

APPENDIX B

MEETING MATERIALS

- **ODOT Presentation**
- **Presentation Boards**
- **Project Fact Sheet Handout**
- **Frequently Asked Questions Handout**
- **Comment Form**

ODOT Presentation

EASTERN CORRIDOR SEGMENT II/III PROJECT DISCUSSION



PID 86462
Nagel Middle School
August 6, 2015

Presentation Overview

- Provide Historical Background
- Describe how ODOT proposes to move forward
- Identify some of the next steps

Key Points of the Presentation

- The collaborative process conducted by Consensus Building Institute (CBI) helped us to understand the region's goals:
 - Address existing and future safety and transportation needs of the area
 - Support continued economic success and growth
 - Ensure community and environmental resources are protected
- ODOT is proposing to continue forward with NEPA and Project Development with:
 - A new way of thinking
 - A different approach

Historical Background

Tier 1 Proposed Corridors - 2005



Environmental Resources in the Study Area

- Environmental resources w/in the EC study area are unique and warrant protection:
 - State and Nationally significant archaeological sites
 - Mariemont National Historic Landmark and other National Register of Historic Places properties
 - Little Miami River (State and National Wild and Scenic River)
 - In addition to many other environmental considerations (landfills, streams, wetlands, businesses, residents, etc.)

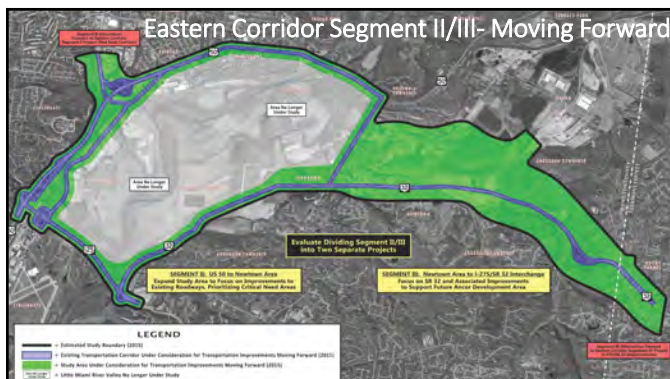
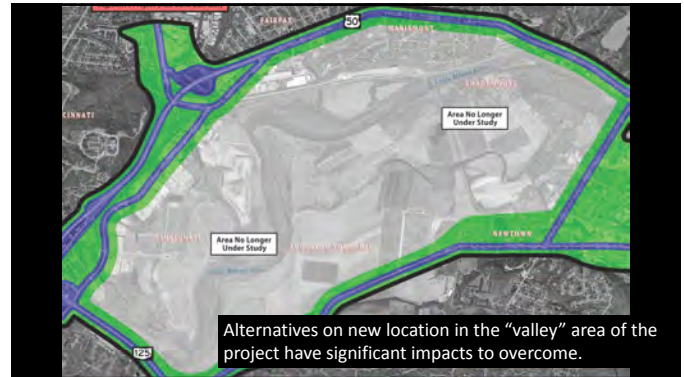
Revised Proposed Corridors - 2012



Moving Forward

Eastern Corridor Segment II/III- Moving Forward

- We recognize that there is a transportation need in this region. Traffic demands and safety concerns will continue to grow, and we need to plan now to help address these needs in the future.
- However, the alternatives considered to date, have issues that we do not feel we can overcome.



Eastern Corridor Segment II/III- Moving Forward

- The first step is to revisit the project's Purpose and Need to prioritize and refine the project's intent. ODOT will also investigate the possibility of separating Segments II and III into independent projects.
- The goal is to better define the project's needs and prioritize them in a manner that this project can address, given the significant environmental features in the area.
 - May not be able to address every identified need.
 - Focus on what this project can reasonably address.

Segment II Study Area

- To move this project forward, ODOT will look at alternatives that have a much lower impact potential than those currently considered today.
- On Segment II, ODOT proposes to study the existing highways of SR 32 and US 50 for potential upgrades and improvements to address a renewed P&N (to be developed) for this project.

Segment III Study Area

- Segment III has far less potential for major environmental impacts, and new alignments for SR-32 will be considered during project development
- This portion of the study area could help support economic needs of Ancor area
- Segment III could be ready for implementation much quicker than Segment II

Segment II Study Area

- Existing Alignment alternatives could include:
 - improved signal timing and/or coordination
 - new signal installations
 - turn lanes
 - ramp improvements/widenings to enhance capacity
 - minor realignments
 - other upgrades

Next Steps

Public Involvement is Critical

- As we move forward, we continue to encourage your involvement
- In the coming months, we will be working with local stakeholders to create a number of focus groups to gather input on key elements of the purpose and need
- In addition, there will be other meetings with minutes posted to the WEB site:
 - Project Team Monthly Status Meetings
 - Quarterly Status Meetings with the project team, local funding partners and public stakeholders
 - Context and Aesthetic Committee

In Summary

- This approach still has a lot of unknowns.
- There are no pre-conceived solutions in mind
 - We want to re-look at the P&N and work with you to ensure we are addressing the most critical aspects.
- Lastly, we want to closely coordinate with you as we advance this effort.

