



STATE ROUTE 32 RELOCATION

COMMUNITY UPDATE

Mariemont Elementary School

January 22, 2012

6:00 p.m. to 8:00 p.m.

Purpose of Tonight's Meeting

- An informational session to provide an update on the SR 32 Relocation project and provide clarification
 - Will include a presentation and Q&A session
- Will discuss:
 - Feasibility Study findings and recommendations
 - Project development and decision making processes
 - Next steps
 - Community Partners Committee (CPC)
 - Section 106
 - Oasis Rail Transit project

Eastern Corridor Transportation Issues

- Existing roads can't support travel demand.
- Indirect routes, poor connectivity
- Few travel options
- Inefficient movement of goods, services, people
- Economic development is hindered
- Environment affected by growing congestion



If No Build Alternative is chosen, these conditions will continue and get worse

Where We Have Been

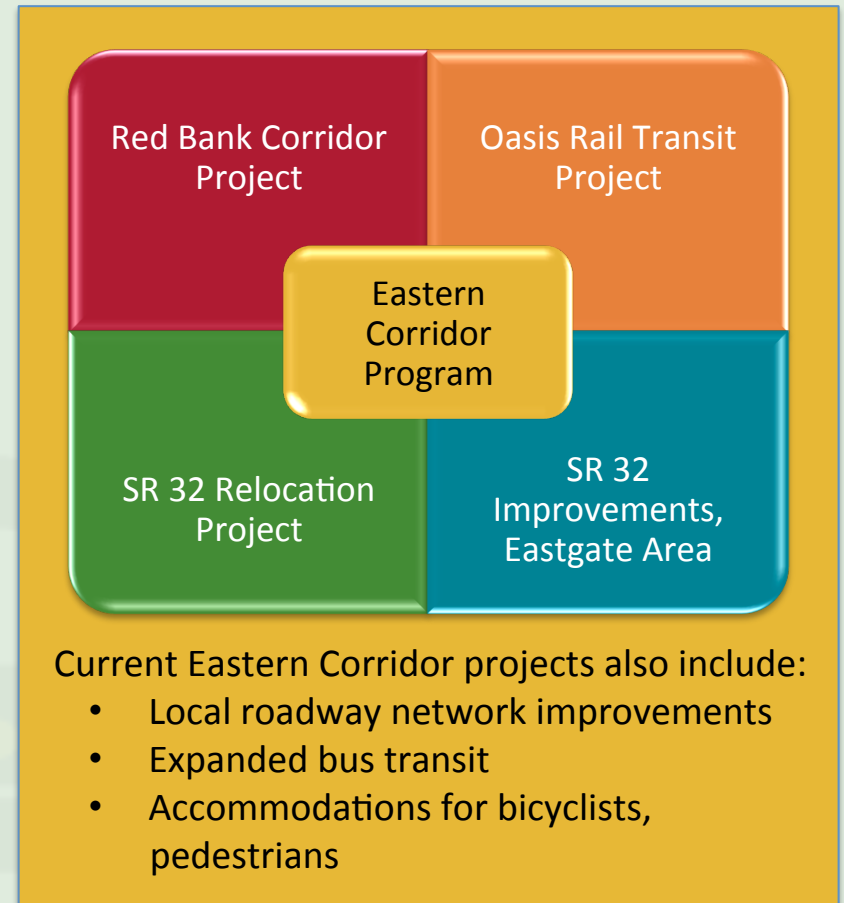


- Extensive planning has occurred over the past decades
- Planning-level decisions have been carried forward based on appropriate levels of analyses and public input
- All projects are still in the development – or fact finding – stage
- Working toward identifying a preferred alternative
- Current process drills down into the details

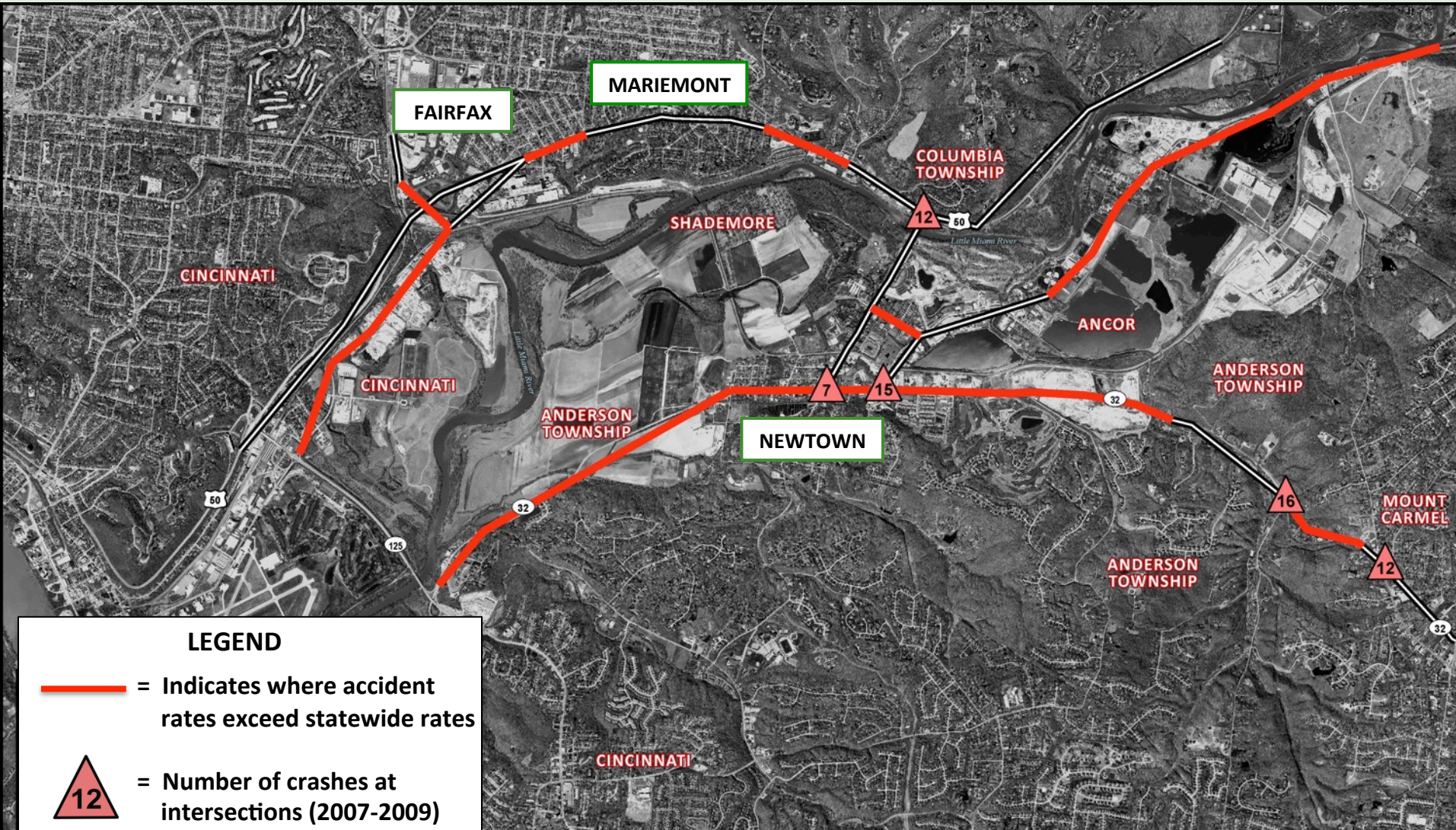
Eastern Corridor Program

Implemented together, Eastern Corridor projects will:

- Address capacity and safety
- Improve regional connectivity, access
- Accommodate future growth
- Provide travel alternatives to driving
- Improve connections to jobs and markets

