wvxu.org/news/wvxunews_article.asp?ID=10245
07.31.2012	Tuesday's Traffic Delays	Channel 9 WCPO.com	EC Community Involvement Meetings	http://www.wcpo.com/dpp/traffic/traffic_news/tuesdays-traffic-delays-73112
07.31.2012	Eastern Corridor Rail Line Discussed at Series of Meetings	Channel 12 WKRC	EC Community Involvement Meetings	http://www.local12.com/news/local/story/Eastern-Corridor-Rail-Line-Discussed-At-Series-of/gez12PmGKEycJ-GLcrmRqQ.csp
07.31.2012	Eastern Corridor Projects to be Discussed at Public Meetings	Channel 12 WKRC	EC Community Involvement Meetings	<u>No longer online</u>
07.31.2012	Eastern Corridor Public Involvement Meetings Begin	WNKU Public Radio	EC Community Involvement Meetings	http://wnku.org/post/eastern-corridor-public-involvement-meetings-begin

APPENDIX B

**Public Meeting Information Boards
Project Fact Sheet Handout
Project Frequently Asked Questions Handout
Public Meeting Comment Form**

**EASTERN CORRIDOR
SR 32 RELOCATION PROJECT
PUBLIC INVOLVEMENT MEETING
AUGUST 2, 2012**

INFORMATION BOARDS



HISTORY

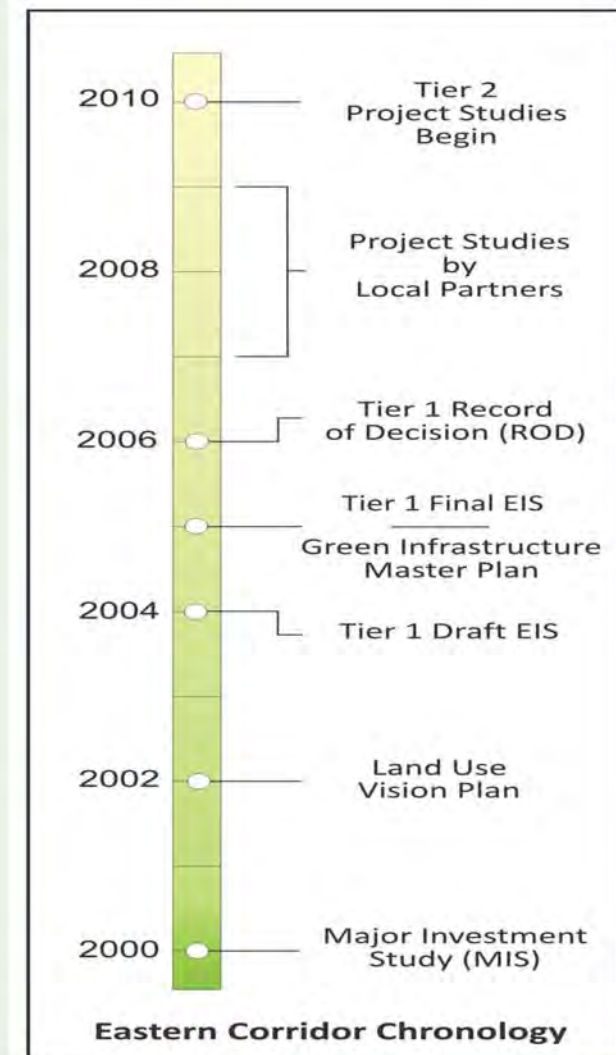


SR 32 Relocation History

The SR 32 Relocation project is still in the project development and evaluation stage. No decisions have been made on selecting a specific alignment or the No Build alternative.

As part of the Eastern Corridor, however, the SR 32 Relocation Project evolved out of extensive planning over the past decades, with various planning-level decisions being carried forward from one phase to the next based on appropriate levels of analyses and public input.

Key decision-making milestones are shown in this timeline and described in the 'Major Investment Study, 'Context Sensitive Framework' and 'Tier 1 EIS' boards that follow.

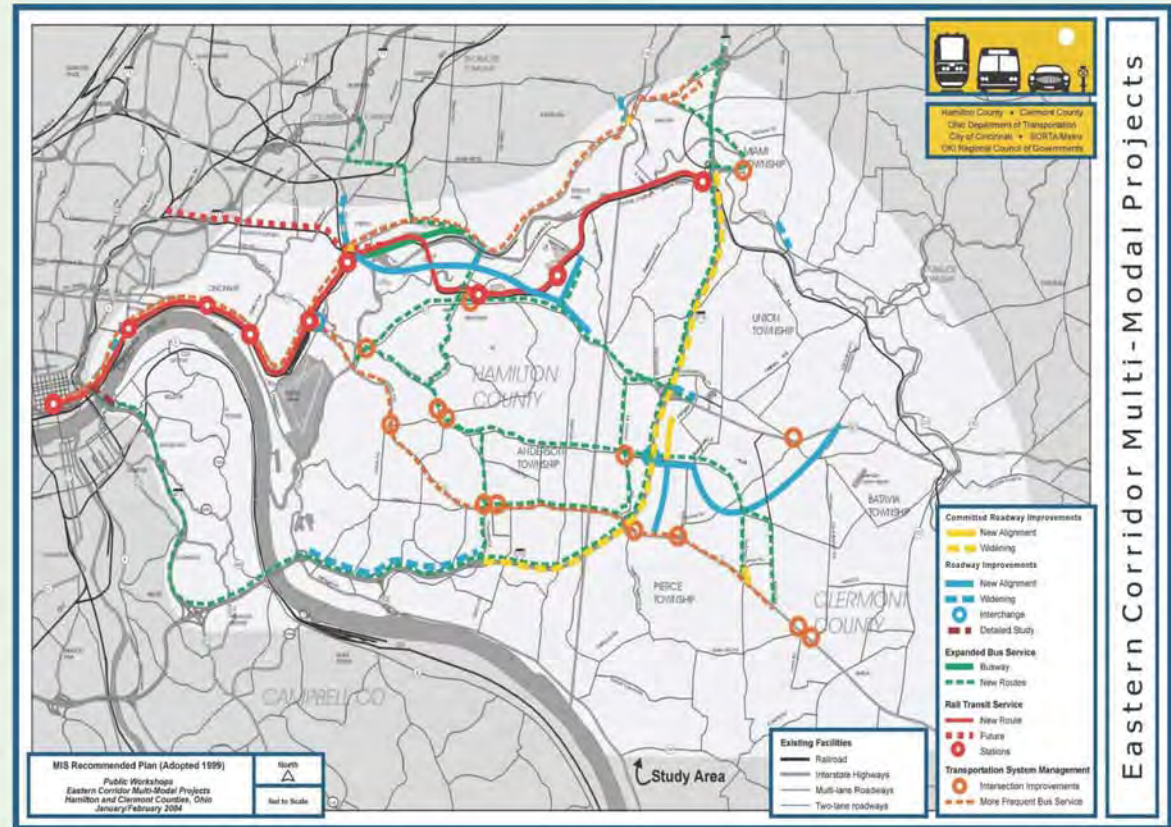




Major Investment Study (MIS) - 2000

The Eastern Corridor MIS:

- Established four program goals:
 - Identify an effective solution
 - Support the regional economy
 - Balance impacts with environmental protection
 - Consider existing and future land use
- Established the need for a multimodal approach.
- Evaluated preliminary options and eliminated those that didn't address regional transportation problems (such as high occupancy vehicle [HOV] lanes, exclusive busways, and various road improvements such as the Beechmont Levee widening).
- Identified conceptual corridors and connections for further study, including a new river crossing in the Fairfax vicinity.



This map depicts initial transportation improvement concepts for the Eastern Corridor, as recommended in the 2000 Major Investment Study (MIS).

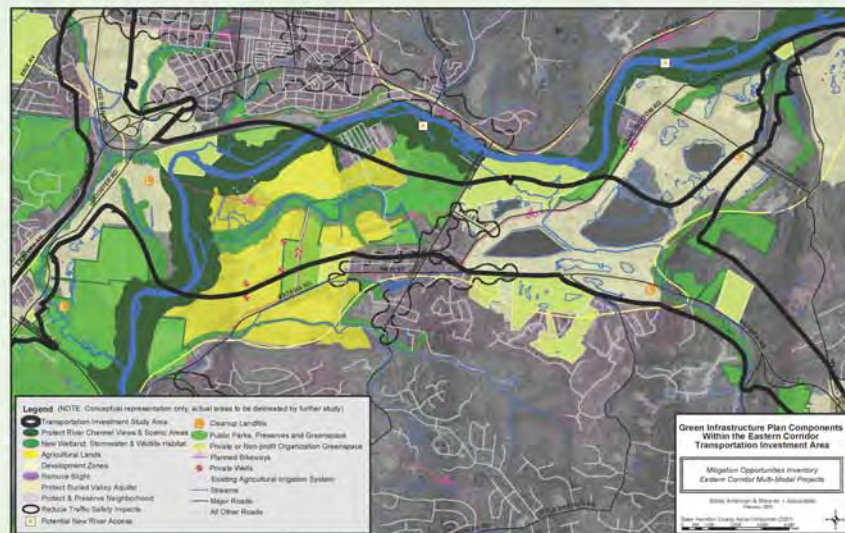
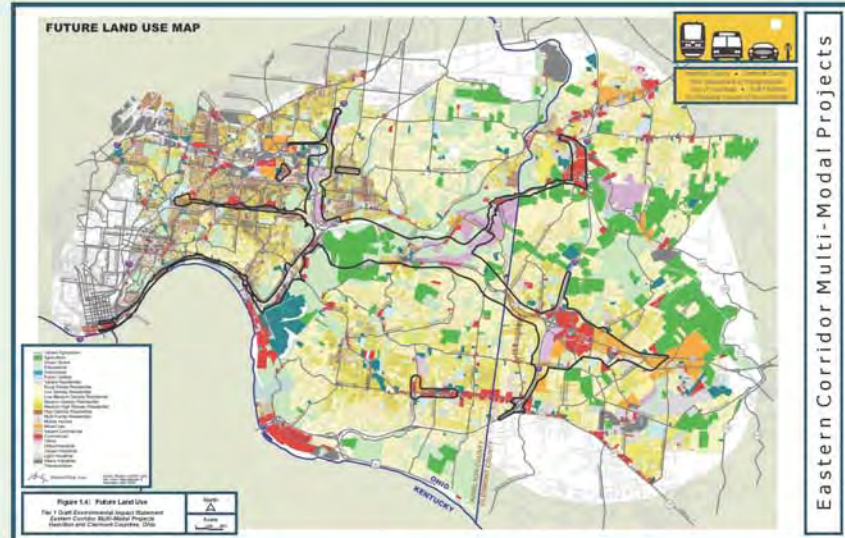


Context Sensitive Framework

The Eastern Corridor multimodal program is being conducted using a "Context Sensitive Solutions" (CSS) framework, which builds on the Major Investment Study (MIS) goal to consider land use during the project development process. Key components of the CSS framework include:

Land Use Vision Plan (LUV) - 2002
Green Infrastructure Plan (GIP) - 2005
Resource agency and community input

- The LUV identified community priorities for development, re-development, and greenspace.
- The GIP identified preliminary Little Miami River corridor protection, mitigation, and preservation opportunities.
- The LUV and GIP were conducted with extensive public input.
- The CSS framework guided Tier 1 alternatives development.
- The CSS framework is a tool for continued coordination of community land use goals, resource protection, and context sensitive transportation planning in Tier 2.

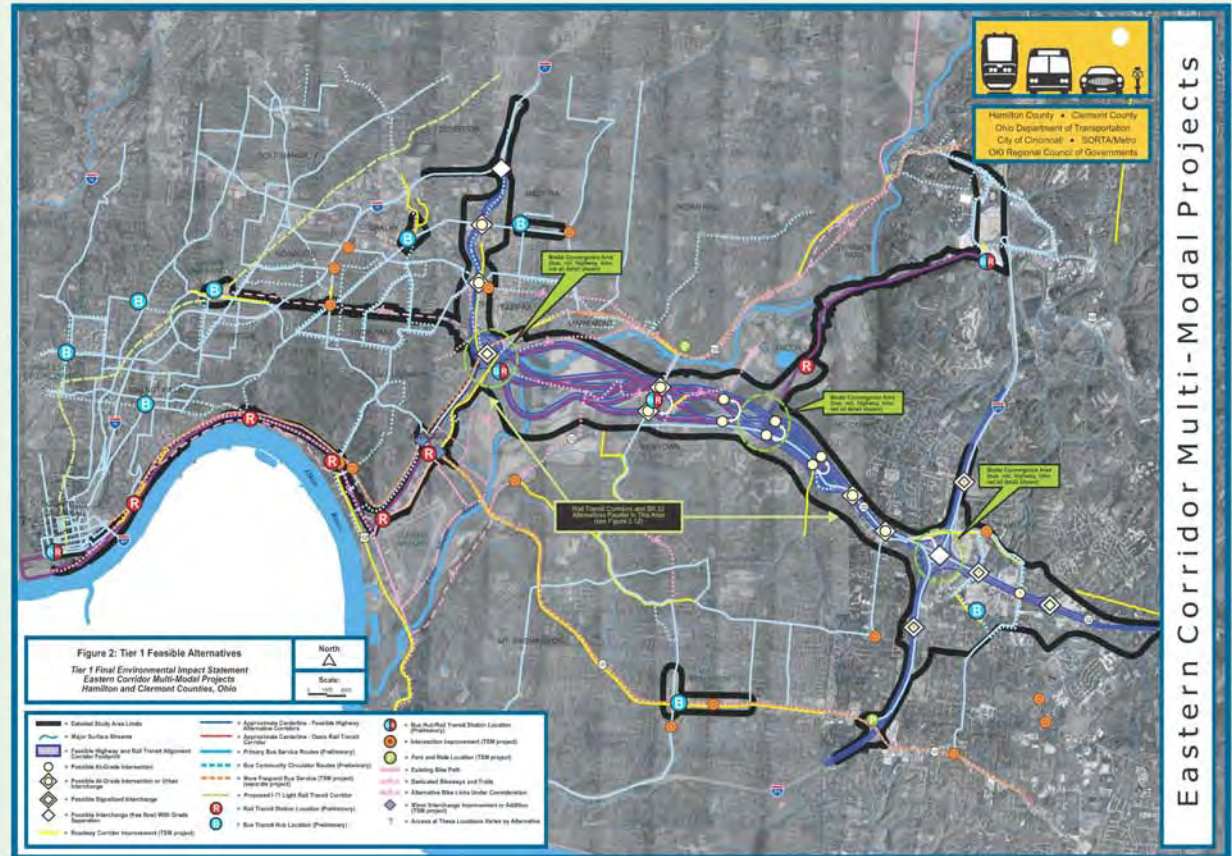




Tier 1 Environmental Impact Statement (EIS) - 2006

The Eastern Corridor Tier 1 study concluded with completion of an Environmental Impact Statement (EIS) for the full multimodal program. The Tier 1 EIS:

- Was developed consistent with Eastern Corridor MIS, LUVF, and GIP goals and resource agency input.
- Established a Purpose and Need framework for the multimodal Eastern Corridor program.
- Evaluated preliminary multimodal alternatives, impacts, and mitigation.
- Involved extensive public and stakeholder input.
- Completed in 2006 with the Federal Highway Administration (FHWA) issuing a Tier 1 Record of Decision (ROD), which recommended multimodal projects for further study.
- Established the Tier 2 Study Area.





SR 32 RELOCATION OVERVIEW



SR 32 Relocation Project Status

ODOT's 5-Phase Project Development Process



WE ARE HERE

What will be completed in the PE Phase?

Task	Description	Status
Feasibility Study	Evaluates and narrows down the number of preliminary corridors from Tier 1 for further evaluation; public involvement opportunities	Completed March 2012 – view the entire document at www.easterncorridor.org
Alternatives Development & Evaluation	Develop and evaluate Tier 2 alternative alignments within corridors carried over from the Feasibility Study, including the No Build; update cost estimates; public involvement opportunities	Next Step: results to be documented in an Alternatives Evaluation Report (AER) which will identify a Preliminary Preferred Alternative for detailed study; anticipated completion late 2012
NEPA studies	Assess environmental and other impact categories for the Tier 2 alternatives based on more detailed field studies and analyses; refine avoidance and minimization and mitigation measures carried over from Tier 1; public involvement opportunities	In progress: results to be documented in environmental base studies and included in the AER (see above) and Tier 2 Environmental Impact Statements (EIS), which will be developed in the next phase of work (Environmental Engineering)



Purpose and Need Summary

Transportation Problems:

- Local network mostly two-lane roads with limited capacity
- Poor east-west connectivity
- Inefficient interstate travel to downtown Cincinnati
- Uncontrolled access
- Pinch points at river crossing areas
- Limited public transit
- Future traffic growth
- Existing and future congestion
- High crash rates



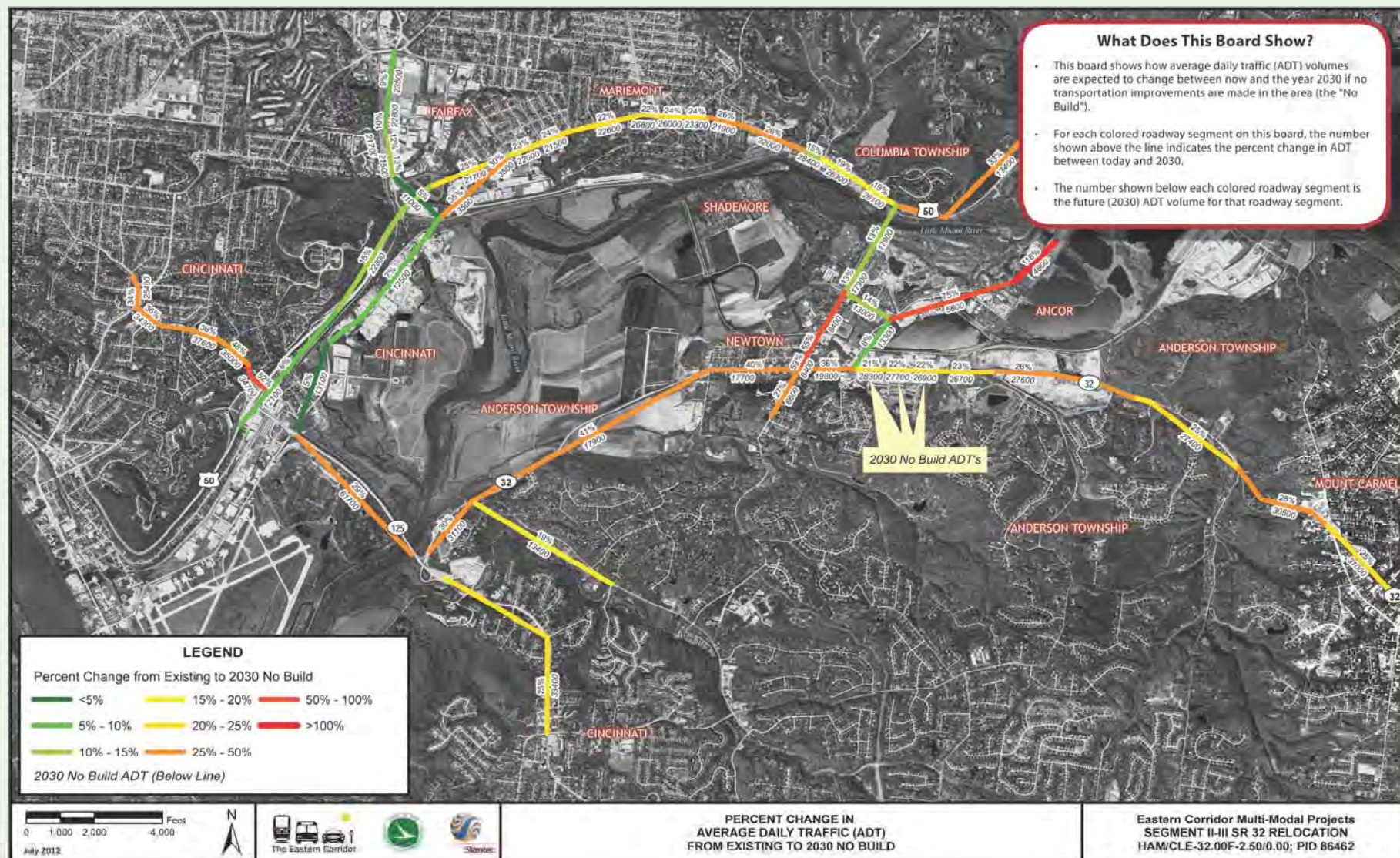
Transportation Needs:

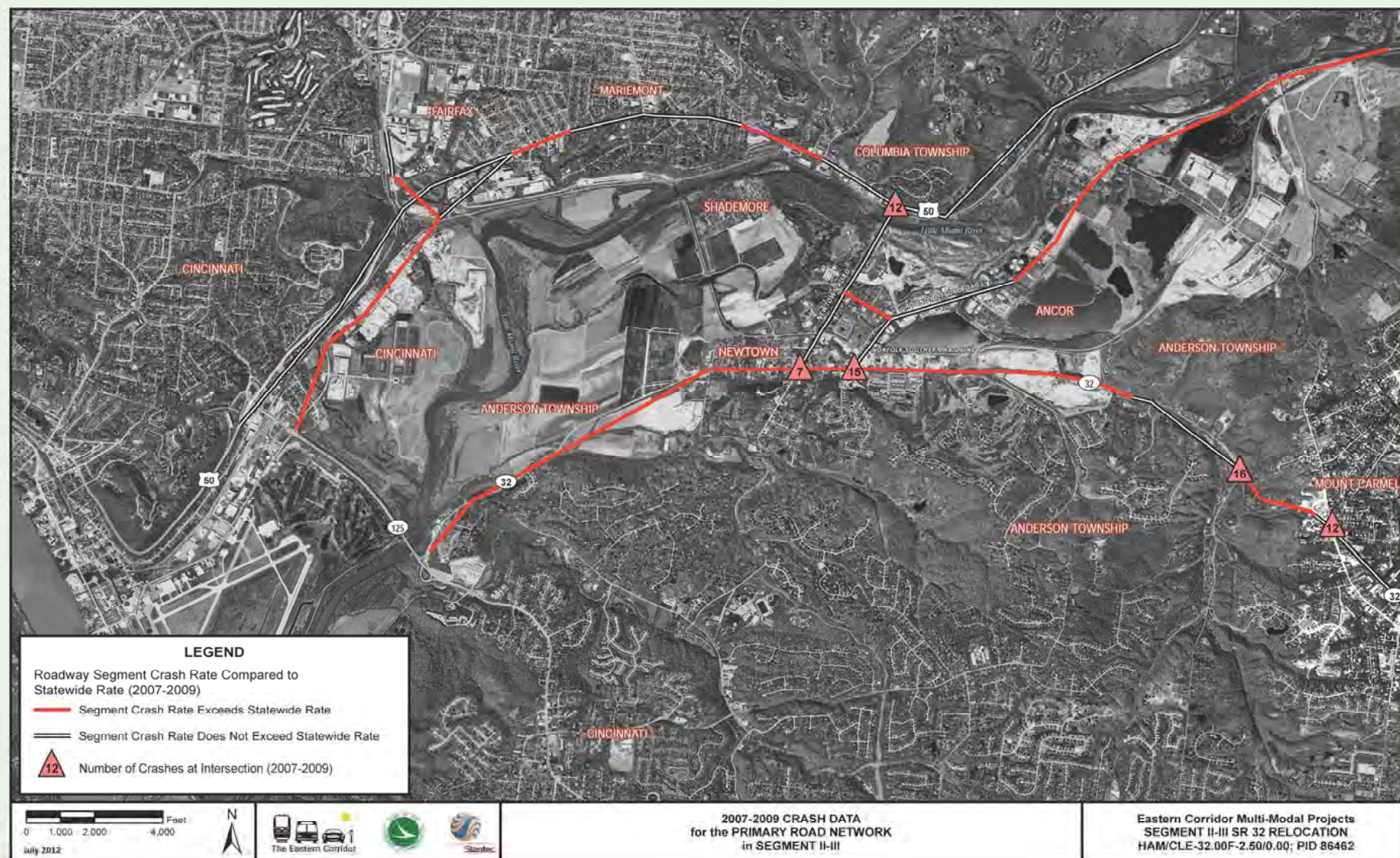
- Address capacity and safety
- Improve regional connectivity
- Improve access
- Accommodate future traffic growth
- Provide greater mode choices as alternatives to driving
- Improve connections to jobs and market areas

Purpose and Need Overview

Eastern Corridor Purpose and Need Framework: The purpose of the Eastern Corridor is to implement a multimodal transportation program that increases capacity, reduces congestion and delay, improves safety, provides transportation options, and connects the region's key transportation corridors and social and economic centers for the efficient movement of people, goods, and services.

SR 32 Relocation Purpose and Need Summary: The specific goal of the SR 32 Relocation project in support of the Eastern Corridor program is to establish relocated SR 32 as a controlled-access facility west of I-275, coordinated with new rail transit that provides a transportation alternative to driving. The purpose is to improve safety and local and regional travel efficiency by providing a new east-west roadway connection between eastern Hamilton County and western Clermont County.







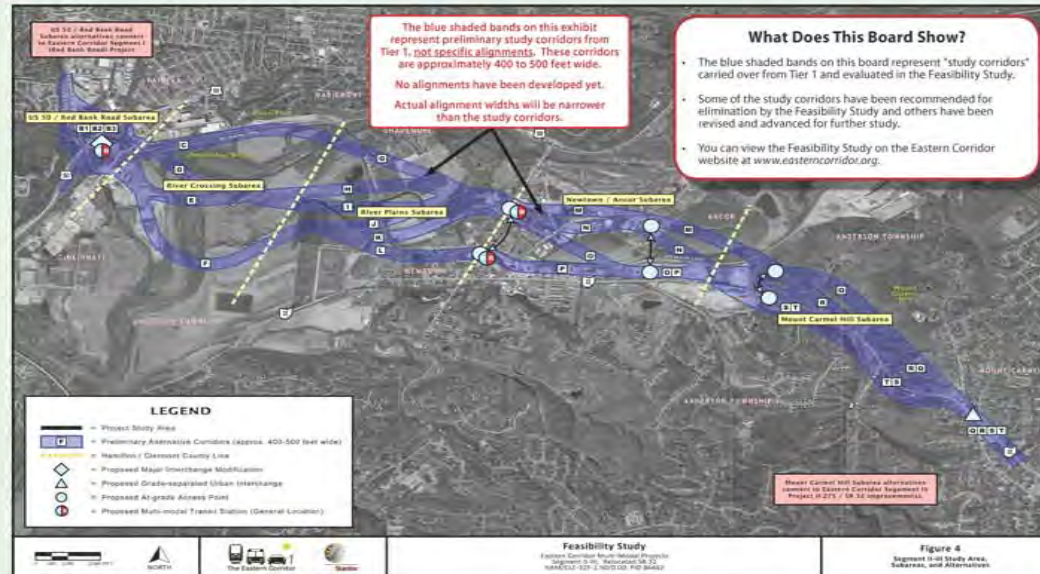
Station 3

FEASIBILITY STUDY

- **Evaluated Tier 1 alternative corridors**
- **Recommended eliminating several corridors due to impacts, cost, engineering constraints, and other considerations**
- **Recommended several corridors for further evaluation in Tier 2**
- **A Preferred Alternative has not yet been identified**
- **Specific alignments will be developed within the recommended study corridors in the next step of the Tier 2 study process**



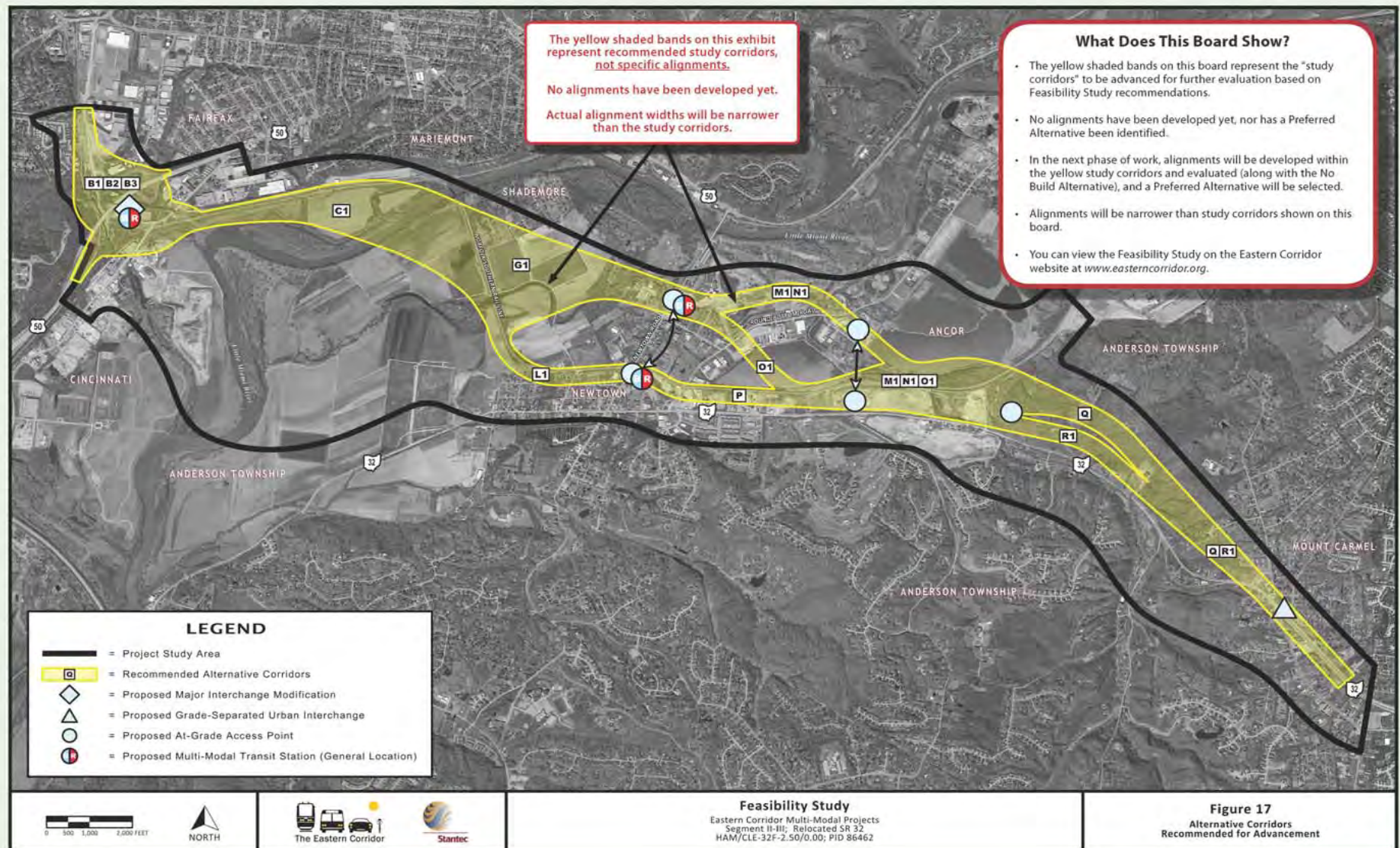
2006 Tier 1 Study Corridors Evaluated In The Feasibility Study



SR 32 RELOCATION FEASIBILITY STUDY - MARCH 2012 ALTERNATIVES EVALUATION SUMMARY				
Project Subarea	Considerations	Segments Evaluated	Recommendations	
			Advance	Don't Advance
US 50 / RED BANK ROAD	<ul style="list-style-type: none"> Connectivity with Eastern Corridor Red Bank Corridor Potential displacements Interchange configuration Traffic flow and local road network compatibility Coordination with Oasis Rail Transit Existing freight rail 	B1 B2 B3	B1, B2, B3 - Advance and further develop in conjunction with adjacent segments	All advanced (see left)
RIVER CROSSING	<ul style="list-style-type: none"> Clear-span crossing of the Little Miami River Floodway/floodplain encroachment Ecological resources Archaeological resources (Hahn District) Landfill encroachment Construction costs Connectivity with adjacent segments 	C D E F	C1 - Advance as an expansion of C for flexibility with: <ul style="list-style-type: none"> Alignment development Rail transit coordination Avoiding and minimizing archaeological impacts 	D, E, F - Don't advance due to: <ul style="list-style-type: none"> Cost and design issues Unstable river channel Extensive floodway crossings
RIVER PLAINS	<ul style="list-style-type: none"> Archaeological resources (Hahn District) Parkland Little Miami River floodplain and Clear Creek riparian corridor Agricultural and ecological resources Potential displacements Construction costs Connectivity with adjacent segments Coordination with Oasis Rail Transit 	G H I J K L	G1 - Advance as a modification of G for flexibility with: <ul style="list-style-type: none"> Alignment development Rail transit coordination Avoiding and minimizing archaeological impacts L1 - Advance as a modification of L for coordination with rail transit	H, I, J, K - Don't advance due to: <ul style="list-style-type: none"> Lack of connection to adjacent segments Impact and cost considerations
NEWTOWN / ANCOR	<ul style="list-style-type: none"> Potential displacements and disruption to Newtown Community resources (churches, cemeteries, schools) Parkland Historic properties Gravel pit lakes Landfill encroachment Coordination with Oasis Rail Transit 	M N O P	M1/N1, O1 - Advance as modifications of M.N. and O to reduce impacts to Newtown and avoid a historic property P - Advance in conjunction with L1 (see above) for coordination with rail transit	All advanced with modifications (see left)
MT. CARMEL HILL	<ul style="list-style-type: none"> Potential displacements Construction costs Woodlands and greenspace properties Surface streams Historic properties 	Q R S T	R1 - Advance as a modification of R to avoid a historic property Q - Advance due to comparatively lower impacts	S, T - Don't advance due to: <ul style="list-style-type: none"> Potential displacements Stream impacts Historic property impacts High costs



2012 Alternative Corridors Recommended for Advancement





NEXT STEPS



What work is next?

- Develop and evaluate alternative alignments within the broad corridors, which involves:
 - > conducting additional environmental investigations
 - > identifying specific alignment locations
 - > updating impacts and mitigation measures
 - > obtaining additional public and agency input
- Document the results in an Alternatives Evaluation Report (AER) which will identify a Preliminary Preferred Alternative for detailed study, including consideration of the No Build alternative. The AER is expected to be completed and available for public comment by the end of 2012.

What will be considered?

Environmental and community resources are an important consideration for this project. As the project team moves forward with developing alternatives through this area, they will be actively looking for opportunities to:

- Avoid and minimize impacts to important resources, including businesses and residences.
- Support local community and economic development goals.

The SR 32 Relocation project will continue to be developed under a context-sensitive framework where proposed transportation solutions are designed to fit with local land use and consider input from affected communities in the project area.

We need your input

No decisions on the location of specific alternative alignments or a Preferred Alternative have been made. We need your input today on what key factors should be considered as we move forward with the development of the proposed SR 32 Relocation project and associated rail transit and bike/pedestrian facilities being considered in this area.



SR 32 Relocation Study - Alternatives Development and the No Build

How will alternatives be developed?

The following boards shown at this station depict preliminary concepts on what the project might look like and how alternatives may be developed in the SR 32 Relocation study area in the next phase of work. To avoid and minimize potential impacts to environmental resources and to help support community goals, the project team will look at various strategies for developing the proposed roadway, rail transit, and bike/pedestrian facilities within Newtown and the surrounding study area, including "Modes Together" and "Modes Split" options.

What is the No Build alternative?

The No Build alternative considers what will happen if nothing is done, and involves continued use and maintenance of the existing transportation network and near-term funded projects included in the regional transportation program.

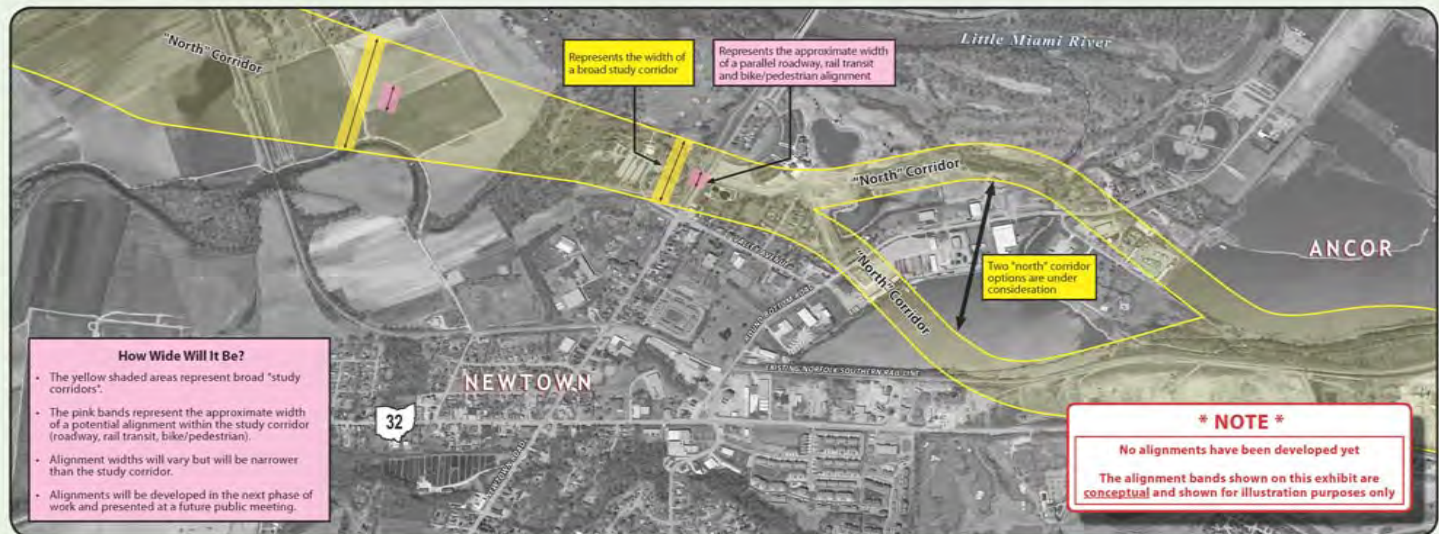
The project team will look at consequences of the No Build alternative and its ability to meet the long-term transportation needs of the region. The No Build alternative will remain under consideration and will be documented in the Tier 2 Environmental Impact Statement (EIS).



