



**SR 32 Improvements: Eastern Corridor Segment II/III
(US 50/Red Bank Corridor Area to I-275/SR 32 Interchange)**

Public Information Meeting, August 6, 2015

MEETING SUMMARY

HAM/CLE-32F-2.50/0.00; PID 86462

**Prepared By:
Stantec Consulting Services
and Rasor Marketing Communications**

January 2016

TABLE OF CONTENTS

Meeting Overview	Page 2
Notification	Page 2
Attendance	Page 3
Meeting Format and Materials	Page 4
Survey Results	Page 5
Public Comments Received	Page 13
Emails and Letters	Page 34
‘Mapped’ Areas of Concern	Page 40

Tables

1. Digital Meeting Notification Coverage	Page 2
2. Broadcast Meeting Notification Coverage	Page 3
3. Summary of Public Comments from Comment Forms	Page 14
4. Summary of Emails and Letters	Page 35
5. Summary of ‘Mapped’ Concerns	Page 40

Figures

1. Mapped Areas of Concern

Appendices

- A. Notification Materials
- B. Meeting Materials
- C. Public Comment Summary Report (Rasor Marketing Communications)
- D. Comment Forms Received
- E. Emails and Letters Received and ODOT Response Letters

MEETING OVERVIEW

On August 6, 2015, the Ohio Department of Transportation (ODOT), in coordination with the Eastern Corridor Implementation Partners, held a Public Information Meeting at Nagel Middle School in Anderson Township. The purpose of the meeting was to update the public on the status and next steps of the SR 32 Relocation project, also known as Segment II/III of the Eastern Corridor Program. ODOT officials provided information on this project area, which extends from US 50 in Fairfax to I-275 in Eastgate.

Information was presented on a series of information boards which included an overview of the project, environmental resources in the study area, visuals of the revised study corridors between 2005 and 2012, and next steps. Tom Arnold, Project Manager of the Eastern Corridor Program for ODOT District 8, gave a brief presentation on the current project status and ODOT's recommended plan for moving forward. The public was invited to provide comments on the project and identify concerns in the study area on aerial photographs. The comment period extended from August 6 until 11:59 p.m. on August 21, 2015.

This Meeting Summary provides an overview of the information presented at the August 6th meeting, summary of the comments received during the comment period, and ODOT responses to comments. All materials relevant to the meeting are included as Appendices to this report, including: meeting notification; meeting materials (ODOT's presentation, boards, and meeting handouts); a *Public Comment Summary Report* (prepared by Rasor Marketing Communications); and copies of the completed comment forms and letters received. Copies of the information boards and ODOT's presentation are also posted on the SR 32 Relocation Public Involvement page of the Eastern Corridor website, <http://easterncorridor.org/projects/sr-32-relocation/sr-32-relocation-involvement/>.

NOTIFICATION

Media Outreach

A one-page press release was prepared which provided the date, location, meeting format, and purpose of the Public Information Meeting (see **Appendix A**). This release was distributed beginning the week of July 30, 2015 to key local media outlets including the Cincinnati Enquirer, Business Courier, and Community Press papers as well as local TV and radio stations. Reminder alerts were sent on July 27 and August 3, 2015. Tables 1 and 2 summarize the confirmed digital and broadcast coverage of the meeting notification. Blog-based or radio-based coverage was not tracked.

TABLE 1. DIGITAL MEETING NOTIFICATION COVERAGE			
Date	Outlet	Title	Link
8/4/15	Community Press Calendar	Public Meeting to provide updates on SR 32 Improvements	N/A
8/5/15	Cincinnati.com	ODOT wants input for new Eastern Corridor plan	http://www.cincinnati.com/story/news/2015/08/05/odot-wants-input-new-eastern-corridor-plan/31168519/
8/6/15	Cincinnati.com	ODOT turns to public for Eastern Corridor ideas	http://www.cincinnati.com/story/news/2015/08/06/odot-turns-public-eastern-corridor-ideas/31228617/

TABLE 2. BROADCAST MEETING NOTIFICATION COVERAGE

Date/Time	Outlet	Excerpt
8/6/15 5 & 10 a.m.	WXIX-FOX	The Villages of Mariemont and Newtown were opposed to the relocation of SR 32 into their backyards now ODOT is gathering community input to look at alternatives. For more information on the Eastern Corridor project - go to fox19now. com.
8/7/15 5 & 6 a.m.	WCPO-ABC	Update from ODOT about plans to ease congestion in the area. ODOT has decided not to realign the road through the little Miami River Valley because of both the environmental impact and the cost. Instead it's looking at improving both the existing SR 32 and US 50 by possibly widening, adding turn lanes, and installing new signals.

Website postings

The meeting announcement was posted on the Eastern Corridor Program website (www.easterncorridor.org) and websites belonging to the Clermont County Transportation Improvement District (CCTID), ODOT District 8, and the Hamilton County Transportation Improvement District (HCTID) beginning July 23, 2015. Postings also appeared on Nextdoor.com, a community website that serves Linwood, Fairfax, Columbia Tusculum and Mt. Lookout. A calendar event was posted on the Cincinnati.com calendar of events on July 23, 2015. In addition, meeting materials were posted to the Eastern Corridor, CCTID, and HCTID websites on August 7, 2015.

Email blasts

Meeting announcements were distributed via email to a list of more than 1,300 stakeholders on July 22 and July 30, 2015, and reminder emails were sent on August 5 and August 6, 2015. Stakeholders represented Eastern Corridor communities, business associations, historic preservation and environmental groups, resource agencies, environmental justice organizations, residents, property owners, business owners, and other interested parties.

Social Media (Facebook and Twitter)

Social media (EC Facebook and Twitter) – Information about the meeting was posted to the Eastern Corridor Facebook and the CCTID Facebook pages on July 30, with reminder posts on August 5 and August 6, 2015. Posts on August 6, 7, 11, 18, and 21, 2015 solicited comment form feedback within the comment period. Twitter posts were also posted on July 30, August 5, and August 6, with a total of 1,671 impressions. Posts by ODOT and Clermont County were also retweeted on the Eastern Corridor Program twitter feed.

Public Meeting Announcements

Information about the meeting was publicized at the CCTID meeting on July 10, 2015 and the HCTID meeting on July 20, 2015.

ATTENDANCE

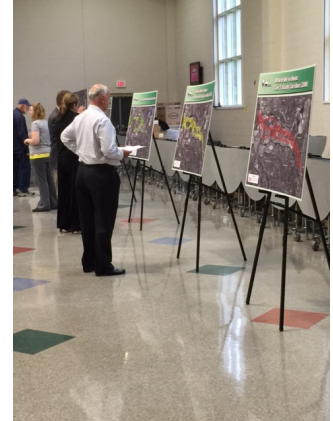
Eighty-two (82) people signed in at the Public Information Meeting, though some additional attendees opted not to do so and therefore were not included in the attendance count.

MEETING FORMAT AND MATERIALS

Exhibits and Handouts

The August 6th public information meeting was presented in an open house style format from 4pm to 7pm. The meeting layout consisted of four areas:

- Welcome/Sign-In Table and Comment Form Drop-Off
- Eastern Corridor Information Area – stations/boards which presented an overview of the history of the Eastern Corridor Segment II/III Project, the environmental resources in the study area, and a summary of how this project will move forward.
- SR 32 Improvements Area – station/boards showing aerial photographs of the project area and requesting input on areas which have transportation problems/needs
- 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 of the following:

- SR 32 Improvements Project, Frequently Asked Questions Handout
- “Moving Forward 2015” Map
- SR 32 Improvements Project Fact Sheet
- SR 32 Improvements Project Comment Form

All of the information boards and handout materials presented at the August 6th public meeting were posted to the Eastern Corridor project website (<http://easterncorridor.org/projects/sr-32-relocation/sr-32-relocation-involvement/>) after the meeting ended. In addition, an online version of the Comment Form developed using Survey Monkey, was posted to the project website (links to the online version of the Comment Form were removed from the website at the conclusion of the public comment period at 11:59 p.m. on August 21, 2015). Information boards and handout materials for the SR 32 Improvements Project portion of the meeting are included in **Appendix B**.

ODOT Presentation

Tom Arnold, ODOT District 8 Project Manager, gave a brief 10-minute presentation at 4:30 p.m. and again at 6 p.m. Copies of the presentation are posted on the SR 32 Relocation Public Involvement page of the Eastern Corridor website (<http://easterncorridor.org/projects/sr-32-relocation/sr-32-relocation-involvement/>) and included in **Appendix B**. The presentation included a historical background of the Eastern Corridor Segment II/III Project, identified how ODOT recommends moving forward with the project, and identified steps that ODOT will be taking over the next 6-9 months.

SURVEY RESULTS

Comment Forms were available for completion at the August 6th Public Information Meeting, as well as on the Eastern Corridor website. The forms included a brief survey and opportunity for individuals to provide written comments and questions.

One hundred sixty-two Comment Forms were received by the close of the comment period on August 21, 2015 (see **Appendix D**), including: 32 submitted at the August 6th meeting, 126 submitted through Survey Monkey, and 5 received by mail. To facilitate tabulation and analysis, Rasor Marketing Communications entered information provided on the comment forms received at the meeting and on three of the comment forms received by mail into the Survey Monkey database. Two of the comment forms received by mail were not entered into Survey Monkey, however the information and comments they contained were included in the data analysis. Results of the survey were compiled by Rasor Marketing Communications (see *Public Comment Summary Report* in **Appendix C**), and are summarized below.

QUESTION 1

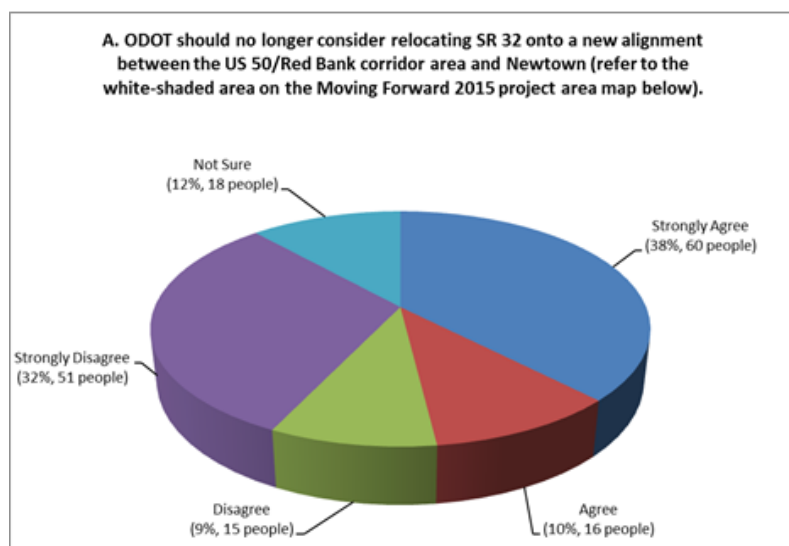
Please circle whether you **Strongly Agree, Agree, Disagree, Strongly Disagree** with or are **Not Sure** about the following statements:

- A. **ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown.**

Responses submitted: 160

For this question, 38% of respondents (60 people) said they Strongly Agree that ODOT should no longer consider relocating SR 32 onto a new alignment. The second most frequently selected answer was Strongly Disagree, noted by 32% of respondents (51 people).

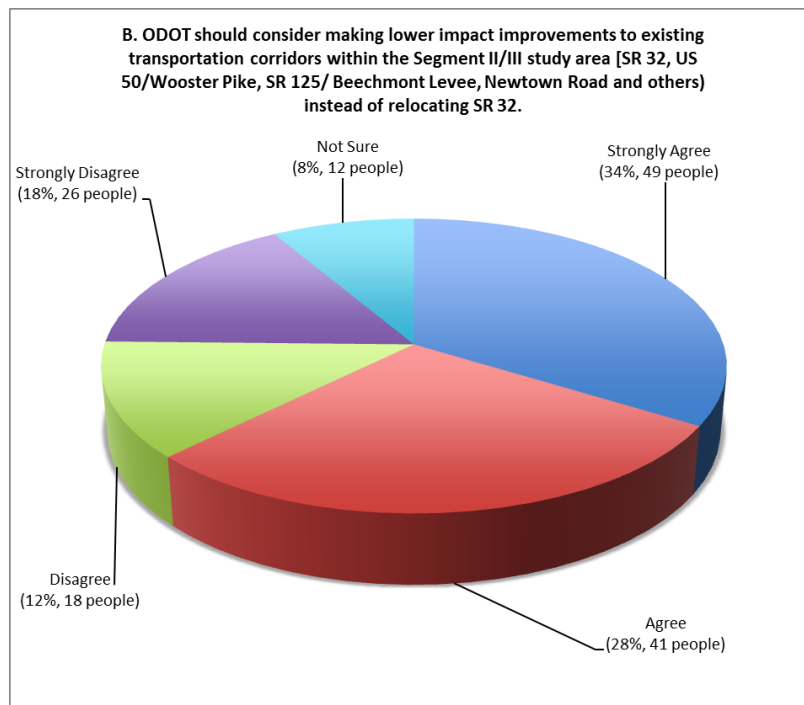
When considering both Strongly Agree and Agree responses together, 48% of respondents indicated a preference to not relocate SR 32 through the study area. Conversely, when considering both Strongly Disagree and Disagree responses, 41% indicated a preference to proceed with relocating SR 32. Twelve percent of respondents were not sure.



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

Responses submitted: 146

Sixty-two percent of respondents (90 people) said they Strongly Agree or Agree that ODOT should consider making lower impact transportation improvements within Segment II/III. Thirty percent (44 people) said they Strongly Disagree or Disagree. Eight percent (12 people) were unsure.