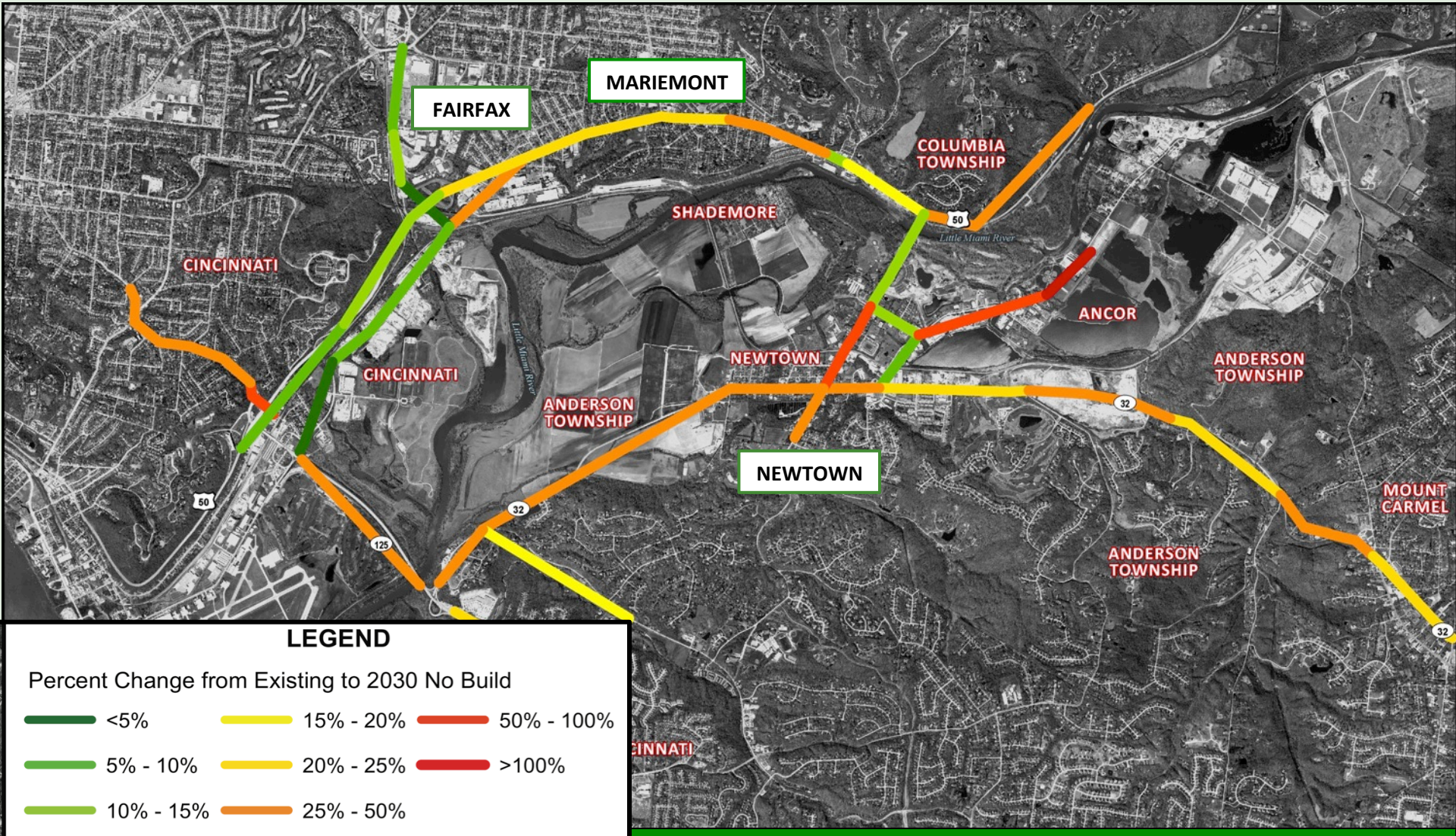


SR 32 Relocation Study Area – Accident Rates



2007 – 2009 Crash Data for the Primary Road Network in Segment II/III, July 2012.

Future No Build Traffic Volumes



Percent Change in Average Daily Traffic from Existing to 2030, No Build Scenario. Updated July 2012.

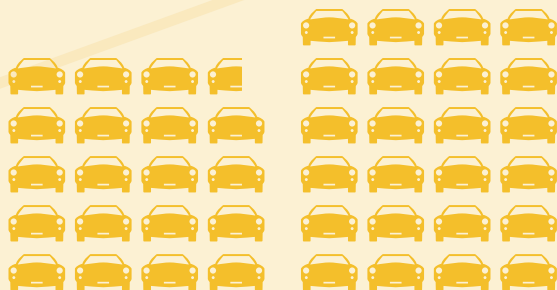
Future No Build Traffic Projections

MARIEMONT

No Build Traffic Projections

>20%

PROJECTED INCREASE OF
AVERAGE DAILY TRAFFIC



2010: 19,520

2030: 24,120



= 1000 cars on the road

Source: SR 32 Relocation Feasibility Study, March 2012.
Numbers shown represent the projected increase in
average daily traffic volume along Wooster Pike/US 50,
between Belmont Avenue and Miami Run.

Newtown Road at
Wooster Pike/US 50



Wooster Pike/US 50
and Miami Road



Wooster Pike/US 50
at Simpson Avenue



Vision for Relocated SR 32

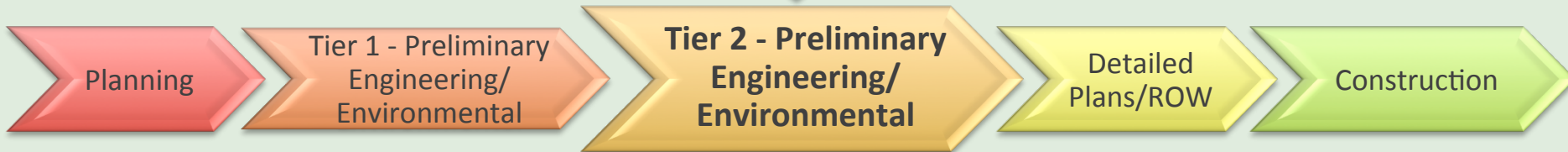
- Boulevard-like; not a highway like I-71, Cross County
- Two lanes each direction
- Managed access points
- Options
 - Possible landscaped median
 - Bike/walking path along one side
 - Possible rail line on other side



** Actual layout to be determined and will depend on alignment, geology, topography, community preference, etc.*

Where Are We in the Process?

WE ARE HERE



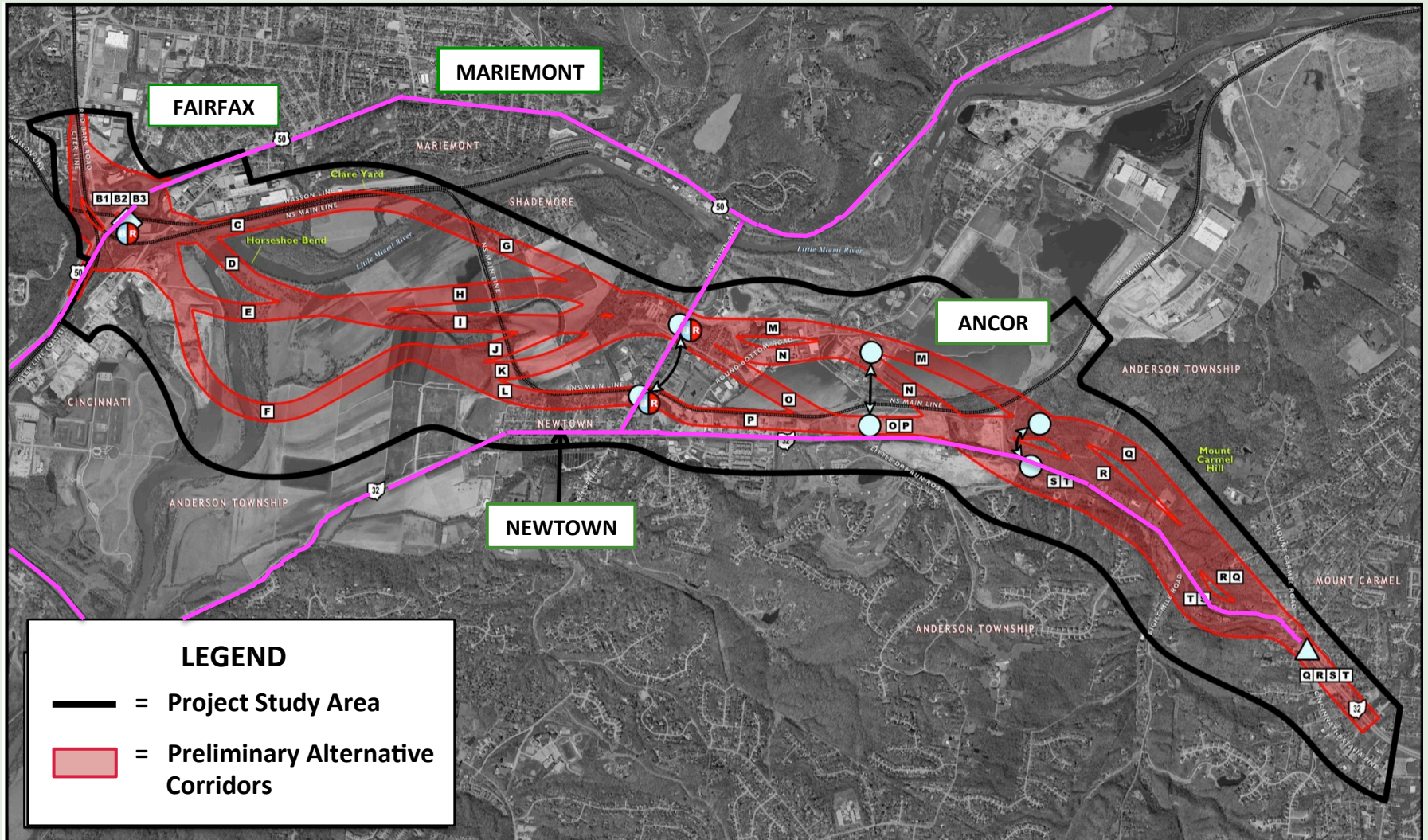
Tier 2 Preliminary Engineering/Environmental Components:

