

ATTACHMENT B-5
PUBLIC OPEN HOUSE SUMMARY REPORT



**EASTERN CORRIDOR SEGMENTS II and III
Red Bank Corridor to I-275/SR 32 Interchange
(PID 86462)**

**MARCH 9, 2017 PUBLIC OPEN HOUSE
SUMMARY REPORT**

Prepared For
**Ohio Department of Transportation
District 8
505 South State Route 741
Lebanon, OH 45036-9518**

Prepared by
**Rasor Marketing Communications
7844 Remington Road
Cincinnati, OH 45242**

July 2017

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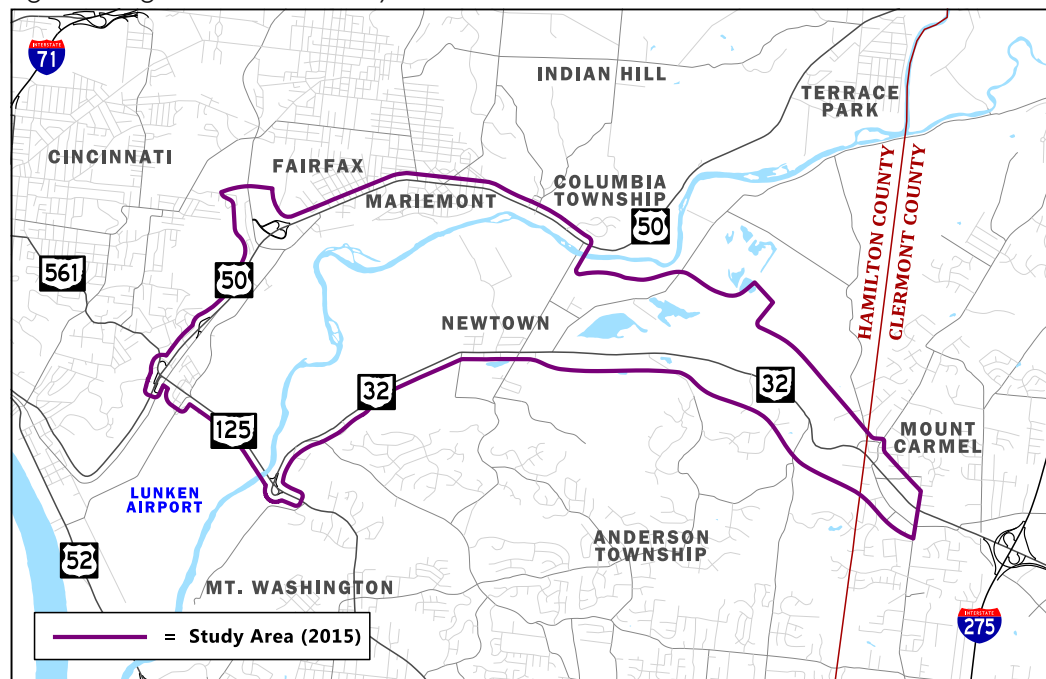
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INTRODUCTION

Eastern Corridor Segments II and III are located at the center of the Eastern Corridor region. Together, they extend between the Red Bank Corridor (Segment I) and the I-275/State Route (SR) 32 interchange in Clermont County (Segment IV), and encompass the roads in between, including US 50/Wooster Pike, SR 125/Beechmont Levee and SR 32 (see Figure 1: Segments II and III Study Area).

Figure 1: Segments II and III Study Area



Initial recommendations for transportation improvements through this area, as outlined in the 2006 Tier 1 Record of Decision, proposed relocating the western end of SR 32 from where it currently intersects with SR 125 (Beechmont Avenue) to a new, direct connection with US 50 (Columbia Parkway) and the Red Bank Corridor. After completing initial Tier 2 studies to better define the proposed project, gather public input, identify possible new alignments and identify related environmental and cultural impacts, the Ohio Department of Transportation (ODOT) determined that relocating SR 32 through the Little Miami River Valley (west of Church Road) is not a feasible option at this time due to potentially significant environmental impacts and construction costs. However, congestion, travel delays and safety issues still exist within this central portion of the Eastern Corridor and transportation improvements are needed to address regional network inadequacies and poor linkage to major economic, recreational and employment centers.

During the spring and summer of 2016, ODOT began developing a Transportation Needs Analysis to verify and prioritize transportation issues and needs in Segments II and III.

On March 9, 2017, ODOT hosted a Public Open House to update local communities on the status of the Eastern Corridor Segments II and III study, share data and public feedback collected as part of the Transportation Needs Analysis, and confirm with the public that ODOT has captured the public's concerns regarding transportation needs throughout the study area. ODOT also shared feedback received from the public through an interactive, online survey and a series of Focus Area Workshops that took place last spring.

The following report documents the content of the meeting, the materials provided to the public, attendance, efforts made to notify the public about the Open House and feedback received.

OPEN HOUSE OVERVIEW

On Thursday, March 9, 2017, ODOT held a Public Open House to update local communities on the status of the Eastern Corridor Segments II and III study, share data and public feedback collected as part of the Transportation Needs Analysis, and confirm with the public that ODOT has captured the public's concerns regarding transportation needs throughout the study area. Information shared at the meeting included updated traffic volume, travel time, congestion and crash data for Segments II and III. ODOT also shared feedback received from the public during six Focus Area Workshops and through an interactive, online survey which all took place in the spring and summer of 2016.

The March 9 Public Open House was held between 4 p.m. and 7 p.m. at the Miami Valley Christian Academy in Newtown (6830 School Street, Newtown, OH 45244). Attendees could arrive any time between 4 p.m. and 7 p.m. to review material displayed on a series of 26 information boards and to speak directly with ODOT and project team representatives. No formal presentation was given.

The location chosen for the Open House was ADA accessible. Anyone needing special assistance or interpretation services had the opportunity to call ODOT prior to the meeting to arrange for assistance. However, no requests were received.

Welcome Table and Handouts

Upon entering the meeting, attendees were greeted by project team representatives who asked them to sign in and explained the process of the Open House. Attendees were also provided with the handouts listed below. Copies of these materials are provided in Appendix A: Meeting Materials.

- Segments II and III Fact Sheet
- Focus Area Map
- Comment Form

Staff

Project team representatives were positioned around the room to discuss the information on display with attendees, answer questions and receive comments. Project team representatives who staffed the Open House included:

ODOT District 8

Tommy Arnold
Jennifer Elstun
Andy Fluegemann
Brienne Hetzel
Tom Masa
Charlie Rowe
Keith Smith

ODOT Office of Environmental Services (Columbus)

Jacque Annarino
Tim Hill
Heather McColeman

Consultant Team

Caroline Ammerman (Stantec)
Jesse Binau (Stantec)
Kaity Dunn (Rasor Marketing Communications)
Paul Durham (Stantec)
Steve Shadix (Stantec)
Laura Whitman (Rasor Marketing Communications)

Attendance

Ninety-eight people signed in at the meeting (excluding project team members). Of these 98 individuals, 77 appeared to be community members who were unaffiliated with a specific organization, interest group, or community. The remaining attendees were affiliated with local communities (six people), interest groups (eight people), Eastern Corridor Partner organizations (five people), a local engineering firm (one person) and local media (one person).

MEETING CONTENT

Information presented at the Open House summarized the results of the *DRAFT Transportation Needs Analysis Report, March 2017* (a copy of the report and its appendices were posted on the Segments II and III Project Documents page of the Eastern Corridor website on March 9, 2017, the day of the meeting). Key information from this report was presented on a series of 26 information boards placed around the perimeter of the meeting space. Topics included:

- Eastern Corridor Program updates
- Segments II and III update and progress summary
- Summary of public input from the 2016 interactive online survey and Focus Area Workshops
- Results of Segments II and III technical studies (crash data, queue lengths, geometric deficiencies, travel times,)
- Segments II and III Transportation Needs Analysis overview
- Summary of primary and secondary transportation needs identified for Segment II and III Focus Areas
- Next steps

Copies of the information boards and meeting handouts were posted on the Segments II and III Public Involvement page of the Eastern Corridor website immediately following the Open House. Copies of the information boards are also provided in Appendix A: Meeting Materials.

NOTIFICATION

Notifications publicizing the March 9 Open House were distributed using multiple communications channels including:

- Email notices sent to Eastern Corridor stakeholders (Eblasts)
- Website postings
- Social media networking
- Traditional media relations
- Ad placement in *The Cincinnati Enquirer*

Copies of all notification materials are provided in Appendix B: Notification Materials.

Email Notifications (Eblasts)

Three announcements about the Public Open House were distributed to more than 1,500 Eastern Corridor stakeholders. Eastern Corridor stakeholders include regional and local community and business leaders, Eastern Corridor community and interest group representatives, resource agencies,

representatives of environmental justice organizations, individuals who have attended Eastern Corridor public meetings, past Eastern Corridor survey participants, and individuals who have signed up to receive Eastern Corridor Program updates. The Eblasts were sent out on the following dates:

- Thursday, February 9, 2017
- Wednesday, March 1, 2017
- Tuesday, March 7, 2017

A copy of the initial Eblast distributed on February 9 is included in Appendix B. Subsequent Eblasts generally contained the same information but were abbreviated in length.

Website and Social Media Postings

Announcements about the Public Open House were posted on websites belonging to the Eastern Corridor Program and ODOT District 8. The communications team also reached out to Clermont County, the Clermont County Transportation Improvement District (CCTID), the City of Cincinnati and the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) requesting that announcements about the upcoming meeting be posted on their respective sites.

Announcements about the Open House were also posted on the Eastern Corridor's Facebook site and Twitter feeds. In addition, notices were posted on Nextdoor, a community information-sharing website that serves neighborhoods throughout the Greater Cincinnati area. A table containing the content of notices posted on the Eastern Corridor social media sites is provided in Appendix B: Notification Materials.

Placements were confirmed on the following sites:

- Clermont County Transportation Improvement District (TID) website
- Eastern Corridor website (on multiple pages)
- Ohio Department of Transportation District 8 website
- Ohio Department of Transportation Facebook and Twitter feeds
- Clermont County Transportation Improvement District Facebook and Twitter
- Ohio Kentucky Indiana Regional Council of Governments Facebook and Twitter feeds
- Mt. Lookout Community E-newsletter, February 15, 2017
- City of Cincinnati Twitter
- Nextdoor.com platform (posts covered Hyde Park, East End, Columbia Tusculum, Fairfax, Mariemont, Linwood, Signal Hill, Oakley Anderson Township, Pierce Township)
- Clermont Chamber of Commerce E-newsletter, February 27, 2017

Traditional Media Outreach

A news release was distributed to Cincinnati-based print, radio, digital and broadcast media on February 9, 2017 and March 1, 2017. The release outlined the purpose of the Public Open House,

listed the meeting date and location, and provided information on where people could send their feedback regarding the project. A copy of the initial release is included in Appendix B.

Coverage was confirmed in the following:

- Cincinnati Enquirer Calendar
- Cincinnati Enquirer Press Release publisher
- WCPO.com (online)
- WCPO (broadcast)

WCPO.com also ran an article online after the meeting, on March 27, 2017. Copies of WCPO coverage are included in Appendix B.

Ad placement

A quarter page advertisement was placed in two issues of the Cincinnati Enquirer and two issues of the local Community Press newspapers. The Enquirer ads both ran on Sundays, which is the highest circulation day for the daily newspaper. There are 26 weekly Community Press papers and together, they cover the entire Greater Cincinnati metropolitan region. The ad ran twice in each of the 26 Community Press papers. Placement dates are provided below:

First Run

- Enquirer: Sunday Feb. 12, 2017
- Community Press: Wednesday Feb. 15, 2017

Second Run

- Enquirer: Sunday Mar. 5, 2017
- Community Press: Wednesday Mar. 8, 2017

The configurations of the ads differed slightly between the Enquirer and Community Press papers due to the size and shape of each publication. Sizes of the printed ads are provided below. Images of the ads are included in Appendix B: Notification Materials.

- Enquirer ad: 4.68" x 6.6"
- Community Press ad: 6.62" x 6.0"

PUBLIC INPUT SUMMARY

Community members were invited to share comments with the project team by completing a comment form distributed at the the Open House, completing an online version of the comment form (links to this form were provided with meeting materials on the Eastern Corridor website and distributed through social media networking), sending an email or letter to project team members or to ODOT project manager, Tommy Arnold. The public comment period was open for 31 days and closed at midnight on April 9, 2017.

A total of 42 comment forms were submitted to the project team. Twenty-one forms were collected at the March 9 meeting and the remaining 21 forms were submitted online. Seven individuals submitted comments via email. Comments received at the March 9 meeting and five of the comments received email were entered into the online comment form program (Survey Monkey) to facilitate analysis (two emails received were longer in length and therefore not added into Survey Monkey). Two letters were received; one from the Sierra Club and another from the Mariemont Preservation Foundation. Although the letters and two emails were not entered into Survey Monkey due to length, their content was included in the feedback analysis, which is summarized below. The full content of all comments, emails and letters received is included in Appendix C: Public Input. Also included in Appendix C are responses from the Ohio Department of Transportation to the comments, emails and letters received.

Question 1: For the purposes of this Study, Eastern Corridor Segments II and III have been divided into six Focus Areas. Open House boards 20 – 25 highlight primary and secondary transportation needs identified within each of these Focus Areas. Please use the space below to share any comments you may have regarding the information presented on these six boards.

Thirty-five people submitted comments pertaining to Question 1. In addition, the letter received from the Sierra Club also pertained to boards 20 – 25 and the Mariemont Preservation Foundation letter focused on board 25 (US 50 Corridor). Comments received varied and addressed topics across most Focus Areas. However, several themes were repeated in multiple submissions including:

- Board 25 (US 50 Corridor): Do not widen US 50/Wooster Pike through Mariemont because widening the road could negatively impact that community, its residents and its historic aesthetic
- Better continuity/connectivity is desired between bike paths, particularly between bike paths in the City of Cincinnati / Lunken Trail and the Little Miami Bike Trail
- Improvements for bike paths and sidewalks in some areas should be considered as primary needs and not as secondary needs. The Sierra Club also said that transit improvements should be changed to primary needs.
- Improvements at US 32 and Eight Mile Road are needed

Question 2: Please use the space below to share any additional comments you may have.

Thirty-one individuals submitted comments for Question 2. Although the comments addressed a variety of topics, multiple submissions repeated a preference for not widening US 50/Wooster Pike in the Mariemont area or were related to concerns about the impact of changing speeds and/or the level of traffic in Mariemont on Village aesthetics and residents/school children. Other comments outlined support and/or preferences for expanding public transit and/or rail options and several others expressed concerns that the solutions would not sufficiently meet the needs. More than a third of the comments received for Question 2 outlined specific suggestions for the project team's consideration.

Questions 3 and 4: Name and Zip Code of the community in which you LIVE:

Thirty-seven individuals responded to this question. Almost half of the respondents (18 people) said they live in the 45227 zip code (which they self-identified as Mariemont). Another 19% (seven people) live in the 45244 zip code which includes Newtown, Anderson Township, Union Township and Milford. Eight percent live in the 45230 zip code (Anderson Township and Mt. Washington) and five percent live in 45255 (Anderson Township) and 45103 (Batavia).

Zip Code	Community	Respondents
45227	Mariemont	18
45244	Newtown, Union Township, Milford, Anderson Township	7
45230	Mt. Washington, Anderson Township	3
45255	Anderson Township	2
45103	Batavia	2
45150	Milford	1
45226	Fairfax	1
45238	Delhi	1
45243	Indian Hill	1
45245	Pierce Township	1

Questions 5 and 6: Name of community in which you WORK

Thirty-two individuals responded to this question. Twenty-five percent (8 people) said they work in the 45227 zip code (Mariemont, Fairfax and Madisonville). Another 16% (five people) work in the 45244 zip code (Newtown, Anderson Township) and nine percent (three people) work in 45150

(Milford). Six percent (two people) reported working in 45230 (Anderson Township) and another six work in 45244 (Cincinnati, St. Bernard).

Zip Code	Community	Respondents
45227	Fairfax, Mariemont, Madisonville	8
45244	Newtown, Anderson Twp.	5
45150	Milford	3
45230	Anderson Township	2
45244	Cincinnati, St. Bernard	2
41019	Ft. Wright	1
41042	Florence	1
45140	Loveland	1
45202	Downtown Cincinnati	1
45203	Cincinnati	1
45219	Cincinnati	1
45241	Sharonville	1
45242	North Kenwood	1
45215	Evendale	1
41071	Newport	1
45245	Union Twp.	1
45255	Anderson Twp.	1

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

Twenty-three people provided email addresses. The addresses are not included in this report for privacy purposes but have been added to the Eastern Corridor email distribution list.

Appendix A: Meeting Materials

Segments II and III Fact Sheet

Focus Area Map

Comment Form

Information Boards

Segments II and III Fact Sheet



SEGMENTS II AND III

Red Bank Corridor to I-275/SR 32 Interchange

Public Open House, March 9, 2017

OVERVIEW

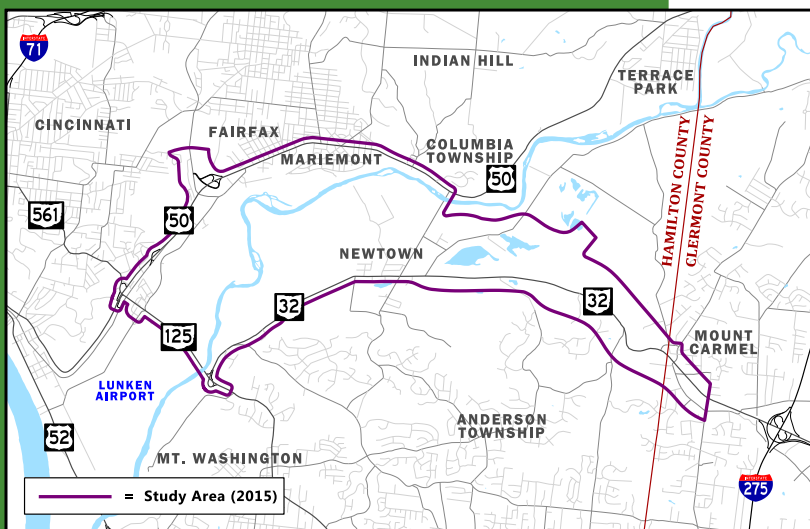
Eastern Corridor Segments II and III are located at the center of the Eastern Corridor region.

Previous transportation improvement recommendations for this area focused on shifting the western end of SR 32 from where it currently stops at SR 125 (Beechmont Avenue) to a new, direct connection with US 50 (Columbia Parkway) and the Red Bank corridor. After completing in-depth studies however, the Ohio Department of Transportation (ODOT) determined that relocating the roadway through the Little Miami River Valley has potentially significant environmental impacts, high construction costs and public and resource agency concerns; therefore, it is no longer considering doing so at this time.

Congestion, travel delays and safety issues still exist through the central portion of the Eastern Corridor, however, and transportation improvements are still needed to address regional network inadequacies and poor linkage to major economic, recreational and employment centers.

Last spring, ODOT launched an effort to re-examine and reprioritize transportation needs within the Segments II and III study area, with an eye toward making lower-impact improvements to the existing transportation network that will more effectively balance community values and available resources.

Eastern Corridor Segments II and III Study Area



TRANSPORTATION NEEDS ANALYSIS

In 2016, ODOT completed multiple studies to evaluate roadway conditions throughout the Segments II and III study area. Data collected includes traffic volumes, travel time, congestion and crash data. In addition, ODOT conducted both an interactive, online survey and six Focus Area workshops in communities throughout the study area to gather public input on community values, transportation priorities, and transportation problem areas. The information gathered through these efforts helped identify transportation needs for the area, each of which have been placed into one of two categories:

PRIMARY NEEDS – Needs which will be addressed as part of the Eastern Corridor Program of transportation improvements

SECONDARY NEEDS – Needs that may be addressed as part of the Eastern Corridor Program of transportation improvements

Individual needs are discussed in detail in the *Draft Eastern Corridor Segments II and III Transportation Needs Analysis Report, December 2016*. This draft report is available for review on the Eastern Corridor website.

MOVING FORWARD

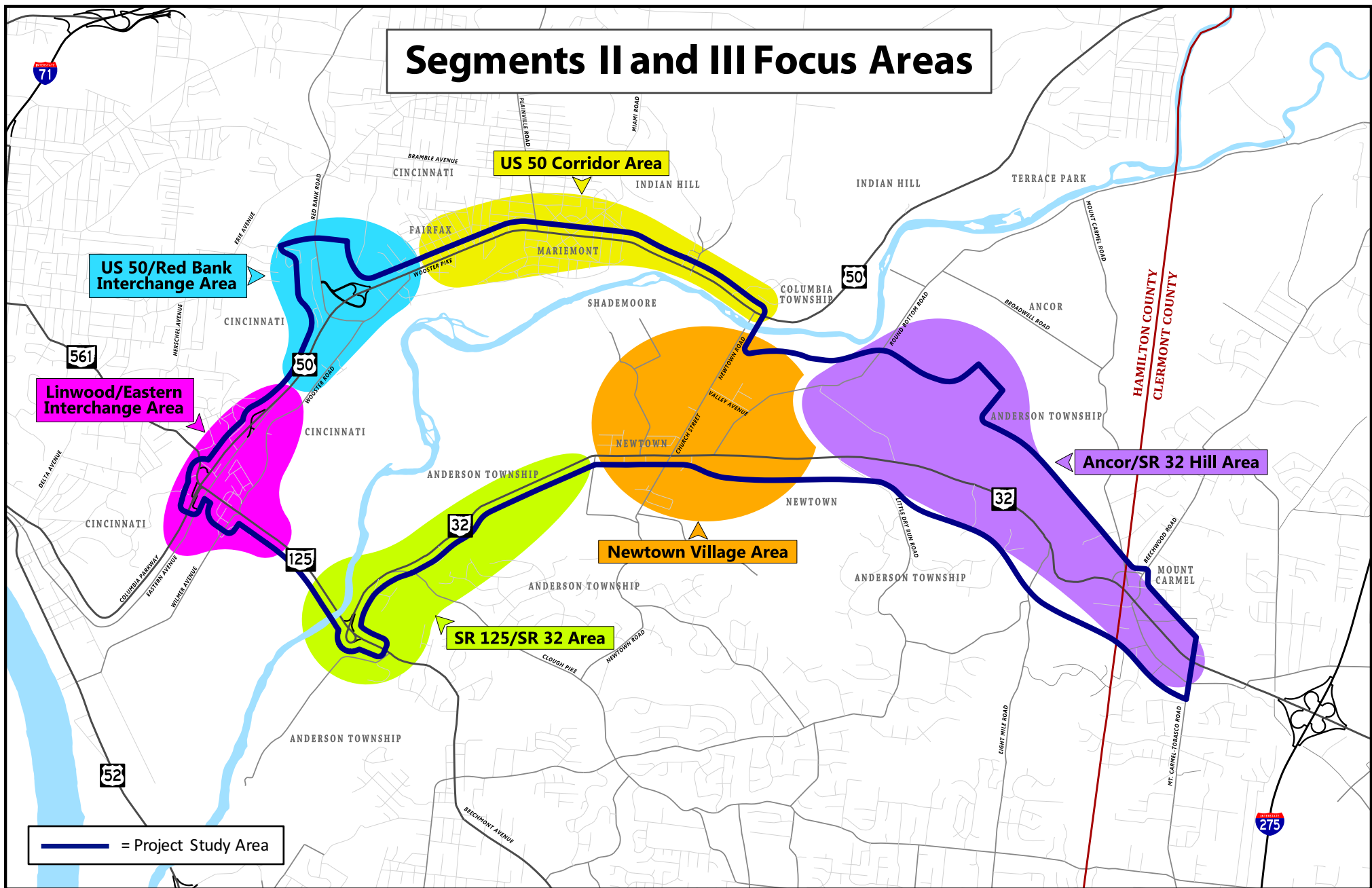
During upcoming months, ODOT will be working with local community representatives and planners to develop priority-driven solutions to the transportation needs identified. Solutions will focus on making improvements to the existing transportation network and recommendations will be shared for public review and comment. It is anticipated that improvements will be completed as separate projects and will be constructed as they are approved and receive funding.