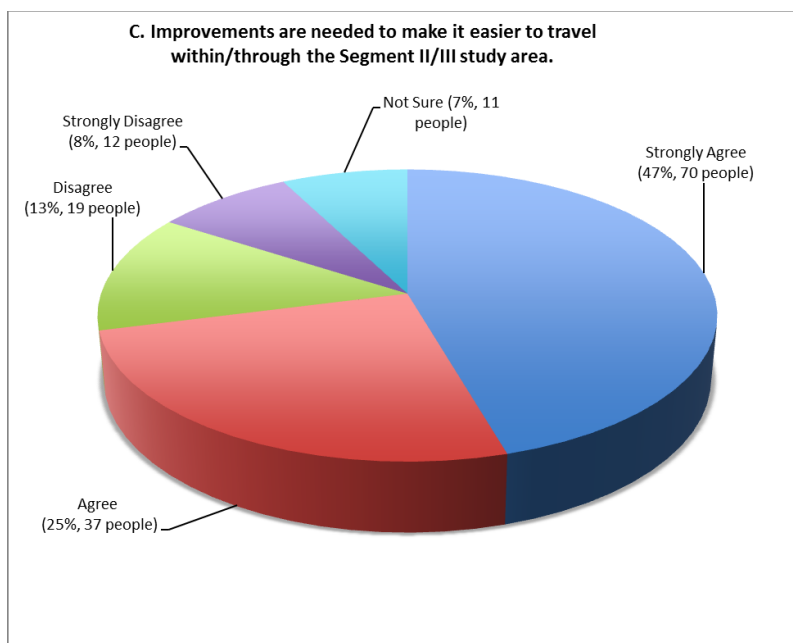


- C. Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

Responses submitted: 150

The majority of respondents (72%, 107 people) said they Strongly Agree (47%) or Agree (25%) that improvements are needed within the Segment II/III study area. Twenty-one percent (31 people) said they Strongly Disagree (8%) or Disagree (13%), and 7% (11 people) were unsure.

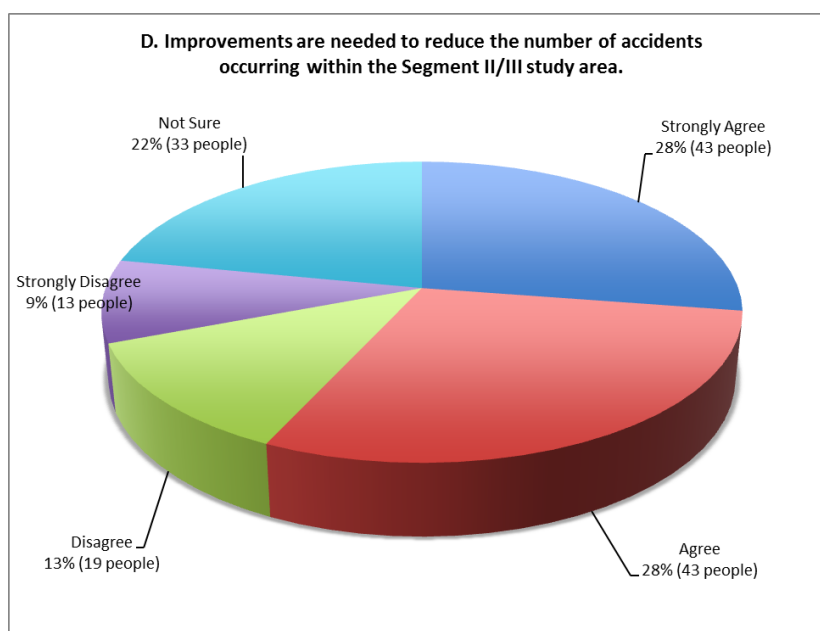
(see next page for graphic)



D. Improvements are needed to reduce the number of accidents occurring in the Segment II/III study area.

Responses submitted: 152

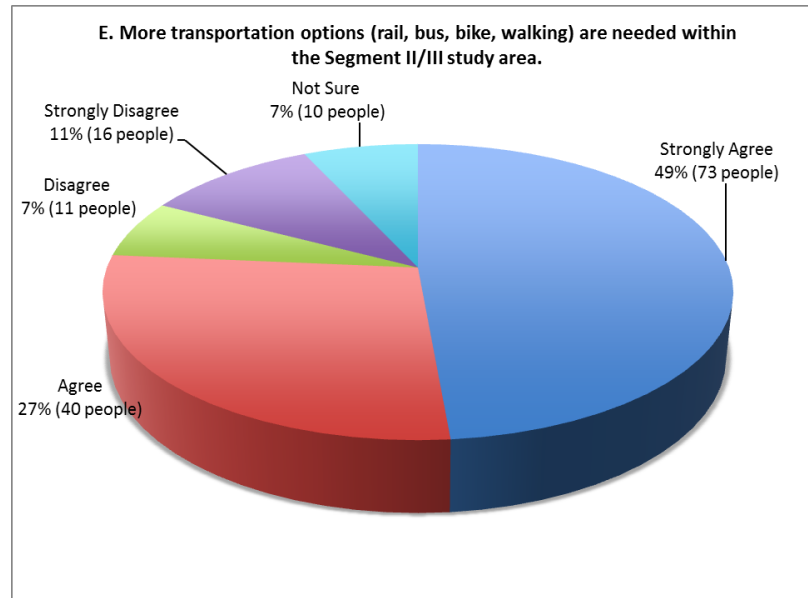
Fifty-six percent (86 people) said they Strongly Agree (28%) or Agree (29%) that improvements are needed to reduce the number of accidents in the Segment II/III area. Twenty-two percent (32 people) said they Strongly Disagree (9%) or Disagree (13%). Twenty-two percent (33 people) said they were Unsure.



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

Responses submitted: 150

The majority of respondents (76 percent, 113 people) said they Strongly Agree (49%) or Agree (27%) that more transportation options are needed within the study area.



QUESTION 2

The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area (1 is Not an influence; 5 is a Major Influence).

Responses submitted: 141

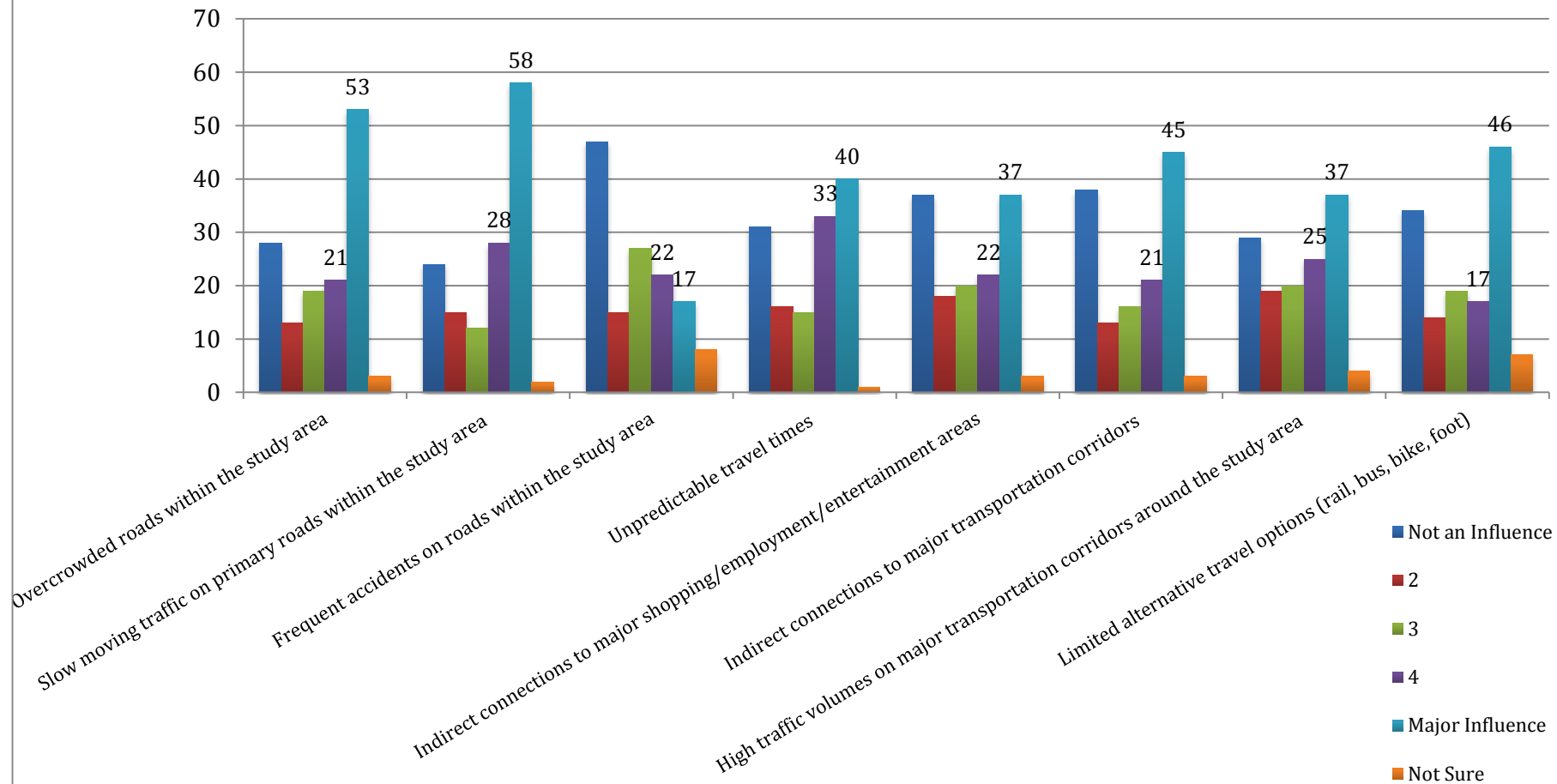
Answers were tabulated and the quantity of 4s and 5s (Major Influences) attributed to each transportation challenge are presented in the graphic on the next page. The variables that received the highest number of 4s and 5s, and therefore appear to have the strongest influence on deciding whether or not to travel within or through the study area, include:

- Slow moving traffic on primary roads within the study area (60%, 86 respondents)
- Overcrowded roads within the study area (52%, 74 respondents)
- Unpredictable travel times (51%, 73 respondents)

Frequent accidents and indirect connections to major shopping/employment/entertainment areas were least frequently marked as travel challenges that influence travel decisions within or through the study area.

(see next page for graphic)

Q2. The Segment II/III study area extends between the US 50/Red Bank corridor area and the SR 32/I-275 Interchange. Using a scale of 1 to 5, please indicate the degree to which the following transportation challenges influence your decision about whether or not to travel within or through the study area.



QUESTION 3

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

Responses submitted: 87

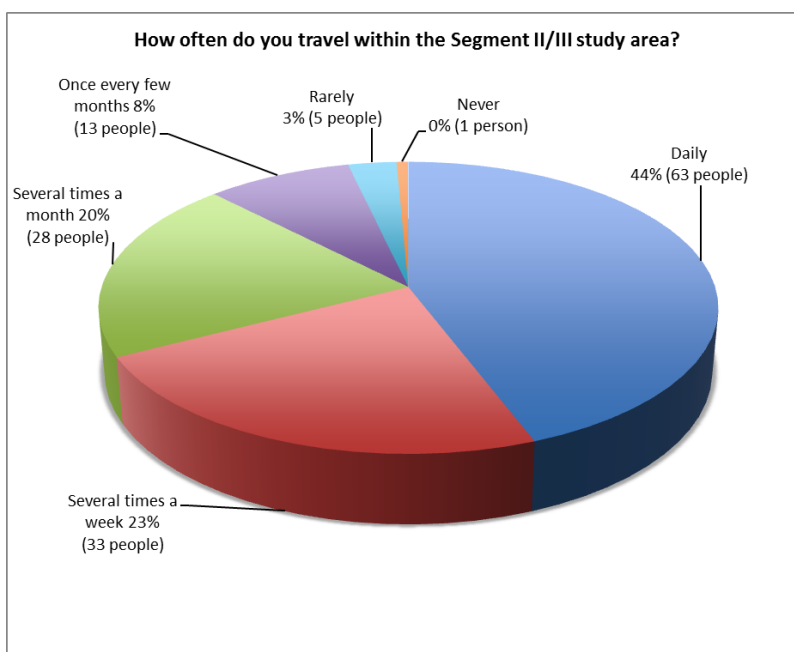
Eighty-seven comments were submitted in response to this question. Responses were variable, but generally involved discussion of various transportation problems in the Segment II/III study area (congestion, mobility, safety, etc.); potential solutions; and miscellaneous project issues (such as historic/environmental resources, project development, etc.). Numbered comments are presented in Attachment A of the *Public Comment Summary Report* (Rasor Marketing Communications), and can also be viewed on the individual Comment Forms included in **Appendix D**.

QUESTION 4

How often do you travel within the Segment II/III study area (Please check one).

Responses submitted: 143

Respondents indicated most frequently that they travel through the Segment II/III area on a daily basis (44%, 63 people). Twenty-three percent (33 people) said they travel through Several Times a Week and another 20% (28 people) said they travel within the study area Several Times a Month.



Question 4A

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

Many cited reasons for not traveling through the study area more often (i.e. too congested, no direct access, not my route, etc.). Numbered comments are presented in Attachment A of the *Public Comment Summary Report* (Rasor Marketing Communications), and can also be viewed on the individual Comment Forms included in **Appendix D**.

Question 4B

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

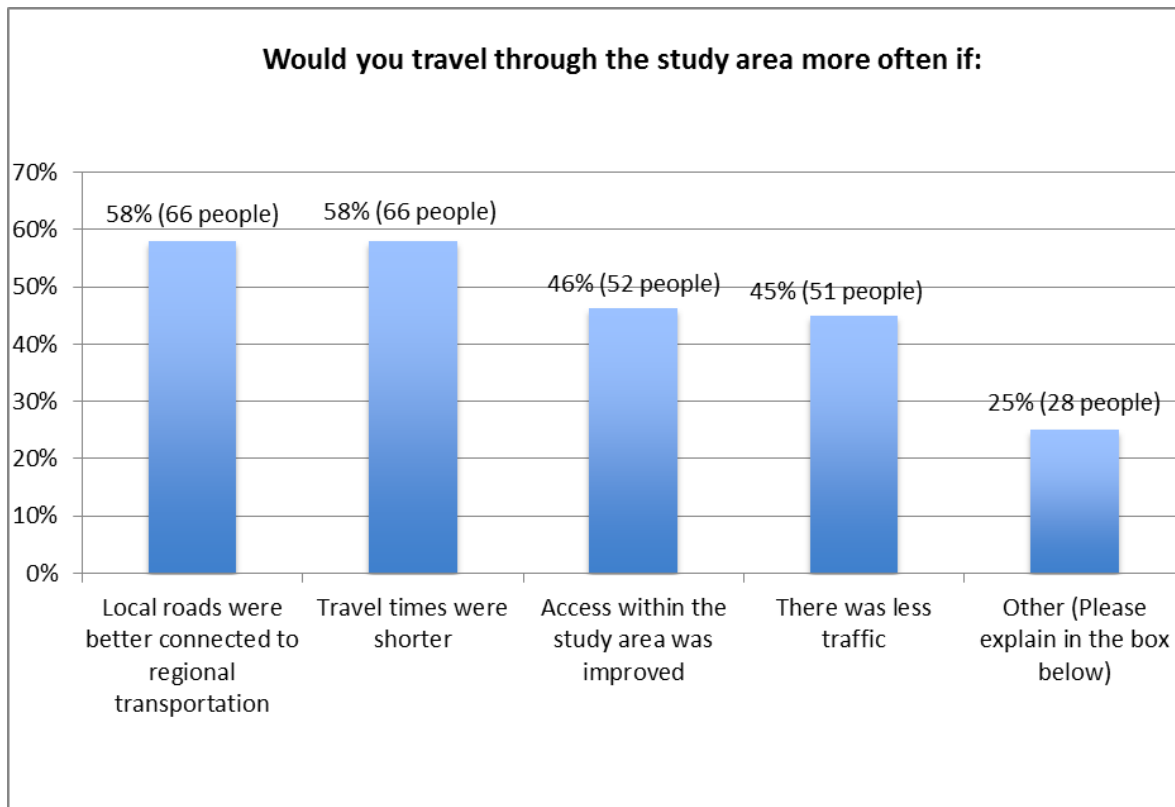
- *Local roads were better connected to regional transportation*
- *Travel times were shorter*
- *Access within the study area was improved*
- *There was less traffic*
- *Other*

Responses submitted: 113

(Note: Respondents were able to select more than one answer for this question, therefore, the percentages presented add up to more than 100).

