

APPENDIX E

EMAILS AND LETTERS RECEIVED

EMAILS RECEIVED

The following three email messages were received through Eastern Corridor email during the public comment period (August 6 through August 21).

Subject: Feedback form submission
From: Eastern Corridor Feedback <noreply@easterncorridor.org> (Add as Preferred Sender)
Date: Fri, Aug 07, 2015 4:42 am
To: EasternCorridor@easterncorridor.org



From : [REDACTED]
Email : [REDACTED]
Project : II/III Rt. 32

The first step in addressing the issues on the eastside would be do undo the absolutely horrible and completely unnecessary decisions to narrow Eastern Ave (Riverside?) & Wooster in Fairfax. As a native of Anderson and somebody who for the last 7 years drives daily between my home in Terrace Park, business in Newtown, childcare in Mt Lookout, and business in downtown nothing has impacted traffic flow more negatively than the elimination of lanes on these roads. Obviously, reversing these decisions is not an option, but since we are stuck with these ridiculous decisions could ODOT at least look into timing lights (particularly on Wooster at Dragon and at Watterson) better??? If government entities are set on finding a solution rather than a boondoggle that funds their existence for another dozen years they would implement the Oasis rail line immediately. The money wasted on studies and outside consultants from all over the country could have already funded the necessary rail cars and stations. There is no reason that from the word "go" the rail corridor could not be operational within a year. I anticipate a well run operation would be widely used and would certainly reduce congestion at peak times.

Subject: Feedback form submission
From: Eastern Corridor Feedback <noreply@easterncorridor.org> (Add as Preferred Sender)
Date: Tue, Aug 18, 2015 11:35 am
To: EasternCorridor@easterncorridor.org

From : [REDACTED]
Email : [REDACTED]
Project : Secyion II/III

Burger Farm and Garden Center, Inc. Eastern Corridor Corporate Opinion 8/17/15 Burger Farm and Garden Center, Inc. is located within the segment III study area of the Eastern Corridor SR 32 improvement area. Our family owned and operated business has been in Newtown since 1904 and we are very proud of our family heritage. Our barn is one of the oldest barns in Hamilton County with structural beams in it that date back prior to 1890. We are a proud business owner/operator in Newtown and are very interested and concerned about the future plans of the SR 32 improvements. At this time, we would like to offer the following information so that it may be considered when making road improvements on SR32. Burger Environmental, which owns 45 acres of land behind Burger Farm and Garden Center, is currently in the process of developing this large parcel of land with plans of incorporating many of the following business type opportunities: 1) Burger Farm and Garden, Fall Festival expansion â our current October, weekend, fall festival brings in approximately 3000 people per day. Our plans are to add night time entertainment in the theme of Halloween. 2) Rustic Elegance Wedding/Reception and Convention Center â 1 to 3 indoor/outdoor wedding/reception buildings designed with the farm theme but with a touch of elegance. 3) âThe Garden Patchâ restaurant â 150 plus person, sit down, restaurant 4) âThe Trolley Ice Cream Stationâ â Soft serve ice cream venue 5) Indoor/Outdoor Sports complex and sports bar â large indoor /outdoor sports complex designed for âSelectâ and AAU style elite teams 6) âChristmas on the farmâ holiday Light event â Seasonal attraction similar to the âChristmas Ranchâ near Lebanon, Ohio with the addition of winter sports activities. The addition of these additional businesses should provide an additional 200+, full time and part time job opportunities to the area. With these developing opportunities in mind, we would like to suggest the following SR32 road improvements: 1) Connect the Ancor area to SR32 where the current entrance to the black top plant is on SR32 and directly across from the entrance to Burger Environmental. Add turns lanes and a traffic light at this location or incorporate a roundabout. The entrance to Burger Environmental could be used as a new entrance into the 45 acre development mentioned above. 2) Add a lengthy west bound turn lane into Burger Farm and Garden Center located near their current entrance. Burger Farm and Garden have plans to expand its entrance in lieu of the addition of the additional venues mentioned above. 3) Telephone lines, water main and gas main run along the south side of SR32; therefore plans to expand the width of SR32 should be made on the northern side. Side note: Burger Farm and Garden and the additional businesses and residences located east of the garden center do not have public sewer even though sewer trunk lines are located to the west at Little Dry Run Road and easterly along SR32 to the Newtown corporation limit.