For more information, visit
www.EasternCorridor.org

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 11, 2015, and executed by FHWA and ODOT.

Focus Area Map

Segments II and III Focus Areas



Comment Form



Segments II and III

Red Bank Corridor to I-275/SR 32 Interchange

Comment Form

Thank you for attending this evening's public Open House. ODOT will continue to use input from residents, property owners, businesses and others to help identify and develop transportation improvements needed within the Eastern Corridor's Segments II and III study area. Please use this form to share any comments you may have regarding the information you've received tonight.

1. For the purposes of this Study, Segments II and III have been divided into six Focus Areas. Boards 20 – 25, which are on exhibit tonight, highlight primary and secondary transportation needs identified within each of these Focus Areas. Please use the space below to share any comments you may have regarding the information presented on these six boards.

2. Please use the space below to share any additional comments you may have regarding the information presented at tonight's Open House.

3. We would appreciate your responses to the items below to help the project team gain a better understanding of the comments shared.

Community in which you LIVE: _____ Zip code: _____

Community in which you WORK: _____ Zip Code: _____

4. Provide your email address below if you would like to receive project updates via email (please print clearly).

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

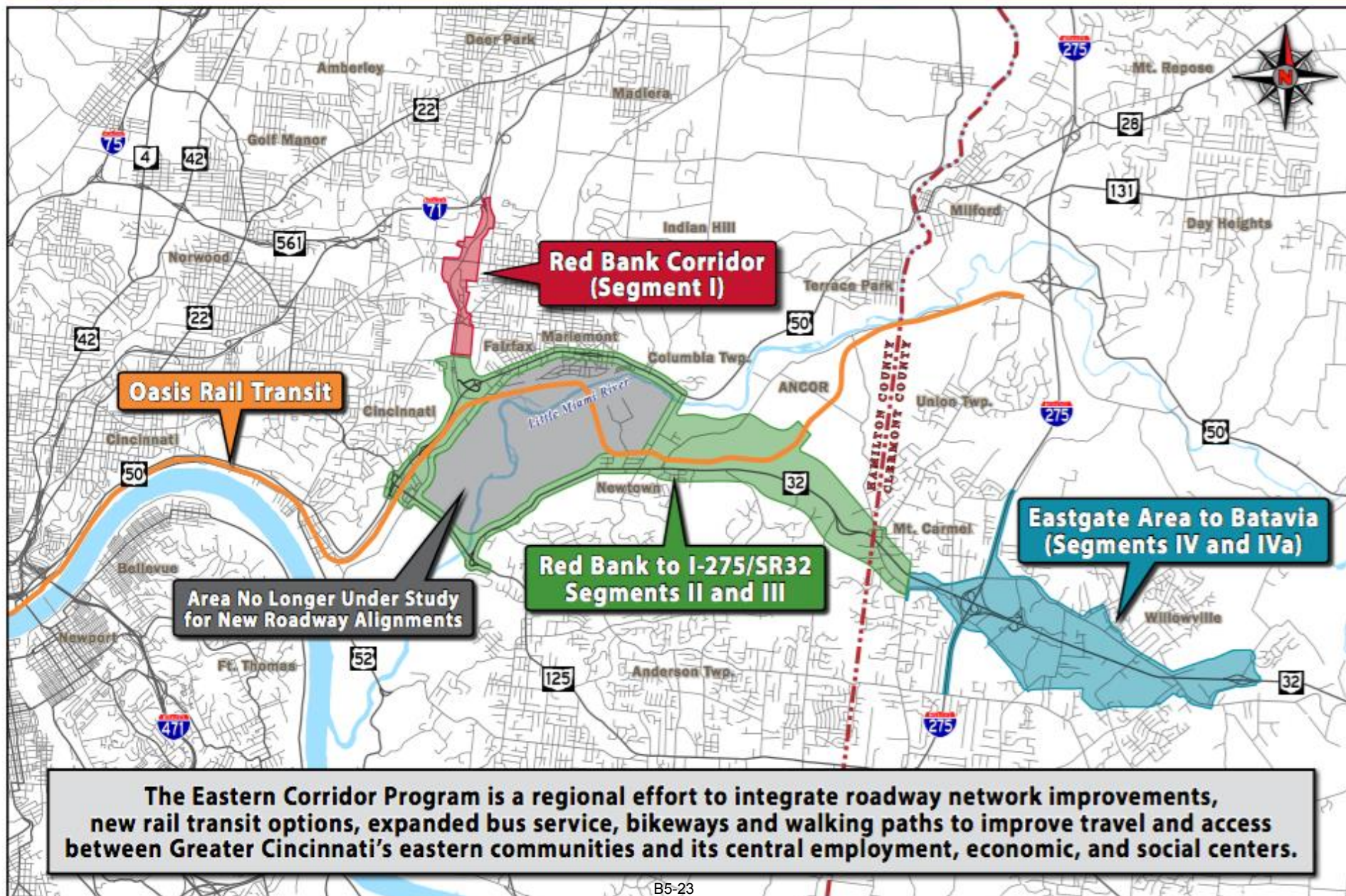
Please leave your completed form with a project representative tonight or send it to the following address by April 10, 2017:

Attn: Tom Arnold, ODOT District 8 | 505 S. State Route 741 | Lebanon, Ohio, 45036, or

Tom.Arnold@dot.ohio.gov | (513) 933-6588 (phone) | (513) 933-9472 (fax)

Information Boards

Eastern Corridor Program



Eastern Corridor Segment Updates

Segment I (Red Bank Corridor)



A plan for Red Bank Corridor improvements was identified in 2014. The plan consists of five different component projects.

Construction of the Duck Creek Connector, which will extend Duck Creek Road to Madison Road across from Medpace (Component 5), is now underway. Construction will be completed in late 2017.

Additional planning studies on other components are wrapping up and planners are seeking funding. Work will begin as funding becomes available.

Segment IV/IVa (I-275/SR 32 to Batavia)



COMPLETED PROJECTS:

- I-275/SR 32 Interchange Reconstruction
- Eastgate North Frontage Road
- Reconstruction of Eastgate Boulevard over SR 32

Improvements have been identified for SR 32 between the Eastgate Area to Batavia. Planners are further developing project designs and seeking funding. Construction will likely take place in phases and will begin as funding is secured.

Construction of several supporting projects will begin in 2019.

Oasis Rail Transit

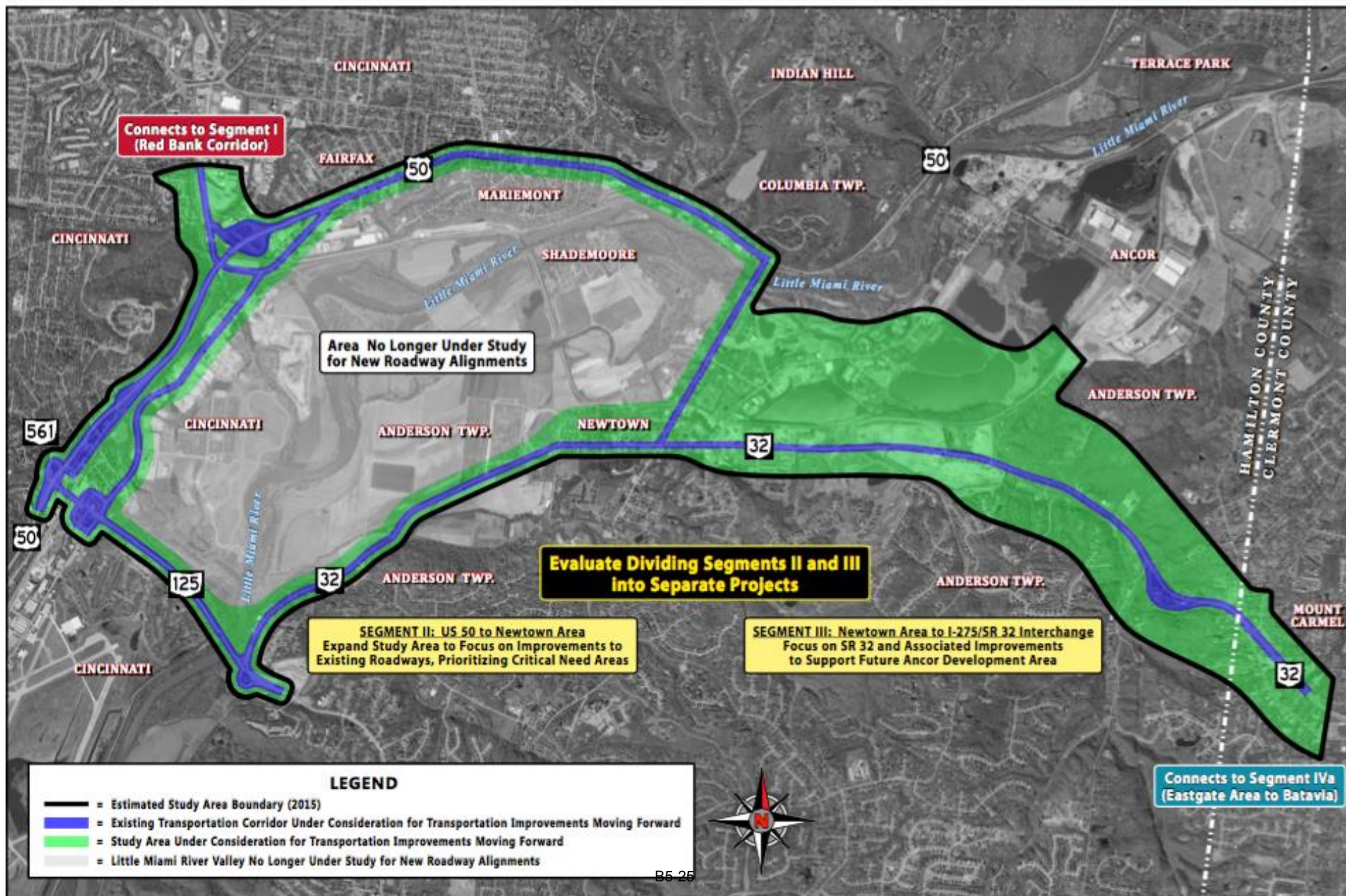


Preliminary planning studies and conceptual alignment alternatives for Oasis were completed in 2016. An overall assessment of options for the Oasis Rail Transit line indicates that the project is worthy of advancing for more detailed analysis.

Local and regional leaders are currently reviewing this information and considering the best options to proceed.

Copies of Oasis Rail Transit study documents are posted on the Oasis Rail Transit Project Documents page of the Eastern Corridor website.

Eastern Corridor Segments II and III Red Bank Corridor to I-275/SR 32



Segments II and III Overview

- Segments II and III encompass the central Eastern Corridor region
- In 2015, ODOT determined that relocating SR 32 through the Little Miami River Valley has potentially significant environmental impacts, public and resource agency concerns, and high construction costs
- ODOT is now working to identify improvements to the existing transportation network



Eastern Corridor Segments II and III Recent Progress

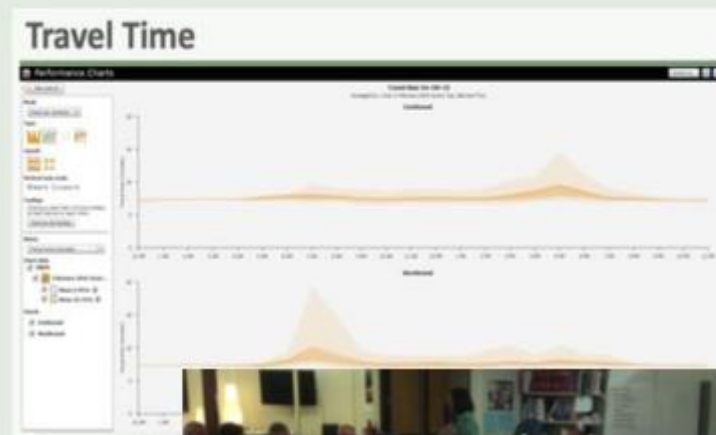
The Segments II and III project team has been working to further review and refine transportation needs and challenges in the study area and update technical data being used to define the problems. Recently completed efforts include:

Gathered Public Input about:

- Transportation priorities
- Problem areas
- Suggestions for improvements

Updated/Reviewed Technical Data

- Traffic volumes
- Congestion
- Crash data
- Problems with existing roadways
- Travel time



ODOT encouraged the public to share their transportation priorities, experiences when traveling through the Study Area and suggestions for improvements. Input opportunities included:

Interactive Online Survey

- Mid-March through mid-June
- Nearly 1,200 participants

Six Focus Area Workshops

- April, May and June 2016
- More than 100 participants

Eastern Corridor Development Team¹ (ECDT) Meeting

- March, 2016

Eastern Corridor website/email

- Provided links to project information, meeting schedules and survey
- Questions and comments could be submitted online

¹ The Eastern Corridor Development Team includes representatives from:

- Eastern Corridor communities
- Business organizations
- Environmental groups
- Historic preservation groups
- Recreational organizations
- Resource agencies
- Other stakeholders

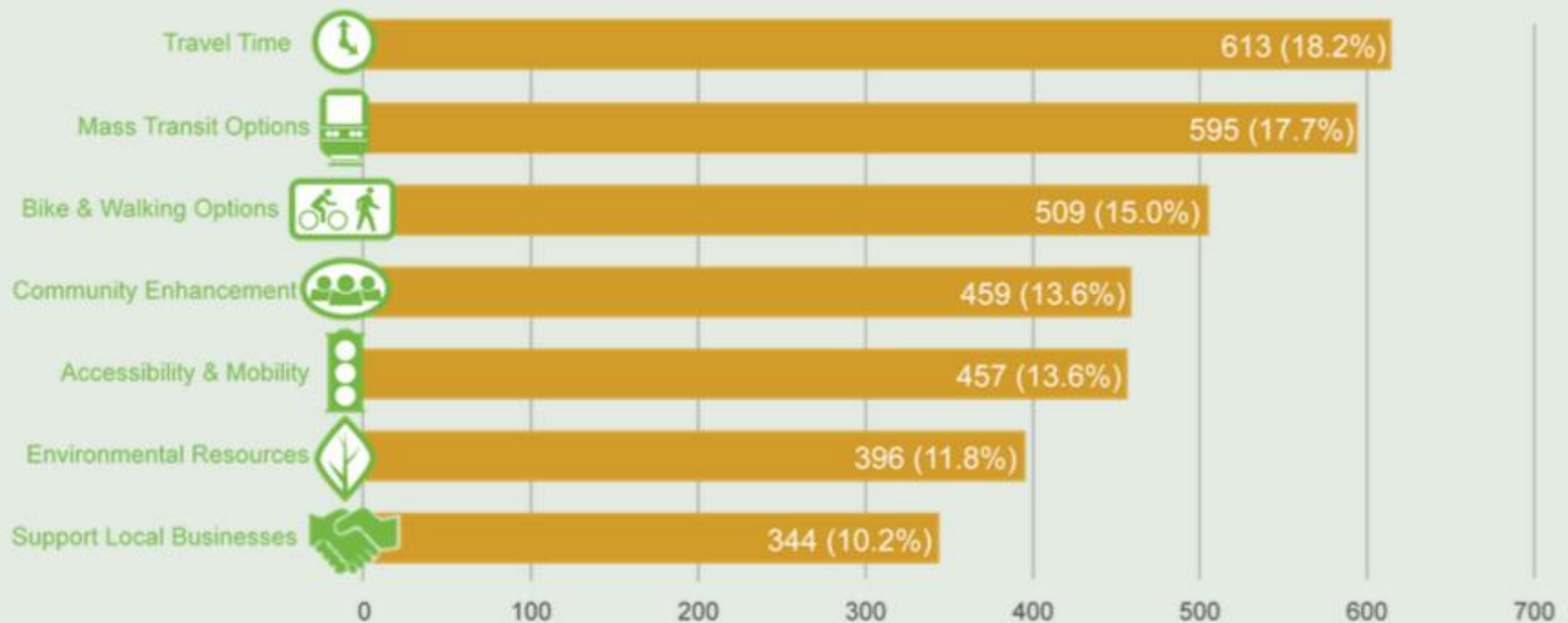


What We Heard

Interactive Online Survey

Survey respondents were given seven transportation-related priorities and asked to rank their top three. Travel Time was most often selected as a top priority, followed by Mass Transit Options and Bike & Walking Options.

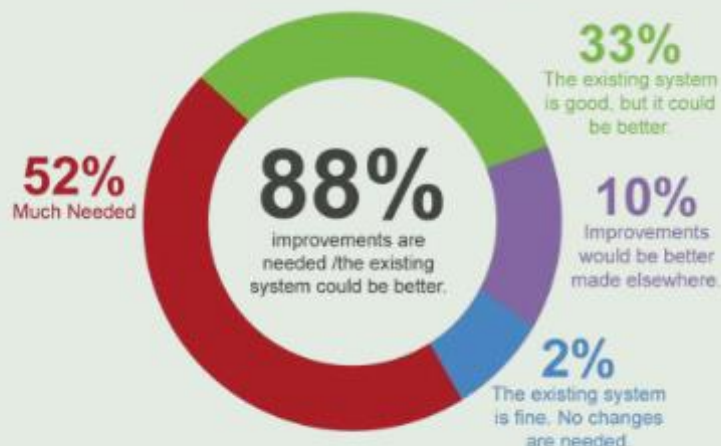
TRANSPORTATION PRIORITY RANKINGS



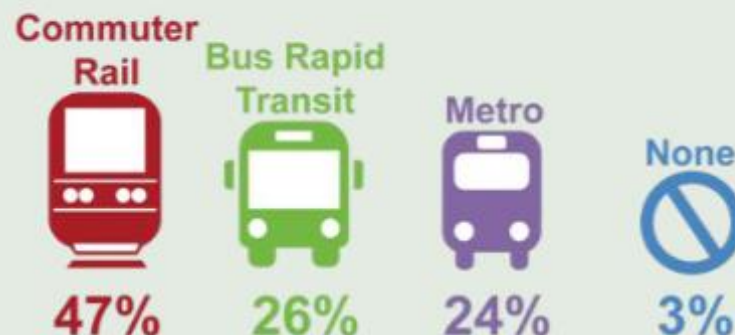
What We Heard

Interactive Online Survey

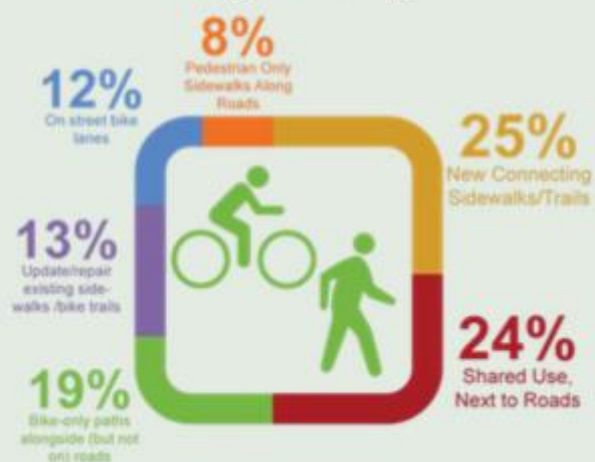
Local Perspective on Transportation Improvements in Eastern Cincinnati



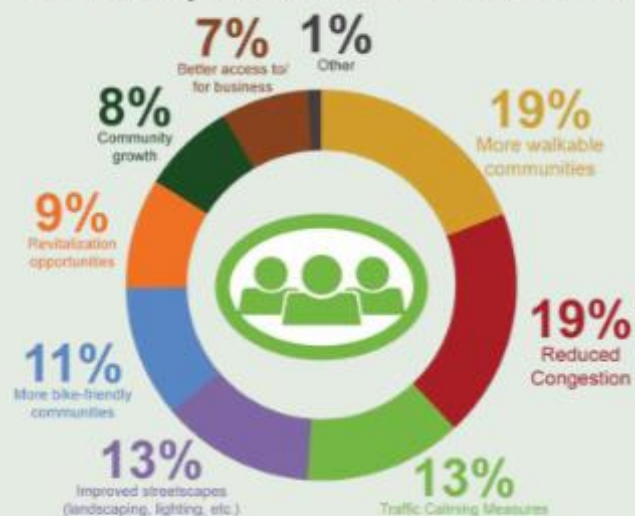
Respondents' Anticipated Use of Transit Options, If Available or Enhanced



Biking & Walking Needs



Community Enhancement Preferences

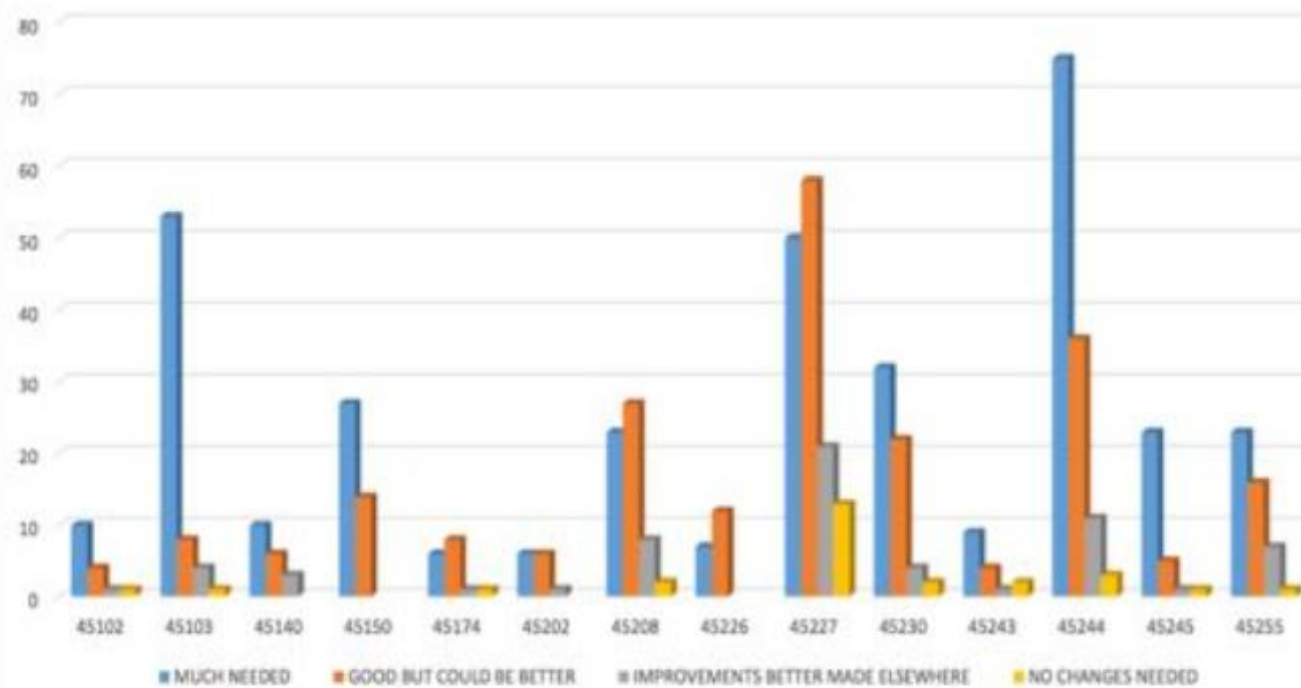


What We Heard

Interactive Online Survey

Nearly 90% of respondents who shared their perspectives on transportation improvements for eastern Cincinnati said they were either Much Needed (52%) or the existing system is good, but it could be better (33%). The following graph shows where respondents to this question live.