Respondents most often said they would travel through the Segment II/III study area if local roads were better connected to regional transportation corridors (58%, 66 people) and/or if travel times were shorter (58%, 66 people). Forty-six percent (52 people) responded that they would travel through the Segment II/III study area if access was improved and 45% (51 people) indicated that they would travel through the study area if there was less traffic. Twenty-five percent (28 people) provided miscellaneous comments and suggestions about transportation improvements that would encourage respondents to travel through the study area more often. These included: providing one or more alternative modes of transportation (rail, public transit, bicycle, pedestrian); providing wider roads; decreasing traffic lights; and making the route less stop-and-go. These comments are summarized in the Public Comment Summary Report provided in **Appendix C** and can also be viewed on the individual Comment Forms included in **Appendix D**. [NOTE: Respondents were able to select more than one answer for this question, therefore the percentages presented add up to more than 100.]

(see next page for graphic)



QUESTION 5

In which zip code do you live?

Responses submitted: 141

Approximately 76% of the individuals who provided this information were from seven zip codes, including:

- Newtown, Ancor, Mt. Carmel, Anderson Township (zip code 45244): 18%, 25 responses
- Village of Mariemont, Madisonville, Fairfax (zip code 45227): 16%, 22 responses
- Anderson Township, California areas (zip code 45230): 15%, 21 responses
- Batavia, Owensville (zip code 45103): 9%, 13 responses
- Southeast Clermont County, Withamsville (zip code 45245): 7%, 10 responses
- Anderson Township (zip code 45255): 6%, 8 responses
- Hyde Park, Mt. Lookout (zip code 45208): 5%, 7 responses

The remainder of respondents lived in various communities including: Columbia Tusculum, Downtown Cincinnati, Glendale, Springdale, Dillonvale, Silverton, Northbrook, Clifton, The Heights, Corryville, West Price Hill, East Price Hill, Queen City, Amelia, Williamsburg, Milford, Bethel, Amelia, Dry Run, Dent, Indian Hill, Kenwood, Mt. Healthy/Greenhills, Northside, Corryville, Pleasant Ridge, Norwood, Price Hill, Terrace Park, Mt. Pisgah, New Richmond, Miamiville, Loveland, Goshen, Middletown, Maineville, Hamilton, and Melbourne, KY.

QUESTION 6

In which zip code do you work?

Responses submitted: 131

Approximately 50% of the individuals who provided this information were from seven zip codes, including:

- Downtown Cincinnati (zip code 45202): 16%, 20 responses
- Newtown, Ancor, Mt. Carmel, Anderson Township (zip code 45244): 9%, 11 responses
- Village of Mariemont, Madisonville, Fairfax (zip code 45227): 8%, 10 responses
- Montgomery, Blue Ash (zip code 45242): 6%, 7 responses
- Batavia, Owensville (zip code 45103): 6%, 7 responses
- Southeast Clermont County, Withamsville (zip code 45245): 5%, 6 responses
- Columbia Tusculum, Mt. Lookout (zip code 45226): 4%, 5 responses

The remainder of respondents worked in various communities including: Golf Manor, Kenwood/Silverton, Forestville, Anderson Township/California, Milford, Norwood/Evanston, Hyde Park/Mt. Lookout, Sharonville, Avondale, Wyoming/Reading, Loveland, Covington, Ft. Mitchell, Florence, Hamilton, Fairfield, Harrison, Lebanon, Mason, Owensville, Terrace Park, Price Hill, Queen City, Walnut Hills, Queensgate, Northside, Cincinnati, Mt. Healthy/Greenhills, Springdale, Montgomery, and Miamisburg.

QUESTION 7

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

Responses submitted: 53

Email addresses provided by respondents are added to the Eastern Corridor Program Update database.

PUBLIC COMMENTS RECEIVED

The Comment Form provided at the August 6th meeting and posted to the Eastern Corridor website during the public comment period provided opportunity for respondents to 'write-in' specific comments about various aspects of the project, specifically relative to Questions 1, 3 and 4. A total of 328 'written' comments were entered (from the 162 Comments Forms combined). Numbered comments (1 through 328) are presented in Attachment A of the *Public Comment Summary Report* (Rasor Marketing Communications), and can also be viewed by question on the individual Comment Forms included in **Appendix D**.

Table 3 (see next page) synthesizes the comments into four major categories:

- ODOT's recommended project approach for moving forward
- Various transportation problems areas/issues in the Segment II/III study area
- Recommendations/suggestions for improvements
- Miscellaneous comments regarding various project issues (public input, historic/environmental resources, project development, economic development)

ODOT responses are also included in Table 3. Public comments received will be considered by ODOT and the project team in identifying key transportation issues in the project area, developing the updated project purpose and need, and developing the overall scope of the Segment II/III project as development continues.

TABLE 3. SUMMARY OF PUBLIC COMMENTS FROM COMMENT FORMS

Comments Received ¹	ODOT Response
I. COMMENTS REGARDING RECOMMENDED APPROACH FOR MOVING FORWARD	
<p>SUPPORT FOR RECOMMENDED APPROACH (SUPPORTS LOWER IMPACT IMPROVEMENTS; NO RELOCATED SR 32)</p> <ul style="list-style-type: none"> • The traffic data that we have seen and the options for alternative sources of travel, such as bus and light rail or even monorail, are convincing arguments for not changing the roads. There is so much community negativity to road route change that there just must be an alternative solution. (31) • Thank you for removing this sensitive area from consideration. (32) • When will you give it up? How many 100s of thousands of dollars have been spent on consultants, studies, tiers, comment periods, surveys--over decades!--on this mania you have for relocating 32? And even now you still say: ODOT proposes to no longer pursue relocating SR 32 through the Little Miami River Valley at this time due to the potential for significant environmental impacts, anticipated high construction costs and conflicting interests in the project. Get rid of the "at this time" in your statement! The public has spoken, spoken again, and re-spoken. No relocation, period. I once heard one of your officials in a radio interview give this reason for relocation: "Well you just look at a map and you can see there is a blank space there." ODOT's job is to fill in all blank spaces with asphalt? (33) • SR 32 has normal traffic flow except for weekday rush hours. (approx. 15 hour/week). This does not warrant building new roads! (34) • I like the ideas proposed. Eastern Cincinnati/Clermont County is in great need of transportation improvements. Biking and pedestrian paths would also be welcomed! (35) • This is critical to allowing smoother transportation lanes on the far east side throughout all of Cincinnati. (36) • If ODOT will no longer consider relocation of SR 32, then this MUST be done. Turn lanes and widening roads seem to make the most sense, but all options should be evaluated and considered. (54) • Proper building/re-paving of these roads is a great step. (61) • Should a relocation not be practical, yes, other improvement should be made. (62) • All [low impact] options should be reviewed. Area currently is difficult and dangerous. (63) • I travel these routes often and would like the (<i>low impact</i>) improvements suggested above. (64) • Section B (above) [low impact solutions] should be the direction to solve this limited congestion issue. As an elected official and chair of the Fleming commission, I strongly oppose any new roads! Any construction must recognize the archaeological value of the valley. (65) • Incremental improvements are good improvements and build goodwill. (66) • I agree that you should do this for Segment III. (67) • I'm not sure what the solution is. As a resident of Mt. Washington who works in Owensville, I wish I could work 	<p>Thank you for expressing your support for ODOT's recommendation to revisit the purpose and need of the project and to no longer pursue a relocation of SR 32 through the Wild and Scenic Little Miami River Valley. This course of action is, in part, an outcome of ODOT's robust public involvement process and our responsiveness to feedback that has been received from stakeholders in the region.</p> <p>The goal of focusing on improvements to existing transportation corridors rather than new alignments through the environmentally complex Little Miami River Valley is to better integrate/balance regional transportation needs with environmental protection, public interest on the quality of life/communities, and ability to support economic development opportunities of the broader region.</p>

¹ Number in parentheses after each comment corresponds to comment number in Attachment A of the *Public Comment Summary Report* by Rasor Marketing Communications (see Appendix C).

TABLE 3. SUMMARY OF PUBLIC COMMENTS FROM COMMENT FORMS	
Comments Received ¹	ODOT Response
<p>downtown, take the bus and avoid Rt 32/Clermont but that's not an option. I wish many years ago Clermont had the foresight to not make one of the main thoroughfares into Clermont like a front door with all your belongings piled up outside it so that no visitors can enter in your house. But I'm happy to see ODOT help make improvements and hope that Hamilton County communities affected by these proposed changes realize that residents of Clermont County do come into their communities and spend money and that some progress needs to be made for all. (75)</p>	
<p>CONCERNS WITH NEW APPROACH</p> <ul style="list-style-type: none"> I'm very disappointed that this option [SR 32 Relocation] is off the table--and many of my neighbors feel the same way. Mariemont and Newtown do not speak for everyone and should not have been allowed to drive the decision. I don't think improving the roads will accomplish enough to solve the traffic problems in this area--or the neighboring communities. (1) I live in Newtown, and strongly disagree with the stance taken by the community regarding relocating SR 32. Traffic on SR 32 is horribly slow, and it doesn't need to be that way. Nonetheless, it's not my decision to make. (2) I think it is very important to make major improvements to SR32 in this area. I do not think it is possible to make great strides without relocating SR32 and connecting to the Red Bank Corridor with a four lane, highway style roadway. The roadway needs to be fast moving with limited access, and preferably no stop lights. Making small changes to SR32, Newtown Rd, Church St, and US-50 will not be enough. There are businesses along the roadway that need access and the speed limit is too slow. We need an alternative to highway traffic up north or through Kentucky. We need faster access to Interstate 71. I continue to support light rail for the future of this project. I cannot see light rail moving through these busy commercial and residential areas without nearly crawling quietly and creeping slowly through, which will make the light rail slow and useless. I support any changes that will improve this corridor, but I don't think that there will be any real improvement without a major roadway relocation. (3, 76) A connection from Red Bank to US 32 is vital to improving traffic flow through the area. (4) As someone who recently moved out of Newtown I can say honestly that traffic flow thru Newtown sucks hard. This is most likely due to the number of traffic lights. There needs to be something done to keep this moving and if that means relocating the highway so it can flow without the village restrictions then that's what needs to happen. (5) If SR 32 is not relocated, then the roads through Newtown (SR 32) and SR 50 in Mariemont will have to be improved to create more flow for traffic. This means widening the roads and eliminating pinch points like the 2 lane (25 MPH) SR 50 through Mariemont past the school. I am sure that neither location considered the impact of improvements to these two State Routes. (6) Very disappointed the connection between SR 32 and RT 50 around Red Bank was dropped. We need a more direct route from Eastern Hamilton Co. to RT 50/I71. Time and congestion are major concerns! (7) The area no longer under study is a disappointment to me. This seems to be an extremely low residential impact option while the new boundaries will have more impact on people's homes. (8) Very disappointed, but I understand the short-sighted group has lots of power. (9) Put the road thru. 100% behind it. (10) 	<p>Congestion, delay and safety issues exist in the Eastern Corridor, and transportation improvements within Segment II/III are needed as part of the overall multi-modal program to address regional network inadequacies and poor linkage to important economic, recreational and employment centers. The original Tier 1 corridors for Segment II/III were developed to address these regional transportation needs. Although feasible at that time, new information from public and agency input and further study has led to the conclusion that corridors on new alignment through the Little Miami River Valley are not reasonable due to their potential for environmental impacts.</p> <p>In the upcoming phase of work, ODOT will revisit and update the project's Purpose and Need with the goal of improving the system-level roadway network, while at the same time focusing on localized transportation problems that can be reasonably addressed by the project.</p> <p>As the project moves forward, ODOT, in coordination with FHWA, will be implementing principles of Performance Based Practical Design (PBPD). PBPD is a decision making approach that helps agencies better manage transportation investments and serve system-level needs and performance priorities with limited resources.</p>