Modes Together

Involves development of alternatives that include a parallel (side-by-side) roadway, rail transit, and bike/pedestrian facility in the "north" corridor in the Newtown area.

See below for additional information about what this transportation corridor might look like.



What Could the SR 32 Relocation Look Like?

- Relocated SR 32 is proposed to be a four-lane, divided roadway with limited access.
- The rail transit and bike/pedestrian components would be separated from the Relocated SR 32 roadway by grass berms or barriers.
- The total width of the facility would vary based on design details to be determined in the next phase of work.
- Public input is important to help determine how the proposed improvements can support communities.



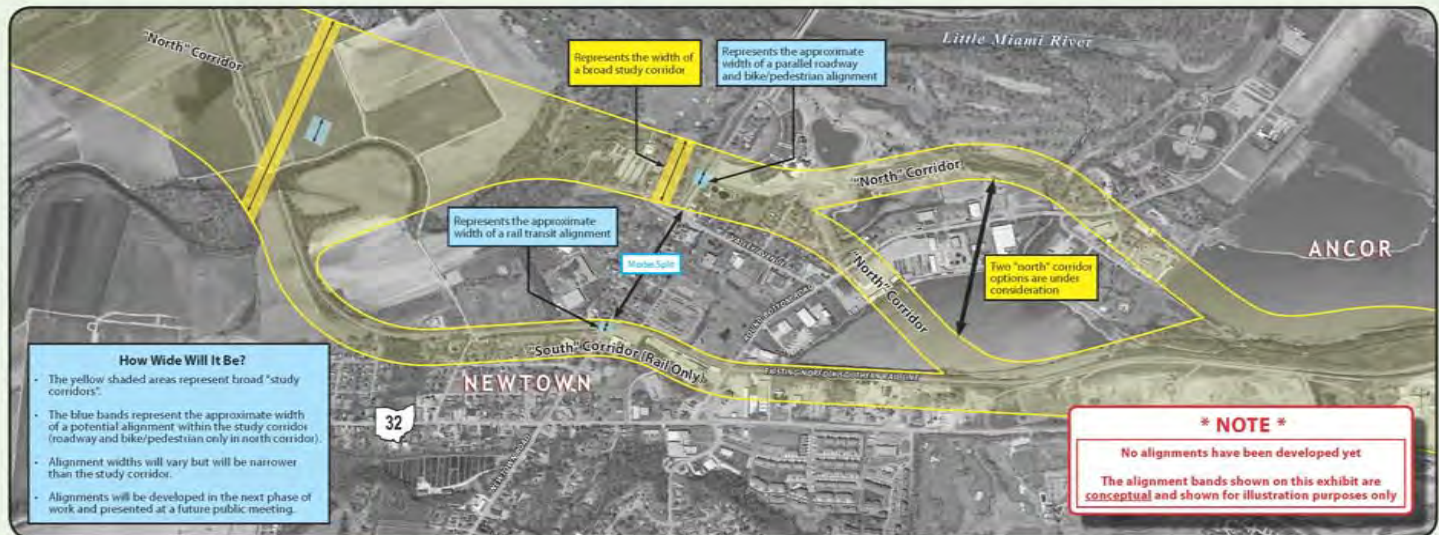


Alternatives Development Strategy for Tier 2: "Modes Split"

Modes Split

Involves development of alternatives that include a parallel (side-by-side) roadway and bike/pedestrian facility in the "north" corridor in the Newtown area, with rail transit following the "south" corridor (located along the existing Norfolk-Southern rail line).

See below for additional information about what this transportation corridor might look like.



What Could the SR 32 Relocation Look Like?

- Relocated SR 32 is proposed to be a four-lane, divided roadway with limited access.
- The bike/pedestrian component would be separated from the Relocated SR 32 roadway by grass berms or barriers. The rail transit component would utilize the existing Norfolk Southern rail line, or would parallel it.
- The total width of the facility would vary based on design details to be determined in the next phase of work.
- Public input is important to help determine how the proposed improvements can support communities.

Conceptual Illustration





Feasibility Study / Recommended Corridors..... We Are Here

Tier 2 Alternatives Development Aug to Nov 2012

Public Meeting #2 (Preliminary Preferred Alternative) Dec 2012

Alternatives Evaluation Report Approval Jan 2013

Tier 2 Environmental Impact Statement (EIS) 2013

Tier 2 Record of Decision (ROD) / Preferred Alternative Approved..... End 2014

Detailed Design 2014-2015*

Right-of-Way Acquisition 2015-2016**

Begin Construction 2017**

* Assuming approval of a Build alternative

** Dependent upon available funding



SR 32 Relocation Project

Fact Sheet

July 2012

PROJECT OVERVIEW

As one of the primary thoroughfares within the Eastern Corridor region, State Route (SR) 32 is an important element of the Eastern Corridor Program. Currently, this roadway experiences high volumes of commuter, heavy truck, and residential traffic. This creates high levels of congestion and accident rates and poor levels of overall service. In addition, travel options are limited primarily to vehicular traffic. The proposed SR 32 Relocation project is intended to address these issues and provide direct, multi-modal access to US 50, the Red Bank corridor and I-71.

For more information, visit www.EasternCorridor.org or call the Eastern Corridor hotline at **513.888.7625**.



PROJECT ELEMENTS

The SR 32 Relocation project will:

- Expand capacity and consolidate access points on SR 32
- Improve safety, decrease congestion and travel time, reduce air emissions
- Implement roadway network improvements to improve mobility
- Create a new link between SR 32, US 50 (Columbia Parkway), and the Red Bank Road business corridor
- Construct a new, multi-modal clear-span bridge across the Little Miami River to connect SR 32, US 50 and Red Bank Road
- Incorporate accommodations for new rail transit, expanded bus service, bicyclists and pedestrians

The SR 32 Relocation project is being developed in close coordination with other core Eastern Corridor Program projects including the Red Bank Corridor project and Oasis Rail Transit project.

THE CURRENT STUDY

The SR 32 Relocation project is in the preliminary engineering phase of ODOT's new Project Development Process (PDP), Path 5. It is also following a tiered (or multi-stage) environmental impact analysis approach required by the National Environmental Policy Act (NEPA) of 1969. This process focuses on identifying the proposed project's potential effects on the natural and cultural environment, and identifying ways to avoid or reduce negative impacts.

In 2005, the Tier 1 Final Environmental Impact Statement (FEIS) presented a series of conceptual corridors within which a new alignment for SR 32 could conceivably be built. Now, as part of the Tier 2 study, these corridors are being examined in much more detail and some will advance for further study. Once feasible project corridors have been identified, project alignment alternatives will be developed and evaluated, including a No Build alternative. The Tier 2 study will conclude by identifying a preferred alternative for the SR 32 Relocation project.

PROJECT STATUS

The project team has conducted several studies since Tier 1, including a geomorphological assessment of the Little Miami River channel and additional archaeology reviews. Building upon information gained from these and previous Eastern Corridor studies, the team has evaluated the conceptual project corridors identified in Tier 1 and developed recommendations on which to eliminate from consideration and which to advance for further study. Their recommendations are documented in the SR 32 Relocation Feasibility Study report, now available for public review and comment at www.EasternCorridor.org (SR 32 Relocation, Study Documents links).

Moving forward, the project team will continue with environmental studies of the refined corridors and use the information gained to develop feasible project alignment alternatives. This environmental work will consist of multiple field



SR 32 Relocation Project

Fact Sheet

Continued

PROJECT STATUS (CONTINUED)

studies that may include building inventories, visual/walkover property inspections, topographical surveys, soil testing and stream and wetland delineations. Study results will be used to develop a comparative analysis of impacts for the feasible alternatives, including a No Build alternative, from which a preferred alternative will be identified.

No decisions have been made yet regarding specific corridors or alignments. All alternatives will be evaluated equally, as neither the NEPA process nor ODOT's Project Development Process allows a pre-determined outcome.

PUBLIC INVOLVEMENT

Public involvement has played a critical role in the planning and development of the Eastern Corridor Program. Public involvement will continue to be instrumental as the SR 32 Relocation project undergoes further evaluation and refinement. Throughout the Tier 2 study, the SR 32 Relocation project team will meet with local community representatives and stakeholders to discuss the project and its status, gain input from the community and gather additional information to be considered as part of the project evaluation and alternative refinement process.

Information about upcoming meetings will be posted on the Eastern Corridor website, noted in local papers and distributed via email. Additional information about how to get involved is provided on the Eastern Corridor website under the Public Participation link.

IMPORTANT CORRIDOR RESOURCES

The SR 32 Relocation study area contains a rich mix of important community and environmental resources that will be considered in the development of a context-sensitive transportation solution through this area. Key resources include:

- Community resources in the region including the Village of Newtown, portions of Anderson Township and southern edges of the villages of Fairfax and Mariemont
- A variety of land uses including residential, commercial and industrial development in and around Newtown and US 50 in Fairfax; wooded stream corridors and agricultural land along the National and State Scenic Little Miami River; and wooded uplands with developing residential areas along SR 32 to the south and east of Newtown
- A number of recreational and natural areas including golf courses, ball fields, township greenspaces and the Horseshoe Bend preserve
- Sensitive historic and archaeological resources, especially along the Little Miami River floodplain and in the villages of Newtown and Mariemont
- Extensive gravel mining in the Ancor area near Newtown and active landfills along US 50 west of the Little Miami River and along SR 32 east of Newtown

ABOUT THE EASTERN CORRIDOR PROGRAM

The Eastern Corridor is a regional effort to improve travel and connections between central Cincinnati and the communities extending east through Hamilton County and into western Clermont County. The program integrates multiple transportation modes – from rail and cars to buses, bikes and feet – to better connect and support communities and facilitate enhancement and economic growth opportunities.

The Eastern Corridor Program is administered by the Ohio Department of Transportation (ODOT) in cooperation with the Federal Highway Administration (FHWA) and the Eastern Corridor Implementation Partners:

- Hamilton County Transportation Improvement District (HCTID)
- Clermont County Transportation Improvement District (CCTID)
- City of Cincinnati
- Ohio-Kentucky-Indiana Regional Council of Governments (OKI)
- Southwest Ohio Regional Transit Authority (SORTA)
- Ohio Department of Transportation (ODOT)



SR 32 Relocation Project

Frequently Asked Questions

July 2012

1. What is the SR 32 Relocation Project?

The SR 32 Relocation project is a core element of the Eastern Corridor Program, which is being developed to improve regional mobility and connectivity between central Cincinnati and the communities extending east through Hamilton County and into western Clermont County. The SR 32 Relocation Project extends from US 50 in Fairfax to the I-275/SR 32 interchange in Clermont County. It involves an improved SR 32 roadway coordinated with new rail transit and bike/pedestrian improvements. The project will consolidate access points along SR 32, improve safety and connectivity and decrease travel times through the region.

2. Why relocate SR 32?

There are few direct routes connecting Eastern Corridor communities with Greater Cincinnati's central employment, shopping and entertainment areas. Instead, people use I-275, I-471 and crowded surface streets to reach their destinations. This means more time in the car, more fuel consumption, more traffic and more congestion. It also means more accidents. These problems are expected to get worse as population and development increases within the Eastern Corridor region.

Many strategies for managing Eastern Corridor traffic have been explored through comprehensive studies and public involvement. These efforts are documented in previous Eastern Corridor Tier 1 studies posted on the project website at www.EasternCorridor.org. Based on Program goals, local land use vision, study results and public input, four projects were identified as the core elements of the Eastern Corridor's transportation improvement program: SR 32 Improvements Eastgate Area; SR 32 Relocation; Red Bank Corridor Improvements; and Oasis Rail Transit. These projects work in concert with each other to provide maximum benefit to the region. Key components of the SR 32 Relocation project include:

- Shifting the west end of SR 32 which currently intersects with Beechmont Avenue, north to create a new link with the Red Bank business corridor and I-71
- Construct a new, clear-span crossing of the Little Miami River to link SR 32, US-50 and Red Bank Road
- Make improvements to the local roadway network by expanding capacity and consolidating the many entrances and exits to SR 32
- Develop the project in coordination with Oasis Rail Transit, support expanded bus service, and accommodate the needs of bicyclists and pedestrians

3. What work has been completed?

The Eastern Corridor is following a tiered (or staged) development approach for evaluating potential project impacts on the natural and social environment, as required under the National Environmental Policy Act (NEPA). After reviewing comprehensive program scoping and environmental impact studies, the Federal Highway Administration issued a Tier 1 Record of Decision (ROD) in 2006 that outlined the current multimodal Eastern Corridor Program to improve regional mobility. The Program includes expanding and improving local roadway networks, establishing a new rail transit line, expanding bus options, and better accommodating bicyclists and pedestrians. These recommendations have been divided into the Eastern Corridor's four core projects which are now undergoing further evaluation and development in Tier 2. Tier 2 studies are focusing on completing in-depth project impact assessments, identifying measures that can be taken to minimize or avoid negative impacts, and determining specific project alignment locations and configurations. Initial Tier 2 work completed for the SR 32 Relocation Project is presented in the SR 32 Relocation Feasibility Study, which can be viewed on the Eastern Corridor project website.

Frequently Asked Questions

(continued)

4. What is the SR 32 Relocation Feasibility Study about?

The Feasibility Study takes an in-depth look at the 21 preliminary corridors identified in Tier 1 for the relocation of SR 32. The Study concludes with recommendations about which of these corridors should be eliminated from further consideration and which should be advanced for additional study. Corridors recommended for advancement represent broad study areas in which more detailed alignments for the roadway, rail transit line and bike and pedestrian paths will be developed in the next step of the study process. As part of the project development process, these corridors will undergo further analysis to determine options for minimizing negative impacts, and to eventually identify a Preferred Alternative.

5. What is a Preferred Alternative?

A Preferred Alternative is the alternative which project planners identify as best fulfilling a project's purpose and need, giving consideration to environmental, economic, technical and other factors, including public input.

6. Maps in the Feasibility Study show a number of shaded bands or “corridors” that seem to affect a large area. What’s the difference between a study area, a study corridor, and an alignment?

Avoiding and minimizing negative environmental and community impacts is an important consideration in ODOT's project development process and under the requirements of NEPA. In the Tier 1 study, important resources (such as rivers, floodplains, historic and archaeological resources, homes, etc.) were identified and mapped within a large study area to help identify key constraints. Study corridors were then developed within the large study area that avoided important resources to the greatest extent possible. In order to provide flexibility for further project development, study corridors were generally 400 feet to 800 feet in width and much wider than the footprint needed for an actual roadway alignment. As additional studies have been performed within the broad study corridors in the early part of Tier 2, some have been recommended to be eliminated from further consideration due to impacts, costs or other issues, as described in the Feasibility Study.

For corridors that remain under consideration, more detailed alignments will be developed in the next step in the study process. Alignments are much narrower than the study corridors and represent the footprint needed for an actual roadway, including the travel lanes, shoulders, median, ditches, slopes and other design components. Multiple alignment alternatives will be developed within the broad study corridors, and a comparative evaluation of impacts and costs will be performed to help identify a Preferred Alternative, including consideration of the No Build (Do Nothing) Alternative. Public input will continue to be considered when developing and evaluating alignments as the SR 32 Relocation project continues.

7. I’ve heard that the traffic modeling done for the Eastern Corridor used 2005 data? Is that correct?

Existing and future traffic volumes developed in January 2012 for the Eastern Corridor Program (as reported in the SR 32 Relocation Feasibility Study) used the Ohio-Kentucky-Indiana's 2005 Regional Travel Demand Model (OKI RTDM). The 2005 OKI RTDM is the currently accepted travel model used by ODOT and all of the local jurisdictions in the eight-county OKI region as a starting point in traffic analyses. Traffic data used to evaluate the Eastern Corridor project, however, was not from 2005. Traffic volumes were based on traffic counts taken in 2011 and 2012 along key roadways in the Eastern Corridor. These volumes were then adjusted based on traffic trends from updated population and employment data entered into the model. Traffic data will continue to be updated as more detailed alignments are developed and evaluated.

8. What decisions have been made about the SR 32 Relocation Project and who makes the final call?

The SR 32 Relocation project is still in the development and evaluation stage and no decisions have been made on selecting a preferred alignment, including the No Build alternative. As part of the Eastern Corridor Program, the SR 32 Relocation project has evolved through extensive planning over the years, with various decisions being carried forward from one project development phase to the next based on appropriate levels of analyses and public input. The Federal Highway Administration (FHWA) in cooperation with the Ohio Department of Transportation (ODOT) will issue a Tier 2 Record of Decision (ROD) upon completion of the SR 32 Relocation Tier 2 Environmental Impact Statement (EIS) that identifies a Preferred Alternative. This decision will be made based on equal consideration of all feasible project alternatives, including the No Build alternative.

Frequently Asked Questions

(continued)

9. Why aren't other transportation corridors that follow existing roadways being considered?

The Eastern Corridor Major Investment Study (MIS) evaluated a broad range of transportation improvement options within a 200 square mile study area based on travel performance, costs, environmental issues and public input. The MIS was conducted at a level of detail appropriate for the regional planning issues under consideration. It documented the elimination of a number of roadway improvement options as part of the Eastern Corridor Program, such as various interstate improvements, US 50 widening, Wilmer/Wooster Road widening, the Five Mile Connector, and a relocated SR 32 linking US 50 and SR 125 using the Beechmont Levee, amongst others. These options were eliminated because they didn't effectively fulfill the purpose and need for the project and Program goals or other options were determined to be more efficient, offer more opportunities, etc. A summary of the MIS can be downloaded from the Eastern Corridor Program website.

10. How will the project affect businesses and residences in local communities in the area?

Avoidance and minimization of negative impacts to communities within the project area have been and will continue to be a key consideration for the SR 32 Relocation project. Potential impacts to businesses and residents were recognized and addressed during Tier 1 by incorporating the Eastern Corridor Land Use Vision (2002) and Green Infrastructure (2005) planning efforts into the project development process. Project development in Tier 2 will continue under this context-sensitive framework where proposed transportation solutions are designed to help support local land use planning based on input from affected communities. More information about the Eastern Corridor Land Use Vision Plan and the Green Infrastructure Plan can be found on the project website.

11. What is a Context-Sensitive Framework?

The SR 32 Relocation project is being developed using the Federal Highway Administration's (FHWA) Context-Sensitive Solutions (CSS) approach. CSS is a collaborative, interdisciplinary, holistic approach to the development of transportation projects. It involves a broad range of stakeholders, including community members, elected officials, interest groups, and affected local, state, and federal agencies. It puts project needs and both agency and community values on a level playing field and considers the trade-offs in decision making. The CSS approach is guided by four core principles:

1. Strive towards a shared stakeholder vision to provide a basis for decisions
2. Demonstrate a comprehensive understanding of contexts
3. Foster continuing communication and collaboration to achieve consensus
4. Exercise flexibility and creativity to shape effective transportation solutions, while preserving and enhancing community and natural environments

12. What could the roadway look like?

The initial concept for the SR 32 Relocation is a four-lane divided roadway with limited access. Rail transit and bike/pedestrian components would be separated from the roadway by grass berms or barriers. The location of the roadway will need to be identified before considering design details including specifics on the roadway width, bridge type, multimodal connections, access, aesthetics, etc. All of these will depend on drainage, floodplain, topography, minimization of environmental and community impacts, public input, and other considerations identified during the project development process. It is possible that the roadway and rail modes could be split, with the rail transit line following the existing railroad tracks that run through Newtown and the relocated roadway traveling on an alternate alignment along the north edge of Newtown. Specific alignments have yet to be determined.

Frequently Asked Questions

(continued)

13. I've heard the SR 32 Relocation referred to both as a roadway project and a highway project. Which is it?

The vision for the relocated SR 32 is a road that looks and feels like a boulevard or parkway – two lanes traveling in each direction, a grassy or landscaped median in the middle, and possibly trees or other aesthetic treatments lining the road. Stoplights placed at key intervals along the road's corridor would manage access on and off the roadway. It will not be a highway like I-71 or I-75.

14. How are important environmental resources such as the Little Miami Scenic River being considered?

The SR 32 Relocation study area includes a number of sensitive resources. A key commitment from Tier 1 is to develop a clear-span crossing of the Little Miami River to minimize impacts to this scenic river resource (a clear-span bridge is a bridge that is completely spans a watercourse and does not require construction of supports within the river channel or alterations to the riverbed or banks.) A preliminary strategy for addressing potential negative impacts to important resources is described in the Eastern Corridor Tier 1 EIS. Through development of the Eastern Corridor Land Use Vision Plan and subsequent Green Infrastructure planning efforts, environmental protection measures initially identified in Tier 1 will be carried forward into more detailed development in Tier 2. More information about these planning efforts can be found on the project website.

15. How will the SR 32 Relocation Project be funded?

Construction funding for the SR 32 Relocation project has not yet been identified. ODOT and the Eastern Corridor Implementation Partners are actively working to identify and secure funding for all of the Eastern Corridor Program components. Possible funding sources include but are not limited to: the Federal Transportation Bill, regional infrastructure improvement zones, bonds, grants, redirected funds and public-private partnerships. In the meantime, ODOT and the Implementation Partners are continuing development of the various Eastern Corridor projects so they can be 'shovel-ready' when construction funding becomes available.

16. How do I find out more about the SR 32 Relocation project?

More information about the Eastern Corridor Program and the SR 32 Relocation Project can be found on the project website at www.EasternCorridor.org. Visit the website regularly to review new information and sign up to receive project updates, submit comments and questions, and find out about upcoming public meetings. You can also follow the Eastern Corridor Program on [Facebook](#) and [Twitter](#) (@EasternCorridor), or contact Mr. Andy Fluegemann, Ohio Department of Transportation District 8 at 513-933-6597 (andy.fluegemann@dot.state.oh.us).



SR 32 Relocation Project

Public Involvement Meeting

COMMENT FORM

A summary of the March 2012 Feasibility Study and the SR 32 Relocation study corridors recommended for further analysis was presented this evening. Please use this form to document your feedback on the information presented and to share any comments or questions you may have about the project, recommendations being made and related issues. The information you provide will be factored into the development of project alternatives during the next phase of work. Thank you for your input.

1. Using a scale of 1 to 5 (with 1 = Very Important and 5 = Not Important At All), please rank the importance of the following SR 32 Relocation project elements to you.

	Very Important				Not Important At All	
Community Factors						
Reduce local congestion and traffic delays	1	2	3	4	5	Not sure
Increase travel safety	1	2	3	4	5	Not sure
Expand travel options (add rail transit, bike and walking paths)	1	2	3	4	5	Not sure
Consolidate access points on SR 32	1	2	3	4	5	Not sure
Preserve existing community character	1	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	1	2	3	4	5	Not sure
Encourage new economic development	1	2	3	4	5	Not sure
Minimize impacts to existing businesses and residences	1	2	3	4	5	Not sure
Minimize impacts to greenspace and parks	1	2	3	4	5	Not sure
Design Elements						
Provide connections to the regional bikeway network	1	2	3	4	5	Not sure
Minimize noise impacts from relocated roadway	1	2	3	4	5	Not sure
Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	1	2	3	4	5	Not sure
Provide a park-and-ride facility at the rail transit station	1	2	3	4	5	Not sure
Provide landscaping/aesthetic amenities for roadway	1	2	3	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

_____ Modes Split

_____ Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name: _____

Address: _____

Email: _____

NEXT STEPS IN THE SR 32 RELOCATION STUDY

The next step in the SR 32 Relocation study involves developing and evaluating possible roadway alignments within the study corridors recommended by the Feasibility Study. This process will factor in the important public input received this evening. The SR 32 Relocation project will continue to be closely coordinated with new rail transit, bike/pedestrian access and other improvements being considered as part of the Eastern Corridor Program.

Please submit this form before you leave today's meeting or mail by September 2, 2012 to:

Andy Fluegemann, P.E.
Ohio Department of Transportation District 8
505 South SR 741, Lebanon, Ohio 45036
Phone: (513) 933-6597 E-mail: andy.fluegemann@dot.state.oh.us

APPENDIX C

August 2, 2012 Public Meeting Question and Answer Session Notes



**OASIS RAIL TRANSIT PROJECT
and the
STATE ROUTE 32 RELOCATION PROJECT
COMBINED PUBLIC INVOLVEMENT MEETING
QUESTION AND ANSWER SESSION NOTES**

Nagel Middle School · August 2, 2012

Prepared by:
Rasor Marketing Communications
7844 Remington Road
Cincinnati, Ohio 45242
(513) 793-1234

Oasis Rail Transit and State Route 32 Relocation Projects

August 2, 2012 Public Involvement Meeting

Question and Answer Session Notes

Following is a summary of the Question and Answer session held at the joint Oasis Rail Transit and State Route (SR) 32 Relocation public involvement meeting held at Nagel Middle School on August 2, 2012. Approximately 130 people signed in at the meeting; some attendees chose not to sign in and therefore were not counted.

Joe Vogel, Planning and Engineering Administrator from the Ohio Department of Transportation District 8, moderated the meeting. Opening remarks were made by Steve Mary, ODOT District 8 Deputy Director, and Todd Portune, Hamilton County Commissioner and chair of the Hamilton County Transportation Improvement District.

Panelists who addressed questions included Mr. Andy Fluegemann, Planning Engineer for ODOT District 8; Mr. Richard Dial, Transportation Planning Lead for HDR; Ms. Deb Osborne, SR 32 Relocation project manager for Stantec; Mr. Ted Hubbard, Hamilton County Engineer; Mr. Jim Bednar, NEPA specialist for CH2M Hill; and Mr. Portune.

Following is a summary of the questions asked and comments made during the Question and Answer portion of the meeting as well as responses given. While the material presented below captures the primary discussion points, it is not a transcript and questions and comments are not recorded verbatim.

Q: What is a Transportation Improvement District (TID), what are its responsibilities, and to whom does it report?

A: TIDs are a statutory bodies created by the Ohio legislature to look at transportation improvements as a vehicle for economic development in the state of Ohio. TIDs collaborate with local jurisdictions and other regional, state and federal agencies to implement regional transportation solutions. There are approximately 13 TIDs in Ohio with four of those in the southwest Ohio region: Hamilton County TID, Clermont County TID, Warren County TID and Butler County TID.

Q: I am in favor of rail. Cincinnati needs it – it works – it moves people quickly and safely. There is too much traffic on our roadways and it comes to a halt when there is an accident or half an inch of snow. My concern though is, what is going to happen to Newtown? It's a small community. Will houses be taken and, if so, will people be compensated fairly and kept informed in advance of anything happening to their property? I'm also concerned about the river.

A: Regarding Newtown, we are narrowing the SR 32 Relocation study area, as you have seen. We need your feedback on those recommendations. We are aware of Newtown's concerns about the SR 32 Relocation project. One of our goals for the Eastern Corridor Program is to ensure that its benefits are good for all communities, not just some – and certainly not at the cost of others. We will continue to reach out to the people of Newtown in an effort to work with them and identify ways in which the

Eastern Corridor Program can be used to benefit their community. We need your input. In terms of compensation for lost properties, ODOT will follow the state requirements.

Regarding impacts to the Little Miami River, every effort is being made to minimize impacts of this project on the natural, historic and cultural environment, including the river. We have already conducted multiple environmental assessments and will continue to do more specific studies as the study areas are narrowed down and we get closer to identifying possible alignments. We have already identified some measures for reducing impacts to the Little Miami River. For example, the new river crossing we are discussing will be a clear-span bridge which would completely span the watercourse and does not require construction of supports within the river channel or alterations to the riverbed or its banks. Also, all work related to the Eastern Corridor Program must be environmentally sound and meet federal regulations and standards. The river is an important asset to all of us.

Q: At what point does SR 32 become a set plan and when would property owners be notified?

A: We expect that a preferred alignment for the SR 32 Relocation project will be chosen by next fall [Fall 2013]. Once the environmental documentation supporting the alignment recommendation is approved by the federal regulating agencies, we will then know which properties will be affected and the degree to which they will be impacted and ODOT will begin the notification process. Federal law ensures that property owners will be treated fairly.

Q: I live in Mariemont. I saw the new proposed route for SR 32. Who decided where it would be located and can it be changed?

A: First, a clarification: we don't know yet what the specific route or alignment of the relocated SR 32 roadway will be. What has changed is the size and location of the project's study corridor, and it's being recommended that the roadway be located somewhere within that refined study corridor (assuming the No Build alternative is not selected). Recently completed environmental and archaeological studies were used to determine the more specific study corridor location. Many of the study corridors identified in earlier phases of the project are now being eliminated from consideration based on projected impacts to sensitive environmental and archaeological resources, historic structures and community resources (churches, cemeteries and schools), potential displacements of homes and businesses and projected construction costs. The recommended changes are outlined in the March 2012 SR 32 Relocation Feasibility Study which is available for review under the SR 32 Relocation Study Documents section of the Eastern Corridor website [www.EasternCorridor.org]. The decision to approve the recommendations and move forward with next steps is a consensus process between ODOT and the Federal Highway Administration, based on the data that has been acquired. And because a goal of these kinds of projects is to minimize negative impacts and increase benefits, it is unusual for these decisions to be changed. Not impossible, but unlikely.

Q: Was there a vote on the changed route?

A: No. Decisions are based on technical data and ODOT controls the decision process itself, including reviewing the technical analyses that have been conducted. These kinds of decisions are based on what options would result in the least amount of negative impacts.

Q: I commend the Eastern Corridor planning committee for their hard work. I am speaking on behalf of the Village of Newtown, however, and we have been strongly opposed to this project from day one. There's no good route that wouldn't affect us negatively. Businesses depend on the traffic that comes by. The project would be a disruption to parks and the lake. At what point will the Powers That Be listen when we say we do not want this project and say, ok, we won't build it?

A: We have heard your comments and have documented them. However, we are also hearing and have documented comments from others in your community who have expressed interest in and/or support for the project and for continuing with the development process. A No Build option will be considered among other alternatives to be identified for the project. But we believe that this project can be done in a way that benefits your community, or, that we will be able to find a solution that is tolerable. We appreciate all feedback we receive.

Q: As a Madisonville Community Council representative, our focus is on the Red Bank Corridor project and we therefore don't have a position on the other Eastern Corridor projects. We have had some good meetings with ODOT for planning the Red Bank project. But we have also found that we cannot make decisions on intersection modifications without knowledge of how those changes would impact our local businesses. We need an independent firm to complete a competent economic impact analysis to help us better evaluate the options and make decisions. This is a requirement for the rail project, but is not a requirement for roadway projects. Also, we have been studying roundabouts and really like the possibility of incorporating them on the Red Bank Corridor project. We are organizing a trip to Carmel, Indiana, to see how they have used them there. Anyone interested in attending is welcome to come. Please see me (Bill Collins) after the meeting.

A: Thank you for your comments.

Q: I'm from Newtown and have owned an auto repair shop for many years. It is my experience that people are in love with their cars and even if they are given another travel option, they will continue to use their cars. When people bring their cars in for repair, they want their car back that day and they don't want to share rides with others. You are beating a dead horse by trying to push through the rail project.

A: Thank you for your comment.

Q: I live in Anderson Township in the Ancor area. I spoke with the team staffing the Station Area Planning boards and they were talking about how the Ancor station could be developed into a district-serving station. I also attended the 2011 Anderson Township Comprehensive Development Plan meeting. That plan discouraged new development in the Ancor area, but here you are encouraging it. The Oasis plan is in complete conflict with that Anderson plan. I am confused about the conflict.

A: We did not mean to be contrary to Anderson Township. At this time, we are looking at development opportunities and capacity for each of the 10 rail stations that were recommended for further study in the 2006 Tier 1 Environmental Impact Statement (EIS), and whether it makes sense or not to move forward with planning and developing specific stations. The Ancor area is industrial and could be further

developed that way. We would like the public to weigh in on this issue as we advance through the decision-making process.

Q: I would like to address a comment made a few minutes ago. I'm one of the youngest people here and I would love to ride a train. There is a growing consensus among young people that rail transit options are both wanted and needed, and there are growing numbers of young people my age who like public transportation and would like to have rail here.

A: Thank you for your comment. Also, it is important to understand that rail line development in Cincinnati will not be limited to the Oasis line. Oasis is simply the first. There are a number of other lines being considered that would link into the Oasis line and together they will form a regional rail system connecting communities in Hamilton, Clermont, Warren and Butler counties as well as Northern Kentucky (including the airport) and portions of southeastern Indiana. The Ohio-Kentucky-Indiana Regional Council of Governments (OKI) has a long-term plan in place that looks at how various existing railroads can be integrated into this regional rail system. If the Oasis concept of building regional rail service on existing, but minimally used, freight rail tracks is successful, it can be replicated throughout the region.

Q: I live in Mariemont near Clare Yards. Has anyone done noise studies to determine the noise impacts of running the roadway near there? I'm not worried about rail noise; 18-wheel trucks concern me.

A: We're not talking about constructing a seven or eight lane highway here, just four travel lanes [two in each direction] are being considered. Environmental studies that are now underway will study the impact of noise on nearby areas and identify possible ways to reduce any negative impacts using federal standards as a guideline.

Q: The refined SR 32 Relocation study corridor comes very close to Miami Bluff. I am very concerned about that. I am also concerned that freight would increase on the rail lines. I am supportive of the project, but can the light rail use transition to heavy rail, and is there any kind of guarantee that that won't happen? I greatly support the Eastern Corridor project. I was at UC 20 years ago when people first started talking about it and believe we will get to a good place. But, I'm also concerned about the environmental impact and about the impact to Newtown.

A: A portion of the Oasis line belongs to Norfolk Southern – we would negotiate with them regarding how the line will be used but as owners, they can use their portion however they choose. Other sections of Oasis line, however, are owned by the Southwest Ohio Regional Transit Authority (SORTA) and are therefore in public hands. SORTA dictates the terms of use for those tracks and can set their own usage standards. Our goal is for robust passenger service not increased freight service. Thank you for your comments.

Q: There is a rail station planned for Newtown. How many people in favor of the project are from Newtown? Also, where would they park?

A: Although we don't have specific numbers, we have received support for the Oasis project from people in Newtown. We have not yet finalized the alignment of rail through the Newtown area or selected a station location – that's one issue we would like your input on this evening. Once an alignment decision is made, we will work with the community on developing a plan for the Newtown area station that will identify the location, size and design of the area; the preferred mix of business, retail, residential and restaurant space; and station area features such as central gathering spaces, walk-up/bike-up options and parking options.

Q: A lot of money has been put into the Wags Dog Park, the golf course and new developments, and that's been good for Newtown. That will be destroyed by this project.

A: We don't know yet what the alignment would be. We will know which properties and businesses will be affected once a preferred alignment is identified, most likely next fall [Fall 2013]. We will work to minimize the impacts to the Newtown area.

Q: As the owner of Motz Turf Farms for many years, I am right in the middle of this project and I've been coming to these meetings for 30 years already. I think the people putting it together have studied it well and I was surprised to hear the extent of the environmental studies that they have completed. We need industry in Newtown and we have the space. There are opportunities and a railroad doesn't take much space. There are a lot of public lands along the river though that do need to be protected and I want to make sure that the project respects the agricultural history of this area. What are the plans for Clare Yards?

A: Thank you for your comments. Clare Yards is owned by Norfolk Southern and their plans are to continue using that facility.

Q: How high will the railroad banks be and where will they go?

A: We won't know that until we complete the environmental documentation next year. Then, we will go into detailed design and can better answer your question.

Q: Your materials say that there will be a lot of reduced emissions as a result of the Eastern Corridor Program, but there will be increased traffic through the area. What's the basis for your claim? Doesn't that concern the EPA? Also, the lakes in this area will pose a lot of construction challenges. How will you address that? I've lived here all my life; I don't want to see a gravel pit.