Subject: [FWD: RE: Eastern Corridor Update] 
From: <EasternCorridor@easterncorridor.org> ([Add as Preferred Sender](#)) 
Date: Thu, Aug 20, 2015 6:07 am

----- Original Message -----

Subject: RE: Eastern Corridor Update
From: [REDACTED]
Date: Wed, August 19, 2015 6:27 pm
To: easterncorridor@easterncorridor.org

this is great news/glad to hear it!

LETTERS RECEIVED

The two letters presented on the following pages were submitted to ODOT during the public comment period, Aug. 6 and Aug. 21, 2015.

1. Letter from the Mariemont Community Partner Committee, received August 21, 2015
2. Letter from Chris Curran, Marilyn Wall and Nathan Alley representing the Sierra Club Miami Chapter, received August 21, 2015

August 21, 2015

Tammy Campbell
District 8 Deputy Director
Ohio Department of Transportation
505 South Route 741
Lebanon, OH 45036

Todd Portune
Hamilton County Commissioner
138 East Court Street, Rm 603
Cincinnati, Ohio 45202

Ted Hubbard
Hamilton County Engineer
10480 Burlington Road
Cincinnati, Ohio 45231

Tom Arnold
Project Manager
Ohio Department of Transportation
505 South Route 741
Lebanon, OH 45036

Ms. Campbell, Mr. Portune, Mr. Hubbard & Mr. Arnold:

Mariemont's Community Partner Committee ("CPC") reviewed the materials distributed at your August 6, 2015 State Route 32 Relocation Public Information Meeting. Our review was limited due to the short time frame allowed for comments and the timing of your presentation. Our CPC was formed several years at the request of Hamilton County Commissioner Todd Portune. This group has spent a significant amount of time reviewing the massive amount of information generated regarding the State Route 32 relocation and was asked to provide feedback on ODOT's previous plans. Our group strives to be an informed and effective community resource for ODOT during the decision making process however our group has been largely ignored by ODOT after our initial meeting in 2013. At the August 6th presentation, Mr. Arnold indicated that ODOT seeks to obtain significant public input as options are being evaluated. Our CPC wishes to be engaged early and often during this process.

First of all, we would like to object to the timing and location of the Public Information Meeting. Once again, ODOT has decided to hold this meeting far away from the communities that would bear the brunt of the negative impacts by certain proposed changes to roadways (widening State Route 50 and / or 32). Also, the meeting was held with very little advance notice on the first of week of August. ODOT has been advised in the past that holding a meeting the first week of August limits the participation of family communities like Mariemont when many families are either away on vacation or just returning from vacation and starting fall sport programs with their children. It really seems that the intent is to limit the amount of negative feedback during these sessions. **Public meetings seeking feedback held well outside the impacted areas should never occur.**

Following is a quick synopsis of the feedback received from members of our CPC:

- Widening State Route 50 through Mariemont is not and never will be an acceptable alternative under any circumstances.
- The analysis of the Eastern Corridor traffic issues and proposed solutions needs to consider any impact from proposed solutions to Columbia Parkway and I-71 traffic.