Public Involvement is Critical

- In addition, Public meetings for:
 - Purpose and Need
 - Feasibility Study
 - Alternative Refinements
 - NEPA document
 - Future meetings throughout the design/ROW process

EASTERN CORRIDOR SEGMENT II/III PROJECT DISCUSSION



Presentation Boards

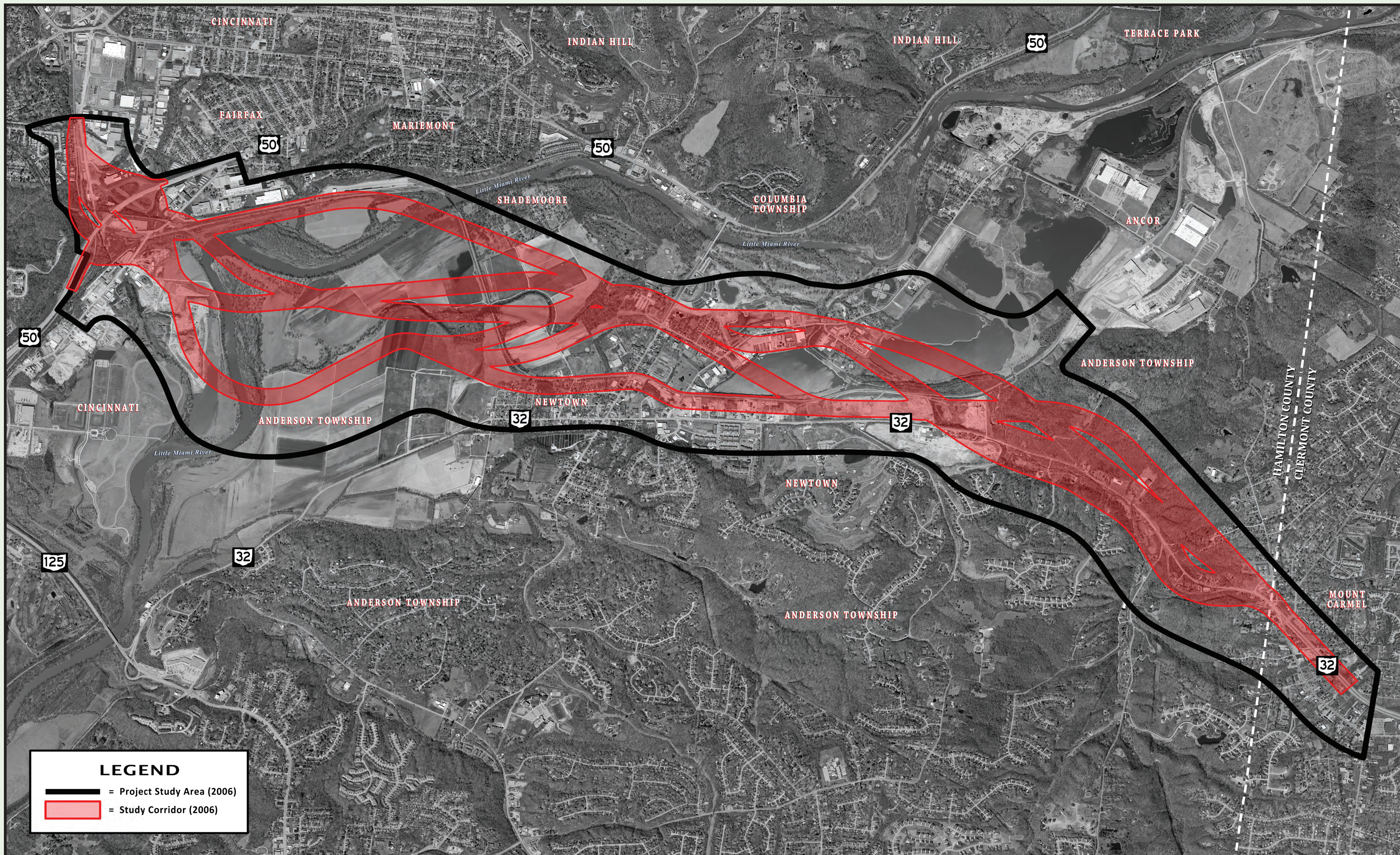


WELCOME!