A: Regarding air quality, the first phase of the Eastern Corridor Study [2006 Tier 1 EIS] found that the Program would reduce vehicle miles traveled by 50 million vehicle miles per year. This is because right now, there are no direct routes through the Eastern Corridor region and people are taking longer, more winding routes to get around. Also, cars currently traveling on the region's congested roadways and highways results in higher fuel consumption and higher levels of emissions when sitting in stopped traffic. The relocated SR 32 provides a shorter route option and this, coupled with the rail transit option, will reduce the overall number of vehicle miles traveled and will help traffic flow more easily and safely. As a boulevard-type roadway aimed at supporting local traffic – the relocated SR 32 will be the missing link in the region's arterial system. But there is still more studies that need to be done. Regarding

construction challenges, construction needs and strategies can be better addressed once a preferred alternative is identified.

Q: Will there be a shuttle service to get to the rail stations?

A: The extent of bus service to be provided will be determined once we know more about specific project alignments. There will be future conversations held with transit agencies to address these issues.

Q: What is the typical lifetime of a land use vision and MIS plan, and when do you relook at them?

A: Planning efforts are constantly underway and land use plans are generally updated as things change. At OKI, the regional Land Use Plan is updated every five years.

Q: I've come to learn that while this project is being done to enhance the road and transportation, there are also opportunities to enhance and benefit Newtown. Mr. Portune, can you talk a little more to that?

A: Thank you. The Eastern Corridor Program is not your typical transportation program aimed simply at getting people from Point A to Point B using the fastest way possible. This Program is about looking at what transportation improvements make sense as well as at how they will benefit local communities and how they can enhance them. We can't answer that for you—you need to find your own answers to that and share them with us.

The NEPA process that we are using to develop the Eastern Corridor Program has required us to look at everything possible that could be done in terms of transportation for the region. After completing the necessary studies, specific transportation recommendations have been identified and funneled down in scope to create specific projects. Now, we are in the process of refining those projects even further to identify preferred project alternatives. I believe there are transportation solutions for the Eastern Corridor that can support everyone's needs and goals.

For the Eastern Corridor's Red Bank Corridor project, we've been working with a designated Community Partner Committee made up of representatives from Madisonville and other nearby communities, local business and interest groups. We meet with this group somewhat regularly to discuss the project and alternatives that would not only meet transportation needs but also support local community and economic development goals. I invite Newtown to organize a similar group of citizens to meet with us regularly to explore options on how the SR 32 Relocation and Oasis projects can be used to help achieve your community's goals. We want to work together on this to maximize potential benefits.

Q: I'm from Terrace Park. Rail is the number one thing to concentrate on before we go through and build highways through lakes and property. Has anyone talked to Norfolk Southern? I think the ridership numbers look high. What is the magic number needed to gain federal support? We have Metro buses going out to Milford with two people on them.

A: We believe that the projected ridership numbers shown at tonight's meeting are conservative. They don't include estimates for reverse commutes [traveling east from downtown], evening or special event service. Parking downtown is expensive and people have expressed that they are interested in train service. Regarding federal funding support, this is not a traditional funding process in which we are looking solely at public funds. There are many good opportunities for Public Private Partnerships (P3s) which can help fund the projects and significantly reduce reliance on federal funding. As for Norfolk Southern, we have been in contact with them and, in fact, met with them today and had a good dialogue about the Corridor. So that conversation is moving forward.

Q: I started riding the bus during the stadium construction and ride it regularly. Many buses have 10 – 12 people on it, while the maximum capacity is 60.

A: Thank you for your comment.

#

APPENDIX D

Comments Received



SR 32 Relocation Project

Public Involvement Meeting

COMMENT FORM

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	Very Important				Not Important At All	
Community Factors						
Reduce local congestion and traffic delays	1	2	3	4	5	Not sure
Increase travel safety	1	2	3	4	5	Not sure
Expand travel options (add rail transit, bike and walking paths)	1	2	3	4	5	Not sure
Consolidate access points on SR 32	1	2	3	4	5	Not sure
Preserve existing community character	1	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	1	2	3	4	5	Not sure
Encourage new economic development	1	2	3	4	5	Not sure
Minimize impacts to existing businesses and residences	1	2	3	4	5	Not sure
Minimize impacts to greenspace and parks	1	2	3	4	5	Not sure
Design Elements						
Provide connections to the regional bikeway network	1	2	3	4	5	Not sure
Minimize noise impacts from relocated roadway	1	2	3	4	5	Not sure
Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	1	2	3	4	5	Not sure
Provide a park-and-ride facility at the rail transit station	1	2	3	4	5	Not sure
Provide landscaping/aesthetic amenities for roadway	1	2	3	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

_____ ☒ Modes Split

_____ Not Sure

Why?

I think it would be safer

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Doyle Adams

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2251 Eastern Hills Ln.

Ap 1605

C/OH

45209

Email:

ASADAMS2101@yahoo.com

NEXT STEPS IN THE SR 32 RELOCATION STUDY

The next step in the SR 32 Relocation study involves developing and evaluating possible roadway alignments within the study corridors recommended by the Feasibility Study. This process will factor in the important public input received this evening. The SR 32 Relocation project will continue to be closely coordinated with new rail transit, bike/pedestrian access and other improvements being considered as part of the Eastern Corridor Program.

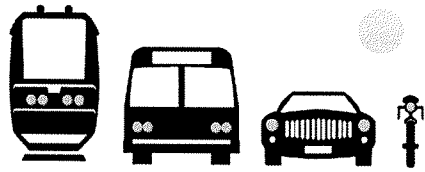
Please submit this form before you leave today's meeting or mail by September 2, 2012 to:

Andy Fluegemann, P.E.

Ohio Department of Transportation District 8

505 South SR 741, Lebanon, Ohio 45036

Phone: (513) 933-6597 E-mail: andy.fluegemann@dot.state.oh.us



The Eastern Corridor

SR 32 Relocation Project

Public Involvement Meeting

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Design Elements						
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Provide landscaping/aesthetic amenities for roadway	1	2	3	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

This is crap —
 This will ruin a small
 historic town and surrounding
 areas — it will be non-existent in
 a few short years following completion
 over -

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together _____ Modes Split _____ Not Sure

Why?

We would prefer you did not enter Newtown
if you do this it will put a lot of businesses out
of business & many historic points & structures will be
destroyed

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

This is just wrong. This benefits who not the
residents of Newtown - because it will have
a negative affect on all businesses in the area
in a 5-10 mile radius of this project. How can you
justify when the people have adamantly said
NPO

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Sue Short Barnard

Address:

3631 Church St

Email:

Cinti 45244 (formerly known as
Newtown)

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Provide a park-and-ride facility at the rail transit station	(1)	2	3	4	5	Not sure
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Minimize impacts to the natural environmental and archaeological and historic properties	(1)	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	(2)	3	4	5	Not Sure

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☒ Modes Together ☐ Modes Split ☐ Not Sure

Why?

Minimizing the alignment width

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4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name: DAN BURRILL

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Email: DBURRILL@OKI.ORG

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_____ Modes Together

_____ Modes Split

X Not Sure

Why?

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I hope Rail comes first

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

T CARUSO

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Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

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☒ Modes Together ☐ Modes Split ☐ Not Sure

Why?

Comprehensive; do it at the same time

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

Graphics look awesome!
Great communication
visually & w/ words.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Susan Conley

Address:

8280 Batavia Road

Email:

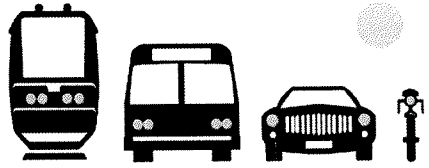
sconley@cinci.rr.com

NEXT STEPS IN THE SR 32 RELOCATION STUDY

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Ohio Department of Transportation District 8
505 South SR 741, Lebanon, Ohio 45036
Phone: (513) 933-6597 E-mail: andy.fluegemann@dot.state.oh.us



The Eastern Corridor

SR 32 Relocation Project

Public Involvement Meeting

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Community Factors						
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Increase travel safety	1	2	3	4	5	Not sure
Expand travel options (add rail transit, bike and walking paths)	1	2	3	4	5	Not sure
Consolidate access points on SR 32	1	2	3	4	5	Not sure
Preserve existing community character	1	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	1	2	3	4	5	Not sure
Encourage new economic development	1	2	3	4	5	Not sure
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Minimize impacts to greenspace and parks	1	2	3	4	5	Not sure
Design Elements						
Provide connections to the regional bikeway network	1	2	3	4	5	Not sure
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_____ Modes Together

_____ X Modes Split

_____ Not Sure

Why?

SAVES FROM BUILDING NEW RAILROAD TRACKS

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

Will the Bike Path will connect into the existing Bike Paths? I'D like to see more information on the Bike Paths

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Kevin Dineen

Address:

6721 Main Street

Email:

Dineen, Kevin@gmail.com

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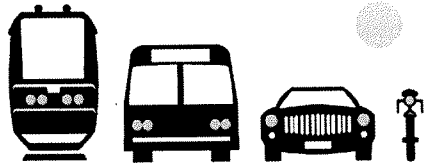
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_____ Modes Together

_____ Modes Split

_____ ☒ Not Sure

Why?

Want to protect Shademoore Park

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Carl Edmondson

Address:

Shademoore Park

Email:

Edmondson@fuse.net

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_____ Modes Together

_____ Modes Split

✓ _____ Not Sure

Why?

My interest is protecting Shademoore Park.

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Julie Edmondson

Address:

Shademoore Park

Email:

Edmondson@fuse.net

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_____ Modes Together

✓ _____ Modes Split

_____ Not Sure

Why?

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4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

CLIFF GILB

Address:

4778 SANDRA LEE LN

Email:

hillslide@fuss.net

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_____ Modes Together

X Modes Split

_____ Not Sure

Why? If I'm envisioning the railroad line proposal its partly along the river? If so, was scenic that way (possibly)

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are the following properties on the potential displacement map' currently?

41-41-40.023,
and 41-41-40.024.

Also, All Saints Lutheran Church on Craig Rd - Is this on the potential displacement map' currently?
I believe these parcels are: 41-41-40.025B and 41-41-40.029B
41-41-40.028 B

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Susan Hunkele

Address:

3146 Mount Carmel Road

Email:

Cincinnati, OH 45244
shunkele@cinci.rr.com

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Name:

GLORIA LAZARCHEFF

Address:

3716 CHURCH ST NEWTOWN 45244

Email:

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_____ Modes Together

☒ Modes Split

_____ Not Sure

Why?

MORE PRACTICAL TO USE EXISTING RAIL RIGHT OF WAY; FEWER CROSSINGS, GRADE ALREADY IN PLACE. PLUS THE TOWN IS STRUCTURED AROUND THE EXISTING TRACKS.

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

THIS RELOCATION IS DESPERATELY NEEDED!
TRAFFIC IS HORRIBLE! AND ACCESS TO I-71 IS DIFFICULT.
GET THE TRAFFIC OFF OF MAIN ST.; IT WILL LET THE
BUSINESSES "BREATHE"!
JAMS

Also, MAKE INFORMATION EASIER FOR "REGULAR" PEOPLE TO FIND ON THE WEBSITE. A USER FRIENDLY HOMEPAGE WOULD BE NICE. IT TOOK ME 10 MINUTES TO FIND THE ROUTE MAPS... THE SECOND TIME.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

GENE MARTIN

Address:

1041 BURNS AVE

Email:

CINCINNATI OHIO 45230

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Preserve existing community character	①	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	①	2	3	4	5	Not sure
Encourage new economic development	1	②	3	4	5	Not sure
Minimize impacts to existing businesses and residences	①	2	3	4	5	Not sure
Minimize impacts to greenspace and parks	1	2	3	④	5	Not sure
Design Elements						
Provide connections to the regional bikeway network	①	2	3	4	5	Not sure
Minimize noise impacts from relocated roadway	1	②	3	4	5	Not sure
Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	①	2	3	4	5	Not sure
Provide a park-and-ride facility at the rail transit station	①	2	3	4	5	Not sure
Provide landscaping/aesthetic amenities for roadway	1	2	③	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	④	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	②	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

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_____ Modes Together

X Modes Split

_____ Not Sure

Why?

NEWTOWN TRANSIT STATION WOULD BE CLOSER TO
EXISTING RESIDENTIAL AND BUSINESS AREAS IN NEWTOWN, WOULD
SERVE TO FURTHER REVITALIZE NEWTOWN, AND SEEMINGLY BE
MORE COST/TIME EFFECTIVE THAN MODES TOGETHER.

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

WOULD LIKE TO SEE AN INTERCHANGE / HIGHWAY ACCESS
AT EIGHT MILE RD INCLUDED IN ANY RELOCATION OF SR 32.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

JOSHUA MARTIN

Address:

6811 CENTER ST. CINCINNATI, OH 45244

Email:

jmartin979@hotmail.com

NEXT STEPS IN THE SR 32 RELOCATION STUDY

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Please list any issues not identified above that should also be considered:

Lower cost of rail maintenance vs. widening + maintaining roads, roadways

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X Modes Together

_____ Modes Split

_____ Not Sure

Why?

Modes Together

1) Emphasize & remind car commuters of rail option

2) Reduces reliance on private rail providers

3) Shortens rail distance

4) Increases prospects of ^{successful} SR 32 relocation

5) Less impact on Newtown

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

The impact on Newtown seems to be a big concern to those residents. But the benefits to the whole corridor and long-term to the environment outweigh the concerns.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Michael Massey

Address:

1086 Shangrila Drive, Cincinnati, OH 45230

Email:

mmasseyster@gmail.com

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_____ Not Sure

Why?

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YOU KEPT SAYING input, but ignore what
WE say, I KEPT going to MEETINGS
WHERE PEOPLE say they don't want the
the corridor, but you do not listen!

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

JOAN MCCLELLAN

Address:

102 FINST ST SHADemoore 75244

Email:

iam99@fuse.net

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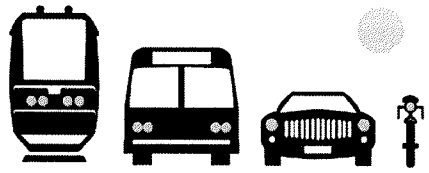
In the very beginning one of the options was the Eastern Corridor would from Red Bank would cross the Little Miami at the levy. Would that not be a better choice? You could pick up traffic at Columbia pkwy, there should be a way to bypass Beechmont and take traffic off of Beechmont and cut over to Mt Carmel , or go to 275 by Beechmont.

Seems like you would take the Columbia Pkwy traffic off of 32, and Beechmont, take a lot Beechmont traffic and help 32. The people living in the area of Beechmont want help; people living along 32 do not. Plus you would not have a new river crossing, maybe 2 tier crossing? I know that with all the Engineers working this Eastern Corridor that there could be a better option. Didn't the NPS back then think that this was a better option.

Joan McClellan

Shademoore Park, Newtown area

513 919 7126



The Eastern Corridor

SR 32 Relocation Project

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_____ Modes Together

☒ Modes Split

_____ Not Sure

Why?

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4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Carolyn McKenney

Address:

Email:

cemcincy@gmail.com

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_____ Modes Together

✓ Modes Split

_____ Not Sure

Why?

Station would be close to downtown Lebanon

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

minimize impact to Newtown by building and relocating over area currently occupied by gas station and food store

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Michael Menn

Address:

7235, E. 1st St

Email:

menn@lebanonohio.com

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_____ Modes Together

X Modes Split

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Why?

PROVIDES EASIER ACCESS TO RAIL STATIONS. AUTO'S + TRAINS ARE COMPLEMENTARY SOLUTIONS AND WOULD WORK TOGETHER BETTER IN THIS CASE IF THEY ARE SPLIT.

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

MUST CONNECT ANDERSON CENTER STATION VIA A FEEDER LINE TO EITHER BEECHMONT OR NEWTOWN STATIONS.

ACS IS A STATE-OF-THE-ART FACILITY THAT MUST BE INCLUDED IN THE PLAN TO SERVE THE RESIDENTS OF ANDERSON TOWNSHIP.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

MICHAEL NIEHAUS

Address:

8343 RICHLAND DR. CINTI. OH 45255-4408

Email:

MNIEHAUS2@GMAIL.COM

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☐ Modes Together

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☒ Not Sure

Why? A significant concern would be disruption of existing homeowners and businesses.

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I'm shocked that Newtown doesn't see the advantages of a transit station in the heart of Newtown.

(I understand their point about Batavia being bypassed but Old Milford is thriving.)

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Rebecca Pace

Address:

2430 Cardinal Hill Ct 45230

Email:

RebPace@gmail.com

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_____ Modes Together

☒ Modes Split

_____ Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

It is very disappointing that Bechtelway was not considered for expansion versus a new bridge across the Little Miami River. Given that the surrounding communities are against this expansion, the ~~the~~ relocation options should be reevaluated. It seems to me that ~~public~~ input is solicited but given very little consideration.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Carnie Rutherford

Address:

2519 Fairgrove Ct. @

Email:

rutherford@zoomtown.com

NEXT STEPS IN THE SR 32 RELOCATION STUDY

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Ohio Department of Transportation District 8

505 South SR 741, Lebanon, Ohio 45036

Phone: (513) 933-6597 E-mail: andy.fluegemann@dot.state.oh.us



SR 32 Relocation Project

Public Involvement Meeting

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	Very Important				Not Important At All	
Community Factors						
Reduce local congestion and traffic delays	①	2	3	4	5	Not sure
Increase travel safety	①	2	3	4	5	Not sure
Expand travel options (add rail transit, bike and walking paths)	①	2	3	4	5	Not sure
Consolidate access points on SR 32	①	2	3	4	5	Not sure
Preserve existing community character	①	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	①	2	3	4	5	Not sure
Encourage new economic development	①	2	3	4	5	Not sure
Minimize impacts to existing businesses and residences	①	2	3	4	5	Not sure
Minimize impacts to greenspace and parks	①	2	3	4	5	Not sure
Design Elements						
Provide connections to the regional bikeway network	①	2	3	4	5	Not sure
Minimize noise impacts from relocated roadway	①	2	3	4	5	Not sure
Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	①	2	3	4	5	Not sure
Provide a park-and-ride facility at the rail transit station	①	2	3	4	5	Not sure
Provide landscaping/aesthetic amenities for roadway	1	2	③	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	①	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	①	2	3	4	5	Not Sure

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_____ Modes Together

_____ Modes Split

_____ ☒ Not Sure

Why?

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Start the rail project first.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name: JOHN SCHREIBER

Address: 2781 SADDLEBACK DR. CINN. OH 45244

Email: JLAASADDLEBACK@FUSE.NET

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_____ Modes Together

_____ Modes Split

X Not Sure

Why?

walking / bike trails wouldn't be fun if its too hectic.
(e.g. no one walks Beechmont.)

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

I'd like to see the estimated traffic patterns with the proposed development.

- how would this affect Beechmont Hill area ? traffic
Cohly → Lunken Airport

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Barbara Sliter

Address:

2604 Beechmar Dr 45230

Email:

bsliter@gmail.com

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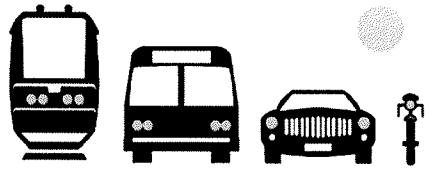
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_____ Modes Together

_____ Modes Split

_____ ☒ Not Sure

Why?

Ideally, bike/walking path would be separate from the highway because of air pollution

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Promoting and developing alternate modes of transportation should be the priority of this and all future transportation projects. Oasis Rail should be top priority.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Austin Stahl

Address:

865 Miami Ridge Drive

Email:

arstahl@fuse.net

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_____ Modes Together

_____ Modes Split

8 Not Sure

Why?

Whatever most cost effective

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

Connect 8 mile to Beechwood
for better connectivity

In region.
Please build, Please build, Please build
Do not let small group stop the complete
Project.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Mike Waigel

Address:

7770 Ingrams Ridge

Email:

Mike.wdawn@yahoo.com

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Provide a park-and-ride facility at the rail transit station	1	2	3	4	5	Not sure
Provide landscaping/aesthetic amenities for roadway	1	2	3	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

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_____ Modes Together

_____ Modes Split

☒ Not Sure

Why? May destroy the continuity and character of the "downtown" Newtown area.

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Steve Wilhelm

Address:

2350 E. Main St. Lebanon, Ohio 45036

Email:

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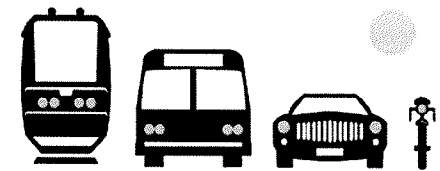
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☒ Modes Split

_____ Not Sure

Why?

Combination is not required

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Name:

WR ZIMMERMAN

Address:

5014 HURLINGHAM WAY 45244

Email:

WRZIMMERMAN@YAHOO.COM

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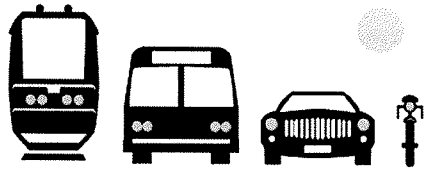
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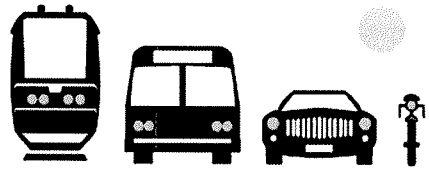
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Expand travel options (add rail transit, bike and walking paths)	1	2	3	4	5	Not sure
Consolidate access points on SR 32	1	2	3	4	5	Not sure
Preserve existing community character	1	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	1	2	3	4	5	Not sure
Encourage new economic development	1	2	3	4	5	Not sure
Minimize impacts to existing businesses and residences	1	2	3	4	5	Not sure
Minimize impacts to greenspace and parks	1	2	3	4	5	Not sure
Design Elements						
Provide connections to the regional bikeway network	1	2	3	4	5	Not sure
Minimize noise impacts from relocated roadway	1	2	3	4	5	Not sure
Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	1	2	3	4	5	Not sure
Provide a park-and-ride facility at the rail transit station	1	2	3	4	5	Not sure
Provide landscaping/aesthetic amenities for roadway	1	2	3	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

_____ Modes Split

_____ Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Address:

Email:

NEXT STEPS IN THE SR 32 RELOCATION STUDY

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Ohio Department of Transportation District 8

505 South SR 741, Lebanon, Ohio 45036

Phone: (513) 933-6597 E-mail: andy.fluegemann@dot.state.oh.us



SR 32 Relocation Project

Public Involvement Meeting

COMMENT FORM

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1. Using a scale of 1 to 5 (with 1 = Very Important and 5 = Not Important At All), please rank the importance of the following SR 32 Relocation project elements to you.

	Very Important				Not Important At All	
Community Factors						
Reduce local congestion and traffic delays	1	(2)	3	4	5	Not sure
Increase travel safety	1	(2)	3	4	5	Not sure
Expand travel options (add rail transit, bike and walking paths)	1	(2)	3	4	5	Not sure
Consolidate access points on SR 32	1	(2)	3	4	5	Not sure
Preserve existing community character	1	(2)	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	1	(2)	3	4	5	Not sure
Encourage new economic development	1	(2)	3	4	5	Not sure
Minimize impacts to existing businesses and residences	1	(2)	3	4	5	Not sure
Minimize impacts to greenspace and parks	1	(2)	3	4	5	Not sure
Design Elements						
Provide connections to the regional bikeway network	1	(2)	3	4	5	Not sure
Minimize noise impacts from relocated roadway	1	(2)	3	4	5	Not sure
Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	1	(2)	3	4	5	Not sure
Provide a park-and-ride facility at the rail transit station	1	(2)	3	4	5	Not sure
Provide landscaping/aesthetic amenities for roadway	1	(2)	3	4	(5)	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	1	(2)	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	(2)	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

_____ Modes Split

_____ ☒ Not Sure

Why?

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_____ Modes Together

yes Modes Split

_____ Not Sure

Why?

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_____ Modes Together

_____ Modes Split

_____ Not Sure

Why?

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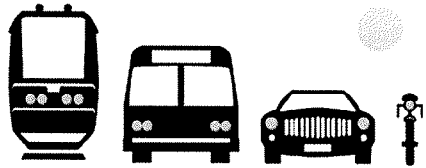
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Minimize impacts to greenspace and parks	1	2	3	4	5	Not sure
Design Elements						
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Provide a park-and-ride facility at the rail transit station	1	2	3	4	5	Not sure
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Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

X _____ Modes Split

_____ Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

Drawn in details
Have not seen
anything ~~new~~ new
Since last time

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name: _____

Address: _____

Email: _____

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1. Using a scale of 1 to 5 (with 1 = Very Important and 5 = Not Important At All), please rank the importance of the following SR 32 Relocation project elements to you.

The wording of this is confusing

	Very Important				Not Important At All	
Community Factors						
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Increase travel safety	1	2	3	4	5	Not sure
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Provide a park-and-ride facility at the rail transit station	1	2	3	4	5	Not sure
Provide landscaping/aesthetic amenities for roadway	1	2	3	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

_____ Modes Split

_____ Not Sure

Why?

*I don't want to see Newtown destroyed.
(I do not live in Newtown.)*

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

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Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

Protect all existing parks and green space

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

_____ Modes Split

_____ Not Sure

Why?

I do not want this running thru Movement
and our South 80 Park. I go there daily

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

I am concerned that this project will
go thru Movement's South 80 park and
am against any proposal that disrupts
our Park in any way.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name: Brendee Allen

Address: 3709 W Center

Email: b52allen@gmail.com

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Minimize impacts to the natural environmental and archaeological and historic properties	(1)	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	(1)	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

Preserve safety of community. (1)

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_____ Modes Together _____ Modes Split _____ Not Sure

Why?

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Name:

Anderson Family

Address:

3604 Mount Way 45227

Email:

maggiehallam@yahoo.com

NEXT STEPS IN THE SR 32 RELOCATION STUDY

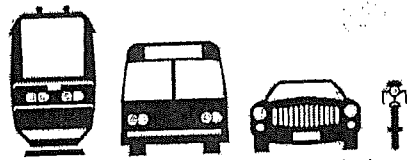
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Preserve existing community character	1	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	1	2	3	4	5	Not sure
Encourage new economic development	1	2	3	4	5	Not sure
Minimize impacts to existing businesses and residences	1	2	3	4	5	Not sure
Minimize impacts to greenspace and parks	1	2	3	4	5	Not sure
Design Elements:						
Provide connections to the regional bikeway network	1	2	3	4	5	Not sure
Minimize noise impacts from relocated roadway	1	2	3	4	5	Not sure
Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	1	2	3	4	5	Not sure
Provide a park-and-ride facility at the rail transit station	1	2	3	4	5	Not sure
Provide landscaping/aesthetic amenities for roadway	1	2	3	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

☒ Modes Split

_____ Not Sure

Why?

Tracks need to be placed for maximum access by riders, SR32 needs to be placed ~~where~~ where it has minimum impact on communities and people

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

It is very unfair and inappropriate to put a major highway close to a historic community (Mariemont/Newtown) that has minimal benefit to the ~~an~~ infringed community. The current location planned will only invite future protest and litigation, when there are clearly less invasive options.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Michael + Natalie Barnes

Address:

6528 Park Lane, Mariemont

Email:

mbarnes@johnsoninv.com

mbarnes1@fuse.net

NEXT STEPS IN THE SR 32 RELOCATION STUDY

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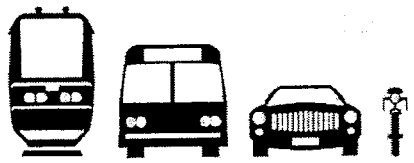
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Ohio Department of Transportation District 8

505 South SR 741, Lebanon, Ohio 45036

Phone: (513) 933-6597 E-mail: andy.fluegemann@dot.state.oh.us



The Eastern Corridor

SR 32 Relocation Project

Public Involvement Meeting

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1. Using a scale of 1 to 5 (with 1 = Very Important and 5 = Not Important At All), please rank the importance of the following SR 32 Relocation project elements to you.

	Very Important				Not Important At All	
Community Factors						
Reduce local congestion and traffic delays	1	2	3	4	5	Not sure
Increase travel safety	1	2	3	4	5	Not sure
Expand travel options (add rail transit, bike and walking paths)	(1)	2	3	4	5	Not sure
Consolidate access points on SR 32	1	2	3	4	5	Not sure
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Minimize impacts to existing businesses and residences	1	2	3	4	5	Not sure
Minimize impacts to greenspace and parks	(1)	2	3	4	5	Not sure
Design Elements						
Provide connections to the regional bikeway network	(1)	2	3	4	5	Not sure
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2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

_____ Modes Split

☒ Not Sure

Why? I prefer that the relocated 32 be moved farther from Mariemont (see below) but I'd like the Oasis & bike/hike closer if possible. If most cost effective to keep it together then I don't want ~~the road~~ ^{any of it} through our park.

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

You've received all the documents from Mariemont Mayor Dan Policastro. I am in 100% agreement with him - the gardens, walking trails, National Historic Landmark status, archaeological site, and questionable stability of the Bluff are all strong reasons to scrap this idea of cutting through our South 80 with a four-lane (for now) high way. I would like to add that I have lived a block from the Bluff for more than 20 years, I was born in Mariemont and returned here for the great community feel. Part of that feeling stems from events held at the Concourse, for example: ~~(none)~~ (see attached)

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Linda S Bartlett

Address:

3611 Mound Way, Cincinnati (Mariemont) 45227

Email:

bartlettfive@gmail.com

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_____ Modes Together

X Modes Split

_____ Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Olga V. Bayliff

Address:

3706 Pleasant St.

Email:

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_____ Modes Together

_____ ☒ Modes Split

_____ Not Sure

Why?

Do not want road to impact Mariemont community. Do not want road noise, traffic etc. in area below Miami Bluff.

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

We want to maintain our greenspace in the Mariemont community. Residents utilize this space as well as wildlife. Bringing the road through will increase commercial and industrial development of that area which would detract from the historic environment of the Village and be in direct conflict with the plans and designs of Mary Emery.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Tim + Beth Biggs

Address:

3605 Center Street Cin. OH. 45227

Email:

biggs.tim7@gmail.com

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in developing
Mariemont as a
"Model Town."

It would also take away the safe environment we now enjoy for our children in this community.



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Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

Optimize use of Federal/state Funds ①

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_____ Modes Together

☒ ~~_____~~ Modes Split

~~_____~~ Not Sure

Why?

Together would probably be more efficient executionally and reduce environmental footprint impact, although bike path next to highway makes no sense. Split may afford the opportunity to route the highway through a route less invasive to local communities and just run bike + rail closer to said communities reducing noise + encroachment issues while providing full benefits to the communities.

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

A strong, less capital intensive option may be to pursue rail network development. This will enhance connectivity, reduce fuel consumption, de-congest SR-32, and not use up as many financial resources, as well as reduce environmental impact.

It is imperative that ODOT prioritize the impact on this project on natural resources, historical sites, community impact and overall investment efficiency.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

JAMES + PAULA BIRD

Address:

7050 Mt Vernon Ave

Email:

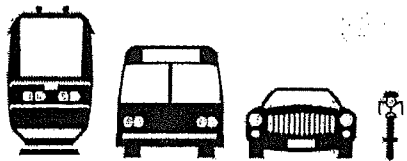
plopezma@yahoo.com

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Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

→ VERY concerned about Miami Bluff hillside being weakened!
Also - loss of Native American archaeological artifacts

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

_____ Modes Split

☒ Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

We have lived in Mariemont for 36 yrs + remember the Eastern Corridor Project from years ago. It is shocking + disappointing that significant changes were made to the preferred route without any request for our input. And why was the preferred relocation only revealed during the last public meeting?

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Barbara Blum

Address:

6601 Mariemont Ave Cincinnati 45227

Email:

Barbblum@cinci.rr.com

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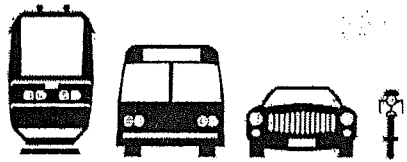
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Community Factors						
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Increase travel safety <i>WE ARE ALREADY SAFE!</i>	1	2	3	X	5	Not sure
Expand travel options (add NO rail transit, bike and walking paths)	1	2	3	4	X	Not sure
Consolidate access points on SR 32	1	2	3	4	X	Not sure
Preserve existing community character	X	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	1	2	X	4	5	Not sure
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Provide landscaping/aesthetic amenities for roadway	1	2	3	4	X	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	X	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	X	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

- * VERY CONCERNED OF IMPACT (VIBRATION, STRUCTURAL) ON MARION HILL. EROSION OF HILLSIDE
- * RAIL TRANSIT NOT NEEDED
- * 20+ YEARS AGO WHEN THE SR 32 RELOCATION WAS BEING LOOKED INTO DOWNTOWN WAS PRIMARILY BUSINESS ~~AREA~~ DOWNTOWN TREND IS PRIMARILY RESIDENTIAL.
- * WHY WAS THE ATTENTION CHANGED TO THE NORTHSIDE OF THE RAIL TRACKS & RIVER FROM SOUTHSIDE (PRIMARILY FIELDS)

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N/A Modes Together

N/A Modes Split

N/A Not Sure

Why?

OR
HIGHWAY
WITH
CARS

I VOTE NO
OASIS RAIL
TRANSIT

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

I VOTE NO ON RAIL TRANSIT !!!

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

BOB BLUM

Address:

6601 MARIEMONT AVE

Email:

BOBBLUM@CINCI.RR.COM

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Encourage new economic development	1	2	3	4	(5)	Not sure
Minimize impacts to existing businesses and residences	(1)	2	3	4	5	Not sure
Minimize impacts to greenspace and parks	(1)	2	3	4	5	Not sure
Design Elements						
Provide connections to the regional bikeway network	1	2	3	4	(5)	Not sure
Minimize noise impacts from relocated roadway	(1)	2	3	4	5	Not sure
Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	1	2	3	4	(5)	Not sure
Provide a park-and-ride facility at the rail transit station	1	2	3	4	(5)	Not sure
Provide landscaping/aesthetic amenities for roadway	1	2	3	(4)	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	(1)	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	(3)	4	5	Not Sure

Please list any issues not identified above that should also be considered:

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_____ Modes Together X Modes Split _____ Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

I LIVE TWO BLOCKS FROM THE MIAMI BLUFF
OVERLOOK AND I CAN HEAR THE TRAFFIC FROM
RT 32. I CAN'T IMAGINE HOW LOUD IT WOULD
BE IF THE PROPOSED ROUTE IS CLOSER TO
THE BLUFF AND THE IMPACT IT WOULD HAVE
ON THOSE LIVING ON MIAMI BLUFF.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name: DAVID BOYLES

Address: 6709 MARIE MONT AVE

Email: DBOYLES46@GMAIL.COM

NEXT STEPS IN THE SR 32 RELOCATION STUDY

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Ohio Department of Transportation District 8
505 South SR 741, Lebanon, Ohio 45036
Phone: (513) 933-6597 E-mail: andy.fluegemann@dot.state.oh.us



SR 32 Relocation Project

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<i>Community Factors</i>						
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Increase travel safety	1	2	3	4	5	Not sure
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Preserve existing community character	1	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	1	2	3	4	5	Not sure
Encourage new economic development	1	2	3	4	5	Not sure
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_____ Modes Together

_____ ☒ Modes Split

_____ Not Sure

Why?

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With the historic designation of primitive settlements and burial grounds in the proposed area, I do not see how the revised plan is possible. The recent discovery of the serpent mound reinforces the historical importance of preserving that area. Of additional concern is the instability of that hillside that the Village has recognized & worked diligently to maintain & preserve. These reasons

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

NANCY BOYLES

Address:

6709 MARIEMONT AVE

Email:

DBN56709@AOL.COM

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should be enough reason to abort this plan without even going into how the quality of life would change negatively for residents! —



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Reduce flood hazards and moderate storm water runoff	1	2	(3)	4	5	Not Sure

Please list any issues not identified above that should also be considered:

MANAPOST is a national historic landmark and this road would dramatically change the character of our village and impact our property values.

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

_____ Modes Split

_____ Not Sure

Why?

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4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

~~William~~ Edward A. Bruck

Address:

6606 Morris Bluff

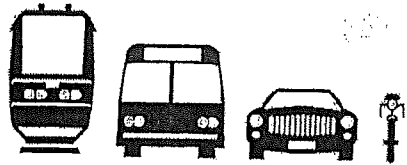
Email:

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The Miami Bluff hillside is integral to the Madisonville site Native American archaeological site and this road location would put the preservation and exploration of this site in jeopardy.

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together _____ Modes Split _____ Not Sure

Why?

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Name:

William A. Brown

Address:

6646 Mixon Bluff

Email:

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_____ Modes Together

☒ Modes Split

_____ Not Sure

Why?

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4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Ruth S-Bullock

Address:

3604 Center Street

Email:

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_____ Modes Together

X _____ Modes Split

_____ Not Sure

Why?

I love the bike trails that exist in the South 80 and don't want to see that disturbed. I also don't want the noise, traffic, and air & light pollution in Mariemont that SR 32 would produce!

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

We are fairly new to the area (Mariemont) and have enjoyed the South 80 trails for biking, walking, and running almost every day for the past few weeks. We would hate to see it disturbed! We also love the character and beauty of this community and feel that quality of life and home values would be seriously adversely impacted by having SR 32 running past the pool and the bluff!