- Speeding up or increasing the flow traffic through Newtown or Mariemont only to create massive backups in Columbia Tuscumum or Madisonville should not be considered.
- A total solution for eastside traffic should be developed not a piecemeal approach.
- Increasing the capacity of I-275 needs to be reconsidered as a possible solution to State Route 32 traffic issues.
- Completion of the Cross County Highway through Indian Hill needs to be reconsidered as a viable solution to State Route 32 traffic issues.
- All “low build” options for State Route 50 should be considered and attempted to improve traffic flow.
- Light rail should be considered only after a full, fair and rigorous examination of the costs, projected ridership and benefits. This study should be done with effective public involvement.
- Improvements in bus service needs to be properly studied as a solution to traffic issues on State Route 32.
- Traffic count data gathering should be coordinated with local communities. Local communities do not trust traffic data gathered by ODOT due to numerous issues in the past. This data should be shared with local communities and the process used to analyze and project traffic patterns should be fully disclosed. It is not acceptable for ODOT or elected officials to quote traffic data studies results like they are beyond question and then refuse to share the methods used to determine the results.
- All traffic count data including projections needs to separate truck traffic from car traffic. There is a difference and solutions that encourage more truck traffic through Mariemont should not be considered.
- Local communities should be engaged before decisions limiting options are made and all relevant data should be made readily available to the communities well before these decisions are reached.
- The survey form distributed at the meeting was structured in a manner to obtain responses that can be easily manipulated. The first question gives the impression that ODOT wants to build support again for a relocated State Route 32. We believe no one should rely on any data gathered from this amateurish and biased survey form.
- It seems strange that widening State Route 50 would now be considered after the recent modifications reducing traffic lanes on this route in Fairfax and Terrace Park. Would these recent changes be destroyed to accommodate a widening of State Route 50? This type of wasteful spending increases the level of skepticism that government officials are proper stewards of precious taxpayer funds.

Because of the short time frame provided for feedback, we reserve the right to provide additional feedback in the future to the information provided at the August 6th ODOT presentation.

Please contact Joe Stelzer at 513-509-5607 or jstelzer@fuse.net if you have any questions to the items discussed above. We would welcome a meeting with ODOT to further discuss the above feedback.

Sincerely

Mariemont Community Partner Committee



August 21, 2015

Tom Arnold
Ohio Department of Transportation, District 8
Tom.Arnold@dot.ohio.gov
EasternCorridor@EasternCorridor.org

RE: Eastern Corridor Program Segment II/III

Dear Mr. Arnold,

The Sierra Club Ohio Chapter and Miami Group submit these comments to the Ohio Department of Transportation (ODOT) regarding Segment II/III of the Eastern Corridor Program.

The Sierra Club has been working since 1892 to protect communities, wild places and the planet itself. The Ohio Chapter was established more than 40 years ago and represents more than 25,000 members and supporters; the Miami Group covers 20 counties in southwestern Ohio, including Clermont and Hamilton Counties. Members of the Sierra Club reside and recreate in the Eastern Corridor study area and would be affected by the project if it is constructed. Sierra Club has participated in public meetings and previously submitted comments about the Eastern Corridor Program.

Sierra Club supports ODOT's decision to consider making lower/no impact improvements to existing transportation corridors within the Segment II/III study area, and to not relocate SR 32 through the Wild & Scenic Little Miami River Valley. Transportation improvements in the area should be focused on multi-modal opportunities such as transit and infrastructure for bicycles and pedestrians.

Our specific comments and recommendations are below.

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

Sierra Club strongly agrees that ODOT should no longer consider relocating SR 32 onto a new alignment between the US 50/Red Bank corridor area and Newtown.

ODOT should consider making lower/no impact improvements to existing transportation corridors within the Segment II/III study area instead of relocating SR 32.

Sierra Club strongly agrees that ODOT should consider making lower/no impact improvements to existing transportation corridors within the Segment II/III study area instead of relocating SR 32. 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.

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

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.

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

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.

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

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.

Conclusion

Sierra Club appreciates that ODOT will consider making lower/no impact improvements to existing transportation corridors within the Segment II/III study area instead of relocating SR 32. Those improvements should be focused on multi-modal opportunities such as better access to and accommodations for public transit, and new/better infrastructure for bicycles and pedestrians.

Sierra Club appreciates that ODOT has recognized that the environmental and socio-economic costs of relocating SR 32 are not eclipsed by an urgent need for the project. In particular, we appreciate the decision not to route a new highway through the Wild & Scenic Little Miami River Valley.

Please note that the study area for Segment III also has significant ecological, historic, archaeological and recreational value, as evidenced by its green spaces, lakes (existing water features should not be filled to accommodate a new or relocated highway), wetlands and high quality steep slope forests.

