

**APPENDIX C**  
**PUBLIC COMMENT SUMMARY REPORT**



Eastern Corridor Program – SR 32 Improvements (Segment II/III)

August 6, 2015 Public Information Meeting

## PUBLIC COMMENT SUMMARY REPORT

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October 2015

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# INTRODUCTION

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On August 6, 2015, the Ohio Department of Transportation (ODOT) held a public information meeting to update the public on the current 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 key project area, which extends from US 50 in Fairfax to Bells Lane in Eastgate.

The meeting was held at the Nagel Middle School Cafetorium (1500 Nagel Road, Cincinnati, OH 45227) between 4:00 p.m. and 7:00 p.m. The meeting was held as an open house and community members were invited to arrive at any point during the meeting time, review project information and talk with project team representatives.

Information was presented using a series of nine information boards which included an overview of the project, visuals of the revised study corridors and next steps. Tom Arnold of the Planning and Engineering Department at ODOT District 8 gave a brief 10-minute presentation at 4:30 p.m. and again at 6 p.m. Copies of the information boards and 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/>.

Upon arriving at the meeting, participants were asked to sign in and received a fact sheet, a “Moving Forward 2015” map, a Frequently Asked Questions handout, and a Comment Form. These materials, plus an online version of the Comment Form developed using Survey Monkey, were posted on the SR 32 Relocation Public Involvement page of the Eastern Corridor Program website after the meeting ended (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).

Eighty-two people signed in at the meeting, though some additional attendees opted not to do so and therefore were not included in the attendance count.

## Feedback Received

### Comment Form

The Comment Form provided to meeting attendees in both hard copy and online formats included the same questions regarding ODOT’s revised approach to transportation improvements in the Segment II/III project area, the need for improvements and locations of problem areas, and influences on travel behavior within the study area. The Comment Form also provided respondents with an opportunity to submit free response questions and comments.

*(NOTE: Questions on the hard copy version of the Comment Form were numbered differently than the same questions included in the online version of the Comment Form due to numbering limitations in Survey Monkey. This summary report references questions numbered as they appeared in the hard copy version of the Comment Form.)*

Participants were encouraged to submit their completed forms at the meeting but were also given the option to mail/email/fax in their completed forms after the meeting or complete the online version instead.

One hundred sixty-two comment forms were received by the project team. Thirty-two of these were submitted at the public information meeting and an additional 125 were submitted through Survey Monkey. Five completed comment forms were 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 contain were included in the data analysis presented on the following pages. Comments received on all forms are documented in Attachment A: Comments Received.

### **Emails and Letters**

In addition to the completed comment forms, three email messages and two letters were received through either the Eastern Corridor email system or by ODOT project representatives:

- Two email messages were submitted by individuals not affiliated with a specific group or organization. One of these messages said simply “this is great news/glad to hear it” while the other message expressed displeasure with some of the changes already made within the study corridor and provided several suggestions for the team’s consideration, including moving forward with the Oasis Rail Transit project.
- A third email message was submitted on behalf of Burger Farm and Garden Center and provided an overview of the company’s plans for future expansion and included specific suggestions for area improvements to be considered by the project team.
- A letter submitted by the Mariemont Community Partner Committee outlined their concerns and objections to the revised approach to the Segment II/III project as well as to elements of the public involvement process. The letter also included specific suggestions to be considered during the next phase of study.
- A letter submitted by the Sierra Club Ohio Chapter and Miami Group outlined the organization’s support for not relocating SR 32 and instead considering lower/no impact improvements to the existing transportation corridors within the Segment II/III study area. The letter also enunciated the degree to which the organization agrees with elements of ODOT’s revised approach to the Segment II/III project (strongly agree) and outlined several issues/viewpoints for the project team to consider during the next phase of study. 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 are included in the Comment Form response summary presented on the following pages.

### **Results Documentation**

The results presented in this Public Comment Summary Report will be included as part of the Eastern Corridor Program’s documentation of Tier 2 public involvement activities for the Segment II/III project development process. The comments, suggestions and opinions expressed by respondents will be provided to all Eastern Corridor Program representatives and project consultant teams to be considered during the Tier 2 alternative evaluation and decision-making process.

August 6, 2015  
Segment II/III Public Information Meeting

## **COMMENT FORM RESPONSE SUMMARY**

# QUESTION 1A

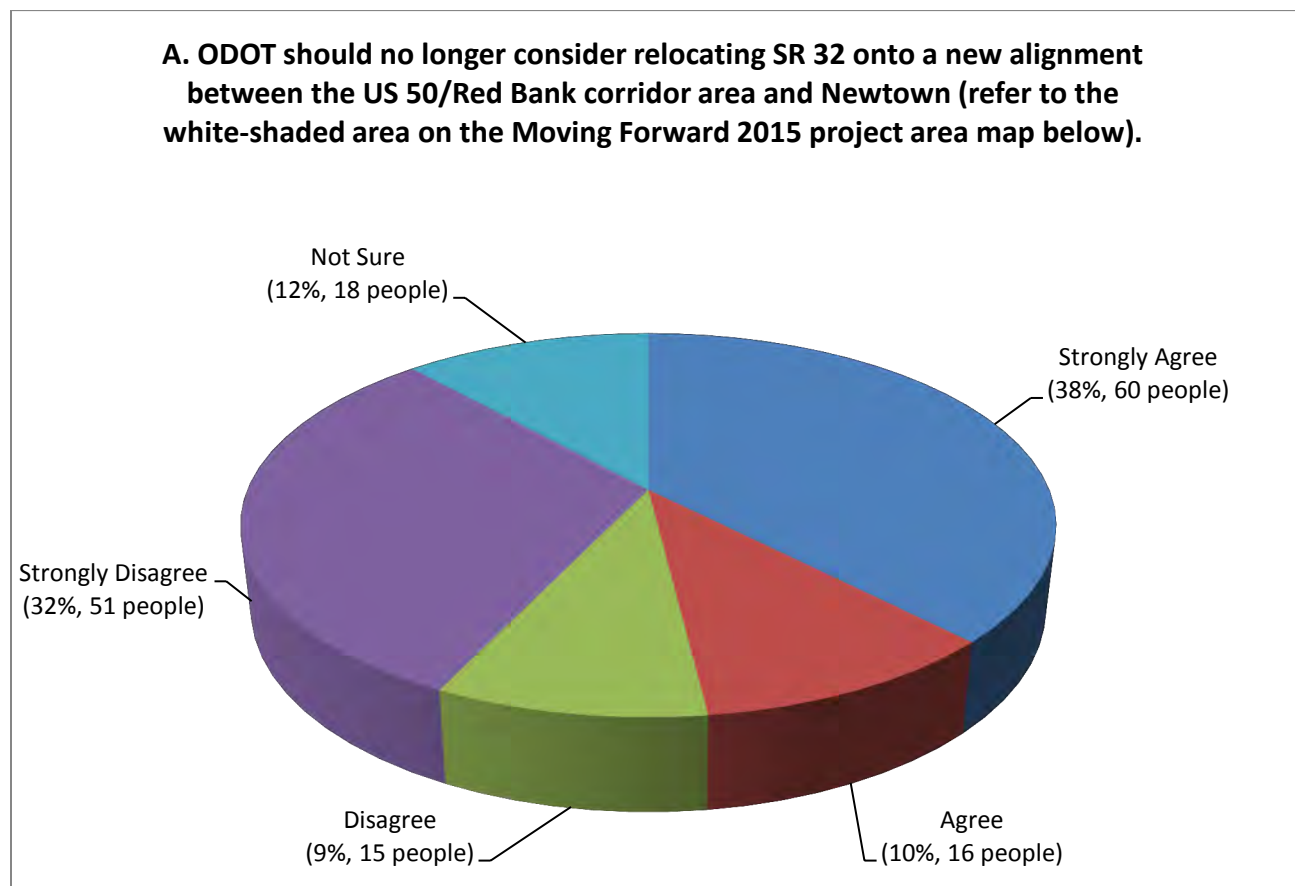
*For Question 1, respondents were asked to indicate whether they Strongly Agree, Agree, Disagree, Strongly Disagree with or are Not Sure about a series of five statements (A through E). The following pages present a summary of feedback received for each question.*

## **1A. ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map).**

Responses received: 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 between the US 50/Red Bank corridor area and Newtown. 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 weren’t sure.



Thirty-eight comments were submitted for Question 1A (labeled as Question 1 on the online version of the Comment Form). Comments of a similar nature were grouped into the general categories summarized below.