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name: Ellen Calves

Address: 6508 Park Lane, Cincinnati, OH 45227

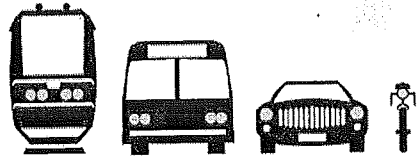
Email: ezcalves@gmail.com

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X Not Sure

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1. US 50 thru Mariemont SHOULD NOT BECOME A MAJOR ARTERY
 2. CONSTANT NOISE FROM A MAJOR LIMITED ACCESS HWY TO BE AVOIDED
 3. LIMIT OR RESTRICT "8 WHEELER" TRAFFIC FROM 275 TO 71
 4. PROJECT "I-32" COMES TOOL CLOSE TO MIAMI BLUFF. CONCRETE "NOISE ABATORS" CANNOT BE PLACED ALONG THE BLUFF. IF ABATORS WOULD BE CONSTRUCTED ALONG THE NEW "I-32", WOULD IT PREVENT NOISE FROM "FLOWING UP HILL?"
- MIAMI BLUFF NOISE ABATORS HWY

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

CLIFFORD M. CLEMONS

Address:

6503 PARK LANE, CINTI, OH 45227

Email:

cc/clemmons2@fuse.net / mjclemmons2@comcast.net

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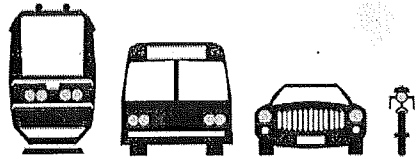
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_____ Modes Together

_____ Modes Split

☒ Not Sure

Why?

Don't think it will ever happen

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Mary Jane Clemons

Address:

6503 Park Lane

Email:

C.CLEMONS2@FUSE.NET

NEXT STEPS IN THE SR 32 RELOCATION STUDY

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Please submit this form before you leave today's meeting or mail by September 2, 2012 to:

Andy Fluegemann, P.E.

Ohio Department of Transportation District 8

505 South SR 741, Lebanon, Ohio 45036

Phone: (513) 933-6597 E-mail: andy.fluegemann@dot.state.oh.us



SR 32 Relocation Project

Public Involvement Meeting

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	1	2	3	4	5	
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Preserve existing community character	1	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	1	2	3	4	5	Not sure
Encourage new economic development	1	2	3	4	5	Not sure
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Minimize impacts to greenspace and parks	1	2	3	4	5	Not sure
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Provide connections to the regional bikeway network	1	2	3	4	5	Not sure
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Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

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_____ Modes Together

X Modes Split

_____ Not Sure

Why?

Keep the automobile traffic where it is.
Hiking and bike paths are enjoyable
if you aren't near the congestion.
This would enhance the environment for all.

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

Please:
Keep the roads off the Mariemont South 80 acres.
Preservation is a wealth you cannot regain
if you don't value it. Our land is a gift
from God. How we use it is our gift back to Him.

Thank you!

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Betty Conn

Address:

3724 E. Center St. Mariemont, Ohio 45227

Email:

bettespaghette@hotmail.com

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_____ Modes Together

X Modes Split

_____ Not Sure

Why?

DON'T WANT AUTOMOBILE TRAFFIC NEAR
HIKING OR BIKE PATHS

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Name:

LUTHER CONN

Address:

3724 E. CENTER ST. MARIEMONT

Email:

seqotter@zoomtown.com

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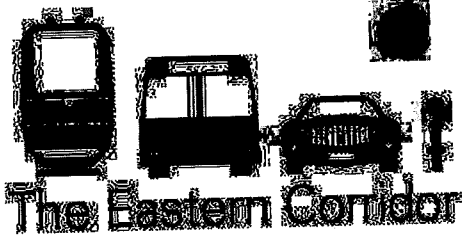
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_____ Modes Together

_____ ☒ Modes Split

_____ Not Sure

Why? Don't see any need for this any way. The hill in this area is sliding, and it's also a native "serpentine mound". Why is this project necessary?

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4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

_____ Susan Connor

Address:

_____ 1311 Aron Dr., Cincinnati OH 45229

Email:

_____ sconnor22@zoomtown.com

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_____ Modes Together

_____ X _____ Modes Split

_____ Not Sure

Why?

I wouldn't want to bike or walk next to heavy exhaust from traffic. The rail and road together make sense that's how they did it in Chicago and it works well there.

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4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Lucianne Crowley

Address:

6728 Field House Way

Email:

Lucianne.Crowley@yahoo.com

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Expand travel options (add rail transit, bike and walking paths)	1	(2)	3	4	5	Not sure
Consolidate access points on SR 32	1	2	3	4	(5)	Not sure
Preserve existing community character	(1)	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	1	2	(3)	4	5	Not sure
Encourage new economic development	1	2	(3)	4	5	Not sure
Minimize impacts to existing businesses and residences	(1)	2	3	4	5	Not sure
Minimize impacts to greenspace and parks	(1)	2	3	4	5	Not sure
Design Elements						
Provide connections to the regional bikeway network	1	(2)	3	4	5	Not sure
Minimize noise impacts from relocated roadway	(1)	2	3	4	5	Not sure
Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	1	2	(3)	4	5	Not sure
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_____ Modes Together

☒ Modes Split

_____ Not Sure

Why?

DONT NEED TO BUILD ANYTHING —
TOO EXPENSIVE NOT NECESSARY — USE
EXISTING

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

ANY EXISTING BUSINESS COULD NOT
SURVIVE. RELOCATING WILL SHUT DOWN
EXISTING BUSINESSES. THERE IS A PARK
ALREADY ON THE SPACE THAT FAMILIES COME
ON, AND EXISTING BIKE TRAILS THAT ARE
USED FREQUENTLY

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

BARBARA DAVIS

Address:

6687 HIGHPOINT BLVD

Email:

HALL7681@YAHOO.COM

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_____ Modes Together

_____ Modes Split

_____ Not Sure

Why?

Prefer nothing be built.

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*Marionmont would be adversely affected
by any building.*

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Kathy Deadrick

Address:

6603 Pleasant St.

Email:

Kgdeadrick@fuse.net

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X Modes Split

_____ Not Sure

Why?

KEEP RELOCATED SR32 AND ASSOCIATED NOISE ETC. AWAY FROM MARIEMONT VILLAGE PROPERTY.

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THE SR32 RELOCATION, AS PROPOSED, WOULD BE DISASTEROUS TO THE MARIEMONT COMMUNITY AND SURROUNDING AREA. GREEN SPACE, PARKS, GARDENS AND RECREATION AREAS WOULD BE ADVERSELY AFFECTED AND NOISE, EROSION AND CONGESTION WOULD NEGATIVELY IMPACT THE AREA.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

STUART M. DEADRICK

Address:

6603 PLEASANT ST. CINTI, OH 45227

Email:

sheadrick@fuse.net

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Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	1	2	3	4	5	Not sure
Provide a park-and-ride facility at the rail transit station	1	2	3	4	5	Not sure
Provide landscaping/aesthetic amenities for roadway	1	2	3	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

_____ Modes Split

X Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

As a new resident of Mariemont, ~~for~~ my family & I enjoy the quiet neighborhood and peaceful surroundings. While economic growth & development are important, maintaining a beautiful & historic community is paramount. Do we really need more blacktop?

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Elizabeth + Nick DeBlasio

Address:

6720 Hammerstone Way 45227

Email:

ea111@yahoo.com

NEXT STEPS IN THE SR 32 RELOCATION STUDY

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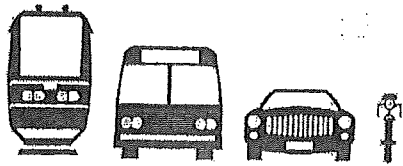
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Ohio Department of Transportation District 8

505 South SR 741, Lebanon, Ohio 45036

Phone: (513) 933-6597 E-mail: andy.fluegemann@dot.state.oh.us



The Eastern Corridor

SR 32 Relocation Project

Public Involvement Meeting

COMMENT FORM

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Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

DO NOT ENCROACH ON A NATIONAL HISTORIC PROPERTY - MARLEMONT IS A NATIONAL HISTORIC LANDMARK - 2007

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

_____ Modes Split

_____ Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

1. DO NOT BUILD ON MARIEMONT PARK SPACE
2. DO NOT BUILD ON MARIEMONT GARDENS
3. DO NOT BUILD ON HISTORIC INDIAN MOUNDS
4. DO NOT RUIN A NATIONAL HISTORIC PROPERTY
5. DO NOT BUILD - THIS PLAN VIOLATES THE NATIONAL PARK SERVICE GUIDELINES IN PRESERVING HISTORIC LANDMARK PROPERTIES

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Jennifer Degerberg

Address:

3855 OAK ST. 45227

Email:

jen.degerberg@gmail.com

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- ENCROACHING ON NATIONAL HISTORIC LANDMARK — VILLAGE OF MARIEMONT

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_____ Modes Together

_____ Modes Split

_____ Not Sure

Why?

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- BUILDING ON MARIEMONT GARDENS AND SOUTH 80 LOCATION WILL VIRTUALLY DESTROY THIS COMMUNITY BIKE ~~TRAILS~~ TRAILS AND GARDEN.
- HIGHWAY TOO CLOSE TO BLUFF (ALREADY UNSTABLE AND PRONE TO MUDSLIDES).
- ODOT PLAN WILL ELIMINATE ACCESS TO 80 ACRES OF MARIEMONT COMMUNITY BIKE TRAILS, GARDEN AND LITTLE MIAMI RIVER.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

SCOTT DEGERBERG

Address:

3855 OAK STREET, CINCINNATI, OH 45227

Email:

SDEGERBERG@GMAIL.COM

NEXT STEPS IN THE SR 32 RELOCATION STUDY

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_____ Modes Together

_____ Modes Split

_____ Not Sure

Why?

I would encourage the original plan that does not affect the gardens or the bluff

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Arlene Demarett

Address:

6 Albert Place

Email:

ALD.3328@MSN.COM

NEXT STEPS IN THE SR 32 RELOCATION STUDY

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_____ Modes Together

X Modes Split

_____ Not Sure

Why? Walking next to a 4 lane Hwy isn't my idea of a peaceful stroll !!

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

Putting RT 32 on the north side of the plan would impact more housing in Fairfield and Mariemont because of the close proximity. Moreover getting so close to Miami Bluff may be a cause for further erosion.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Richard Demaret

Address:

2 Denny Pl

Email:

dickdemaret@gmail.com

NEXT STEPS IN THE SR 32 RELOCATION STUDY

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_____ Modes Together

_____ Modes Split

_____ Not Sure

Why?

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We treasure our greenspace here in Mariemont, especially our beautiful view off of the bluff. The gardens and bike trail are great place where my children can explore and enjoy being outdoors. We chose Mariemont for these very beautiful and historic spaces! We vehemently oppose the ~~plan~~ plans to alter this space!

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Patty Dawey

Address:

Email:

pattydawey@yahoo.com

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_____ Modes Together

X Modes Split

_____ Not Sure

Why?

The mode split will best preserve the integrity of the green space,

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

The "Back 60" greenspace/park in Mariemont is an essential part of Mariemont's character. I run through it every other day. Please, please do not disrupt this last area of peace and tranquility in our village.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Jon Dill

Address:

3701 Center St., Cincinnati, OH 45227

Email:

j.dill@campaconline.com

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_____ Modes Together



Modes Split

_____ Not Sure

Why? In an area like ours, it is imperative to maintain the green space + historical piece of our town. The ~~etc~~ current plan disrupts both of these.

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

I am completely against this current plan + the plan in general. Why wouldn't the plan be to connect Red Bank straight to Route 32 - widen both of those current roads. That must be a more economical + less invasive way to solve the problem - if there really is a traffic problem. We've lived in the area for several years (almost 20) and we both use Red Bank, Route 32, + Wooster Pike, Newton Road daily. It really isn't a problem. Certainly not worth the damage to the Mariemont Village, current local business + the surrounding green space + views.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Nan Dill

Address:

3701 Center St. Cincinnati, OH 45227

Email:

dilljnh@aol.com

Do not do this! There must be a smarter solution.

NEXT STEPS IN THE SR 32 RELOCATION STUDY

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Please submit this form before you leave today's meeting or mail by September 2, 2012 to:

Andy Fluegemann, P.E.
Ohio Department of Transportation District 8
505 South SR 741, Lebanon, Ohio 45036
Phone: (513) 933-6597 E-mail: andy.fluegemann@dot.state.oh.us



SR 32 Relocation Project

Public Involvement Meeting

COMMENT FORM

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1. Using a scale of 1 to 5 (with 1 = Very Important and 5 = Not Important At All), please rank the importance of the following SR 32 Relocation project elements to you.

	Very Important				Not Important At All	
Community Factors						
Reduce local congestion and traffic delays	1	2	3	4	5	Not sure
Increase travel safety	1	2	3	4	5	Not sure
Expand travel options (add rail transit, bike and walking paths)	1	2	3	4	5	Not sure
Consolidate access points on SR 32	1	2	3	4	5	Not sure
Preserve existing community character	1	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	1	2	3	4	5	Not sure
Encourage new economic development	1	2	3	4	5	Not sure
Minimize impacts to existing businesses and residences	1	2	3	4	5	Not sure
Minimize impacts to greenspace and parks	1	2	3	4	5	Not sure
Design Elements						
Provide connections to the regional bikeway network	1	2	3	4	5	Not sure
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Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	1	2	3	4	5	Not sure
Provide a park-and-ride facility at the rail transit station	1	2	3	4	5	Not sure
Provide landscaping/aesthetic amenities for roadway	1	2	3	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

 X Modes Split

_____ Not Sure

Why?

utilize best option for both users.
People using bikes & walking don't
need roads & road users don't need paths

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Dirk & Liz Disper

Address:

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dirk.disper@gmail.com
weberdisper@gmail.com

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Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

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_____ Modes Together

X Modes Split

_____ Not Sure

Why?

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4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

_____ Laura Delle

Address:

_____ 6927 Mt. Vernon

Email:

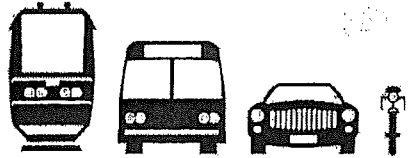
_____ thedellese@fuse.net

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The Eastern Corridor

SR 32 Relocation Project

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Preserve existing community character	1	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	1	2	3	4	5	Not sure
Encourage new economic development	1	2	3	4	5	Not sure
Minimize impacts to existing businesses and residences	1	2	3	4	5	Not sure
Minimize impacts to greenspace and parks	1	2	3	4	5	Not sure
Design Elements						
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Provide a park-and-ride facility at the rail transit station	1	2	3	4	5	Not sure
Provide landscaping/aesthetic amenities for roadway	1	2	3	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

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_____ Modes Together



_____ Modes Split

_____ Not Sure

Why?

Bike trail is more important and should not be located near any busy roads

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4. Please provide your contact information below and we will notify you of future meetings and project updates.

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Tim + Michelle Duever

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	Very Important				Not Important At All	
Community Factors						
Reduce local congestion and traffic delays	(1)	2	3	4	5	Not sure
Increase travel safety	1	2	(3)	4	5	Not sure
Expand travel options (add rail transit, bike and walking paths)	1	2	(3)	4	5	Not sure
Consolidate access points on SR 32	1	2	(3)	4	5	Not sure
Preserve existing community character	(1)	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	1	2	(3)	4	5	Not sure
Encourage new economic development	1	2	(3)	4	5	Not sure
Minimize impacts to existing businesses and residences	(1)	2	3	4	5	Not sure
Minimize impacts to greenspace and parks	(1)	2	3	4	5	Not sure
Design Elements						
Provide connections to the regional bikeway network	1	2	(3)	4	5	Not sure
Minimize noise impacts from relocated roadway	(1)	2	3	4	5	Not sure
Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	1	2	3	(4)	5	Not sure
Provide a park-and-ride facility at the rail transit station	1	2	3	(4)	5	Not sure
Provide landscaping/aesthetic amenities for roadway	1	2	(3)	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	(1)	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	(3)	4	5	Not Sure

Please list any issues not identified above that should also be considered:

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_____ Modes Together

_____ ☒ Modes Split

_____ Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Catherine Evans

Address:

6958 Miami Bluff Drive

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Expand travel options (add rail transit, bike and walking paths)	1	(2)	3	4	5	Not sure
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Provide a park-and-ride facility at the rail transit station	1	(2)	3	4	5	Not sure
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Minimize impacts to the natural environmental and archaeological and historic properties	(1)	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	(1)	2	3	4	5	Not Sure

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_____ Modes Together

_____ Modes Split

~~_____~~ Not Sure

Why?

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Name:

FERGUSON

Address:

3810 MIAMI ROAD

Email:

JENNIFER.FERGUSON@ME.COM

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Why?

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Name:

Sigrid Fischer

Address:

7264 English Dr. 45244

Email:

zfischer48@gmail.com

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_____ Modes Together

☒ Modes Split

_____ Not Sure

Why?

Safety & aesthetics necessitates splitting.

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

Where did this come from? It was some 5-6 years ago that an option to route this proposed highway without running through Mariemont was settled upon. This about face happened without any publicity or notice to the public.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Ann & Jim Foran

Address:

6719 Hemmerstone Way

Email:

jaforan@cinci.rr.com

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_____ Modes Together

_____ Modes Split

☒ Not Sure

Why?

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4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Jean Fuller

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jfuller13@Cinci.krr.com

NEXT STEPS IN THE SR 32 RELOCATION STUDY

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Please submit this form before you leave today's meeting or mail by September 2, 2012 to:

Andy Fluegemann, P.E.
Ohio Department of Transportation District 8
505 South SR 741, Lebanon, Ohio 45036
Phone: (513) 933-6597 E-mail: andy.fluegemann@dot.state.oh.us



SR 32 Relocation Project

Public Involvement Meeting

COMMENT FORM

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1. Using a scale of 1 to 5 (with 1 = Very Important and 5 = Not Important At All), please rank the importance of the following SR 32 Relocation project elements to you.

	Very Important				Not Important At All	
Community Factors						
Reduce local congestion and traffic delays	1	2	3	4	5	Not sure
Increase travel safety	1	2	3	4	5	Not sure
Expand travel options (add rail transit, bike and walking paths)	1	2	3	4	5	Not sure
Consolidate access points on SR 32	1	2	3	4	5	Not sure
Preserve existing community character	1	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	1	2	3	4	5	Not sure
Encourage new economic development	1	2	3	4	5	Not sure
Minimize impacts to existing businesses and residences	1	2	3	4	5	Not sure
Minimize impacts to greenspace and parks	1	2	3	4	5	Not sure
Design Elements						
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Please list any issues not identified above that should also be considered:

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

_____ Modes Split

_____ Not Sure

Why?

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See attached comments

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

David W. Garber

Address:

6812 Miami Bluff Drive, Dayton

Email:

Garbs27@aol.com

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Ohio Department of Transportation

I have lived in Mariemont for over 30 years. Mariemont is an amazing and unique community. Not only is it one of the first planned communities in the United States, and as such a registered historic district, but it was layed out with its parks, streets and trees to be aesthetically pleasing and to blend in with its natural surroundings. Your plan to build a four lane highway under the bluff is diametrically opposed to all the things that the residents of Mariemont value. It will dramatically and adversely affect ~~land~~ values, where we already pay high taxes for the privilege to live here. The highway will take away a park and gardens that we and our children enjoy. The noise and lights from the highway will seep into our homes. The vibrations of the cars and trucks will further destabilize the bluff where we have had tremendous land slides in recent years. The building of the highway may also disturb Indian relics that are said to be buried in the path of the highway. We currently have a lovely view of the Miami River and the Miami Valley. If a bridge and highway are built south of Miami Bluff that will ruin our view as well as the view from the Concourse. The obvious alternative is to go back to the original plan and run the highway off of Red Bank road and across the river to highway 32. This will only affect a small amount of agricultural land rather than an historic district with hundreds of families and homes. Please reconsider.

Carol W. Gierke
6812 Miami Bluff Drive
Mariemont, Ohio



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Do NOT build this roadway through Mariemont. It will destroy the character of the community which is a National Historic landmark. MIAMI BLUFF DR. HAS HAD SERIOUS LANDSLIDE ISSUES WITHIN A FEW FEET FROM THE ACTUAL STREET WHICH HAS 46 HOUSES ON IT. ANY ROADWAY CONSTRUCTED (over) (over)

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

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Why?

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WOULD BE LIKE ANOTHER COLUMBIA PARKWAY WITH LANDSLIDE DISASTERS CLOGGING UP TRAFFIC. THIS PROPOSED ROADWAY WOULD DESTROY THE GARDENS PARKS AND TRAILS AND VIOLATES THE NATIONAL PARK SERVICE GUIDELINES FOR PRESERVING HISTORIC LANDMARK PROPERTIES. ADDITIONALLY THIS WOULD GO THROUGH THE MADISONVILLE SITE WHERE NATIVE AMERICAN RUINS HAVE BEEN EXCAVATED. THIS ROADWAY WOULD DRASTICALLY HARM OUR PROPERTY VALUES SINCE WE WILL NO LONGER LIVE ON A QUIET STREET WITH VIEWS OF THE LITTLE MIAMI RIVER, BUT ON A WOLSY STREET THAT LOOKS AT A FOUR LANE HIGHWAY!

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

_____ VALERIE GARBOR

Address:

_____ 6812 MIAMI BLUFF DR.

Email:

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 X Modes Together Modes Split Not Sure

Why?

Bike & Train
I do not see the need to build both the rail transit and the relocated SR 32. As the rail transit serves the issue of congestion by offering an alternative means of transportation which is significantly more environmentally

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Friendly and sustainable.

With the combined bike/train option, biketrails would provide additional access to the trains.

I feel building the new SR 32 would only serve to sabotage the growth of public transportation in the Cincinnati area.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name: Margaret Cleary

Address: 6703 Mariemont Ave 45227

Email: geary1993@zoomtown.com

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X Not Sure

Why?

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Relocating SR 32 to the base of the Little Miami River and the bluffs of Mariemont is insensitive to the archeological remains of the significant Indian history here. God knows what you will find if you start digging there! It would ruin our South 80 acre park in Mariemont, destroy the character of our National Historic Landmark community and result in

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Paula Christian Gerdse

Address:

3605 Mound Way, 45227

Email:

gerdse@cinci.rr.com

a terrible,
drawn-out
fight.

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3602 Center



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✓ _____ Modes Split

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Name:

John + Amy Getgey

Address:

6936 Miami Bluff Dr. Cincinnati, OH 45227

Email:

getgey@cinci.rr.com

NEXT STEPS IN THE SR 32 RELOCATION STUDY

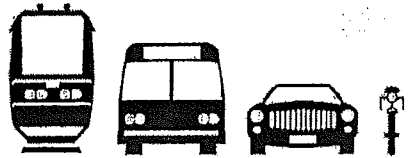
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The Eastern Corridor

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I DO NOT WANT SR 32 Relocation Project ~~over~~ to interfere with South 80 trails the gardens or historic properties!!!

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Name:

Sally Gustafson

Address:

6923 Mt. Vernon

Email:

Cinci, Ohio 45227

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Email:

tgustaferra@live.com

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Reduce local congestion and traffic delays	(1)	2	3	4	5	Not sure
Increase travel safety	1	2	(3)	4	5	Not sure
Expand travel options (add rail transit, bike and walking paths)	1	2	3	4	(5)	Not sure
Consolidate access points on SR 32	1	2	3	4	(5)	Not sure
Preserve existing community character	(1)	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	1	2	(3)	4	5	Not sure
Encourage new economic development	1	2	3	(4)	5	Not sure
Minimize impacts to existing businesses and residences	(1)	2	3	4	5	Not sure
Minimize impacts to greenspace and parks	(1)	2	3	4	5	Not sure
Design Elements						
Provide connections to the regional bikeway network	1	2	3	4	(5)	Not sure
Minimize noise impacts from relocated roadway	(1)	2	3	4	5	Not sure
Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	1	2	3	4	(5)	Not sure
Provide a park-and-ride facility at the rail transit station	1	2	3	4	(5)	Not sure
Provide landscaping/aesthetic amenities for roadway	1	2	(3)	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	1	2	(3)	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	(3)	4	5	Not Sure

Please list any issues not identified above that should also be considered:

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

_____ Modes Split

X Not Sure

Why?

I am not supportive of any plan to move SR 32 near Harivmont.

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

I will proactively support (financially + with our vote) those in public office who vote against this idea. This proposal could ruin our community.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Chris & Julie Haimbach

Address:

3608 Flintpoint Way Cincinnati, OH 45227

Email:

chaimbac@aol.com

NEXT STEPS IN THE SR 32 RELOCATION STUDY

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505 South SR 741, Lebanon, Ohio 45036

Phone: (513) 933-6597 E-mail: andy.fluegemann@dot.state.oh.us



SR 32 Relocation Project

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	Very Important					Not Important At All
<i>Community Factors</i>						
Reduce local congestion and traffic delays	1	2	3	4	5	Not sure
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Provide a park-and-ride facility at the rail transit station	1	2	3	4	5	Not sure
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Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

The most current relocation proposal would be disastrous to our community. Not only would the real estate over-values of the homes

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_____ Modes Together

_____ Modes Split

_____ Not Sure

Why?

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along the Bluff plummet, but it would ruin parkland + trails as well as Native American religious grounds (Serpent Mound - largest in Ohio)

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Carolyn Hamlin

Address:

6610 Miami Bluff Drive 45227

Email:

carolynham@cinci.rr.com

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Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

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_____ Modes Together

_____ Modes Split

_____ Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

The most recent plan is poorly envisioned. It would cause Maremont's real estate value to plummet which would in turn reduce tax valuations. This ~~not~~ would greatly affect the school system and Senior services. Additionally, parks + recreations would be adversely affected as would our Indian preserve!

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Scott Hamlin

Address:

6610 Miami Bluff Drive 45227

Email:

NEXT STEPS IN THE SR 32 RELOCATION STUDY

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Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

- 1) Miami Bluff has had several landslides. This would increase land slides.
- 2) This would destroy parks & gardens.
- 3) This is a National Historic landmark - and would change the character of the community

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

_____ Modes Split

_____ Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Valarie Hanley

Address:

6602 Miami Bluff Dr.

Email:

vhanley@me.com

NEXT STEPS IN THE SR 32 RELOCATION STUDY

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_____ Modes Together

_____ Modes Split

_____ Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

Not supportive of going through
Marionmont lower 80 acres.

However, I am supportive of bike
trail extension through Marionmont.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Kate Hassel

Address:

3717 Center St, Marionmont, OH

Email:

khassel@stanford.edu

NEXT STEPS IN THE SR 32 RELOCATION STUDY

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_____ Modes Together

_____ Modes Split

_____ ☒ Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

Not supportive of going through Manemont lower 80 acres.

Am supportive of bike trail.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Kevin Hassey

Address:

3717 Center St

Email:

khassey@cinci.rr.com

NEXT STEPS IN THE SR 32 RELOCATION STUDY

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_____ Modes Together

_____ Modes Split

_____ ☒ Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

NOT supportive of using Mariemont lower 80 acres for SR 32 Relocation Project.

AM supportive of the bike/walkway using the Mariemont lower ~~80~~ acres

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Roseann Hassey

Address:

3717 Center St Cincinnati, OH 45227

Email:

rvhassey@gmail.com

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Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

ALL OF MARIEMONT IS PART OF THE NATIONAL HISTORIC REGISTER. HAVING PART OF MARIEMONT USED FOR THIS PURPOSE SIGNIFICANTLY IMPACTS THE OVERALL CHARACTER. RESIDENTS OF MARIEMONT HAVE WORKED HARD TO PRESERVE THIS. A ROADWAY COVER

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together _____ Modes Split _____ Not Sure

Why?

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WOULD DESTROY THIS. MARIEMONT IS ALSO
THE SITE OF A HISTORIC INDIAN ARTIFACTS.
THIS ROADWAY DIVERTS IN SEVERAL WAYS.

- 1) HISTORIC REGISTER
 - 2) NOISE POLLUTION
 - 3) INDIAN SITE (STILL NOT FULLY EXCAVATED)
- THERE ARE ALTERNATIVE ROUTES AVAILABLE
THAT WILL NOT IMPACT THIS GREAT VILLAGE OF
MARIEMONT AND STILL MEET THE NEEDS. DONOT

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

CHUCK AATZ

Address:

6936 CRYSTAL SPRING RD

Email:

513-271-3398

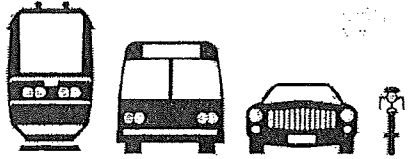
MOVE
FORWARD
WITH THIS
PLAN.

NEXT STEPS IN THE SR 32 RELOCATION STUDY

The next step in the SR 32 Relocation study involves developing and evaluating possible roadway alignments within the study corridors recommended by the Feasibility Study. This process will factor in the important public input received this evening. The SR 32 Relocation project will continue to be closely coordinated with new rail transit, bike/pedestrian access and other improvements being considered as part of the Eastern Corridor Program.

Please submit this form before you leave today's meeting or mail by September 2, 2012 to:

Andy Fluegemann, P.E.
Ohio Department of Transportation District 8
505 South SR 741, Lebanon, Ohio 45036
Phone: (513) 933-6597 E-mail: andy.fluegemann@dot.state.oh.us



The Eastern Corridor

SR 32 Relocation Project

Public Involvement Meeting

COMMENT FORM

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1. Using a scale of 1 to 5 (with 1 = Very Important and 5 = Not Important At All), please rank the importance of the following SR 32 Relocation project elements to you.

	Very Important				Not Important At All	
Community Factors						
Reduce local congestion and traffic delays	1	2	3	4	5	Not sure
Increase travel safety	1	2	3	4	5	Not sure
Expand travel options (add rail transit, bike and walking paths)	1	2	3	4	5	Not sure
Consolidate access points on SR 32	1	2	3	4	5	Not sure
Preserve existing community character	1	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	1	2	3	4	5	Not sure
Encourage new economic development	1	2	3	4	5	Not sure
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Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

Mariemont is on the National Historic Register. HISTORIC. I am quite concerned about the garden and park areas this

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

_____ Modes Split

_____ Not Sure

Why?

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roadway would destroy. Are you aware of the Indian history in this area, along with the artifacts yet to be discovered. Possible graves? This strikes me as 2 violations (Historic Village park & Indian grounds). In addition, Miami Bluff Drive has been subject to landslides - you want to dig?! I am also concerned about the property values falling - added noise and lights do not help anyone, esp a village like this. A permanent

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Tara Hatch

Address:

6936 Crystal Spring Rd

Email:

513-271-3398

Character
Change?
No!

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_____ Modes Together

_____ Modes Split

☒ Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

Why did you wait until the final public meeting to reveal your preferred plan? This creates suspicion regarding your motives and undermines public trust.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Jo and Alan Henning

Address:

1 Emery Lane Cincinnati OH 45227

Email:

jhenning@cinci.rr.com

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HARRY W. HERRLINGER8802 MIAMI BLUFF DR
CINCINNATI, OH 45227-4313

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Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

NO THOUGHT GIVEN TO PLOWING THROUGH
A RESIDENTIAL COMMUNITY ON THE
NATIONAL (FEDERAL) HISTORIC REGISTRY!!!
WHAT ARE YOU THINKING??
BIG MISTAKE.

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

_____ Modes Split

_____ Not Sure

Why?

~~* NO RESPONSE TO ANY OF MY LETTERS FROM ANYBODY!~~

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

I HAVE WRITTEN SEVERAL LETTERS* EXPRESSING MY THOUGHTS ON THE "ABSURD" CHOICE OF THE NORTHERN MOST ALTERNATIVE ROUTE FOR THE SR 32 RELOCATION PROJECT, THE "PREFERRED ROUTE" IS BIZARRE! IT IS NOT RIGHT AND NEEDS TO BE CHANGED — THE SOUTHERN MOST ROUTE ALTERNATE OUT THRU A ^{WASTE} DUMP AND VACANT FARM LAND MAKES SENSE — BUT THAT WOULD BE TOO EASY!!!

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

HARRY HERRINGER

Address:

6802 MIAMI BLUFF DRIVE, CINTI, OH 45227

Email:

harryherr@AOL.COM

THE NORTHERN MOST ALTERNATIVE CORRIDOR ROUTE IS
NEXT STEPS IN THE SR 32 RELOCATION STUDY
INSANE AND SHOULD NEVER HAVE BEEN CONSIDERED

The next step in the SR 32 Relocation study involves developing and evaluating possible roadway alignments within the study corridors recommended by the Feasibility Study. This process will factor in the important public input received this evening. The SR 32 Relocation project will continue to be closely coordinated with new rail transit, bike/pedestrian access and other improvements being considered as part of the Eastern Corridor Program.

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FROM DAY ONE.



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_____ Modes Together

☒ Modes Split

_____ Not Sure

Why?

NO need to follow railway.

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Name:

Erika and Jeff Hinebaugh

Address:

6600 Mariemont Ave. 45227

Email:

erikah@zoomtown.com, jeff.hinebaugh@dinsmae.com

NEXT STEPS IN THE SR 32 RELOCATION STUDY

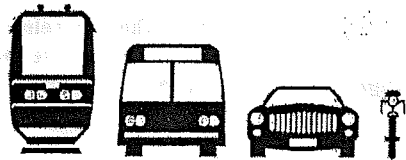
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_____ Modes Together

✓
_____ Modes Split

_____ Not Sure

Why?

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4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name: Phyllis Hoffman

Address: 6739 Fieldhouse Ln

Email: _____

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_____ Modes Together

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Why?

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Name: Jo Ann Hopkins

Address: 6822 HAMMERSTONE WAY

Email: JOANNHOPKINS@CINC.IL.COM

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☒ Modes Together

☐ Modes Split

☐ Not Sure

Why?

Want as little disruption to existing homes and neighborhoods from traffic as possible. Keeping these together seems like it would help accomplish that.

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

Strategic use of land is important. Protecting the integrity of existing homes is important too.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Eric and Penny Harse

Address:

6520 Park Lane Cincinnati, OH 45227

Email:

pennyharse@rocketmail.com

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Provide opportunities to enhance existing neighborhoods and business districts	1	2	(3)	4	5	Not sure
Encourage new economic development	1	2	3	(4)	5	Not sure
Minimize impacts to existing businesses and residences	(1)	2	3	4	5	Not sure
Minimize impacts to greenspace and parks	(1)	2	3	4	5	Not sure
Design Elements						
Provide connections to the regional bikeway network	1	2	3	4	5	Not sure
Minimize noise impacts from relocated roadway	1	2	3	4	5	Not sure
Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	1	2	3	4	5	Not sure
Provide a park-and-ride facility at the rail transit station	1	2	3	4	5	Not sure
Provide landscaping/aesthetic amenities for roadway	1	2	3	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

X Modes Split

_____ Not Sure

Why?

SR 32 should remain as is.

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

I am concerned that current plans will add an additional bridge over a National Scenic river, impact a local nature preserve and affect a local community garden. In particular LMR water quality has been improving and development of bridge will have negative impact.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

William Hull

Address:

9 E Interwood Pl, Cincinnati OH 45220

Email:

Mangov

NEXT STEPS IN THE SR 32 RELOCATION STUDY

The next step in the SR 32 Relocation study involves developing and evaluating possible roadway alignments within the study corridors recommended by the Feasibility Study. This process will factor in the important public input received this evening. The SR 32 Relocation project will continue to be closely coordinated with new rail transit, bike/pedestrian access and other improvements being considered as part of the Eastern Corridor Program.

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Ohio Department of Transportation District 8

505 South SR 741, Lebanon, Ohio 45036

Phone: (513) 933-6597 E-mail: andy.fluegemann@dot.state.oh.us



SR 32 Relocation Project

Public Involvement Meeting

COMMENT FORM

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1. Using a scale of 1 to 5 (with 1 = Very Important and 5 = Not Important At All), please rank the importance of the following SR 32 Relocation project elements to you.

	Very Important				Not Important At All	
Community Factors						
Reduce local congestion and traffic delays	1	2	3	(4)	5	Not sure
Increase travel safety	1	(2)	3	4	5	Not sure
Expand travel options (add rail transit, bike and walking paths)	1	(2)	3	4	5	Not sure
Consolidate access points on SR 32	1	2	3	(4)	5	Not sure
Preserve existing community character	(1)	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	1	2	(3)	4	5	Not sure
Encourage new economic development	1	2	3	(4)	5	Not sure
Minimize impacts to existing businesses and residences	(1)	2	3	4	5	Not sure
Minimize impacts to greenspace and parks	(1)	2	3	4	5	Not sure
Design Elements						
Provide connections to the regional bikeway network	1	2	3	(4)	5	Not sure
Minimize noise impacts from relocated roadway	(1)	2	3	4	5	Not sure
Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	1	2	(3)	4	5	Not sure
Provide a park-and-ride facility at the rail transit station	1	2	(3)	4	5	Not sure
Provide landscaping/aesthetic amenities for roadway	1	(2)	3	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	(1)	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	(3)	4	5	Not Sure

Please list any issues not identified above that should also be considered:

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

_____ ☒ Modes Split

_____ Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

Do not want more bridges going over the Little Miami, Do not want 32 noise in Mariemont, Do not want it to go through park and community farm land,

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name: Anita Hunt

Address: anitahunt@fuse.net

Email: Mariemont

NEXT STEPS IN THE SR 32 RELOCATION STUDY

The next step in the SR 32 Relocation study involves developing and evaluating possible roadway alignments within the study corridors recommended by the Feasibility Study. This process will factor in the important public input received this evening. The SR 32 Relocation project will continue to be closely coordinated with new rail transit, bike/pedestrian access and other improvements being considered as part of the Eastern Corridor Program.