**EASTERN CORRIDOR
PUBLIC INFORMATION MEETING
SR 32 Improvements (Segment II/III)
August 6, 2015**

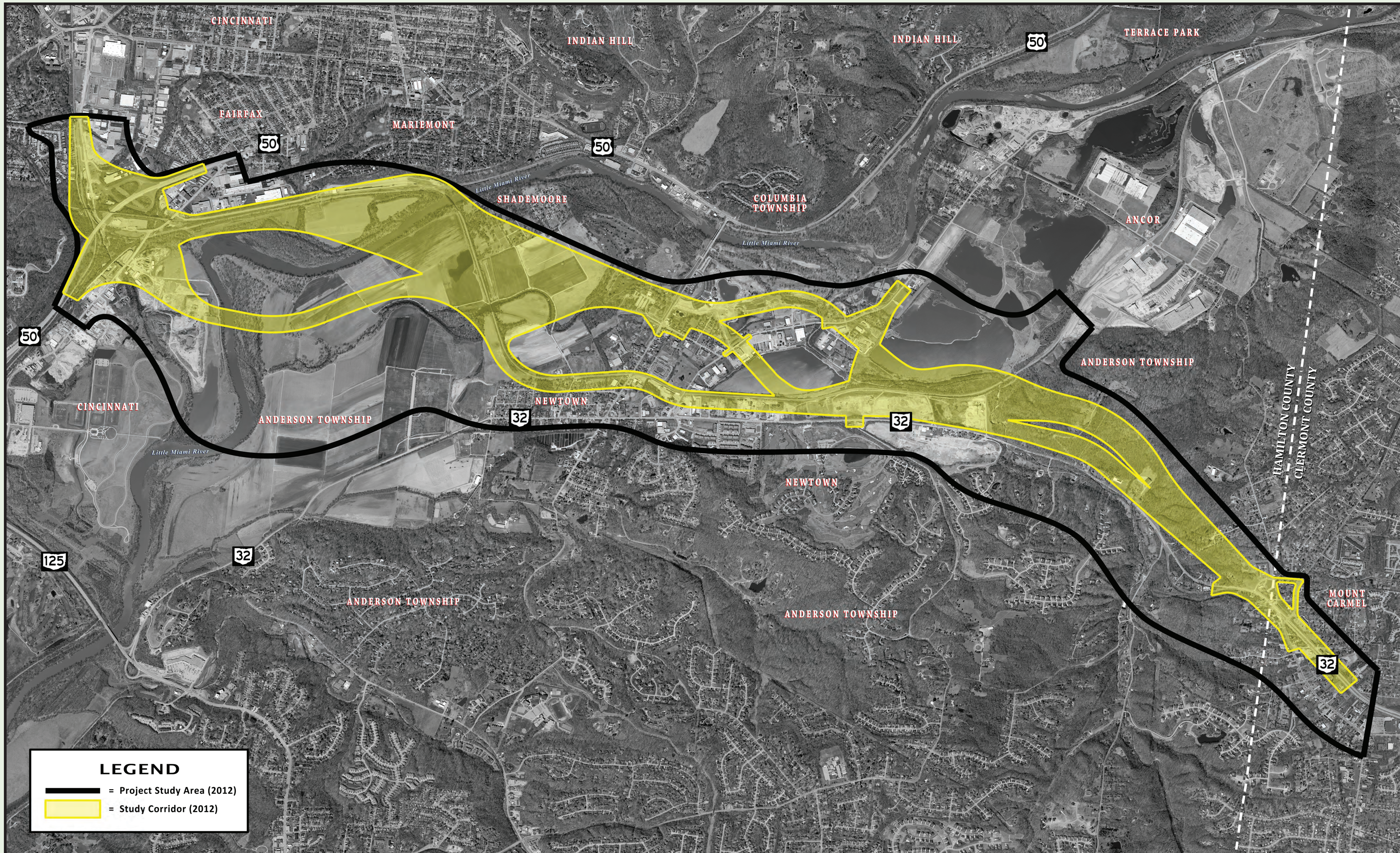


Where We've Been: Tier 1 Study Corridors (2006)