Category	# of Comments Received
<b>RELOCATE SR 32/DISAPPOINTED IN NEW APPROACH:</b> Comments placed in this category outlined general support <b>FOR</b> relocating SR 32 onto a new alignment between the US 50/Red Bank corridor and Newtown areas	13
<b>SUGGESTIONS:</b> Comments received included suggestions for improvements to be made and identified roads needing improvements and/or outlined suggestions for alternative modes of transportation.	9
<b>MISCELLANEOUS</b> – Comments received included requests for more information about the proposed project, a request for a faster connection to Anderson and Clermont, and a request to be involved in the project development.	8
<b>DO NOT RELOCATE SR 32:</b> Comments outlined support for <b>NOT</b> relocating SR 32 onto a new alignment between the US 50/Red Bank corridor and Newtown area	6
<b>CONCERNS:</b> Comments placed in this category identify respondents' concerns with current conditions and project considerations as the study effort moves forward.	2
<b>Total</b>	38

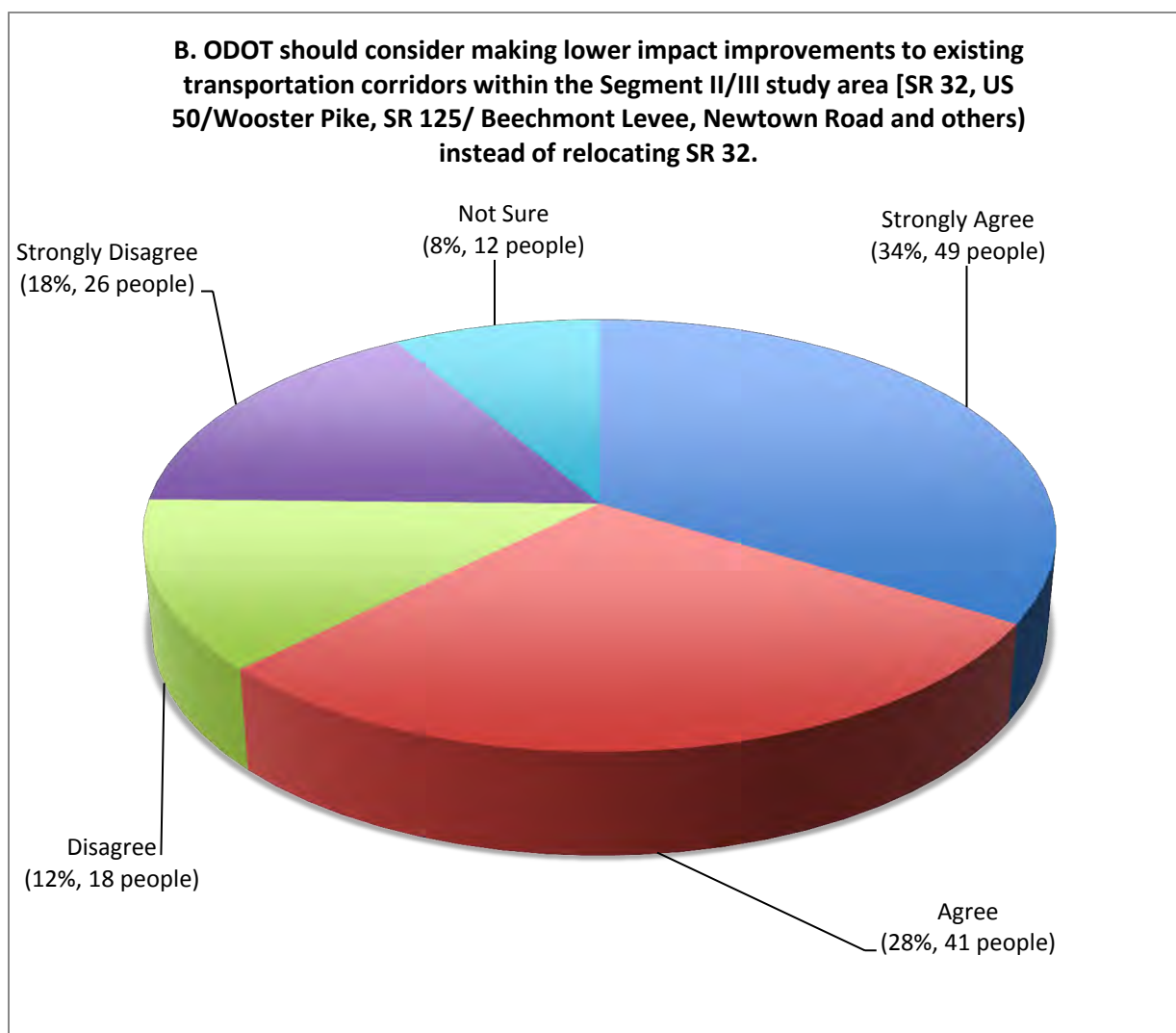
# QUESTION 1B

*(Question 1B was labeled as Question 2 on the online version of the Comment Form).*

**1B. 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 received: 146

Approximately 62% 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.





Forty-seven comments were submitted for Question 1B (labeled as Question 2 on the online version of the Comment Form). Comments of a similar nature were grouped into the general categories summarized below.

Category	# of Comments Received
<b>SUGGESTIONS</b> – Comments received included suggestions on a variety of topics including where SR 32 should be relocated to widening US 50.	22
<b>SUPPORT LOWER IMPACT IMPROVEMENTS</b> – Comments placed in this category outlined support for making lower impact improvements within the study area.	8
<b>MISCELLANEOUS</b> – Comments placed in this category varied and included such topics as preserving existing businesses, improvements in Fairfax, and a reduction of US 50 in Terrace Park.	7
<b>REVISED APPROACH IS NOT ENOUGH</b> – Comments in this category outlines concerns that the revised approach to transportation improvements in Segment II/III won't be enough to address the problems. A majority of comments in the category suggested that ODOT proceed with relocating SR 32.	7
<b>CONCERNS:</b> Comments placed in this category outline respondents' concerns with the impacts of proposed improvements.	2
<b>QUESTION</b> – One comment posed questions about the impact of the revised approach and how the updated proposed improvements compare to the original SR 32 realignment.	1
<b>Total</b>	<b>47</b>

# QUESTION 1C

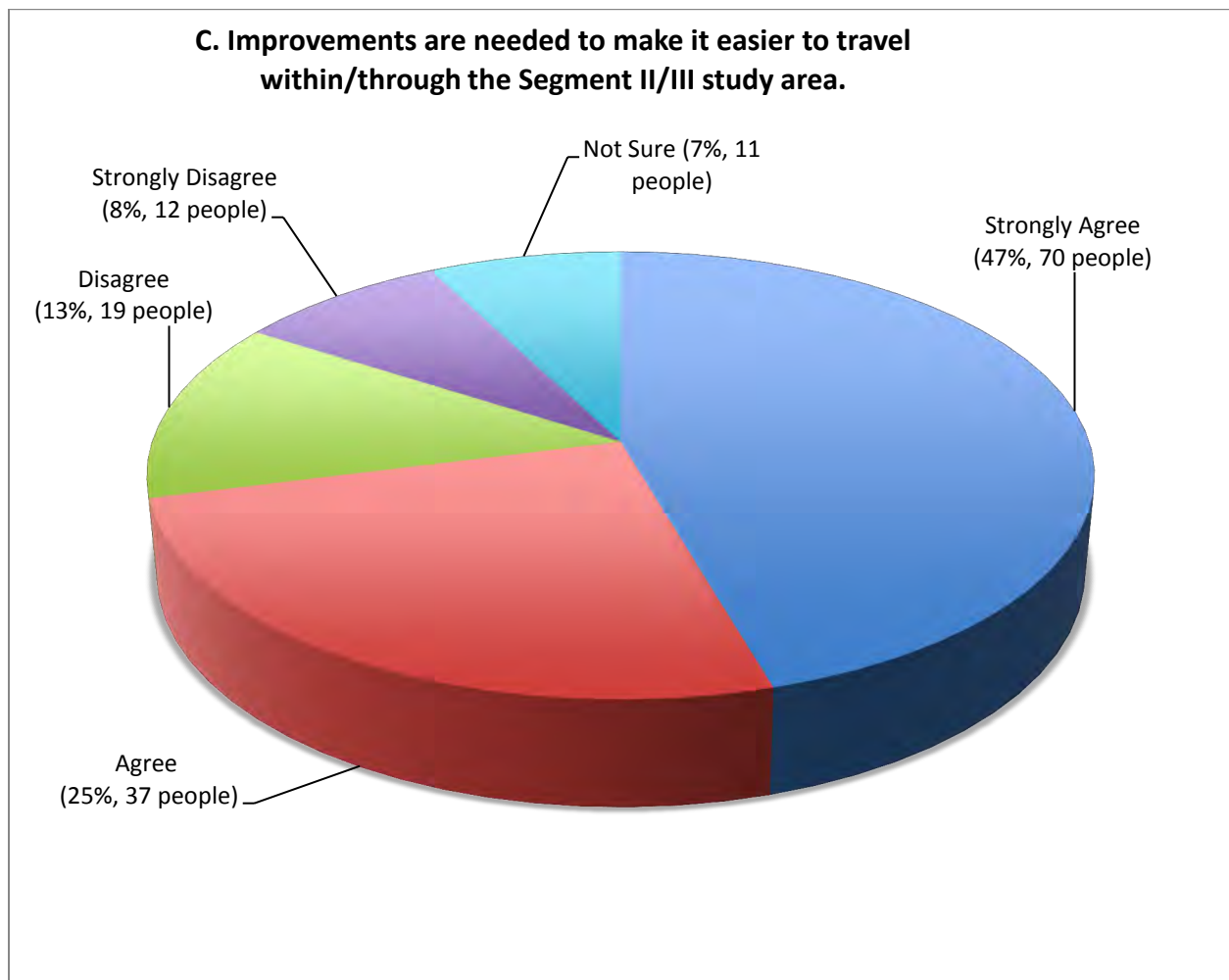
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*(Question 1C was labeled as Question 3 on the online version of the Comment Form).*

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

Responses received: 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.



Twenty-nine comments were submitted for Question 1C (labeled as Question 3 on the online version of the Comment Form). Comments of a similar nature were grouped into the general categories summarized below.