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SR 32 Relocation Project

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Minimize impacts to existing businesses and residences	1	2	3	4	5	Not sure
Minimize impacts to greenspace and parks	1	2	3	4	5	Not sure
Design Elements						
Provide connections to the regional bikeway network	1	2	3	4	5	Not sure
Minimize noise impacts from relocated roadway	1	2	3	4	5	Not sure
Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	1	2	3	4	5	Not sure
Provide a park-and-ride facility at the rail transit station	1	2	3	4	5	Not sure
Provide landscaping/aesthetic amenities for roadway	1	2	3	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

_____ Modes Split

☒ Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

IAN JACK

Address:

6805 Mt Vernon Ave, Cincinnati

45227

Email:

ian@sglgolf.com

NEXT STEPS IN THE SR 32 RELOCATION STUDY

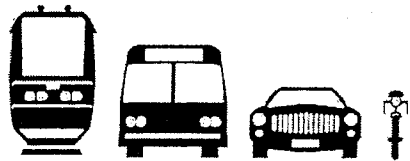
The next step in the SR 32 Relocation study involves developing and evaluating possible roadway alignments within the study corridors recommended by the Feasibility Study. This process will factor in the important public input received this evening. The SR 32 Relocation project will continue to be closely coordinated with new rail transit, bike/pedestrian access and other improvements being considered as part of the Eastern Corridor Program.

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The Eastern Corridor

SR 32 Relocation Project

Public Involvement Meeting

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	Very Important				Not Important At All	
Community Factors:						
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Consolidate access points on SR 32	1	2	3	4	5	Not sure
Preserve existing community character	1	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	1	2	3	4	5	Not sure
Encourage new economic development	1	2	3	4	5	Not sure
Minimize impacts to existing businesses and residences	1	2	3	4	5	Not sure
Minimize impacts to greenspace and parks	1	2	3	4	5	Not sure
Design Elements:						
Provide connections to the regional bikeway network	1	2	3	4	5	Not sure
Minimize noise impacts from relocated roadway	1	2	3	4	5	Not sure
Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	1	2	3	4	5	Not sure
Provide a park-and-ride facility at the rail transit station	1	2	3	4	5	Not sure
Provide landscaping/aesthetic amenities for roadway	1	2	3	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together X _____ Modes Split _____ Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

_____ Lisa Brown

Address:

_____ 6700 Lamm Bluff Dr

Email:

NEXT STEPS IN THE SR 32 RELOCATION STUDY

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SR 32 Relocation Project

Public Involvement Meeting

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	Very Important				Not Important At All	
Community Factors:						
Reduce local congestion and traffic delays	1	2	3	4	5	Not sure
Increase travel safety	1	2	3	4	5	Not sure
Expand travel options (add rail transit, bike and walking paths)	1	2	3	4	5	Not sure
Consolidate access points on SR 32	1	2	3	4	5	Not sure
Preserve existing community character <i>HISTORIC COMMUNITIES!</i>	1	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	1	2	3	4	5	Not sure
Encourage new economic development	1	2	3	4	5	Not sure
Minimize impacts to existing businesses and residences <i>#1 PRIORITY</i>	1	2	3	4	5	Not sure
Minimize impacts to greenspace and parks <i>YES!!</i>	1	2	3	4	5	Not sure
Design Elements:						
Provide connections to the regional bikeway network	1	2	3	4	5	Not sure
Minimize noise impacts from relocated roadway <i>IMPACTS PROPERTY VALUES</i>	1	2	3	4	5	Not sure
Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	1	2	3	4	5	Not sure
Provide a park-and-ride facility at the rail transit station	1	2	3	4	5	Not sure
Provide landscaping/aesthetic amenities for roadway	1	2	3	4	5	Not sure
Minimize impacts to the natural environment and archaeological and historic properties <i>Community Gardens Indian Burial Grounds</i>	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

- Why does the public not get to comment on the "NO BUILD" alternative?
- Light Pollution
- Air Pollution
- Sensitive Embankment Erosion

- over -

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

X Modes Split

_____ Not Sure

Why? • Allows for better scenic/visual barriers between transportation modes
• Allows for noise barriers to be placed between transit modes, ie between highways, rail lines, bike paths, etc...

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

See attached

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Ginger Kelly

Address:

6707 Hammerstone Way Cincinnati OH 45227

Email:

gkelly@fuse.net

NEXT STEPS IN THE SR 32 RELOCATION STUDY

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Question 3 response:

Comments / Concerns

- Improved traffic flow for people living outside the SR32 relocation area is coming at an unacceptable price for those living within the corridor.
- A flawed Feasibility Study regarding Mariemont's National Historic Landmark Status!
 - The feasibility study conducted incorrectly lists Mariemont's land in the proposed corridor as a park, when in fact it is part of a Historic Landmark community as issued by the Department of the Interior in 2007 and should have been coded as such. This section of the community was listed on the original plan documents for Mariemont and was included as part of the application that was approved for National Landmark Status. Other parks and areas of Mariemont were coded in the feasibility study as being within a Historic district, when in fact they are actually in a National Historic Landmark area (there is a significant difference between Historic District or Historic Property and National Landmark Status).
 - I sincerely believe if this area was identified properly on the original feasibility study, officials would have worked harder to find other solutions for the SR 32 relocation project.
 - Federal funding or licensing of activities that affect historic properties are regulated principally **by** Sections 106 and 110(f) of the National Historic Preservation Act. Other Federal effects are listed in 36 CFR 65.2. Under Sections 106 and 110(f) of the Act, **Federal agencies must "take into account" the effects of their undertakings on historic properties,** and afford the Advisory Council on Historic Preservation an opportunity to comment on the undertaking and its effects. Implementing regulations of the Council may be found in **36 CFR Part 800**, "Protection of Historic Properties," which establish a process of consultation with the State Historic Preservation Officer and the Council leading, in most instances, to agreement on how the undertaking will proceed. Steps in the process include identification and evaluation of historic properties that may be affected, assessment of the effects of the Federal action, and resolution of any adverse effects that would occur. **If a Federal activity will "directly and adversely affect" a Landmark, Section 110(f) of the Act also calls for Federal agencies to undertake 'such planning and actions as may be necessary to minimize harm to such Landmark.'** As with Section 106, the agency must provide the Council with a reasonable opportunity to comment in accordance with 36 CFR Part 800.
- Failure to include the archeological areas of significance and the proximity to the proposed roadway to these areas in the feasibility study. Although documents show the potential inclusion of Native American tribes in the study and review process (through a letter of invitation), this primarily relates to the Hahn Archeological district and does not include any mention of the Madisonville Site or the Miami Bluffs area (a potential Serpent Mound). There is no mention of either of these areas or the proposed proximity of the roadway to these locations and absolutely no mention to the destruction that the proposed roadway could have on these important Native American sites.
 - Proximity to the recently discovered potential serpent mound – information included below regarding the mound as well as the "Madisonville" site. Both in considerably close proximity to the "preferred corridor" that the SR 32 Relocation project is currently planning.
 - **Mariemont serpent mound could be world's largest**

- University of Cincinnati anthropology professor makes big discovery
- 5:12 AM, Aug. 1, 2011
- The mound is part of an 1879 find by a physician and amateur archaeologist named Dr. Charles Metz, who identified remnants of a Native American village that had once existed in part of what is now Mariemont. Metz's discovery is on the National Register of Historic Places as the Mariemont Embankment And Village Site.



Madisonville Site Information (information via internet, author's name not provided)

The Madisonville Site is located in Southwest Ohio on the East side of Cincinnati. It is located on an isthmus shaped ridge about 1/2 mile from the Little Miami River. The site was occupied roughly between the years of 1100-1670 A.D. Occupation was heaviest between 1400-1670. It is believed that occupation ended at the site with a series of Iroquois raids. This makes the site a late Fort Ancient - Protohistoric culture. The site is known to have contained over 1450 burials and 1300 cache pits. The number of artifacts discovered numbers close to one million.

Excavations at the Madisonville Site began in earnest after local resident and owner of the property Phoebe Ferris called attention to the site locally called "The Pottery Field" to Dr. Charles Metz. There is some evidence that locals were looking for artifacts at Madisonville as early as 1850. Metz formed the Madisonville Literary and Scientific Society and primitive excavations were conducted for almost 5 years. Soon, Harvard's Peabody Museum became interested and Frederick Putnam excavated the site from 1882-1911. During this period all Harvard trained archaeologist were required to complete a dig season at the site as a course of study. In 1891, excavations were carried out for the World Columbian Exposition. In 1895, the American Museum of Natural History in New York carried out an excavation. The most recent excavations were carried out by Kenneth Tankersley and Wes Cowan through the Cincinnati Museum of Natural History. In 2004, further work was conducted by the contract firm of Grey and Pape under archaeologist Matt Purtill. I was lucky enough to volunteer on the Wes Cowan dig in 1987 and the Grey and Pape dig in 2004.

Eminent Fort Ancient Archaeologist James Griffin considered Madisonville "the site" of the Fort Ancient culture in the East of the Mississippi River that influenced the Cumberland, eastern Tennessee and Northern Illinois Fort

Ancient manifestations. His work has continued with his student Penelope Drooker, who has researched and written extensively on the Contact period of Madisonville.

Madisonville pottery has long been hailed as the finest of the Ohio Valley. William H. Wooten wrote that the Madisonville pottery "achieved more design uniqueness in their pottery than other Ohio Valley cultures in a treatise for the Smithsonian Museum.

Wes Cowan, of Antique Roadshow fame, considered Madisonville site "one of the 10 most important sites in eastern North America."

- There are no perceived benefits and several huge detriments for our family who lives in the 32 relocation area:
 - Significant loss of parks, community gardens, hiking trails, golf courses and greenspace (I don't want walking paths along a highway- very unsafe and not a hiking experience).
 - Noise, Air and Light pollution
 - Disruption of the Little Miami Scenic River wildlife
 - Reduction in property value
 - Loss of scenic vistas from the Miami Bluff area
 - Disruption of National Historic Landmark communities and areas
 - Destruction of important Archaeological sites
 - Potential for weakening of the Miami Bluffs hillsides, which have already seen significant erosion

Questions: Please respond to gkelly@fuse.net

- What steps will you take to re-do parts of the Tier2 study now that you have been made aware of the flawed information that was included in the original study regarding Mariemont's National Landmark status (including the acres in the proposed 32 relocation corridor)?
- What additional information will you provide to Native American tribes regarding the impact on additional sites of archeological significance due to the proximity of the Madisonville Site and suspected Serpent Mound?
- Have the Hamilton County Commissioners been involved and approved the proposals that would significantly impact property values within Hamilton County and completely degrade and disturb many of their communities (Newtown, Mariemont, Madisonville, Fairfax, etc...)?
- Are the community meetings being published in local newspapers?
- Why are the community meetings not being held in all impacted neighborhoods?
 - Fairfax, Mariemont, Newtown, etc... the recent meetings were held in Anderson and Milford
- Why would a new plan be unveiled that significantly impacts a community without having conversations with the community leaders first, and confirming important information like that mentioned above regarding the Historic Landmark Status of the community? Instead leaving them to find out the proposals at public meetings? Your March 14, 2012 meeting documents stated one of the Tier 2 study

purposes was to “build consensus for preferred alternatives”, how can you build consensus if interested parties and communities are left out of the conversations?

- When alternatives are published / proposed and there is a negative impact on surrounding property values, how are homeowners compensated? Are there any restitution plans for properties that are not “acquired” but directly impacted?
- Why is there no mention of light pollution in any of the materials? And very little mention of air pollution and the impact of this pollution on the Little Miami River and surrounding communities?
- Why is there such great significance applied to preserving “agricultural” lands (ie, sod fields) and so little significance applied to protecting historic landmark communities, archaeological areas, parks and greenspaces?
- Has there been consideration of a NO TRUCK policy similar to what is currently in place for Columbia Pkwy? This makes for a much more pleasant driving experience and cuts down on the Noise Pollution issues.
- Has there been consideration for a reduced speed limit? 40-45mph would still move people with much reduced noise pollution and fits with the “parkway” concept.
- How in the world are you going to solve for the increased congestion when this proposed highway intersects with Columbia Parkway? Increasing the traffic flow from the 32 relocation to Columbia Parkway just creates congestion for more people traveling Columbia Pkwy on a daily basis? That roadway is already at capacity and is not an improvement from taking the current alternatives of I-71 or 471.
- What erosion studies have been done along the Miami Bluff hillsides? Studies need to include not only construction but ongoing impact of a highway that close to the hillside. One only needs to look at the massive landslides and homeowner issues on Columbia Pkwy to understand the concerns.

I sincerely thank you in advance for your time to take these comments into consideration and look forward to your reply to my questions.

Ginger Kelly



SR 32 Relocation Project Fact Sheet

Updated April 2012

Public Involvement Meeting COMMENT FORM

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Community Factors

Reduce local congestion and traffic delays	1 2 X 4 5 Not sure
Increase travel safety	1 X 3 4 5 Not sure
Expand travel options (add rail transit, bike and walking paths)	1 2 X 4 5 Not sure
Consolidate access points on SR 32	1 2 3 X 5 Not sure
Preserve existing community character	X 2 3 4 5 Not sure
Provide opportunities to enhance existing neighborhoods and business districts	1 X 3 4 5 Not sure
Encourage new economic development	1 X 3 4 5 Not sure
Minimize impacts to existing businesses and residences	X 2 3 4 5 Not sure
Minimize impacts to greenspace and parks	X 2 3 4 5 Not sure

Design Elements

Provide connections to the regional bikeway network	1 2 3 X 5 Not sure
Minimize noise impacts from relocated roadway	X 2 3 4 5 Not sure
Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	1 2 X 4 5 Not sure
Provide a park-and-ride facility at the rail transit station	1 2 X 4 5 Not sure
Provide landscaping/aesthetic amenities for roadway	1 2 X 4 5 Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	X 2 3 4 5 Not sure
Reduce flood hazards and moderate storm water runoff	1 X 3 4 5 Not Sure

Please list any issues not identified above that should also be considered:

Do not destabilize hillsides or destroy significant elements such as historic cemeteries.

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together ☒ Modes Split _____ Not Sure

Why?

Where the railroad runs at the base of the bluff next to Mariemont, there is not room to put a road let alone bike paths and transit systems. The hillside has been found to be unstable already. Additional vibration would make a situation similar to what now occurs on Columbia Parkway. In addition, a road near the railroad would eliminate park land, which is supposed to be protected.

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name: _____ Donald L Keyes _____

Address: _____ 6904 Mount Vernon Ave., Cincinnati, OH 45227 _____

Email: _____ dkeyes@quixnet.net _____

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SR 32 Relocation Project Fact Sheet

Updated April 2012

Public Involvement Meeting COMMENT FORM

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1. Using a scale of 1 to 5 (with 1 = Very Important and 5 = Not Important At All), please rank the importance of the following SR 32 Relocation project elements to you.

Community Factors

Reduce local congestion and traffic delays	1 2 X 4 5 Not sure
Increase travel safety	1 X 3 4 5 Not sure
Expand travel options (add rail transit, bike and walking paths)	1 2 X 4 5 Not sure
Consolidate access points on SR 32	1 2 3 X 5 Not sure
Preserve existing community character	X 2 3 4 5 Not sure
Provide opportunities to enhance existing neighborhoods and business districts	1 2 3 x 5 Not sure
Encourage new economic development	1 2 3 X 5 Not sure
Minimize impacts to existing businesses and residences	X 2 3 4 5 Not sure
Minimize impacts to greenspace and parks	X 2 3 4 5 Not sure

Design Elements

Provide connections to the regional bikeway network	1 2 3 4 X Not sure
Minimize noise impacts from relocated roadway	X 2 3 4 5 Not sure
Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	1 2 3 4 X Not sure
Provide a park-and-ride facility at the rail transit station	1 2 3 4 X Not sure
Provide landscaping/aesthetic amenities for roadway	1 2 X 4 5 Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	X 2 3 4 5 Not sure
Reduce flood hazards and moderate storm water runoff	X 2 3 4 5 Not Sure

Please list any issues not identified above that should also be considered:

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together _____ **X** _____ Modes Split _____ Not Sure

Why?

There is already enough noise and ruckus going on from the trains. A road would make it unbearable for the people at the top of the hill in Mariemont and the property values would go way down. This is not the result that the Eastern Corridor planners worked so hard for.

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name: _____ Margaret Keyes _____

Address: _____ 6904 Mt. Vernon Ave, Mariemont, Ohio 45227 _____

Email: _____ peggykeyes@aol.com _____

NEXT STEPS IN THE SR 32 RELOCATION STUDY

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*Andy Fluegemann, P.E.
Ohio Department of Transportation District 8
505 South SR 741, Lebanon, Ohio 45036
Phone: (513) 933-6597 E-mail: andy.fluegemann@dot.state.oh.us*



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Please Keep relocated roadway away from Mariemont Parks and archaeological sites.

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_____ Modes Together

_____ Modes Split

☒ Not Sure

Why?

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4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Todd Keyes

Address:

6825 Hammerstone Way
Cinti, OH 45227

Email:

Pastor Todd Keyes@gmail.com

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_____ Modes Together

_____ Modes Split

_____ Not Sure

Why?

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MARIEMONT is one of few remaining AREAS in CINCINNATI THAT MAINTAINS ITS HISTORIC CHARACTER, I FEEL A MAJOR ROADWAY RUNNING SO CLOSE TO THE COMMUNITY WOULD CAUSE LONG TERM HARM TO THE COMMUNITY.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Edward Kiamie

Address:

Email:

NTLN2@YAHOO.COM

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_____ Modes Together

X Modes Split

_____ Not Sure

Why?

Because we should preserve the peaceful beauty we have in our community garden area and the bluff outside my beautiful home. Concerned it will affect my

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home value!
Why not widen 32 rather than destroy our neighborhood.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Kimberly Klumb

Address:

6926 Miami Bluff Drive

Email:

kimberlyhome@mac.com

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_____ Modes Together

X Modes Split

_____ Not Sure

Why?

LIGHT RAIL DOESN'T AT ALL NEED TO
BE ADJACENT TO ROADWAY (RELOCATED 32)

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

- SHOULD STILL BE EXPLORING OPTIONS!
- DON'T UNDERSTAND AT ALL HOW THIS
DECISION COULD HAVE BEEN MADE
ALREADY WITHOUT PUBLIC KNOWLEDGE !!!
APPALLING

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

WILLIAM KLUMB

Address:

6926 MIAMI BLUFF DR

Email:

bklumb@onecare.co.com

ARCHAEOLOGICAL
TREASURES.

NEXT STEPS IN THE SR 32 RELOCATION STUDY

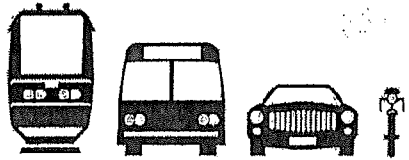
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_____ Modes Together

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_____ ☒ Not Sure

Why?

Do Not build on Mariemont property !!!

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- Mariemont has sacred sites - N. American serpent mound!
- Historical Landmark status
- Community gardens, parks, green space
- Noise, pollution

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Karen Koch

Address:

Email:

Koch_K@Summitcds.org

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_____ Modes Together

☒ Modes Split

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Why?

walking distance to train, road not
close b/c noise.

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- terrible idea to put highway right next
to community when so much space to the
south!!

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Chris Laird

Address:

6906 Miami Bluff Dr.

Email:

laird.c@pg.com

NEXT STEPS IN THE SR 32 RELOCATION STUDY

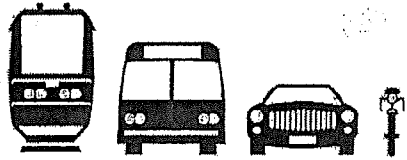
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Please list any issues not identified above that should also be considered:

Protect historical sights - Historical landmark, Mary Emery / Planned Mariemont village to represent an English town, quaint, protected.

X Carbon monoxide ?? NO

- over -

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_____ Modes Together

_____ Modes Split

☒ Not Sure

Why?

No building at all - NO change on Meriemont property. Property de-valuation? ?

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~~No~~ Green Space, Community gardens.

Noise, air pollution.

Historically protected to preserve village properties.

☹ No!

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Susan Lawson

Address:

Email:

lawsonsusuan16@yahoo.com

NEXT STEPS IN THE SR 32 RELOCATION STUDY

The next step in the SR 32 Relocation study involves developing and evaluating possible roadway alignments within the study corridors recommended by the Feasibility Study. This process will factor in the important public input received this evening. The SR 32 Relocation project will continue to be closely coordinated with new rail transit, bike/pedestrian access and other improvements being considered as part of the Eastern Corridor Program.

Please submit this form before you leave today's meeting or mail by September 2, 2012 to:

Andy Fluegemann, P.E.

Ohio Department of Transportation District 8
505 South SR 741, Lebanon, Ohio 45036

Phone: (513) 933-6597 E-mail: andy.fluegemann@dot.state.oh.us



SR 32 Relocation Project

Public Involvement Meeting

COMMENT FORM

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- Using a scale of 1 to 5 (with 1 = Very Important and 5 = Not Important At All), please rank the importance of the following SR 32 Relocation project elements to you.

	Very Important					Not Important At All
<i>Community Factors</i>	1	2	3	4	5	Not sure
Reduce local congestion and traffic delays	1	2	3	4	5	Not sure
Increase travel safety	1	2	3	4	5	Not sure
Expand travel options (add rail transit, bike and walking paths)	1	2	3	4	5	Not sure
Consolidate access points on SR 32	1	2	3	4	5	Not sure
Preserve existing community character	1	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	1	2	3	4	5	Not sure
Encourage new economic development	1	2	3	4	5	Not sure
Minimize impacts to existing businesses and residences	1	2	3	4	5	Not sure
Minimize impacts to greenspace and parks	1	2	3	4	5	Not sure
<i>Design Elements</i>	1	2	3	4	5	Not sure
Provide connections to the regional bikeway network	1	2	3	4	5	Not sure
Minimize noise impacts from relocated roadway	1	2	3	4	5	Not sure
Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	1	2	3	4	5	Not sure
Provide a park-and-ride facility at the rail transit station	1	2	3	4	5	Not sure
Provide landscaping/aesthetic amenities for roadway	1	2	3	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

Completely Irresponsible, unacceptable plan!!
See comments (reverse)

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

_____ Modes Split

_____ Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

This project is UNACCEPTABLE for the following reasons:

- 1) It could potentially weaken the stability of Miami Bluff Ave, thus threatening the physical safety of a residential street.
- 2) The proposed route is through a park that is protected by National Historic Landmark Status. The area is also a prehistoric archaeological site.
- 3) The noise level it would impose on the village of Mariemont
- 4) The loss of property value that would occur in Mariemont as a result.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Drs. Marcy and Stephen S. Lewis

Address:

6824 Miami Bluff Dr

Email:

slewis2@cinci.rr.com

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	Very Important					Not Important At All
	1	2	3	4	5	
Community Factors						
Reduce local congestion and traffic delays	1	2	3	4	5	Not sure
Increase travel safety = not a problem now	1	2	3	4	5	Not sure
Expand travel options (add rail transit, bike and walking paths)	1	2	3	4	5	Not sure
Consolidate access points on SR 32 = limited access?	1	2	3	4	5	Not sure
Preserve existing community character	1	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	1	2	3	4	5	Not sure
Encourage new economic development	1	2	3	4	5	Not sure
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_____ Modes Together

_____ Modes Split

_____ ☒ Not Sure

Why?

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4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Margo Lindahl

Address:

2 Albert Place, Maineville, OH 45227

Email:

~~mglindahl12~~ mglindahl1@gmail.com

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_____ Modes Together

_____ ☒ Modes Split

_____ Not Sure

Why?

I am concerned about noise levels impacting housing values & quality of life in Mariemont.

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Nick Ljubisavljevic

Address:

3609 Center St. Mariemont, Ohio 45227

Email:

njevic@gmail.com

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Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

- ARCHAEOLOGICAL SIGNIFICANCE OF THE BLUFF + SURROUNDING AREA - IS IT A UNESCO-WORTHY SITE??

- LAND SLIDES OFF THE BLUFF
- IT IS A FLOOD PLAIN - OVER THE YEARS WE HAVE SEEN THE ENTIRE SOUTH 80 COVERED IN WATER
- WHY NOT USE THAT AREA WHICH HAS RAIL TRACKS AS PART OF A COMMUTER LINE TO DOWNTOWN?

- over -

- NOISE WILL IMPACT A QUIET NEIGHBORHOOD. LOCATE ALT. 32 AS FAR FROM EXISTING NEIGHBORHOODS (ANDERSON + WALSH) AS POSSIBLE.

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

✓ _____ Modes Split

_____ Not Sure

Why?

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4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

LYNN LONG

Address:

3722 PLEASANT ST. MARIEMONT, OH 45227

Email:

LLONDONTOWN @ GMAIL - COM

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Consolidate access points on SR 32	1	2	3	4	5	Not sure
Preserve existing community character	(1)	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	1	2	3	4	5	Not sure
Encourage new economic development	1	2	3	4	5	Not sure
Minimize impacts to existing businesses and residences	(1)	2	3	4	5	Not sure
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Design Elements						
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Minimize impacts to the natural environmental and archaeological and historic properties	(1)	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

We enjoy very much the new bike trail along Little Miami River.

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together _____ Modes Split _____ Not Sure

Why?

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4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name: Annika Lund

Address: 6820 Hammerstone Way, Cincinnati OH 45227

Email: annika.lund@att.net

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<i>Design Elements</i>						
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Please list any issues not identified above that should also be considered:

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

☒ Modes Split

_____ Not Sure

Why?

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4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

TOM MARKELL

Address:

3606 CENTER ST 45227

Email:

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_____ Modes Together

_____ Modes Split

X Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

We are very concerned about this project impacting the South 80 area. We enjoy the community gardens and hope our children will as well. This is a unique feature to Mariemont that helped with our decision to move here. We also appreciate the importance of preserving Native American artifacts and burial grounds (as both of us have Native American ancestry). We are also concerned about the stability/erosion of Miami Bluff. We align with our community to fight current plans for this project.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Tyler & Fayre Martin

Address:

60 Emery LN Cincinnati OH 45227

Email:

~~#~~ tylermartin@gmail.com

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Provide landscaping/aesthetic amenities for roadway	1	2	3	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

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_____ Modes Together

_____ Modes Split

_____ ☒ Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

Would like ODOT to consider negative impact of putting SR 32 close to residences in Mariemont and through the "South 80" park. This would eliminate a valuable, much-used natural area where residents are walking, running, biking, gardening. Also impact of noise + pollution would likely depress home values in the area.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Elizabeth Mathews

Address:

3708 Center St. Cincinnati 45227

Email:

gmmccinnati rob12rome@hotmail.com

NEXT STEPS IN THE SR 32 RELOCATION STUDY

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Ohio Department of Transportation District 8
505 South SR 741, Lebanon, Ohio 45036

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SR 32 Relocation Project

Public Involvement Meeting

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- Using a scale of 1 to 5 (with 1 = Very Important and 5 = Not Important At All), please rank the importance of the following SR 32 Relocation project elements to you.

	Very Important				Not Important At All	
Community Factors						
Reduce local congestion and traffic delays	1	(2)	3	4	5	Not sure
Increase travel safety	1	(2)	3	4	5	Not sure
Expand travel options (add rail transit, bike and walking paths)	(1)	2	3	4	5	Not sure
Consolidate access points on SR 32	1	2	(3)	4	5	Not sure
Preserve existing community character	(1)	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	1	2	3	4	(5)	Not sure
Encourage new economic development	1	2	3	(4)	5	Not sure
Minimize impacts to existing businesses and residences	(1)	2	3	4	5	Not sure
Minimize impacts to greenspace and parks	(1)	2	3	4	5	Not sure
Design Elements						
Provide connections to the regional bikeway network	1	(2)	3	4	5	Not sure
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_____ Modes Together

☒ Modes Split

_____ Not Sure

Why?

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I am strongly opposed to the recently announced "preferred" relocation route. Relocating 32 through Mariemont's "South 80" will negatively impact our residences' quality of life by reducing the size, safety, and beauty of a frequently used recreation area, introduce unacceptable levels of road noise and adversely affect our property values.

We already bear the burden of heavy traffic from Route 50. If the current proposal proceeds, our historic community will be encroached by noise & poor air.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Robert P Matthews

Address:

3708 Center ST Cincinnati Oh 45227

Email:

rmatthews@mdvip.com

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_____ Modes Together

X _____ Modes Split

_____ Not Sure

Why?

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4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Jennifer McCarthy

Address:

3721 W. Center St Cincinnati OH 45227

Email:

JPMCCAR@AOL.COM

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_____ Modes Together

_____ Modes Split

X Not Sure

Why?

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4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Anne Mierzwa

Address:

6624 Pleasant St

Email:

mierz01@aol.com

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☒ Not Sure

Why?

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4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Michelle Mierzwa

Address:

6700 Miami Bluff Dr.

Email:

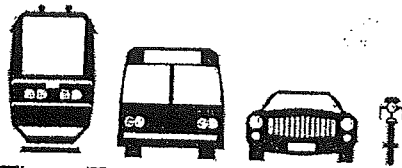
mierzwml@yahoo.com

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_____ Modes Together

_____ Modes Split

☒ Not Sure

Why?

provide detailed explanation!

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

- ① would change the character of our small, historic community
- ② would destroy green space / bike trails
- ③ would impact property values with noise level & would destroy scenic views
- ④ destroy Native American archaeological site

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Catherine Miller

Address:

6934 Crystal Springs Rd.

Email:

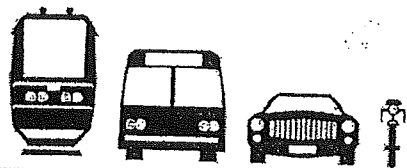
catherinemiller410@gmail.com

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_____ Modes Together

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X Not Sure

Why?

Information was not provided w/ questionnaire in order to make an informed decision

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

- 1) Mariemont is a National Historic Landmark which is protected by law.
- 2) Project would destroy Native American Madisonville site
- 3) Would destroy/dramatically alter character of the community
- 4) Would destroy community gardens / bike trail
- 5) Landslides on Miami Bluff have eroded property hillside which threatens over 45 homes
- 6) Project would decrease property values w/ view & noise

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

David Miller

Address:

4934 Crystal Springs Road, Cincinnati, OH 45227

Email:

ddmiller@fuse.net

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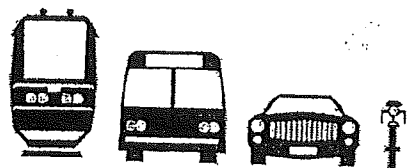
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_____ Modes Together

_____ Modes Split

X Not Sure

Why?

provide more explanation

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

- 1) Would dramatically change character of community
- 2) Destroy Community gardens / bike / hiking path
- 3) Landslides on Miami Bluff have eroded property to w/in feet of a street that houses 46 homes + access to pool
- 4) Decreased property values w/ view and noise
- 5) Destroy Native American Madisonville Archeological Site
- 6) Mariemont is a Nat'l Historic Landmark which is protected!

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Kathy Miller

Address:

6934 Crystal Springs Rd.

Email:

Cinti Oh 45227

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Ohio Department of Transportation District 8
505 South SR 741, Lebanon, Ohio 45036

Phone: (513) 933-6597 E-mail: andy.fluegemann@dot.state.oh.us



SR 32 Relocation Project

Public Involvement Meeting

COMMENT FORM

A summary of the March 2012 Feasibility Study and the SR 32 Relocation study corridors recommended for further analysis was presented this evening. Please use this form to document your feedback on the information presented and to share any comments or questions you may have about the project, recommendations being made and related issues. The information you provide will be factored into the development of project alternatives during the next phase of work. Thank you for your input.

1. Using a scale of 1 to 5 (with 1 = Very Important and 5 = Not Important At All), please rank the importance of the following SR 32 Relocation project elements to you.

	Very Important				Not Important At All	
Community Factors						
Reduce local congestion and traffic delays	1	2	3	4	5	Not sure
Increase travel safety	1	2	3	4	5	Not sure
Expand travel options (add rail transit, bike and walking paths)	1	2	3	4	5	Not sure
Consolidate access points on SR 32	1	2	3	4	5	Not sure
Preserve existing community character	1	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	1	2	3	4	5	Not sure
Encourage new economic development	1	2	3	4	5	Not sure
Minimize impacts to existing businesses and residences	1	2	3	4	5	Not sure
Minimize impacts to greenspace and parks	1	2	3	4	5	Not sure
Design Elements						
Provide connections to the regional bikeway network	1	2	3	4	5	Not sure
Minimize noise impacts from relocated roadway	1	2	3	4	5	Not sure
Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	1	2	3	4	5	Not sure
Provide a park-and-ride facility at the rail transit station	1	2	3	4	5	Not sure
Provide landscaping/aesthetic amenities for roadway	1	2	3	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

This road must not come through Mariemont.
It will destroy the community and property values!

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

_____ Modes Split

_____ Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

The bluff is already unstable and
has experienced landslides! Further
disruption would be catastrophic!
Do not destroy the park & bike trails!

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Marion Molski

Address:

6614 Miami Bluff Dr. 45227

Email:

NEXT STEPS IN THE SR 32 RELOCATION STUDY

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_____ Modes Together

_____ Modes Split

_____ Not Sure

Why?

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4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Stefanie Neal

Address:

6754 Fieldhouse Way 45227

Email:

sneal85@gmail.com

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_____ Modes Together

_____ Modes Split

_____ Not Sure

Why?

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The route should not destroy natural areas maintained as park areas with walking trails, such as the lower 80 acres of Mariemont. It is essential that the route not destroy any of that area.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Ronal R. Newbanks

Address:

6813 Mt. Vernon Avenue 45227

Email:

rnewbanks@thenewbanks.com

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_____ Modes Together

X _____ Modes Split

_____ Not Sure

Why?

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4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

BRIAN NICHOLS

Address:

6926 MT VERNON

Email:

bnicholsmpc@gmail.com

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_____ Modes Together

X Modes Split

_____ Not-Sure

Why?

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4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Melea Nicks

Address:

Cincinnati, Ohio 45227

Email:

melea.nicks@gmail.com

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X _____ Modes Split

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Name:

Carmy + Hal Northrop

Address:

7016 Mt Vernon

Email:

cnorth@fuse.net

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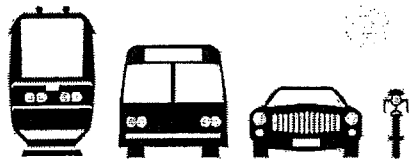
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Andy Fluegemann



The Eastern Corridor

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#1 Ruining environment
#2 Fumes/Pollution
#3 Noise

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_____ Modes Together

_____ Modes Split

_____ Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

I am very concerned about negative environmental impact, pollution & noise!

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Barbara O'Connell

Address:

6708 Miami Bluff Dr

Email:

Shebp7200@yahoo.com

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_____ Modes Together

X Modes Split

_____ Not Sure

Why?

Using existing railroads should be a priority. Why build something new next to an under-utilized rail that exists?

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My daughter lives in Mariemont and when I come to visit we enjoy walking in the community garden and bird watching. There are so many birds there and we saw Indigo Buntings (my first in years!) It is important to give people places to connect with nature and this is a horrible decision to put a highway there.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Martha Pelletier

Address:

Mason, Ohio

Email:

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Andy Fluegemann, P.E.

Ohio Department of Transportation District 8

505 South SR 741, Lebanon, Ohio 45036

Phone: (513) 933-6597 E-mail: andy.fluegemann@dot.state.oh.us



SR 32 Relocation Project

Public Involvement Meeting

COMMENT FORM

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- Using a scale of 1 to 5 (with 1 = Very Important and 5 = Not Important At All), please rank the importance of the following SR 32 Relocation project elements to you.

	Very Important				Not Important At All	
Community Factors						
Reduce local congestion and traffic delays	1	2	3	4	5	Not sure
Increase travel safety	1	2	3	4	5	Not sure
Expand travel options (add rail transit, bike and walking paths)	1	2	3	4	5	Not sure
Consolidate access points on SR 32	1	2	3	4	5	Not sure
Preserve existing community character	1	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	1	2	3	4	5	Not sure
Encourage new economic development	1	2	3	4	5	Not sure
Minimize impacts to existing businesses and residences	1	2	3	4	5	Not sure
Minimize impacts to greenspace and parks	1	2	3	4	5	Not sure
Design Elements						
Provide connections to the regional bikeway network	1	2	3	4	5	Not sure
Minimize noise impacts from relocated roadway	1	2	3	4	5	Not sure
Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	1	2	3	4	5	Not sure
Provide a park-and-ride facility at the rail transit station	1	2	3	4	5	Not sure
Provide landscaping/aesthetic amenities for roadway	1	2	3	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

☒ Modes Split

_____ Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

Mariemont's South 80 park should be preserved. The community gardens and hiking/mountain biking trails are huge assets to our community.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Leslie Pennell

Address:

3601 Mound Way, 45227

Email:

lpennelle@earthlink.net

NEXT STEPS IN THE SR 32 RELOCATION STUDY

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Design Elements						
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Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

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_____ Modes Together X _____ Modes Split _____ Not Sure

Why?