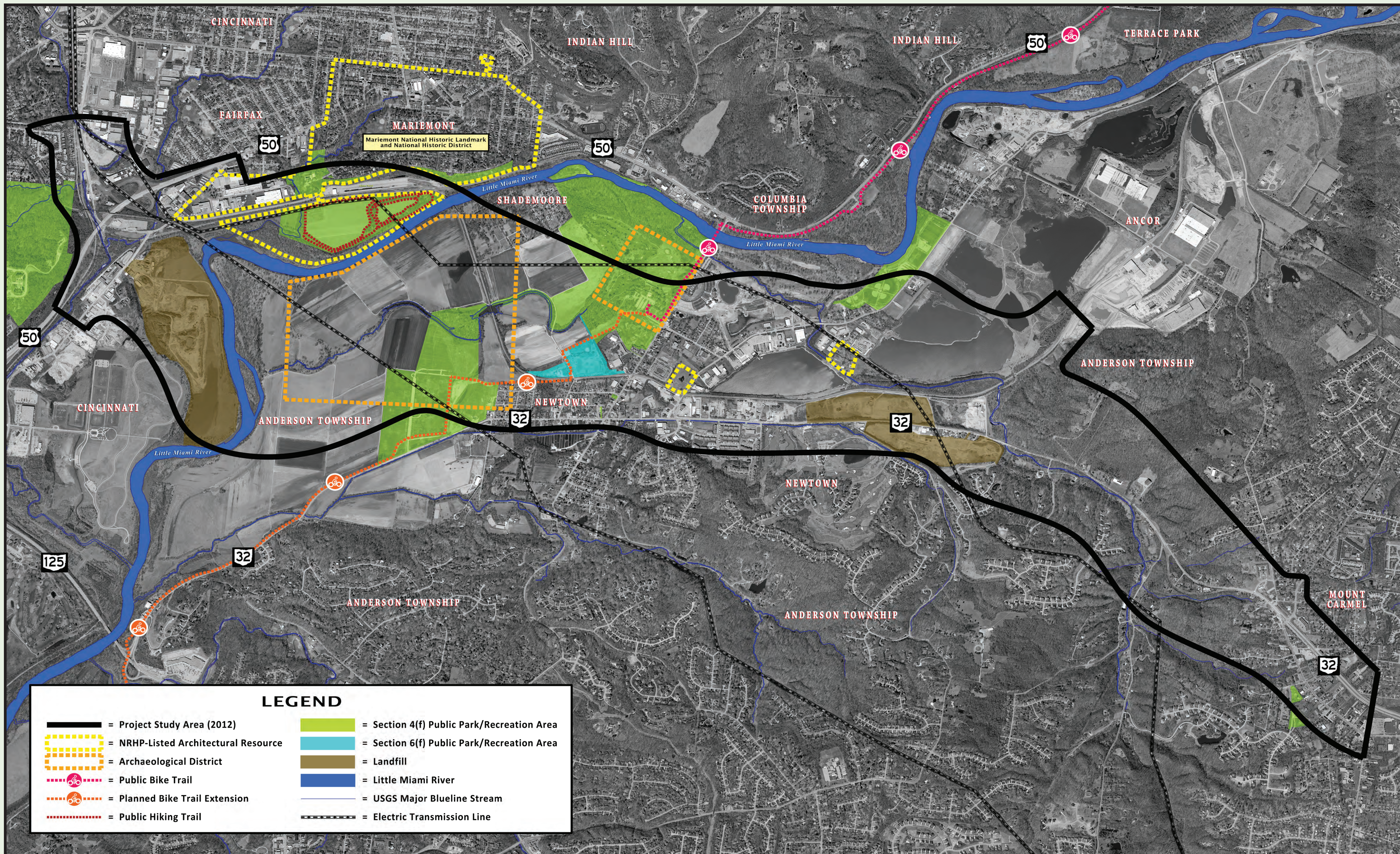


Where We've Been: Revised Study Corridors (2012)



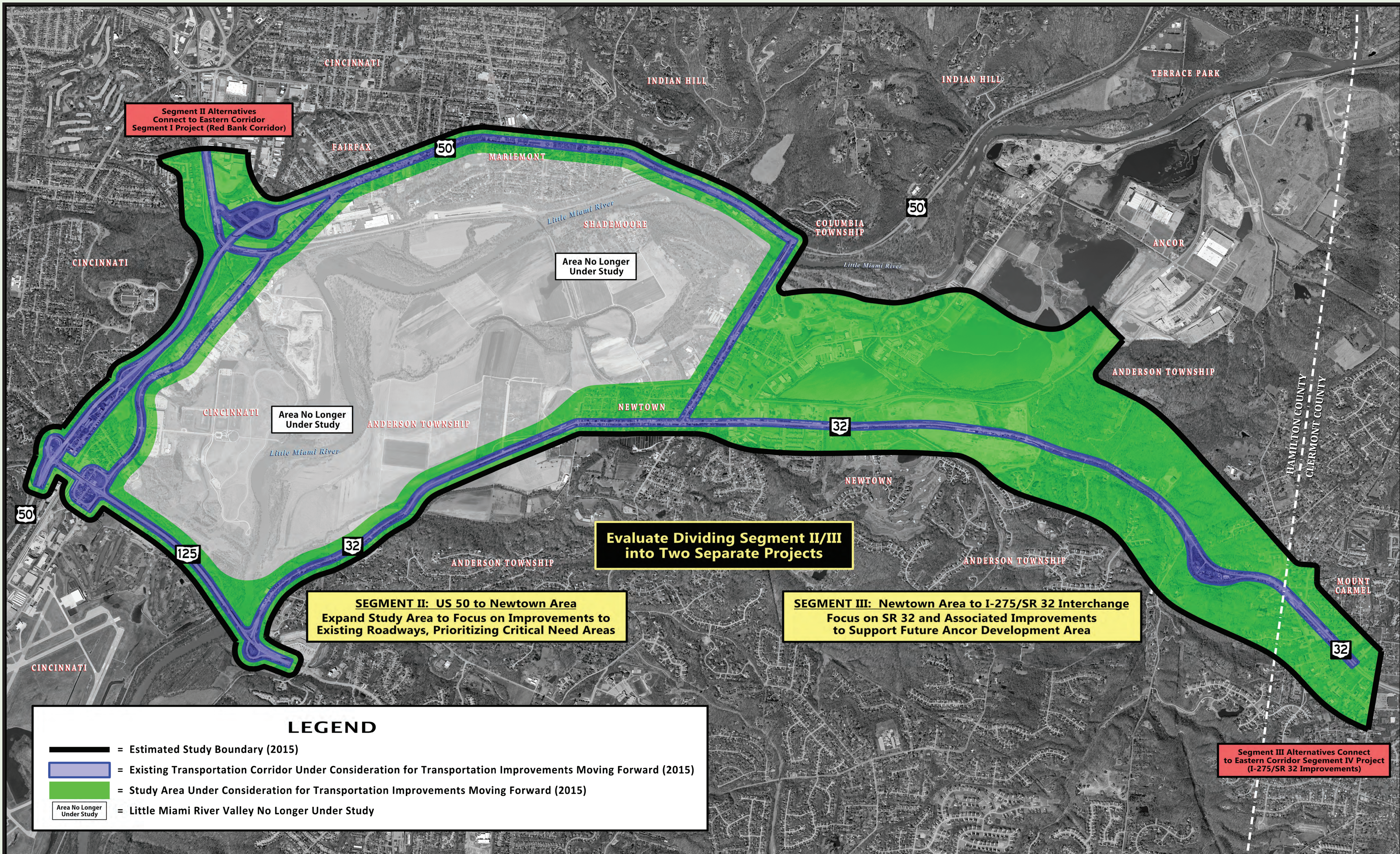


Primary Environmental Concerns





Moving Forward (2015)





The Next Steps . . .

What Work is Next?