- Complete Feasibility Study – Narrow down Tier 1 preliminary corridors
- Develop alternative alignments
- Begin National Environmental Policy Act (NEPA) studies – identify impacts of alignments
- Update cost estimates
- Alternative Evaluation Report – Identify a preliminary preferred alternative
- Decision Point

Includes:

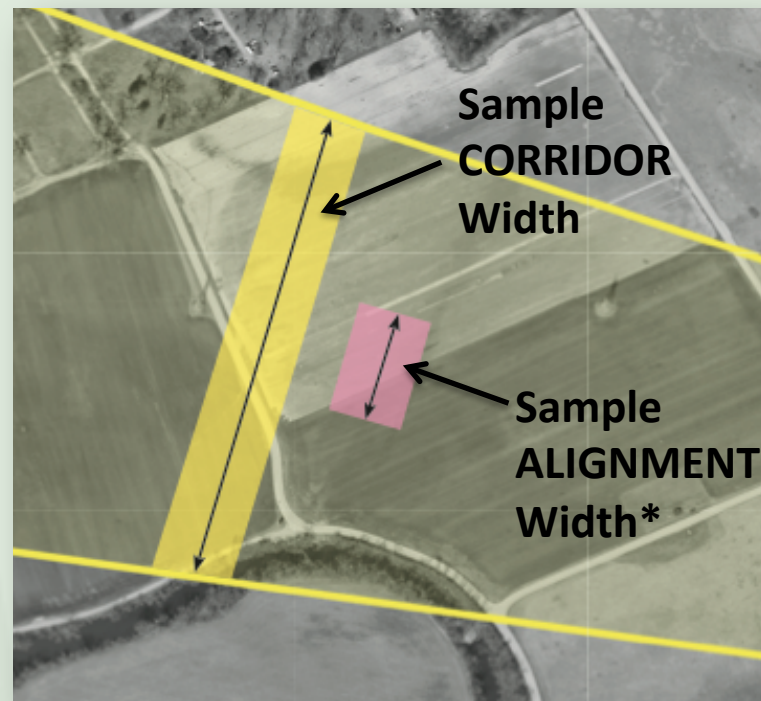
- Partner Coordination
- Community input/ Public involvement
- Regulatory agency coordination

Tier 1 Proposed Corridors



Study Corridor vs. Alignment

- **Study Corridor**
 - Wide study area in which specific alignments will be developed
 - May contain multiple alignment possibilities
 - Is typically much wider – by several hundred feet – than the actual road
- **Alignments**
 - Actual footprint
 - Width depends on components (road, rail, bike/walking paths, shoulders, medians, etc.)

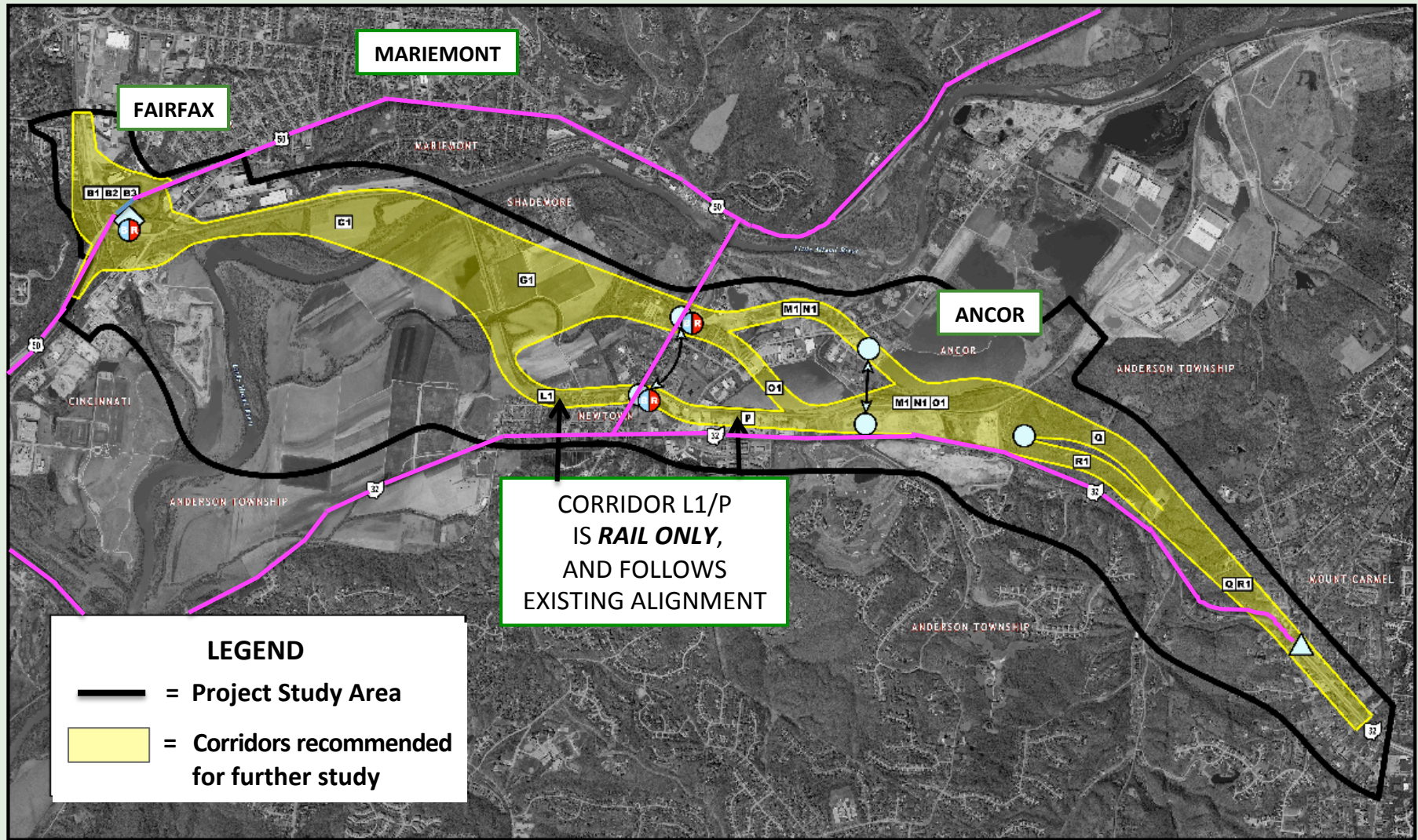


**Note: Location of alignments are not yet determined. Location in image is shown for illustration purposes only.*

SR 32 Relocation Feasibility Study

- Further evaluated the preliminary project corridors advanced in Tier 1 EIS
- Recommended elimination of many corridors due to impacts, costs, engineering constraints and other considerations
- Recommended several corridors for further consideration and analysis
- A preferred corridor was not identified