Category	# of Comments Received
<b>CONGESTION IS NOT A PROBLEM</b> – Responses placed in this category state that congestion is not a problem in the study area or is only a problem during rush hour	8
<b>SUGGESTIONS</b> – Comments placed in this category offer suggestions to be considered	8
<b>INCREASE TRANSIT ALTERNATIVE OPTIONS</b> – Comments placed in this category outline respondents’ opinions that increasing transit alternatives (bus, bicycle, pedestrian, rail) within the study corridor is needed.	5
<b>IMPROVEMENTS ARE NEEDED</b> – Comments in this category agree that improvements are needed in the study area.	3
<b>MISCELLANEOUS</b> – Comments placed in this category varied and did not fit into another category.	3
<b>CONGESTION IS A PROBLEM</b> – Comments placed in this category state that congestion is a problem in the study area	2
<b>Total</b>	<b>29</b>

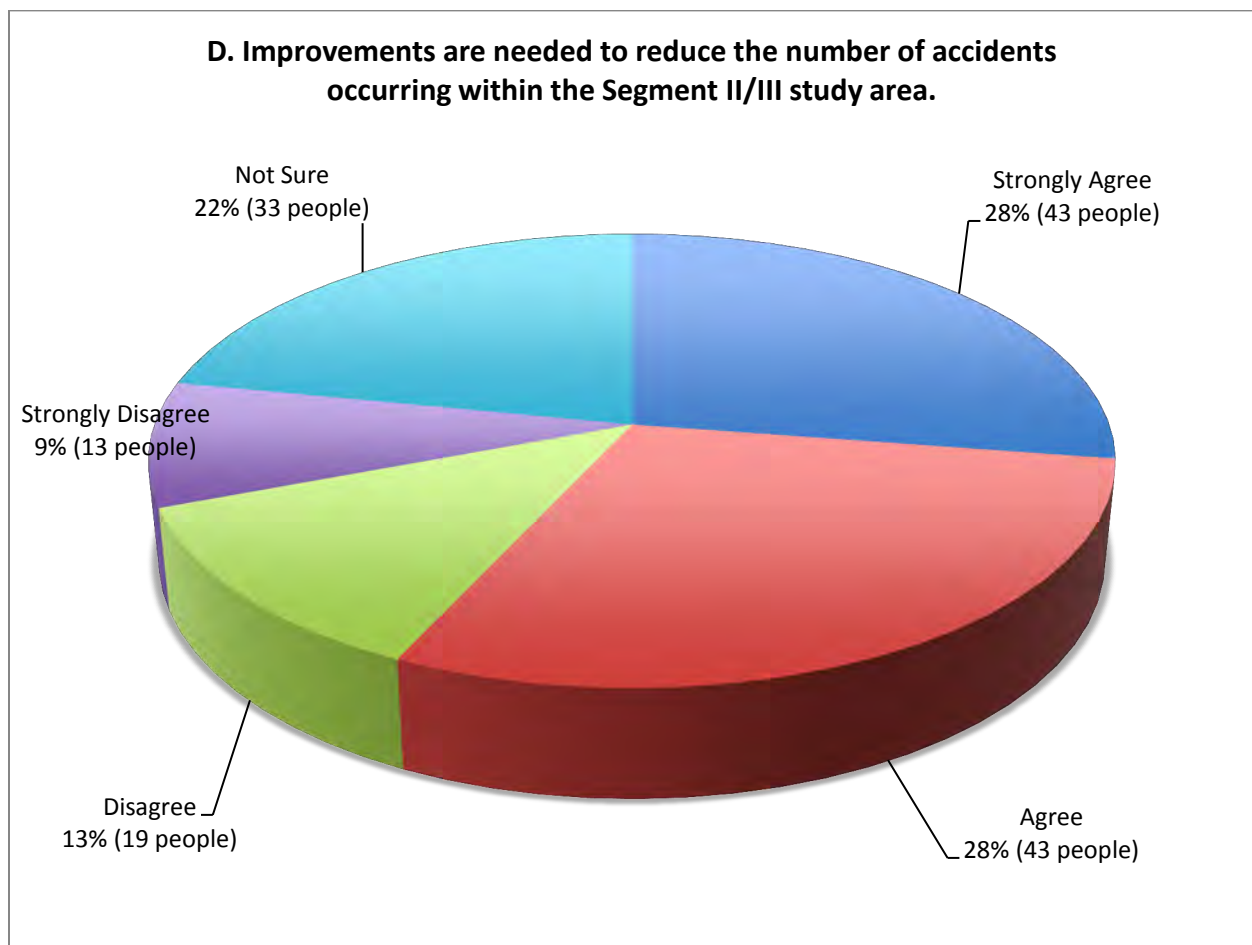
# QUESTION 1D

*(Question 1D was labeled as Question 4 on the online version of the Comment Form).*

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

Responses received: 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.



Twenty-four comments were submitted for Question 1D (labeled as Question 4 on the online version of the Comment Form). Comments of a similar nature were grouped into the general categories summarized below.

Category	# of Comments Received
<b>MISCELLANEOUS</b> – Responses placed in this category provided a variety of comments related generally to the quantity of traffic accidents in the area (don't know how many there are and/or how the number compares with other areas; accidents slow traffic; there aren't many accidents; there are a lot of accidents; etc.) and other topics that didn't fit into other categories.	<b>14</b>
<b>SUGGESTIONS</b> – Comments placed in this category offer suggestions to be considered.	<b>5</b>
<b>CAUSES OF TRAFFIC ACCIDENTS</b> – Responses placed in this category outlined possible reasons why there are traffic accidents in the area.	<b>4</b>
<b>QUESTION</b> – The comment in this category asked a specific question about the number of cars per year (that presumably travel through the study area).	<b>1</b>
<b>Total</b>	<b>24</b>

# QUESTION 1E

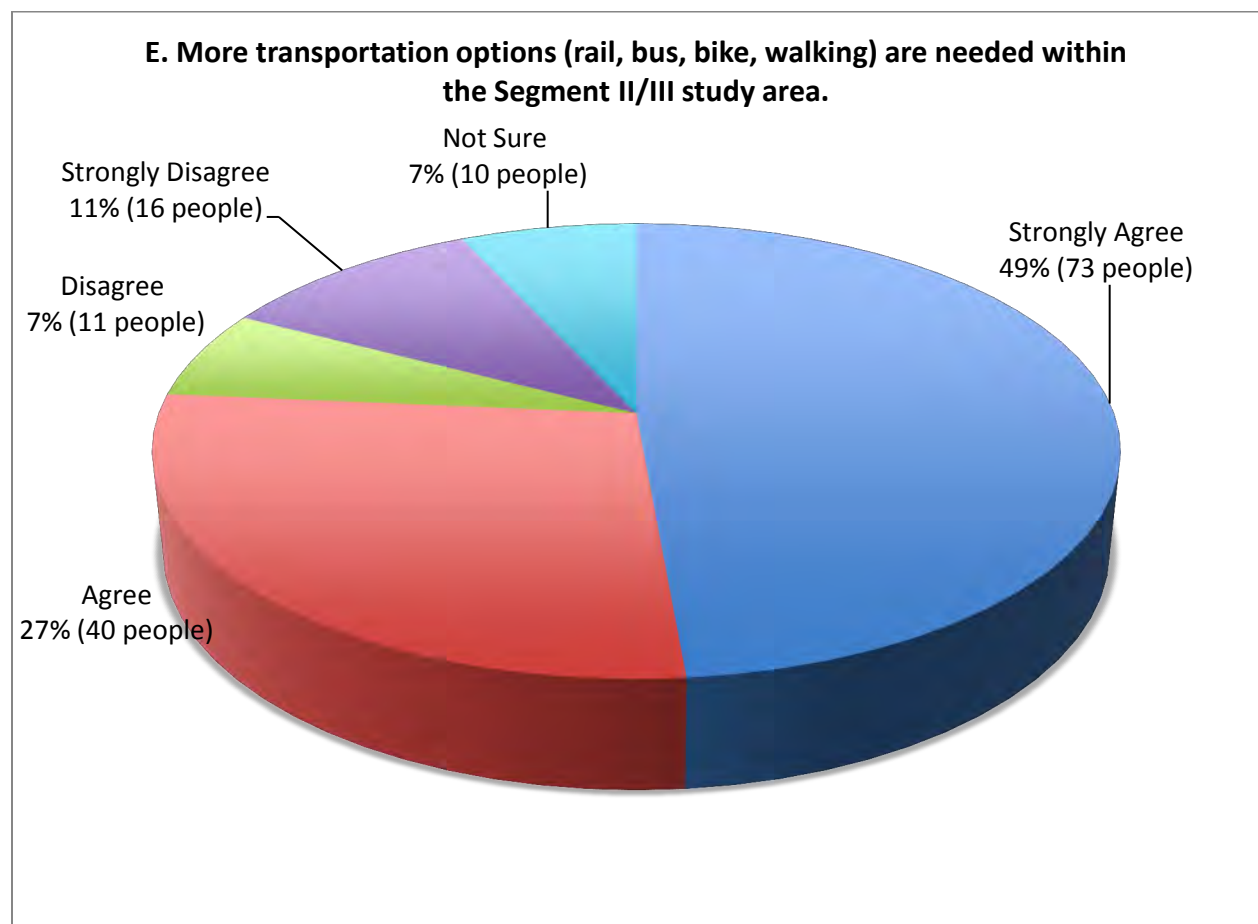
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*(Question 1E was labeled as Question 5 on the online version of the Comment Form).*

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

Responses received: 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.



Thirty-nine comments were submitted for Question 1E (labeled as Question 5 on the online version of the Comment Form). Comments of a similar nature were grouped into the general categories summarized below.