Because of the significant resources throughout the Eastern Corridor Program area, and because of the project's potential to impact those resources and sensitive populations, no aspect of the Eastern Corridor Program should move forward without the preparation of a full EIS under NEPA.

Thank you for considering our comments. We look forward to participating in future stakeholder discussions and opportunities for public engagement. Please do not hesitate to contact us with any questions or concerns.

Sincerely,

Chris Curran
State Transportation Committee Chair

Marilyn Wall
Miami Group Chair

Nathan Alley
Conservation Coordinator



OHIO DEPARTMENT OF TRANSPORTATION

DISTRICT 8 • 505 S. STATE ROUTE 741 • LEBANON, OHIO 45036 • (513) 932-3030
JOHN R. KASICH, GOVERNOR • JERRY WRAY, DIRECTOR • TAMMY K. CAMPBELL, P.E., DISTRICT DEPUTY DIRECTOR

Mariemont Community Partner Committee

Attn: Joe Stelzer

jstelzer@fuse.net

Date: December 3, 2015

Re: Mariemont Community Partner Comments letter dated 8/21/2015
Eastern Corridor Program Segment II/III (PID 86462)

Dear Members of the Mariemont Community Partner Committee:

Thank you for your letter dated August, 21 2015 regarding Segments II/III of the Eastern Corridor Program. I would like to thank you for your efforts over the last several years as you reviewed the information and studies developed as part of the Eastern Corridor Program and provided feedback to ODOT and project sponsors. As this study moves into the next phase, your feedback will continue to be critical in revisiting the purpose and need of the project.

Next, please allow me to respond to the specific feedback received from the members of the Mariemont Community Partners Committee:

- **Widening US-50 through Mariemont is not and never will be an acceptable alternative under any circumstances**

As discussed at the August 6 Public Information Meeting, ODOT is no longer pursuing a new alignment of SR 32 through the Wild & Scenic Little Miami River Valley. We intend to advance the project by revisiting the purpose and need. We have no preconceived notions about recommended improvements but will consider alternatives that meet the revisited purpose and need of the project while still respecting the various environmental resources that exist throughout the study area.

- **The analysis of the Eastern Corridor traffic issues and proposed solutions needs to consider any impact from the proposed solutions to Columbia Parkway and I-71 traffic.**
 - **Speeding up or increasing the flow of traffic through Newtown or Mariemont only to create massive backups in Columbia Tusculum or Madisonville should not be considered.**
 - **A total solution for eastside traffic should be developed not a piecemeal approach**

The Eastern Corridor Program of projects was initially developed as a comprehensive transportation solution, with improvements recommended from Madisonville to Eastgate, and continues to advance with a focus on improving regional traffic conditions. In the next phase of project development, we will be revisiting the purpose and need of the project with an aim on improving the existing roadway network in the study area from the Red Bank Corridor to east of Eastgate. The proposed study area for this effort was selected to maximize improvements for commuters bound to a variety of destinations including downtown Cincinnati and I-71.

- **Increasing the capacity of I-275 needs to be reconsidered as a possible solution to State Route 32 traffic issues.**

There are currently no plans to add significant capacity to I-275, and a project to widen this route would be extremely costly. Recently, ODOT launched a statewide study of many of our urban interstate corridors that are currently experiencing congestion but would require significant investment to widen. This study is called the Active Traffic Demand Management (ATDM) Study, PID 95115, and seeks to optimize the capacity of the interstates with more cost effective solutions. One of the recommendations of this study is to pursue hard shoulder running, which would allow the median shoulder to be utilized as an additional lane during peak hours. ODOT is still considering this concept and is proposing to advance I-275 from Loveland Madeira Road to I-71 as one of two pilot locations in the State of Ohio. The next step in that study is to obtain a more detailed cost estimate and establish a concept of operations. Such a project would likely significantly reduce congestion on I-275.