Corridors for Further Study - Mar. 2012

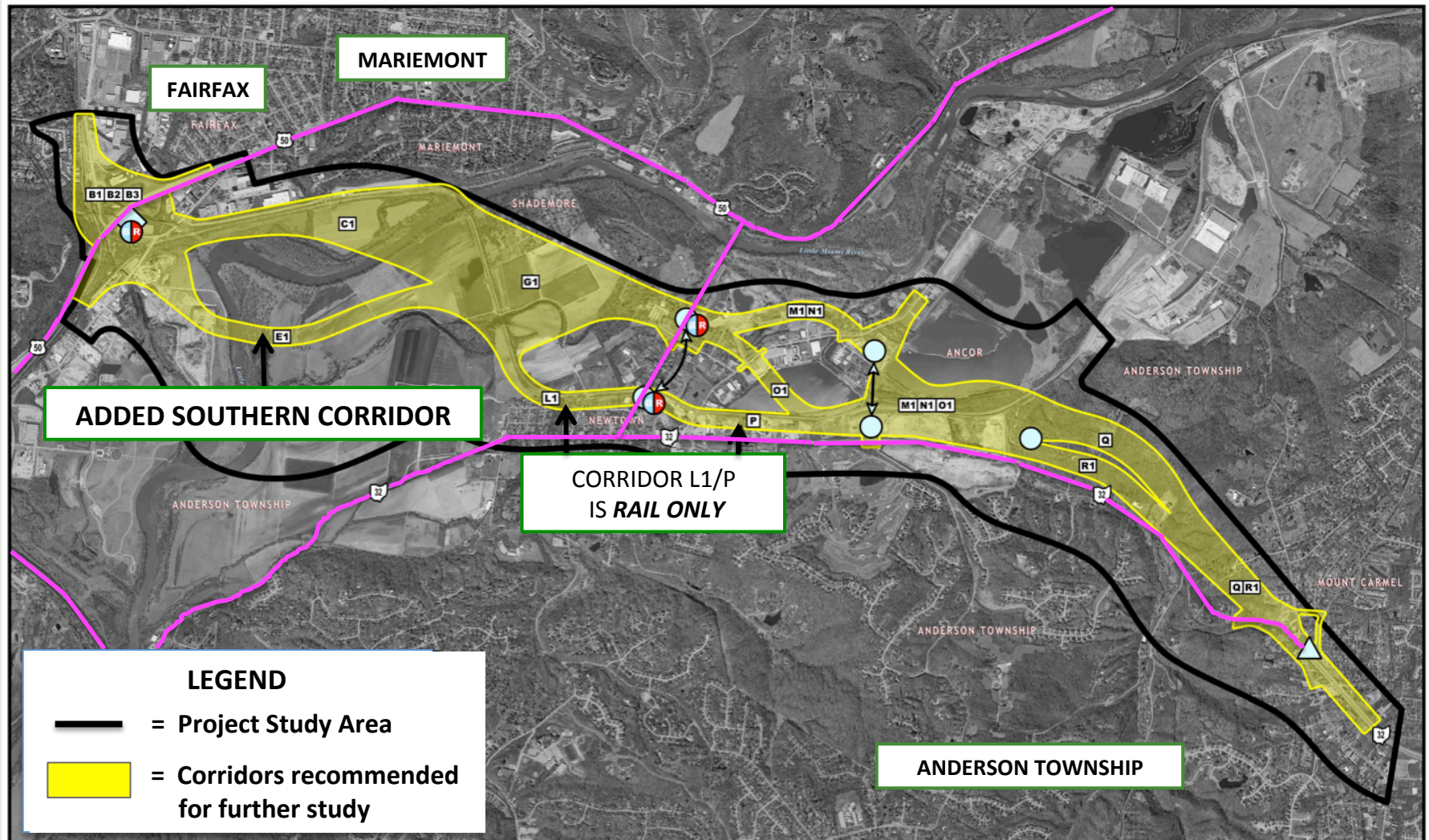


Mariemont South 80

- 2006 – Area identified as a public use space in Tier 1 FEIS
- A review of Feasibility Study and Phase 1 history/architecture studies in 2012 clarified that:
 - Site is included within the Mariemont National Historical Landmark boundary
 - Village of Mariemont is now developing/using site for recreation



Updated Corridors for Further Study – Dec. 2012



Map Source: SR 32 Relocation Project Feasibility Study ADDENDUM, Dec. 2012.
Attachment D – Figure 17 (Revised).

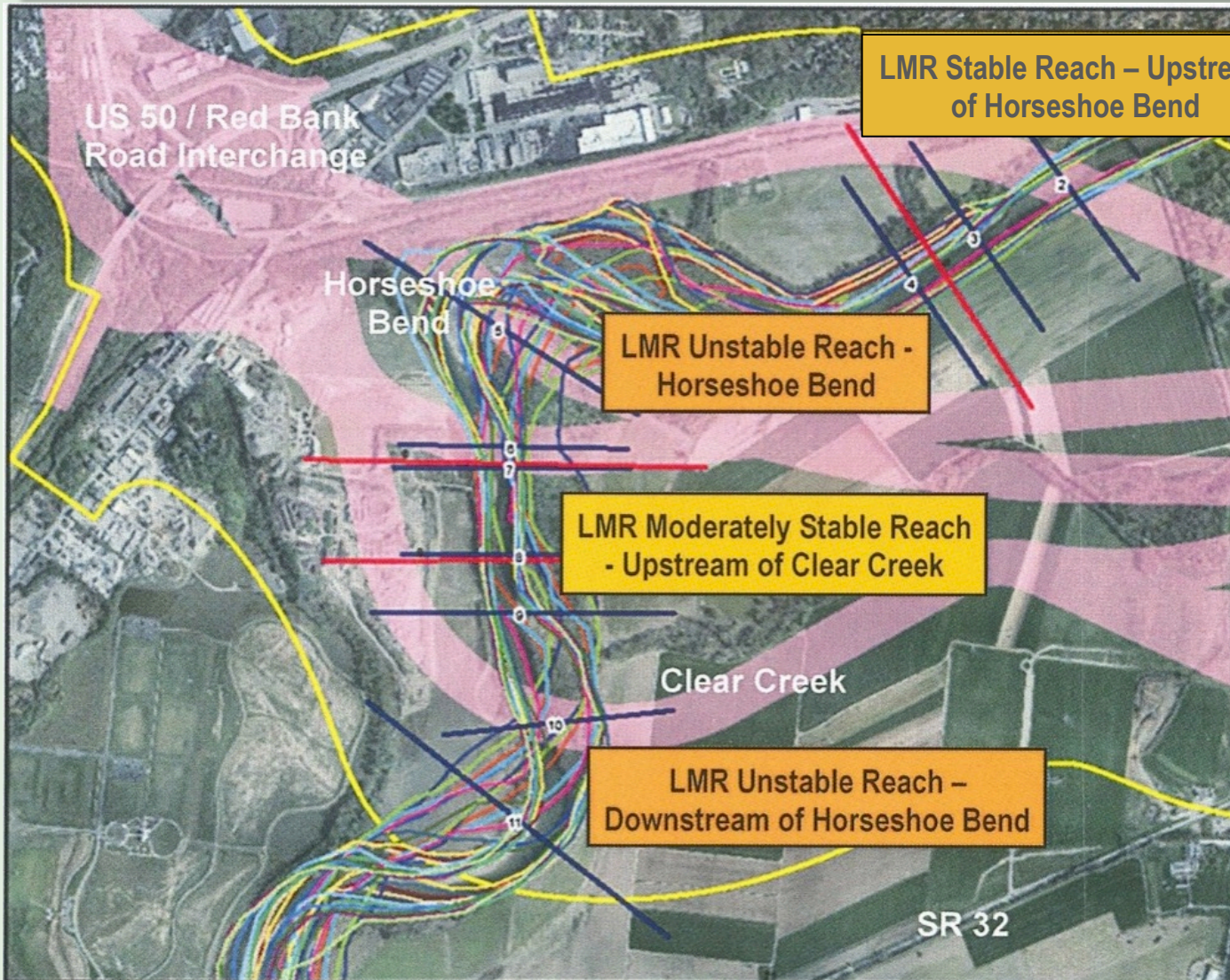
Corridor Selection Considerations

- Little Miami River's (LMR) National and State Scenic River designation requires protection and enhancement of:
 - Free-flowing character
 - Water quality
 - Scenic (aesthetic), recreational, fish and wildlife, geological and historical values
- Clear-span bridge commitment resulted from coordination with Ohio Dept. of Natural Resources, the National Park Service and other agencies
- Public input

Corridor Selection Considerations

- Geomorphological assessments and hydraulic modeling identified suitable/unsuitable areas for river crossing based on:
 - Channel stability
 - Anticipated length of clear-span bridge
 - Constraints to design cost
- Two options:
 - Upstream of horseshoe bend – LMR stable
 - Upstream of Clear Creek (downstream of horseshoe bend) – LMR moderately stable
 - Other areas were classified as less stable or unstable