TABLE 3. SUMMARY OF PUBLIC COMMENTS FROM COMMENT FORMS	
Comments Received ¹	ODOT Response
<ul style="list-style-type: none"> • New residential development and increase in consumer traffic near the Eastgate mall area demand better management of highway traffic rush hour through downtown Newtown is horrible because so much traffic is being squeezed into only 2 lanes. (11) • I thought this was already dead. We still like idea of relocating SR 32. Lower impact improvements should be made even with a relocation. Do not feel widening of road in Fairfax or Mariemont is very feasible and these are bottlenecks. (12) • There is more to this project than a park. Traffic needs to move freely and right now it has 2 big bottle necks. Newtown and Eastern Mariemont. Need to move forward with this project to service more people than will lose their park area, there are more they can go to in that area. (13) • You've pretty much already decided this. (23) • Not a lot of info shown as to where the relocation would be, unless I looked at it wrong. If this is about building another bridge from Red Bank to 32. I don't think it is needed at this time. If it's about a light rail from Milford to downtown then yes a study needs to be down for that. (25) • Any continuation of dumping the R32 traffic onto the Beechmont Levee is bad. (37) • The change likely needs to be more significant than that to truly have the desired impact of linking the eastern part of Hamilton County and beyond with the rest of the city. (55) • I support any changes that will improve this corridor, but I don't think that there will be any real improvement without a major roadway relocation. (77) • Minor improvements will never fill the needs of the area, especially in coming years. (78) • Looking at other improvements is fine - but that shouldn't preclude relocating SR 32. (80) • I actually want existing corridors to be improved but still want the addition of the relocation of SR 32 to be a long term solution. (81) • Forward thinking would dictate a redesign of the transportation corridor. (82) • This [low impact improvements] makes sense in many ways but with many more communities impacted there is likely much more opposition. What is the impact of proposed work on all of those routes to the communities, wildlife, waterways, and safety (higher speed limits, etc.) and how would it compare to the 32 realignment plan? (85) • The suggested improvements are primarily improvements for longer distance trips. These improvements degrade the functionality of local access and facilitation of non-auto and non-motorized trips. (111) • Disappointed at starting over. So much money has already been wasted. (262) 	<p>The PBPD design philosophy is a data-driven approach that focuses on making informed, risk based decisions that balance the realities of fiscal constraints, R/W, environmental impacts, capacity, and stakeholder input without sacrificing safety. While focusing on performance improvements that benefit both project and system needs, PBPD seeks a greater return on infrastructure investments. With PBPD, each element of a project's scope is scrutinized relative to value, need, and urgency to ensure that the best investments are made with limited resources for both the project and transportation system as a whole</p>
II. COMMENTS REGARDING TRANSPORTATION ISSUES / PROBLEM AREAS	
<p>CONGESTION <u>SR 32/Newtown</u></p> <ul style="list-style-type: none"> • As a Newtown resident for 4 years, I regret moving into the area due to the horrible traffic congestion in the morning and evening rush hours. Getting to/from downtown and from the Red Bank area to Newtown is a nightmare. Newtown Village Council's insistence that there isn't a problem is a joke. For families and commuters, there is a definite problem. (79) 	<p>Thank you for your input. Based on the comments received, it appears that most respondents have experienced congestion on SR 32 and US 50 within the Segment II/III area – at least through the morning and evening rush hours. Adjacent communities, like Mt. Lookout</p>

TABLE 3. SUMMARY OF PUBLIC COMMENTS FROM COMMENT FORMS	
Comments Received ¹	ODOT Response
<ul style="list-style-type: none"> For 22 hours per day, there is no real traffic problem on 32. It is just a rush hour problem. (86) I've lived on SR 32, between Little Dry Run and Eight Mile, for over 25 years and our family has had a business on SR32 for over 110 years. SR 32 is only congested between 7am to 9am and 3:30pm to 5:30pm weekdays. Other than those times, it's no busier than any other road. In contrast, SR 125 between Nagel Rd. and Amelia, Ohio is congested from early morning until middle evening. Something definitely needs to be corrected on this stretch of road. (101) Red Bank Road & the Newtown area seem to be the biggest areas in need. (177) Newtown. End of story - this area is congested and slow and needs to be dealt with. (178) Newtown bottleneck and speed trap. (179) Any areas in Newtown or Mariemont. Areas are major traffic problems. (180) Traffic through Newtown during morning and evening commutes are a nightmare. Traffic is even starting to over flow on Round Bottom which makes that suck as well. There is also major backup on Wooster by the high school. There is no need to bring that down to one lane for a small patch of grass. (183) Congestion through Newtown at rush hour. (185) Segment 3 Sr-32/I-275. (186) 32 is a mess. (191) My major concern is that Ohio 32 goes down to 2 lanes when it should be 4 lanes like the rest of the stretch in Ohio. (193) Typical evening commute to Ivy Hills (Newtown) from Children's Hospital can be 40-50 minutes (both ways). Delays in Newtown on RT 32 are a significant portion of that time (Bzak to Wendy's). (202) The hill above 8 mile road on 32 - More lanes needed between Bells Lane and Newtown. (207a) Newtown – 25 mph, speed limits, red lights, stop signs and police that don't let traffic move. Need direct routes from SR 32 to Milford, Columbia Pwky, Red Bank and Downtown. (209) We have a vet in Mt. Lookout. We try to avoid SR 32 and Beechmont because of the traffic and slow travel time. (269) <p><u>US 50 - Mariemont/Fairfax/Terrace Park</u></p> <ul style="list-style-type: none"> ODOT has just spent precious taxpayer dollars reducing Route 50 in Fairfax from 4 lanes to 3 lanes and closing off the side streets so that if anyone traveling west towards downtown wants to go North of Route 50 in Fairfax they no longer have a turn lane. Thus in Fairfax if one car is going straight and all the other cars are turning right to go north it backs up all the traffic. What a ridiculous expenditure of funds and now ODOT thinks widening this route would be beneficial! Also ODOT just reduced Route 50 from 4 lanes to 2 in Terrace Park and put in greens. Is there no advance planning before the expenditure of our money? It is difficult to answer the above question with the replies provided because there are too many components in the above statement. Installing new signals in Mariemont square might be helpful so that the signals are coordinated. (71) Current daytime traffic on US 50 flows well during the daytime hours except for morning and evening rush hour. (90) Mariemont-Terrace Park is a disaster on US 50. One lane of traffic and lights that seemingly have no idea what the next 	<p>and Mt. Washington, are also concerned about congestion in the Segment II/III area, since roadways through their communities are often used as alternative routes. ODOT, in the next phase of work, will collect current traffic data on key roadways in the network. We will revisit and update the project's purpose and need to verify and prioritize problem areas, redefine the study area as needed, and focus on what can be reasonably addressed by the project given the environmental and community constraints in the area.</p>

TABLE 3. SUMMARY OF PUBLIC COMMENTS FROM COMMENT FORMS	
Comments Received ¹	ODOT Response
<p>light is doing... (181)</p> <ul style="list-style-type: none"> • Congestion in Fairfax and Mariemont due to recently narrowed Wooster and poorly timed lights. (185) • US 50 - the original plan would have relieved traffic from the US 50 corridor. Since a new connection to SR 32 is no longer on the table, there is concern about traffic increasing on US 50. (195) • One lane roads in each direction in Mariemont and Fairfax. (199) • Eastbound 50 entering Fairfax and through Mariemont is slow, narrow and congested. (204) • Westbound 50 in Columbia Tusculum during morning commute can back up due to Starbucks traffic! (205) • If ODOT was so concerned about high traffic then why the "road diets" seems to me this was done to force your plan of the Corridor. (249) • I would use Fairfax businesses more if the side roads north of Route 50 were not cut off. You have made it terribly inconvenient to get to many of the businesses since you must go onto Route 50 to patronize any of them, when that was not necessary before. (323) <p><u>Mt. Lookout</u></p> <ul style="list-style-type: none"> • The traffic coming and going from the east to the west and vice versa is gumming up roads in residential communities like Mt. Lookout. Our roads are not designed to carry the load they are handling. Instead, we get blocked up intersections, idling cars, noisy trucks and more traffic than we are supposed to manage near our homes and our children. What happened to helping the other communities? Are Mariemont and Newtown more important than we are?? (113) • Mt. Lookout Square is a bottleneck and is being used as a short cut for people from the east driving west. It wasn't designed for that kind of traffic and we don't want it. Please come up with another solution that will give us back our community. Mariemont and Newtown don't speak for us and shouldn't get all the attention and say in the matter! (184) <p><u>Mt. Washington</u></p> <ul style="list-style-type: none"> • While Mt. Washington is not in the study area, it is directly affected as an alternative arterial from the urban core to points East. Routing more traffic through/along SR 32 can reduce flow on SR 125. (99) • The Mt. Washington NBD, along Beechmont Avenue, is increasingly negatively impacted by the high traffic volume resulting from commuters using that arterial as a main route to all points east -- Anderson Township and Clermont County. (196) • I live in Mt. Washington and work in Hyde Park/Oakley. My concern is how this project can/will reduce high speed/volume traffic through Mt. Washington. Hopefully -- the project relieves some of our issues. (275) <p><u>General Area</u></p> <ul style="list-style-type: none"> • Rush hour there is some traffic, but we live in Newtown-Shademoor 6 mo. and Loveland 6 mo., and Loveland has a lot 	

TABLE 3. SUMMARY OF PUBLIC COMMENTS FROM COMMENT FORMS	
Comments Received ¹	ODOT Response
<p>more traffic, so does Milford going up Rt. 28. (91)</p> <ul style="list-style-type: none"> The only time the roads are full is during morning and evening rush hour. Many have and are finding alternative routes. It is becoming clear that having a "good" route not only changes the traffic pattern, it moves traffic away from existing businesses that depend on it. This has happened repeatedly and doesn't need to happen here. (93) YES. YES. YES. Improvements are desperately needed! (107) This corridor (Segment II/III) is a clog. It is a speed trap. It is a beautiful area with some great neighborhoods which do need to be preserved. However, it needs major improvements to connect two areas of the city. (108) Congestion, safety & limited alternative routes! (247) Rush hour nightmare. (251) Problem, of course, is during rush-hour times. Other times, I don't find a significant problem. (263) I would prefer to travel through the study area more often, but routes are too congested and indirect. (271) I try to avoid Newtown most of the time because of the 25 mph speed limit and the reputation Newtown has as a speed trap. (314) I live in Mt. Washington and use the levy or river road to access the rest of the city. I avoid heading east as much as possible because traffic is always so heavy. Even going on Clough at the wrong time can be too much (315) Would still travel through the area even if no improvements are made. (288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303) 	
<p>TRAVEL TIMES/DELAYS</p> <ul style="list-style-type: none"> Newtown needs more stop lights like most people need a hole in their head. The low speed limit and number of stop lights already makes what should be a short trip from UDF to Wendy's (or vice versa) take 3 times as long as it should. (40) It takes me one hour to travel from downtown to Red Bank to my son's school and home to Newtown each evening. Ridiculous. (114) Slow travel during rush hour and poor management of lights and flow in Westgate area? (187) Why are the bus services underutilized and what could be done to increase their use? How do the travel/commute times for residents of the affected areas compare to local, state and national norms? For example, do persons such as the author living in comparable communities in other major metropolitan areas have the ability to get to downtown employment areas in 15 minutes - 30 minutes as is true of the vast majority of those using Route 50/Wooster Pike? (266) Unpredictable delays (277) No need to travel that area/ too long to travel it. (278) 	<p>As part of updating the purpose and need, ODOT will complete a travel time and origin-destination study that summarizes typical AM, Midday, Off Peak, PM, and weekend peak hour travel times and origin-destination information for key corridors in the study area. This information will help verify problem areas and help identify what can be reasonably addressed by the project.</p>
<p>SAFETY</p> <ul style="list-style-type: none"> Widening roads and increasing speed can also increase accidents, especially in pedestrian oriented areas. (115) Numerous serious accidents in the area. (116) Not aware of serious/excessive accidents/accident rates in the area. (117, 122, 124, 126, 127) 	<p>Addressing safety concerns are a major component of all of ODOT's projects. The project team will conduct an analysis of the most recent three years of crash data for major corridors in</p>

TABLE 3. SUMMARY OF PUBLIC COMMENTS FROM COMMENT FORMS

Comments Received ¹	ODOT Response
<ul style="list-style-type: none"> • A perfect example is the glut of traffic at Plainville/Madisonville Road during rush hour. This is a complicated and frustrating intersection with a very good safety record. (118) • It would be desirable to reduce the number of accidents occurring within the Segment II/III study area. However, roadway improvements may or may not be able to adequately reduce the number of accidents. (119) • Very leading question. How many accidents happen now. How many happen if you speed up traffic or significantly increase the volume of traffic. (120) • How am I supposed to know how many crashes happen there? (121) • Traffic is always slowed due to accidents. (123) • I am unaware of statistics that show that accident rates are higher in this area than could reasonably be expected (especially with the messy existing intersections). I could support the concept of high accident rates projected into the future with much more heavy truck traffic flow expected through the industrial sections. (125) • I've seen numerous accidents in the seven years I've lived in Newtown. Often these are caused by traffic congestion leading to 1) people not paying attention because the speeds are less than 10 mph and they get distracted, or 2) people taking chances to turn onto SR 32 because there is too much traffic to safely turn onto the road. (133) • I don't know where the majority of the accidents are and what their causes are...I would think inattentive driving is the biggest problem. (134) • They [accidents] are minimal in nature, rarely caused by road conditions and far below average for other comparable urban areas in the country. (135) • I believe the accidents are due to poor driving skills, cell phones, texting versus the condition of the roadway. (136) • Would like to know number [of accidents] per year with number of cars. (137) • Left hand turn on to 8 mile coming down 32 hill. (194) • On beechmont levy headed toward 50 and after Wooster there is signage for people to catch 50 east by turning a very slow and sharp right turn. This is a dangerous place as it is after a rise and the flow of traffic is all through people except a few that turn there. Easily these same people could be routed only a few hundred feet further to turn right in an appropriate right turn lane down the same street they want and it would eliminate this hazardous turn. There should be no right turn where they are currently routed. (200) • The ramp from RT 32 West to Beechmont is dangerous and a poor driver or accident can cause major delays and limited alternatives. (203) • Right and left turns off 8-mile on to 32 - need safety improvement. (218) • Bikes and cars together on one road. If the bikes cannot have a separate lane where cars are prohibited to travel then they should not be permitted on this stretch of highway. (238) • Safety first, better traffic flow and bike and walking paths. (241) • ODOT is only concerned with throughput, safety is not even an option (317) 	<p>the project study area as part of revisiting the purpose and need. This will provide current information on high accident areas, which will be utilized in prioritizing transportation projects..</p> <p>Your input on safety issues along SR 32 at 8 Mile Road and in the Beechmont area is noted. The updated crash analysis will include these areas and identify what kind of improvements may be incorporated into this project.</p> <p>Safety is a priority with all projects. ODOT is a leader in using the Highway Safety Manual (HSM) to prioritize locations for safety study and improvements. HSM will be an important tool in PBPD, which will enable ODOT to assess safety benefits resulting from incremental improvements and to compare alternatives based on safety criteria.</p>