Category	# of Comments Received
<b>SUPPORT FOR EXPANDING ALTERNATIVE TRANSPORTATION OPTIONS</b> – Comments placed in this category express support for expanding travel options (bicycle, pedestrian, rail, bus) within the Segment II/III area.	<b>28</b>
<b>AGAINST ALTERNATIVE TRANSPORTATION OPTIONS</b> – Comments placed in this category outline concerns with various alternative transportation modes.	<b>5</b>
<b>SUGGESTIONS</b> – Comments placed in this category offer suggestions to be considered such as where to build biking or walking routes, establishing rail lines, and developing/improving comprehensive bus plans.	<b>4</b>
<b>MISCELLANEOUS</b> – Comments placed in this category did not fit into another category.	<b>2</b>
<b>Total</b>	<b>39</b>

# QUESTION 2

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*(Question 2 was labeled as Question 6 on the online version of the Comment Form).*

**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).**

Responses received: 141

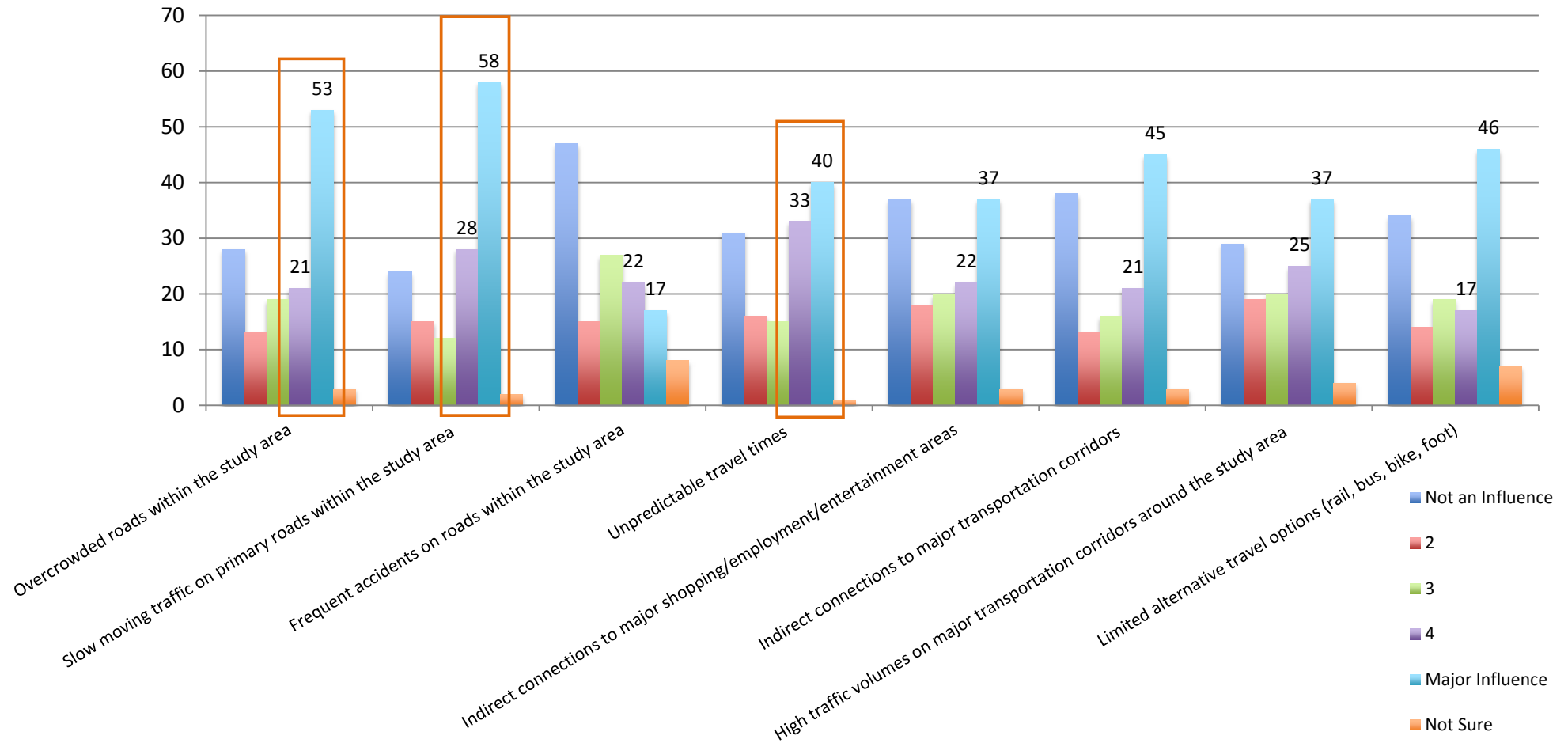
Respondents were asked to indicate on a scale of 1 to 5 the degree to which a series of transportation challenges influence their travel decisions within the Segment II/II study area (1 is Not an Influence and 5 is a Major Influence). Answers received were tabulated and the quantity of 4s and 5s attributed to each challenge are presented in the chart on the next page. Together, these numbers provide an indication as to how much each variable influences travel decisions. Based on the feedback received, 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, are:

- 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 on roads in the study area 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.



**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**



## QUESTION 3

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*(Question 3 was labeled as Question 7 on the online version of the Comment Form).*

**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.**

Eighty-seven comments were submitted for Question 3. Comments of a similar nature were grouped into the general categories summarized below.

Category	# of Comments Received
<b>PROBLEM AREAS</b> – Comments received focused on problems experienced at specific areas within the study area.	<b>29</b>
<b>SUGGESTIONS</b> – Comments placed in this category offer suggestions to be considered.	<b>22</b>
<b>INCLUDE ALTERNATIVE TRANSPORTATION OPTIONS</b> – Comments included in this category indicate a preference for including more transportation options (bicycle, pedestrian, rail, bus) in development plans.	<b>16</b>
<b>MISCELLANEOUS</b> – Comments placed in this category varied and did not fit into a specific category.	<b>16</b>
<b>NO PROBLEM/CONGESTION AT RUSH HOUR ONLY</b> – Comments included respondents’ opinions that there are no congestion problems in the area, or if there are, it is only a problem at rush hour.	<b>3</b>
<b>QUESTION</b> – The comment placed in this category outlined several questions about bus service, how commute times compare to other metropolitan areas	<b>1</b>
<b>Total</b>	<b>87</b>

## QUESTION 4

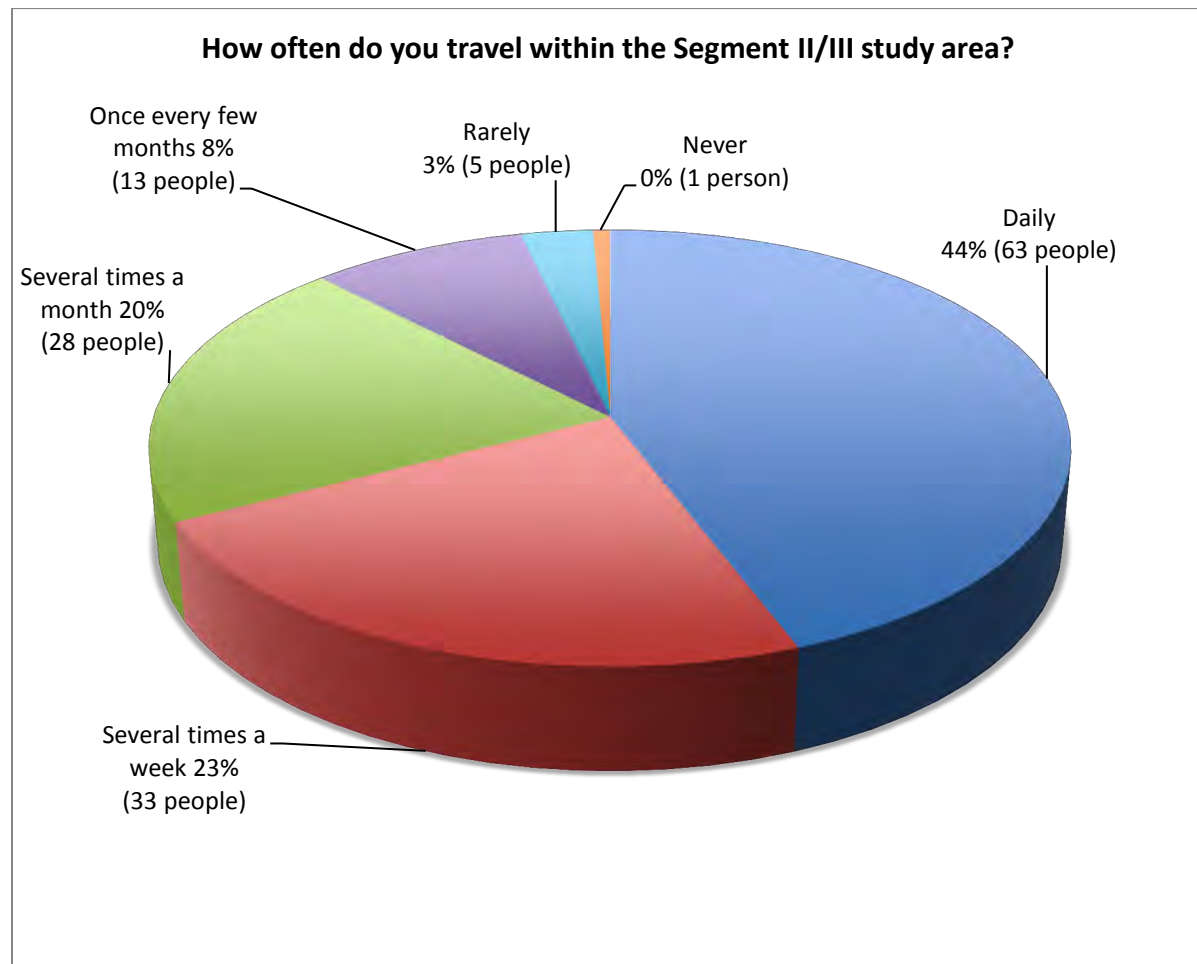
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*(Question 4 was labeled as Question 8 on the online version of the Comment Form).*

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

Responses received: 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.



Nineteen comments explaining answers for “Other” were submitted on for Question 4 (labeled as Question 4A on the online version of the Comment Form), many of which cited reasons for not traveling through the study area more often (i.e. too congested, no direct access, not my route, etc.).