- **Completion of the Cross County Highway through Indian Hill needs to be reconsidered as a viable solution to State Route 32 traffic issues.**

The Ronald Reagan Highway (SR-126) was originally constructed by the Hamilton County Engineer's Office and plans to extend the corridor were not pursued at that time. The next step in developing Segments II/III of the Eastern Corridor is to revisit the purpose and need to focus on improvements to the local street network. Extending the Ronald Reagan Highway is outside the scope of this study as it moves forward.

- **All "low build" options for US-50 should be considered and attempted to improve traffic flow.**

ODOT is going to focus on making improvements to the existing transportation corridors within the study area moving forward and intends to propose solutions that meet the purpose and need while keeping impacts and cost as low as feasible.

- **Light rail should be considered only after a full, fair and rigorous examination of the costs, projected ridership and benefits. This study should be done with effective public involvement.**

It is anticipated that multimodal improvements will continue to be a key component of the project purpose and need. With regard to rail transit, the Oasis Rail Study will focus on the details of the potential for commuter rail.

- **Improvements in bus service needs to be properly studied as a solution to traffic issues on State Route 32.**

As noted in this letter, it is anticipated that multimodal improvements will continue to be a key component of the project purpose and need. Improving bus service may be a viable improvement and could be considered or recommended once the purpose and need is revisited.

- **Traffic count data gathering should be coordinated with local communities. Local communities do not trust traffic data gathered by ODOT due to numerous issues in the past. This data should be shared with local communities and the process used to analyze and project traffic patterns should be fully disclosed. It is not acceptable for ODOT or elected officials to quote traffic data studies results like they are beyond question and then refuse to share the methods used to determine the results.**

ODOT intends to obtain new traffic counts in Village of Mariemont starting in early December 2015. We have coordinated with Chris Ertel, Village Engineer in preparing these counts. Similar outreach has been conducted or is planned for other communities. Once the raw traffic counts are obtained, ODOT will be working to update traffic projections for the area. Please find the attached pamphlet for additional details regarding this process.

- **All traffic count data including projections needs to separate truck traffic from car traffic. There is a difference and solutions that encourage more truck traffic through Mariemont should not be considered.**

Traffic counts will distinguish between car and truck traffic.

- **Local communities should be engaged before decisions limiting options are made and all relevant data should be made readily available to the communities well before these decisions are reached.**

In the next phase of project development, ODOT will be working with local stakeholders to revisit the purpose and need. We will be conducting several focus area meetings throughout the project seeking input from all.

- **The survey form distributed at the meeting was structured in a manner to obtain responses that can be easily manipulated. The first question gives the impression that ODOT wants to build support again for a relocated State Route 32. We believe no one should rely on any data gathered from this amateurish and biased survey form.**

As discussed at the August 6 Public Information Meeting, ODOT is no longer pursuing alternatives that would relocate State Route 32 through the Little Miami River Valley. In the next phase of development, ODOT will be using second web-based survey form and will seek input from local communities before posting the survey.

- **It seems strange that widening US-50 would now be considered after the recent modifications reducing traffic lanes on this route in Fairfax and Terrace Park. Would these recent changes be destroyed to accommodate a widening of US-50? This type of wasteful spending increases the level of skepticism that government officials are proposer stewards of precious taxpayer funds.**

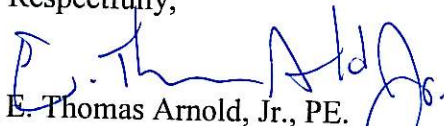
As noted in this letter, ODOT is proceeding with revisiting the purpose and need for the project and has no preconceived improvements in mind. Any alternatives that are considered will be based on the revisited purpose and need.

ODOT is excited to work with the Mariemont Community Partner Committee and other stakeholders as we move forward with revisiting the purpose and need of the project. This effort will provide an opportunity to set the framework for alternative development in future phases of the project.

In conclusion, this point in time represents a real opportunity to make an improvement to the transportation network in the Eastern Corridor Segment II/III Study Area.

I look forward to working together, and if you have any questions, please call me at 513-933-6588.