TABLE 3. SUMMARY OF PUBLIC COMMENTS FROM COMMENT FORMS	
Comments Received ¹	ODOT Response
LIMITED MODE CHOICE <ul style="list-style-type: none"> Improvements are needed to provide mass transit, bike and walking paths and get people out of their cars, not by destroying sections of neighborhoods so people who want to live in the 'country' have an easier commute. Providing additional lanes and roads just encourages more driving & sprawl, then they'll ask for more roads. (102) Transit improvements are needed, along with other forms of transportation like walking and biking. (103) Improvements are needed to make it easier for buses, bicycles and pedestrians to travel within/through the Segment II/III study area. There is less of a need to address automobile accommodations. (104) More transportation options including car, rail, bus, and biking are needed. I am a proponent of the faster road transportation needs of this area. Walking is important but is not connecting the Eastgate and Red Bank segments. (140) More transportation options such as buses, bikeways and walkways are needed within Segment II/III and throughout the Eastern Corridor Program area. A rail project would need to be studied in further detail. (143) This route is mainly car/truck traffic. Would like to see other modes of transportation taking some of the burden. (144) There are few, if any, transportation options for people who cannot or choose not to own and drive a car. This is a major problem. (234) No other transportation option other than car ... i.e. - no (dedicated) bike routes (or rail or other alternative to driving). (242) Need more transit and connected hike-bike trails. (244) Too much construction and backup & no other routes or transportation options like bike paths/lanes. (270) As someone who chose not to own and drive a car, I have virtually no options in this area. (279) Walking on the south side of Wooster between Walton Creek and Newtown Rd. is not possible -- no sidewalk! Businesses along that side are not accessible. (327) 	<p>The Eastern Corridor from the beginning has been a multi-modal strategy. Segment II-III has involved coordination with new rail transit (being developed separately as part of the Eastern Corridor Oasis Rail Transit study); and coordination with other planned components, including expanded bus transit and new bike/pedestrian facilities.</p> <p>Accommodations for public transit along with new or improved infrastructure for bicycles and pedestrians will continue to be addressed in the revisiting of the purpose and need.</p>
POOR CONNECTIVITY/ACCESS/ROUTING <ul style="list-style-type: none"> Redbank to Newtown to 32 and 275. (188) Red Bank to 32 is short in distance but a nightmare in travel congestion and travel time. Cutting through small back roads in Newtown and the 2 lane road in Church Street is a mess. (190) Traffic from SR32 and R125 to I-71 and reverse use residential streets such as Herschel Ave. Marburg, Pinehurst, etc. as an alternative to major arteries. (198) Would love to be able to get downtown directly. (253) Too congested and unpredictable; It's the shortest route to Oakley/Madisonville from Eastgate, but we've given up and mostly use I-471 which is a contorted way to go. (273) I would travel this way much more frequently if it were not so slow and crowded. If I have the extra time, I will drive all the way around on the interstates, but this takes much longer to get to my westerly directions (and back home). US 50 is so bad, I often take the roads up through Indian Hill! Traffic is like water - it seeks the path of least resistance; unfortunately, in these areas the resistance is so high that most people seek other routes rather than a more direct one! 	<p>The purpose of the Eastern Corridor Program is to enhance regional connectivity. The Tier 1 EIS identified transportation improvements within Segment II/III to address regional network inadequacies and poor linkage to important economic, recreational and employment centers. The original Tier 1 corridors for Segment II/III, including a relocated SR 32 through the Little Miami River Valley, were developed to address these regional needs. New information from public and agency input and further study led ODOT to the conclusion that corridors on new alignment through the Little Miami River Valley</p>

TABLE 3. SUMMARY OF PUBLIC COMMENTS FROM COMMENT FORMS	
Comments Received ¹	ODOT Response
<p>(274)</p> <ul style="list-style-type: none"> Because driving through Kentucky is better than driving through Fairfax and Mariemont or Anderson. (284) Backroads are more predictable and predictability is more important than possibility in a commute. (285) 	are not currently reasonable. Improving regional connectivity, however, is still an important focus of the Eastern Corridor Program.
<p>ROADWAY MAINTENANCE ISSUES</p> <ul style="list-style-type: none"> Clermont County does not maintain roads in the winter weather. (255) Pot holes are terrible; the road from Beechmont to the Red Bank Expressway is horrible; patching has become ridiculous; ODOT doesn't require the proper base that the roads are paved on. (259) Poor road quality. (260) 	Thank you for the comment. Maintenance of local roadways is beyond the scope of this study. Any comments regarding local roadways in the area should be directed to the local jurisdictions, which are responsible for maintaining these roadways.
<p>COMMUNITY ISSUES</p> <ul style="list-style-type: none"> This question opens possibilities that we feel will negatively impact the communities, so while I generally agree with improving some intersections, I must say that some options such as widening roads through existing communities is a bad option. (84) Rarely use so not qualified to comment. More VMT, construction, development here = lower quality of life for the residents. Parts of this area are certainly park quality, especially associated with the river. (248) Community impact of Mariemont Terrace Park and Newtown. (256) 	<p>The effect on adjacent communities (potential impacts, as well as benefits) has been a key consideration in the Eastern Corridor from the beginning, starting with the Eastern Corridor Land Use Vision Plan, to our current recommended action, which is due in large part to ODOT's robust public involvement process and continued responsiveness to feedback from communities and other stakeholders in the region.</p> <p>ODOT is proceeding with revisiting the purpose and need for the project and has no preconceived improvements in mind. Any alternatives that are considered will be based on the revisited purpose and need, and with continued coordination with local communities.</p>
<p>REGIONAL ISSUES/CONCERNS</p> <ul style="list-style-type: none"> A sacrifice now will contribute to better public transportation in the future. Pick a route best for bikes, trains, buses, trams & autos with a business route option. (17) A faster connection to I-275/Anderson/Clermont would be very useful. (26) I believe the right decision for the entire region needs to be made and finally move forward. Obviously any decision will have a negative impact on some. We on the east side have heard about the Eastern Corridor project for a decade or more and it's time to "move forward". (30) There are far more congested areas than EC. (87) Segment II/III study area is limited in scope, and if truly thinking regionally projects like the Brent Spence that link 10 states instead of 2 counties should be made more of a priority. There are also many other regional areas that experience higher volume of traffic throughout the day. (88) 	<p>The focus of the Eastern Corridor Program has been to address regional connectivity between downtown Cincinnati and communities in eastern Hamilton County and western Clermont County, consistent with OKI's regional transportation plan.</p> <p>Other projects, like improvements to I-71, I-75, the Brent Spence Bridge, etc., though not part the Eastern Corridor, are all part of OKI's regional plan for the Greater Cincinnati/Tri-State area, and are being addressed separately.</p>

TABLE 3. SUMMARY OF PUBLIC COMMENTS FROM COMMENT FORMS

Comments Received ¹	ODOT Response
<ul style="list-style-type: none"> Compared to the travel times on I- 71 and I -75 the travel times in this area are minimal. Focus efforts elsewhere. (89) I see no significant need to make travel easier WITHIN the study area - I see the large need to improve travel THROUGH the study area. (112) Look for improved traffic flow between SR 32 in Eastgate and the I-71 connection at Red Bank Rd. (206) It seems that the people outside of this area think we have an issue that needs to be resolved. It seems that improving the traffic through this area is of great importance to people outside of the green area, but the people who will be mostly impacted by the intrusion -- the people of Newtown -- will have to suffer because other people want to drive fast through our town. People moved to Newtown or live in Newtown because the traffic is slow -- no road busy like Beechmont or 32 in Eastgate -- a small town that isn't right off the expressway. We don't care if it takes a little longer to get to the highway, that's why we live there. Because people who live outside of the 32 area want to drive faster through Newtown, Newtown has to change? And we don't want the fate of Batavia. (254) Heavy traffic volume on I 275 through Kentucky which is increasing daily. (257) Please continue the Eastern Corridor project. If we want to move forward and improve the east side of Cincinnati, we need this project. I live past Eastgate, I work in downtown Cincinnati, and I have lots of family in Kenwood. My wife works in Mason. If someone says there aren't highway traffic problems then they haven't driven from Milford to Mason in rush hour. I always drive through Newtown, then Mariemont, then Madeira, then Kenwood on back roads because it's shorter distance than taking all highway. I love the plans for light rail and would use it constantly. Light rail would be useful for downtown events and regular workdays. The 275 highway is already overcrowded during rush hour. (258) There is no easy and safe way to travel from Clermont County to Cincinnati and its western suburbs. (261) Travel through the study area is not bad, especially compared to other areas in the region. Major investments, including the millions of dollars being spent on studies could be better applied to other regional transportation issues such as the Brent Spence, Western Hills viaduct, 471, etc. (264) Compared with other areas in the Greater Cincinnati region, this area has very, very few problems. (265) Retired now, but when I do travel from Beechmont, old Wooster to Red Bank to 71 N I can't believe that after all these years nothing has improved. (272) Again - your survey is all about wanting input that will lead to support to build more roads!!!! You guys are shameless - all you want to do is to build more roads!!! (320) I travel through the area when I need to go through it, changing it will probably decrease my willingness to be there. I do not want to compete with faster moving vehicles. (322) 	<p>There are currently no plans to add significant capacity to I-275, and a project to widen this route would be extremely costly. Recently, ODOT launched a statewide study of many of our urban interstate corridors that are currently experiencing congestion but would require significant investment to widen. This study is called the Active Traffic Demand Management (ATDM) Study, PID 95115, and seeks to optimize the capacity of the interstates with more cost effective solutions. One of the recommendations of this study is to pursue hard shoulder running, which would allow the median shoulder to be utilized as an additional lane during peak hours. ODOT is still considering this concept and is proposing to advance I-275 from Loveland Madeira Road to I-71 as one of two pilot locations in the State of Ohio. The next step in this study is to obtain a more detailed cost estimate and establish a concept of operations. Such a project would likely significantly reduce congestion on I-275.</p>
III. SUGGESTIONS / RECOMMENDED IMPROVEMENTS	
<p>SR 32/NEWTOWN ROAD/BEECHMONT</p> <ul style="list-style-type: none"> Has any thought been given to merging Ohio 32 and US 50 into one route? And Running Ohio 32 on US 50 and widening US 50? (14) R32 should be directly linked to I-71. (43) Route 32 should be widened to 4 lanes. There is little of significance on the north side of Route 32. (44) 	<p>Thank you for these suggestions regarding possible improvements to the SR 32 corridor/Beechmont Levy. As noted at the August 6th meeting, ODOT moving forward will start by re-visiting the project purpose and need, and will</p>

TABLE 3. SUMMARY OF PUBLIC COMMENTS FROM COMMENT FORMS	
Comments Received ¹	ODOT Response
<ul style="list-style-type: none"> Also, widening Newton Road to SR 32 will be necessary or reroute 32 through the industrial sections. Improving the Beechmont levy intersections and 32 through/around Newtown will not encourage increased traffic flows unless improvements are MAJOR (this is a round-about route to connect to Red Bank Segment I improvements already accomplished - so, traffic will continue to try to use the US 50/Newtown Road connections and this will quickly become a nightmare!). (46) SR 32 should not be altered in any way between I-275 and Beechmont Levee. It's the only aesthetically pleasing section of all of SR 32. I love that drive as-is. (57) Making Beechmont more efficient is logical because it is primarily a thoroughfare not a community based road. (59) Increasing capacity of SR 32 through residential areas is not a good idea. (83) SR 32 from the Beechmont Levee to 8 Mile Rd must be improved. I appreciate Newtown's historical significance, but that significance can't be used as leverage to halt progress. An exit/entrance ramp at 275 and Clough Pike would also probably help reduce the amount of traffic through the area. (197) Seems like most the traffic comes rt 50 over newtown bridge to valley to round bottom to 32, then the traffic clears out when the speed limit goes up. If there was some way to have 2 lanes from 50 over bridge and 2 lanes to valley, 2 lanes to 32 and 2 lanes for a short span on 32, I think this would take care of most your problems, I know 2 lanes over the bridge could be a problem for you, but I think this would clear traffic very fast. (217) Turn lane for Eastbound 32 @ Little Dry Run; Widen 32 to 4 lanes from Little Dry Run to Top of Hill; Improve Rt. 32 and Church ST. Intersection. (220) Add a decorative median to Beechmont Levee to eliminate head on collisions. (221) SR 32 should be 4 lanes wide between Roundbottom and Eight-Mile roads (either with a continuous middle turn lane or landscaped median with left turn lanes in between for access to businesses). A major congested part of this stretch is the entrance to Burger Farm & Garden. (222) Traffic congestion at SR 32 & clough pike. Add a right turn lane off SR 32 onto Little Dry Run to improve the flow on SR 32 (so many cars turn right at that light that cars going straight, and wanting to accelerate in a 50 mph zone can't because they have to slow down for turning traffic). (226) Widening a portion of SR 32 from Roundbottom Rd. through 8 Mile Turn Off. (Or, extra turn lane would be helpful). Fix safety issue on SR 32 hill just to the East of 8 Mile. (267) 	<p>then focus on making improvements to existing transportation corridors that meet the updated purpose and need.</p> <p>ODOT has no preconceived improvements in mind, and the suggestions received at the August 6th meeting and future pubic involvement opportunities will be important to the project team in verifying problem areas and what kind of improvements to the SR 32 corridor may be reasonably incorporated into the project.</p>
<p>US 50/WOOSTER PIKE</p> <ul style="list-style-type: none"> Any proposal that includes widening roads through (especially route 50 shown as under consideration) Mariemont, a National Historic Landmark, should not be considered. Also, roads on either side of Mariemont on route 50 have recently been reduced in width, and it seems absurd to widen roads that ODOT just designed to be more narrow. Any increase of truck traffic on 50 should not be considered. (42) Since we have given up on building more direct and modern connections, the only worthwhile alternative is to SIGNIFICANTLY improve Wooster Pike, US 50 and Newtown Road (not "lower impact" as stated in the question!). Widening US 50 through Fairfax and Mariemont is now the priority necessity. (46) 	<p>Thank you for these suggestions and concerns regarding possible improvements to the US 50/Wooster Pike corridor. As noted at the August 6th meeting, ODOT moving forward will start by re-visiting the project purpose and need, and will then focus on making improvements to existing transportation corridors that meet the updated purpose and need.</p>