- Finalize the **Recommended Plan for Moving Forward** **August 2015**
- Update the **Project Purpose and Need** **August 2015 to Early 2016**
- Hold a series of **Public Outreach Opportunities**
to obtain Purpose and Need input **August 2015 to Early 2016**

Further details on **Project Development, Schedule, and Additional Public Involvement Opportunities** will be developed after the updated Purpose and Need



Where Are the Problem Areas?

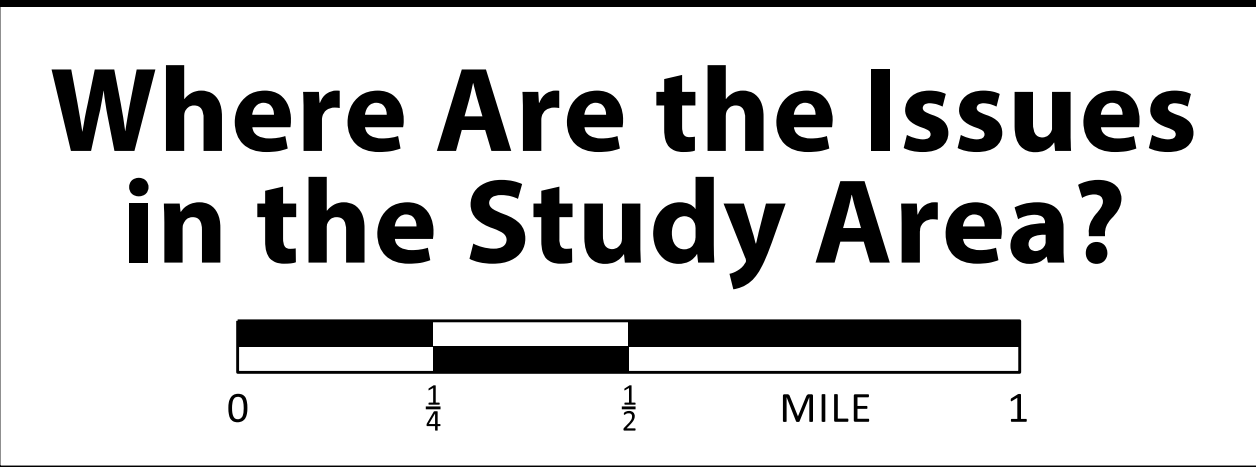
Please Help Us Identify Transportation Issues by Placing a Colored Dot on the Adjacent Maps:

RED = Congestion

YELLOW = Safety

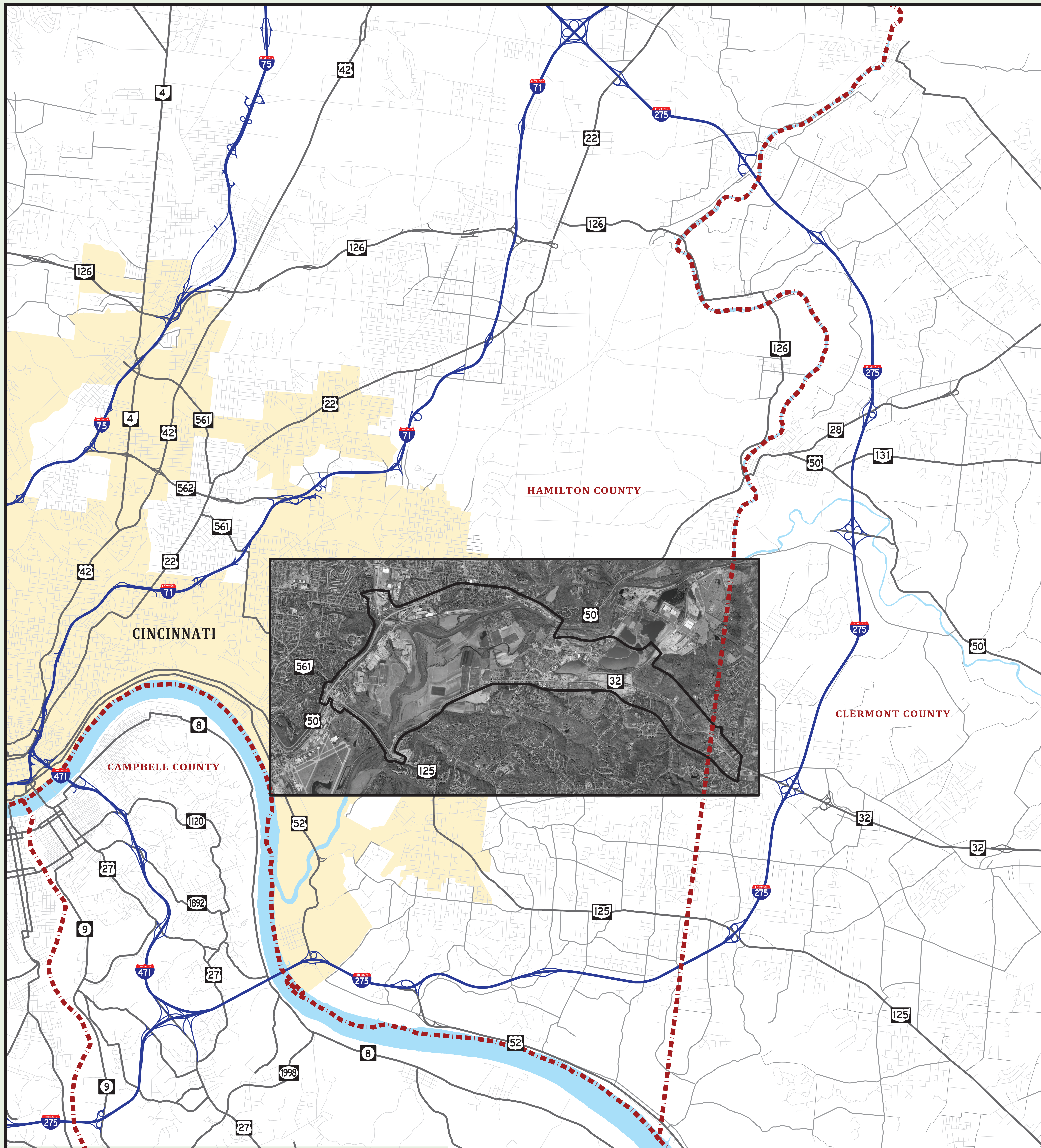
BLUE = Accessibility

GREEN = Other





Where Are the Issues in the Region?



Project Fact Sheet Handout



Ohio Department of Transportation, District 8
505 South State Route 741
Lebanon, OH 45036
(513) 932-3030

www.EasternCorridor.org

FACT SHEET

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

THE SR 32 RELOCATION PROJECT – WHERE WE’VE BEEN

The relocation of SR 32 was proposed as part of the Eastern Corridor’s program of multi-modal projects to improve mobility and connectivity between downtown Cincinnati and communities extending east through Hamilton County and into western Clermont County. The project was recommended for further evaluation based on the results of a comprehensive series of studies and an extensive public involvement process.

Originally, the project involved:

- Shifting the western end of existing SR 32 from where it currently ends at SR 125 (Beechmont Levee) to a new direct connection with US 50 (Columbia Parkway) and the Red Bank business corridor;
- Reshaping SR 32 into a controlled access, four-lane, boulevard-style roadway;
- And constructing a new bridge across the Little Miami River that could support multiple transportation modes (car/truck, rail transit, bike, pedestrian).

PROJECT DEVELOPMENT SUMMARY

In 2006, a series of roadway corridor options for relocating SR 32 within the Little Miami River Valley were identified for further evaluation (*Eastern Corridor Tier 1 Record of Decision, June 2006*). The results of studies conducted between 2010 and 2013 reduced the number of study corridors, and the remaining options recommended for further analysis were presented in the *SR 32 Relocation (Segment II/III) Feasibility Study, March 2012*. Comments received were subsequently addressed in an *Addendum to the Feasibility Study*, completed in December 2012.

Following the completion of the Feasibility Study, conflicting interests arising among various transportation, environmental, and historic interest agencies and several local communities led the Ohio Department of Transportation (ODOT) in coordination with the Federal Highway Administration (FHWA) to put further project development on hold and conduct a comprehensive assessment of stakeholder interests and concerns pertaining to the project.

ODOT and FHWA engaged the U.S. Institute for Environmental Conflict Resolution and a facilitation team from the Consensus Building Institute as neutral, outside entities to review the project and complete a Situation Assessment to help determine possible next steps. Completed in November 2014, the Assessment summarized key viewpoints from over 100 stakeholder interviews and identified key perspectives about the project. During that time, ODOT and FHWA continued coordination with federal-recognized Native American tribes and various resource agencies interested in the Little Miami River and performed a risk assessment analysis on the project.

The results of these efforts identified significant concerns with relocating SR 32 within the Little Miami River Valley at this time. Key concerns pertain to regulatory permitting challenges, potential impacts on archaeological resources and the need for tribal concurrence, design and construction challenges, hazardous materials liabilities, anticipated high construction costs and local community opposition.

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Eastern Corridor Implementation Partners

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

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

RECOMMENDATIONS FOR MOVING FORWARD

In consideration of the information gained through further study of the proposed SR 32 Relocation options and resource agency and public input, ODOT has concluded that a new roadway alignment through the Little Miami River Valley is not a reasonable solution due to the potential for significant environmental impacts and higher costs.

However, congestion, delay and travel safety issues still exist through this portion of the Eastern Corridor and transportation improvements within Segment II/III are needed to address regional network inadequacies and poor linkage to important economic, recreational and employment centers.

Therefore, ODOT recommends the following actions for further development of the Segment II/III project:

- Do not expend additional time and resources studying previously considered new alignment corridors for SR 32 in the Little Miami River Valley [see the *Moving Forward (2015)* project area map handout].
- 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 significant environmental constraints.
- Consider alternatives that have the potential for lower overall impacts, focusing on improvements to existing transportation corridors (SR 32, US 50 and other roadways). Options could include: adding turn lanes, interchange improvements, widening to enhance capacity; minor realignments; improving signal timing and/or coordination; installing new signal(s); and other improvements.
- Investigate the possibility of separating roadway Segment II/III of the Eastern Corridor Program into independent projects:
 - Segment III, extending east from the Newtown area to the I-275/SR 32 interchange, would involve developing transportation improvements to help support economic development opportunities in the Ancor area. Segment III has far less potential for major environmental impacts and could be ready for implementation much quicker than Segment II.
 - Segment II, extending west from the Newtown area to the US 50/Red Bank corridor area, would involve an expansion of the original study area to include portions of existing SR 32, SR 125/Beechmont Levy, 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 major impacts along existing alignments is expected to be lower.