Responses by 'Zip Code Where I Live' (for zip codes showing at least 10 responses) to the Question: "My Overall Perspective on Transportation Improvements for eastern Cincinnati is..."



Zip	General Area
45102	Amelia
45103	Batavia, Owensville
45140	Loveland
45150	Milford, East Clermont County
45174	Terrace Park
45202	Downtown Cincinnati
45208	Hyde Park, Mt. Lookout
45226	Mt. Lookout, Columbia Tusculum, Lunken area
45227	Fairfax, Madisonville, Mariemont
45230	Anderson Twp., California
45243	Indian Hill, Mariemont
45244	Newtown, Ancor, Anderson Twp., Mt. Carmel,
45245	Southeast Clermont County, Withamsville
45255	Anderson Twp.

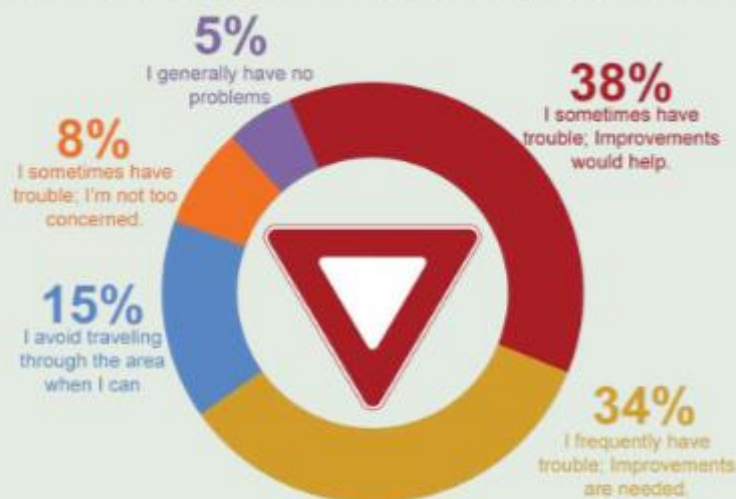
What We Heard

Interactive Online Survey

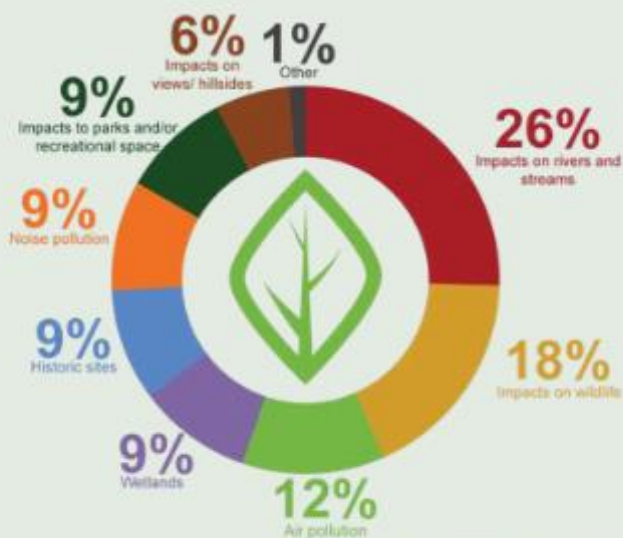
How Do Respondents' Travel Through the Study Area



Respondent Experiences When Traveling in the Study Area



Environmental Issues of Most Concern



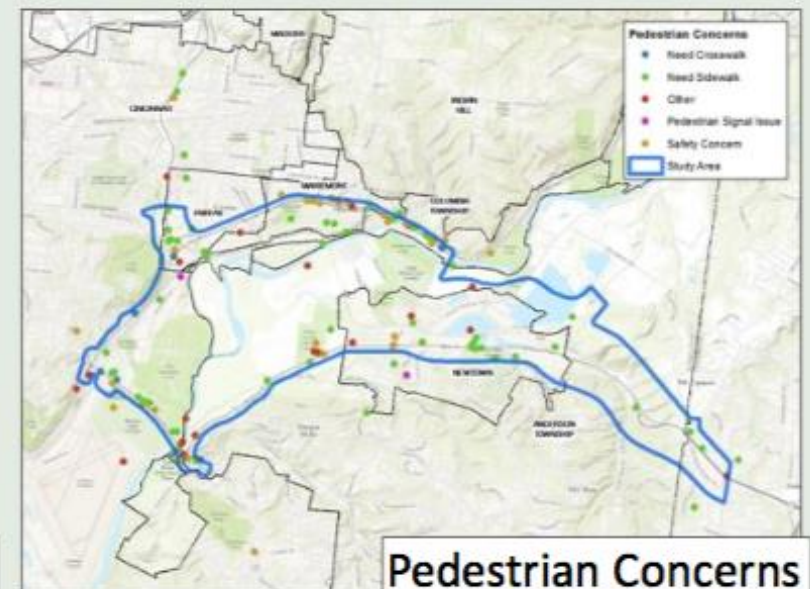
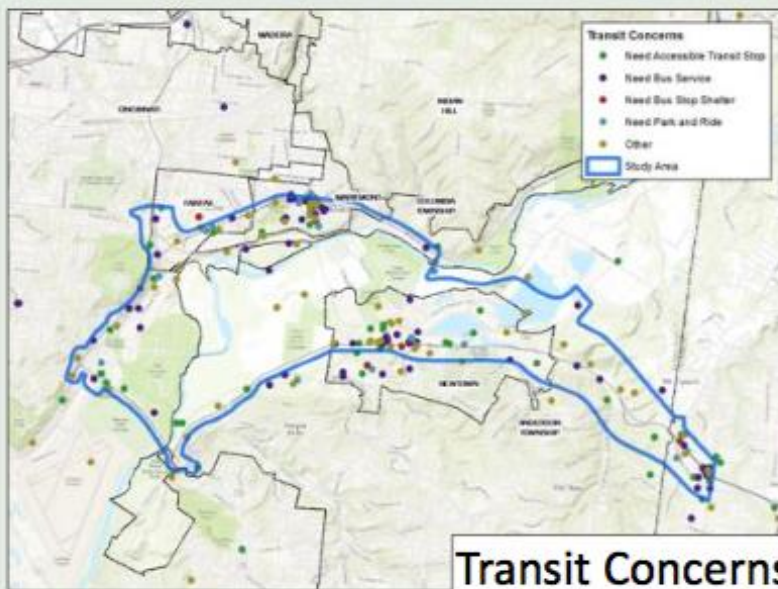
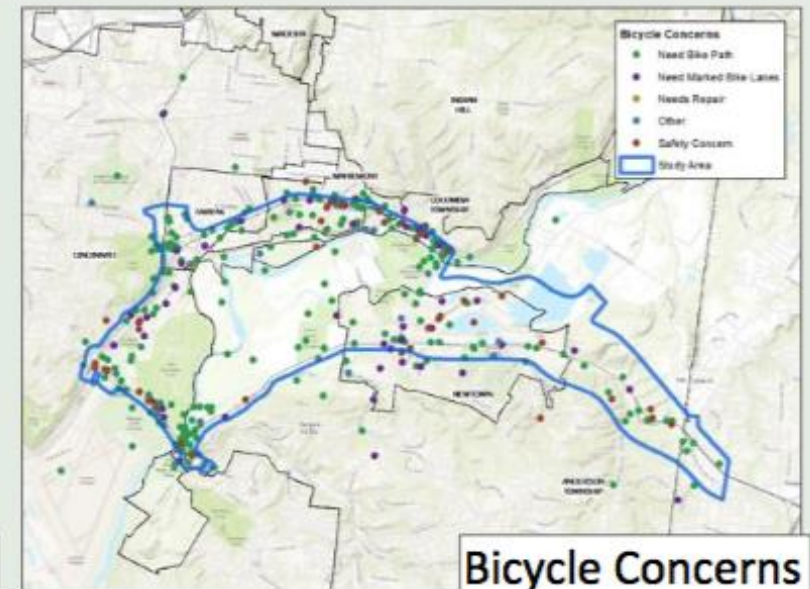
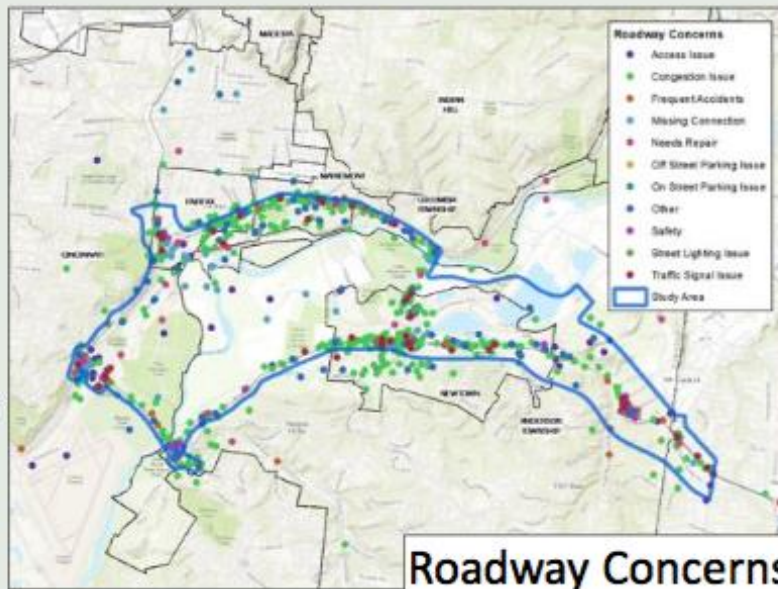
Does travel time affect your decision to visit/use businesses located in the Study Area?



What We Heard

Interactive Online Survey

Participants placed “pins” on interactive maps to highlight locations they felt needed attention.



Data presented on this board is from the *Public Feedback Summary Report, Segments II and III Internet Survey*, October 28, 2016.

The report is posted on the Segments II and III Project Documents page of the Eastern Corridor website at: www.EasternCorridor.org

What We Heard

Focus Area Workshops

Workshop participants were asked to share what they valued about their communities and what transportation challenges exist. Although some of the points discussed at the meetings were specific to certain areas, many common themes were heard at each of the meetings:

Community Values

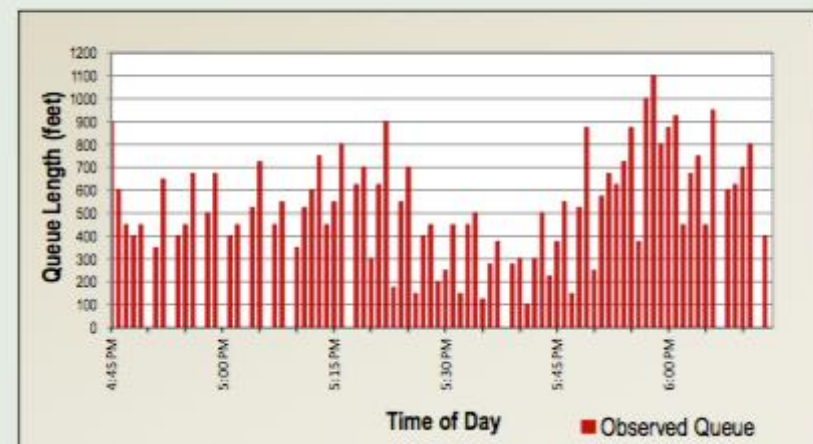
- Attractive
- Strong sense of community
- Safe
- Presence of natural resources (greenspace, trees, views, river, etc.)
- Good parks
- Bikeable
- Walkable
- “Small town” feel near the Big City
- Good schools
- Desirable neighborhoods with diverse character
- Business districts

Transportation Challenges/Concerns

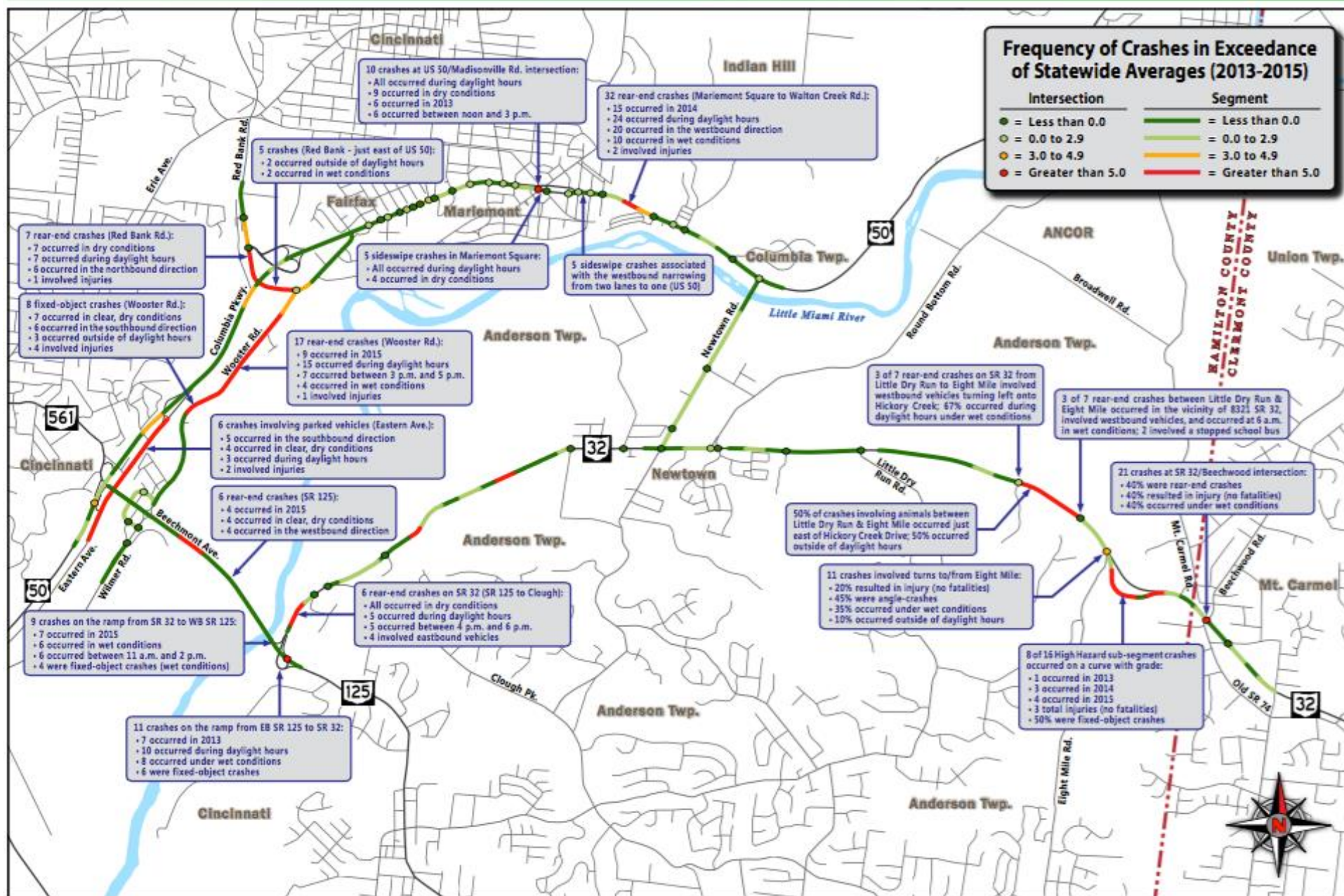
- Congested intersections and local roads during peak hours
- Inconsistent travel lanes
- Inadequate wayfinding signage
- Bottlenecks at key locations along major travel routes
- Poor road geometry in certain locations (leads to unsafe travel)
- Lack of direct routes to major roads/traffic often cuts through neighborhoods
- Flooding issues
- Disjointed bike/walking paths
- Limited multi-modal options

The Segments II and III project team has been working to further review and refine transportation needs and challenges in the study area and update technical data being used to define the problems. Recent studies completed include:

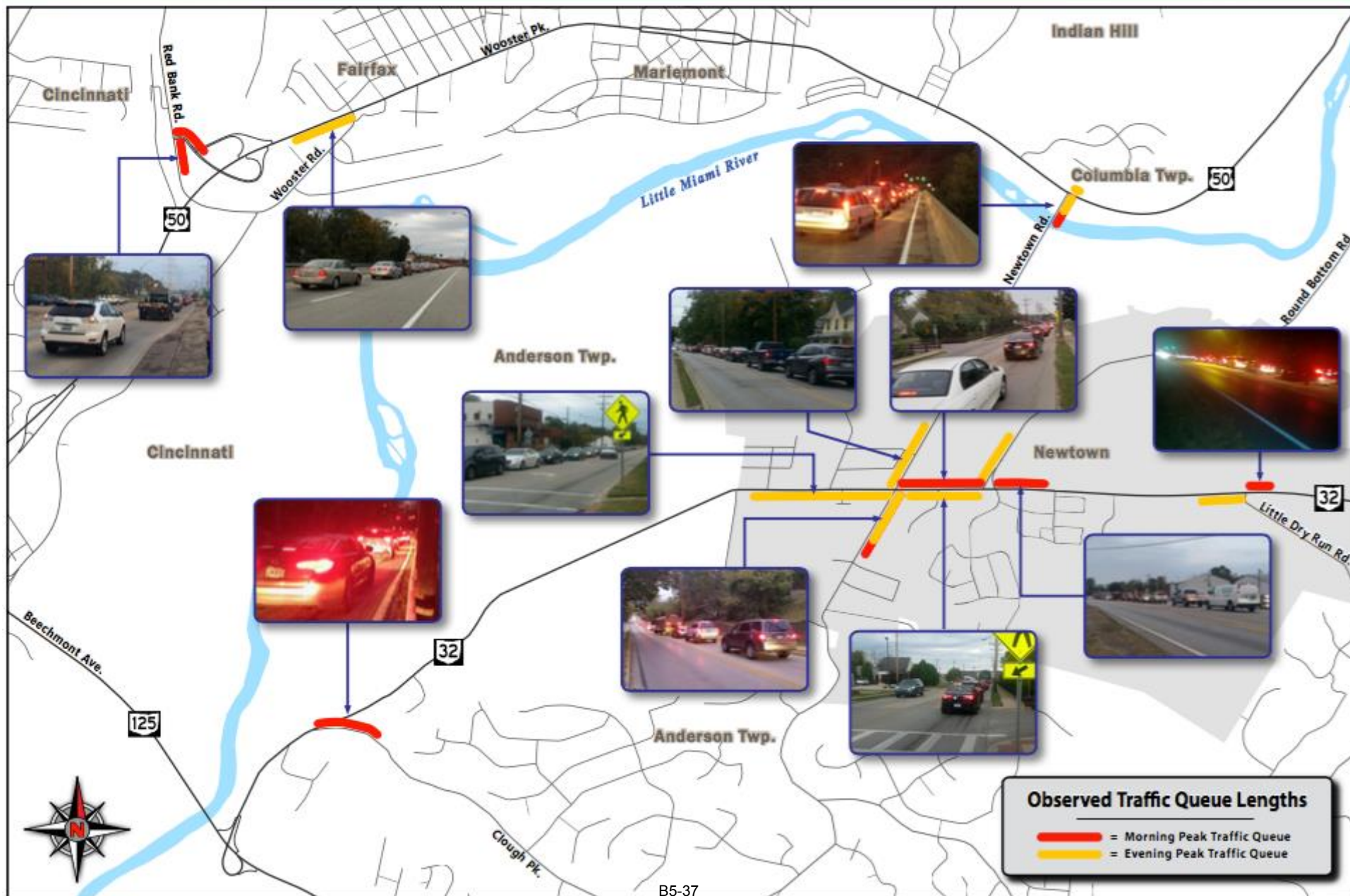
- Traffic volume studies
- Congestion
- Crash data analyses
- Problems with existing roadways
- Travel time studies