TABLE 3. SUMMARY OF PUBLIC COMMENTS FROM COMMENT FORMS	
Comments Received ¹	ODOT Response
<ul style="list-style-type: none"> • Please don't touch Wooster Pike through Mariemont. (49) • I would not support widening US50 thru Mariemont as it is part of a Historic District and protected under National Landmark status. Plus that highway was just reduced to one lane in Fairfax last year. (50) • ODOT should not consider widening US50 through historic Mariemont as this would damage the character of this historic district. (52) • This is not really a yes or no question. Widening SR 50 as it goes through Mariemont would destroy the character and historical significance of the community. (59) • New traffic signals might be helpful in Mariemont square. (95) • Please fix the signals in Fairfax and Mariemont. As far as "unpredictable travel times", if ODOT would actually COMMUNICATE ramp closures to drivers (for example, the ramp from Columbia Parkway to SR-125), the travel times would be far more predictable. (182) • Open up the side streets in Fairfax off of Route 50 that you just closed. Also on Watterson Road, where anyone going north off of Wooster Pike to get to 71 goes, ODOT bumped out the curbs diagonally to each other making it almost impossible for FEDEX trucks etc. coming off the side streets to make the turn. In icy weather, this puts cars head on against each other with almost no room for error. This was an expensive and dangerous change, clearly not thought out at all. (211) • Traveling from Mt Washington to 71 N is ridiculous with old Wooster to Red Bank. Why was Red Bank widened to 4 lane and still has the 2 lane 'hairpin' section onto Old Wooster. If you eliminate coming across the Little Miami w/ a bridge and new 4 lane connector to Red Bank then why not convert Old Wooster to a 4 lane connector to RedBank. (219) 	<p>ODOT has no preconceived improvements in mind, and the suggestions received at the August 6th meeting and future public involvement opportunities will be important to the project team in verifying problem areas and what kind of improvements to the US 50/Wooster Pike corridor may be reasonably incorporated into the project.</p>
<p>NEW CONNECTIONS/IMPROVED ACCESS</p> <ul style="list-style-type: none"> • Why is it not logical to use Beechmont Levee (North) to a new "Cloverleaf" with 50/Columbia Pwky/Wooster to a new "Cloverleaf" to Red Bank (North). You went to the trouble to make Red Bank 4 lanes, 50 is 4 lanes, beechmont is 4 lanes... you would not disturb hardly any neighborhoods. Why not? (18) • Connection to the Ancor area. Redesign or move the Eight Mile Road/SR 32 intersection, perhaps create an intersection with a possible Ancor connector. (192) • Easier (wider?) access to Beechmont Levy from 32. (207b) • Easier access to and from Lunken Airport. (208) • I would like to make sure that the access to the study area is also considered. There should be a smooth transition so that it isn't just one or two intersections. People often travel on Red Bank through to Mariemont. Or from Hyde Park to Beechmont Ave. So please consider how this will impact those areas as well. (212) • I believe the Ancor Connector would help that area develop economically and would remove many trucks from Roundbottom Road and Newtown, thus helping relieve congestion and making it safer. (214) • An imbalanced commercial and residential growth pattern has resulted in high demand on a few corridors that connect the eastern areas to west of the Little Miami. growth management strategies as well as access management should be 	<p>Thank you for these suggestions about access improvements in the project area. As noted at the August 6th meeting, ODOT moving forward will start by re-visiting the project purpose and need. We have no preconceived improvements in mind, and suggestions received at the August 6th meeting and future public involvement opportunities will be important to the project team in verifying problem areas and what kind of access improvements may be reasonably incorporated into the project.</p> <p>As the project purpose and need is revisited, ODOT is generally intending to focus on improvements to the existing system with an</p>

TABLE 3. SUMMARY OF PUBLIC COMMENTS FROM COMMENT FORMS

Comments Received ¹	ODOT Response
<p>evaluated in conjunction with the future study. (224)</p>	<p>objective on accommodating anticipated growth in traffic as opposed to creating a demand for additional traffic. That said, there is potential to enhance connectivity to the ANCOR area (and other potential growth areas) which could attract new trips and result in enhanced economic vitality for the Eastern Corridor region.</p>
<p>NEWTOWN BYPASS</p> <ul style="list-style-type: none"> • We need to provide the fastest route from 275 to downtown. Bypass new town would provide a faster route. Why not have a business loop thru new town? (16) • Segments I and segments IV and V are now nearly completed or already done - we MUST connect them through segments II and III in some fashion to significantly improve traffic flow (and development) in the east-west directions. Route 32 through Newtown and connecting through the Beechmont levy (and several poor intersections) will be very expensive and marginally effective. I understand that ODOT has given up on rerouting through the river valley; so, now the best option is to reroute 32 around the edge of Newtown and use Newtown Road to US 50 - expanding all to 4-lane and significantly improving the existing bridge. If possible, rerouting through the industrial area could also work even better (we must think in terms of direct east-west flows, not circuitous around the levy, etc.). (19) • There needs to be Newtown and Mariemont/Fairfax bypass similar to SR 128 in Milford. (51) • A limited access road from 275 to 50 around newton is the best option. (56) 	<p>Thank you for these suggestions regarding possible routing options through the Newtown area. As noted at the August 6th meeting, ODOT moving forward will start by re-visiting the project purpose and need. Although we are no longer pursuing a new SR 32 alignment through the environmentally sensitive Little Miami River Valley, we have no preconceived notions in mind about the rest of the study area, but will consider alternatives that meet the updated purpose and need, while still respecting the various environmental resources and local communities.</p> <p>Suggestions received at the August 6th meeting and future public involvement opportunities, will be important to the project team in verifying problem areas and what kind of improvements may be reasonably incorporated into the project.</p>
<p>ROUND BOTTOM ROAD</p> <ul style="list-style-type: none"> • Let's make Round Bottom Road a state route, expand it, and provide another means to route traffic east to I-275. This would also take truck traffic on SR 32 Hill out of Newtown toward I-275. (20) 	<p>There are no plans to make Round Bottom Road a state route at this time. Potential improvements to this roadway will be evaluated after the project purpose and need is updated.</p>
<p>SIGNAL IMPROVEMENTS</p> <ul style="list-style-type: none"> • There's nowhere to put a new 32 in the area that needs it, and the area that isn't within the "Area No Longer Under Study" is not part of the real problem. What CAN be done is better timing of the signals in Fairfax and Mariemont (and perhaps overriding any local control over those signals). (22) 	<p>Improved signal timing and other signal improvements throughout the study area may be considered, as they meet the updated project purpose and need.</p>

TABLE 3. SUMMARY OF PUBLIC COMMENTS FROM COMMENT FORMS	
Comments Received ¹	ODOT Response
<p>SAFETY IMPROVEMENTS</p> <ul style="list-style-type: none"> Improvements need to be made to make the area safer for all modes of transportation, not just cars. (129) By reducing drive lane widths, and implementing traffic calming measures that slow traffic, accidents will decrease. (130) ODOT always wants to widen, add lanes and increase speeds which is what increases the number of accidents- just maintain what you've already built. (131) Do not rule out traffic control (speed and signals) and enforcement. It may not need construction. (131a) Transit will result in fewer accidents. (132) 	<p>Addressing safety concerns are a major component of all of ODOT's projects. It is anticipated that as part of the PBPD approach to be implemented, that safety will be a key performance measure from which all alternatives are evaluated. Multimodal improvements will also be considered for all alternatives moving forward.</p>
<p>ALTERNATIVE MODES</p> <p><u>General Support for Greater Mode Choice</u></p> <ul style="list-style-type: none"> Improvements to be considered should include better access to and accommodations for public transit, and new/better infrastructure for bicycles and pedestrians. ODOT should capitalize on this opportunity to design a true multimodal project. (41, 53) Rail, bus, bike, walking should be tried before massive changes to roads increasing volumes. (138) Rail, bus and bike are always good. (141) I see additional transportation options as the only real, long term direction to reduce traffic. (142) I enjoy the bike / walking trails and support their development, but they seem to be used only for recreational purposes, not improving transportation. I'm not sure if rail or bus would help alleviate the current traffic congestion. (148) Absolutely! More focus to transportation options please. (149) As long as not cars and trucks. (163) Rail. Bike. Walking. No bus. (164) Improving bus service is great idea. Also extending the Bike Trail from Loveland through the area makes great sense. (174) As connections to other needed options in the region. (176) Bike and Bus access. (231) The study should provide a detailed analysis of bus, bicycle, pedestrian and rail infrastructure. (232) Improve or change the Bus service. Improve the bike trail and walking paths. Drop the light rail conversation. (233) I suspect that this improvement is being driven by those not living in the area. Please listen to us. We want alternative transportation, not increased capacity for automobiles. (240) There are far worse areas as far as congestion goes. We need to develop alternatives to car and truck travel. (243) Would travel through the area more if there were greater mode choices (bus, rail, and/or bike). (304, 305, 306, 307, 308, 309, 310, 311, 312, 313) <p><u>Rail Transit Suggestions/Recommendations</u></p> <ul style="list-style-type: none"> Rails first, then roads. (39) 	<p>The Eastern Corridor Program has always been a multimodal improvement strategy for the region, and accommodations for public transit along with new or improved infrastructure for bicycles and pedestrians will continue to be addressed in the revisiting of the purpose and need.</p> <p>With regard to rail transit, the Oasis Rail Study component of the Eastern Corridor will focus on the details of the potential for commuter rail.</p> <p>The many suggestions received at the August 6th meeting regarding bus service and bike/pedestrian access will be important to the project team in identifying what kind of improvements may be reasonably incorporated into the project through coordination with SORTA and/or the local park districts and communities.</p>

TABLE 3. SUMMARY OF PUBLIC COMMENTS FROM COMMENT FORMS	
Comments Received ¹	ODOT Response
<ul style="list-style-type: none"> • Again, not a yes or no kind of a question. 'Improvements' were made through Fairfax to help beautify and manage traffic and since the lane changes were made, eastbound traffic coming into Fairfax on Wooster Pike is a complete mess. So it's not clear to me what kind of improvements can be made. The best tact would be to reduce the number of cars traveling by increasing mass transit. (105) • Rail would be great--you have to start somewhere, so why not start here? Streetcars aren't practical in this area. People don't want to ride a bus. Bikes paths would be great for recreation, but really, who's going to ride a bike to work in January? (150) • I really like the concept of rail from Milford or Newtown to downtown. (151) • Light rail should be included in the plan. (152) • The Oasis Line would reduce car traffic in the region, especially on I-275 as commuters from Milford, Terrace Park and other eastern areas would have an option to get downtown (and routes between) other than using I-275. (153) • But adding rail is so unlikely even though it makes great sense. (154) • No one will use rail in this part of town. Bike trails are recreational - they are not a transportation option. (166) • Light rail is not practical as population density does not support. (174) • While those alternatives might be nice, people still drive cars. (175) • Too many lights. Need rail options from eastgate to cincy/Norwood, there should be no lights in eastgate on 32. (213) • Light rail??? (236) • Wasson line should be developed. (245) • Light rail. light rail. And.....light rail (246) <p><u>Bus Transit Suggestions/Recommendations</u></p> <ul style="list-style-type: none"> • Why not add bus service along Route 32 starting at Eastgate Mall parking lot??? I do support the Oasis Rail Line. (15) • Busing should be considered over light rail, way cheaper, and quicker, and more availability, if anything is going to be done. (160) • Given the options available now - which include a very efficient bus service which most people distain to use - the provision of additional bike lines, light rail, etc. - while personally pleasing would not provide benefits necessary to justify the costs. If money is available to add bike lanes fine, but a far better investment would be to increase the frequency of bus service. (161) • However, the OASIS rail to Milford has a small ridership at high cost. Connecting existing population hubs makes more sense. Also, increasing bus options should be considered before light rail. Create an improved bus plan with increased connections and express routes and see how that works before investing hundreds of millions of dollars in OASIS rail. (162) • Bus options are possibly needed on SR 32 in the Newtown area, but right now the buses are not fully utilized and are not significantly slowed by congestion. Non-motorized improvements are sorely needed. (165) • Maybe more busing would help but it would have to be a time saver for the patrons who use it and affordable. (237) 	

TABLE 3. SUMMARY OF PUBLIC COMMENTS FROM COMMENT FORMS	
Comments Received ¹	ODOT Response
<p><u>Bike/Pedestrian Suggestions/Recommendations</u></p> <ul style="list-style-type: none"> • I agree if improvements mean increasing pedestrian and bicycle access. I do not agree if it means widening roads, reducing curb radius's and other auto oriented improvements. (106) • More bus bike and walking will be great. (139) • I would support more bike / walk options. I am a fan of the light rail concept but not sure if the area in question would benefit greatly. (156) • Better biking and pedestrian access is a real need. (157) • Keep the planned bike trails moving ahead. But, bus and walking features would have minimal impact overall. Light rail through the area to terminals farther east may be appropriate - not sure. (158) • Bike and walking. (159) • Area is too high speed. Ped/bike would be dangerous. (167) • Biking on those roads are a hazard and should be eliminated. Cars and bikes sharing the same roadways is dangerous. (168) • Bicycle lanes are a menace and a waste of resources. Any fool can see the mess already being made of important traffic arteries with bicycle lanes. (169) • Walkers and bikers do not belong on a two lane or four lane highway such as SR32 in the area of section III. Rail and bus have very limited travel routes and are not conveniently located next to city centers or attractions. Regretfully, Cincinnati is not a tourist town or bustling metropolis like Boston that benefits from rail transportation. (170) • Along 32 from the soccer fields to bzak should be a sidewalk or bike route and on 32 from roundbottom road to little dry run should also be a sidewalk or bike route. (172) • A sidewalk for bike lane from Little Dry Run to Round Bottom Road would significantly improve the accessibility for bike and pedestrian traffic. (201) • Connect the little Miami bike trail to the lunken loop. (210) • Need crosswalks to be able to cross Beechmont when getting off the bus. (216) • If you build bike trails would they be used? (235) • Widening the road will just increase traffic. Please add more bike walking and bus. (239) 	
<p>OTHER CORRIDORS</p> <ul style="list-style-type: none"> • Please build a freeway down to SR 32 to I-74. Make SR 32 into I-74 across Ohio. Make US 23 the original I-73 as was planned. I travel to Myrtle Beach and we go out 32 to 35 to I-64. North Carolina is expanding I-73 and I-74. We need better roads. (21) • We need to fix the Brent Spence Bridge! The eastern side of Cincinnati has no traffic issues that are worth wasting money on but 75/71 between OH and KY is a major issue that needs to be addressed. (27) • I suggest allowing the Red Bank changes to settle into the driving patterns of commuters and see where people go from there. I believe extending the Cross County Highway would relieve traffic in this area, giving Clermont County people another option to travel to northern and northwestern work areas. (215) 	<p>Extending the I-74 corridor or Cross County Highway are beyond the scope of this study and are not being pursued at this time. The Brent Spence Bridge is being evaluated as a separate project.</p>