Respectfully,


E. Thomas Arnold, Jr., PE.
ODOT District 8 Project Manager

c: File
Reading File

Planning, Building and Maintaining Ohio's Roads Smartly, Safely and Cost-Effectively

TRAFFIC COUNTS

To do a good job managing Ohio's roadway system, the Ohio Department of Transportation (ODOT) needs to know how much a road is used. We measure the number of vehicles and pedestrians traveling specific locations by year, by day, during certain times – like rush hour, even during different seasons. This is called a traffic count.

A VALUABLE TOOL

Traffic counts are extremely informative for transportation planning and engineering. They are usually taken by automated devices that count traffic volumes over a 24-hour period.



OUR MISSION

- Provide easy movement of people and goods from place to place
- Take care of what we have
- Make our system work better
- Improve safety

OUR VISION

- A long-term, reliable, professional and highly productive organization



The Ohio Department of Transportation
1980 West Broad Street
Columbus, OH 43223
dot.state.oh.us

Traffic Counts and Forecasts

WHY THEY'RE IMPORTANT

*Helping You Understand
How Roadway Decisions Are Made*



**OHIO DEPARTMENT OF
TRANSPORTATION**

PLANNING FOR EVER-CHANGING COMMUNITIES

A once thriving shopping mall is now empty. What was an open field is now an office park. So how does ODOT predict what kinds of roads people will need in the future?

TRAFFIC FORECASTS

ODOT builds traffic models using traffic counts and other things that influence how people travel. The models take into account an area's economic conditions, demographics and future development. They're used to create traffic forecasts that help ODOT engineers design roadways to meet demand 20 years from now.



A MOVING TARGET

However, forecasts often change. New housing subdivisions, shopping centers, or industrial areas may require additional highway lanes. Greater interest in bicycling and walking may call for more sidewalks. Changes in global markets may increase freight traffic and the need to redesign interchanges. These real world examples show how forecasting traffic can be like trying to hit a moving target.

TRAFFIC FORECASTS SOME SPECIFIC USES

- Prioritizing needs
- Managing traffic movement
- Improving safety/reducing crashes
- Evaluating problems
- Maintaining existing roads
- Designing intersections
- Installing traffic control devices (stop signs, traffic signals, speed limits, etc.)
- Estimating costs and securing funding for infrastructure projects
- Supplying the public with information

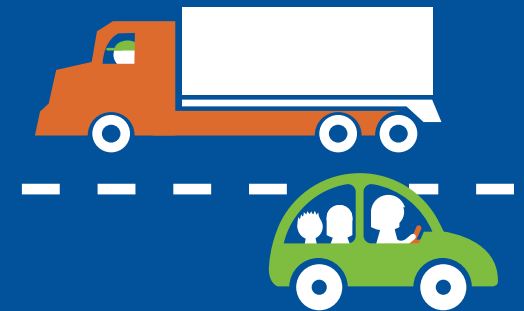


DRIVING TOWARD THE FUTURE

Transportation infrastructure takes a long time to build and is very expensive. That's why ODOT decisions are based on real world data and public input. And why we build for the benefit of both transportation users and communities.

MANAGING ROAD RESOURCES WISELY

ODOT considers the needs of all users on one of the nation's largest road networks. It's critical that everyone can travel to their destinations in a safe and timely fashion to retain and attract jobs and to provide Ohioans with better driving experiences.



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Chris Curran
State Transportation Committee Chair
currancp@gmail.com

Marilyn Wall
Miami Group Chair
marilyn.wall@env-comm.org

Nathan Alley
Conservation Coordinator
nathan.alley@sierraclub.org

Date: December 3, 2015

Re: Sierra Club Comments 8.21.2015 Eastern Corridor Program Segment II/III (PID 86462)

Dear Mr. Curran, Ms. Wall, and Mr. Alley:

Thank you for your letter dated August, 21 2015 regarding Segments II/III of the Eastern Corridor Program.

First, I would like to commend you on your efforts as an organization to protect communities, wild places, and the planet itself. The Ohio Department of Transportation (ODOT) also values the many resources that we are fortunate enough to enjoy in the great State of Ohio, and with all projects, we strive to avoid and minimize impacts if possible.