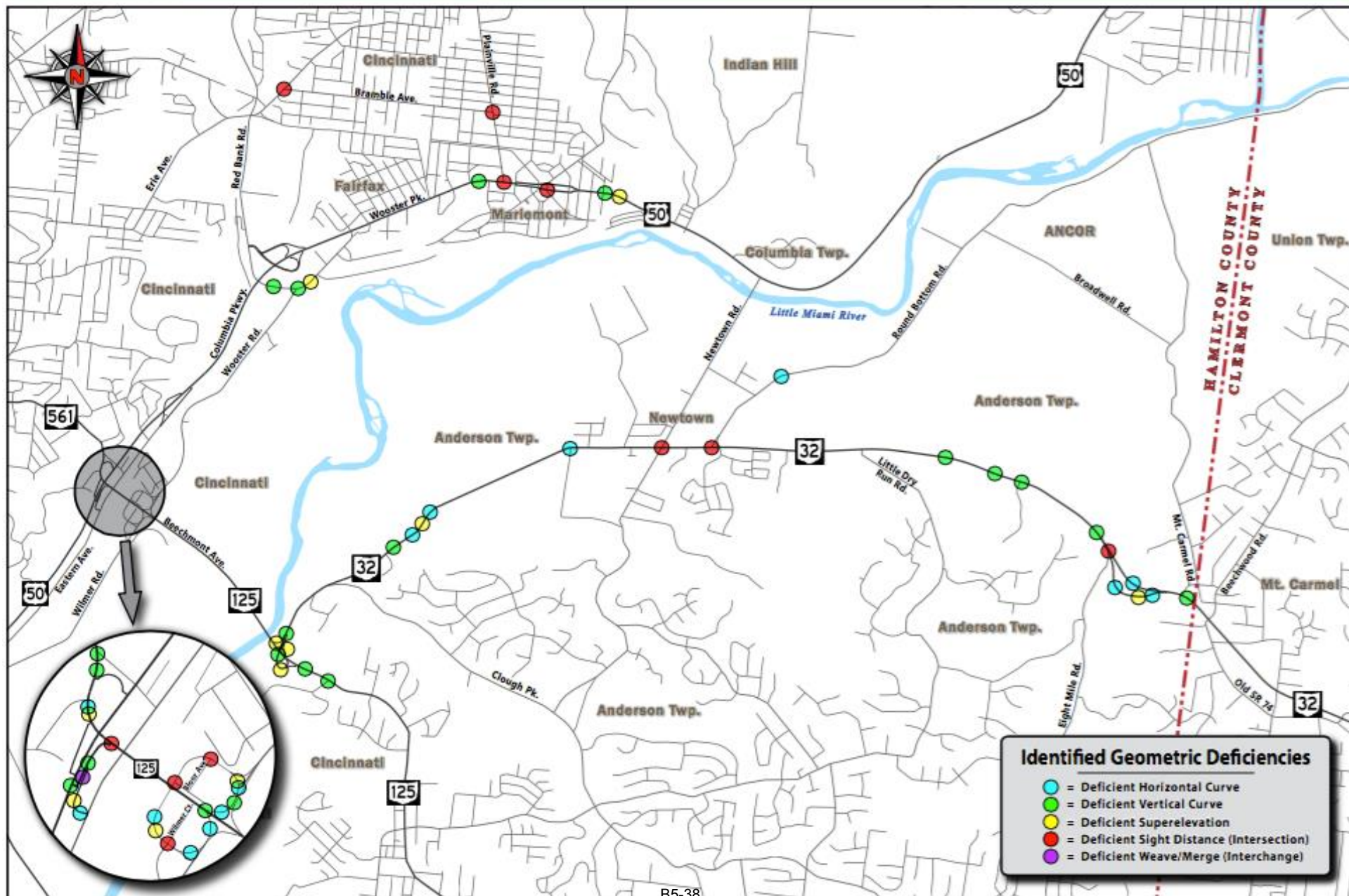
Eastern Corridor Segments II and III Study Area Crash Summary



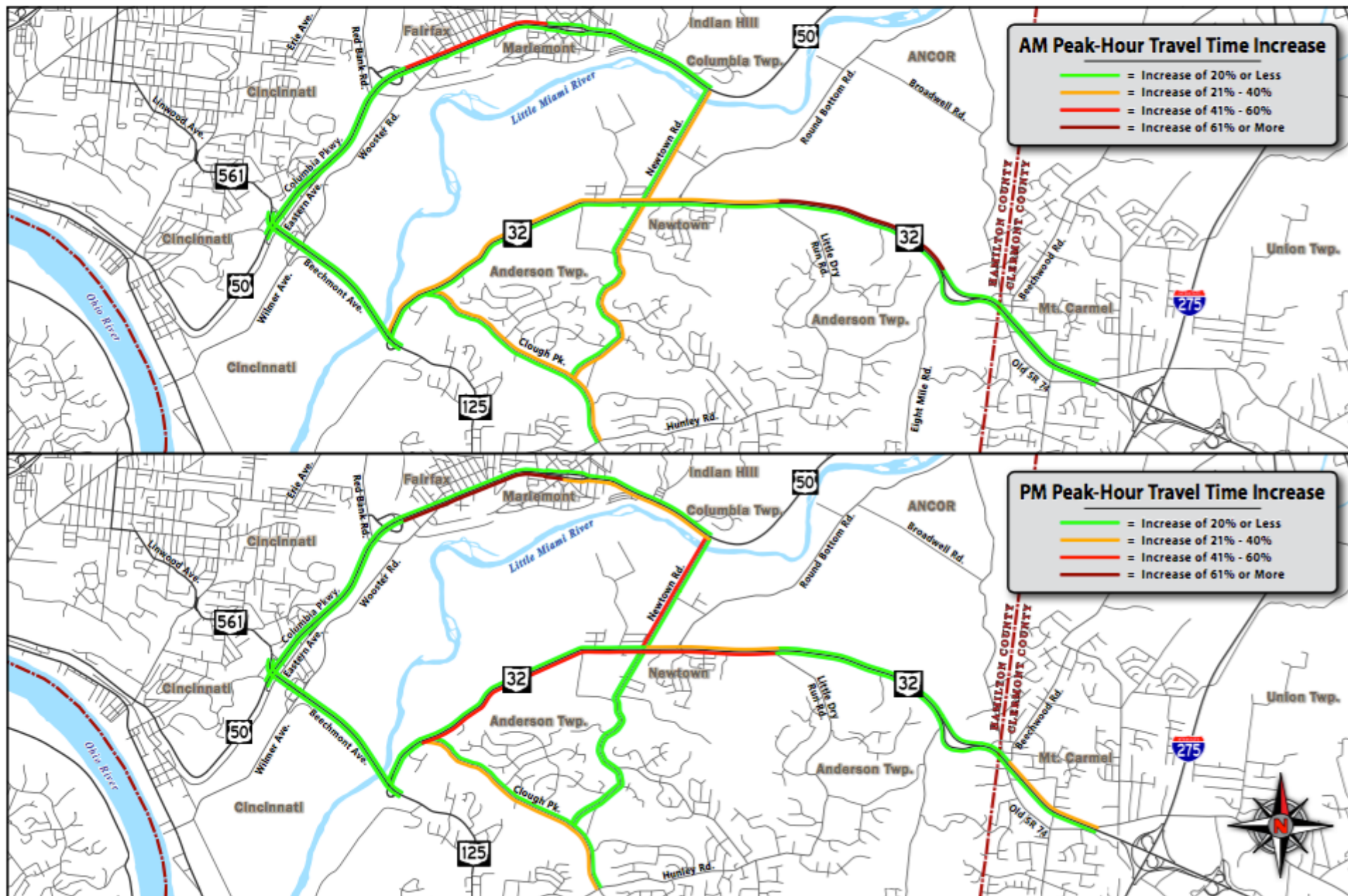
Eastern Corridor Segments II and III Observed Traffic Queue Lengths



Eastern Corridor Segments II and III Geometric Deficiencies



Eastern Corridor Segments II and III Peak-Hour Travel Time Increases



Eastern Corridor Segments II and III **Transportation Needs Analysis**

The Transportation Needs Analysis identifies issues and challenges when traveling through Segments II and III.

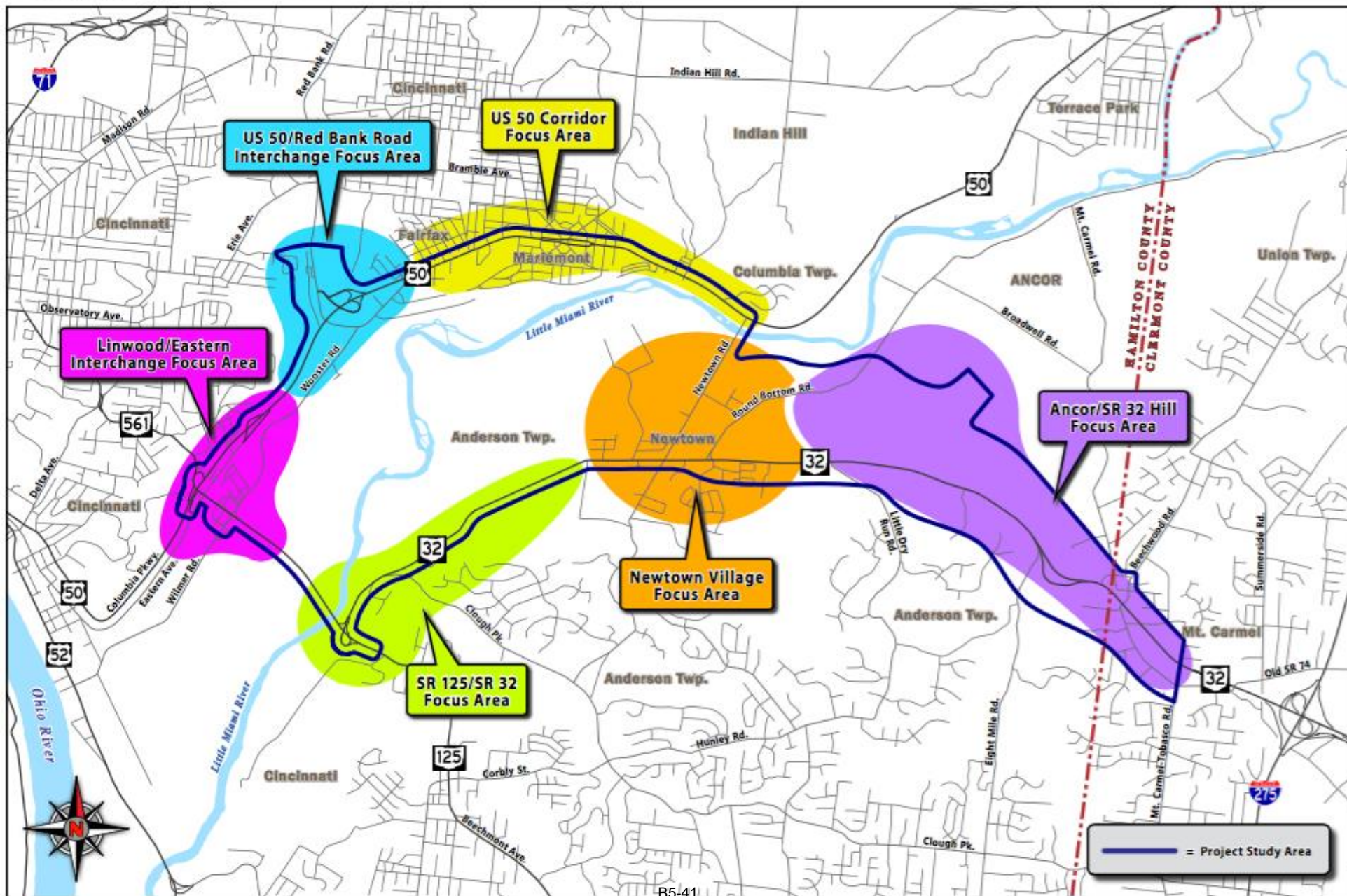
The process used to identify problem areas included the review of:

- Previous studies
- Updated technical data
- Public input on transportation priorities, problem areas and suggestions for improvements

Findings are being used to determine transportation needs

- Primary Needs – Needs that will be addressed by project
- Secondary Needs – Needs that may be addressed by project

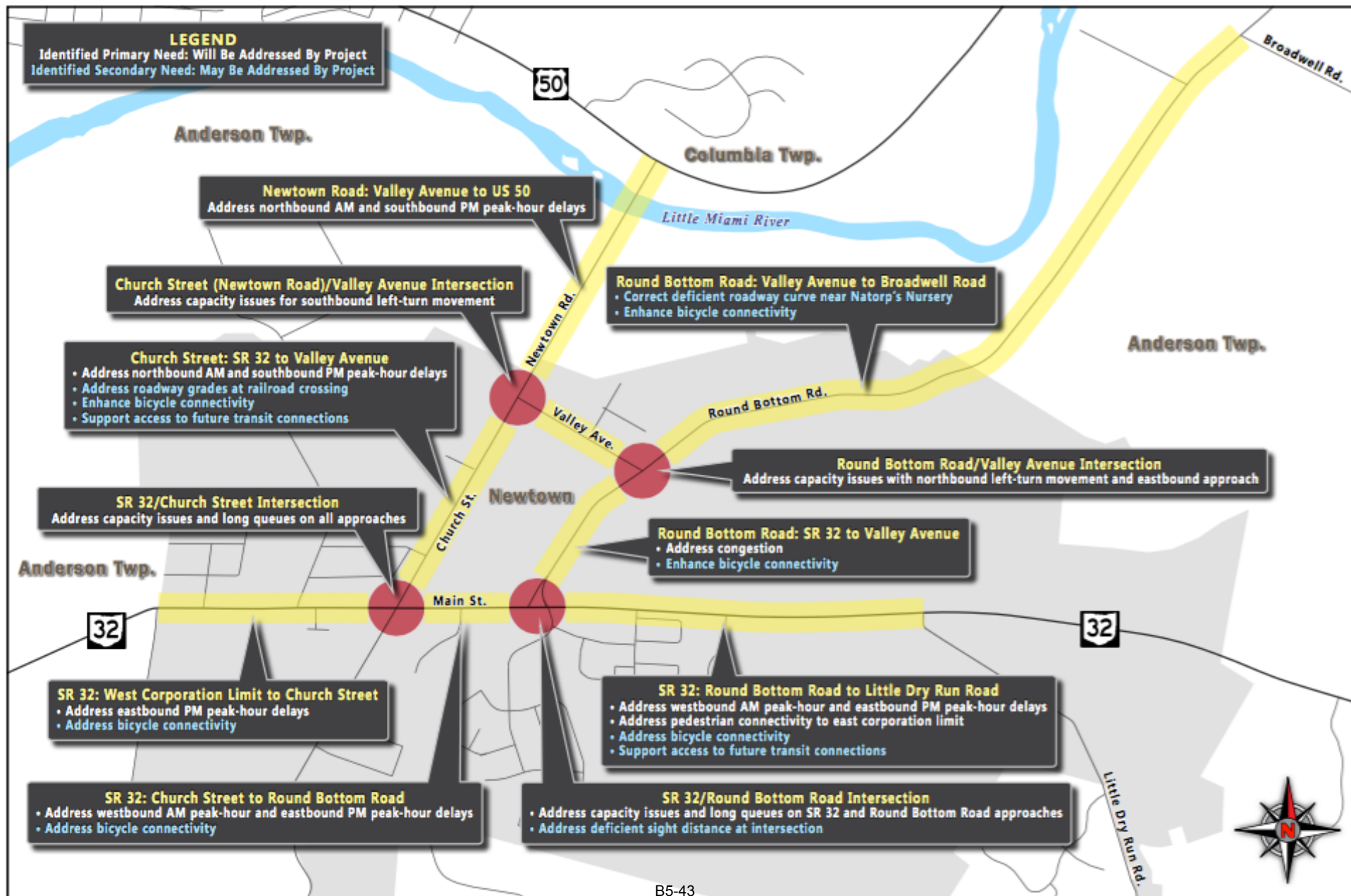
Eastern Corridor Segments II and III Focus Areas