NEXT STEPS

ODOT's goal is to better integrate and balance regional transportation needs with environmental protection, public interest in the quality of life in their communities, and the ability to support economic development opportunities of the broader region. Next steps for moving forward include:

- Public Information Meeting – review and comment on ODOT's recommended plan: *August 6, 2015*
- Finalize the recommended plan for moving forward: *late August 2015*
- Update the Project Purpose and Need: *August 2015 to Early 2016*
- Hold a series of public outreach opportunities to obtain Purpose and Need input: *August 2015 to Early 2016*

Following completion of the updated Purpose and Need, specific study details and schedules will be developed for each project to complete environmental clearance and detailed design. Project construction will be phased to address priority needs and available funding. Additional details will be provided as they become available.

PUBLIC INVOLVEMENT

Public involvement has been a key effort in the development of the Eastern Corridor Program since its inception. An active and evolving group of stakeholders from local communities, local and regional government, environmental interest groups, and state and federal agencies was engaged through all phases of project development to date. ODOT carefully considered stakeholder concerns to develop its recommended plan for moving forward with this important component of the Eastern Corridor and public involvement will continue to be an integral part of the project development process. For more information, please visit the project website at **www.EasternCorridor.org**.

Frequently Asked Questions Handout



Ohio Department of Transportation, District 8
505 South State Route 741
Lebanon, OH 45036
(513) 932-3030

www.EasternCorridor.org

FREQUENTLY ASKED QUESTIONS

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

Q: What is the purpose of tonight's meeting?

A: The Ohio Department of Transportation (ODOT) is hosting a public information meeting to update the public on the current status and next steps of the SR 32 project, also known as Segment II/III of the Eastern Corridor Program.

Q: Has ODOT "killed" the SR 32 project?

A: NO. The relocation of SR 32 was proposed as part of the Eastern Corridor's program of multi-modal projects to improve mobility and connectivity between downtown Cincinnati and communities extending east through Hamilton County and into western Clermont County. The project was recommended for further evaluation and feasibility analysis based on the results of a comprehensive series of studies and an extensive public involvement process.

Originally, the project involved shifting the western end of the existing SR 32 from where it currently ends at SR 125 (Beechmont Avenue) to a new direct connection with US 50 (Columbia Parkway) and the Red Bank business corridor; reshaping SR 32 into a controlled access, four-lane, boulevard-style roadway; and constructing a new bridge across the Little Miami River that could support multiple transportation modes (car/truck, rail transit, bike, pedestrian).

ODOT's recommendation at this time is to stop expending further time and resources on previously-considered new alignment corridors through the Little Miami River Valley due to anticipated significant environmental impacts. ODOT's recommendation for further project development is to consider alternatives (car/truck, transit, bike, pedestrian) that have the potential for lower impacts, focusing on existing transportation corridors rather than new alignments through this environmentally-complex area.

With this change, ODOT will also study the possibility of separating Eastern Corridor Program Segment II/III into independent projects [see the *Moving Forward (2015)* project area map handout]. Transportation solutions within Segment III, which extends east from the Newtown area to the I-275/SR 32 interchange, will help support economic development needs of the Ancor area. Segment III has far less potential for major environmental impacts, and could be ready for construction much quicker than Segment II.

Segment II, which extends west from the Newtown area to the US 50/Red Bank Corridor area, would involve an expansion of the original study area to include portions of existing SR 32, SR 125/Beechmont Levy, 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 major impacts along existing alignments is expected to be lower.

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Q: Why are improvements along the SR 32 corridor a priority for our region?

A: As work at the eastern end of the Eastern Corridor nears completion – with improvements at the I-275 and SR 32 Interchange scheduled to be completed later this summer – and work at the western end of the corridor continues to take shape – with construction of the Red Bank / Duck Creek Connector project scheduled to begin next year – plans to improve the SR 32 corridor are more critical than ever in order to support the efficient movement of people, goods and services throughout the eastern part of our region.

Q: What's next?

A: ODOT will update traffic data and the project's Purpose and Need to help prioritize transportation needs in the Segment II/III study area and identify what can reasonably be addressed through this next phase of work. Public input will continue to be solicited to help identify priorities.

Q: How will these changes affect the planning and implementation of the Oasis Rail Transit project?

A: The recommended changes to Segment II/III will result in a more expedited approach to the study of the Oasis Rail Transit component of the Eastern Corridor. Originally tied to the relocated SR 32 roadway through the Little Miami River Valley, development of the Oasis Rail Transit can now proceed as a stand alone project.