Considerations – Channel Stability

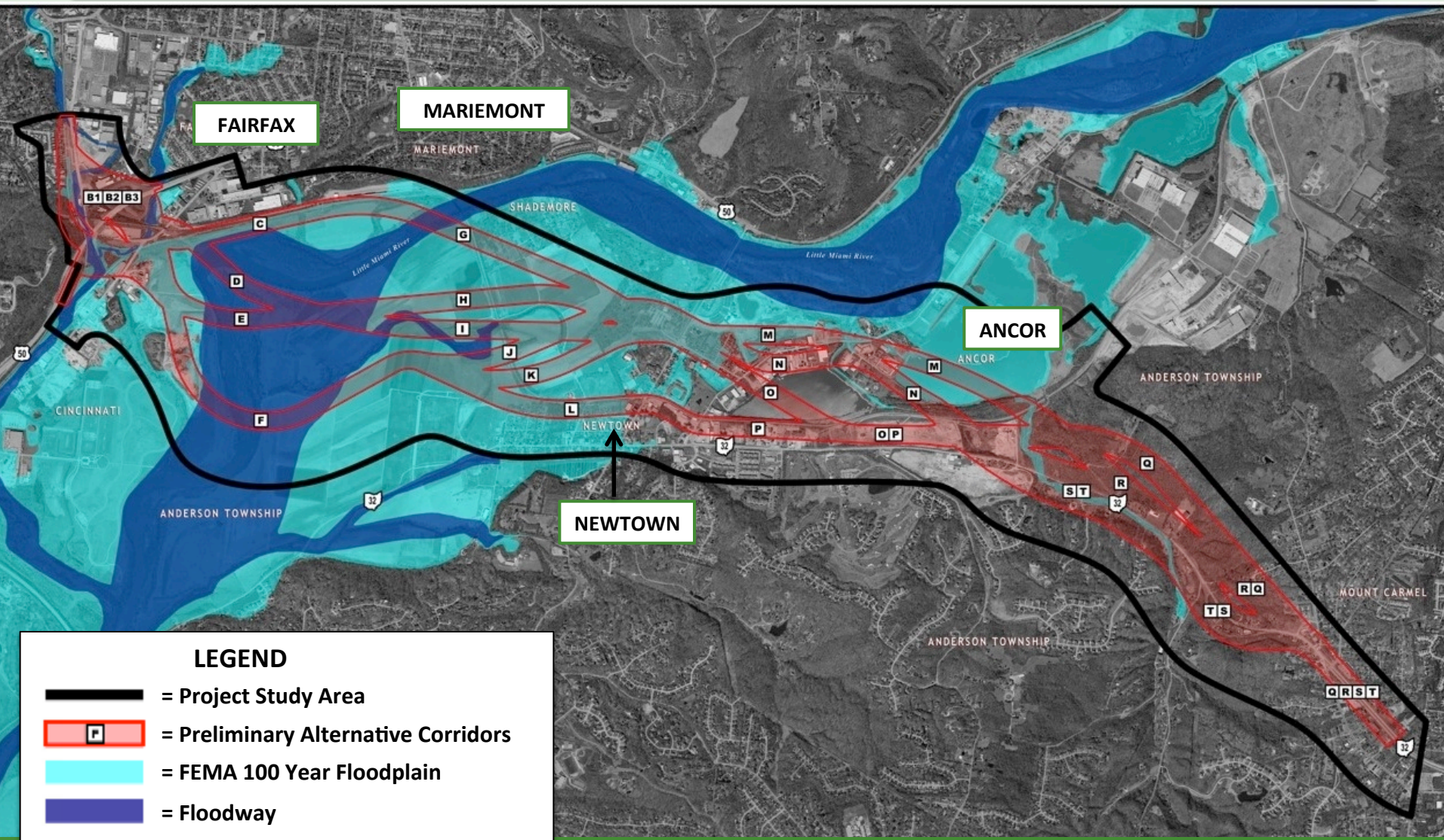


Colored lines on map indicate paths of the Little Miami River between 1932 and 2007.

Map Source: SR 32 Relocation Project Feasibility Study, March 2012.

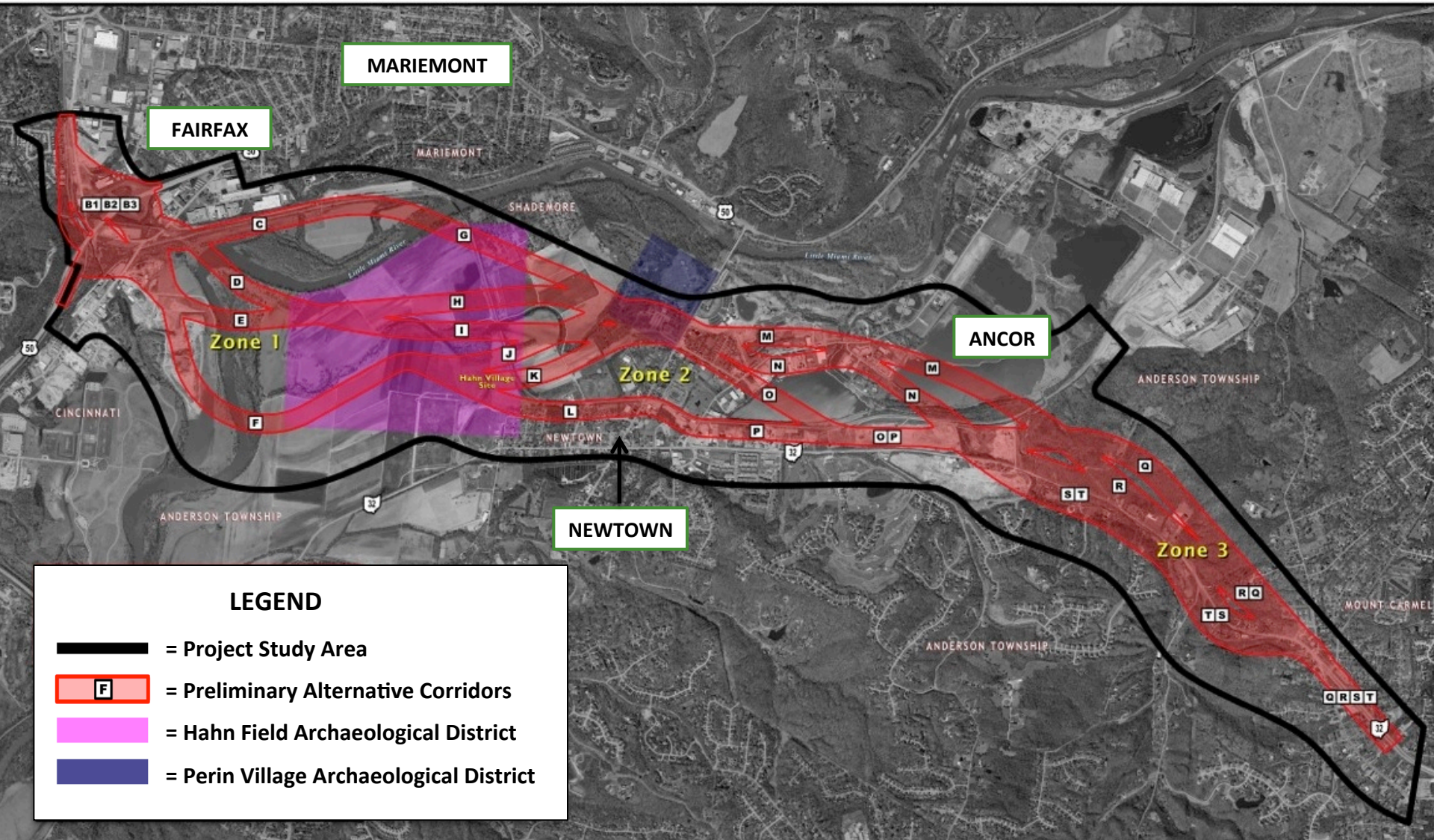
Figure 7 – Little Miami River Channel Studies.