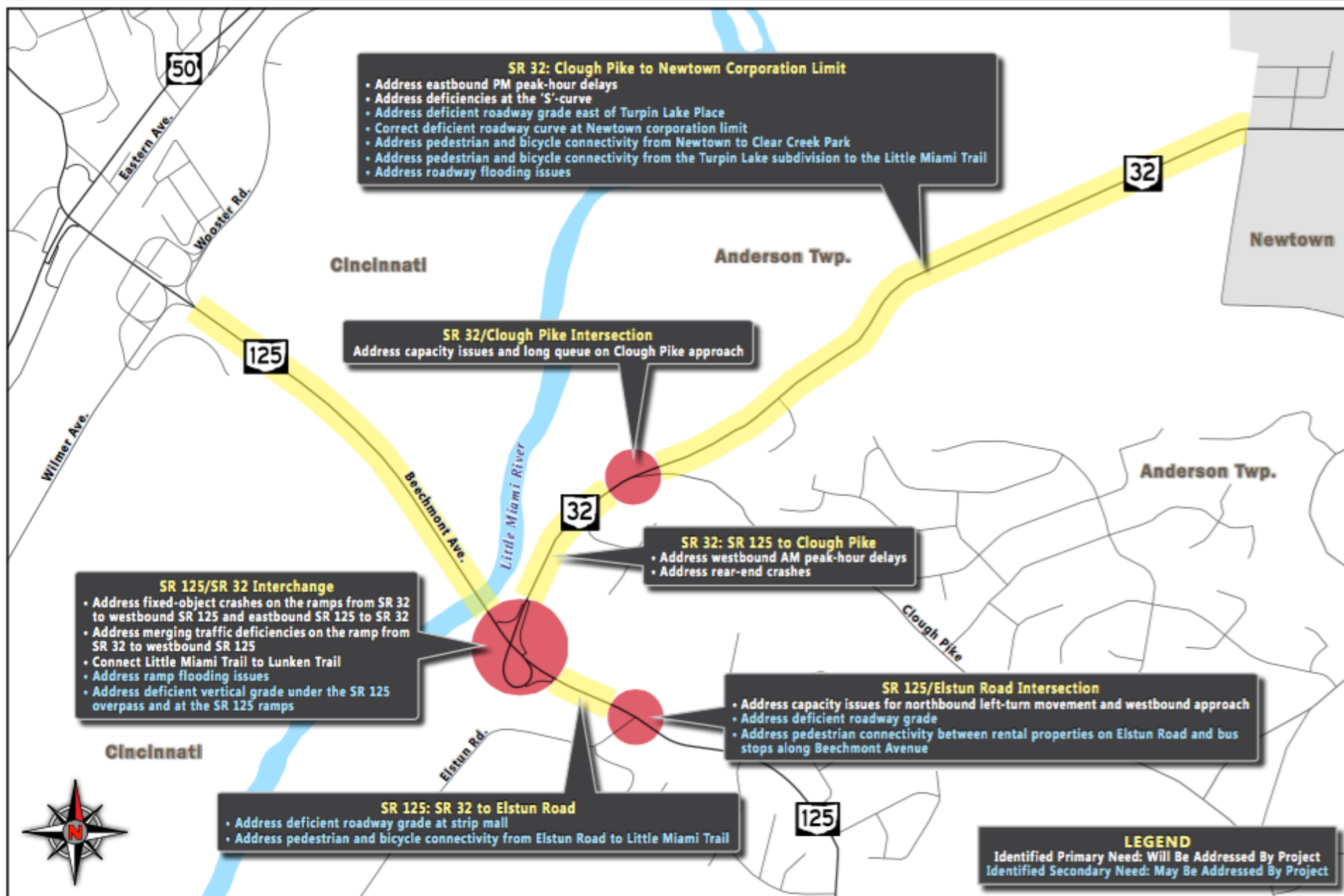
Eastern Corridor Segments II and III

Village of Newtown Focus Area



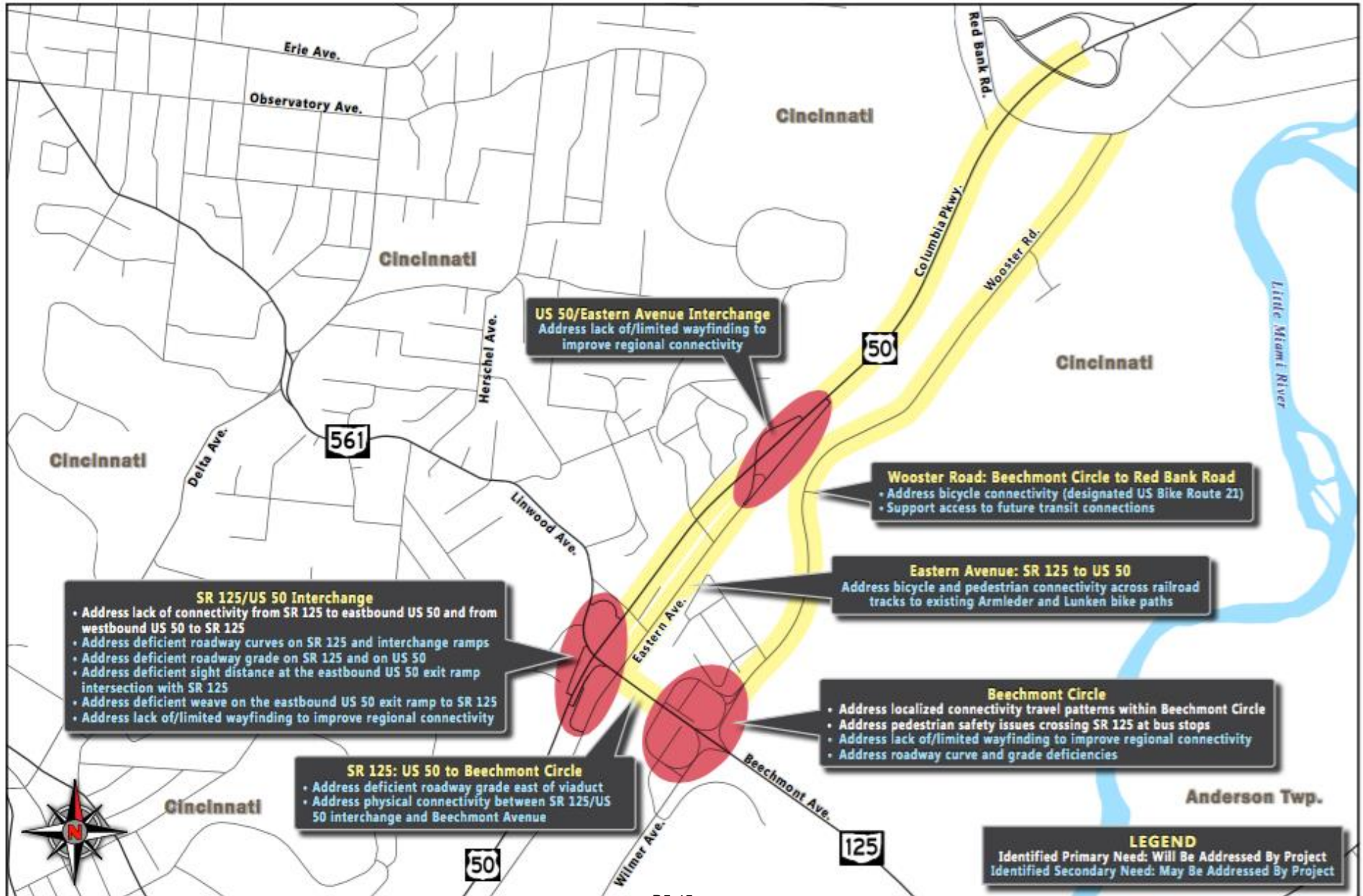
Eastern Corridor Segments II and III

SR 125/SR 32 Focus Area

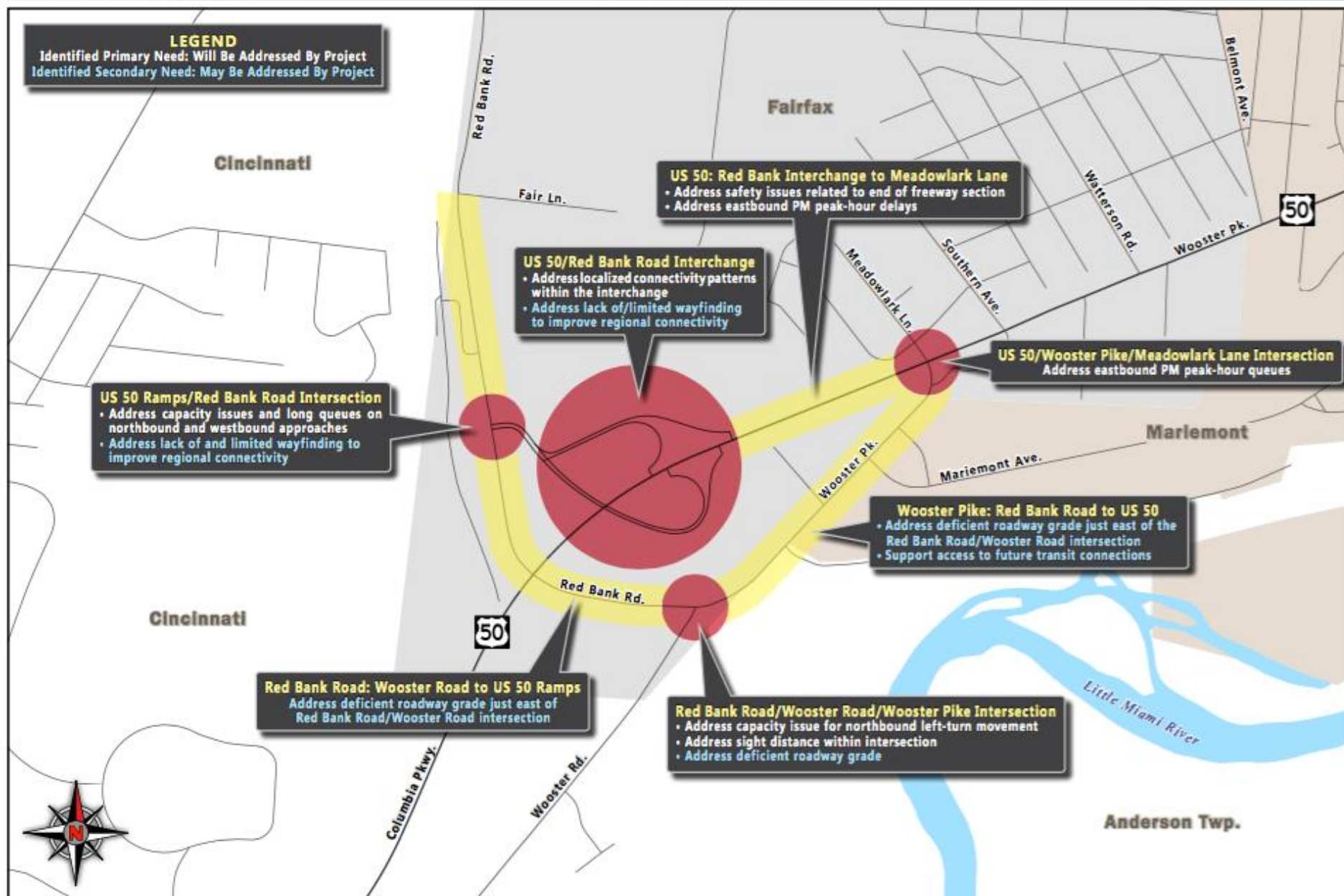


Eastern Corridor Segments II and III

Linwood/Eastern Interchange Focus Area

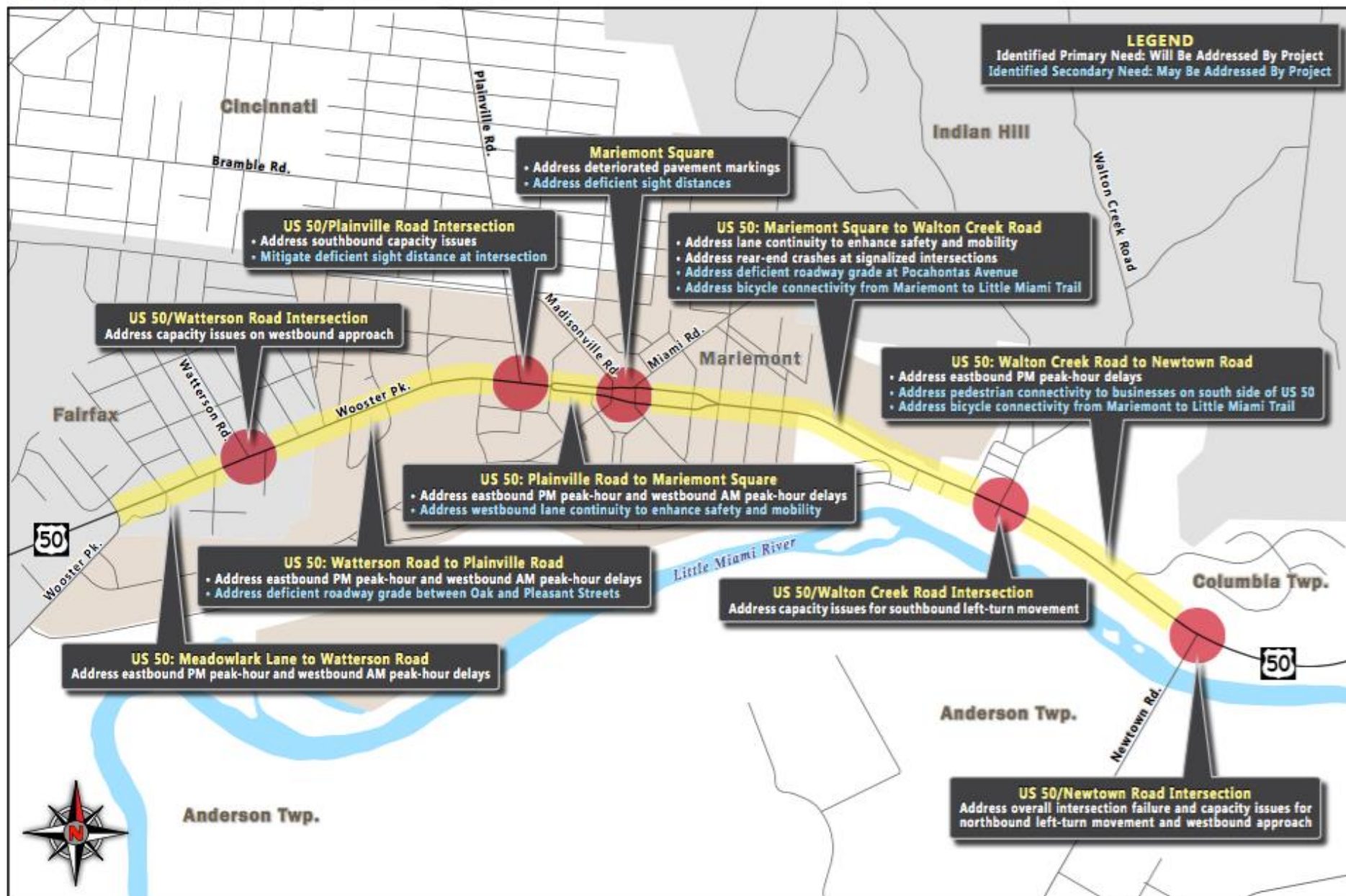


Eastern Corridor Segments II and III **US 50/Red Bank Interchange Focus Area**



Eastern Corridor Segments II and III

US 50 Corridor Focus Area



Eastern Corridor Segments II and III Next Steps

①

Finalize
Transportation
Needs Analysis
Report

②

Establish
working
stakeholder
groups
for each
Focus Area

③

Develop
improvement
alternatives
in coordination
with working
stakeholder
groups¹

④

Evaluate and
prioritize
improvement
alternatives

⑤

Present
alternatives
and
prioritization
for public
review and
comment

⑥

Develop
implementation
plan(s) and
begin to secure
funding²

¹ Alternatives will be developed using a “design-up” approach where improvements will build upon existing conditions to meet both project and system objectives

² Improvements will likely be separated into individual projects and implemented as funding becomes available

Appendix B: Notification Materials

Eblast

Social Media Posts

Press Release

Media Coverage

EBlast



EASTERN CORRIDOR PUBLIC OPEN HOUSE THURSDAY, MARCH 9, 2017

ODOT has scheduled an Open House for March 9 to share technical studies and public feedback results for the area between the Red Bank corridor and the I-275/SR 32 interchange; information gained will be used to plan future transportation improvements

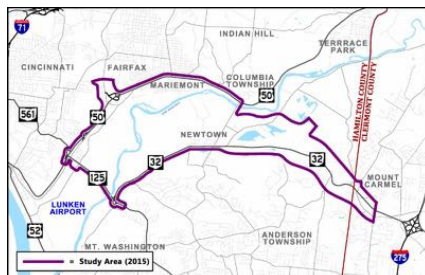
EASTERN CORRIDOR OPEN HOUSE
Thursday, March 9, 2017
4 p.m. to 7 p.m.
Miami Valley Christian Academy
6830 School Street, Newtown, OH 45244

During the Public Open House, the Ohio Department of Transportation (ODOT) will share updated traffic volume, travel time, congestion and crash data for the portion of the Eastern Corridor that extends between the Red Bank corridor and the I-275/SR 32 interchange near Eastgate (also known as Eastern Corridor Segments II and III). ODOT will also share feedback received from the public through an interactive, online survey and a series of Focus Area Workshops that took place last spring.

Those interested in attending can come any time between 4 p.m. and 7 p.m.; no formal presentation will be held. ODOT project team members will be available to answer questions and discuss material that will be presented on information boards.

ADDITIONAL INFORMATION

Over the course of the past year, ODOT held six Focus Area Workshops to gather public feedback on priorities, problem areas and improvements needed throughout the Eastern Corridor Segments II and III study area. The project team also launched a comprehensive online data collection process that allowed community members to share their thoughts by computer and mobile device. Nearly 1,200 individuals participated. In addition, ODOT conducted multiple technical studies to help inform current travel analyses and predict future needs. The information gathered has helped identify needs which will be used to establish priorities moving forward.



Click the image above to view a larger version of the study area map.

The purpose of the March 9 Public Open House is to confirm with the public that their concerns have been captured and for ODOT and community members to collectively review both public feedback and technical data in an open, collaborative setting.

Following the Open House and subsequent 30-day public comment period, ODOT will begin working with local community representatives and planners to develop priority-driven solutions to the transportation needs identified, focusing on the existing transportation network. Recommendations will be shared for public review and input soon after. At that time, planners will begin the process of seeking planning and construction funding for approved improvements.

Open House materials will be posted on the [Eastern Corridor website](#) on March 9, 2017.

Public comments can be submitted at the Open House; sent via email to EasternCorridor@EasternCorridor.org; submitted through the [Submit Feedback](#) tool on the Eastern Corridor website; or sent to Tom Arnold, ODOT District 8, 505 S. State Route 741, Lebanon, OH 45036. The public comment period closes at midnight on Sunday, April 9, 2017.

The Public Open House is ADA accessible. Individuals needing interpretation or special assistance services should contact Andy Fluegemann, ODOT, at Andy.Fluegemann@dot.ohio.gov or (513) 933-6597 by February 27, 2017.

For more information, visit the Red Bank to I-275/SR 32 Interchange (Segments II and III) project pages of the [Eastern Corridor website](#).

Eastern Corridor Implementation Partners

Hamilton County Transportation Improvement District

Clermont County Transportation Improvement District

City of Cincinnati

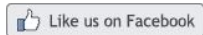
Ohio Department of Transportation

Ohio-Kentucky-Indiana Regional Council of Governments

Southwest Ohio Regional Transit Authority

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 11, 2015, and executed by FHWA and ODOT.

STAY CONNECTED:



EasternCorridor.org

Eastern Corridor Program, 7844 Remington Rd., Cincinnati, OH 45242

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Social Media Posts

Eastern Corridor Social Media Posts regarding the March 9, 2017, Public Open House

EASTERN CORRIDOR FACEBOOK	
Date	Post Content
2.9.2017	<p>Mark your calendars! An Eastern Corridor Public Open House has been scheduled for Thursday, March 9, at Miami Valley Christian Academy in Newtown, Ohio, 4 p.m. to 7 p.m.</p> <p>At the Open House, Ohio Department of Transportation - Cincinnati District 8 will share results of updated technical studies and feedback received about transportation needs in the area between the Red Bank Corridor and the I-275/SR 32 Interchange. This information will be used to plan future transportation improvements.</p> <p>Come any time; no formal presentation will be held. ODOT representatives will be available to answer questions and discuss the material being shared.</p> <p>Event details: Thursday, March 9, 2017 4 p.m. to 7 p.m. Miami Valley Christian Academy 6830 School Street, Newtown OH 45244 Click here to read more: http://easterncorridor.org/involvem.../upcoming-opportunities/</p>
2.15.2017	<p>On Thursday, March 9, the Ohio Department of Transportation is hosting a Public Open House to share the results of the studies and feedback received about transportation needs in the area between the Red Bank Corridor and the I-275/SR 32 Interchange. The Public Open House is scheduled for Thursday, March 9, at Miami Valley Christian Academy in Newtown, Ohio, 4 p.m. to 7 p.m.</p> <p>Please share this post with your followers to let them know about this public input opportunity!</p> <p>Click here to read more: http://easterncorridor.org/involvem.../upcoming-opportunities/</p>
2.24.2017	<p>We're getting closer to the Public Open House on March 9. Ohio Department of Transportation - Cincinnati District 8 is hosting this opportunity to share results of recent studies and feedback received about transportation needs in the central Eastern Corridor region, which extends between the Red Bank Corridor and the I-275/SR 32 Interchange.</p> <p>The Open House is scheduled for Thursday, March 9, at Miami Valley Christian Academy in Newtown, Ohio, 4 p.m. to 7 p.m. Come any time.</p> <p>http://easterncorridor.org/involvem.../upcoming-opportunities/</p>
3.1.2017	<p>Retweeted ODOT: REMINDER - Eastern Corridor Public Open House Scheduled http://www.dot.state.oh.us/.../N.../Pages/Eastern-Corridor-.aspx</p>

EASTERN CORRIDOR FACEBOOK

3.7.2017	<p>Only two more days until Ohio Department of Transportation - Cincinnati District 8 Public Open House! Come to the Miami Valley Christian Academy in Newtown, anytime from 4 p.m. to 7 p.m. on March 9, to hear about the results of the studies and feedback received about transportation needs between the Red Bank Corridor and the I-275/SR 32 Interchange.</p> <p>Please spread the word and share this post with your followers!</p> <p>Click here to read more: http://easterncorridor.org/involvem.../u...</p>
3.8.2017	<p>Ohio Department of Transportation - Cincinnati District 8 Public Open House regarding transportation needs between the Red Bank Corridor and the I-275/SR 32 Interchange is tomorrow at the Miami Valley Christian Academy in Newtown.</p> <p>Come anytime between 4 p.m. and 7 p.m. Click here to read more: http://easterncorridor.org/involvem.../upcoming-opportunities/#publicinvolvement</p>
3.9.2017	<p>ODOT is hosting a Public Open House TONIGHT to review results of technical studies and public feedback for the area between the Red Bank Corridor and the I-275/SR 32 Interchange.</p> <p>Below are more details:</p> <p>Eastern Corridor Public Open House:</p> <p>Thursday, March 9, 2017 4 p.m. to 7 p.m.</p> <p>Miami Valley Christian Academy</p> <p>6830 School Street, Newtown, OH 45244</p> <p>Click here to read more: http://easterncorridor.org/involvem.../upcoming-opportunities/</p>

EASTERN CORRIDOR TWITTER

Date	Post Content
2.9.2017	<p>A Public Open House will be held Mar. 9 to share results of transportation needs study for central @EasternCorridor. http://bit.ly/2k85njs</p> <p>Retweeted ODOT: A Public Open House will be held Mar. 9 to share results of transportation needs study for central @EasternCorridor</p> <p>http://www.dot.state.oh.us/districts/D08/Newsreleases/Pages/Eastern-Corridor-Public-Open-House-Scheduled-for-March-9,-20170209-7225.aspx ...</p>
2.15.2017	Quick reminder: On Thursday, March 9, @ODOT_Cincinnati is hosting a Public Open

EASTERN CORRIDOR TWITTER

	House: http://bit.ly/1ArWioB . #publicinvolvement
3.1.2017	Reminder - Eastern Corridor Public Information Meeting Scheduled http://www.dot.state.oh.us/districts/D08/Newsreleases/Pages/Eastern-Corridor-.aspx ...
3.7.2017	Only two more days until @ODOT_Cincinnati's Public Open House: http://bit.ly/1ArWioB
3.8.2017	.@ODOT_Cincinnati's Public Open House is tomorrow at the Miami Valley Christian Academy. http://bit.ly/1ArWioB
3.9.2017	The Public Open House re: the area between the Red Bank Corridor to I-275/SR 32 Interchange is TONIGHT: http://easterncorridor.org/involvement/upcoming-opportunities/ ...

News Release



OHIO DEPARTMENT OF TRANSPORTATION

JOHN KASICH, OHIO GOVERNOR

JERRY WRAY, ODOT DIRECTOR

Ohio Department of Transportation • News Release

DISTRICT 8 • TAMMY K. CAMPBELL, P.E., DISTRICT DEPUTY DIRECTOR

505 S. State Route 741 • Lebanon, Ohio 45036

<http://www.transportation.ohio.gov/dist8>

EASTERN CORRIDOR PUBLIC OPEN HOUSE SCHEDULED FOR MARCH 9, 2017

ODOT schedules open house to review results of technical studies and public feedback for area between the Red Bank Corridor and the I-275/SR 32 Interchange; information gained will be used to plan future transportation improvements

Hamilton County, OH (Feb. 9, 2017) - On Thursday, March 9, 2017, the Ohio Department of Transportation (ODOT) will host a Public Open House to share updated traffic volume, travel time, congestion and crash data for the portion of the Eastern Corridor that extends between the Red Bank Corridor and the I-275/SR 32 interchange near Eastgate (Eastern Corridor Segments II and III). ODOT will also share feedback received from the public through an interactive, online survey and a series of Focus Area Workshops that took place last spring.

EASTERN CORRIDOR PUBLIC OPEN HOUSE

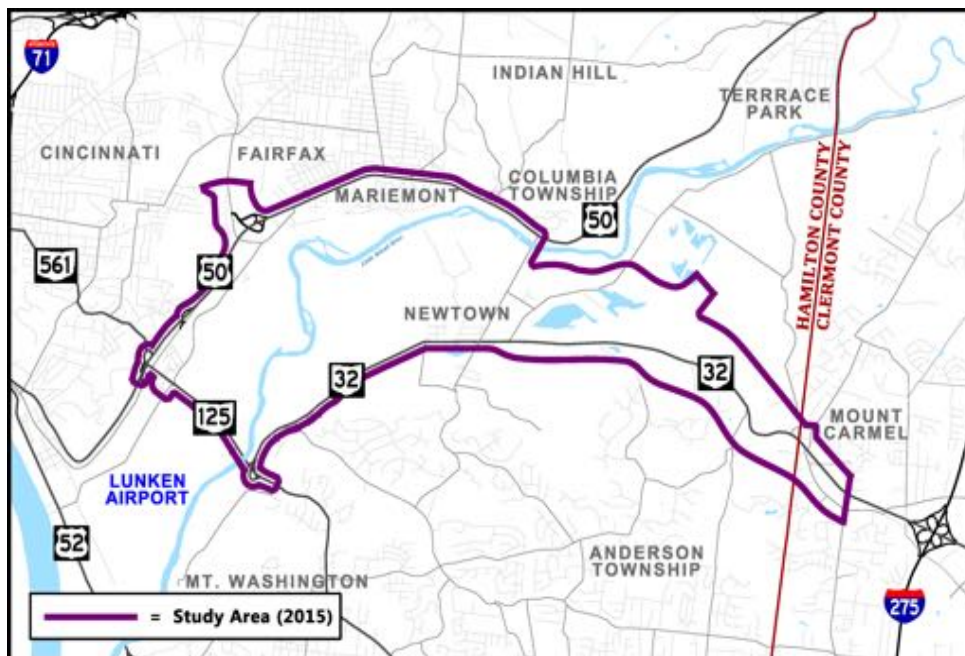
Thursday, March 9, 2017

4 p.m. to 7 p.m.

Miami Valley Christian Academy

6830 School Street, Newtown, OH 45244

Those interested in attending can come any time between 4 p.m. and 7 p.m.; no formal presentation will be held. ODOT project team members will be available to answer questions and discuss material that will be shared on information boards.



*Eastern Corridor
Segments II and III
Study Area (Red
Bank Corridor to
I-275/SR 32
Interchange)*

“We’ve conducted extensive public involvement and updated key technical data for this central region of the Eastern Corridor. The information we’ve gathered has helped identify needs which will be used to establish priorities moving forward,” said ODOT project manager Tom Arnold. “During upcoming months, we will work with local community representatives to identify potential options to address these needs, focusing on the existing transportation network.”

Over the course of the past year, ODOT held six Focus Area Workshops to gather public feedback on priorities, problem areas and improvements needed throughout the corridor. The project team also launched a comprehensive online data collection process that allowed community members to share their thoughts by computer and mobile device. Approximately 1,200 individuals participated. In addition, ODOT conducted multiple technical studies to inform current travel analyses and predict future needs.

“The purpose of this Open House is to confirm with the public that we’ve captured their concerns, and for us to collectively review both public and technical data in an open, collaborative setting,” said Arnold.

Following the Open House and a subsequent 30-day public comment period, ODOT will begin working with local community representatives and planners to develop priority-driven solutions to the transportation needs identified. Recommendations for localized transportation improvements will be shared for public review and input soon after. At that time, planners will begin the process of seeking planning and construction funding for approved improvements.

Information presented at the Open House will be posted on the www.EasternCorridor.org on March 9, 2017.

Comments from the public can be submitted at the Open House; sent via email to EasternCorridor@EasternCorridor.org; submitted through the Feedback tool on the Eastern Corridor website; or sent to Tom Arnold, ODOT District 8, 505 S. State Route 741, Lebanon, OH 45036. The public comment period closes at midnight on Sunday, April 9, 2017.