Second, I would also like to thank you for expressing your support for ODOT's recommendation to revisit the purpose and need of the project and to no longer pursue a relocation of SR 32 through the Wild and Scenic Little Miami River Valley. This course of action is a testament to ODOT's robust public involvement process and our responsiveness to feedback that has been received from the Sierra Club along with other stakeholders in the region.

Next, please allow me to respond to your specific comments and recommendations:

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

As noted in this letter, ODOT is no longer pursuing a new alignment of SR 32 through the Wild & Scenic Little Miami River Valley. We intend to advance the project by revisiting the purpose and need. We have no preconceived notions about recommended improvements.

- **ODOT should consider making lower/no impact improvements to existing transportation corridors within the Segment II/III study area instead of relocating SR 32.**

ODOT is going to focus on making improvements to the existing transportation corridors within the Segment II study moving forward. Please refer to the attached map for an overview of the proposed study area moving forward.

Within the Segment III study area, there are also various environmental resources as outlined in your letter; however, a relocated SR 32 has a significantly lower risk for impacts to these environmental resources. As noted previously, ODOT has no preconceived notions regarding recommendations moving forward. As we work with local stakeholders and focus groups to revisit the purpose and need, we will have several opportunities to set the framework for alternatives to be considered in future phases of project development. It is possible that a relocated SR 32 may be a viable alternative to consider within the Segment III study area or in areas that have a significantly reduced risk for impacts to environmental resources. In either case, alternatives will be developed to address the revisited purpose and need while making efforts to minimize impacts or possibly even enhance environmental resources.

The Eastern Corridor Program has always included a vision for multimodal improvements, and accommodations for public transit along with new or improved infrastructure for bicycles and pedestrians will be addressed in the revisiting of the purpose and need.

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

The purpose of the Eastern Corridor Program has always been to enhance regional connectivity. As the project purpose and need is revisited, ODOT is generally intending to focus on improvements to the existing system with an objective on accommodating anticipated growth in traffic as opposed to creating a demand for additional traffic in the Eastern Corridor Study Area. That said, there is potential to enhance connectivity to the ANCOR area which could attract new trips to the area and result in enhanced economic vitality for the Eastern Corridor Study area and the region. As noted in this letter, multimodal improvements will be considered for all alternatives moving forward.

- **Improvements are needed to reduce the number of accidents occurring with the Segment II/III Study area.**

Addressing safety concerns are a major component of all of our projects. The project team will conduct an analysis of the most recent three years of crash data for major corridors in the project study area as part of the process of revisiting the purpose and need.

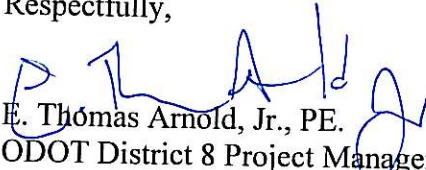
- **More transportation options (bus, bike, walking) are needed within the Segment II/III Study area.**

As noted in this letter, it is anticipated that multimodal improvements will continue to be a key component of the project purpose and need. With regard to rail transit, the Oasis Rail Study will focus on the details of the potential for commuter rail.

ODOT is excited to work with the Sierra Club and other stakeholders as we move forward with revisiting the purpose and need of the project. This effort will provide an opportunity to set the framework for alternative development in future phases of the project. In your letter, you recommended that no aspect of the Eastern Corridor Program move forward without the preparation of a full EIS under NEPA. Per the Record of Decision that was issued in 2006, the various phases of the Eastern Corridor Program are advancing as separate projects with environmental documents commensurate with their impacts as outlined in NEPA.

In conclusion, this point in time represents a real opportunity to make an improvement to the transportation network in the Eastern Corridor Segment II/III Study Area. I look forward to working together, and if you have any questions, please call me at 513-933-6588.

Respectfully,



E. Thomas Arnold, Jr., PE.
ODOT District 8 Project Manager

c: File
Reading File