TABLE 3. SUMMARY OF PUBLIC COMMENTS FROM COMMENT FORMS	
Comments Received ¹	ODOT Response
<ul style="list-style-type: none"> The life blood of Ohio is good roads. We need somehow to continue I-74 from where it now ends at I-75 on to Clermont County and on to SR 32. We waste so much time having to go to most of Cincinnati either in I-275 to I-471 or around the top on I-275 toward Blue Ash. We do not need to widen current road because they will still be slow. We need a limited access freeway. (225) Your survey is all about ODOT trying to build more roads - you guys need to fix what you already have and quit trying to pave the planet! (227) Don't impact communities and the people who live in the study area to improve the lives of those that chose to live further away from the city center. They made their decision knowing they would have further commutes. No different than those that chose to live in West Chester or Mason. (228) Stop lights and slow traffic. (229) 	
<p>GENERAL SUGGESTIONS/RECOMMENDATIONS</p> <ul style="list-style-type: none"> To be clear. The response is not saying that ODOT should make high impact changes either. Instead ODOT should be focusing on slowing traffic and increasing mode share options in these corridors. (47) ODOT should consider lower impact improvements but improvements should not include widening along the corridor. Widening intersection could be considered to accommodate turn lanes, but not at the expense of pedestrian facilities or businesses. Access management should be considered along the entirety of the corridor with a focus on safety. The addition of higher capacity and higher frequency transit options should be considered. (48) Either relocate SR 32 or make the existing roadways acceptable to more traffic flow. (58) ODOT just narrowed highway 50 in Terrace Park and Fairfax. This was a good idea. People need to travel during off times and they need to use the Internet for their work. Our tax dollars should be spent investing in Broadband and job training to take advantage of the new economy. We should fix existing roads, bridges, rail and other infrastructure - we shouldn't be adding to the number of roads we need to maintain. (68) Having lived and driven on US50/Wooster Pike on and off since 1965 (also lived in the New York City area for an intervening decade and retain a residence there) there has not, in fact, ever been a comparatively obvious need for additional pathways or radical changes. Even if, for example, drastic changes were made, it seems unlikely that the elapsed time difference would vary by any more than a few minutes from the norm, even in rush hour, when traffic moves very smoothly. Anyone who is remotely aware of traffic conditions in other parts of the country is envious of the situation along the road, the costs of making substantial changes, both in terms of dollars and the destruction of the aesthetic, historic and cultural values far outweigh the benefits. (92) Fix existing roads & bridges - we don't need new lanes, roads, etc. (94) No more road widening! Let's maintain what we have. (96) We don't need to add lanes. (97) Improvements as needed only. (98) Widen the roads and decrease the traffic lights. (324) The route from Kenwood to Eastgate was improved (325) 	<p>Suggestions about roadway widening, lane addition and general existing network improvements will be addressed after the project purpose and need is re-visited. At this time, ODOT has no preconceived ideas about the type and/or location of improvements that may be needed pending the purpose and need update.</p>

TABLE 3. SUMMARY OF PUBLIC COMMENTS FROM COMMENT FORMS

Comments Received ¹	ODOT Response
<ul style="list-style-type: none"> The route was more direct (less circuitous) and less stop-and-go. (326) 	
IV. MISCELLANEOUS PROJECT CONCERNS	
<p>PUBLIC INPUT</p> <ul style="list-style-type: none"> The Mt. Washington Community Council is about to begin a comprehensive traffic study of the MW NBD along Beechmont Avenue - funded by the City of Cincinnati. As the president of the MWCC and having been involved with the ECP/study for many years (since the initial focus groups) I want to be involved as the process moves forward. (24) I have heard about this project only in rumor form. I, like many with whom I've casually talked this, would like more thorough information regarding this proposed project & its impact on surrounding communities. (28) With this question, is ODOT looking for support to relocate SR 32 again? Are they going to ask all of the friends and contractors to stuff the ballot box on this question similar to how they ask contractors to come to public meetings. (29) I will no longer consider moving to or location a business in Newtown because of the opposition. (69) Unfortunately ODOT does not coordinate with the local communities when they are doing traffic counts and obtains skewed and inflated numbers. For instance a section of Red Bank Rd was closed off re-routing cars just west of Frisch's Mainliner on 50 towards town. During this closure ODOT put up traffic counters, showing inflated numbers since when Red Bank Rd. construction was re-opened none of the re-routed cars would be going across those counters. It truly affects the public's trust in any data ODOT presents when you are familiar with these frequent occurrences. (160) How about asking Newtown to host next public meeting (maybe Miami Valley Christian Academy)? (268) 	<p>Public involvement has been a key effort in the development of the Eastern Corridor program since its inception. An evolving group of stakeholders from local communities, government, environmental groups, and state and federal agencies has been engaged through all phases of project development, from the MIS planning and land use vision work, through the Tier 1 EIS, and into early Tier 2 studies. Additionally, ODOT obtained input and carefully considered current stakeholder concerns to develop the current Segment II/III recommended plan for moving forward.</p> <p>In the next phase of project development, ODOT will be working with local stakeholders to revisit the purpose and need. We will be conducting several focus area meetings throughout the project seeking input from all. The Mt. Washington Community Council representative has been added to the project stakeholder list, and any group or individual can go the Eastern corridor website to sign-up to be a part of the project notification list at any time.</p> <p>Regarding traffic counts, ODOT intends to obtain new traffic counts in the fall of 2015 and will contact local communities when a timeframe for the counts is identified.</p>
<p>HISTORIC RESOURCE/ENVIRONMENTAL CONSIDERATIONS</p> <ul style="list-style-type: none"> ODOT is beginning to finally recognize cultural, historic, environmental, and community concerns that have been in existence throughout Tier I and Tier II. However, there is concern that the current emphasis on preserving and maintaining these aspects will continue as the project moves forward. (38) 	<p>Protection of the many sensitive environmental resources in the Segment II/III study area has been an important consideration for the Eastern Corridor from the beginning. Early efforts,</p>

TABLE 3. SUMMARY OF PUBLIC COMMENTS FROM COMMENT FORMS

Comments Received ¹	ODOT Response
<ul style="list-style-type: none"> It is inappropriate to consider "widening" US 50/Wooster Pike through Mariemont, given the fact that its present "boulevard" configuration is a central aspect of the original Nolen design of this historically significant (and federally recognized) garden suburb; the calming use of a central park space, with trees, is an integral aesthetic feature which has profound practical significance and is not inconsistent with the current effective use of the space; the express recognition of its effect in the 2007 Federal designation should be respected; it conforms to the topography, has limited access points, and functionally distributes traffic to and from the Center, which itself is an efficient allocator of traffic; whether entering from East or West, the profoundly attractive boulevard has an aesthetic, cultural and historic value which should be respected; a cursory review of the ODOT records will demonstrate that this issue has been raised and rejected, with good reason, in the past. (60) Noise on Red Bank Expressway is excessive and impacts quality of the area. Traffic options that do not involve Red Bank should be considered. (189) 	<p>including the Eastern Corridor Land Use Vision Plan and Green Infrastructure Master Plan, identified desired future land use and context-sensitive resource protection measures used as the framework to develop initial concepts for the multi-modal plan. ODOT, in their recent assessment of the project, made the decision to no longer consider new alignment corridors through the Little Miami River Valley. ODOT will instead consider alternatives that have the potential for lower overall impacts, focusing on improvements to existing transportation corridors rather than new alignments through this environmentally complex area.</p> <p>ODOT intends to advance the project by revisiting the purpose and need. We have no preconceived notions about recommended improvements at this time, but will consider alternatives that meet the revisited purpose and need while still respecting the various environmental and community resources in the study area.</p>
<p>PROJECT DEVELOPMENT</p> <ul style="list-style-type: none"> I would like to Segment II and Segment III separated into two independent projects as you mentioned in your "following actions" recommendations. Since there is little opposition to Segment III, why not go ahead with it, especially since there are fewer environmental concerns in Segment III? (214) Please do not split these segments into separate projects until solid planning is completed and you know that you will make the necessary connections to the other segments in a proper fashion! Please look ahead to the increased commercial activity in the Ancor area and lay the groundwork for better connections to the SR32/I-275 area (that is, do not depend on the current Round Bottom Road path to the existing SR32!) - consider alternate/better pathways for SR32 through this industrial valley. Greatly improve the existing bridge over the Little Miami on Newtown Road (so there are no political explosions) and use the minimum length of Newtown Road to connect onto an improved route through the industrial areas to connect onto existing SR32 near the eastern end of the valley. In this manner, you can leave Newtown Village and its roads unaffected as much as possible (I do not live in Newtown, and I see that they want to remain in the last Century - let them have their way and do not improve anything there. (223) 	<p>ODOT has no preconceived notions regarding alternatives to be considered in future phases of project development. As noted at the August 6th meeting, ODOT, as part of re-visiting the project purpose and need, will investigate the possibility of separating the Segment II and Segment III portions of the Eastern Corridor into two independent projects.</p> <p>Segment II, extending west from the Newtown area to the Red Bank corridor, would involve an expansion of the original study area to include portions existing SR 32, SR 125/Beechmont Levy,</p>

TABLE 3. SUMMARY OF PUBLIC COMMENTS FROM COMMENT FORMS

Comments Received ¹	ODOT Response
<ul style="list-style-type: none"> Performing study's to assist in determining the best route forward is essential to getting the numerous communities on board with a solution. It seems that we did a study when light rail/bike trail was originally proposed on the Oasis line but it stalled without a champion in government willing to continue to drive it forward... Both in the safety concerns and how to pay for it. (230) 	<p>Wooster Road, and US 50 through Mariemont. Although many of the same environmental constraints occur in these corridors as along the Little Miami River Valley, the potential for impacts along existing alignments is expected to be lower. Segment III, extending east from the Newtown area to the Eastgate area of Clermont County, would involve developing transportation improvements to help support the economic needs of the Ancor area. Segment III has far less potential for environmental impacts and could be ready for implementation much quicker than Segment II.</p>
<p>ECONOMIC DEVELOPMENT</p> <ul style="list-style-type: none"> However, preservation of existing commercial uses and businesses is very important to the communities; the study area on Red Bank Road extends onto the former Swallen's property and that area is important to the Village of Fairfax for future economic development; a multi-million dollar federal flood-control project was performed some years ago to take that area out of the floodplain for the purposes of future development. (73) Higher traffic volume or shifting travel patterns could negatively impact economic development and existing small businesses. (115) There is also concern about how improvements to the US 50 corridor could be made without detrimental affect to the businesses, many of which sit very close to the existing travel lanes. (195) ...there are limited economic development opportunities within the study area due to flood plains and hillsides. (316) 	<p>Since the development of the Eastern Corridor Land Use Vision Plan early in project development, the Eastern Corridor has always been about supporting existing and planned economic development in the region by improving linkages and connectivity.</p> <p>ODOT is proceeding with revisiting the purpose and need for the project, and it is anticipated that economic development will continue to be an important consideration. ODOT has no preconceived improvements in mind at this time. Any alternatives that are considered will be based on the revisited purpose and need.</p>

EMAILS AND LETTERS

In addition to the Comment Forms, three email messages and two letters (Mariemont Community Council and Sierra Club) were received through the Eastern Corridor website or by ODOT project representatives within the public comment period. Because comments submitted in the Sierra Club's letter correlated directly to Questions 1A through 1E of the Comment Form, their responses were added to the Survey Monkey database and included in the response analysis. Comments included in the emails/letters and ODOT responses are summarized in **Table 4** (see next page). ODOT letters of response to the Mariemont Community Council and Sierra Club are included in **Appendix E**.

TABLE 4. SUMMARY OF EMAILS AND LETTERS RECEIVED

Date Received	Summary of Comments	ODOT Response
Email received: 8/07/15 (anonymous)	Respondent is unhappy with narrowing of Eastern Ave (Riverside?) & Wooster (US 50) in Fairfax (notes that elimination of lanes on these roads has negatively impacted traffic flow), and requests that ODOT look into improved timing lights (particularly on Wooster at Dragon and at Watterson).	Thank you for your input. ODOT, in the next phase of work, will collect current traffic data on key roadways in the network. We will revisit and update the project's purpose and need to verify and prioritize problem areas. We note your concerns regarding congestion on US 50 in Fairfax and at intersections with Wooster Pike. ODOT will focus on improvements to transportation problems that will benefit project and system needs, while balancing environmental and community constraints.
	In favor of implementing Oasis rail transit immediately, and anticipates that a well-run operation would be widely used and reduce congestion at peak times.	The Eastern Corridor Program has always been a multimodal improvement strategy for the region, and accommodations for bus and rail transit will continue to be addressed in the revisiting of the purpose and need. The Oasis Rail Study component of the Eastern Corridor will focus on the details of the potential for commuter rail.
Email received from Burger Farm and Garden Center, Inc.: 8/18/15	<p>Burger Farm and Garden Center, Inc., located in the Eastern Corridor Segment III study area, is a family-owned business owner/operator in Newtown, and is very interested/concerned about future SR 32 improvement plans. Future planned development for their site includes adding the following: nighttime entertainment to the current Halloween theme; a wedding reception/convention center; 150+ person restaurant; ice cream parlor; indoor/outdoor sports complex and sports bar; Christmas on the Farm and winter sports activities.</p> <p>They suggest the following SR 32 road improvements:</p> <ul style="list-style-type: none"> • Connect the Ancor area to SR 32 where the current entrance to the black top plant is on SR 32 and directly across from the entrance to Burger Environmental; add turns lanes and a traffic light at this location or a roundabout; the entrance to Burger Environmental could be used as a new entrance into their future 45 acre development • Add a west-bound turn lane into Burger Farm and Garden Center located near the current entrance (they have plans to expand this entrance in lieu of the future planned development) • Telephone lines, water main and gas main run along the south side of SR 	<p>Thank you for these suggestions about access improvements in the project area and for the information regarding Burger Farm and Garden Center's future expansion plans. As noted at the August 6th meeting, ODOT moving forward will start by re-visiting the project purpose and need. We have no preconceived improvements in mind, and suggestions received at the August 6th meeting and future public involvement opportunities will be important to the project team in verifying problem areas and what kind of access improvements may be reasonably incorporated into the project.</p> <p>As the project purpose and need is revisited, ODOT is generally intending to focus on improvements to the existing system with an objective on accommodating anticipated growth in traffic. That said, there is potential to enhance connectivity to the ANCOR area (and other potential growth areas).</p>