The Public Open House is ADA accessible. Individuals needing interpretation or special assistance services should contact Andy Fluegemann, ODOT, at Andy.Fluegemann@dot.ohio.gov or (513) 933-6597 by February 27, 2017.

###

The Ohio Department of Transportation maintains the state's largest man-made asset--the transportation system. ODOT's mission is to provide the safe and easy movement of people and goods from place to place. As a \$2.8 billion per year enterprise, ODOT invests the bulk of its resources in system preservation through maintenance, construction and snow and ice operations.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 11, 2015, and executed by FHWA and ODOT.

For more information contact: Brian Cunningham, Communications Manager, at (513) 933-6517, Liz Lyons, Public Information Specialist, at (513) 933-6534 or email D08.PIO@dot.state.oh.us.

Media Coverage



WCPO
CINCINNATI

WEATHER

TRAFFIC⁴

ALL SECTIONS +

Fed up with Eastern Corridor congestion? Share your feedback, ideas at upcoming ODOT open house

Residents can chime in on future road repairs

Roxanna Swift | WCPO contributor

12:00 PM, Feb 20, 2017

CINCINNATI -- Community members will soon have a chance to weigh in on future road improvements to the Eastern Corridor during an open house hosted by the Ohio Department of Transportation.



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The March 9 open house is the latest effort to address issues related to U.S. 50, state Route 32 and other roadways connecting the region's eastern communities to Cincinnati. The event will focus on segments II and III of the Eastern Corridor, which cover the area between Red Bank Road and the interchange of I-275 and state Route 32.

"This is just to provide an opportunity to explain some of the things we've gotten, some of the ideas, suggestions and updated data," said Brian Cunningham, communications director for ODOT district 8.

The open house will be held at Miami Valley Christian Academy from 4-7 p.m.

Members of the public can stop by any time during the open house to view information boards featuring updated traffic volume, travel time, congestion and crash data for Eastern Corridor segments II and III. Public feedback gathered through an online survey and focus area workshops will be available as well.

There will be no formal presentation, but ODOT representatives will be present during the event to speak with community members and answer questions.

"We want to make sure folks have the opportunity to weigh in on projects," Cunningham said. "And then we want to be able to show them that yes, their concerns are important to us."

Traffic congestion along the Eastern Corridor is a long-standing issue.

“For a number of years it’s been clearly recognized that there are deficiencies in mobility and travel time problems,” said Bob Koehler, deputy executive director for the Ohio-Kentucky-Indiana Regional Council of Governments.

Hamilton County engineer Ted Hubbard agreed.

“It’s been an issue for decades,” he said.

While commonly recognized as problematic, the solution for the safety and mobility issues has not been a simple one. The Eastern Corridor Program, which is divided into four core projects, is currently in its second phase of study and development.

ODOT representatives previously proposed a new roadway that would have cut through the Little Miami Valley. Those plans were discarded due to concerns expressed by community members.

Gathering public input is part of the federal process, which requires transportation officials and engineers to consider not only the natural but the social environment. However, the emphasis on community feedback also is important to ensure the projects are supported.

“With all of our projects we want to have public support,” Cunningham said.

Because they live and work in the area, community members can sometimes offer a perspective that may otherwise be overlooked.

“A lot of times, you’ll get good information that maybe the planners or engineers hadn’t considered,” Koehler said.

ODOT representatives will use the information shared during the open house to guide them in planning future road improvements.

Although the input gathered within the past year will inform improvements to existing infrastructure, ODOT representatives will continue to consider new feedback from the open house.

“Depending what kind of feedback we get, there may be some adjustments to what we’re going to pursue,” Cunningham said.

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<http://www.wcpo.com/news/insider/fed-up-with-eastern-corridor-congestion-share-your-feedback-ideas-at-upcoming-odot-open-house>

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Eastern Corridor segments still awaiting long-needed improvements

ODOT getting info, says work still a few years off

BY: Roxanna Swift | WCPO contributor
POSTED: 12:00 PM, Mar 27, 2017

Share Article

CINCINNATI -- Drivers don't need to worry about road construction or detours any time soon on Eastern Corridor segments II and III.

The Eastern Corridor is the network of roadways connecting the region's eastern communities, such as Batavia, Mariemont and Anderson Township to Cincinnati. Segments II and III, which fall between Red Bank Road and the interchange of I-275 and Ohio 32, make up one of four core Eastern Corridor projects.

After more than a year studying the segments, Ohio Department of Transportation representatives shared the results -- and their plans moving forward -- in a public open house March 9. No official timeline has been established, but one of ODOT's next steps is to establish stakeholder groups for each of six focus areas within the segments.

"We're aiming toward assembling groups soon and meeting over the summer," said Tom Arnold Jr., traffic studies engineer for ODOT District 8.

ODOT representatives hope to be developing implementation plans and securing

funding for construction projects by winter of next year, he said.

Representatives intend to focus on primary needs to improve safety and alleviate traffic congestion, and feedback from stakeholder groups will play a big role in the plans.

“That really drives how we proceed with these projects,” Arnold said.

Public feedback already has played a significant role in road improvement plans for the area. ODOT representatives previously proposed a new roadway that would have cut through the Little Miami Valley. Those plans were halted after community members expressed concerns.

The feedback gathered since then includes input from more than 1,000 individuals through an interactive online survey and six focus area workshops.

Information was also gathered through emails submitted [via the Eastern Corridor website](#) and input from the Eastern Corridor Development Team. The team includes representatives from the Eastern Corridor communities, business organizations, environmental groups and other stakeholders.

Despite the concerns expressed for ODOT’s previously proposed plan, few community members are satisfied with the current state of the corridor. Of those surveyed, 88 percent of community members expressed that some improvements are needed.

Traffic congestion and travel time delays have long been an issue along the corridor.

“Since it’s built up out here, it’s changed,” said Mount Carmel resident Sandy Mugavin.

In addition to the public input, ODOT representatives shared updated traffic volume, travel time, congestion and crash data, which will help guide future projects.

The information shared during the open house elicited varying responses from community members.

Mount Carmel resident John Mugavin was relieved that future projects, which will focus on improving existing roads, won’t interfere with his property.

Terrace Park resident Jay Gohman expressed frustration at how few projects have been completed in the amount of time ODOT representatives have been studying the corridor.

“Nothing’s getting done,” Gohman said.

The need to re-evaluate plans after the rejection of ODOT’s previous proposal contributed to the long planning process, said Brian Cunningham, communications manager for ODOT District 8.

“We have to go back and develop and vet those other options,” he said.

While no improvement projects will be implemented for at least another year, 2017 will entail more active planning than last year’s information-gathering phase.

“It’ll be a decision-making process,” Cunningham said.

Once projects are established and funding secured, timelines will depend on the type of improvements being made.

Changes to signal timing can be done in a matter of months, while adding turn lanes can take between one and three years. Interchange projects can take as long as five to seven years.

“We’ll try to implement simple projects quickly,” Arnold said.

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TOP STORIES

Cameo shooting victim: 'All I hear is gunshots'

Angel Higgins, a mother of five, was one of the 16 people injured in Sunday morning's Cameo nightclub shooting -- the largest U.S. mass shooting of 2017.

Rain and strong storms tonight

Some storms that develop into the evening have the potential of becoming strong to severe.



Nightclub shooting: Here's what we know



Advertisements

EASTERN CORRIDOR PUBLIC OPEN HOUSE

Review results of technical studies and public feedback for the area between the Red Bank Corridor and the I-275/SR 32 Interchange (Eastern Corridor Segments II and III). This information will be used to plan future transportation improvements.

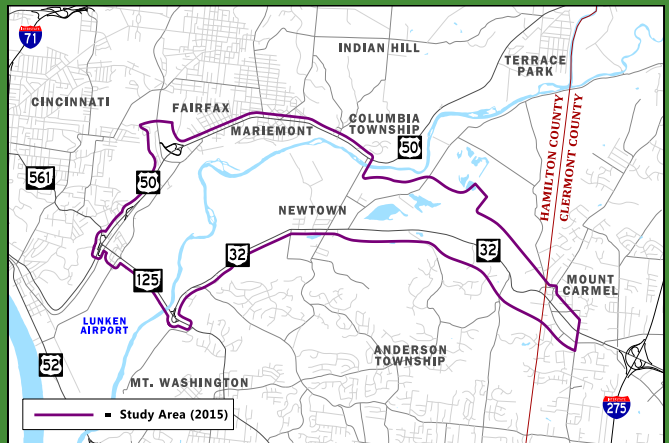
No formal presentation will be provided. Ohio Department of Transportation (ODOT) representatives will be available to answer questions and discuss material that will be shared.

The meeting is ADA accessible. For interpretation or special assistance services, contact Andy Fluegemann at Andy.Fluegemann@dot.ohio.gov or (513) 933-6597 by February 27.

Visit www.EasternCorridor.org
for more information

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 11, 2015, and executed by FHWA and ODOT.

Thursday, March 9, 2017
4pm to 7pm
Miami Valley Christian Academy
6830 School Street
Newtown, OH 45244



Eastern Corridor Segments II and III Study Area, Red Bank Corridor to I-275/SR 32 Interchange

EASTERN CORRIDOR PUBLIC OPEN HOUSE

**Thursday, March 9, 2017
4 p.m. to 7 p.m.**

**Miami Valley Christian Academy
6830 School Street, Newtown, OH 45244**

Review results of technical studies and public feedback for the area between the Red Bank Corridor and the I-275/SR 32 Interchange (Eastern Corridor Segments II and III). This information will be used to plan future transportation improvements.

No formal presentation will be held. Ohio Department of Transportation (ODOT) representatives will be available to answer questions and discuss the material being shared.

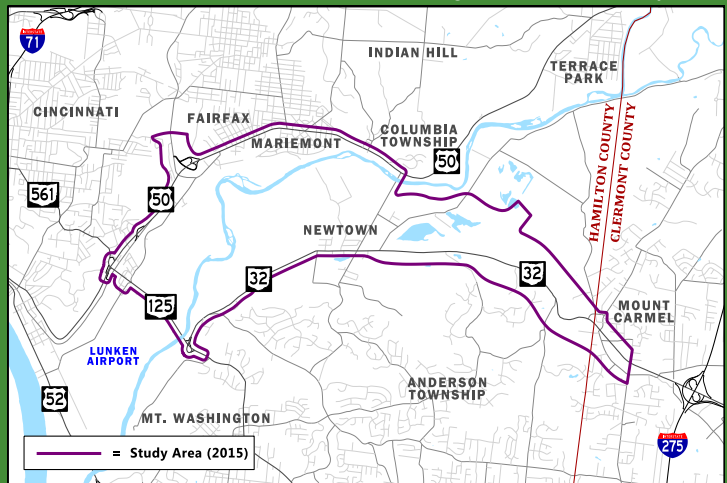
Visit

**www.EasternCorridor.org
for more information**

The Public Open House is ADA accessible. For special assistance services, contact Andy Fluegemann at (513) 933-6597 or Andy.Fluegemann@dot.ohio.gov by Feb. 27, 2017.

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Eastern Corridor Segments II and III Study Area



Tear Sheets

THE ENQUIRER // SUNDAY, MARCH 5, 2017 17A

Enquirer
Sunday March 5, 2017

Continued from Previous Page

KENTUCKY Lawmakers finish work on medical review panel bill

FRANKFORT - Kentucky lawmakers wrapped up work Friday on revising the medical malpractice system by creating panels of medical providers to review claims of error or neglect before cases go to court.

The legislation, long a priority of many Republicans, won final passage on a 25-11 vote in the Senate, two days after the proposal narrowly passed the GOP-led House. The bill, which has been sought by many in the health care sector, now goes to Republican Gov. Matt Bevin.

Under the bill, medical review panels would scrutinize the merits of malpractice lawsuits against health care providers or institutions before the cases proceed to court.

Supporters say the three-member panels would help ferret out meritorious malpractice lawsuits that drive up the cost of malpractice insurance rates for the state's health care industry. Those high insurance premiums are a disincentive for people to practice medicine in Kentucky, they say.

Bevin said he would sign the bill. Opponents say the panels would create barriers that delay plaintiffs' access to courts.

INDIANA Body of missing Indianapolis woman found on sandbar in park

COLUMBUS, Ind. - Police in southern Indiana have found the body of a 33-year-old woman reported missing

by her family the day before. The Columbus Police Department says officers found Jacqueline Watts' body Saturday morning on a sandbar by the Flatrock River in the city's Noblit Park. Authorities say they'll wait for autopsy results before commenting on a possible cause of death.

Police found the Indianapolis woman's parked car on Friday - still running and with its blinkers on - about a half-mile from where the body was found later. Police say Watts had apparently planned to drop off pets at her relatives' house in Columbus.

Port system has its second-best year in history

BURNS HARBOR, Ind. - Indiana's ports had their second-best year in history in 2016.

The (Northwest Indiana) Times reports the state's three ports together handled 11.3 million tons of cargo last year. It's the second highest volume in the 55-year history of the ports and the third straight year they handled more than 10 million tons.

Ports of Indiana CEO Rich Cooper says the state has one of the most vibrant port systems in the heartland thanks to world-class port companies and other businesses that use the facilities, adding the prospect for continued growth in "encouraging."

Since 2014, ports have handled 34 million tons of cargo.

Associated Press

EASTERN CORRIDOR PUBLIC OPEN HOUSE

Review results of technical studies and public feedback for the area between the Red Bank Corridor and the I-275/SR 32 Interchange (Eastern Corridor Segments II and III). This information will be used to plan future transportation improvements.

No formal presentation will be provided. Ohio Department of Transportation (ODOT) representatives will be available to answer questions and discuss material that will be shared.

The meeting is ADA accessible. For interpretation or special assistance services, contact Andy Fluegemann at Andy.Fluegemann@dot.ohio.gov or (513) 933-6597 by February 27.

Visit www.EasternCorridor.org for more information

Thursday, March 9, 2017
4pm to 7pm
Miami Valley Christian Academy
6830 School Street
Newtown, OH 45244



Eastern Corridor Segments II and III Study Area, Red Bank Corridor to I-275/SR 32 Interchange

The environmental design, consultation, and other advice required by applicable Federal environmental laws for this project are being, or have been, prepared by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 11, 2013, and amended by Federal and

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28 • DELAWARE PRESS • FEBRUARY 15, 2017

Lancers welcome McLaughlin to helm of football program

Adam Baum

Pie McLaughlin is headed back to the Greater Catholic League South La Salle announced Feb. 11 that McLaughlin, who spent last season as the head coach at Princeton, will be the next head football coach at North Bend Road.

"It was a hard decision, a decision that my family and I thought long and hard about," said McLaughlin in a phone call as he headed to La Salle Friday afternoon. "We have developed at Princeton and there's a lot of great kids there and only being there for a year made it a much tougher decision. But, go-



La Salle High School head coach Adam Baum

ing back to the GCL, the faith part of it, the all-boy school part of it, was something we missed. I really enjoyed myself being a part of for the rest of my career."

McLaughlin graduated from Modesto in 1996, then went on to play quarterback at the University of Dayton. McLaughlin began coaching as a graduate assistant at the University of Memphis, before becoming an assistant at Hayward High School (Tenn.) and eventually returning to Modesto as an assistant from 2006 to 2014. Prior to this year season at Princeton, where he led the Vikings to a 6-4 record - the first

winning season for Princeton since 2001 - McLaughlin was the head coach for two seasons at Reading.

In three seasons as a head coach, McLaughlin's combined coaching record is 19-12. At La Salle, he replaces Jim Harvey, who recently left for the head coaching job at Baldwin Wallace University.

The Lancers have won three consecutive Division II state titles and are coming off the first outright GCL South title in school history.

Oak Hills donates to the Pink Ribbon Girls

Michelle

Oak Hills Athletic representatives from the Oak Hills, who sponsored Games for the Cause, presented the donation check of \$10,594 to the Pink Ribbon Girls at the boys basketball game vs. Mason.

The donation to the Pink Ribbon Girls helped to provide over 1,500 meals to patients and their families undergoing breast and/or cancer treatment in the greater Cincinnati and Dayton areas as well as transportation, transportation, and peer support services.

Oak Hills Local School District raised \$10,594 for the Pink Ribbon Girls. From left: Cathy Klemmer, girls soccer, Marie McCarty, cheer, Yara Park, football, Caroline McClary, girls basketball, and Michelle, Pink Ribbon Girls. Michael Rudolph, boys soccer, football, basketball, volleyball.



Oak Hills Local School District raised \$10,594 for the Pink Ribbon Girls. From left: Cathy Klemmer, girls soccer, Marie McCarty, cheer, Yara Park, football, Caroline McClary, girls basketball, and Michelle, Pink Ribbon Girls. Michael Rudolph, boys soccer, football, basketball, volleyball.

EASTERN CORRIDOR PUBLIC OPEN HOUSE

Thursday, March 9, 2017
4 p.m. to 7 p.m.
Miami Valley Christian Academy
6830 School Street, Newtown, OH 45244

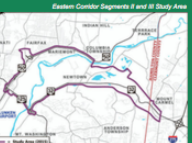
Review results of technical studies and public feedback for the area between the Red Bank Corridor and the I-275/SR 32 Interchange (Eastern Corridor Segments II and III). This information will be used to plan future transportation improvements.

No formal presentation will be held. Ohio Department of Transportation (ODOT) representatives will be available to answer questions and discuss the material being shared.

Visit www.EasternCorridor.org for more information

The Public Open House is ADA accessible. For special assistance services, contact Andy Fluegemann at (513) 933-6597 or Andy.Fluegemann@dot.ohio.gov by Feb. 27, 2017.

The environmental design, consultation, and other advice required by applicable Federal environmental laws for this project are being, or have been, prepared by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 11, 2013, and amended by Federal and



SHORT HOPS

Continued from Page 18
(M) 10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100-101-102-103-104-105-106-107-108-109-110-111-112-113-114-115-116-117-118-119-120-121-122-123-124-125-126-127-128-129-130-131-132-133-134-135-136-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200-201-202-203-204-205-206-207-208-209-210-211-212-213-214-215-216-217-218-219-220-221-222-223-224-225-226-227-228-229-230-231-232-233-234-235-236-237-238-239-240-241-242-243-244-245-246-247-248-249-250-251-252-253-254-255-256-257-258-259-260-261-262-263-264-265-266-267-268-269-270-271-272-273-274-275-276-277-278-279-280-281-282-283-284-285-286-287-288-289-290-291-292-293-294-295-296-297-298-299-300-301-302-303-304-305-306-307-308-309-310-311-312-313-314-315-316-317-318-319-320-321-322-323-324-325-326-327-328-329-330-331-332-333-334-335-336-337-338-339-340-341-342-343-344-345-346-347-348-349-350-351-352-353-354-355-356-357-358-359-360-361-362-363-364-365-366-367-368-369-370-371-372-373-374-375-376-377-378-379-380-381-382-383-384-385-386-387-388-389-390-391-392-393-394-395-396-397-398-399-400-401-402-403-404-405-406-407-408-409-410-411-412-413-414-415-416-417-418-419-420-421-422-423-424-425-426-427-428-429-430-431-432-433-434-435-436-437-438-439-440-441-442-443-444-445-446-447-448-449-450-451-452-453-454-455-456-457-458-459-460-461-462-463-464-465-466-467-468-469-470-471-472-473-474-475-476-477-478-479-480-481-482-483-484-485-486-487-488-489-490-491-492-493-494-495-496-497-498-499-500-501-502-503-504-505-506-507-508-509-510-511-512-513-514-515-516-517-518-519-520-521-522-523-524-525-526-527-528-529-530-531-532-533-534-535-536-537-538-539-540-541-542-543-544-545-546-547-548-549-550-551-552-553-554-555-556-557-558-559-560-561-562-563-564-565-566-567-568-569-570-571-572-573-574-575-576-577-578-579-580-581-582-583-584-585-586-587-588-589-590-591-592-593-594-595-596-597-598-599-600-601-602-603-604-605-606-607-608-609-610-611-612-613-614-615-616-617-618-619-620-621-622-623-624-625-626-627-628-629-630-631-632-633-634-635-636-637-638-639-640-641-642-643-644-645-646-647-648-649-650-651-652-653-654-655-656-657-658-659-660-661-662-663-664-665-666-667-668-669-670-671-672-673-674-675-676-677-678-679-680-681-682-683-684-685-686-687-688-689-690-691-692-693-694-695-696-697-698-699-700-701-702-703-704-705-706-707-708-709-710-711-712-713-714-715-716-717-718-719-720-721-722-723-724-725-726-727-728-729-730-731-732-733-734-735-736-737-738-739-740-741-742-743-744-745-746-747-748-749-750-751-752-753-754-755-756-757-758-759-760-761-762-763-764-765-766-767-768-769-770-771-772-773-774-775-776-777-778-779-780-781-782-783-784-785-786-787-788-789-790-791-792-793-794-795-796-797-798-799-800-801-802-803-804-805-806-807-808-809-810-811-812-813-814-815-816-817-818-819-820-821-822-823-824-825-826-827-828-829-830-831-832-833-834-835-836-837-838-839-840-841-842-843-844-845-846-847-848-849-850-851-852-853-854-855-856-857-858-859-860-861-862-863-864-865-866-867-868-869-870-871-872-873-874-875-876-877-878-879-880-881-882-883-884-885-886-887-888-889-890-891-892-893-894-895-896-897-898-899-900-901-902-903-904-905-906-907-908-909-910-911-912-913-914-915-916-917-918-919-920-921-922-923-924-925-926-927-928-929-930-931-932-933-934-935-936-937-938-939-940-941-942-943-944-945-946-947-948-949-950-951-952-953-954-955-956-957-958-959-960-961-962-963-964-965-966-967-968-969-970-971-972-973-974-975-976-977-978-979-980-981-982-983-984-985-986-987-988-989-990-991-992-993-994-995-996-997-998-999-1000-1001-1002-1003-1004-1005-1006-1007-1008-1009-1010-1011-1012-1013-1014-1015-1016-1017-1018-1019-1020-1021-1022-1023-1024-1025-1026-1027-1028-1029-1030-1031-1032-1033-1034-1035-1036-1037-1038-1039-1040-1041-1042-1043-1044-1045-1046-1047-1048-1049-1050-1051-1052-1053-1054-1055-1056-1057-1058-1059-1060-1061-1062-1063-1064-1065-1066-1067-1068-1069-1070-1071-1072-1073-1074-1075-1076-1077-1078-1079-1080-1081-1082-1083-1084-1085-1086-1087-1088-1089-1090-1091-1092-1093-1094-1095-1096-1097-1098-1099-1100-1101-1102-1103-1104-1105-1106-1107-1108-1109-1110-1111-1112-1113-1114-1115-1116-1117-1118-1119-1120-1121-1122-1123-1124-1125-1126-1127-1128-1129-1130-1131-1132-1133-1134-1135-1136-1137-1138-1139-1140-1141-1142-1143-1144-1145-1146-1147-1148-1149-1150-1151-1152-1153-1154-1155-1156-1157-1158-1159-1160-1161-1162-1163-1164-1165-1166-1167-1168-1169-1170-1171-1172-1173-1174-1175-1176-1177-1178-1179-1180-1181-1182-1183-1184-1185-1186-1187-1188-1189-1190-1191-1192-1193-1194-1195-1196-1197-1198-1199-1200-1201-1202-1203-1204-1205-1206-1207-1208-1209-1210-1211-1212-1213-1214-1215-1216-1217-1218-1219-1220-1221-1222-1223-1224-1225-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Appendix C: Public Input

Comments from the Public Open House
& ODOT Responses

Sierra Club Letter & ODOT Response

Mariemont Letter & ODOT Response

Anderson Twp. Email & ODOT Response

Burger Farm and Garden Center Email
& ODOT Response

Comments from the Public Open House & ODOT Responses

**Eastern Corridor Segments II and III
March 9 Public Open House
Comments Received and ODOT Responses**

The following comments were collected through Comment Forms submitted at the March 9, 2017 Public Open House and submitted through the online Comment Form, housed on the Eastern Corridor website. Comments received via email and by mail were also added to the following documentation. Some spelling errors and street names have been corrected in the text below; otherwise, the content, grammar, emphasis, etc. were copied verbatim from the Comment Forms and emails.