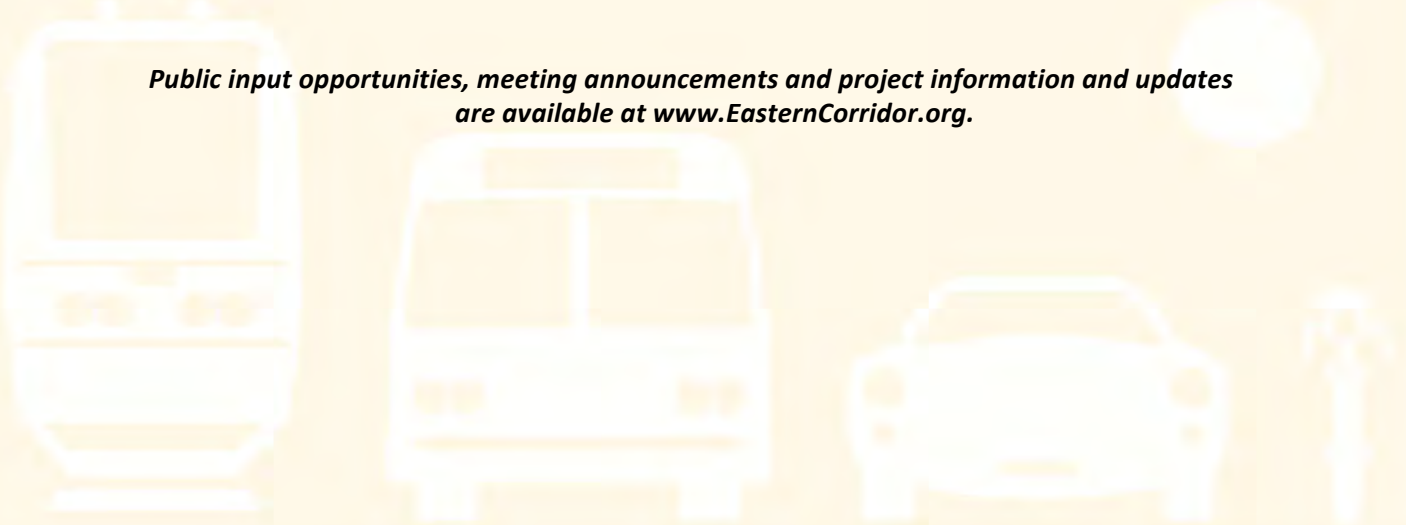
Q: Public input was given serious consideration by ODOT in the recommended plan for further development of Segment II/III. Will my feedback on upcoming studies continue to be considered as part of this new approach?

A: YES. Public involvement will continue to be a critical component of the Eastern Corridor Program of projects. ODOT carefully considered current stakeholder priorities to develop a recommended plan for moving forward with this important component of the Eastern Corridor. An active and evolving group of stakeholders from local communities, local and regional government, environmental interest groups, and state and federal agencies will continue to be engaged through all phases of project development.

*Following feedback obtained from the August 6, 2015, public information meeting,
ODOT will finalize its approach to Segment II/III.*

A series of public outreach opportunities will be provided throughout the fall and winter and into early 2016.

**Public input opportunities, meeting announcements and project information and updates
are available at www.EasternCorridor.org.**



Comment Form



Eastern Corridor Program

Public Information Meeting

COMMENT FORM

Thank you for attending this evening's public information meeting. ODOT is committed to using input from residents, property owners, businesses and others to help identify and develop transportation improvements needed within the area. To assist with this effort, please take a few minutes to complete this comment form. A copy of the Moving Forward (2015) project area map has been provided to you to use as a reference.

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

A. ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown [refer to the white-shaded area on the <i>Moving Forward (2015)</i> project area map].	Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure
B. ODOT should consider making lower impact improvements to existing transportation corridors within the Segment II/III study area [SR 32, US 50/Wooster Pike, SR 125/ Beechmont Levee, Newtown Road and others) instead of relocating SR 32. Improvements to be considered may include adding turn lanes, making interchange improvements, widening roads; making minor realignments; improving signal timing and/or coordination; installing new signals, etc.	Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure
C. Improvements are needed to make it easier to travel within/through the Segment II/III study area.	Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure
D. Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.	Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure
E. More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.	Strongly Agree	Agree	Disagree	Strongly Disagree	Not Sure

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

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

	Not an Influence				Major Influence	Not Sure
A. Overcrowded roads within the study area	1	2	3	4	5	0
B. Slow moving traffic on primary roads within the study area (SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.)	1	2	3	4	5	0
C. Frequent accidents on roads within the study area	1	2	3	4	5	0
D. Unpredictable travel times on SR 32, SR 125/Beechmont Levee, US 50/Wooster Pike, etc.	1	2	3	4	5	0
E. Indirect connections to major shopping/employment/entertainment areas	1	2	3	4	5	0
F. Indirect connections to major transportation corridors (I-75/I-71, I-275, I-471, US 50, etc.)	1	2	3	4	5	0
G. High traffic volumes on major transportation corridors around the study area (I-275, I-471, and I-71, etc.)	1	2	3	4	5	0
H. Limited alternative travel options (rail, bus, bike, foot)	1	2	3	4	5	0

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

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

<input type="checkbox"/> Daily	<input type="checkbox"/> Once every few months
<input type="checkbox"/> Several times a week	<input type="checkbox"/> Rarely
<input type="checkbox"/> Several times a month	<input type="checkbox"/> Never

4A. If you answered **Once Every Few Months, Rarely or Never** above, please explain why:

4B. **Would you travel through the study area more often if** (please check any of the following that apply):

<input type="checkbox"/> Travel times were shorter
<input type="checkbox"/> There was less traffic
<input type="checkbox"/> Local roads were better connected to regional transportation corridors
<input type="checkbox"/> Access within the study area was improved
<input type="checkbox"/> Other (please explain):

5. In which zip code do you **live**? _____

6. In which zip code do you **work**? _____

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

Thank you for taking the time to complete this form. Your feedback is greatly appreciated.

Please leave your completed form with a project representative tonight or send it to the following address by August 21:

*Attn: Tom Arnold, ODOT District 8 • 505 S. State Route 741 • Lebanon, Ohio, 45036, or,
d08.pio@dot.ohio.gov • (513) 933-6511 (phone) • (513) 933-9472 (fax)*