Considerations – Floodplains/ways



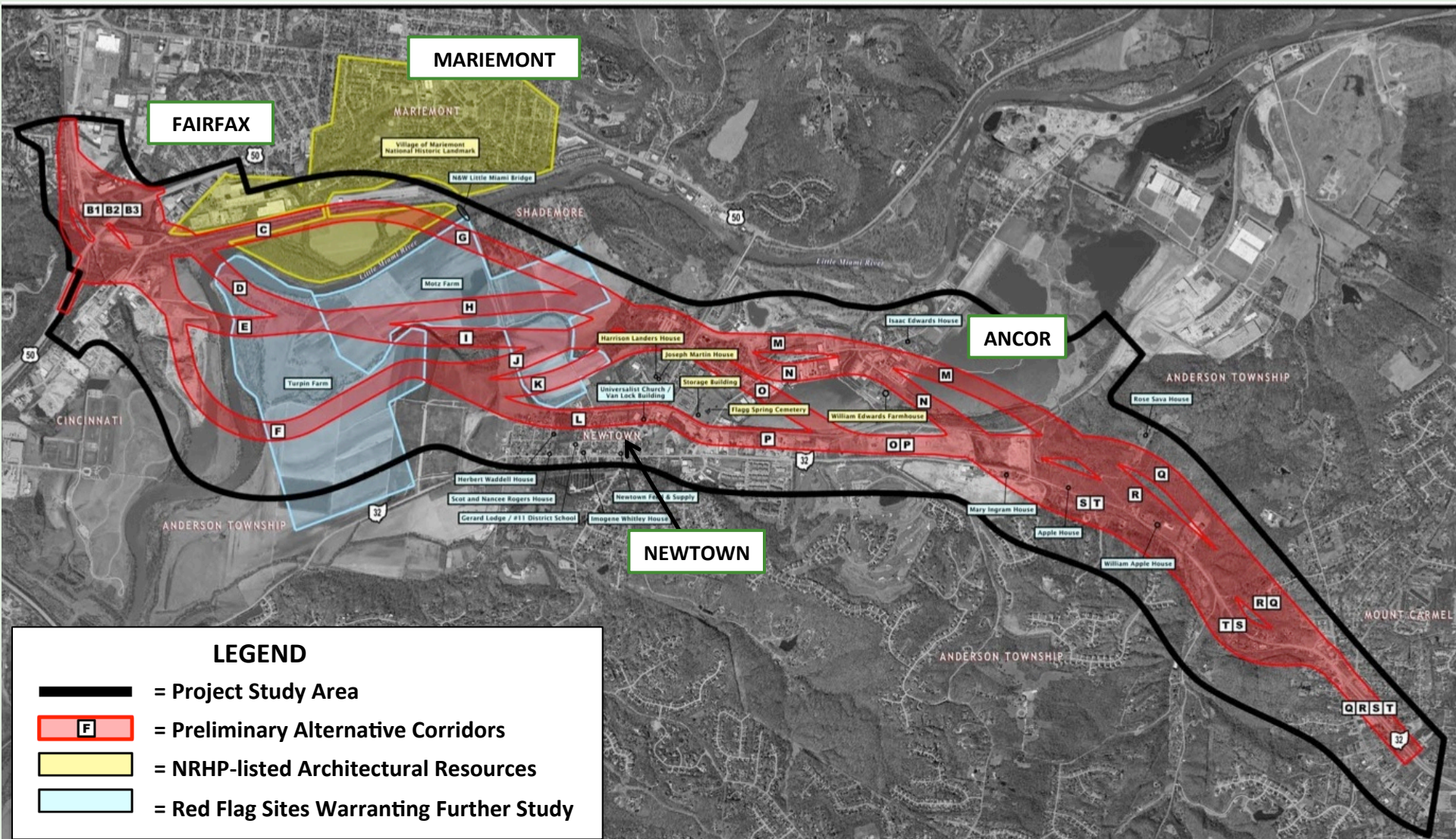
Map Source: SR 32 Relocation Project Feasibility Study, March 2012. Figure 9 – Floodplains and Floodways.

Considerations – Existing Nat'l Register Archaeology Districts



Map Source: SR 32 Relocation Project Feasibility Study, March 2012. Figure 13 – Archaeological Sensitivity.

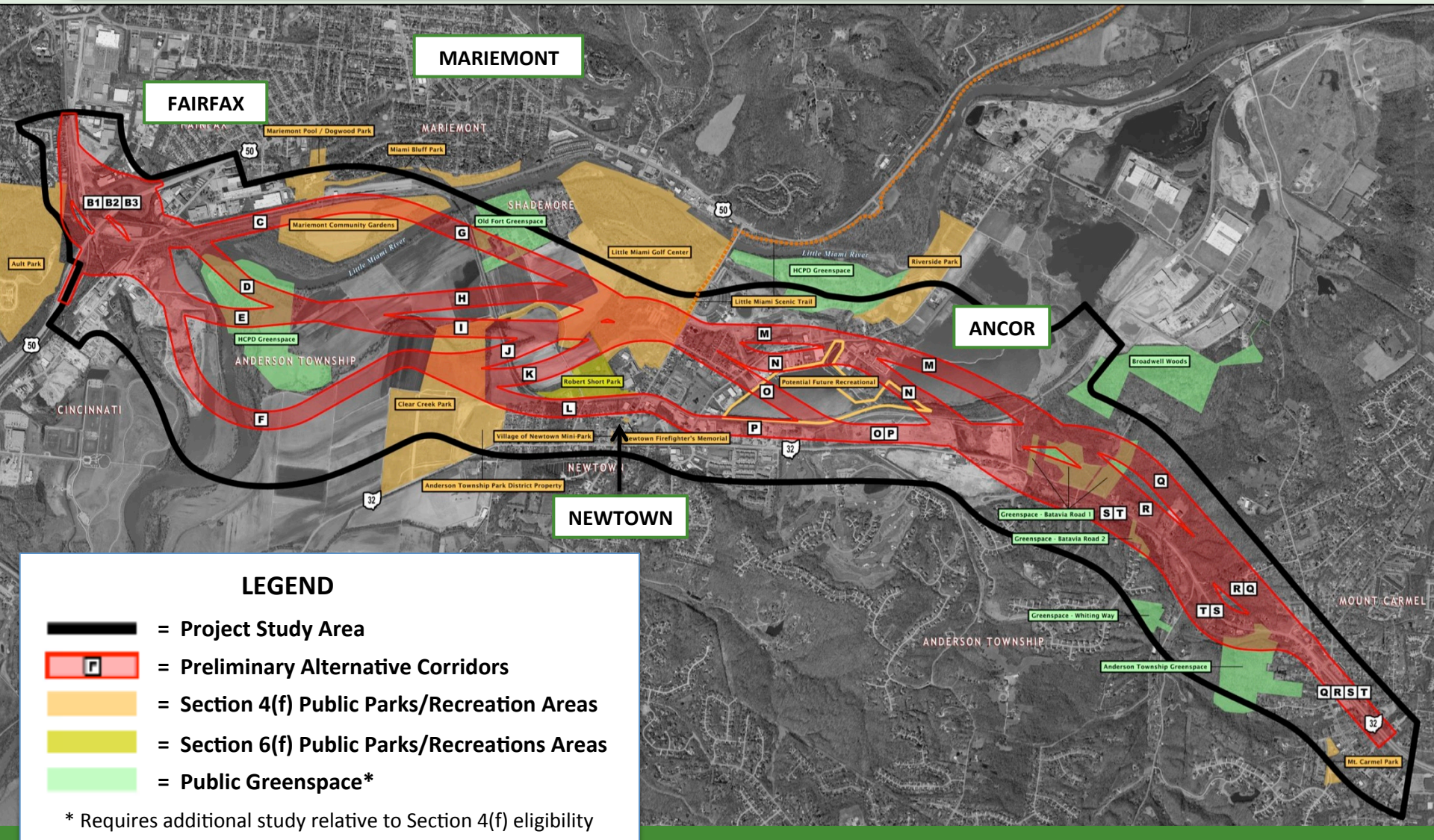
Considerations – Historic Resources



Map Source: SR 32 Relocation Project Feasibility Study ADDENDUM, Dec. 2012.

Attachment B: Figure 12 (Revised) – History/Architecture Resources.

Considerations – Greenspace



Other Considerations

- Ecological features – streams, wetlands, endangered species
- Landslide prone areas – Miami Bluff, Mt. Carmel
- Business and residential impacts
- Hazardous materials
- Structures – LMR/floodway crossing
- Alignment elevation issues – floodplain, Mt. Carmel
- Access points - US 50, Church Street, Ancor, etc.
- Landfills and gravel pit lakes
- Rail transit and station locations
- Development/re-development opportunities
- Construction costs