Question 1: For the purposes of this Study, Eastern Corridor Segments II and III have been divided into six Focus Areas. Open House boards 20 – 25 highlight primary and secondary transportation needs identified within each of these Focus Areas. Please use the space below to share any comments you may have regarding the information presented on these six boards.

COMMENT	ODOT RESPONSE
1. The most interesting idea I heard tonight was the concept of using the "up" lane of the 32 hill as the connector to Eight Mile and adding additional lanes to the down lanes that would become both "up and down" for 32. Possibly adding a light at the top of the hill for the intersection of Eight Mile.	Thank you for your comments. They will be taken into consideration when exploring solutions to the transportation needs identified for the ANCOR/SR 32 Hill Focus Area.
2. I agree that the intersection of Eight Mile at 32 is a very dangerous intersection, even coming down the hill with cars pulling in front of traffic. I am surprised there are not more accidents. This is definitely a top priority up to and including perhaps closing the intersection.	Thank you for your comments. They will be taken into consideration when exploring solutions to the transportation needs identified for the ANCOR/SR 32 Hill Focus Area.

COMMENT	ODOT RESPONSE
<p>3. Limiting the public comment to the six boards 20-25 as emphasized in this public comment form minimizes the public's opportunity to comment on the broader information shared at the open house, as well as the many supporting documents. How is the information that the public is allowed to comment on reduced to six boards? There are many flaws in the related project documents, which also deserve the opportunity for public comment. Mariemont is a National Historic Landmark. Changing lane continuity on US 50 will have cumulative negative impacts. Increased traffic will create noise and air pollution. Safety is a concern with increased traffic, especially as students commute to school. Traffic flow is great through the Village. Focus dollars for improvements on areas that have longer delays and have more economic impact, such as the Brent Spence Bridge which connect 10 states and moves much more commercial goods.</p>	<p>Thank you for your comments. Question 1 of the Comment Form specifically asked for comments pertaining to Boards 20 through 25. However, Question 2 provided an opportunity to offer comments pertaining to all information presented at the Open House. In addition, all Open House materials and supporting documentation were posted on the project website. The public comment period was open for 31 days to provide the community with time to review the material in more detail and provide additional comment. While the Comment Form was intended to be a guideline, ODOT also accepted comments submitted online or by mail, email, fax, phone call and in-person discussions.</p> <p>ODOT is aware of Mariemont's status as a National Historic Landmark, as well as the Village's desire to preserve the aesthetics of the community. These are important considerations that will be factored into any transportation solutions that are considered in the US 50 Corridor Focus Area.</p>
<p>4. To add to my initial letter regarding the GC Metropolitan Rail from Milford to Cincinnati, my suggestions for all these railways is elevated tracks: tracks which are elevated by polling fixtures off the Earth. Of course, certain small areas where the tracks touch the Earth are acceptable; however, it is unsafe for denizens (animals) to brave both oncoming traffic and oncoming train cars during their daily journeys.</p>	<p>Thank you for your comments. Preliminary studies for the Oasis Rail Transit project have been completed. The overall assessment for Oasis indicates that the project is worthy of advancing for further analysis. To pursue Federal Transit Authority (FTA) funding necessary for the next step, however, a designated local sponsor must be identified. Local and regional leaders are currently considering the best options for how to proceed.</p> <p>ODOT has limited authority over bus and rail projects. Local and regional partners have the authority to carry transit projects forward, and ODOT has offered and will continue to offer involvement as an advisory partner. ODOT does not receive sufficient eligible funding to evaluate transit expansion projects that require significant development or construction investment. SORTA will be invited to participate in the stakeholder meetings moving forward, which affords the opportunity to plan improvements to the transit system concurrently with roadway network improvements.</p>

COMMENT	ODOT RESPONSE
	More information is available on the Eastern Corridor website at: http://easterncorridor.org/projects/oasis-rail-transit/oasis-rail-transit-status/
5. Capacity is not king in Central Business District locations. Slower speeds and lower crash rates help drive economic development and safe multi-modal use in neighborhoods. Complete streets and road diets should be considered. Wayfinding signage along many of the corridors that align with smartphone navigation routes could help redirect traffic movements.	Thank you for your comments. Your concerns will be taken into consideration when exploring solutions to the transportation needs identified for the Segments II and III Study Area.
6. Visibility improvements can be made with minimal efforts...you don't need new roads to accomplish this. Congestion is not nearly as bad as it could be. The roads don't need to be expanded. Focus on bike/sidewalk/light rail. Leave the roads alone.	Thank you for your comments. Per feedback received, several of the bike and pedestrian needs identified as secondary needs within the Segments II and III Study Area have been elevated to primary needs. Your concerns will be taken into consideration when exploring solutions to the transportation needs identified.
7. Reflected area feelings about study area	Thank you for your comment.
8. Identification of issues on boards 20-25 are accurate.	Thank you for your comment.
9. This study is taking way too long. Do something soon. Also fix 32 at Glen Este Road and Old 74 like was planned long ago. Traffic is getting worse around Eastgate.	Thank you for your comments. Improvement plans have been developed and approved for the SR 32/Glen Este-Withamsville intersection, and ODOT is currently working with local stakeholders to pursue funding for this project. To view the planned improvements, visit GoClermont.org and click on the map in the center of the homepage.
10. You are doing a lot of good data collection. My only concern is preserving the relaxed, non-freeway feeling of 32 from 125 up to Newtown. I realize those traveling further out towards Batavia want speed - I don't particularly.	Thank you for your comments. They will be taken into consideration when exploring solutions to the transportation needs identified for the SR 125/SR 32 Focus Area.
11. I'd like to see any improvements include consideration for cyclists. There is enormous opportunity to improve quality of life and the community with a focus on allowing cyclists to safely reach and access bike paths and safer roads on the east side of Cincinnati. I've seen communities and commerce grow	Thank you for your comment. Per feedback received, several of the bike and pedestrian needs identified as secondary needs have been elevated to primary needs within the Segments II and III Study Area. As part of this study process, the project team and Focus Area stakeholder groups will be tasked with exploring ways to

COMMENT	ODOT RESPONSE
when cyclists and runners can access paths safely and on a regular basis.	integrate bicycle and pedestrian improvements into the solutions developed for each of the six Focus Areas.
12. I agree with the areas in question. Eight Mile hill concern unfortunately I think it is the best it can be. Adding lights might cause bigger accidents there. Church and 32 intersection. Needs widen or something buses and big trucks makes those turns scary. They are too big and you have to back up if you can or get hit. Need to close the entrance in to united dairy farmers off of 32. Or make it a right only in or out	Thank you for your comments and suggestions. They will be taken into consideration when exploring solutions to the transportation needs identified for the Village of Newtown and ANCOR/SR 32 Hill Focus Areas.
13. Well known problem areas! Sorry to hear you have to work with what's in place. Make the roads and they will come. Mass transit will take care of some of this. Glad to see Fairfax is being addressed ASAP. Sad to see the backup all the time.	Thank you for your comments. Your concerns will be taken into consideration when exploring solutions to the transportation needs identified for the US 50 Corridor Focus Area.
14. Board 22 - impact of road improvements on trail design	Thank you for your comment. The connection of the Little Miami Trail to the Lunken Trail has been identified as a primary need and will be integrated into any proposed road improvements.
15. Board 22 has reference to the bike connections I was looking for; connecting the Clear Creek extension of the LMST to the Lunken/Armleder Trail and connecting the Five Mile Trail to the LMST. They need to be in the plan.	Thank you for your comment. Yes, the connection of the Little Miami Trail to the Lunken Trail has been identified as a primary need and will be integrated into any proposed road improvements. As part of this process, the project team and Focus Area stakeholder group will be tasked with further exploring ways to integrate bicycle and pedestrian improvements into the solutions developed.
16. Newtown Village and 32 connection to Beechmont Levy to Rt 50 <u>or</u> River Road	Thank you for your suggestion. It will be taken into consideration when exploring solutions to the transportation needs identified for the Segments II and III Study Area.
17. People driving through Mariemont will have to live with the traffic problems. I do not want so-called improvements to US 50 just to satisfy nonresidents driving through. This is an historic village and we residents want to maintain the village appeal irregardless of US 50. The state does not have the right to dictate to the village to the detriment of the continuity of the village existence. There is a need for designated bike lane sharing with	<p>Thank you for your comments. ODOT is aware of Mariemont's status as a National Historic Landmark as well as the Village's desire to preserve the aesthetics of the community. These important factors will be considered when developing solutions to the transportation needs identified for the US 50 Corridor Focus Area.</p> <p>In response to public comments, as well to support the goals of the Ohio to Erie Trail (OTET) and U.S. Bike Route 21 planning, the bike</p>

COMMENT	ODOT RESPONSE
<p>traffic. There are many bicyclists using US 50 desiring to gain access to the Little Miami Bikeway from the city of Cincinnati. Also, we do need sidewalk from Watterson to the Little Miami Bikeway located on the south side of US 50, that could be used by bicyclists and foot travelers which are also trying to access businesses on that section of US 50.</p>	<p>and pedestrian needs identified in the US 50 Corridor Focus Area as secondary needs have been elevated to primary needs. These needs include addressing bicycle connectivity along US 50 between Mariemont Square and Newtown Road.</p>
<p>18. Improve bicycle paths and access from Mariemont to Little Miami Trail is desirable. There are issues with speed of cars coming in on Plainville to Wooster, they travel at over 25 mph and at times disregard the pedestrian crossing light. Also any improvements to 50 should address pedestrian crossing and improving the safety for doing this.</p>	<p>Thank you for your comments. Per feedback received, the bike and pedestrian needs identified in the US 50 Corridor Focus Area as secondary needs have been elevated to primary needs. Your comments will be taken into consideration when exploring solutions to the transportation needs identified for the US 50 Corridor Focus Area. As part of this process, the project team and Focus Area stakeholder group will be tasked with exploring ways to integrate bicycle and pedestrian improvements into the solutions developed.</p>
<p>19. Board 25: Increase green light length for Church Street as traffic on 32 is not nearly as backed up as on Church Street spilling up hill into Mariemont in PM.</p>	<p>Thank you for your suggestion. It will be taken into consideration when exploring solutions to the transportation needs identified for the Village of Newtown Focus Area.</p>
<p>20. I agree that the issues raised on Board 25 may need to be addressed, but I wouldn't be willing to consider a widening project through the Village of Mariemont.</p>	<p>Thank you for your comment. Your concerns will be taken into consideration when exploring solutions to the transportation needs identified for the US 50 Corridor Focus Area.</p>
<p>21. I have specific concerns with Board 25 and any consideration to change US 50 through Mariemont, as well as at two key intersections with US 50 (at Plainville and at Madisonville at the village square). I strongly oppose ANY widening of the roadway which will infringe upon the yards of homeowners, create unsafe setbacks of the homes from the roadway, or compromise the green space median which is an important detail of the historically acclaimed Village of Mariemont.</p>	<p>Thank you for your comments. ODOT is aware of Mariemont's status as a National Historic Landmark as well as the Village's desire to preserve the aesthetics of the community. These important factors will be taken into consideration when exploring solutions to the transportation needs identified for the US 50 Corridor Focus Area.</p>
<p>22. Please do not address the traffic flow concerns with widening or increasing the # of lanes thru Mariemont on US 50. I like the idea of improving the east to west traffic between the library and where the 2 lanes merge to one - that area is difficult with</p>	<p>Thank you for your comments. They will be taken into consideration when exploring solutions to the transportation needs identified for the US 50 Corridor Focus Area.</p>

COMMENT	ODOT RESPONSE
<p>the merge as drivers try to pass in the left lane and merge right quickly as though they were unaware their lane was ending.</p>	
<p>23. Bicycle and pedestrian needs are listed as secondary concerns. I live on Wooster Pike in Mariemont and just today I saw at least 100 cyclists ride past my house on Wooster and many cars with bikes on the back. With the bike trail so close and the number of cyclists using Wooster I believe dealing with cyclist issues needs to be a priority and not a secondary issue.</p>	<p>Thank you for your comments. Per feedback received, the bike and pedestrian needs identified in the US 50 Corridor Focus Area as secondary needs have been elevated to primary needs. Your comments will be taken into consideration when exploring solutions to the transportation needs identified for the US 50 Corridor Focus Area. As part of this process, the project team and Focus Area stakeholder group will be tasked with exploring ways to integrate bicycle and pedestrian improvements into the solutions developed.</p>
<p>24. Re Board 25: From the American Planning Association: "The American Planning Association (APA) is designating Mariemont one of 10 Great Neighborhoods for 2008 given the village's unique character, compact and walkable design, and strong citizen participation and engagement. The automobile is a consideration, not a focus, in Mariemont. In fact, the original traffic-calming design of U.S. Highway 50 — which bisects the village — remains in place, allowing pedestrians to confidently and safely navigate the entire town. Streets in Mariemont are not just conduits for vehicles, but serve as integrated space that accommodates pedestrians and bicyclists as well as cars. " "Mariemont is both a prized artifact and a vital, living embodiment of the value and benefits that sound planning principles return to multiple generations and lifetimes." Any work that takes place on SR 50 needs to take the above into account. Famed town planner John Nolen carefully laid out the streets and green space. No green space or trees should be sacrificed facilitate traffic, especially widening SR 50 through Mariemont. Some of the westbound slowdowns are due to the recent reduction of SR 50 lanes in Fairfax. Commuted from Mariemont to Cincinnati for 20 years before this narrowing without problem in the AM.</p>	<p>Thank you for your comments. ODOT is aware of Mariemont's historic status, as well as the Village's desire to preserve the aesthetics of the community.</p> <p>Your comments will be taken into consideration when exploring solutions to the transportation needs identified for the US 50 Corridor Focus Area.</p>

COMMENT	ODOT RESPONSE
<p>25. You missed the boat completely when you divided pedestrian and bicycle needs as secondary in regard to traffic flow. I do not think you understand the area at all. Any changes to the Rt 50 corridor should address all three groups at once, as a unit. If you spend any time at all sitting and watching the traffic at Wooster and Petoskey and Pocahontas you will count many hundreds of bicyclists, walkers and runners a day. They are a significant part of the people-moving through this area. Beyond that, the number of students that walk this strip and cross Rt 50 at Pocahontas is significant. Any changes need to address and incorporate ALL traffic groups at once, not put them out as secondary projects. We are a major recreational area now, and it will likely increase over the next decade given population trends. If anything, the speed limits should be decreased through Mariemont until east/north of the Pocahontas traffic signal.</p>	<p>Thank you for your comments. Per feedback received, the bike and pedestrian needs identified in the US 50 Corridor Focus Area as secondary needs have been elevated to primary needs. Your comments will be taken into consideration when exploring solutions to the transportation needs identified for the US 50 Corridor Focus Area. As part of this process, the project team and Focus Area stakeholder group will be tasked with exploring ways to integrate bicycle and pedestrian improvements into the solutions developed.</p>
<p>26. Board 25</p>	<p>Thank you for your comments.</p>
<p>27. Something does need to be done about the back-up on Rte 50 approaching Fairfax during morning and evening rush hours. It's ridiculously busy and <i>[no other content was provided]</i></p>	<p>Thank you for your comments.</p>
<p>28. The long delays at transition from parkway to Fairfax are a safety hazard and reflect badly on the neighborhoods impacted. It should not take as long to get to Fairfax from downtown as it takes to get from Fairfax to Mariemont Square. It just encourages motorists to engage in unsafe driving.</p>	<p>Thank you for your comments. Your concerns will be taken into consideration when exploring solutions to the transportation needs identified for the US 50 Corridor Focus Area.</p>
<p>29. Board 25: Intersection at Pocahontas is unsafe with too high a speed for a neighborhood area with increased foot traffic due to high school and library. - the side walk is too close to the roadway. There isn't a sufficient planting area to provide pedestrians standoff from cars (in speeds exceeding 35 mph). Also, no shoulder area for cars to provide additional standoff and bike lanes.</p>	<p>Thank you for your comments. Per feedback received, the bike and pedestrian needs identified in the US 50 Corridor Focus Area as secondary needs have been elevated to primary needs. Your comments will be taken into consideration when exploring solutions to the transportation needs identified for the US 50 Corridor Focus Area. As part of this process, the project team and Focus Area stakeholder group will be tasked with exploring ways to integrate bicycle and pedestrian improvements into the solutions developed.</p>

COMMENT	ODOT RESPONSE
<p>30. US/50 Red Bank FA:</p> <p>The recent road closures (last 6 years?) in Fairfax have eliminated turn movements and severely choked the eastbound traffic. This has made the area much safer for drivers and pedestrians. Right turn movements could provide alternative routes to Red Bank from 50.</p> <p>Timing of the light @ Watterson and 50 is a major contributor to the queue. Consider a continuous eastbound through lane at peak hours with a signal for left turns or no turns here at peak times.</p> <p>Linwood/Eastern Interchange: Consider eastbound entry to Beechmont. Safety for cars coming from Eastern Ave. We must yield to traffic coming from above and behind. Zero visibility.</p>	<p>Thank you for your suggestions. They will be taken into consideration when exploring solutions to the transportation needs identified for the US 50 Corridor and Linwood/Eastern Avenue Interchange Focus Areas.</p>
<p>31. My solution is a new interchange from Beechmont Levee to east and west bound 50/Columbia Parkway. If this would be feasible, a better "cloverleaf" at Red Bank would make sense. I just don't understand why getting from Beechmont to I-71 is not solved after all these years.</p>	<p>Thank you for your suggestion. It will be taken into consideration when exploring solutions to the transportation needs identified for the US 50/Red Bank Interchange Focus Area.</p>
<p>32. #1 priority - Little Miami Bridge to connect trail to Lunken!</p>	<p>Thank you for your comment. It will be taken into consideration when exploring solutions to the transportation needs identified for the SR 125/SR 32 Focus Area. As part of this process, the project team and Focus Area stakeholder group will be tasked with exploring ways to integrate bicycle and pedestrian improvements into the solutions developed.</p>
<p>33. 21- Many in the Ivy Hills community agree on the need for a sidewalk/pedestrian option between Little Dry Run and Round Bottom.</p> <p>22- Happy to see a plan to connect the RT 32 trail to Lunken.</p>	<p>Thank you for your comments. They will be taken into consideration when exploring solutions to the transportation needs identified for the Village of Newtown and SR125/SR 32 Focus Areas. As part of this process, the project team and Focus Area stakeholder groups will be tasked with exploring ways to integrate bicycle and pedestrian improvements into the solutions developed.</p>

COMMENT	ODOT RESPONSE
34. I heartily support the "non building" approach - the historical importance of this valley should dictate a "no build" approach.	Thank you for your comments.
35. Board 4 explains that a new route through the LM Valley is fraught with roadblocks. Then Board 20 and 21 (especially 21) state the current plan is to do the best with what we have! Why are you going from one extreme to the other? Shouldn't we at least use the existing Newtown Road bridge over the LM River, expand it GREATLY, and then proceed with a new/better road through the rest of the valley to the Route 32 Hill area? This seems readily feasible and obviously needed rather than make small improvements in Newtown and Round Bottom Roads!	Thank you for your comments. They will be taken into consideration when exploring solutions to the transportation needs identified for the Village of Newtown and ANCOR/SR 32 Hill Focus Areas.

Question 2: Please use the space below to share any additional comments you may have.