## QUESTION 4B

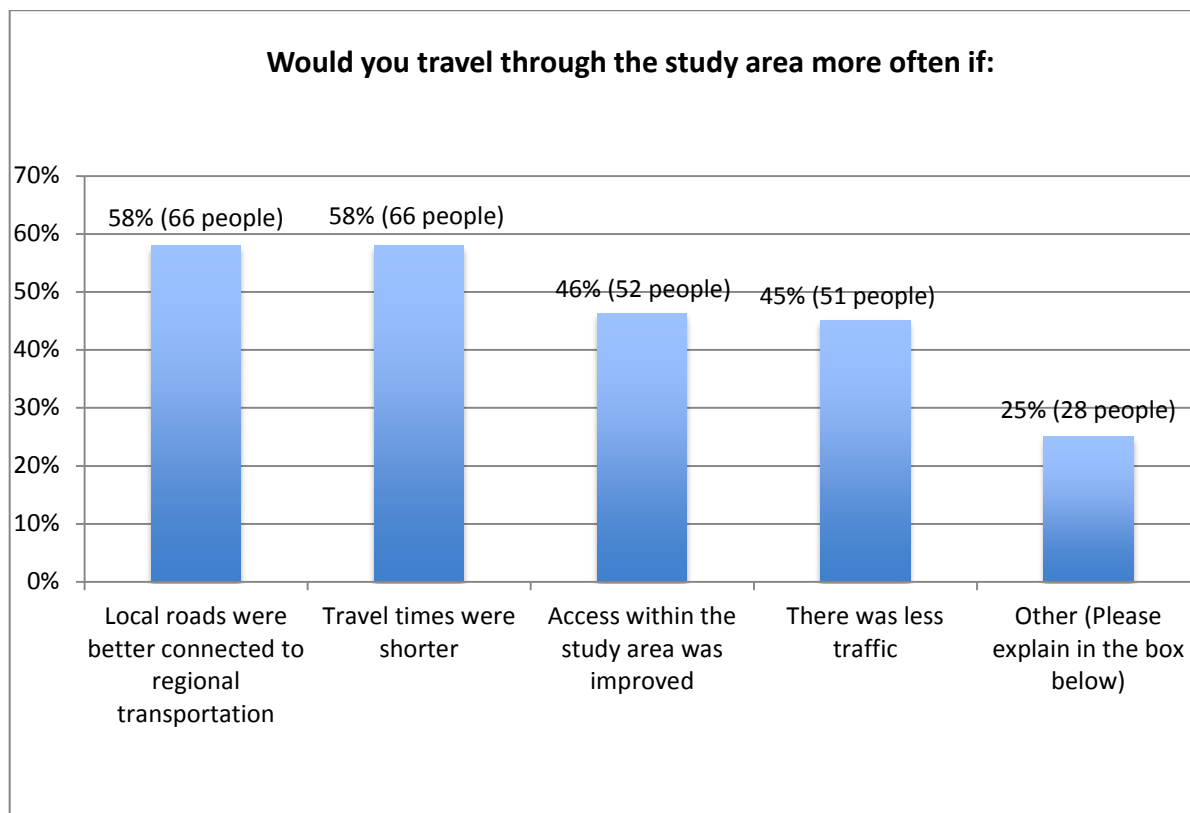
(Question 4B was labeled as Question 9 on the online version of the Comment Form).

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

1. Local roads were better connected to regional transportation
2. Travel times were shorter
3. Access within the study area was improved
4. There was less traffic
5. Other

Responses received: 113

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



# QUESTION 4B

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Forty-one comments were submitted for Question 4B (labeled as Question 9 on the online version of the Comment Form).

Comments of a similar nature were grouped into the general categories summarized below.

Category	# of Comments Received
<b>TRAVEL HABITS WOULD STAY THE SAME</b> – Respondents submitting comments in this category indicate that transportation improvements would not change their travel habits.	<b>16</b>
<b>MORE TRANSPORTATION ALTERNATIVES WOULD INCREASE USE</b> – Comments included in this category indicated that providing one or more alternative modes of transportation (rail, public transit, bicycle, pedestrian) would encourage respondents to travel through the area more often.	<b>10</b>
<b>MISCELLANEOUS</b> – Comments placed in this category varied and did not fit into a specific category.	<b>9</b>
<b>SUGGESTIONS</b> – Comments contain improvement suggestions to be considered.	<b>6</b>
<b>Total</b>	<b>41</b>

# Question 5

(Question 5 was labeled as Question 10 on the online version of the Comment Form).

## In which zip code do you live?

Responses received: 141

The most frequently reported zip code respondents reported living in (18% of responses, 25 people) was 45244, which extends across portions of Newtown, Ancor, Mt. Carmel, Anderson Township). The second and third most frequently reported zip codes of residence were 45227 (16% of responses, 22 people) which extends across Mariemont, Madisonville and Fairfax and 45230 (15% of responses, 21 people) which includes portions of Anderson Township and California.

Zip Code of Residence			
Zip Code	General Area (Communities listed indicate the primary communities found within the zip code)	No. of Responses	% Percent
45244	Newtown, Ancor, Mt. Carmel, Anderson Township,	25	18%
45227	Mariemont, Madisonville, Fairfax	22	16%
45230	Anderson Township, California	21	15%
45103	Batavia, Owensville	13	9%
45245	Southeast Clermont County, Withamsville	10	7%
45255	Anderson Township, Forestville	8	6%
45208	Hyde Park, Mt. Lookout	7	5%
45226	Columbia Tusculum, Mt. Lookout	4	3%
45247	Dent	1	1%
45246	Glendale, Springdale	1	1%
45244	Newtown, Ancor, Mt. Carmel, Anderson Township	1	1%
45243	The Village of Indian Hill	1	1%
45236	Kenwood, Dillonvale, Silverton	1	1%
45231	Northbrook, Mount Healthy, Greenhills	1	1%
45223	Northside	1	1%
45219	Clifton, The Heights, Corryville, University of Cincinnati	1	1%
45213	Pleasant Ridge	1	1%

Zip Code of Residence			
Zip Code	General Area (Communities listed indicate the primary communities found within the zip code)	No. of Responses	% Percent
45212	Norwood	1	1%
45205	West Price Hill, East Price Hill, Queen City	1	1%
45202	Downtown Cincinnati	1	2%
45176	Williamsburg	1	2%
45174	Terrace Park	1	1%
45157	Mount Pisgah	1	1%
45150	Milford	1	2%
45147	Miamiville	1	1%
45140	Loveland	1	1%
45122	Goshen	1	1%
45106	Bethel	1	2%
45102	Amelia	1	2%
45044	Middletown	1	1%
45039	Maineville	1	1%
45015	Hamilton	1	1%
41059	Melbourne, KY	1	1%

# Question 6

(Question 6 was labeled as Question 11 on the online version of the Comment Form).

## In which zip code do you work?

Responses received: 131

*NOTE: 123 people answered this question, however, one person listed multiple zip codes of employment and each location was counted as a response in the chart below. Therefore, the percentages presented are based on the number of responses received rather than the number of respondents who answered the question.*

Downtown Cincinnati was the most frequently reported zip code in which people work (15%, 19 responses). 45244 (which includes portions of Newtown, Ancor, Mt. Carmel, Anderson Township) was the second most frequently reported zip code in which people worked (eight percent, eleven responses) and 45227 (Mariemont, Madisonville and Fairfax area) was the third most frequently reported area where respondents said they work (eight percent, 10 responses).

Zip Code of Employment			
Zip Code	General Area (Communities listed indicate the primary communities found within the zip code)	No. of Responses	% Percent
45202	Downtown Cincinnati	19	15%
45244	Newtown, Ancor, Mt. Carmel, Anderson Township	11	8%
45227	Mariemont, Madisonville, Fairfax	10	8%
45242	Montgomery, Blue Ash	7	6%
45103	Batavia, Owensville	7	6%
45245	Southeast Clermont County, Withamsville	6	5%
45226	Columbia Tusculum, Mt. Lookout	5	4%
45255	Anderson Township, Forestville	4	3%
45237	Golf Manor	4	3%
45236	Kenwood, Dillonvale, Silverton	4	3%
45230	Anderson Township, California	4	3%
45150	Milford	4	3%
45209	Norwood, Evanston	3	2%
45208	Hyde Park, Mt. Lookout	3	2%
45241	Sharonville	2	2%
45229	Avondale	2	2%



Zip Code of Employment			
Zip Code	General Area (Communities listed indicate the primary communities found within the zip code)	No. of Responses	% Percent
45219	Clifton, The Heights , Corryville, University of Cincinnati	2	2%
45215	Wyoming, Reading	2	2%
45140	Loveland	2	2%
45040	Mason	2	2%
45014	Fairfield	2	2%
41042	Florence, KY	2	2%
45342	Miamisburg	1	1%
45249	Loveland, Montgomery	1	1%
45246	Springdale	1	1%
45231	Mount Healthy, Northbrook, Greenhills	1	1%
45223	Northside	1	1%
45221	Cincinnati	1	1%
45214	Queensgate, Northwest Downtown	1	1%
45212	Norwood	1	1%
45206	Walnut Hills	1	1%
45205	West Price Hill, East Price Hill, Queen City	1	1%
45204	East Price Hill, Queen City	1	1%
45174	Terrace Park	1	1%
45160	Owensville	1	1%
45102	Amelia	1	1%
45036	Lebanon	1	1%
45030	Harrison	1	1%
45015	Hamilton	1	1%
45011	Hamilton	1	1%
41017	Ft. Mitchell, KY	1	1%
41016	Covington, Ludlow	1	1%
41011	Covington, Park Hills	1	1%
Retired	Respondents said they were retired and did not list a zip code of employment	3	2%

# Question 7

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*(Question 7 was labeled as Question 12 on the online version of the Comment Form)*

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

Fifty-three participants provided their email addresses, however, they are not documented in this report in an effort to protect respondents' privacy. All email addresses have been added to the Eastern Corridor Program Update database.