South 80 Assistance Opportunities

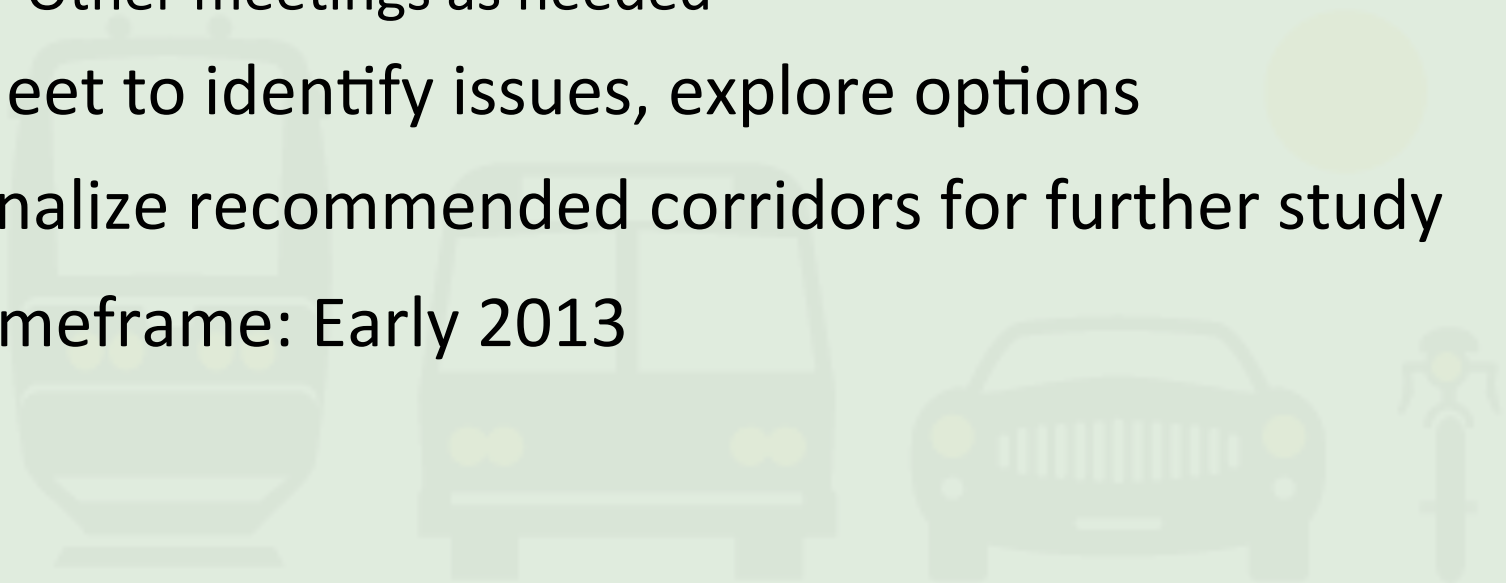
If route affects South 80 Trails area, there is opportunity to invest in enhancements:

- Access improvements
- Bikeways/paths
- Basket of ideas in the Vision 2021 Plan
- Others to be identified through community involvement



Next Steps

- Work with communities, regulatory agencies:
 - Community Partners Committee (CPC) meetings
 - Section 106 Consultation meetings
 - Other meetings as needed
- Meet to identify issues, explore options
- Finalize recommended corridors for further study
- Timeframe: Early 2013



Community Partners Committee Role

Represent communities to:

- **Provide feedback** – Share questions, concerns, comments about project information, studies, and recommendations
- **Collaborate in problem solving** – Provide input/ideas to be considered in developing alternatives and solving project issues
- **Be a link to the larger community** – Relay community feedback to project team; provide Eastern Corridor updates to community

Section 106 Consultation Meetings

- National Historic Preservation Act: Federal actions must consider effects on historic/archaeological resources, above and below ground
- Section 106 activities will:
 - Identify historic/archaeological resources
 - Identify, evaluate, mitigate impacts
 - Document the process in a Memorandum of Agreement
- Initial Section 106 meetings to provide Advisory Council on Historic Preservation, Ohio Historic Preservation Office, Native American Tribes, National Park Services, other Section 106 consulting parties opportunity to comment
- Initial meetings targeted for February 2013

Decision Making Process

- ODOT follows federal NEPA requirements
- **Outcome is not predetermined**
- Process is designed to identify ***with clarity and detail*** the benefits and impacts of alternatives
- Information gathered through in-depth studies, analysis, and public involvement provide the details necessary to make informed decisions
- By completing the process, we will be confident that we explored all possible options

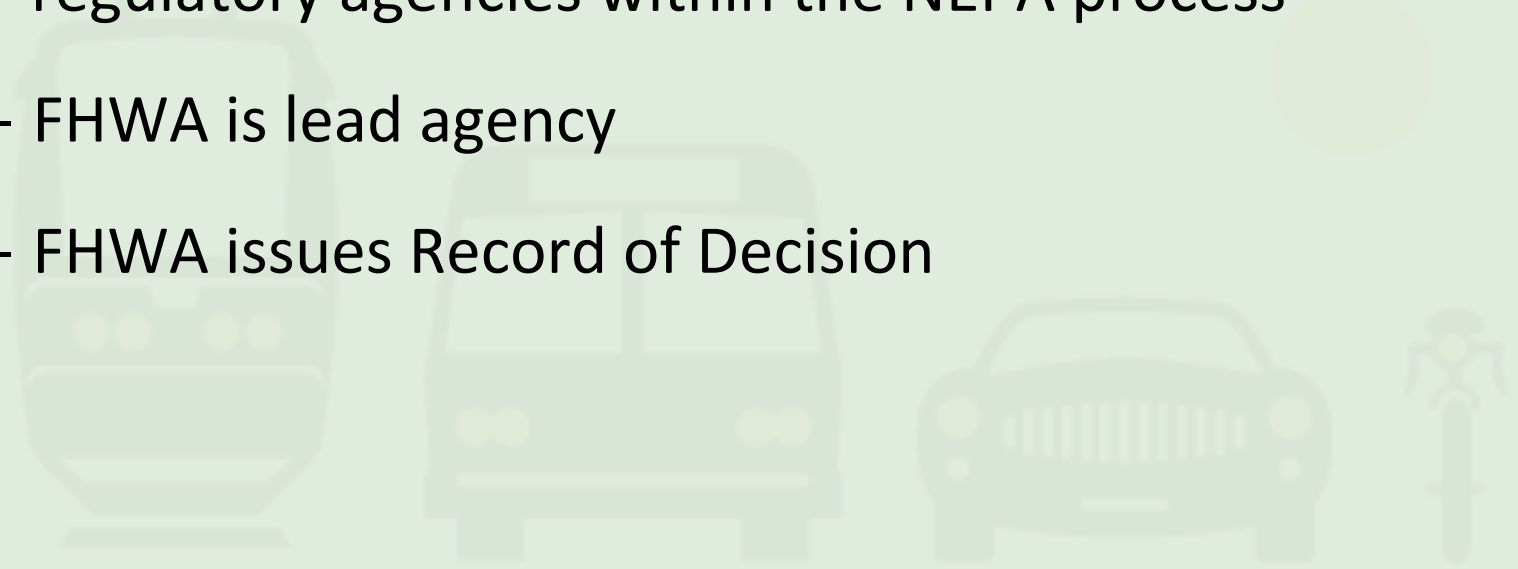
Decision Making Process

- Includes public, stakeholder input in every phase of development
 - **Formal** – Public involvement meetings, public hearings (if needed)
 - **Informal** – Tonight's meeting, Community Partners Committees, community presentations, contacts through Facebook, email, telephone hotline
- Community partner participation in development process
 - **Eastern Corridor Implementation Partners** – Guide project development and decisions; assist with project funding
 - **Eastern Corridor Development Team and Community Partner Committees** – Provide important community input that is considered in decision-making
 - **Public involvement** – Provides individual stakeholder input

Decision Making Process

- **The Decision Makers**

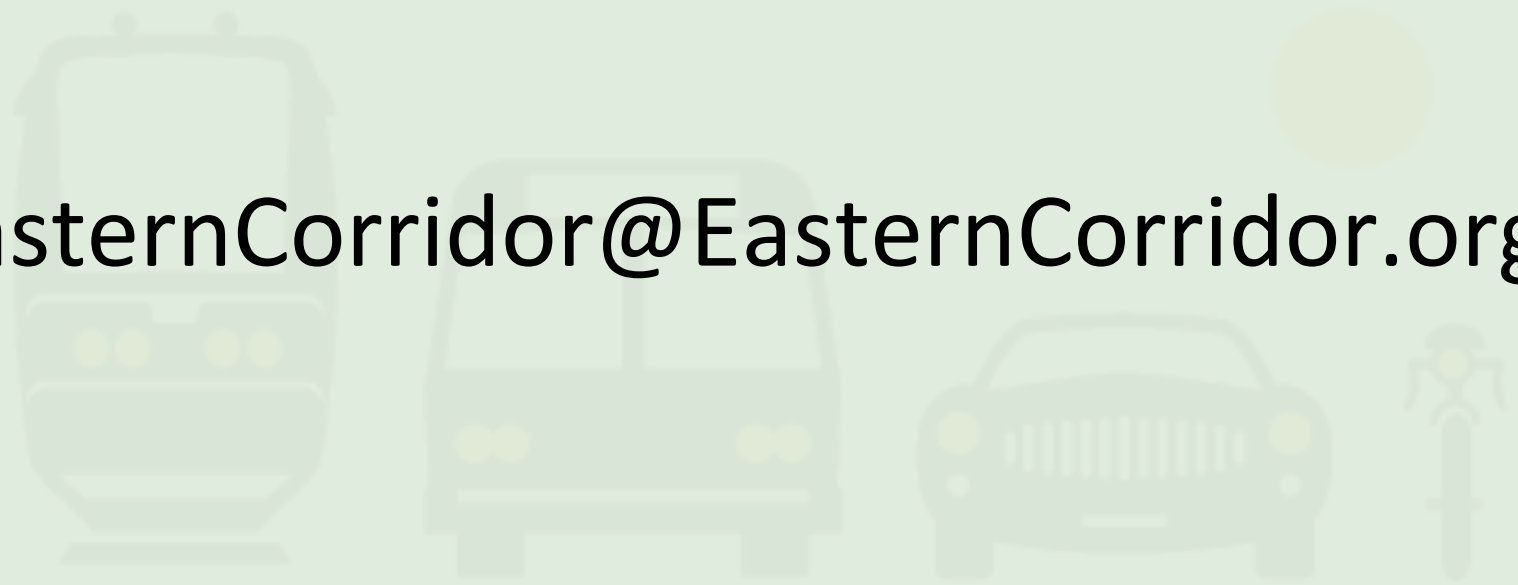
- Project decisions made by Federal Highway Administration (FHWA), ODOT, in coordination with regulatory agencies within the NEPA process
- FHWA is lead agency
- FHWA issues Record of Decision