Need to use existing rail. Need to keep them separate for safety concerns

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

There is an existing Greenspace that would be compromised. Wildlife that is constant and migratory would be displaced. The existing bike path and greenspace would not be available for its current use.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Gretchen Pennington

Address:

5607 Cohen Ct Mason

Email:

gm.mp@hotmail.com

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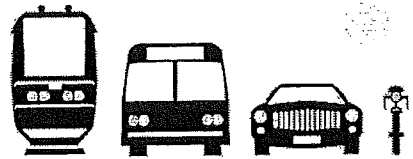
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The Eastern Corridor

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Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not sure

Please list any issues not identified above that should also be considered:

Stopping suburban sprawl.

Encouraging people to live closer to communities that allow walking and biking, not car travel.

We do not need another road. We need bike paths if anything.

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

_____ Modes Split

_____ Not Sure

Why? I would like to see the design of the bike/walk path.

I do not want SR 32 relocated

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

I absolutely do not want 32 relocated. There is no need to disrupt the farmland and community of Mariemont. I chose to live in a house in Mariemont factoring in the location, bus access to the city of Cincinnati, and enjoy the quiet, residential community. People who live in Newtown or Anderson have bigger properties perhaps, but the trade off is their distance. It was a choice those citizens made. Please do not let suburban sprawl continue in Anderson like Mason. Do not reroute

4. Please provide your contact information below and we will notify you of future meetings and project updates.

32, please.

Name:

Margaret Phillips

Address:

3599 Cachepit Way, Mariemont, OH 45227

Email:

mphilips1234@gmail.com

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Consolidate access points on SR 32	1	2	3	4	5	Not sure
Preserve existing community character	1	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	1	2	3	4	5	Not sure
Encourage new economic development	1	2	3	4	5	Not sure
Minimize impacts to existing businesses and residences	1	2	3	4	5	Not sure
Minimize impacts to greenspace and parks	1	2	3	4	5	Not sure
Design Elements						
Provide connections to the regional bikeway network	1	2	3	4	5	Not sure
Minimize noise impacts from relocated roadway	1	2	3	4	5	Not sure
Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	1	2	3	4	5	Not sure
Provide a park-and-ride facility at the rail transit station	1	2	3	4	5	Not sure
Provide landscaping/aesthetic amenities for roadway	1	2	3	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

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_____ Modes Together

X Modes Split

_____ Not Sure

Why?

I prefer the status quo with current noise levels.

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Heather Rogers

Address:

7054 Mt. Vernon Ave

Email:

h1r@me.com

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Community Factors						
Reduce local congestion and traffic delays	①	2	3	4	5	Not sure
Increase travel safety	1	2	③	4	5	Not sure
Expand travel options (add rail transit, bike and walking paths)	1	2	③	4	5	Not sure
Consolidate access points on SR 32	1	2	3	④	5	Not sure
Preserve existing community character	①	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	1	2	3	4	⑤	Not sure
Encourage new economic development	1	2	3	4	⑤	Not sure
Minimize impacts to existing businesses and residences	①	2	3	4	5	Not sure
Minimize impacts to greenspace and parks	①	2	3	4	5	Not sure
Design Elements						
Provide connections to the regional bikeway network	1	2	③	4	5	Not sure
Minimize noise impacts from relocated roadway	①	2	3	4	5	Not sure
Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	1	2	③	4	5	Not sure
Provide a park-and-ride facility at the rail transit station	①	2	3	4	5	Not sure
Provide landscaping/aesthetic amenities for roadway	①	2	3	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	①	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	③	4	5	Not Sure

Please list any issues not identified above that should also be considered:

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

X Modes Split

_____ Not Sure

Why? We did not get to see these stations. Not sure walking or riding a bike near a train would be that relaxing.

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

Why put the road so close to the bottom of steep hillside leading up to Mariemont? Noise rises and many people live up on top of that hill. Farther over in the flood plain is a better place as there are no homes nearby. Also below Mariemont has been in use by the village since the 1970's as a garden & recreation area. That would be ruined. Put the bridge farther west!

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Pat & Ray Sabo

Address:

3712 Pocahontas Ave.

Email:

raypatobas@fuse.net

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While I understand the Newtown does not want this road, Mariemont already has State Rt. 50. We never were near Rt 32 so it should not now be moved into our community.



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Community Factors						
Reduce local congestion and traffic delays	1	2	3	4	5	Not sure
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Design Elements						
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Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
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X Modes Together _____ Modes Split _____ Not Sure

Why?

32 should not be right below Mariemont

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Steve Sauter

Address:

3602 Flintpoint Way

Email:

ssauter85@yahoo.com

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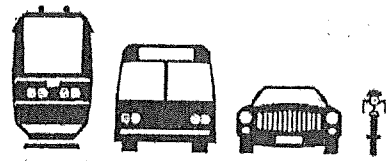
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6831 MT VERNON



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Increase travel safety	1	2	(3)	4	5	Not sure
Expand travel options (add rail transit, bike and walking paths)	(1)	2	3	4	5	Not sure
Consolidate access points on SR 32	1	2	(3)	4	5	Not sure
Preserve existing community character	(1)	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	(1)	2	3	4	5	Not sure
Encourage new economic development	1	2	(3)	4	5	Not sure
Minimize impacts to existing businesses and residences	(1)	2	3	4	5	Not sure
Minimize impacts to greenspace and parks	(1)	2	3	4	5	Not sure
Design Elements						
Provide connections to the regional bikeway network	(1)	2	3	4	5	Not sure
Minimize noise impacts from relocated roadway	1	(2)	3	4	5	Not sure
Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	(1)	2	3	4	5	Not sure
Provide a park-and-ride facility at the rail transit station	(1)	2	3	4	5	Not sure
Provide landscaping/aesthetic amenities for roadway	1	(2)	3	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	(1)	2	3	4	5	Not sure
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_____ Modes Together

_____ Modes Split

X Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

I am opposed to the Eastern Corridor project
1. Building a bridge across the Little Miami will do damage to a national/state scenic river
2. The highway will add to air pollution in the area
3. The highway is likely to increase traffic congestion because many more cars and trucks will be funneled onto the Red Bank Expressway
4. The highway will have a damaging effect on local communities
5. The cost of building the highway through a flood plain is prohibitive

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Daniel K. Schneider

Address:

3849 Meadowlark Lane, Cincinnati, Ohio 45227-3529

Email:

danschneider227@yahoo.com

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Provide opportunities to enhance existing neighborhoods and business districts	1	2	3	4	5	Not sure
Encourage new economic development	1	2	3	4	5	Not sure
Minimize impacts to existing businesses and residences	1	2	3	4	5	Not sure
Minimize impacts to greenspace and parks	1	2	3	4	5	Not sure
Design Elements						
Provide connections to the regional bikeway network	1	2	3	4	5	Not sure
Minimize noise impacts from relocated roadway	1	2	3	4	5	Not sure
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Provide a park-and-ride facility at the rail transit station	1	2	3	4	5	Not sure
Provide landscaping/aesthetic amenities for roadway	1	2	3	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

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_____ Modes Together

_____ ☒ Modes Split

_____ Not Sure

Why?

for safety reasons I think they should be split.

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Denise Scholtz

Address:

3731 West St., Cinex, OH 45227

Email:

dscholtz84@yahoo.com

NEXT STEPS IN THE SR 32 RELOCATION STUDY

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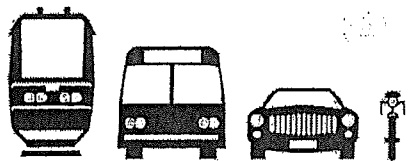
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Ohio Department of Transportation District 8

505 South SR 741, Lebanon, Ohio 45036

Phone: (513) 933-6597 E-mail: andy.fluegemann@dot.state.oh.us



The Eastern Corridor

SR 32 Relocation Project

Public Involvement Meeting

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_____ Modes Together

_____ ☒ Modes Split

_____ Not Sure

Why?

I don't want Mariemont, a historic village, to become a multi-modal transportation platform -

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

As a Mariemont resident, I do not want the SR32 Relocation Project to be anywhere close to Mariemont; it should be at least 3 miles away -

Reasons are:

- * Air pollution*
- * Noise nuisance*
- * Loss of Property Value*
- * Mariemont is a National Historic site ^(its environment) it must be preserved*
- * Archeological sites nearby: Indian burial sites*
- * Loss of Gardens & recently redesigned trails at the bottom of the Miami Bluff.*

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Isabelle & Philip SCHRAM

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Email:

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Minimize impacts to the natural environmental and archaeological and historic properties	①	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered: Mariemont is a National Historic Landmark and this roadway would destroy the character of the community and significantly impact my property value negatively.
Do not destroy the Gardens Park and bike trail.

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

_____ Modes Split

_____ Not Sure

Why?

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4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Audrey L. Sharn

Address:

6608 MIAMI BLOFF DR., MARION, OH

Email:

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SR 32 Relocation Project

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_____ Modes Together

☒ Modes Split

_____ Not Sure

Why?

The modes should be split so that light rail can proceed without the need for the relocation of RT 32. I think that would have the least impact on the environment, the Little Miami River, the stability of the bluff and prevent the destruction of park land. If the rail is successful, there would be no need for additional highways.

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

The eastern corridor plans call for the relocation of 32, light rail and bike trails. Hamilton & Clermont county have a terrific bike trail system that was created without the need to build 1 square foot of highway. Nobody wants to ride their bike along a 4 lane freeway. Also, light rail had been mentioned in many completed road projects, yet to date again there isn't 1 square foot of usable passenger rail. Your objective is to build roads, and all the other stuff is just a ruse to get people to go along. In lieu of the current budget problems states are facing, all highway funds should be diverted to the repair of the current highway infrastructure and the replacement of the obsolete Brent Spence bridge. Not in creating new roads that will require eventual costly maintenance. Efforts should be focused on a passenger rail system that will give commuters a choice and give them relief from the ever increasing gas prices.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

CRAIG & SUSAN SIEGMAN

Address:

6718 MIAMI BLUFF DR

Email:

JCS45227@gmail.com

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_____ Modes Together

_____ Modes Split

X Not Sure

Why?

It does not matter to me. However, I am extremely opposed to the new route cutting through the manenmant greenspace & archaeological district!

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Molly A. Smyth

Address:

3600 Mound way 45227

Email:

msmyth1@cinci.rr.com

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_____ Modes Together

_____ Modes Split

X Not Sure

Why?

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4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

JULIANN SOUTH

Address:

6803 RT. VERNON AVE

Email:

JULIANN.SOUTH@GMAIL.COM

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_____ Modes Together

_____ Modes Split

X Not Sure

Why?

It depends on the impacts to the areas the alignment passes through. Preference is to limit the impact.

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

~~XXXX~~ We are concerned with the preferred route for SR32 Relocation Project following the bridge crossing of the current railroad and across the park areas. This approach will greatly impact the Mariemont community assets and a different route is recommended.
↳ (pool, gardens & bike trails)

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Liz & Matt Steger

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6816 Mt. Vernon Ave. Cincinnati, OH 45227

Email:

stegerliz@hotmail.com

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_____ Modes Together X Modes Split _____ Not Sure

Why?

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*THE CURRENT PREFERRED ROUTE HAS
SUBSTANTIAL NEGATIVE IMPACT ON MARIEMONT.
ECONOMIC IMPACT NEED TO BE CONSIDERED
FOR ROUTE SELECTION.*

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name: JOSEPH STELZER
Address: 6609 PLEASANT STREET, MARIEMONT
Email: JSTELZER@FUSE.NET

NEXT STEPS IN THE SR 32 RELOCATION STUDY

The next step in the SR 32 Relocation study involves developing and evaluating possible roadway alignments within the study corridors recommended by the Feasibility Study. This process will factor in the important public input received this evening. The SR 32 Relocation project will continue to be closely coordinated with new rail transit, bike/pedestrian access and other improvements being considered as part of the Eastern Corridor Program.

Please submit this form before you leave today's meeting or mail by September 2, 2012 to:

Andy Fluegemann, P.E.
Ohio Department of Transportation District 8
505 South SR 741, Lebanon, Ohio 45036
Phone: (513) 933-6597 E-mail: andy.fluegemann@dot.state.oh.us



SR 32 Relocation Project

Public Involvement Meeting

COMMENT FORM

A summary of the March 2012 Feasibility Study and the SR 32 Relocation study corridors recommended for further analysis was presented this evening. Please use this form to document your feedback on the information presented and to share any comments or questions you may have about the project, recommendations being made and related issues. The information you provide will be factored into the development of project alternatives during the next phase of work. Thank you for your input.

- Using a scale of 1 to 5 (with 1 = Very Important and 5 = Not Important At All), please rank the importance of the following SR 32 Relocation project elements to you.

	Very Important				Not Important At All	
	1	2	3	4	5	
Community Factors						
Reduce local congestion and traffic delays	1	2	3	4	5	Not sure
Increase travel safety	1	2	3	4	5	Not sure
Expand travel options (add rail transit, bike and walking paths)	1	2	3	4	5	Not sure
Consolidate access points on SR 32	1	2	3	4	5	Not sure
Preserve existing community character	1	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	1	2	3	4	5	Not sure
Encourage new economic development	1	2	3	4	5	Not sure
Minimize impacts to existing businesses and residences	1	2	3	4	5	Not sure
Minimize impacts to greenspace and parks	1	2	3	4	5	Not sure
Design Elements						
Provide connections to the regional bikeway network	1	2	3	4	5	Not sure
Minimize noise impacts from relocated roadway	1	2	3	4	5	Not sure
Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	1	2	3	4	5	Not sure
Provide a park-and-ride facility at the rail transit station	1	2	3	4	5	Not sure
Provide landscaping/aesthetic amenities for roadway	1	2	3	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

_____ Modes Split

☒ Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

We chose Mariemont to live because of the beautiful, diverse community. My husband and I have worked very hard to buy & maintain a house on Miami Bluff and to have our investment & our community ~~destroyed by a road~~ (that many other generations helped to build & preserve) destroyed by a road is shameful. Shame on you !!!

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name: Callie Stephens

Address: 6504 Miami Bluff Dr.

Email: callie.stephens@yahoo.com

NEXT STEPS IN THE SR 32 RELOCATION STUDY

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1. Using a scale of 1 to 5 (with 1 = Very Important and 5 = Not Important At All), please rank the importance of the following SR 32 Relocation project elements to you.

	Very Important				Not Important At All	
Community Factors:						
Reduce local congestion and traffic delays	1	2	3	4	5	Not sure
Increase travel safety	1	2	3	4	5	Not sure
Expand travel options (add rail transit, bike and walking paths) <i>to where?</i>	1	2	3	4	5	Not sure
Consolidate access points on SR 32	1	2	3	4	5	Not sure
Preserve existing community character	1	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts ?	1	2	3	4	5	Not sure
Encourage new economic development	1	2	3	4	5	Not sure
Minimize impacts to existing businesses and residences	1	2	3	4	5	Not sure
Minimize impacts to greenspace and parks	1	2	3	4	5	Not sure
Design Elements:						
Provide connections to the regional bikeway network	1	2	3	4	5	Not sure
Minimize noise impacts from relocated roadway	1	2	3	4	5	Not sure
Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	1	2	3	4	5	Not sure
Provide a park-and-ride facility at the rail transit station	1	2	3	4	5	Not sure
Provide landscaping/aesthetic amenities for roadway	1	2	3	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

_____ Modes Split

X Not Sure

Why?

THE ROAD SHOULD BE LOCATED AS FAR AWAY FROM MARIEMONT
LANDING AS POSSIBLE. IF IT MAKES SENSE FOR WALKWAY TO BE
WITH IT, THAT IS FINE.

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

I STILL DON'T UNDERSTAND THE NEED FOR THE PROJECT. WHY
WOULD A PROPOSAL BE MADE THAT COULD IMPACT, NEGATIVELY,
ONE OF THE BEST NEIGHBORHOODS IN CINCINNATI? EVEN
PROVIDING THE THOUGHT SHOWS COMPLETE DISREGARD FOR
THE PEOPLE IN THE AREA AS WELL AS THE MANY WHO
VISIT THE COMMUNITY. I WOULD ONLY CONSIDER LINKAGE
FOR THE BIKE TRAIL.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

JERRY STEPHENS

Address:

6504 MIAMI BLUFF DRIVE

Email:

jerry.stephens@dpsg.com

NEXT STEPS IN THE SR 32 RELOCATION STUDY

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Provide opportunities to enhance existing neighborhoods and business districts	1	2	3	4	5	Not sure
Encourage new economic development	1	2	3	4	5	Not sure
Minimize impacts to existing businesses and residences	1	2	3	4	5	Not sure
Minimize impacts to greenspace and parks	1	2	3	4	5	Not sure
Design Elements						
Provide connections to the regional bikeway network	1	2	3	4	5	Not sure
Minimize noise impacts from relocated roadway	1	2	3	4	5	Not sure
Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	1	2	3	4	5	Not sure
Provide a park-and-ride facility at the rail transit station	1	2	3	4	5	Not sure
Provide landscaping/aesthetic amenities for roadway	1	2	3	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

_____ Modes Split

X Not Sure

Why?

We do not need a rail system. They are expensive and provide little benefit. The bus system works fine and is well utilized by many neighbors in our community.

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

Very concerned about digging on our sacred Indian grounds, very concerned about the sliding hillside of Miami Bluff.

We have a great community + people are willing to pay extra to live in Mariemont. Please leave it alone.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Chuck Stewart

Address:

6509 Mariemont Ave

Email:

Stewart-Family@cinci.rr.com

NEXT STEPS IN THE SR 32 RELOCATION STUDY

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	Very Important				Not Important At All	
Community Factors						
Reduce local congestion and traffic delays	1	2	(3)	4	5	Not sure
Increase travel safety	1	2	(3)	4	5	Not sure
Expand travel options (add rail transit, bike and walking paths)	1	2	3	(4)	(5)	Not sure
Consolidate access points on SR 32	1	2	3	4	(5)	Not sure
Preserve existing community character	(1)	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts <i>We don't need this side of the road</i>	1	2	(3)	4	5	Not sure
Encourage new economic development	1	2	(3)	4	5	Not sure
Minimize impacts to existing businesses and residences	(1)	2	3	4	5	Not sure
Minimize impacts to greenspace and parks	(1)	2	3	4	5	Not sure
Design Elements						
Provide connections to the regional bikeway network	1	2	3	4	(5)	Not sure
Minimize noise impacts from relocated roadway	(1)	2	3	4	5	Not sure
Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	1	2	3	(4)	(5)	Not sure
Provide a park-and-ride facility at the rail transit station	1	2	3	4	(5)	Not sure
Provide landscaping/aesthetic amenities for roadway	(1)	2	3	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	(1)	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	(2)	3	4	5	Not Sure

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_____ Modes Together

_____ Modes Split

 Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

I can't imagine why a large road would be planned in a location that would directly + negatively impact an existing, thriving neighborhood. The negatives would affect aesthetics of Mansmont, the historical nature of the community, the Native American significance, there would be noise pollution, we would lose our park/walking/hiking nature area + erosion would be accelerated. All for rail + roadway that I don't see the need for. Please take the road elsewhere.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Molly Stewart

Address:

6509 Mansmont Ave 45227

Email:

stewart-family@unh.com

NEXT STEPS IN THE SR 32 RELOCATION STUDY

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Design Elements						
Provide connections to the regional bikeway network	1	2	3	4	5	Not sure
Minimize noise impacts from relocated roadway	1	2	3	4	5	Not sure
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Provide a park-and-ride facility at the rail transit station	1	2	3	4	5	Not sure
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Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

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_____ Modes Together

_____ Modes Split

X Not Sure

Why?

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4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

MATT & LAURA Stith

Address:

6718 Hammerstone Way Cincinnati OH 45227

Email:

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	Very Important				Not Important At All	
Community Factors						
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Design Elements						
Provide connections to the regional bikeway network	1	2	3	4	5	Not sure
Minimize noise impacts from relocated roadway	1	2	3	4	5	Not sure
Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	1	2	3	4	5	Not sure
Provide a park-and-ride facility at the rail transit station	1	2	3	4	5	Not sure
Provide landscaping/aesthetic amenities for roadway	1	2	3	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	* 1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

* most important factor

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

_____ Modes Split

☒ Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

The proposed new route through the parkland of National Historic Mariemont is totally unacceptable and will be vigorously opposed every step of the way.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Joe and Aquila Stoner

Address:

6924 Miami Bluff Drive, Mariemont, Ohio 45227

Email:

joe.stoner@fuse.net

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Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

* Stability of the hillside along Miami Bluff is a key issue with me. Locating the roadway at the base of Miami Bluff will contribute to problems similar to those along Columbia Parkway.

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

X Modes Split

_____ Not Sure

Why?

I Am in favor of keeping Rt. 32 where it already is. Why would you spend the money to move it?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

* See front

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

John P. Sullivan

Address:

3608 Center Street, Cincinnati, OH 45227

Email:

john.sullivan@roundtower.com

NEXT STEPS IN THE SR 32 RELOCATION STUDY

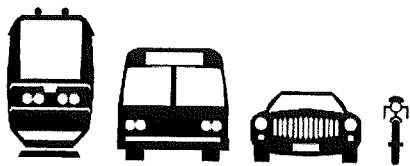
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The Eastern Corridor

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Design Elements						
Provide connections to the regional bikeway network	1	2	3	4	5	Not sure
Minimize noise impacts from relocated roadway	1	2	3	4	5	Not sure
Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	1	2	3	4	5	Not sure
Provide a park-and-ride facility at the rail transit station	1	2	3	4	5	Not sure
Provide landscaping/aesthetic amenities for roadway	1	2	3	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

Light Pollution
Endangered Species
Natural Environment/Habitat
Watershed Protection
Water Quality
Land Values

- over -

Silt & construction activities as well as highway runoff are of vital concern for water quality
Noise
National Historic Landmark
Air Pollution
Views / Brucic Valley
Community Gardens
Biodiversity
Land Slides

Recent Activity February 2012 presentation accessed online archiving

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

☒ Modes Split

_____ Not Sure

Why?

- Utilizes existing rail consistent with rest of plan
- Separation aids safety

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

- Mariemont park is not shown ~~as~~ on Bike Trail map indicating "Public Greenspace"
- Mariemont public hike/bike trail is not shown on "Bike Trails" map
- Eliminating other options in August for SR32 relocation goes against NEPA process and Record of Decision Statements. Exploration of options & consideration of concerns expressed by the National Park Service, Department of the Interior & Ohio EPA in the FEIS have been ignored!!!

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Karen Sullivan

Address:

3608 Center St, Mariemont

Email:

Karen@VIA-Design-Ltd.com

NEXT STEPS IN THE SR 32 RELOCATION STUDY

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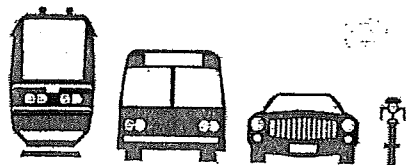
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<i>Community Factors</i>						
Reduce local congestion and traffic delays	1	2	3	4	5	Not sure
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Consolidate access points on SR 32	1	2	3	4	5	Not sure
Preserve existing community character	1	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	1	2	3	4	5	Not sure *
Encourage new economic development	1	2	3	4	5	Not sure
Minimize impacts to existing businesses and residences	1	2	3	4	5	Not sure
Minimize impacts to greenspace and parks	1	2	3	4	5	Not sure
<i>Design Elements</i>						
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Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

* The question is somewhat vague as it appears to assume that additional highway development is actually going to enhance the neighborhoods in Mariemont. (Often proximity to a state highway tends to decrease the value of surrounding properties.)

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

_____ Modes Split

_____ Not Sure

Why?

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Object to the SR 32 Relocation Project inasmuch as it apparently would restrict access to the Little Miami River which our children now greatly enjoy. This might be mitigated by a number of foot bridges allowing access to the river recreational area.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Sean D. Sullivan

Address:

6908 Mount Vernon Mariemont, OH

Email:

sean.sullivan@hotmail.com

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Expand travel options (add rail transit, bike and walking paths)	①	2	3	4	5	Not sure
Consolidate access points on SR 32	1	2	3	④	5	Not sure
Preserve existing community character	①	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	1	2	③	4	5	Not sure
Encourage new economic development	1	2	③	4	5	Not sure
Minimize impacts to existing businesses and residences	①	2	3	4	5	Not sure
Minimize impacts to greenspace and parks	①	2	3	4	5	Not sure
Design Elements						
Provide connections to the regional bikeway network	①	2	3	4	5	Not sure
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Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	1	2	③	4	5	Not sure
Provide a park-and-ride facility at the rail transit station	①	2	3	4	5	Not sure
Provide landscaping/aesthetic amenities for roadway	1	2	3	4	⑤	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	①	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	②	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

Don't take people's homes through eminent domain & don't change the character of their property (view, ~~no~~ noise, congestion, etc.)

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together X _____ Modes Split ~~Not~~ _____ Not Sure

Why?

where possible
I think it makes more sense to use existing infrastructure. I also think putting all together would be too wide and make the impact to the surroundings worse. I also think bikes should be kept away from cars.

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

I don't agree with forcing people out by eminent domain. Don't affect what people see/hear from their existing properties. This doesn't seem important enough.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name: JAMIE SWINDON

Address: 3700 POCAHONTAS AVE., CINCI, OH 45227

Email: jswindon@hotmail.com

NEXT STEPS IN THE SR 32 RELOCATION STUDY

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Encourage new economic development	1	2	3	(4)	5	Not sure
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Reduce flood hazards and moderate storm water runoff	1	2	(3)	4	5	Not Sure

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Minimize impact to existing home owners, do not use eminent domain to take peoples homes.

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_____ Modes Together

X Modes Split

_____ Not Sure

Why?

Why would anyone want to cycle or walk next to car fumes?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

PATRICK SWINDON

Address:

3700 POCAHONTAS AVE

Email:

PSWINDON@HOTMAIL.COM

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_____ Modes Together

_____ Modes Split

_____ Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

As Mariemont residents, we oppose roads or trails that would cut through our community gardens and recreational trails/greenspace.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Steve & Erika Turan

Address:

3853 Homewood Rd 45227

Email:

turanimail@hotmail.com

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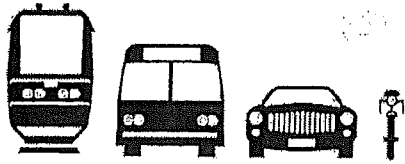
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_____ Modes Together _____ Modes Split _____ Not Sure

Why?

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Name:

Fran Turner

Address:

10 Albert Pl Cincinnati 45227

Email:

fturner@fuse.net

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☒ Not Sure

Why?

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We cannot allow our National Historic Landmark Community to be ruined by this new route that would be so invasive to the Village.

What happened to the previous plan where the location of the new highway starting in Fairfax w/ a bridge across the Little Miami River at Horseshoe Bank etc.?

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Carolyn & Ed Tuttle

Address:

6806 Mt. Vernon Ave Cinti, OH 45227

Email:

tuttlece@hotmail.com

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_____ Modes Together

 X Modes Split

_____ Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

We are not happy with ODOT's preferred route thru Mariematts "South 80." This route will adversely affect our neighborhood.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name: John Vago + Joan Luppino

Address: 3610 Flintpoint Way

Email: jvago @ fuse.net

NEXT STEPS IN THE SR 32 RELOCATION STUDY

The next step in the SR 32 Relocation study involves developing and evaluating possible roadway alignments within the study corridors recommended by the Feasibility Study. This process will factor in the important public input received this evening. The SR 32 Relocation project will continue to be closely coordinated with new rail transit, bike/pedestrian access and other improvements being considered as part of the Eastern Corridor Program.

Please submit this form before you leave today's meeting or mail by September 2, 2012 to:

Andy Fluegemann, P.E.
Ohio Department of Transportation District 8
505 South SR 741, Lebanon, Ohio 45036
Phone: (513) 933-6597 E-mail: andy.fluegemann@dot.state.oh.us



SR 32 Relocation Project

Public Involvement Meeting

COMMENT FORM

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- Using a scale of 1 to 5 (with 1 = Very Important and 5 = Not Important At All), please rank the importance of the following SR 32 Relocation project elements to you.

	Very Important				Not Important At All	
Community Factors:						
Reduce local congestion and traffic delays	1	2	3	4	5	Not sure
Increase travel safety	1	2	3	4	5	Not sure
Expand travel options (add rail transit, bike and walking paths)	1	2	3	4	5	Not sure
Consolidate access points on SR 32	1	2	3	4	5	Not sure
Preserve existing community character	1	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	1	2	3	4	5	Not sure
Encourage new economic development	1	2	3	4	5	Not sure
Minimize impacts to existing businesses and residences	1	2	3	4	5	Not sure
Minimize impacts to greenspace and parks	1	2	3	4	5	Not sure
Design Elements:						
Provide connections to the regional bikeway network	1	2	3	4	5	Not sure
Minimize noise impacts from relocated roadway	1	2	3	4	5	Not sure
Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	1	2	3	4	5	Not sure
Provide a park-and-ride facility at the rail transit station	1	2	3	4	5	Not sure
Provide landscaping/aesthetic amenities for roadway	1	2	3	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

X Modes Split

_____ Not Sure

Why?

Do NOT ruin a park & highly coveted residential area

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

Serious concerns about hill slippage which happen at the new shopping center. These hills are currently slipping and construction below would cause serious damage. Thank you

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

JERRY & SUZI VIAVELLO

Address:

6570 WOOSTER PIKE

Email:

JUNLO @ FUSE.NET

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	Very Important				Not Important At All	
Community Factors						
Reduce local congestion and traffic delays	(1)	2	3	4	5	Not sure
Increase travel safety	(1)	2	3	4	5	Not sure
Expand travel options (add rail transit, bike and walking paths)	(1)	2	3	4	5	Not sure
Consolidate access points on SR 32	1	2	3	4	5	Not sure
Preserve existing community character	(1)	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	(1)	2	3	4	5	Not sure
Encourage new economic development	(1)	2	3	4	5	Not sure
Minimize impacts to existing businesses and residences	1	2	(3)	4	5	Not sure
Minimize impacts to greenspace and parks	1	2	(3)	4	5	Not sure
Design Elements						
Provide connections to the regional bikeway network	1	(2)	3	4	5	Not sure
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Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	(1)	2	3	4	5	Not sure
Provide a park-and-ride facility at the rail transit station	(1)	2	3	4	5	Not sure
Provide landscaping/aesthetic amenities for roadway	1	(2)	3	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	1	2	(3)	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	(1)	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

~~B~~ Modes Split

✓ Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

J. WALLEY

Address:

6741 WOOSTER PIKE

Email:

JOAN WALLEY@AOL.COM

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Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

we want to preserve our historic community of Harcourt
 including no car emissions filtering up over Miami Bluff ^{no} noise,
 keeping the beautiful greenspace & views below the Bluff, keeping
 new walking/bike path in lower 80, archaeological sites should not
 be disturbed, and keep the integrity of the Bluff hillside from eroding
 & sliding down the hill.

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

_____ Modes Split

☒ Not Sure

Why? I don't know enough about this! Our Council has not kept us informed and ODOT has not done a good job of involving the Hameront community/residents or businesses in this matter. I'm angry and more public communication is needed!

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

Again - my family and everyone I talk to in Hameront was unaware of this meeting! So, if it weren't for a few concerned citizens keeping track of updates on ~~the~~ the Eastern Corridor's very "un-user friendly" website, I wouldn't even know ODOT was pushing through this new proposed route through the South S.D. You should be ashamed - big govt. ~~leaden~~ bureaucracy at its best.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Suzy + Matt Weinland

Address:

3812 Indianview Ave. - Cincy, OH 45227

Email:

weinland4@cinci.rr.com

NEXT STEPS IN THE SR 32 RELOCATION STUDY

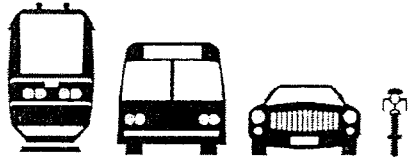
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The Eastern Corridor

SR 32 Relocation Project

Public Involvement Meeting

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_____ Modes Together

_____ Modes Split

_____ Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

Relocating SR 32 ~~through~~ through Mariemont property is an illogical, destructive, and short-sighted choice.

Crossing farmland, recreation area is bad enough but the noise disturbance to residents would be intolerable.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

_____ DOUG WELSH

Address:

_____ 6831 MT VERNON AV

Email:

_____ dougwelsh.oh@fuse.net

NEXT STEPS IN THE SR 32 RELOCATION STUDY

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_____ Modes Together

_____ Modes Split

X Not Sure

Why?

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4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

_____ Brad Westfall

Address:

_____ 6503 Mariemont Ave

Email:

_____ westfallfam@cinc.rr.com

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_____ Modes Together

_____ ☒ Modes Split

_____ Not Sure

Why?

I oppose relocating SR 32
I do not see the need for the new
hwy and new passenger rail.

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Brenda Westfall

Address:

6503 Macedonia Ave.

Email:

westfallb@uicr.wv.gov

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Please list any issues not identified above that should also be considered:

Existing historic communities should not be destroyed for this project. Existing roads can + should be expanded if the need is really a great as indicated. Home values + quality of life of existing neighborhoods for the benefit (possible benefit of other outside the city).

- over -

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_____ Modes Together

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_____ Not Sure

Why?

Just Keep it AWAY FROM Maresmont!!!

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

It is plain to see based on this survey Newtown & other areas are having more say than Maresmont. Our community is being sacrificed for this benefit. If you have a problem with 32 put it and leave our parks alone!

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Dina & Dave Wilder

Address:

6716 Hammer Stone Way

Email:

Dwilder@cenci.cc.com

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Provide a park-and-ride facility at the rail transit station	1	2	3	4	5	Not sure
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_____ Modes Together

X Modes Split

_____ Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

I have been enjoying the woods on the North side of the Miami River for 20 years. IT would be tragic if the new highway was allowed to be built here. Many of my friends and neighbors feel the same way. IT would also remove from my home and the view of it.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

ROBERT M. WINGER

Address:

6808 Miami Buff Dr. 45227

Email:

Winger5@fuse.net

NEXT STEPS IN THE SR 32 RELOCATION STUDY

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_____ Modes Together

X Modes Split

_____ Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

I would be very upset if our gardens and trails were destroyed for a highway. Home values would decrease. Also the archaeological site would be disrupted and the "character" of Manumont would be drastically altered.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Pam Winget

Address:

6808 Miami Bluff Drive

Email:

wingets@fuse.net

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_____ Modes Together

✓ _____ Modes Split

_____ Not Sure

Why?

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Our local communities have evolved over many generations with charm, values of safety and providing special communities with family activities. The impact on our beautiful rolling surrounding green space and wooded areas, parks recreating for children and our scenic Little Miami River. This project would devastate this community and surrounding business and residential areas with pollution, concrete and noise!

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

JUDITH A. WINSTEL

Address:

8134 BATAVIA ROAD

Email:

JWINSTEL@fuse.net

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Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

Don't the citizens potentially involved need your "Plan C" !!
Mexico a meeting not during summer vacation time? unfair...
For many years the area West of Fairfax was forced with its conduct
in with Red Bank Expressway. What's wrong with it now? ^{shame}

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (Modes Together) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (Modes Split)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

_____ Modes Split

_____ Not Sure

lets talk!

Why?

I was out of town from July 15 to Aug 18
so if you had a meeting I did not hear of it even
in the stacks of mail that arrived while I was away.

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

Read the plan in the parking lot at the swimming pool
parking lot
★ for historical information... ★
The Bridge currently over the little Miami would be totally
inadequate.
Land slides have been fought below the Miami Bluff
hillside for a long time.
Noise would devalue the properties
Bikes, hikers & gardeners
don't make noise We value our peace.
★ Through the year, this has been frequently flooded. ★

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Betty Wright (a 59 year resident)

Address:

6705 Mariemont Ave.

Email:

Not active

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_____ Modes Together

_____ Modes Split

_____ Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

Mariemont is known for its charm and tranquility. The proposed Eastern Corridor through Mariemont property would destroy that charm. I am opposed to any route through Mariemont Property.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

David Wuertemberger

Address:

3610 Pleasant St. Cincinnati 45227

Email:

kwuertemberger@cincinnati.com

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_____ Modes Together

_____ Modes Split

_____ Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

Running the new Eastern Corridor through Mariemont property would destroy the charm of the village. I am completely opposed to any such plan.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Kim Wuertemberger

Address:

3610 Pleasant St. Cincinnati, OH 45201

Email:

kwuertemberger@cinci.rr.com

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Why?

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SR 32 Relocation Project would impact Moremont + surrounding neighborhoods negatively in the following ways:

- ① Community Gardens would be destroyed
- ② Hiking trails + green space would be impacted

③ Native American remains and artifacts would be destroyed

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name:

Sarah Zawaly

Address:

6824 Mt. Vernon Ave Cincinnati, OH 45227

Email:

sarahzawaly@yahoo.com

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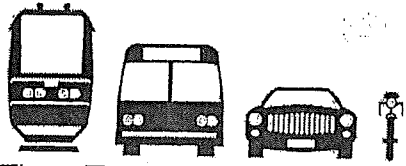
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The Eastern Corridor

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Public Involvement Meeting

COMMENT FORM

A summary of the March 2012 Feasibility Study and the SR 32 Relocation study corridors recommended for further analysis was presented this evening. Please use this form to document your feedback on the information presented and to share any comments or questions you may have about the project, recommendations being made and related issues. The information you provide will be factored into the development of project alternatives during the next phase of work. Thank you for your input.