# ATTACHMENT A

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## **COMMENTS RECEIVED**

*(Comments Received On Comment Forms)*

***[NOTE: The comments presented in this Attachment were not edited for spelling, punctuation or grammar. Comments are documented exactly as they were written by respondents.]***

# Comments Submitted for Question 1A

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**Question 1A (Question 1 on online Comment Form): ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown (refer to the white-shaded area on the Moving Forward 2015 project area map below).**

## **RELOCATE SR 32/DISAPPOINTED IN NEW APPROACH**

1. I'm very disappointed that this option is off the table--and many of my neighbors feel the same way. Mariemont and Newtown do not speak for everyone and should not have been allowed to drive the decision. I don't think improving the roads will accomplish enough to solve the traffic problems in this area--or the neighboring communities. (1)
2. 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)
3. 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)
4. A connection from Red Bank to US 32 is vital to improving traffic flow through the area. (4)
5. 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)
6. 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)
7. 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)

8. 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)
9. Very disappointed, but I understand the short-sighted group has lots of power (9)
10. Put the road thru. 100% behind it. (10)
11. 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)
12. I thought this was already dead. We still like the 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)
13. There is more to this project than a park. Traffic needs to move freely and right now it has 2 big bottle necks. Newtown and Eastern Mariemont. Need to move forward with this project to service more people than will lose there park area, there are more they can go to in that area. (13)

## SUGGESTIONS

1. 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)
2. Why not add bus service along Route 32 starting at Eastgate Mall parking lot??? I do support the Oasis Rail Line. (15)
3. 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)
4. A sacrifice now will contribute to better public transportation in the future. Pick a route best for bikes, trains, busses, trams & autos with a business route option. (17)
5. 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)
6. 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)
7. Let's make Round Bottom round a state route, expand it, and provide another means to route traffic east to I-275. This would also care track traffic on SR 32 Hill out of Newtown toward I-275. (20)

8. 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)
9. 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)

## **MISCELLANEOUS**

1. You've pretty much already decided this. (23)
2. 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)
3. Not a lot on info shown as to where the relocation would be, unless I looked at it wrong. If this about building another bridge from Red Bank to 32. I don't think it is needed at this time. If it's about a light rail from Milford to downtown then yes a study needs to be down for that (25)
4. A faster connection to I-275/Anderson/Clermont would be very useful (26)
5. 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)
6. 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)
7. With this question, is ODOT looking for support to relocate State Route 32 again? Are they going to ask all of the friends and contractors to stuff the ballot box on this question similar to how they ask contractors to come to public meetings. (29)
8. 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)

## **DO NOT RELOCATE SR 32**

1. The traffic data that we have seen and the options for alternative sources of travel, such as bus and light rail or even monorail, are convincing arguments for not changing the roads. There is so much community negative to road route change that there just must be an alternative solution. (31)
2. Thank you for removing this sensitive area from consideration. (32)

3. 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)
4. SR 32 normal traffic flow except for weekday rush hours. (approx. 15 hour/week) This does not warrant building new roads! (34)
5. 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)
6. This is critical to allowing smoother transportation lanes on the far east side throughout all of Cincinnati. (36)

## CONCERNS

1. Any continuation of dumping the R32 traffic onto the Beechmont Levee is bad. (37)
2. 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)

# Comments Submitted for Question 1B

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**Question 1B (Question 2 on online Comment Form):** 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.

## SUGGESTIONS

1. Rails first, then roads. (39)
2. Newtown needs more stop lights like most people need a hole in their head. The low speed limit and number of stop lights already makes what should be a short trip from UDF to Wendys (or vice versa) take 3 times as long as it should. (40)
3. 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)
4. 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)
5. R32 should be directly linked to I-71 (43)
6. Route 32 should be widened to 4 lanes. There is little of significance on the north side of Route 32. (44)
7. As needed only. (45)
8. Since we have given up on building more direct and modern connections, the only worthwhile alternative is to SIGNIFICANTLY improve Wooster Pike, US 50 and Newtown Road (not "lower impact" as stated in the question!). Widening US 50 through Fairfax and Mariemont is now the priority necessity. Also, widening Newton Road to SR 32 will be necessary or reroute 32 through the industrial sections. Improving the Beechmont levy intersections and 32 through/around Newtown will not encourage increased traffic flows unless improvements are MAJOR (this is a round-about route to connect to Red Bank Segment I improvements already accomplished - so, traffic will continue to try to use the US 50/Newtown Road connections and this will quickly become a nightmare!). (46)
9. 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)
10. 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)

11. Please don't touch Wooster Pike through Mariemont. (49)
12. 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)
13. There needs to be Newtown and Mariemont/Fairfax bypass similar to SR 128 in Milford (51)
14. ODOT should not consider widening US50 through historic Mariemont as this would damage the character of this historic district. (52)
15. Improvements to be considered should include better access to and accommodations for public transit, and new/better infrastructure for bicycles and pedestrians. (53)
16. If ODOT will not longer consider relocation SR 32, then this MUST be done. Turn lanes and widening roads seem to make the most sense, but all options should be evaluated and considered. (54)
17. 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)
18. A limited access road from 275 to 50 around newton is the best option. (56)
19. SR 32 should not be altered in any way between I-275 and Beechmont Levee. Its the only aesthetically pleasing section of all of SR 32. I love that drive as-is. (57)
20. Either relocate SR 32 or make the existing roadways acceptable to more traffic flow. (58)
21. This is not really a yes or no question. Widening SR 50 as it goes through Mariemont would destroy the character and historical significance of the community. Making Beechmont more efficient is logical because it is primarily a thoroughfare not a community based road. (59)
22. 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)

## **SUPPORT LOWER IMPACT IMPROVEMENTS**

1. Proper building/re-paving of these roads is a great step. (61)
2. Should a relocation not be practical, yes, other improvement should be made. (62)

3. All options should be reviewed. Area currently is difficult and dangerous. (63)
4. I travel these routes often and would like the improvements suggested above. (64)
5. Section B (above) 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)
6. Incremental improvements are good improvements and build goodwill (66)
7. I agree that you should do this for Segment III. (67)
8. 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)

## MISCELLANEOUS

1. I will no longer consider moving to or location a business in Newtown because of the opposition. (69)
2. Alternatives first (70)
3. ODOT has just spent precious taxpayer dollars reducing Route 50 in Fairfax from 4 lanes to 3 lanes and closing off the side streets so that if anyone traveling west towards downtown wants to go North of Route 50 in Fairfax they no longer have a turn lane. Thus in Fairfax if one car is going straight and all the other cars are turning right to go north it backs up all the traffic. What a ridiculous expenditure of funds and now ODOT thinks widening this route would be beneficial! Also ODOT just reduced Route 50 from 4 lanes to 2 in Terrace Park and put in greens. Is there no advance planning before the expenditure of our money? It is difficult to answer the above question because with the replies provided because there are too many components in the above statement. Installing new signals in Mariemont square might be helpful so that the signals are coordinated. (71)
4. Already done by Hamilton co of Cincinnati (72)
5. However, preservation of existing commercial and businesses are very important to the communities. The study area on Red Bank Road extends onto the former Swallen's property and that area is important to the Village of Fairfax for future economic development. 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)
6. Not specific enough. (74)
7. I'm not sure what the solution is. As a resident of Mt. Washington who works in Owensville, I wish I could work downtown, take the bus and avoid Rt 32/Clermont but that's not an option. I wish many years ago Clermont had the foresight to not make one of the main thoroughfares into Clermont like a front door with all your belongings piled up outside it so that no visitors can enter in your house. But I'm happy to see ODOT help make improvements and hope that Hamilton county communities affected by these proposed changes realize that residents of Clermont County do come into their communities and spend money and that some progress needs to be made for all. (75)

## REVISED APPROACH IS NOT ENOUGH

1. I will give the same answer as #1. I think it is very important to make major improvements to SR32 in this area. I do not think it is possible to make great strides without relocating SR32 and connecting to the Red Bank Corridor with a four lane, highway style roadway. The roadway needs to be fast moving with limited access, and preferably no stop lights. Making small changes to SR32, Newtown Rd, Church St, and US-50 will not be enough. There are businesses along the roadway that need access and the speed limit is too slow. We need an alternative to highway traffic up north or through Kentucky. We need faster access to Interstate 71. I continue to support light rail for the future of this project. I cannot see light rail moving through these busy commercial and residential areas without nearly crawling quietly and creeping slowly through, which will make the light rail slow and useless. (76, 3)
2. 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)
3. Minor improvements will never fill the needs of the area, especially in coming years. (78)
4. 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)
5. Looking at other improvements is fine - but that shouldn't preclude relocating SR 32. (80)
6. 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)
7. Forward thinking would dictate a redesign of the transportation corridor. (82)

## CONCERNS

1. Increasing capacity of SR 32 through residential areas is not a good idea. (83)
2. 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)

## QUESTION

1. This makes sense in many ways but with many more communities impacted there is likely much more opposition. What is the impact of proposed work on all of those routes to the communities, wildlife, waterways, and safety (higher speed limits, etc) and how would it compare to the 32 realignment plan? (85)

# Comments Submitted for Question 1C

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**Question 1C (Question 3 on online Comment Form): Improvements are needed to make it easier to travel within/through the Segment II/III study area.**

## **CONGESTION IS A NOT PROBLEM**

1. For 22 hours per day, there is no real traffic problem on 32. It is just a rush hour problem (86)
2. There are far more congested areas than EC (87)
3. 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)
4. Compared to the travel times on interstate 71 and 75 the travel times in this area are minimal. Focus efforts elsewhere. (89)
5. Current daytime traffic on US 50 flows well during the daytime hours except for morning and evening rush hour. (90)
6. rush hour there is some traffic, but we live in Newtown=Shademoore 6 mo and Loveland 6 mo, and Loveland has a lot more traffic, so does Milford going up rt 28 (91)
7. 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)
8. 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)

## **SUGGESTIONS**

1. Fix existing roads & bridges - we don't need new lanes, roads, etc. (94)
2. New Traffic signals might be helpful in Mariemont square. (95)
3. No more road widening! Let's maintain what we have! (96)