Questions and Comments

www.EasternCorridor.org

EasternCorridor@EasternCorridor.org



Oasis Rail Transit – At A Glance

- New transportation alternative
- Will serve residents, workers and visitors between downtown Clermont County and communities in between
- Is a foundation upon which future passenger rail lines can be added

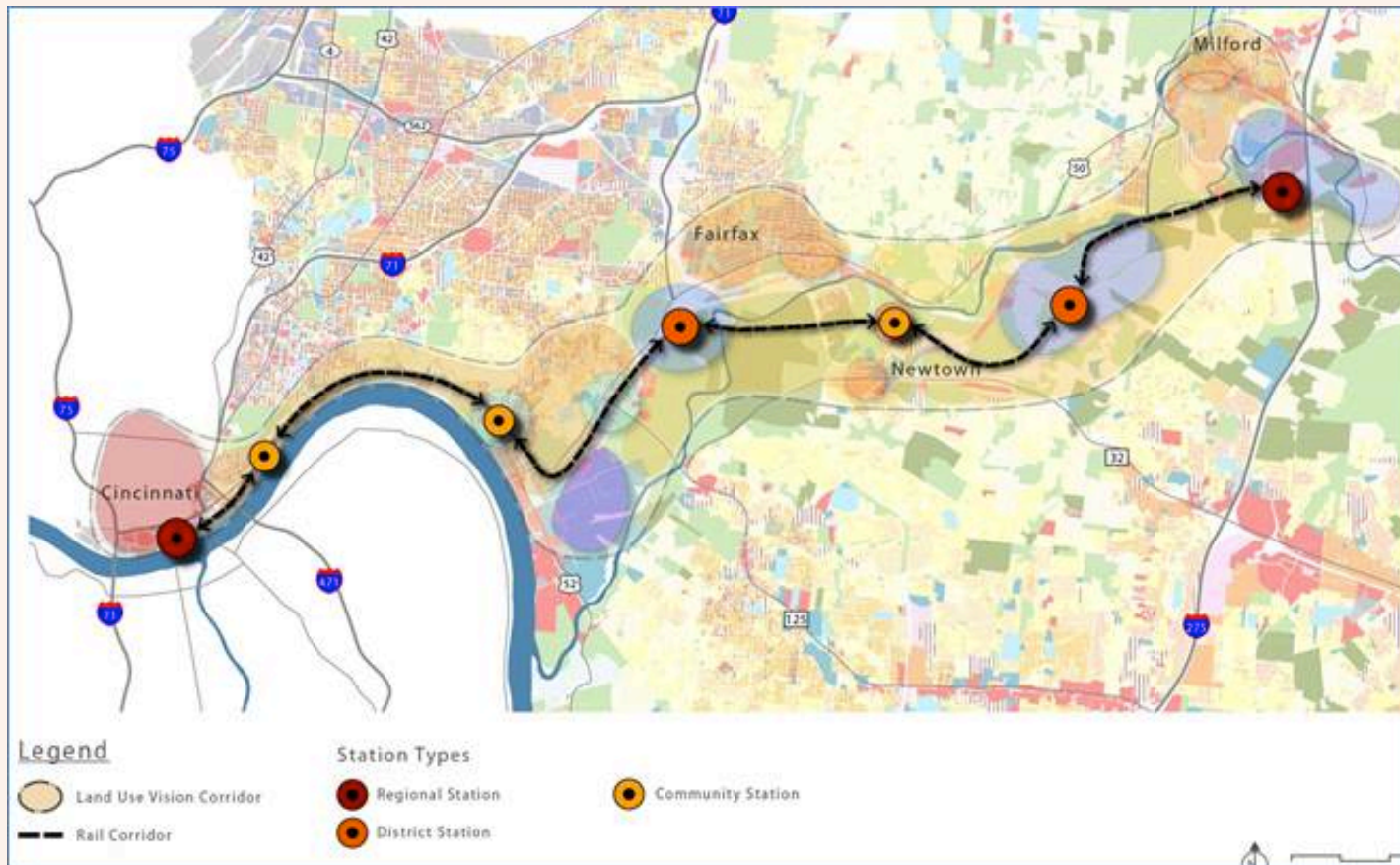


Oasis Project Elements

- Evaluate alignment options; identify locally-preferred alternatives
- Determine vehicle type
- Develop ridership projections
- Conceptual operations plan
- Evaluate/select station locations
- Develop conceptual station area plans
- Prepare cost estimates, conceptual financing plan
- Complete Business Case Assessment



Oasis Rail Station Locations



Proposed Locations

Riverfront Transit Center (RTC)

Boathouse

Columbia

Tusculum area*

Fairfax area*

Newtown area*

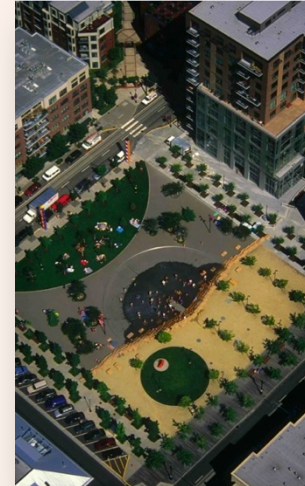
Ancor area*

Milford area*

** Specific station locations for starred stations have not yet been determined. Locations indicated on map are representative only.*

Transit Oriented Developments (TODs)

- Compact, walkable, mixed-use community spaces; defined centers
- Reinforce traditional neighborhoods
- Revitalize by-passed properties
- Redefine development patterns
- Expand mobility choices; supports bicycling and walking

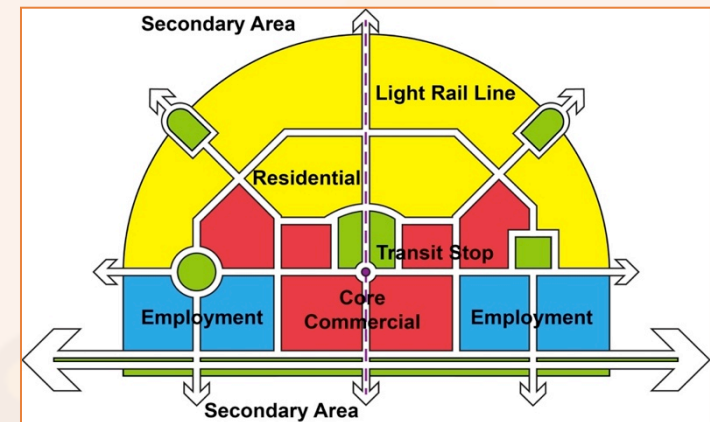


Station Area Planning (SAP)

Station Area Planning (SAP) is the process of planning and designing the community space around transit stations.

SAP facilitates opportunities for community enhancement, growth and development by:

- Re-balancing community and mobility needs
- Expanding mobility choices
- Putting land use goals first, then adding transit
- Recognizing the potential for changing regional development patterns



Oasis Rail Transit – Next Steps

- Conduct Station Area Planning – includes workshops with local communities
- Continue preliminary engineering/environmental studies
- Confirm vehicle type; identify locally-preferred alignment alternatives
- Complete draft rail operations and rail systems plans
- Prepare capital and operating cost estimates
- Complete Business Case Assessment
- Complete conceptual financing plan
- Coordinate with freight railroads