1. Using a scale of 1 to 5 (with 1 = Very Important and 5 = Not Important At All), please rank the importance of the following SR 32 Relocation project elements to you.

	Very Important				Not Important At All	
Community Factors						
Reduce local congestion and traffic delays	1	2	3	4	5	Not sure
Increase travel safety	1	2	3	4	5	Not sure
Expand travel options (add rail transit, bike and walking paths)	1	2	3	4	5	Not sure
Consolidate access points on SR 32	1	2	3	4	5	Not sure
Preserve existing community character	1	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	1	2	3	4	5	Not sure
Encourage new economic development	1	2	3	4	5	Not sure
Minimize impacts to existing businesses and residences	1	2	3	4	5	Not sure
Minimize impacts to greenspace and parks	1	2	3	4	5	Not sure
Design Elements						
Provide connections to the regional bikeway network	1	2	3	4	5	Not sure
Minimize noise impacts from relocated roadway	1	2	3	4	5	Not sure
Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	1	2	3	4	5	Not sure
Provide a park-and-ride facility at the rail transit station	1	2	3	4	5	Not sure
Provide landscaping/aesthetic amenities for roadway	1	2	3	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

- 1) Flooding → debris and safety (no drowning) a concern. In 2011, the area called the South 80 was flooded 2 or even 3 times. Amazing what debris floated by in the floodings.
- 2) Derailments + effects on walking/biking + traffic

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

☒ Modes Split

_____ Not Sure

Why?

*Noise + pollution from cars + trains when biking or walking
Also, what about potential rail derailments +/or crashes
and/or collisions with vehicles, animals, debris etc on rail track*

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Thanks, that's OK

Name:

Anonymous

Address:

Pocahontas Avenue

Email:

NEXT STEPS IN THE SR 32 RELOCATION STUDY

The next step in the SR 32 Relocation study involves developing and evaluating possible roadway alignments within the study corridors recommended by the Feasibility Study. This process will factor in the important public input received this evening. The SR 32 Relocation project will continue to be closely coordinated with new rail transit, bike/pedestrian access and other improvements being considered as part of the Eastern Corridor Program.

*Thank you for asking,
and reading this.*

Please submit this form before you leave today's meeting or mail by September 2, 2012 to:

Andy Fluegemann, P.E.
Ohio Department of Transportation District 8
505 South SR 741, Lebanon, Ohio 45036
Phone: (513) 933-6597 E-mail: andy.fluegemann@dot.state.oh.us



SR 32 Relocation Project

Public Involvement Meeting

COMMENT FORM

A summary of the March 2012 Feasibility Study and the SR 32 Relocation study corridors recommended for further analysis was presented this evening. Please use this form to document your feedback on the information presented and to share any comments or questions you may have about the project, recommendations being made and related issues. The information you provide will be factored into the development of project alternatives during the next phase of work. Thank you for your input.

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	Very Important					Not Important At All
	1	2	3	4	5	
Community Factors						
Reduce local congestion and traffic delays	1	2	(3)	4	5	Not sure
Increase travel safety	1	2	(3)	4	5	Not sure
Expand travel options (add rail transit, bike and walking paths)	1	2	(3)	4	5	Not sure
Consolidate access points on SR 32	1	2	(3)	4	5	Not sure
Preserve existing community character	(1)	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	1	2	3	(4)	5	Not sure
Encourage new economic development	1	2	3	4	(5)	Not sure
Minimize impacts to existing businesses and residences	(1)	2	3	4	5	Not sure
Minimize impacts to greenspace and parks	(1)	2	3	4	5	Not sure
Design Elements						
Provide connections to the regional bikeway network	(1)	2	3	4	5	Not sure
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Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	(1)	2	3	4	5	Not sure
Provide a park-and-ride facility at the rail transit station	1	2	(3)	4	5	Not sure
Provide landscaping/aesthetic amenities for roadway	1	2	3	4	(5)	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	(1)	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	(1)	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

Do not believe SR32 highway needs to be built. (Have researched this a lot)
 Doubt Oasis Rail will be used enough to justify cost.
 Bike/walking paths will be used and should be built.

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together



_____ Modes Split

_____ Not Sure

Why? Pollution. Walkers + bike riders harmed by exercising near road.

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

Can we stop the road from being built?
An elevated road in a flood plain? Noise! Pollution!
High cost!

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name: _____

Address: _____

Email: _____

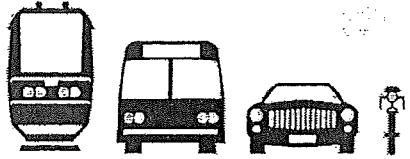
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Ohio Department of Transportation District 8
505 South SR 741, Lebanon, Ohio 45036
Phone: (513) 933-6597 E-mail: andy.fluegemann@dot.state.oh.us

MAYOR



The Eastern Corridor

SR 32 Relocation Project

Public Involvement Meeting

COMMENT FORM

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	Very Important				Not Important At All	
Community Factors						
* Reduce local congestion and traffic delays	(1)	2	3	4	5	Not sure
Increase travel safety	(1)	2	3	4	5	Not sure
Expand travel options (add rail transit, bike and walking paths)	(1)	2	3	4	5	Not sure
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Provide a park-and-ride facility at the rail transit station	(1)	2	3	4	5	Not sure
Provide landscaping/aesthetic amenities for roadway	1	2	3	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	(4)	5	Not sure
Reduce flood hazards and moderate storm water runoff	(1)	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

* cut down excess traffic on Wooster Pike - Mariemont Square

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

X Modes Together _____ Modes Split _____ Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

The Village should take advantage of this opportunity
"NOW" - this has been talked ~~to~~ about for YEARS!
Let's "yield" - cooperate w/ODOT!!!!

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name: _____

Address: _____

Email: _____

NEXT STEPS IN THE SR 32 RELOCATION STUDY

The next step in the SR 32 Relocation study involves developing and evaluating possible roadway alignments within the study corridors recommended by the Feasibility Study. This process will factor in the important public input received this evening. The SR 32 Relocation project will continue to be closely coordinated with new rail transit, bike/pedestrian access and other improvements being considered as part of the Eastern Corridor Program.

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Andy Fluegemann, P.E.
Ohio Department of Transportation District 8
505 South SR 741, Lebanon, Ohio 45036
Phone: (513) 933-6597 E-mail: andy.fluegemann@dot.state.oh.us

APPENDIX E

Letters Received

August 26, 2012

Mr. Andy Fluegemann, PE
ODOT-District 8
505 South St Rt 741
Lebanon, Ohio 45036

Re: "Preferred Alternative" Route 32 Relocation

Dear Mr. Fluegemann:

Enclosed is a copy of my letter of August 11, 2012, forwarded to you by Ted Hubbard, Hamilton County Engineer, for response.

I'm patiently waiting for a response but need to reinforce my feeling that your decision on the latest projected route for the Eastern Corridor connection to State Route 32 is totally *unacceptable* and must be changed.

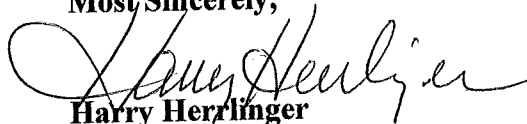
Obviously the professionals on the "committee" that made the decision to plow right through our lower gardens/park had absolutely no knowledge, and therefore no concern, for Mariemont's National Historic Landmark status, the proximity to a major prehistoric archaeological dig, the Indian burial ground, or the existence of our lower 80 acre Garden and Walking Trail Park added to the Village in 1976!

With all your public relations efforts, neighborhood presentations, four color display boards, comment cards, and money spent for community input to appear transparent, it is a shame nobody in your department reached out to Village officials, council, mayor or its residents for impact statements before this significant decision was made. A simple five minute phone call to a village official would have been very enlightening to you and your staff.

It is now time to go back to the drawing board and scrap this route as one of your alternates. I speak for a lot of concerned Mariemont residents.

Hopefully, I will have the courtesy of a reply from you in a reasonable amount of time.

Most Sincerely,



Harry Herrlinger
6802 Miami Bluff Drive
Cincinnati, Ohio 45227
513-561-9741

CC: Steve Mary
Dan Policastro

Joe Stelzer
Jerry Wray

August 11, 2012

Mr. Theodore Hubbard
Hamilton County Engineer
138 East court Street
Room 700
Cincinnati, Ohio 45202

RE: Eastern Hills Corridor (State Rt 32 Relocation)

I attended your recent EHC meeting at Nagel Middle School and am concerned about the latest "turn" Northward for the "preferred alternative" route of the SR 32 Relocation Project. The proposed alignment to Mariemont is an encroachment on our beautiful, quiet, national historically registered neighborhood and comes way too close to our southern most boundary. This path is wrong and needs to be changed.

Eight years ago we were presented with 5 or 6 alternate routes and at the time I discounted the northernmost route as weird, bizarre....just not in the cards...now it seems to be the chosen route. To swing it so far north to avoid "Horsehoe Bend" does not make practical sense. The natural path of the proposed road is south of the Old Wooster/Red Bank Rd intersection through Haffner's Dump out thru the cornfields, smoothly and naturally or, even more concise, southward to hook up to Beechmont Levy and State Route 32 in a natural flow.

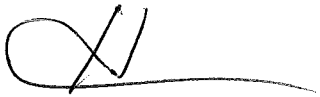
The public input sessions are nice but you are not listening to concerned citizens. You have a nice public relations agency set up to smooth the process and is just a vehicle to make known more softly ongoing decisions being made by the "committee". When we asked "who made the decision" to go this route, all the faces on the dais went blank, and everyone was looking around like deer in the headlights... seeing who was going to step up to admit it. The answer seemed to be "a committee decision." You and I know that a horse designed by a committee is called a camel!

The rendering of a four lane boulevard was "disneyesque" in the artist's four color rendering/conceptualization with not a truck in sight. Depicted as a tranquil abutment to Mariemont's southernmost boundary. Really Mr. Hubbard? This is just an extension of a *very heavily* traveled federal four lane interstate highway, namely Interstate 71, proposed about 1000 feet from the Mariemont's community pool!!! Our overlook view at the end of Center Street at the Concourse will become a view of another Cross County Highway.....not exactly what Mary Emery was looking for when she planned this beautiful place.

There is a lot of discontent within the community regarding your decision and a lot of residents are concerned about the potential noise, pollution, etc. and how it might affect their lifestyle and property values. I know the communities of Shademoor, Newtown, Madisonville and Fairfax are concerned.

I know that your project/assignment is not an easy task and many factors come into play, but the decision made on this route is not the right one, and needs to be changed.

Sincerely,

A handwritten signature in black ink, appearing to be 'H Herrlinger', with a long horizontal flourish extending to the right.

**Harry Herrlinger
6802 Miami Bluff Drive
Cincinnati, Ohio 45227
L513-561-9741
C513-444-7385**

**CC:Mr. Rob Portman
Mr. John R. Kasich
Mr. Jerry Wray
Mr. Todd Portune
Mr. Steve Mary
Mr. Dan Policastro**

From: Laura Whitman [<mailto:llewhitman@gmail.com>]

Sent: Monday, September 10, 2012 10:54 AM

To: Fluegemann Andy; Vogel Joe; Osborne, Deb; Bergman Steve

Cc: Hubbard Ted; Portune Todd; Manger Pat; Stephenson Craig; Fronk Larry; Kaity Dunn

Subject: Fwd: Eric Partee from Little Miami llc email

Andy and Joe,

At the end of last week, we received the email below from Eric Partee through the Eastern Corridor email system. We will include this letter as part of our monthly public comment documentation materials. I'm also forwarding it on to Deb to include with the SR 32 Relocation public meeting documentation as well. We responded briefly to Mr. Partee thanking him for his comments and saying that they would be documented appropriately. If you need us to do anything else in regards to this, please advise. Thank you,

Laura

Begin forwarded message:

This is an enquiry e-mail via <http://easterncorridor.org/> from:
Eric B. Partee <partee@littlemiami.com>

The transportation needs of the Eastern Corridor have been a subject of much debate for many years. A necessary and appropriate part of that debate has been the implementation of effective transportation projects in a manner which protects and preserves a Nationally-recognized natural treasure - the Little Miami National Wild & Scenic River which flows through the heart of the Eastern Corridor.

The preservation of the Little Miami National Wild & Scenic River has been the focus of a monumental private-public partnership for over 40 years. During that time several million dollars of private funds have been raised by LMI and matched with many millions of public funds to set aside the critical forested corridor along the river and to clean up water quality. Successful negotiations by LMI with the vast majority of residential subdivision developers coming into the valley have resulted in the establishment of permanent setbacks from the river's edge along many miles of riverfront and 100 LMI nature preserves - all essential to conserving the river's natural character and ecosystem.

Water quality has been substantially improved and returned to full attainment of Ohio EPA's chemical and biological standards. The River is ranked in the top 10% of Ohio's river ecosystems by OEPA owing to the fact that it serves as home to 83 fish species (some of which are rare or endangered), 36 freshwater mussel species, and scores of river dependant animals ranging from the river's abundant bird life (255 species including the Bald Eagle and Great Blue Heron among others), beaver and aquatic insects, all playing a role in sustaining a healthy river ecosystem.

These critical riverfront areas have also provided, by their very nature, another critical benefit in that noise and visual impact upon the river corridor is precluded. This natural river setting of quiet and solitude and outstanding natural beauty is a key component of preserving the Little Miami for wildlife and for quiet public enjoyment.

Indeed the public has shown intense interest in preserving the Little Miami Scenic River in ways ranging from memberships in organizations like Little Miami, Inc. (LMI) to the hundreds of thousands of people who annually enjoyed this natural river corridor by canoe, bike, horseback or on foot. Each comes to the river for a sense of beauty and relaxation from their urban lives.

Each remains here in Southwest Ohio to enjoy this local resource while spending literally tens of millions of dollars on purchasing bikes, canoes, fishing, food and other outdoor accessories, all resulting in a significant boost to the

local economy. A 1997 survey of Little Miami Trail users showed that the 175,000 trail users each spent an average of \$225 on outdoor equipment, accessories and clothing in the preceding year. The total - an impressive \$39 million boost to the local economy. Add to this the expenditures of fisherman and 100,000 annual canoers and the impact on the local economy becomes even more substantial.

These many factors, both environmental and economic, deserve serious consideration in the discussion of any proposal which would negatively impact the river ecosystem and the quiet natural experience which lies at the heart of the public's enjoyment and the environmental attributes of this great Little Miami resource.

The Little Miami is a gem in our midst. Call it a natural area, a greenway, a scenic treasure, a wonderful ecosystem, an enriching experience, it is clearly all of these and more, right here in Southwest Ohio, not hundreds of miles away in a distant National Park.

And for all of us, whether our concern is environmental or economic, the time to preserve this gem from another despoiling highway bridge proposal is now.

Little Miami, Inc. encourages 1) your support of the transit-oriented proposals, and 2) your opposition to the new Red Bank Road Connector bridge crossing of the Little Miami near, a fatal flaw in the Eastern Corridor project.

Use of the existing rail line through the river valley along with expanded bus service, all designed to help reduce the number of cars on local roads is, we would suggest, a cost-effective approach to transportation planning in the Eastern Corridor.

There is a way to balance transportation needs with environmental protection in the Eastern Corridor. Building another highway through the valley, bringing 20,000 more cars and trucks down through the Little Miami valley, is not part of such a balanced approach.

LMI encourages ODOT to adopt a "transit first" approach to the Eastern Corridor discussion, utilizing the existing rail corridors, and to abandon the damaging highway proposal involving a new bridge crossing over the Little Miami National Wild & Scenic River.

Thank you.

Eric B. Partee
Executive Director
Little Miami, Inc.



Village of Mariemont

6907 WOOSTER PIKE

MARIEMONT, OHIO 45227-4428

(513) 271-3246 VILLAGE OFFICE

(513) 271-4089 POLICE / FIRE

FAX (513) 271-1655

August 7, 2012

Mr. Theodore B. Hubbard
Hamilton County Engineer
138 East Court Street, Rm. #700
Cincinnati, OH 45202-1232

Dear Ted:

Thank you for taking the time to speak with me earlier today regarding the new proposed route of the Eastern Corridor. As mentioned during our conversation, the Village of Mariemont has some very legitimate objections to the new route due to the impact it would have on our community.

To begin with, the new preferred route goes right through the middle of one of our parks, known as the Mariemont Lower Gardens and Walking Trails Park. This 75+ acre parcel was added to the Village in 1976. The land is clearly marked on the Hamilton County Recorder CAGIS map as a park. (See Attachment #1.) It is also included in the list of parks in the Mariemont Code of Ordinances. (See Attachment #2.) For the past 36 years, that parkland has been used as a community garden park area, allowing Mariemont residents to plant and grow vegetables. (See Attachment #3.) Recently, it also was developed to include hiking and biking trails to the east of the gardens. (See Attachment #4.) Those trails are now used by the Mariemont High School Cross-Country Track Team as a safe route for training. It is one of the favorite parks of our residents.

In the future, we hope to make additions to the park by developing a Frisbee golf course, a primitive camping area for our Boy Scouts, river access to allow for canoeing and fishing, and nature studies.

This park also lies within the southern border of the Village, as described in Attachment #5 from our application for National Historic Landmark status, and is shown on the map that was also part of that application. (See Attachment #6.) Our application was approved by the Department of the Interior's National Park Service in 2008. Putting a road right through the middle of our park would not only destroy this recreation area but would also alter the landscape of our National Historic Landmark community. This is unacceptable! It is in direct opposition to the National Parks Service guidelines for preserving historic landmark properties. (See Attachment #7.) That is why such areas are protected by Section 106 of National Historic Preservation Act (NHPA) and must be reviewed if a project is receiving federal funds. I am attaching a copy of information about Section 106 and ask that you pay special attention to the highlighted areas. (See Attachment #8.)

2012 AUG 14 PM 2:13
HAMILTON COUNTY ENGINEER
BURLINGTON OFFICE

Adjacent to the Lower Gardens/South 80 Biking Trails and Hiking Park is the Madisonville Site, a prehistoric archaeological site in the Village of Mariemont. The earthwork was first documented and mapped by Dr. Charles Metz in the 1870s and a hundred years later (October 16, 1974) it was added to the list of the National Register of Historic Places. (See Attachment #9.) While it would not be directly impacted by the proposed new route of the Eastern Corridor, the feeling of this historic and protected archeological site would certainly be altered by the proximity of a major four-lane highway.

Another reason we need to preserve the Madisonville Site *and the land surrounding it* is that on Monday June 18, 2012, archaeological geologist and quaternary scientist, Dr. Kenneth Barnett Tankersley, and a group of archaeology graduate and undergraduate students from the University of Cincinnati conducted a surface survey of the Madisonville Site and Mariemont Earthwork. They also extracted a suite of solid sediment cores across and to the center of the earthwork. Surprisingly, the cores showed that the earthwork is composed of anthropogenic (i.e., human origin) layers of sand. The sand was likely mined by Fort Ancient peoples from a glacial deposit *at the base of the bluff*. A plethora of artifacts collected from the earthwork are consistent with the Fort Ancient peoples, ancestors of the present day Shawnee). Paving over the South 80 with a four-lane highway would forever eliminate any possibility for future discoveries of Native American artifacts from the area they occupied and worked at the bottom of Miami Bluff.

This letter has just touched on the surface of the importance of this park to the quality of life in the Village of Mariemont and its place in our history. The question I have to ask is why the state and/or the county would choose to destroy forever a park, hiking and biking trails, a National Historic Landmark community that includes a Native American site listed on the National Register of Historic Places, the banks of a nationally recognized scenic river, and a possible path for the continuation of the scenic bike trail when the Eastern Corridor could be routed just a few hundred feet farther to travel over land that is only being used as fields. I just cannot see the logic in altering the preferred route of the Eastern Corridor when the previous route served all the purposes of the original concept.

Finally, for years the Village of Mariemont has been an active partner with the state, the county, OKI, and ODOT in the development of the Eastern Corridor. It was shocking and disappointing to find out such significant changes had been made to the preferred route without any request for our input.

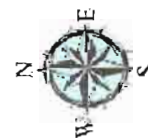
After you and the other officials have considered the objections raised in this letter and reviewed the attached documents, I would appreciate hearing from you to find out if you still plan to proceed with the revised route. If so, I will need to get in touch with the Mariemont Preservation Foundation, the Ohio Historic Preservation Office, and the National Parks Service who I know will want to join in the Village's opposition to the new route.

Sincerely and Respectfully,



Dan Policastro
Mayor

CC: Hamilton County Commissioners



CAGIS Online Map

Printed: Aug 06, 2012 CAGIS©2012



Hamilton County Ohio

Mariemont - Land Usage

(j) Its unique location or singular physical characteristic representing an established and familiar visual feature of a neighborhood or the village;

(k) It has yielded or is likely to yield information important to historic understanding.

(6) **Zoning District Map.** Upon the designation of a Historic District, landmark, or historic site by ordinance, the Zoning District Map of the village shall be revised to indicate by an appropriate symbol or device that the parcel so marked is subject to the listed designation, and the Clerk of the Council shall send a certified copy of the ordinance by registered mail to the owner of record. (Ord. O-4-96, passed 3-25-96; Am. Ord. O-3-97, passed 2-10-97; Am. Ord. O-12-98, passed 1-12-98)

§ 151.076 PARK DISTRICT.

(A) *Purpose.* The Park District is to protect and enhance the scenic, recreational, geologic, cultural, and historic value. All recreation and enjoyment of the district by the public shall have no adverse effect on the existing wildlife habitation and shall conserve significant natural vegetation and tree cover.

(B) *Parks Advisory Board.*

(1) The Parks Advisory Board shall oversee, plan, and make recommendations to the Vice Mayor regarding conservation, management, and development necessary of the numerous parks and green spaces for the benefit of the entire village.

(2) The Parks Advisory Board shall consist of five Board members.

(3) Board members shall be appointed by the Mayor with the consent of Council for two year terms. Mid-term appointees shall serve the remaining portion of the term vacated and must be reappointed at the end of the original two year term in order to remain on the Board. Two of the members will start out with one year terms, producing staggered terms, followed thereafter by two year terms.

(4) Recommendations adopted by the Board shall require a simple majority of the Board members.

(5) The Board may adopt from time to time such general rules and regulations relating to its procedure as it may deem necessary. Concise minutes and records shall be kept as to all official acts of the Board.

(6) Advice from the Parks Advisory Board shall be submitted to the Vice Mayor who will present it to Council. (Ordinance 0-6-94, passed 3-14-94; Am. Ord. O-11-96, passed 6-24-96)

(C) *Parks.* All parks shall be designated Residential District A. The Park District encompasses public parks, plazas, squares, fountains and statuary described on Building Zone Map and including the following:

- (1) Albert Place Median;
- (2) Allotment Gardens (behind Wooster Pike - Oak Street - Beech Street);
- (3) Ann Buntin Becker Park;
- (4) Hiawatha-Rembold Avenues strip;
- (5) Center Street median;
- (6) Concourse: Miami Bluff Drive at Center Street;
- (7) Dale Park (Family statue park);
- (8) Denny Place Median;
- (9) Dogwood Park;
- (10) Isabella Hopkins Park;
- (11) Lower Gardens (South 80 acres);
- (12) Mary Emery Park & tennis courts;

Parks and Recreation Areas

77

firearms on duty. This provision shall not prevent village maintenance persons from cutting any timber growing in the park in connection with maintenance work.

('67 Code, § 92.13) (Ord. O-15-65, passed 9-27-65)
Penalty, see § 95.99

§ 96.12 GARDEN PLOT FEE.

(A) Each person who obtains a garden in the south 80 acres of the village shall pay a fee as set by Council.

(B) The funds from the fees shall be deposited into the general fund.
(Ord. O-7-81, passed 4-13-81; Am. Ord. O-18-83, passed 4-11-83)

§ 96.13 PARK MAINTENANCE AND ACQUISITION FUND.

(A) Fund No. B4, Park Maintenance and Acquisition, is hereby established to enable the village to receive assets and to expend funds for the maintenance and acquisition of parks.

(B) The proper village officials are authorized to make expenditures from the fund for any lawful purpose which is consistent with the purpose for which the fund is established.
(Ord. O-9-92, passed 2-24-92)

§ 96.14 BOATHOUSE RULES AND REGULATIONS.

(A) The rules and regulations governing the use of the Boathouse are incorporated and adopted herein by reference.

(B) The application for use of facilities which incorporates the rules and regulations for the use of the Boathouse are incorporated and adopted herein by reference.

(C) The Boathouse Board of Overseers, as set forth in the by-laws of said Board, which are incorporated and adopted herein by reference, are hereby recognized and accepted.

(Ord. O-16-01, passed 5-14-01)

MUNICIPAL SWIMMING POOL**§ 96.15 SCHEDULE.**

Municipal swimming pool facilities will be open to members and guests in accordance with a schedule recommended by the Mayor and approved by Council. The Pool Manager is authorized to close the pool during inclement weather.

('67 Code, § 51.01) (Ord. O-8-65, passed 5-10-65; Am. Ord. O-8-66, passed 2-28-66; Am. Ord. O-5-99, passed 4-12-99)

§ 96.16 BATHHOUSE REGULATIONS.

All persons using bathhouse facilities must comply with the following rules and regulations:

(A) All swimmers must supply their own bathing trunks or suits and towels.

(B) The village will not be responsible for the loss of any articles.

(C) Before entering the swimming pool, all swimmers are required to take a soap and water shower.

('67 Code, § 51.03) (Ord. O-8-65, passed 5-10-65; Am. Ord. O-5-99, passed 4-12-99)

§ 96.17 POOL REGULATIONS.

The following rules will govern the swimming pool proper:

(A) Only Nerf-like balls under 14 inches in diameter will be permitted in the swimming pool.

South 80 Trails Proposal
HAS BEEN COMPLETED

Creation of 2.5 miles of trails on the South 80 Acres owned by the Village of Mariemont to be used for:

Hiking / Walking
Running
Mountain Biking
Cross-County Winter Skiing

Proposed Routes



Approximate Distances - Inner Loops – 1.3 miles; Woods Loop – 1.25 miles

Reasons to do it

Trails can be created utilizing volunteers which will minimize the use of Village resources.

Tax dollars and/or employees

Volunteers Will Do Most of the Work

Primarily recruited volunteers by talking with residents around the community.

Very positive feedback.

Mariemont Cross Country Team.

Mariemont Boy Scout Troop.

Approximately 150 people have already volunteered.

Facebook page ("South 80 Trails") has been created.

Always looking for more volunteers. Contact Joe Stelzer.

Creates an additional amenity for Village residents.

Quiet walk in the woods along the river very near the front door of your home.

Additional running / biking routes.

Minimal impact on area. Effects are easily reversed if decision is made later to abandon the trails.

Project South 80 – Council Announcement
Village of Mariemont

Start of a Phased Scalable Development for the South 80 Acres

First Phase - Is it feasible to build mountain biking, hiking and walking trails and create river access points for fishing and kayaking. (Possibly as soon as April 2012)

Later Phases

Recreation fields – Village needs more fields for soccer and football.

Frisbee golf area – Area was originally designed to be a golf course.

Infrastructure to support Public Gardens (Water and Electricity)

Start gathering other ideas

Reasons to do it this in Phase 1

Creating trails and river access points does not require a lot of money.

Volunteers are available to help build them.

Creates additional amenities for Village residents.

Helps in the minimization of adverse uses of property.

Starts the process of additional utilization of the South 80.

Trails project nearing completion

Written by
Lisa Wakeland

A group of Mariemont volunteers is pushing forward with a plan to transform some of the village's floodplain property into a recreation spot with more than two miles of hike/bike trails.

Resident Joe Stelzer, who is leading the trail proposal with several other community members, said the initial response to the project has been overwhelming.

Volunteers have been clearing debris and brush for the trails in Mariemont's south 80 acres, behind the pool on Mariemont Avenue. The property is comprised of farmland and woods, and abuts the Little Miami River. A handful of residents also have community gardens in that area, which will not be affected by the new trails.

"It's a great little nature walk and, once you're down there it's a very quiet place to be," Stelzer said. "I think we'll be done by the end of March, depending on the weather."

Stelzer recently met with the village council's Economic Development and Planning Committee to discuss long-term maintenance plans, trail rules and potential costs to the village.

Much of the discussion centered on basic rules and where signs would be posted to

inform trail users. The committee agreed that trail users must park on the street above the south 80 acres, pets are allowed as long as owners have control of their animal, motorized vehicles are prohibited and the trails would close at dusk.

Members also agreed that an adult must supervise children and the police department has the authority to close to trails for brief periods during hunting season or if the area is flooded.

Councilman Joe Miller also suggested adding a sign to alert users of the railroad crossing and that council set aside up to \$1,000 for necessary signage. The Mariemont Civics Association may contribute to those costs, he said.

There will be two inner loops around the farmland and one outer loop through the woods, totaling about 2.5 miles. Stelzer said they will likely have to run a bush hog through the inner loops a few times a year to keep brush from encroaching on the path. He said the woods trail would be primarily maintained by users, but would be wide enough for a tractor.

He said they've received great feedback and some groups have expressed an interest in hosting cross country or bike races along the south 80 trails.

The project also spawned other ideas for that property including camping, small piers for fishing, kayak or canoe landings and bird watching platforms, he said.

NATIONAL HISTORIC LANDMARK NOMINATION

USDI/NPS NRHP Registration Form (Rev. 8-86)

OMB No. 1024-0018

MARIEMONT

Director, National Park Service

Page 101

National Register of Historic Places Registration Form

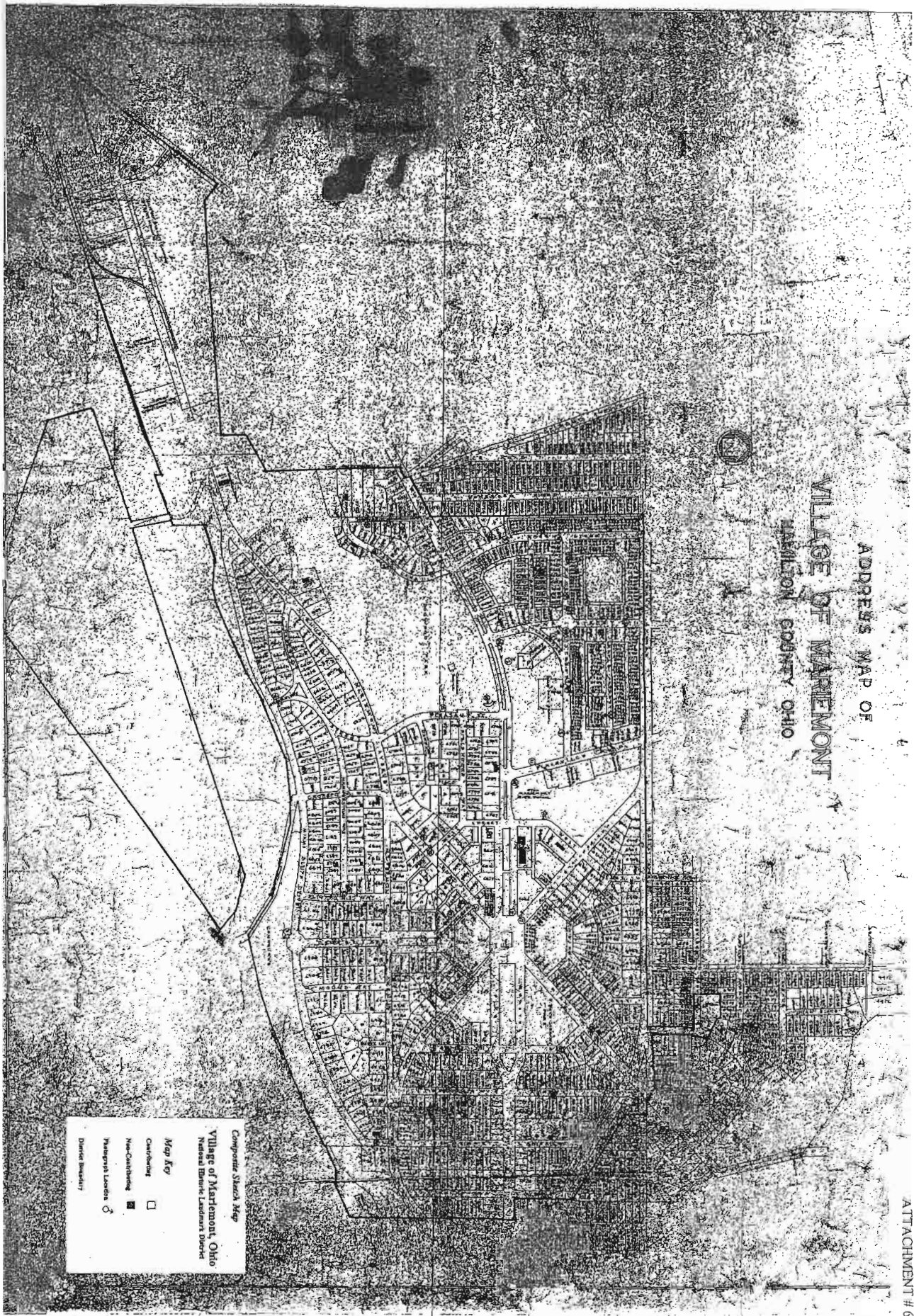
Proceeding north across Rembold Avenue, and historic trolley car
 intersection with Hiawatha Avenue. Thence northwest to southeast corner of the property
 Harview Avenue, northward along said property line to northeast corner of same property,
 east along northern property line to property intersection with Miami Road. Proceeding northwest
 corner of intersection of Lytlewoods Place and Murray Avenue, proceeding due west along
 edge of Murray Avenue to east sidewalk right away of Rowan Hills Drive, following said right of way
 ward to center westerly property line of 4100 Rowan Hills Drive. Boundary continues northwest across
 Hills Drive along northern lot line of 4101 Rowan Hills Drive to lot line intersection with eastern
 property line of 6980 Cambridge Avenue, jogging north to northern lot line of same property; proceeding west
 and then south across Cambridge Avenue to south edge of said roadway; proceeding east to the western edge of
 the sidewalk right of way of Rowan Hills Drive, then south to center of Murray Avenue; Proceeding westward
 to intersection with north edge of Corporate limit, continuing west to point of beginning.

Boundary Justification:

The boundaries used in this nomination include all areas planned by John Nolen and acquired by the Mariemont Company before the latter's dissolution in 1931. The "industrial area" on some maps is known today as the Westover section. The area marked "public gardens" on some maps is open farm land south of Miami Bluff Drive and the railroad right-of-way within the flood plain of the Little Miami River. The boundary also contains the important prehistoric Madisonville Site, located adjacent to the "pool area" near the intersection of Harvard Acres and Mariemont Avenue in the southwest corner of the village.

Although within the current village limits and under village governmental administration, areas that were not part of Nolen's plan of 1921 and its enlarged version of 1925 have been excluded, including: (1) the so-called Homewood section of Mariemont (east side of Belmont Avenue, Settle Street, and both sides of Homewood Road) and (2) the present Mariemont High School and the condominium development known as Spring Hill, both on the eastern edge of the village. In addition, with the exception of the Resthaven Farm Complex, the residential streets north of Murray and Rembold Avenues have been excluded because although the area was within the Nolen plans, it was not subdivided and developed according to the plan. The hospital complex is excluded because it has undergone substantial alterations and additions and no longer reflects its historic appearance.

ADDRESS MAP OF
VILLAGE OF MARLEMONT
HAMILTON COUNTY OHIO



Composite Street Map
Village of Marlemont, Ohio
Native Electric Landmark District

Map Key

- Commercial
- Non-Commercial
- Marlemont's Landmark
- District Boundary

FROM THE NATIONAL PARKS SERVICE GUIDELINES TO PRESERVING HISTORIC LANDMARK PROPERTIES:

(http://www.nps.gov/history/hps/tps/standguide/preserve/preserve_setting.htm)



Identify, Retain and Preserve

RECOMMENDED

Identifying retaining, and preserving building and landscape features which are important in defining the historic character of the setting. Such features can include roads and streets, furnishings such as lights or benches, vegetation, gardens and yards, adjacent open space such as fields, parks, commons or woodlands, and important views or visual relationships.

Retaining the historic relationship between buildings and landscape features of the setting. For example, preserving the relationship between a town common and its adjacent historic houses, municipal buildings, historic roads, and landscape features.

NOT RECOMMENDED

Altering those features of the setting which are important in defining the historic character.

Altering the relationship between the buildings and landscape features within the setting by widening existing streets, changing landscape materials, or **constructing inappropriately located new streets** or parking.

Removing or relocating historic buildings or landscape features, thus destroying their historic relationship within the setting.



NATIONAL ENDOWMENT FOR THE

Humanities

Published on *National Endowment for the Humanities* (<http://www.neh.gov>)[Home](#) > [Grants](#) > [Manage a Grant](#) > [Special Requirements for Renovation and Construction Projects as Required by Section 106 of National Historic Preservation Act](#) > Printer-friendly

Special Requirements for Renovation and Construction Projects as Required by Section 106 of National Historic Preservation Act

What is Section 106?