4. We don't need to add lanes (97)
5. Improvements as needed only. (98)
6. 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)
7. Sierra Club strongly agrees that improvements are needed to make it easier for buses, bicycles and pedestrians to travel within/through the Segment II/III study area. Sierra Club disagrees that improvements are needed to make it easier for automobile travel within/through the Segment II/III study area. In particular, it is not necessary for the project to facilitate or create additional automobile traffic within the study area, such as would be created by sprawl development to the east. (100)
8. I've lived on SR32, between Little Dry Run and Eight Mile for over 25 years and our family has had a business on SR32 for over 110 years. SR32 is only congested between 7am to 9am and 3:30pm to 5:30pm weekdays. Other than those times; its no busier than any other road. In contrast, SR125 between Nagel Rd. and Amelia, Ohio is congested from early morning until middle evening. Something definitely needs to be corrected on this stretch of road (101)

## **INCREASE TRANSIT ALTERNATIVE OPTIONS**

1. 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)
2. Transit improvements are needed, along with other forms of transportation like walking and biking. (103)
3. 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)
4. 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)
5. 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)

## **IMPROVEMENTS ARE NEEDED**

1. YES. YES. YES. Improvements are desperately needed! (107)
2. 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)
3. Yes! (109)

## **MISCELLANEOUS**

1. Depends on what is proposed! (110)
2. 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)
3. 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)

## **CONGESTION IS A PROBLEM**

1. The traffic coming and going from the east to the west and vice versa is gumming up roads in residential communities like Mt. Lookout. Our roads are not designed to carry the load they are handling. Instead, we get a blocked up intersections, idling cars, noisy trucks and more traffic than we are supposed to manage near our homes and our children. What happened to helping the other communities? Are Mariemont and Newtown more important than we are?? (113)
2. 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)

# Comments Submitted for Question 1D

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**Question 1D (Question 4 on online Comment Form): Improvements are needed to reduce the number of accidents occurring within the Segment II/III study area.**

## MISCELLANEOUS

1. Widening roads and increasing speed can also increase accidents, especially in pedestrian oriented areas. Higher traffic volume or shifting travel patterns could negatively impact economic development and existing small businesses. (115)
2. Numerous serious accidents in the area. (116)
3. Not aware of any increased percentage of accidents in the area. (117)
4. 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)
5. 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)
6. Very leading question. How many accidents happen now. How many happen if you speed up traffic or significantly increase the volume of traffic. (120)
7. How am I supposed to know how many crashes happen there? (121)
8. I do not know the statistics on accidents but I would always agree that accidents needs to be reduced. (122)
9. Traffic is always slowed due to accidents. (123)
10. I'm not aware that this area is a high accident area. (124)
11. 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)
12. I do not have knowledge of excessive accidents within the study area. I have never heard it is excessive or high. (126)
13. Not sure there are any more accidents on 32 than other roads. (127)
14. Sierra Club strongly agrees that it would be desirable to reduce the number of accidents occurring within the Segment II/III study area. However, roadway improvements may not adequately achieve that objective. Further study is necessary. (128)

## **SUGGESTIONS**

1. Improvements need to be made to make the area safer for all modes of transportation, not just cars. 9129)
2. By reducing drive lane widths, and implementing traffic calming measures that slow traffic, accidents will decrease. (130)
3. 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)
4. Do not rule out traffic control (speed and signals) and enforcement. It may not need construction. 131a)
5. Transit will result in fewer accidents (132)

## **CAUSES OF TRAFFIC ACCIDENTS**

1. 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)
2. 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)
3. They are minimal in nature, rarely caused by road conditions and far below average for other comparable urban areas in the country. (135)
4. I believe the accidents are due to poor driving skills, cell phones, texting versus the condition of the roadway. (136)

## **QUESTION**

1. Would like to know the number per year with number of cars (137)



# Comments Submitted for Question 1E

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**Question 1E (Question 5 on online Comment Form): More transportation options (rail, bus, bike, walking) are needed within the Segment II/III study area.**

## **SUPPORT FOR EXPANDING ALTERNATIVE TRANSPORTATION OPTIONS**

1. Rail, bus, bike, walking should be tried before massive changes to roads increasing volume (138)
2. More bus bike and walking will be great. (139)
3. 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)
4. Rail, bus and bike are always good (141)
5. I see additional transportation options as the only real, long term direction to reduce traffic. (142)
6. 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)
7. This route is mainly car/truck traffic. Would like to see other modes of transportation taking some of the burden. (144)
8. Definitely (145)
9. As needed (146)
10. Yes - Yes - Yes!!! (147)
11. 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)
12. Absolutely! More focus to transportation options please. (149)
13. 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)
14. I really like the concept of rail from Milford or newtown to downtown. (151)
15. Light rail should be included in the plan. (152)

16. 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)
17. But adding rail is so unlikely even though it makes great sense. (154)
18. Rail (155)
19. 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)
20. Better biking and pedestrian access is a real need. (157)
21. 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)
22. Bike and walking (159)
23. Busing should be considered over light rail, way cheaper, and quicker, and more availability, if anything is going to be done. Unfortunately ODOT does not coordinate with the local communities when they are doing traffic counts and obtains skewed and inflated numbers. For instance a section of Red Bank Rd was closed off re-routing cars just west of Frisch's Mainliner on 50 towards town. During this closure ODOT put up traffic counters, showing inflated numbers since when Red Bank Rd. construction was re-opened none of the re-routed cars would be going across those counters. It truly affects the public's trust in any data ODOT presents when you are familiar with these frequent occurrences. (160)
24. Given the options available now - which include a very efficient bus service which most people disdain to use - the provision of additional bike lines, light rail, etc. - while personally pleasing would not provide benefits necessary to justify the costs. If money is available to add bike lanes fine, but a far better investment would be to increase the frequency of bus service. (161)
25. 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)
26. As long as not cars and trucks (163)
27. Rail. Bike. Walking. No bus (164)
28. Bus options are possibly needed on SR 32 in the Newtown area, but right now the busses are not fully utilized and are not significantly slowed by congestion. Nonmotorized improvements are sorely needed. (165)

## **AGAINST TRANSIT ALTERNATIVE OPTIONS**

1. No one will use rail in this part of town. Bike trails are recreational - they are not a transportation option. (166)
2. Area is too high speed. Ped/bike would be dangerous. (167)

3. Biking on those roads are a hazard and should be eliminated. Cars and bikes sharing the same roadways is dangerous. (168)
4. 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)
5. 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)

## **SUGGESTIONS**

1. Do this first (171)
2. Along 32 from the soccer fields to Bazak 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)
3. Sierra Club strongly agrees that more transportation options such as buses, bikeways and walkways are needed within Segment II/III and throughout the Eastern Corridor Program area. A rail project would need to be studied in detail, including current cost (high) and ridership (low) estimates and a full Environmental Impact Statement (EIS) prepared under the National Environmental Policy Act (NEPA). Sierra Club supports expanding the Little Miami River–Ohio River Way trail system and connecting that system with other trails in the region. Sierra Club also supports studying higher density rail lines, such as the Wasson line, that might provide superior returns on investment as compared to the Oasis rail line. ODOT and its partners should develop a comprehensive bus plan for the Eastern Corridor Program area, including circulators and node to node connections rather than a traditional hub and spoke model. (173)
4. Light rail is not practical as population density does not support. Improving bus service is great idea. Also extending the Bike Trail from Loveland through the area makes great sense. (174)

## **MISCELLANEOUS**

1. While those alternatives might be nice, people still drive cars. (175)
2. As connections to other needed options in the region. (176)

# Comments Submitted for Question 3

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**Question 3 (Question 7 on online Comment Form): Please identify any specific concerns or problem areas affecting travel through the Segment II/III study area that you would like ODOT to address with this study.**

## PROBLEM AREAS

1. Red Bank Road & the Newtown area seem to be the biggest areas in need (177)
2. Newtown. End of story - this area is congested and slow and needs to be dealt with. (178)
3. Newtown bottleneck and speed trap.(179)
4. Any areas in newtown or mariemont. Areas are major traffic problems (180)
5. Mariemont-Terrace Park is a disaster on SR50. One lane of traffic and lights that seemingly have no idea what the next light is doing... (181)
6. 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)
7. Traffic through Newtown during morning and evening commutes are a nightmare. Traffic is even starting to over flow on round bottom which makes that suck as well. There is also major backup on Wooster by the highschool. There is no need to bring that down to one lane for a small patch of grass. (183)
8. 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)
9. Congestion in Fairfax and Mariemont due to recently narrowed Wooster and poorly timed lights. Congestion through Newtown at rush hour. (185)
10. Segment 3 Sr-32/I-275 (186)
11. Slow travel during rush hour and poor management of lights and flow in Westgate area? (187)
12. Redbank to Newtown to 32 and 275. (188)
13. 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)

14. 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)
15. 32 is a mess (191)
16. Connection to the Ancor area. Redesign or move the Eight Mile Road/ SR32 intersection, perhaps create an intersection with a possible Ancor connector. (192)
17. 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)
18. Left hand turn on to 8 mile coming down 32 hill (194)
19. US 50 - the original plan would have relieved traffic from the US 50 corridor. Since a new connection to SR 32 is no longer on the table, there is concern about traffic increasing on US 50. There is also concern about how improvements to the US 50 corridor could be made without detrimental affect to the businesses, many of which sit very close to the existing travel lanes. (195)
20. 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)
21. SR 32 from the Beechmont Levee to 8 Mile Rd must be improved. I appreciate Newtowns historical significance, but that significance can't be used as leverage to halt progress. An exit/entrance ramp at 275 and Clough Pike would also probably help reduce the amount of traffic through the area. (197)
22. 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)
23. One lane roads in each direction in Mariemont and Fairfax (199)
24. On beachmont levy headed toward 50 and after Wooster there is signage for people to catch 50 east by turning a very slow and sharp right turn. This is a dangerous place as it is after a rise and the flow of traffic is all through people except a few that turn there. Easily these same people could be routed only a few hundred feet further to turn right in an appropriate right turn lane down the same street they want and it would eliminate this hazardous turn. There should be no right turn where they are currently routed. (200)
25. A sidewalk for bikelane from little dry run to round bottom road would significantly improve the accessibility for bike and pedestrian traffic. (201)
  - a. Typical evening commute to Ivy Hills (Newtown) from Childrens Hospital can be 40-50 minutes (both ways). Delays in Newtown on RT 32 are a significant portion of that time (Bzak to Wendy's) (202)
  - b. The ramp from RT 32 West to Beechmont is dangerous and a poor driver or accident can cause major delays and limited alternatives. (203)
  - c. Eastbound 50 entering Fairfax and through Mariemont is slow, narrow and congested. (204)