TABLE 4. SUMMARY OF EMAILS AND LETTERS RECEIVED

Date Received	Summary of Comments	ODOT Response
	32; therefore, plans to expand SR 32 should occur on the north side. (they also side note that: Burger Farm and Garden and other businesses and residences east of the garden center do not have public sewer even though sewer trunk lines are located to the west at Little Dry Run Road and east along SR 32 to the Newtown corporation limit.	
Email received: 8/20/15 (anonymous)	This is great news/glad to hear it!	Thank you for your comment.
Letter Received from Mariemont Community Partner Committee (CPC) dated August 21, 2015	Widening US-50 through Mariemont is not and never will be an acceptable alternative under any circumstances.	As discussed at the August 6 Public Information Meeting, ODOT is no longer pursuing a new alignment of SR 32 through the Wild & Scenic Little Miami River Valley. We intend to advance the project by revisiting the purpose and need. We have no preconceived notions about recommended improvements but will consider alternatives that meet the revisited purpose and need of the project while still respecting the various environmental resources that exist throughout the study area.
	<p>The analysis of the Eastern Corridor traffic issues and proposed solutions needs to consider any impact from the proposed solutions to Columbia Parkway and I-71 traffic.</p> <ul style="list-style-type: none"> • Speeding up or increasing the flow of traffic through Newtown or Mariemont only to create massive backups in Columbia Tusculum or Madisonville should not be considered. • A total solution for eastside traffic should be developed not a piecemeal approach 	The Eastern Corridor Program of projects was initially developed as comprehensive transportation solution, with improvements recommended from downtown Cincinnati to Eastgate, and continues to advance with a focus on improving regional traffic conditions. In the next phase of project development, we will be revisiting the purpose and need of the project with an aim on improving the existing roadway network in the study area.
	Increasing the capacity of I-275 needs to be reconsidered as a possible solution to State Route 32 traffic issues.	There are currently no plans to add significant capacity to I-275, and a project to widen this route would be extremely costly. Recently, ODOT launched a statewide study of many of our urban interstate corridors that are currently experiencing congestion but would require significant investment to widen. This study is called the Active Traffic Demand Management (ATDM) Study, PID 95115, and seeks to optimize the capacity of the interstates with more cost effective solutions. One of the recommendations of this study is to pursue hard shoulder running, which would allow the median shoulder to be utilized as an additional lane during peak hours. ODOT is still considering this concept and is proposing to advance I-275 from Loveland

TABLE 4. SUMMARY OF EMAILS AND LETTERS RECEIVED

Date Received	Summary of Comments	ODOT Response
		Madeira Road to I-71 as one of two pilot locations in the State of Ohio. The next step in this study is to obtain a more detailed cost estimate and establish a concept of operations. Such a project would likely significantly reduce congestion on I-275.
	Completion of the Cross County Highway through Indian Hill needs to be reconsidered as a viable solution to State Route 32 traffic issues.	The Ronald Reagan Highway (SR-126) was originally constructed by the Hamilton County Engineer's Office and plans to extend the corridor were not pursued at that time. The next step in developing Segments II/III of the Eastern Corridor is to revisit the purpose and need to focus on improvements to the local street network. Extending the Ronald Reagan Highway is outside the scope of this study as it moves forward.
	All "low build" options for US-50 should be considered and attempted to improve traffic flow.	ODOT is going to focus on making improvements to the existing transportation corridors within the study area moving forward and intends to propose solutions that meet the purpose and need while keeping impacts and cost as low as feasible.
	Light rail should be considered only after a full, fair and rigorous examination of the costs, projected ridership and benefits. This study should be done with effective public involvement.	It is anticipated that multimodal improvements will continue to be a key component of the project purpose and need. With regard to rail transit, the Oasis Rail Study will focus on the details of the potential for commuter rail.
	Improvements in bus service needs to be properly studies as a solution to traffic issues on State Route 32.	It is anticipated that multimodal improvements will continue to be a key component of the project purpose and need. Improving bus service may be a viable improvement and could be considered or recommended once the purpose and need is revisited.
	Traffic count data gathering should be coordinated with local communities. Local communities do not trust traffic data gathered by ODOT due to numerous issues in the past. This data should be shared with local communities and the process used to analyze and project traffic patterns should be fully disclosed. It is not acceptable for ODOT or elected officials to quote traffic data studies results like they are beyond question and then refuse to share the methods used to determine the results.	ODOT intends to obtain new traffic counts in the fall of 2015 and will contact local communities when a timeframe for the counts is identified.

TABLE 4. SUMMARY OF EMAILS AND LETTERS RECEIVED

Date Received	Summary of Comments	ODOT Response
	All traffic count data including projections needs to separate truck traffic from car traffic. There is a difference and solutions that encourage more truck traffic through Mariemont should not be considered.	Traffic counts will distinguish between car and truck traffic.
	Local communities should be engaged before decisions limiting options are made and all relevant data should be made readily available to the communities well before these decisions are reached.	In the next phase of project development, ODOT will be working with local stakeholders to revisit the purpose and need. We will be conducting several focus area meetings throughout the project seeking input from all.
	The survey form distributed at the meeting was structured in a manner to obtain responses that can be easily manipulated. The first question gives the impression that ODOT wants to build support again for a relocated State Route 32. We believe no one should rely on any data gathered from this amateurish and biased survey form.	As discussed at the August 6 Public Information Meeting, ODOT is no longer pursuing alternatives that would relocate State Route 32 through the Little Miami River Valley. In the next phase of development, ODOT will be using second web-based survey form and will seek input from local communities before posting the survey.
	It seems strange that widening US-50 would now be considered after the recent modifications reducing traffic lanes on this route in Fairfax and Terrace Park. Would these recent changes be destroyed to accommodate a widening of US-50? This type of wasteful spending increases the level of skepticism that government officials are proposer stewards of precious taxpayer funds.	ODOT is proceeding with revisiting the purpose and need for the project and has no preconceived improvements in mind. Any alternatives that are considered will be based on the revisited purpose and need.
Letter received from Sierra Club Ohio Chapter and Miami Group dated August 21, 2015	ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown	ODOT is no longer pursuing a new alignment of SR 32 through the Wild & Scenic Little Miami River Valley. We intend to advance the project by revisiting the purpose and need. We have no preconceived notions about recommended improvements.
	ODOT should consider making lower/no impact improvements to existing transportation corridors within the Segment II/III study area instead of relocating SR 32.	ODOT is going to focus on making improvements to the existing transportation corridors within the Segment II study moving forward. Within the Segment III study area, there are also various environmental resources as outlined in your letter; however, a relocated SR 32 has a significantly lower risk for impacts to these environmental resources. ODOT has no preconceived notions regarding recommendations moving forward. As we work with local stakeholders and focus groups to revisit the purpose and need, we will have several opportunities to set the framework for alternatives to be considered in future phases of project

TABLE 4. SUMMARY OF EMAILS AND LETTERS RECEIVED

Date Received	Summary of Comments	ODOT Response
		<p>development. It is possible that a relocated SR 32 may be a viable alternative to consider within the Segment III study area or in areas that have a significantly reduced risk for impacts to environmental resources. In either case, alternatives will be developed to address the revisited purpose and need while making efforts to minimize impacts or possibly even enhance environmental resources.</p> <p>The Eastern Corridor Program has always included a vision for multimodal improvements, and accommodations for public transit along with new or improved infrastructure for bicycles and pedestrians will be addressed in the revisiting of the purpose and need.</p>
	Improvements are needed to make it easier to travel within/through the Segment II/III study area.	The purpose of the Eastern Corridor Program has always been to enhance regional connectivity. As the project purpose and need is revisited, ODOT is generally intending to focus on improvements to the existing system with an objective on accommodating anticipated growth in traffic as opposed to creating a demand for additional traffic in the Eastern Corridor Study Area. That said, there is potential to enhance connectivity to the ANCOR area which could attract new trips to the area and result in enhanced economic vitality for the Eastern Corridor Study area and the region. As noted in this letter, multimodal improvements will be considered for all alternatives moving forward.
	Improvements are needed to reduce the number of accidents occurring with the Segment II/III Study area.	Addressing safety concerns are a major component of all of our projects. The project team will conduct an analysis of the most recent three years of crash data for major corridors in the project study area as part of the process of revisiting the purpose and need.
	More transportation options (bus, bike, walking) are needed within the Segment II/III Study area.	As noted in this letter, it is anticipated that multimodal improvements will continue to be a key component of the project purpose and need. With regard to rail transit, the Oasis Rail Study will focus on the details of the potential for commuter rail.

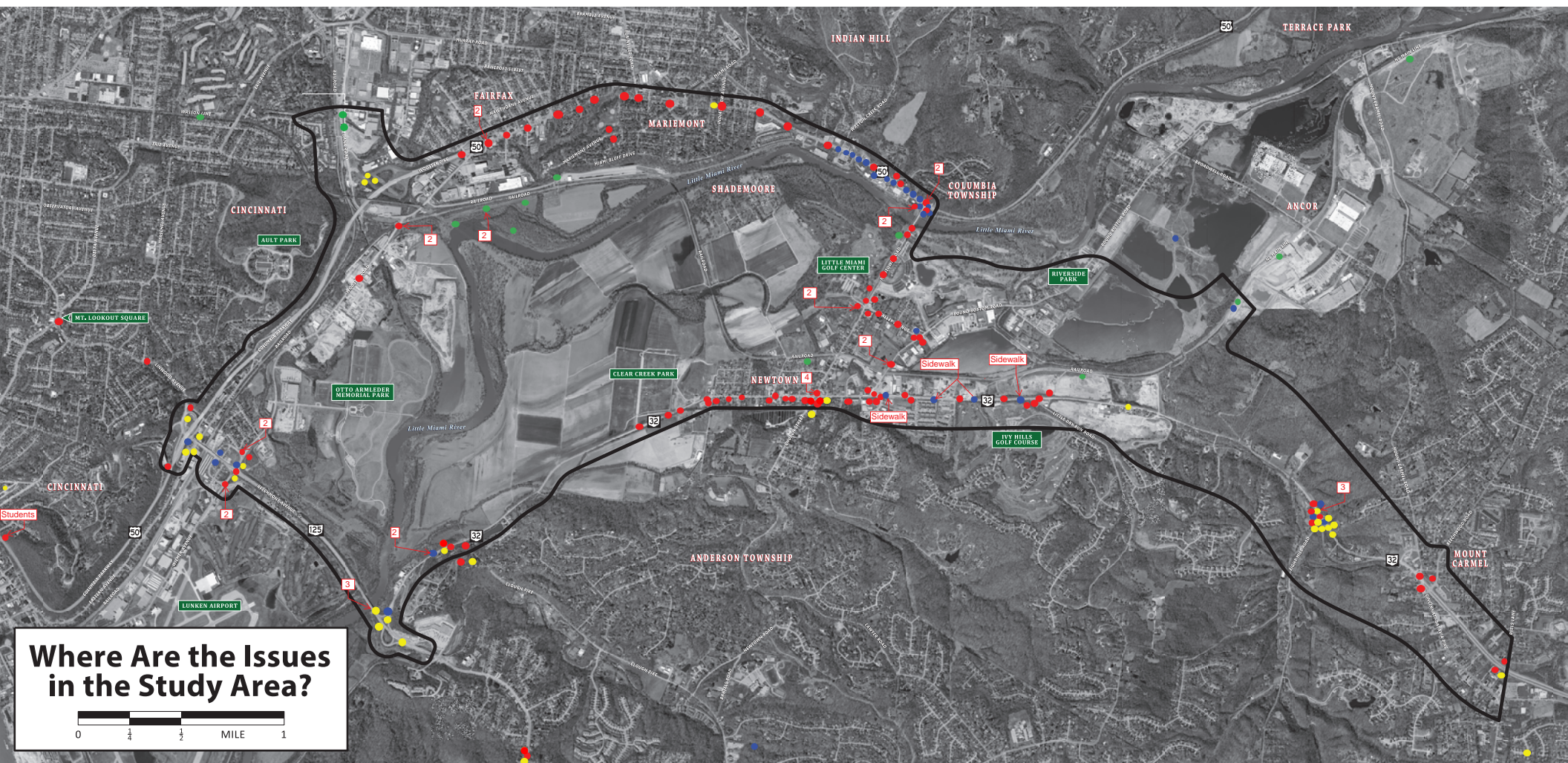
'MAPPED' CONCERN AREAS

August 6th meeting attendees were invited to identify problems in the study area by placing colored dots on large-scale aerial photograph exhibits, including: areas of *congestion* with red dots, *safety concerns* with yellow dots, *accessibility issues* with blue dots, and *other areas of concern* with green dots. Results of this effort are summarized in **Table 5** and shown on **Figure 1**.

TABLE 5. SUMMARY OF 'MAPPED' CONCERNS

Road	Location	Cong.	Safety	Access	Other
SR 32	SR 125 (Beechmont Avenue) to Clear Creek Park	3	1	2	
	Clear Creek Park to Church Street	12			
	Church Street to Little Dry Run	14		4	
	@ Church Street	8	2		
	@ Burger Farm		1		
	@ 8-Mile Road	4	10	3	
	@ Mt. Carmel/ Beechwood/Old 74	3			
	@ Bells Lane/Mt. Carmel Tobasco Road	2	1		
SR 125 (Beechmont Avenue)	@ Ramps to US 50	2	1		
	@ Wilmer/Wooster Pike	6	2	1	
	@ Eastern Ave Overpass		3	1	
US 50 (Columbia Parkway)/Wooster Pike	Wooster Pike to Indian View Avenue	12	1		
	Indian View Ave to Newtown Road	6		9	
	@ SR 125 WB to US 50 WB	1	1		
	@ Newtown Rd	5		5	
Newtown Road	US 50 to Valley Avenue	5			1
	@ Valley Avenue	6			
Round Bottom Rd	Valley Ave. to SR 32	3		1	
	@ Gravel pits east of road			1	
Red Bank Rd	@ Gorilla Glue				2
	@ US 50 ramp		3		
Wooster Road	Armleder Road to Red Bank Road	3			
Valley Avenue	Newtown Road to Round Bottom	2			
	@ Round Bottom	3		1	
N/A	Horseshoe Bend / Mariemont Gardens Park				2
Mariemont Avenue	@ Pleasant Street	2			
Wasson Rail Line	Through entire study area			1	5
Outside Study Area	Beechmont Avenue in Mt. Washington	2	1		
	US 50 in Columbia Tusculum	1			
	Linwood Avenue @ Beverly Hill Drive	1			
	Linwood Avenue @ Mt. Lookout Square	1			
	Wasson Line				1
	NS Main Line (Ancor)				2
	Tusculum Avenue @ Sachem Ave (Alms Park)		1		
	Clough Pike east of study area	1	1		
	Beck Creek Drive		1		
Totals Mapped		108	30	30	13
181					

FIGURES



KEY:
RED = Congestion
YELLOW = Safety
BLUE = Accessibility
GREEN = Other

Figure 1: Mapped Areas of Concern