Section 106 of the National Historic Preservation Act (NHPA) requires federal agencies to take into account the effects that their federally funded activities and programs have on significant historic properties. "Significant historic properties" are those properties that are included in, or eligible for, the [National Register of Historic Places](#) [1]. The National Register is a list of districts, sites, buildings, structures, and objects that are significant in American history, architecture, archeology, and culture. The National Register is administered by the National Park Service in conjunction with the State Historic Preservation Offices (SHPOs).

What is the purpose of Section 106?

The purpose of Section 106 is to balance historic preservation concerns with the needs of federal undertakings. This review process ensures that federal agencies identify any potential conflicts between their undertakings and historic preservation and resolve any conflicts in the public interest.

Who participates in the Section 106 review process?

There are several potential participants in the Section 106 review process for projects funded by the National Endowment for the Humanities (NEH):

- **NEH:** leads the Section 106 review process and bears the ultimate responsibility to ensure that the requirements of Section 106 are met.
 - **NEH Federal Preservation Officer (FPO)** coordinates historic preservation activities at NEH and responds to inquiries concerning historic preservation from applicants, award recipients, and members of the public.

- NEH General Counsel ensures that NEH has satisfied its legal obligations under Section 106.
- The State Historic Preservation Officer (SHPO) advises and assists NEH in carrying out its Section 106 responsibilities by reviewing project plans and helping NEH determine whether any historic properties or resources will be affected by the proposed project.
- The applicant participates in the process by providing project plans and documentation to the SHPO and to NEH, by preparing studies and analyses, as required, and by assisting NEH in coordinating public involvement.
- The public must be consulted throughout the process so that members of the public have an opportunity to comment on NEH's effort to identify historic properties and to express their views on resolving and mitigating adverse effects.
- Indian tribes and Native Hawaiian organizations must be consulted during the process if the proposed project might affect properties of traditional religious and cultural importance that are listed on or eligible for the National Register.
- The Advisory Council on Historic Preservation (ACHP) may be involved in the process if an adverse effect is found or if the parties request the ACHP's involvement.

How does the Section 106 review process work?

A federal agency first determines if the proposed project activities are covered by Section 106 of the NHPA. If so, the agency initiates the Section 106 review process. Next, the federal agency gathers information to decide which properties, if any, in the project area are listed in or eligible for the National Register of Historic Places. If no properties in the project area are eligible for listing, then further Section 106 review by the agency is not necessary. If any properties in the project area are eligible, the agency then determines how these historic properties might be affected by the federally supported undertaking. If historic properties will be adversely affected, the agency consults with the other parties and explores alternatives to avoid or reduce harm to historic properties. If necessary, the agency obtains advisory comments from the ACHP. Finally, the federal agency works to reach an agreement with the SHPO (and the Advisory Council on Historic Preservation in some cases) on appropriate measures to deal with any adverse effects to the historic properties.

The Section 106 review process is explained in detail in federal regulations issued by the ACHP. These regulations appear in the U.S. Code of Federal Regulations at [36 CFR Part 800](#) [2].

How are applicants who have been offered or awarded an NEH grant affected by Section 106?

Section 106 requires federal agencies to take into account the effects of their undertakings on historic properties. Section 106 regulations define "undertaking" as a "project, activity or program funded in whole or part under the direct or indirect jurisdiction of a Federal agency . . ." 36 CFR 800.16 (l)(1). This definition covers a broad range of federal activities, including construction, rehabilitation, and repair projects; licenses; permits; loans and loan guarantees; grants; and leases. Thus, if your grant application requests NEH funds to support the construction of a free-standing structure, building renovations, or additions to buildings, Section 106 requirements will apply.

Although the ultimate responsibility to comply with Section 106 rests with NEH, this obligation cannot be met unless grant applicants and recipients cooperate fully with the Section 106 review process. NEH can not release grant funds until its responsibilities under Section 106 have been met.

Do applicants have any responsibilities under Section 106 prior to being offered or awarded an NEH grant?

Yes. Although NEH does not formally initiate the Section 106 review process until an offer or an award of a grant has been approved by the Chairman of NEH, there are many steps an applicant can and should take to ensure that the Section 106 review process moves along smoothly and efficiently.

If your grant application requests NEH funds to support the construction of a free-standing structure, building renovations, or additions to buildings, you should take the following measures prior to receiving notice about whether a grant will be offered or awarded.

1. Before you submit your application to NEH, contact the relevant [State Historic Preservation Office](#) ^[3] (SHPO) about the proposed project. Once you have initiated contact, please provide the NEH Federal Preservation Officer with the SHPO's contact information and the Section 106 contact person for the project.
2. The SHPO may request further information for review, such as detailed project plans, site plans, photographs, or other information. You should work with the SHPO and members of the public to identify any historic properties that may be affected by your proposed project. Any information or documentation provided to the SHPO should also be provided to NEH, preferably with the original application for the NEH grant or as soon as practicable thereafter. In the case of a challenge grant application, any information and documentation

must be provided the NEH no later than 120 days prior to the date the grant's first certification of gifts would be due.

3. After reviewing your project plans, the SHPO will issue a written opinion regarding the likelihood that the proposed project will affect historic properties. The SHPO's finding will likely fall under one of the following categories.
 - a. No historic properties are located at or near the project location.
 - b. Historic properties are located at or near the project, but the project will have no effect on the historic properties.
 - c. Historic properties are located at or near the project location, but no adverse effect will occur that results from the proposed project. The SHPO may indicate that certain conditions should be met, but release of federal funds is not contingent upon these conditions.
 - d. Historic properties are located at or near the project location, and these properties may be adversely affected by the proposed project. No funds can be released under the grant until measures to mitigate the adverse effects are agreed upon by the SHPO and NEH (and, if necessary, ACHP) as described in a memorandum of agreement signed by the Chairman of NEH. The applicant is also usually included among the signatories to the memorandum of agreement.

If possible, you should obtain the SHPO's written opinion before the application deadline, so that you can include it with the application. If you receive the SHPO's written opinion after the application deadline, you should forward it to the NEH FPO, and you should keep a copy with all other documentation that may be required if and when the NEH initiates the Section 106 review process. For more information on the documentation required by Section 106, please see ["What are my Section 106 responsibilities if I am offered or awarded an NEH grant?"](#) below.

Please note that if you choose to delay the Section 106 review process until after NEH makes a decision on your application, the process will take significantly longer, thereby delaying the release of any grant funds to you.

What is an adverse effect?

Under Section 106, a project adversely affects a historic property if it alters the characteristics that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property. "Integrity" is the ability of a property to convey its significance, based on its location, design, setting, materials, workmanship, feeling, and association. Adverse effects can be direct or indirect. They include reasonably foreseeable impacts that may occur later in time, be farther removed in distance, or be cumulative. Examples of adverse effects include:

- physical destruction or damage;

- alteration inconsistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties
- relocation of the property;
- change in the character of the property's use or setting;
- introduction of incompatible visual, atmospheric, or audible elements;
- neglect and deterioration;
- transfer, lease, or sale out of federal control without adequate preservation restrictions

What are my Section 106 responsibilities if I am offered or awarded an NEH grant?

If you are offered or awarded an NEH grant and your project's activities are covered by Section 106, the NEH Office of Grant Management will request from you any and all appropriate documentation (beyond that already included with the original application) needed to initiate the Section 106 review process. If necessary, the NEH FPO will contact you and/or other interested parties to facilitate further consultation about the proposed project and its possible effect on historic properties. If the SHPO has found that historic properties may be adversely affected by the proposed project, then specific documentation, as required by Section 106 regulations, must be submitted to NEH. The required documentation is set forth in 36 CFR 800.11 and includes:

1. a description of the undertaking, specifying the Federal involvement and the project's area of potential effects, including photographs, maps, and drawings, as necessary;
2. a description of the steps taken to identify historic properties;
3. a description of the affected historic properties, including information on the characteristics that qualify them for the National Register;
4. a description of the undertaking's effects on historic properties;
5. an explanation of why the criteria of adverse effect were found applicable or inapplicable, including any conditions or future actions to avoid, minimize or mitigate adverse effects; and
6. copies or summaries of any views provided by consulting parties and the public.

Once NEH receives all required documentation, it will review the materials and, within 30 days, determine whether it concurs with the recommendations of the SHPO. If NEH determines that an adverse effect will result from the proposed project, then NEH will notify the ACHP and invite the ACHP, pursuant to 36 CFR Section 800.6, to participate in consultations to resolve the adverse effect. If the ACHP elects not to participate, then NEH will continue consultations with you, the SHPO, Indian tribes and Native Hawaiian organizations (as applicable), and interested members of the public to find ways to

resolve or mitigate the adverse effect. If the NEH and the SHPO agree on how to resolve or mitigate the adverse effect, then they will execute a Memorandum of Agreement. NEH will invite interested parties, including the grant recipient, to sign the Memorandum of Agreement.

Once the Memorandum of Agreement is executed and filed with the ACHP, then NEH is permitted to release grant funds to you.

Why does the public need to be involved in the Section 106 review process?

Section 106 regulations place significant emphasis on involving the public in the review process. Involving the public throughout the process provides an opportunity for members of the public to comment on whether historic properties are affected, and if so, on different ways to avoid or minimize harm. At every step of the Section 106 review process, NEH is required to ensure that the public has had an opportunity to review any appropriate documentation and comment on relevant issues.

Section 106 allows federal agencies considerable discretion in how public notice and comment are conducted. Because proposed federal undertakings vary in scope and size, NEH may approach the public notice requirement differently for each Section 106 review.

It is important that you document any and all public participation in the Section 106 review process. For example, if the public is involved in assessing historic preservation issues during a state-required environmental review process, you should ensure that such involvement is documented so that the documentation can be provided to NEH as necessary.

What happens if construction is already underway on my project at the time I submit a grant application?

Under Section 110(k) of the National Historic Preservation Act, federal agencies are permitted to withhold grants, licenses, approvals, or other assistance to applicants who intentionally significantly and adversely affect historic properties. This provision, known as the "anticipatory demolition" section, is designed to prevent applicants from destroying historic properties prior to seeking federal assistance in an effort to avoid the Section 106 review process. As a result of this provision, NEH encourages all applicants to submit their grant applications early in the project's planning process to avoid any complications from this provision. However, if the project is already underway and you

have questions about how Section 110(k) and the Section 106 review process may affect eligibility for NEH grant funds, please contact the NEH FPO.

Where can I find information on historic properties?

Information on historic properties within your state or held by your tribe is available from the SHPO or Tribal Historic Preservation Officer (THPO) and local historical societies, public libraries, or local government archives. Also, the National Park Service, Department of Interior, holds information on every property listed in the National Register of Historic Places. The National Park Service may also have information on many properties that have been determined eligible and that have been nominated for (but not yet listed in) the National Register. For the National Register regulations, see: [36 CFR Part 60](#) [5].

Where can I find more information about the Section 106 review process?

The Advisory Council on Historic Preservation has very thorough and useful information available on its Web site at www.achp.gov [6]. Additionally, you can contact the NEH Federal Preservation Officer at FPO@neh.gov [7] or (202) 606-8309 if you have any questions about how NEH complies with the requirements of Section 106.

Source URL: <http://www.neh.gov/grants/manage/special-requirements-renovation-and-construction-projects-required-section-106>

Links:

[1] <http://www.nps.gov/history/nr/>

[2] http://ecfr.gpoaccess.gov/cgi/t/text/text-idx?c=ecfr&tpl=/ecfrbrowse/Title36/36cfr800_main_02.tpl

[3] <http://www.ncshpo.org/>

[4] <http://www.nps.gov/history/hps/tps/standguide/>

[5] <http://ecfr.gpoaccess.gov/cgi/t/text/text-idx?c=ecfr&sid=56dea975bf0eb81b4eda7273dfdc810d&rgn=div5&view=text&node=36:1.0.1.1.26&idno=36>

[6] <http://www.achp.gov>

[7] [mailto: FPO@neh.gov](mailto:FPO@neh.gov)

FROM THE NATIONAL PARKS SERVICE GUIDELINES TO PRESERVING HISTORIC LANDMARK PROPERTIES:

(http://www.nps.gov/history/hps/tps/standguide/preserve/preserve_setting.htm)



Identify, Retain and Preserve

RECOMMENDED

Identifying retaining, and preserving building and landscape features which are important in defining the historic character of the setting. Such features can include roads and streets, furnishings such as lights or benches, vegetation, gardens and yards, adjacent open space such as fields, parks, commons or woodlands, and important views or visual relationships.

Retaining the historic relationship between buildings and landscape features of the setting. For example, preserving the relationship between a town common and its adjacent historic houses, municipal buildings, historic roads, and landscape features.

NOT RECOMMENDED

Altering those features of the setting which are important in defining the historic character.

Altering the relationship between the buildings and landscape features within the setting by widening existing streets, changing landscape materials, or constructing inappropriately located new streets or parking.

Removing or relocating historic buildings or landscape features, thus destroying their historic relationship within the setting.

Mariemont Embankment and Village Site

Coordinates: 39°8'27"N 84°22'45"W

From Wikipedia, the free encyclopedia

(Redirected from Mariemont Embankment And Village Site)

ATTACHMENT # 9

The **Mariemont Embankment and Village Site** is a prehistoric archaeological site near Mariemont, Ohio, United States. It was listed on the National Register of Historic Places on October 16, 1974.

In archeology, this is also called the Madisonville Site, as it is the type site for the Madisonville phase in Fort Ancient pottery. The 5-acre site is located on a bluff above the Little Miami River about 5 miles upstream from the Ohio River. While occupied over hundreds of years, it was settled most intensively in the late sixteenth and early seventeenth centuries, and is the most excavated Fort Ancient site of this time period.^[3] Early twentieth-century excavations were carried out by staff of the Peabody Museum in Baltimore, Maryland. Since 1990, the Cincinnati Museum of Natural History has done additional studies, with findings increased by the use of current technology and professional practices. The village site had two or more small plazas, rather than just one central site as seen at the earlier SunWatch Indian Village.

This is believed to be the only Fort Ancient site whose people consumed bison as part of the game hunted to supplement their diet of maize. They may have hunted the animals in areas to the west of this site. Elk and deer were also valuable for their meat, and the people put to use their bones and hides for tools, musical instruments and ornaments.^[3]

Researchers found a large amount of goods of non-local materials and design, indicating the villagers were connected to a large exchange network, with items identified as from the St. Lawrence River region, eastern present-day Iowa, and northern Alabama, as well as Tennessee. The size and limited range of European goods indicated they came from an indirect network at this time, rather than in direct trading. People at Madisonville made distinctive snake-shaped ornaments, which have been found at other sites as distant as Iroquois settlements in Ontario, Canada and western present-day New York.^[3]

Mariemont Embankment And Village Site

U.S. National Register of Historic Places



Overview of the site



Location:	Southern side of Mariemont, above the Little Miami River ^[2]
Nearest city:	Mariemont, Ohio
Coordinates:	39°8'27"N 84°22'45"W
Area:	6 acres (2.4 ha)
Governing body:	Local
NRHP Reference#:	74001517 ^[1]
Added to NRHP:	October 16, 1974

[Faint, illegible handwritten text]

2012 AUG 13 AM 11:00



Mr. Theodore B. Hubbard
Hamilton County Engineer
138 East Court Street, Rm. #700603
Cincinnati, OH 45202

First CLASS



September 7, 2012

Dear Mr. Fluegemann:

We are writing to reiterate our long-standing opposition to the construction of Segments 2-3 of the Eastern Corridor Highway project and the unneeded new bridge over the Wild & Scenic Little Miami River in eastern Hamilton County. Greater Cincinnati's current transportation network doesn't provide enough adequate safe, efficient transportation options beyond cars and trucks. The current Eastern Corridor plans don't even contain a clear plan for improved bus service, despite persistent requests from the Village of Fairfax among others.

We oppose construction of Segments 2 and 3 of the Eastern Corridor Highway because:

- 1.) The Little Miami River is a national and state Scenic River, the first such river designated that flows through an urban area. There are numerous rare, threatened and endangered species living in the river and along its neighboring forests (see attached map). These natural treasures are worth protecting, because they also provide significant economic benefits to the local communities along its banks. Our position is strongly supported by the Department of Interior (see attached letter), area residents and recreational users of the river. This is also an economic resource to the Tri-state area which would be degraded by heavy truck traffic.
- 2.) The Eastern Corridor highway will add significantly to air pollution and stormwater runoff in the lower reaches of the Little Miami River. This is not only harmful to the native species; it will harm the health of tens of thousands of residents and visitors to the nearby parks, LMR bike path, and other recreational facilities in the area. University of Cincinnati environmental engineers have documented that highway stormwater runoff contains numerous toxic metals, including lead and mercury which are neurotoxic and cadmium which is carcinogenic.
- 3.) The highway, as currently planned, will increase traffic congestion rather than mitigate it. The design funnels high-speed traffic into the crowded Madisonville-Fairfax I-71 interchange which is near a major choke point (the Kenwood cut-in-the-hill) or onto Columbia Parkway which suffers from frequent landslides and is not equipped for truck traffic. This means trucks will be diverted through residential communities, decreasing safety for our children.
- 4.) The highway, as currently planned, will significantly impact or destroy up to 1/3 of

the homes and businesses in the Village of Newtown, all to benefit developers in Clermont County. This is an unwise and unfair use of our tax dollars. We strongly support the position of the Village of Newtown and the Newtown Business Association (see attached letters) in opposing the destruction of their village's economic and residential base.

5.) The cost of building the highway through a flood plain is prohibitive (over \$1/2 a billion to raise Segments 2-3 out of the floodplain). This is a terrible waste of tax dollars when so many highways and bridges are in desperate need of repair or replacement. The excessive salt and road treatments required to keep these overpasses safe during bad weather will run off into the Little Miami Watershed, further degrading water quality.

6.) The Village of Mariemont is on record opposing the current highway/bridge plan which will further endanger the rich archaeological resources and riverside bluffs which have suffered severe erosion in recent years. We strongly support their position to protect their residents, village property and cultural heritage.

7.) The Madisonville Community Council and Cincinnati City Council are on record requesting a 35mph design-build plan for Segment I of the Eastern Corridor Highway and a complete streets focus that supports neighborhood schools, residents and businesses. We strongly support their efforts to develop safe and environmentally conscious transportation alternatives in their community.

8.) We are concerned that the current Oasis rail plan is seriously flawed and strongly recommend further study into mass transit options that would serve a much larger number of east side residents and communities.

9.) We remind the Ohio Department of Transportation that we have presented hundreds of post cards and petition signatures and comments over the last several years to the OKI Regional Council of Governments, the Federal Highway Administration, and ODOT's own Transportation Review Advisory Committee.

The opposition to this plan is strong and prolonged. We urge you and all ODOT officials to listen to these comments. For far too long, OKI and ODOT have ACCEPTED public comments, but never ACTED on it. The time is now to ACT in a manner consistent with the will of the people and the governments in the Little Miami River Valley that represent them.

Sincerely,

Chris Curran
Chair, Wild & Scenic Committee
Sierra Club Miami Group

Sam McKinley
Chair, Executive Committee
Sierra Club Miami Group



FLOOD PLAIN

HIGH QUALITY FORESTED AREA

NWI WETLAND

THREATENED AND ENDANGERED SPECIES

• STATE ENDANGERED, THREATENED OR

POTENTIALLY THREATENED SPECIES

• STATE SPECIAL INTEREST SPECIES

MAJOR ROADS

MAJOR STREAMS



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ecological Services
4625 Morse Road, Suite 104
Columbus, Ohio 43230
(614) 416-8993 / FAX (614) 416-8994

ER 12/0332

June 7, 2012

Mr. Mark L. Vonder Embse
Major Projects Engineer
Federal Highway Administration
200 North High Street
Columbus, Ohio 43215

Dear Mr. Embse:

Please refer to the May 9, 2012, *Federal Register* Notice of Intent (NOI) from the Federal Highway Administration that a Tier 2 Environmental Impact Statement (EIS) will be prepared for the proposed highway and light rail improvements in the State Route 32 (SR-32) corridor between US-50 and IR-275 in Hamilton and Clermont Counties, Ohio. The U.S. Fish and Wildlife Service (USFWS) and National Park Service (NPS) have reviewed the NOI and submit the following comments and recommendations on behalf of the Department of the Interior (DOI) pursuant to the Endangered Species Act of 1973, as amended (16 U.S.C. 1513 et seq.; ESA), the Fish and Wildlife Coordination Act (16 U.S.C. 661 et seq.; FWCA), Wild and Scenic Rivers Act (16 U.S.C. 1271 et seq.; WSRA), and the National Environmental Policy Act (42 U.S.C. 4321 et seq.; NEPA).

General Comments

The DOI provided comments and recommendations on Tier 1 NEPA documents for this project in 2004 and 2005, including the preliminary Draft EIS (DEIS) in June 2004, the DEIS in April 2005, the Draft Section 4(f) Evaluation for widening 0.8 miles of River Road in March 2005, and the Final EIS (FEIS) in November 2005. In addition to reviewing the comments and recommendations provided herein, please refer to these DOI letters for resource issues that should be addressed in the Tier 2 EIS.

National Wild and Scenic River

The Little Miami River (River) is a State-administered component of the National Wild and Scenic Rivers System. The purpose for designating the River was to protect its free-flowing character, water quality, and outstandingly remarkable values (ORV). The River's ORV are scenic, recreational, geologic, fish and wildlife; historic; cultural; archeological; scientific; and

other similar values. The River is classified as a recreational river and is afforded equal protection under the Wild and Scenic Rivers Act (WSRA), which states:

“no department or agency of the United states shall assist by loan, grant, license or otherwise in the construction of any water resources project that would have a direct and adverse effect on the values for which such river was established, as determined by the Secretary charged with its administration.”

Bridge crossings that entail construction within the bed and bank of the River are considered water resources projects and would require evaluation under section 7(a) of the WSRA. Projects that are determined to have a direct and adverse effect on the values for which a river was added to the national system are prohibited. The NPS is responsible for evaluating projects and their effects on designated rivers.

In consultation with the Interagency Wild and Scenic Rivers Coordinating Council, the NPS has concluded that if it determines that a water resources project will have a direct and adverse effect on any or all values for which the river was designated and those impacts could not be avoided or eliminated, then the NPS cannot consent to the project. The WSRA does not provide for feasibility or balancing tests, as does other legislation (e.g., Clean Water Act – Sec. 404, Dept. of Transportation Act – Sec. 4f). Projects must avoid or eliminate direct and adverse effects. Lessening adverse impacts, compensation or mitigation measures are not sufficient when Section 7(a) is applied.

A section 7(a) determination is also required when a water resources project will occur within the bed and banks of tributaries to the River. Water resources projects that occur on tributaries within the designated boundary of the River are subject to the “direct and adverse effect” evaluation standard. Project activities occurring within tributary streams outside of the designated boundary are subject to the “invade the area or unreasonably diminish” evaluation standard, which specifically requires an evaluation of impacts to scenic, recreational, and fish and wildlife values of the River.

Equally important is Section 10(a) of the WSRA (16 U.S.C. 1281(a)). Considered as the non-degradation and enhancement policy, Section 10(a) of the WSRA states the following:

“Each component of the National Wild and Scenic Rivers System shall be administered in such manner as to protect and enhance the values which caused it to be included in said system without, insofar as is consistent therewith, limiting other uses that do not substantially interfere with public use and enjoyment of these values.”

The State of Ohio is charged to uphold Section 10(a) of the WSRA as the river managing agency. All federal agencies or federally assisted projects must implement measures to protect and enhance river values as they existed at the time of designation or better. It is not appropriate to exchange one ORV for another or enhance an ORV in order to avoid or eliminate impacts to another. All designated rivers are afforded equal protection under the WSRA, regardless of classification. Classification establishes a baseline condition of the River at the time of designation, but does not establish the level of allowable future development.

Specific Comments:

1. The River was designated because of its nationally significant scenic and recreational values. The addition of a new bridge crossing at a new location introduces additional visual and auditory intrusions into the river corridor that did not exist at the time of designation. The addition of a new bridge where one does not currently exist cannot be hidden from view, would be visually and aurally dominant and would not be consistent with the "protect and enhance" clause under Section 10(a) of the WSRA.
2. The NPS believes the expansion of existing bridges and use of existing transportation corridors in lieu of creating new transportation corridors where none exists currently is an alternative that is consistent with the purpose and intent of the WSRA.
3. The proposed new bridge would degrade the recreational experience on the River by creating a new visual intrusion and noise. The scenic and recreational ORV are interdependent of the other and are not separable. There is no adequate mitigation that can eliminate the impacts of the bridge to the values for which the River was designated.
4. The lower portion of the Little Miami River was designated a recreational component of the system in 1980. As such, the Little Miami River is a recreational resource protected under Section 4(f).
5. As defined in the FEIS, "constructive use only occurs in those situations where, including mitigation, the proximity impacts of a project on the 4(f) property are so severe that the activities, features or attributes that qualify the property or resource for protection under Section 4(f) are substantially impaired." The NPS believes the River meets these criteria because the visual and auditory impacts cannot be avoided, eliminated, or adequately mitigated. Values directly affected include scenery, recreation, fish and wildlife.
6. The River should be classified as a category A receptor in the noise analysis. The intent of the River as designated is consistent with "... parks, historic districts, and other public open spaces where sensitivity and quiet are of extraordinary significance."

Federally Listed Species

Reproductive colonies of **Indiana bats** (*Myotis sodalis*), a federally listed endangered species, have been found in both Hamilton and Clermont Counties. Since first listed as endangered in 1967, the bat's rangewide population has declined by nearly 60%. Several factors have contributed to the decline of the Indiana bat, including the loss and degradation of suitable hibernacula, human disturbance during hibernation, pesticides, and the loss and degradation of forested habitat, particularly stands of large, mature trees. Fragmentation of forest habitat may also contribute to declines. During winter, Indiana bats hibernate in caves and abandoned mines. Summer habitat requirements for the species are not well defined but the following are considered important:

- (1) dead or live trees and snags with peeling or exfoliating bark, split tree trunk and/or branches, or cavities, which may be used as maternity roost areas;
- (2) live trees (such as shagbark hickory and oaks) which have exfoliating bark;
- (3) stream corridors, riparian areas, and upland woodlots which provide forage sites.

Should the proposed project area contain trees or associated habitats exhibiting any of the characteristics listed above, we recommend that the habitat and surrounding trees be saved wherever possible. If the trees must be cut, further coordination with USFWS Columbus Ohio Ecological Services Field Office (COFO) is requested to determine if surveys are warranted. Any survey should be designed and conducted in coordination with the USFWS COFO Endangered Species Coordinator. Surveyors must have a valid Federal permit. Please note that summer surveys must be conducted between May 15 and August 15.

Several freshwater mussel species are federally listed as endangered in both Hamilton and Clermont Counties. These include the **sheepnose** (*Plethobasus cyphus*), **snuffbox** (*Epioblasma triquetra*), **rayed bean** (*Villosa fabalis*), **fanshell** (*Cyprogenia stegaria*), and **pink mucket pearly mussel** (*Lampsilis abrupta*). The sheepnose, fanshell, and pink mucket pearly mussels are only expected to occur in the Ohio River. Therefore, impacts to these species are not anticipated. However, the snuffbox and rayed bean may potentially occur within the Little Miami River mainstem and/or the East Fork Little Miami River. These two species were not federally listed as endangered at the time the Tier 1 documents were reviewed by DOI in 2004 and 2005; therefore, their change in listing status should be noted. Due to the potential for these species to occur within the proposed construction limits, we recommend that surveys be conducted in the Little Miami River mainstem and the East Fork Little Miami River to determine the presence or probable absence of snuffbox and/or rayed bean mussels in the vicinity of the proposed action. Any survey should be designed and conducted in coordination with the USFWS COFO Endangered Species Coordinator.

The proposed project lies within the range of **running buffalo clover** (*Trifolium stoloniferum*), a federally listed endangered species. Known locations of this plant occur either within or immediately adjacent to the construction limits of the proposed project. This species can be found in partially shaded woodlots, mowed areas (lawns, parks, cemeteries), and along streams and trails. Running buffalo clover requires periodic disturbance and a somewhat open habitat to successfully flourish, but cannot tolerate full-sun, full-shade, or severe disturbance. We recommend that surveys for this species be conducted by a trained botanist in areas containing suitable habitat in May or June when the plant is in flower.

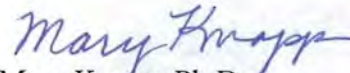
Bald eagles (*Haliaeetus leucocephalus*) are protected under the Migratory Bird Treaty Act (16 U.S.C. 703-712; MBTA) and are afforded additional legal protection under the Bald and Golden Eagle Protection Act (16 U.S.C. 668-668d, BGEPA). BGEPA is the primary federal law protecting bald eagles and prohibits, among other things, the killing and disturbance of eagles. "Disturb" is defined by regulation (50 CFR 22.3) as, "to agitate or bother a bald or golden eagle to a degree that causes...injury to an eagle, a decrease in productivity, or nest abandonment." The USFWS recently issued a final rule that authorizes issuance of eagle take permits, where the take to be authorized is associated with otherwise lawful activities. Further information on eagle take permits and assessing your project's potential effect on bald eagles can be found at: <http://www.fws.gov/midwest/MidwestBird/EaglePermits/index.html>. Currently, the nearest bald

eagle nest is approximately ten miles from the proposed project construction limits. However, the bald eagle population has been expanding throughout the state in recent years, and it is possible that a pair may begin nesting within the project area prior to commencement of the action. Therefore, FHWA should continue to coordinate with USFWS throughout the project planning and development process to ensure that appropriate action is taken to protect the species.

The NPS and USFWS have a continuing interest in working with the FHWA and its state partners to help conserve and enhance natural resources, including federally listed species and their habitats.

We appreciate the opportunity to provide these comments and look forward to working with you as planning for this project progresses.

Sincerely,



Mary Knapp, Ph.D.
Field Supervisor

cc: ODNR, DOW, SCEA Unit, Columbus, OH (*email only*)
USACE, Ohio Regulatory Transportation Office, Columbus, OH (*email only*)
OEPA, Columbus, OH (*email only*)

bcc: (via e-mailed electronic file)

FWS-RO-CPA, Bloomington, MN (Paul Richert)

NPS-RO, Omaha, NE (Hector Santiago and Nick Chevance)

(hard copy)

FWS-WO (DHRC/BCPA-ERT Stephanie Nash)

DOI-OEPC (David Sire)

Village of Newtown Business Association

3536 Church Street, Newtown, Ohio 45244-3002

December 8, 2009

Hans Jindal, P.E.
Deputy Director, District 8
Ohio Department of Transportation
505 S. State Route 741
Lebanon, Ohio 45036-9518

RE: Opposition to the Eastern Corridor Multi-Modal Projects
(Eastern Corridor Project)

Dear Mr. Jindal:

In a letter dated, April 8, 2008, The Village of Newtown Business Association had supported the release of funds to advance the study of the Eastern Corridor project through the Tier II Preliminary Engineering and Environmental Impact Phase (PE/EIS) only. No other endorsement was implied or given.

After reviewing the PE/EIS Study, subsequent recommendations and proposed Eastern Corridor alignments, the Village of Newtown Business Association takes extreme opposition to the (PE/EIS) study and proposed alignments of the Eastern Corridor. Each proposed alignment of the Eastern Corridor causes a serious and significant detriment to the health, general welfare, safety and well-being of the Village of Newtown and its residents and businesses. As proposed, the Eastern Corridor would place an unfair burden on the Village of Newtown for the benefit of neighboring communities and Hamilton County.

The proposed alignments of the Eastern Corridor would destroy the integrity of our historical village, disrupt and eliminate a huge portion of the village's tax base, plus add an intolerable amount of pollution to our scenic valley. The Village of Newtown is nestled in a valley of beautiful farms and a scenic river. The fog and moisture lay in this valley, which is already considered one of the most polluted in Ohio (Hamilton County), and the additional traffic flow, estimated at 30,000 cars a day and thousands of large trucks will generate acid rain that will destroy farm crops and create a public health problem.

The advancement of the Eastern Corridor through the Village of Newtown will not solve traffic issues and will only serve to destroy this village.

Your thoughtful reconsideration of the placement of this project is greatly needed. The Newtown Business Association earnestly request that you explore other options and widen the study area.

Regards,

Pauline Murrie
President
Newtown Business Association

Attachment

Cc

Governor Ted Strickland
Congresswoman Jean Schmidt
State Senator Shannon Jones
State Representative Stautberg
Senator George Voinovich

Senator Sherrod Brown
Congressman Oberstar
County Commissioner Todd Portune
County Engineer William W. Brayshaw

We the undersigned are members of the Village of Newtown Business Association and fully support the attached letter opposing the (PE/EIS) study and proposed alignments of the Eastern Corridor.

Joseph Motz
The Motz Group

Lynn Allen Burger
Burger Farm & Garden Center

Pauline Murrie
Main Street Café

Rob Champlin
Newtown Feed and Supply

John Schnitzler, Agent
State Farm Insurance

Mike Persicano
The Coffee Underground

Daryl Zornes
Primerica Financial Services

Curt Cosby
Cosby Electric Services

Sheri L. Renfro
Giggles on Main Salon

James W. Teater
Great Day Productions

Barbara Greve
Details Its All Inside

Barbara Broerman
Dairy Corner/Broerman Foster LLC

John A. Kraeutler, Chief Executive Officer
Meridian Bioscience

Kevin Smith, Lobsta Bakes of Maine

Steve Frede, Village Auto

From: **Tom Synan** <tsynan@villageofnewtown.com>

Date: Fri, Aug 31, 2012 at 5:28 PM

Subject: Relocation to St. Rt 32

To: Andy.fluegemann@odot.state.oh.us

Cc: Daryl Zornes <dzornes@newtownohio.gov>

Please accept this email as my opposition to the relocation of St. Rt. 32.

I have been a police officer with the Village of Newtown for 20 years and now am the Police Chief. I have personal knowledge of the area and traffic conditions. The facts are that traffic crashes within the Village have decreased. The flow of traffic has been the same for over a decade. Business has not only thrived in our community but have grown. The need for a by-pass is not only unnecessary but a colossal waste of tax payer money. The State's solution to traffic is always to build more roads, instead improving the roads we have, build more, which by the time they are built damage communities, do not improve business and are absolute before the project is complete. ODOT and The Engineers Office have even stated in meetings that the project will not relieve traffic (decrease the amount of cars traveling through the area) and that another road will need to be built to handle what this project will not be able too because by the time it is built, it will be ineffective.

Residents and businesses have expressed their opposition for this project for the past 20 years, yet the State continues forward with this project. Businesses have advised politicians, ODOT officials and others that this by-pass would be detrimental to their business and yet this has fallen on deaf ears. ODOT and the politicians continue to say that this will help draw business to the County. What they fail to realize is while business and residents continue to leave Hamilton County, that is not the case for Newtown. Businesses such as Meridian BioScience, Hydro Systems and Evans Landscaping have all added to their structures and added employees (in some cases doubled). All of these businesses pay taxes to the County and State and all of these businesses would be wiped out by this project. The County may take the attitude that the business can relocate, however that does not take into account the expense, loss of business, fact that the business is where it wants to be or has been for decades and that some businesses such as medical sciences must adhere to FDA regulations making a move complicated and so expensive it would force them to lose income.

ODOT, County Commissioners, State Representatives, Congress Persons, Senators do not travel and patrol these streets everyday like I do and have for the past 20 years. You have instigated a problem that does not exist and your solution actually compounds your perceived problem. There are currently 4 routes to go from East to West (St Rt. 32, Rt. 50, Clough Pike, Beechmont Ave). Why you think it is a good idea to add a 5th road is beyond me. I have been in meetings with ODOT, Hamilton County Engineer's and others expressing my concerns and opposition to this project for 20 years as a person with first hand knowledge. Each time my first hand knowledge, as well as all of those others who have spoke out against this project, have fallen on deaf ears from each of these agencies. It is obvious that ODOT, Hamilton County Engineer's Office and others are bent on seeing this project through.

Your decisions impact many people. I am very confident that Hamilton County will not see a significant increase of businesses as they have mentioned in many meetings and that this project will actually decrease business. I have heard counter arguments that this road will allow the Roundbottom Rd/Ancor Rd area to bring business in. However there is limited space and limited use of this land, especially now that Martin Marietta is trying to mine much of the property that has been discussed. Even if business was able to develop in that area the positive impact on Hamilton County would be insignificant and not outweigh the negative impact the road would have on the overall area. I am asking that you stop looking at this project from your perspective and begin to view from those who actually live, work and visit here.

I am putting ODOT on notice as the Police Chief of this community and the person charged with the safety of all residents, businesses and visitors to the Village of Newtown that this road project will not improve safety, the flow of traffic, ease congestion, or have a positive impact on Newtown, surrounding communities or the County and State in which we all reside and pay taxes to. Instead it will actually be detrimental to the safety and well being of the people of Newtown and in turn Hamilton County and the State of Ohio. I am formally requesting that this project not continue.

--

Col. Thomas W. Synan Jr.
Chief of Police
Newtown Police Department