- d. Side comment: Westbound 50 in Columbia Tuscolum during morning commute can back up due to Starbucks traffic! (205)
- 26. Look for improved traffic flow between SR 32 in Eastgate and the I-71 connection at Red Bank Rd. (206)
- 27. The hill above 8 mile road on 32 (207)
  - a. More lanes needed between Bells Lane and Newtown (207a)
  - b. Easier (wider?) access to Beechmont Levy from 32 (207b)
- 28. Easier access to and from Lunken Airport (208)
  - a. More consistent speed limits into Newtown, Mariemont and Fairfax (208a)
- 29. 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)

## SUGGESTIONS

1. Connect the little Miami bike trail to the lunken loop (210)
2. 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)
3. 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)
4. Too many lights. Need rail options from eastgate to cincy/Norwood, there should be no lights in eastgate on 32 (213)
5. I would like to Segment II and Segment III separated into two independent projects as you mentioned in your "following actions" recommendations. Since there is little opposition to Segment III, why not go ahead with it, especially since there are fewer environmental concerns in Segment III? I believe the Ancor Connector would help that area develop economically and would remove many trucks from Roundbottom Road and Newtown, thus helping relieve congestion and making it safer. (214)
6. I suggest allowing the Red Bank changes to settle into the driving patterns of commuters and see where people go from there. I believe extending the Cross County Highway would relieve traffic in this area, giving Cleremont County people another option to travel to northern and northwestern work areas. (215)
7. need crosswalks to be able to cross Beechmont when getting off the bus. (216)
8. 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)

9. Right and left turns off 8-mile on to 32 need safety improvement. (218)
10. traveling from Nt Washington to 71 N is ridiculous with old Wooster to Red Bank. Why was Red Bank widened to 4 lane and still has the 2 lane 'hairpin' section onto Old Wooster. If you eliminate coming across the Little Miami w/ a bridge and new 4 lane connector to Red Bank then why not convert Old Wooster to a 4 lane connector to RedBank? (219)
11.
  1. Turn lane for Eastbound 32 @ Little Dry Run (220)
  2. Widen 32 to 4 lanes from Little Dry Run to Top of Hill.
  3. Improve Rt. 32 and Church ST. Intersection.
12. Add a decorative median to Beechmont Levee to eliminate head on collisions. (221)
13. 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)
14. 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)
15. 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)
  - How about asking Newtown to host next public meeting (maybe Miami Valley christian Academy?) (268)
16. An imbalanced commercial and residential growth pattern has resulted in high demand on a few corridors that connect the eastern areas to west of the Little Miami. growth management strategies as well as access management should be evaluated in conjunction with the future study. (224)
17. 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)
18. 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)
19. 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)

20. 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)
21. Stop lights and slow traffic. (229)
22. 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)

## **INCLUDE ALTERNATIVE TRANSPORTATION OPTIONS**

1. Bike and Bus access (231)
2. The study should provide a detailed analysis of bus, bicycle, pedestrian and rail infrastructure. (232)
3. Improve or change the Bus service. Improve the bike trail and walking paths. Drop the light rail conversation. (233)
4. 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)
5. If you build bike trails would they be used? (235)
6. Light rail??? (236)
7. Maybe more busing would help but it would have to be a time saver for the patrons who use it and affordable.(237)
8. 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)
9. Widening the road will just increase traffic. Please add more bike walking and bus. (239)
10. 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)
11. Safety first. better traffic flow and bike and walking paths. (241)
12. No other transportation option other than car ... i.e. - no (dedicated) bike routes (or rail or other alternative to driving). (242)
13. There are far worse areas as far as congestion goes. We need to develop alternatives to car and truck travel (243)
14. Need more transit and connected hike-bike trails. (244)
15. Wasson line should be developed. (245)
16. Light rail. light rail. And.....light rail (246)



## MISCELLANEOUS

1. Congestion, safety & limited alternative routes! (247)
2. 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)
3. 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)
4. Please refer to past position statement issued by the Little Miami Conservancy (250)
5. Rush hour nightmare (251)
6. JMT (252)  
Time  
Clean air  
Economic Development Possibilities
7. Would love to be able to get downtown directly. (253)
8. 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)
9. Claremont county does not maintain roads in the winter weather. (255)
10. Community impact of Mariemont Terrace Park and Newtown (256)
11. Heavy traffic volume on I 275 through Kentucky which is increasing daily. (257)
12. 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)
13. The way at such we build these roads. It seems like pot holes are terrible. The road from Beechmont to the redbank express way is horrible! Patching it has become ridiculous. How are pot holes caused? Is it because ODOT doesn't require the proper base that the roads are paved on. I've read studies that say European roads are built on a sub base that is twice as deep as the roads built here with the same climate. (259)
14. Poor road quality (260)

15. There is no easy and safe way to travel from Clermont County to Cincinnati and its western suburbs. (261)
16. Disappointed at starting over. So much money has already been wasted. (262)

#### **NO PROBLEM/CONGESTION AT RUSH HOUR ONLY**

1. Problem, of course, is during rush-hour times. Othertimes, I don't find a significant problem. (263)
2. 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)
3. Compared with other areas in the Greater Cincinnati region, this area has very, very few problems. (265)

#### **QUESTION**

1. 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)

# Comments Submitted for Question 4

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## **Question 4 (Question 8 on online Comment Form): How often do you travel within the Segment II/III study area?**

1. We have a vet Mt. Lookout. We try to avoid SR 32 and Beechmont because of the traffic and slow travel time. (269)
2. Too much construction and backup & no other routes or transportation options like bike paths/lanes. (270)
3. I would prefer to travel through the study area more often, but routes are too congested and indirect. (271)
4. 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)
5. 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)
6. 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! (274)
7. 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)
8. Only for conservation concerns, inspections and recreation (canoeing for 53 years). (276)
9. Unpredictable delays (277)
10. No need to travel that area/ too long to travel it. (278)
11. As someone who choose not to own and drive a car, I have virtually no options in this area. (279)
12. I travel through multiple times every day. (280)
13. Not normally my route. (281)
14. Live and work in northern suburbs. Not much reason besides occasional recreation to visit study area. (282)
15. It's seasonal. In the winters I participate in activities in central Cincinnati and pass through several times a week. (283)
16. Because driving through Kentucky is better than driving through Fairfax and Mariemont or Anderson. (284)
17. Backroads are more predictable and predictability is more important than possibility in a commute. (285)

18. Varies (286)

19. Much less now that I'm retired. (287)

# Comments Submitted for Question 4B

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**Question 4B (Question 9 on online Comment Form): Would you travel through the study area more often if: (please check any of the following that apply):**

## **TRAVEL HABITS WOULD STAY THE SAME**

1. I would still travel it everyday if it remains the same as it is. I go through it two or three times a day everyday! (288)
2. No - doesn't impact my travel patterns (289)
3. No (290)
4. I will travel regardless. (291)
5. None of the above (292)
6. No change (293)
7. No - already traveling daily x 2 (294)
8. No influence (295)
9. I will travel regardless. (296)
10. I travel through whenever I want (297)
11. Can't avoid it; I live off Route 32. (298)
12. Only direct way to work (299)
13. Improving or not improving the area would not change the frequency I would travel to or through it (300)
14. I live here and do not let some traffic problems seriously affect my travel decisions. (301)
15. It would have no impact on my use of the current system and the costs to the residents and the public treasury to achieve meaningful changes implied by your questions would far exceed the value to me of a few minutes saved. (302)
16. I travel this route almost daily without issues (303)

## **MORE TRANSPORTATION ALTERNATIVES WOULD INCREASE USE**

1. If we had light rail (304)

2. I am no more likely to use the area unless its public transit. (305)
3. Other options such as dedicated bike paths or lanes or rail or some other option besides roads built only for cars, etc. (306)
4. If there were more bus and bike options. (307)
5. More transportation options.(308)
6. Transit, bike and pedestrian access improvements. (309)
7. I live in the study area. I might time my travel to avoid high-traffic times but that's not always possible. I don't have any trouble getting where I want to go when I want to go there. I would like mass transit options. (310)
8. Better bus and inside Hamilton county, rail and streetcars (311)
9. Alternative modes of transportation (312)
10. A place to ride my bike from Hyde Park to Otto Armleder. Right now no safe route so I drive. (313)

## MISCELLANEOUS

1. I try to avoid Newtown most of the time because of the 25mph speed limit and the reputation Newtown has as a speed trap. (314)
2. 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)
3. Traffic is not an issue, and there are limited economic development opportunities within the study area due to flood plains and hillsides. (316)
4. Odot is only concerned with throughput, safety is not even an option (317)
5. All of the above (318)
6. Less often (319)
7. 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)
8. If the area could become more of a park (321)
9. 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)

## SUGGESTIONS

1. I would use Fairfax businesses more if the side roads north of Route 50 were not cut off. You have made it terribly inconvenient to get to many of the businesses since if you must go onto Route 50 to patronize any of them, when that was not necessary before. (323)
2. Widen the roads and decrease the traffic lights. (324)
3. The route from Kenwood to Eastgate was improved (325)
4. The route was more direct (less circuitous) and less stop-and-go. (326)
5. 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)
6. If is left unaltered (328)