COMMENT	ODOT RESPONSE
<p>1. I believe elevated magnetic tracks that operate trains which run on sustainable solar or hydrogen cell energy is emblematic. Whether that takes the form of monorail, or a sleek traditional rail design, will be the genius of ODOT! Do not be afraid to seek out assistance from the Federal Transit Administration, which is tasked with rail implementation and upgrade funding, and more. Thank you for all you continue to do with this massive project!</p>	<p>Thank you for your comments. Preliminary studies for the Oasis Rail Transit project have been completed. The overall assessment for Oasis indicates that the project is worthy of advancing for further analysis. To pursue Federal Transit Authority (FTA) funding necessary for the next step, however, a designated local sponsor must be identified.</p> <p>ODOT has limited authority over bus and rail projects. Local and regional partners have the authority to carry transit projects forward, and ODOT has offered and will continue to offer involvement as an advisory partner. ODOT does not receive sufficient eligible funding to evaluate transit expansion projects that require significant development or construction investment. SORTA will be invited to participate in the stakeholder meetings moving forward, which affords the opportunity to plan improvements to the transit system concurrently with roadway network improvements. More information about this project is available on the Eastern Corridor website at: http://easterncorridor.org/projects/oasis-rail-transit/oasis-rail-transit-status/</p>
<p>2. 1. STOP with the road "improvements"</p> <p>2. FOCUS your energy on alternative modes of transportation.</p> <p>a. Find a way to work with neighborhoods and Metro to provide a bus service.</p> <p>b. <u>Finish</u> the <u>bike trail</u> bridge over little Miami!</p> <p>3. DATA about traffic accidents and congestion DOES NOT necessarily indicate an area that needs to change - DRIVERS need to change!</p> <p>*I've lived on the east side of Cincinnati for 50 years. The roads don't need to change. Congestion is for a small portion of the day and doesn't justify major road improvements.</p>	<p>Thank you for your comments. Your input will be reviewed during the next phase of study during which the project team and the stakeholder groups will explore solutions to the transportation needs identified. As part of this process, the project team and Focus Area stakeholder groups will be tasked with exploring ways to integrate bicycle and pedestrian improvements into the solutions developed. In addition, the integration of bus options will be considered in the development of solutions.</p>

COMMENT	ODOT RESPONSE
<p>*BE BETTER and use the money and knowledge to protect our land, protect our communities and encourage citizens to look for alternative ways to move around</p> <p>*DO NOT sacrifice small communities so that larger townships (with more voting power/bigger voices) can have increased convenience</p>	
<p>3. A. Stop - been dragging on since the 60's</p> <p>B. Interchange @ 32/275 <u>is worse</u> – [illegible word] twice a day</p> <p>C. Newtown police need to tone down enforcement</p> <p>D. Round Bottom road is a death trap - bicycles vs. landscaping semis from Evan's Landscaping and Bzak – surprised only one death</p> <p>E. Huge archaeology area - the most has been destroyed and Little Miami area is federally protected</p> <p>F. gravel/soil near river - rest is clay - poor foundation</p> <p>G. 275/SR 32 interchange - soil was poorly compacted on overpass from 275 south to 32 west - likely to prematurely fail/erosion. Overlap of the bridge components - likely to shift if support takes impact from a loaded semi - you need to core sample the footing/embankment</p> <p>H. Tunnel floods + drive directly in the sun</p> <p>I. I like the rail- previous meetings had paid lobbyist for Cincinnati streetcar- highjacked the meetings. Love to see it [illegible word] to get funding.</p>	<p>Thank you for your comments. They will be taken into consideration when exploring solutions to the transportation needs identified for the Segments II and III Study Area.</p>

COMMENT	ODOT RESPONSE
4. If this road flow could be improved and solved the solution would relieve pressure off I-275 morning/evening congestion	Thank you for your comment.
5. Boards 7-12 describe wants and needs very well but I fear a disconnect with solutions will continue to exist.	Thank you for your comment.
6. I wish there was more action on Metro bus service on Rt 32 from Batavia to Beechmont at Skytop. Buses could take a large number of cars off the road for a fraction of the cost of road construction. More movement on light rail needs to be advanced quickly for the same reason.	<p>Thank you for your comment. Integrating bus options will be considered when exploring solutions to the transportation needs identified for the Segments II and III Study Area.</p> <p>In regards to the advancement of light rail in the Eastern Corridor, preliminary studies for the Oasis Rail Transit Project have been completed. The overall assessment for Oasis indicates that the project is worthy of advancing for further analysis. To pursue Federal Transit Authority (FTA) funding necessary for the next step, however, a designated local sponsor must be identified. Local and regional leaders are currently considering the best options for how to proceed.</p> <p>ODOT has limited authority over bus and rail projects. Local and regional partners have the authority to carry transit projects forward, and ODOT has offered and will continue to offer involvement as an advisory partner. ODOT does not receive sufficient eligible funding to evaluate transit expansion projects that require significant development or construction investment. SORTA will be invited to participate in the stakeholder meetings moving forward, which affords the opportunity to plan improvements to the transit system concurrently with roadway network improvements.</p> <p>More information about this project is available on the Eastern Corridor website at: http://easterncorridor.org/projects/oasis-rail-transit/oasis-rail-transit-status/</p>

COMMENT	ODOT RESPONSE
7. Using the information gathered to implement non-invasive changes to improve both traffic and quality of life. Most importantly quality of life.	Thank you for your comment.
8. I feel the original freeway I-74 was better. We need to have a fast and safe way to 32 East. If we can't build a freeway at least widen the roads.	Thank you for your comment.
9. Get transit project back up. We need mass transit to Milford back on tract	<p>Thank you for your comment. Preliminary studies for the Oasis Rail Transit Project have been completed. The overall assessment for Oasis indicates that the project is worthy of advancing for further analysis. To pursue Federal Transit Authority (FTA) funding necessary for the next step, however, a designated local sponsor must be identified. Local and regional leaders are currently considering the best options for how to proceed.</p> <p>ODOT has limited authority over bus and rail projects. Local and regional partners have the authority to carry transit projects forward, and ODOT has offered and will continue to offer involvement as an advisory partner. ODOT does not receive sufficient eligible funding to evaluate transit expansion projects that require significant development or construction investment. SORTA will be invited to participate in the stakeholder meetings moving forward, which affords the opportunity to plan improvements to the transit system concurrently with roadway network improvements.</p> <p>More information about this project is available on the Eastern Corridor website at: http://easterncorridor.org/projects/oasis-rail-transit/oasis-rail-transit-status/</p> <p>The integration of bus options will be considered when exploring solutions to the transportation needs identified for the Segments II and III Study Area.</p>
10. Conducting this survey during spring break and with a deadline on Palm Sunday and tax season really can limit responses.	Thank you for your comments. The Open House was held on March 9. Materials from the meeting, as well as supporting documents, were also posted online on March 9 to accommodate individuals

COMMENT	ODOT RESPONSE
	<p>who were unable to attend the meeting in person. In addition, the public comment period was expanded from the typical 14 days to 31 days to provide the community with additional time to review the material and provide comments.</p>
<p>11. Solutions presented will not be sufficient.</p>	<p>Thank you for your comment.</p>
<p>12. Consider 52 to 275 as a well-signed alternative route for people to the far east (Milford) and Anchor/32 area. Linwood to Wilmer to 52 to 275 is higher capacity and recently improved. Great consideration in this big picture.</p> <p>Yes! To the Oasis Rail- get this done!</p> <p>Need to reestablish local connections/cross streets from Eastern to Wilmer/Wooster</p> <p>Improve cross section design of 52 to better support complete streets while maintaining street parking for residents</p>	<p>Thank you for your suggestions. They will be taken into consideration when exploring solutions to the transportation needs identified for the Segments II and III Study Area as well as the Linwood/Eastern Avenue Interchange Focus Area.</p> <p>At the current time, preliminary studies for the Oasis Rail Transit project have been completed. The overall assessment for Oasis indicates that the project is worthy of advancing for further analysis. To pursue Federal Transit Authority (FTA) funding necessary for the next step, however, a designated local sponsor must be identified. Local and regional leaders are currently considering the best options for how to proceed.</p> <p>ODOT has limited authority over bus and rail projects. Local and regional partners have the authority to carry transit projects forward, and ODOT has offered and will continue to offer involvement as an advisory partner. ODOT does not receive sufficient eligible funding to evaluate transit expansion projects that require significant development or construction investment. SORTA will be invited to participate in the stakeholder meetings moving forward, which affords the opportunity to plan improvements to the transit system concurrently with roadway network improvements.</p> <p>More information on this project is available on the Eastern Corridor website at: http://easterncorridor.org/projects/oasis-rail-transit/oasis-rail-transit-status/.</p>
<p>13. If the above is not doable [<i>new interchange from Beechmont Levee to east and west bound 50/Columbia Parkway</i>], then my second solution is to improve Old Wooster through the</p>	<p>Thank you for your suggestion. It will be taken into consideration when exploring solutions to the transportation needs identified for</p>

COMMENT	ODOT RESPONSE
"industrial" area to Red Bank. The existing left turn from Old Wooster to Red Bank is ridiculous.	both the Linwood/Eastern Avenue & US 50/Redbank Interchange Focus Areas.
14. We need turn arrows at Beechwood Rd and SR 32. Warning lights on westbound SR 32 at Beechwood Rd.	Thank you for your suggestions. They will be taken into consideration when exploring solutions to the transportation needs identified for the ANCOR/SR 32 Hill Focus Area.
15. So many people try to scoot around the bank, etc. Unfair.	Thank you for your comment.
16. The Village of Mariemont is a quaint, walkable community. Any modification of Wooster Pike that would change those qualities must be avoided.	Thank you for your comment. It will be taken into consideration when exploring solutions to the transportation needs identified for the US 50 Corridor Focus Area.
17. It is imperative that U.S. 50 (Wooster Pike) not be widened when it goes through Mariemont. Mariemont Elementary and the Waldorf School (that is grades K through 8) are located on U.S. 50 and for the safety of all of these students we need to maintain one lane going in each direction separated by green spaces so that the students may safely cross the street. Any additional lanes would cause the noise levels to increase which would disrupt their education and any widening would put traffic far too close to the buildings. Most importantly, as of February 17,2016 there are only 2,596 National Historic Landmarks in the United States and Mariemont is one of these National Historic Landmarks, based on its planned community, which must be protected.	Thank you for your comments. ODOT is aware of Mariemont's status as a National Historic Landmark as well as the Village's desire to preserve the aesthetics of the community. Your comments and concerns will be taken into consideration when exploring solutions to the transportation needs identified for the US 50 Corridor Focus Area.
18. I would be strongly against any widening project through the Village of Mariemont. I live in Mariemont and travel to downtown Cincinnati for work during the AM and PM rush hours. I don't believe that the problems are so bad that it is worth the destruction of the neighborhood's character to widen 50. I would listen to any other potential changes.	Thank you for your comments and sharing your concerns. They will be taken into consideration when exploring solutions to the transportation needs identified for the US 50 Corridor Focus Area.
19. Lane alignments in Mariemont are due to historically established park and village design. A route in the Rt 32 area on the slough side of Little Miami River is relatively open and away from schools and heavy residential area.	Thank you for your comment and suggestion. They will be taken into consideration when exploring solutions to the transportation needs identified for the US 50 Corridor Focus Area.

COMMENT	ODOT RESPONSE
20. The traffic through the residential areas of Fairfax and Mariemont should be controlled, slowed, and quieted...not the exact opposite! Traffic should be diverted to continue down Red Bank to Route 32. The focus of widening should be on those roadways which are more appropriate business/truck routes.	Thank you for your suggestion. It will be taken into consideration when exploring solutions to the transportation needs identified for the US 50 Corridor Focus Area.
21. Both Fairfax and Terrace park went to single lanes thru the villages to help decrease the speeding traffic. Please leave Mariemont single lane from the far west to the square.	Thank you for your comment. It will be taken into consideration when exploring solutions to the transportation needs identified for the US 50 Corridor Focus Area.
22. Route 50 will be a mess for at least another decade or two and a complete disappointment in the Fairfax community that the original plans did not materialize - but at least create a better corridor through the eastern part of the valley on the southern part of the river valley.	Thank you for your comment and suggestion. They will be taken into consideration when exploring solutions to the transportation needs identified for the US 50 Corridor Focus Area.
23. From what I have observed, traffic flows smoothly most of the time through the square through Pocahontas. When it doesn't, it can usually be traced to someone getting impatient and thinking the rules don't apply to them. Most of the wrecks are due to speeding/ inattention/ drugs/ alcohol, not impaired vision lines.	Thank you for your comment. Your input will be reviewed during the next phase of study during which the project team and the US 50 Corridor stakeholder group will explore solutions to the transportation needs identified for the US 50 Corridor Focus Area.
24. Very concerned about the traffic and speed on Wooster Pike. I walk my young children to school and have to cross Wooster Pike for school, after school activities etc. It is a very dangerous intersection for children and families and I wish the traffic could be re-routed away from the elementary school.	Thank you for your comment. It will be taken into consideration when exploring solutions to the transportation needs identified for the US 50 Corridor Focus Area.
25. Heading east on 32, The light at Little Dry Run. Take down the old drive-thru building and put a right turn lane into Little Dry Run. Might help with congestion. Wonder if road could be widened and the center lane turned into extended left turn lanes [at] 32 and Church Street [and at] 32 and Round Bottom.	Thank you for your suggestions. They will be taken into consideration when exploring solutions to the transportation needs identified for the Village of Newtown Focus Area.
26. Good job. Too many "in between posters."	Thank you for your comment.

COMMENT	ODOT RESPONSE
27. Great information!	Thank you for your comment.
28. Really good display of survey data. Helped me to relate and understand the overall community need. Thanks!	Thank you for your comment.
29. A good update of the plan status since eliminating the Little Miami bridge. Thorough research into the public concerns, deficiencies of existing roads. I will look forward to project proposals.	Thank you for your comment.
30. Thanks!	Thank you for your comment.
31. Really appreciate that you are: collecting data; sharing data; updating data. That will get you there. Tx	Thank you for your comment.

Sierra Club Letter & ODOT Response



April 10, 2017

Tom Arnold Jr., PE
Ohio Department of Transportation
District 8
Tom.Arnold@dot.ohio.gov

RE: Eastern Corridor Segments II and III, Primary and Secondary Needs

Dear Mr. Arnold,

The Sierra Club Ohio Chapter and Miami Group submit these comments regarding Segments II and III of the Eastern Corridor suite of projects. In particular, we encourage the Ohio Department of Transportation (ODOT) to revise the lists of Primary Needs identified on Boards 20-25 of its public involvement materials in order to refocus planning efforts on transit and active transportation, and away from new or expanded roadway construction.

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 21,000 paid members in the State; the Miami Group covers 20 counties in southwest Ohio, including Hamilton County and Clermont County. Members of the Sierra Club reside, work and recreate in the six Segment II/III focus areas. The Sierra Club participated in a June 2015 Eastern Corridor Focus Group Meeting convened by ODOT, a March 2016 Eastern Corridor Development Team meeting and all six of the Focus Area Workshops hosted by ODOT in April and May 2016. We recently attended the March 9, 2017, open house hosted by ODOT in Newtown.

The Sierra Club is one of many stakeholders who work to protect the Wild and Scenic Little Miami River and its valley. We also promote transit and active transportation as alternatives to a car-dependent lifestyle. The Sierra Club is particularly interested in the three “Es” of transportation: protecting the environment, growing a sustainable economy, and promoting equity for all people regardless of demographics such as age or ability and regardless of whether they are walking, riding a bike, bus or train, or are driving. We stand united with many more

organizations and thousands of individuals who need and want affordable and environmentally friendly access to jobs, education, healthcare, places of worship, recreation and more.

We appreciate ODOT's June 2015 decision to table plans for a relocated State Route 32 and instead examine lower cost, lower impact solutions to the Eastern Corridor region's transportation needs, including transit and active transportation. Throughout ODOT's recent public engagement campaign, an overwhelming majority of stakeholders prioritized public safety and the environment, including the preservation of green spaces, over new roadway construction or major roadway realignment. For example, the nearly 1,200 people who participated in an Interactive Online Survey at www.easterncorridor.org in 2016 indicated strong preferences for "Mass Transit Options" (595) and "Bike & Walking Options" (509) as compared to their concerns regarding "Travel Time" (613).

Those survey preferences are not, however, reflected in the draft list of Primary Needs identified by ODOT on Boards 20-25 of the public involvement materials available at www.easterncorridor.org. Those Boards identify 56 draft Primary Needs for Segments II/III, but only 3 of the Primary Needs are related to transit and/or active transportation; the overwhelming majority of needs are related to roadway modifications.

As the Transportation Needs Analysis states that Primary Needs "will be addressed" by the next round of planning in Segments II/III, while Secondary Needs "may be addressed by the project," it is critically important that ODOT revise the draft list of Primary Needs to include more transit, pedestrian and bicycle improvements. At a minimum, ODOT should address this discrepancy by elevating all of the 16 draft Secondary Needs related to transit, pedestrian and bicycle improvements to be considered as Primary Needs moving forward.

Background

ODOT's 2006 Record of Decision (ROD) noted that the general purpose of the Eastern Corridor program was originally "to implement a multi-modal transportation program that increases capacity, reduces congestion and delay, improves safety, and provides transportation options and connectivity to the region's key transportation corridors and social and economic centers for the efficient movement of people, goods and services."

The 2006 ROD called for "specific purpose and need elements for different modes," including:

- (1) bus transit network investments . . . at various locations in the Eastern Corridor;
- (2) rail transit network investments in the Eastern Corridor; and
- (3) TSM (minor local transportation network) improvements . . . at various locations in the Eastern Corridor to address efficiency, capacity and service quality of the existing

transportation network using lower cost measures such as improved signal timing, minor existing roadway corridor improvements, intersection improvements, as well as use of transportation demand management (TDM) strategies, including park-and-ride areas and new bikeways.

At ODOT's 2016 Focus Area Workshops in Mariemont, Newtown, Anderson Township, Fairfax, Mt. Lookout and Mt. Washington, residents of the Eastern Corridor were united in their support of bus transit network improvements and TSM improvements, and in their opposition to major new roadways or expansions.

The Sierra Club supports improving transit services and access to transit, expanding both on and off-street bicycle systems, transforming roadway corridors into Complete Streets, and pursuing a Fix-It-First approach to the much-needed repair and maintenance of our region's aging transportation infrastructure.

In particular, Sierra Club supports expanding the Little Miami River-Ohio River Way trail system and connecting that system with other trails in the region. In addition, ODOT should work with transit authorities and other stakeholders to 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. Sierra Club also supports studying higher density rail lines in the region, such as the Wasson line, that might provide superior returns on investment as compared to the Oasis rail line.

While Sierra Club supports the expansion of passenger rail in Ohio and in the Greater Cincinnati area, the Oasis Rail project is not an appropriate priority for funding at this time. The Oasis Rail project is intended to link eastern Hamilton County/western Clermont County with downtown Cincinnati and to encourage economic development along the line. There are, however, more sustainable and cost effective mass transit options such as bus rapid transit (BRT) and bikeways that are available to serve existing commuters along the route. In addition, the Oasis line has very limited development potential because of existing infrastructure, such as parks and Lunken Airport, and environmental factors such as steep slopes and flood plains. Construction and operation of the Oasis Rail project would likely result in unnecessary, negative impacts to recreational amenities and local watersheds, including the federally designated Wild & Scenic Little Miami River. Anticipated ridership numbers are questionable and would not justify the impacts noted above, even if the project meets the projected return on investment (ROI) of approximately ten cents on the dollar.

Improvements are needed instead 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 additional sprawl development to the east.

ODOT must implement transit and active transportation solutions in order “to implement a multi-modal transportation program that increases capacity, reduces congestion and delay, improves safety, and provides transportation options and connectivity to the region’s key transportation corridors and social and economic centers for the efficient movement of people, goods and services,” rather than exacerbate congestion, pollution and safety issues by adding more cars and trucks to the road.

ANCOR/SR 32 Hill Focus Area

Board 20 identifies 15 draft Primary Needs for the ANCOR/SR 32 Hill focus area. The Secondary Need to “accommodate observed pedestrian traffic” at SR 32/Mt. Carmel-Tobasco Road/Bells Lane should be elevated to a Primary Need. In general, the Sierra Club supports efforts to address safety issues in the focus area, but safety and issues related to congestion, delays or capacity should be addressed by transit and active transportation improvements where possible, rather than new or expanded roadway construction.

Improve freight connections between ANCOR and SR 32/I-275 due to constraints on Mt. Carmel Road, Round Bottom Road and SR 32 to support local economic development plans.

Any future transportation planning in the ANCOR area should focus on avoiding impacts to public health, the environment and to recreational amenities, including the Little Miami River and various surface water features in the ANCOR area.

Address safety issues the SR 32 hill.

Any modifications to the roadway on the SR 32 hill should avoid negative impacts to nearby surface water features and open spaces. Safety improvements should be designed to reduce traffic speed and not to move more vehicles more quickly through the corridor.

Address capacity issues on SR 32 and Little Dry Run Road.

This is not a priority or Primary Need in the ANCOR/SR 32 Hill focus area. Adding vehicular capacity to SR 32 and/or Little Dry Run Road will only exacerbate congestion and other negative traffic impacts. ODOT should consider TSM improvements that do not require new or expanded roadway construction.

Address capacity issues on Eight Mile Road.

This is not a priority or Primary Need in the ANCOR/SR 32 Hill focus area. Adding vehicular capacity to Eight Mile Road will only exacerbate congestion and other negative traffic impacts.

ODOT should consider TSM improvements that do not require new or expanded roadway construction.

Address safety issues for vehicles turning at Eight Mile Road.

Safety improvements should be designed to reduce traffic speed and not to move more vehicles more quickly through the corridor.

Address westbound PM peak-hour delays on SR 32 from Beechwood Road to Bells Lane.

This is not a priority or Primary Need in the ANCOR/SR 32 Hill focus area. ODOT should consider TSM improvements that do not require new or expanded roadway construction.

Address westbound AM peak-hour delays on SR 32 from Little Dry Run Road to Eight Mile Road.

This is not a priority or Primary Need in the ANCOR/SR 32 Hill focus area. ODOT should consider TSM improvements that do not require new or expanded roadway construction.

Address capacity issues on eastbound SR 32 and southbound Beechwood Road.

This is not a priority or Primary Need in the ANCOR/SR 32 Hill focus area. Adding vehicular capacity to SR 32 and/or Beechwood Road will only exacerbate congestion and other negative traffic impacts. ODOT should consider TSM improvements that do not require new or expanded roadway construction.

Address safety issues at the intersection of SR 32/Beechwood Road.

Safety improvements should be designed to reduce traffic speed and not to move more vehicles more quickly through the corridor.

Address capacity issue for westbound left turn at SR 32/Mt. Carmel-Tobasco Road/Bells Lane.

ODOT should consider TSM improvements that do not require new or expanded roadway construction.

Village of Newtown Focus Area

Board 21 identifies 11 draft Primary Needs for the Village of Newtown focus area. Ten of the 11 Primary Needs are related to roadways; however, issues in the Village of Newtown related to congestion, delays or capacity should be addressed by transit and active transportation improvements, rather than new or expanded roadway construction.

The six Secondary Needs identified on Board 21 related to bicycle connectivity and one Secondary Need related to transit access should be elevated to Primary Needs. Regarding the draft list of Primary Needs:

Address northbound AM and southbound PM peak-hour delays on Newtown Road from Valley Avenue to US 50.

This is not a priority or Primary Need in the Village of Newtown focus area. Peak hour commuter delays on certain road segments or at certain intersections may be unavoidable and will not be resolved by adding additional capacity and/or vehicular traffic to the corridor.

Address northbound AM and southbound PM peak-hour delays on Church Street from SR 32 to Valley Avenue.

This is not a priority or Primary Need in the Village of Newtown focus area. Peak hour commuter delays on certain road segments or at certain intersections may be unavoidable and will not be resolved by adding additional capacity and/or vehicular traffic to the corridor. ODOT should consider TSM improvements that do not require new or expanded roadway construction.

Address capacity issues with northbound left-turn movement and eastbound approach at Round Bottom Road/Valley Avenue.

This is not a priority or Primary Need in the Village of Newtown focus area. Peak hour commuter delays on certain road segments or at certain intersections may be unavoidable and will not be resolved by adding additional capacity and/or vehicular traffic to the corridor. ODOT should consider TSM improvements that do not require new or expanded roadway construction.

Address capacity issues and long queues on all approaches at SR 32/Church Street.

This is not a priority or Primary Need in the Village of Newtown focus area. Peak hour commuter delays on certain road segments or at certain intersections may be unavoidable and will not be resolved by adding additional capacity and/or vehicular traffic to the corridor. ODOT should consider TSM improvements that do not require new or expanded roadway construction.

Address congestion on Round Bottom Road from SR 32 to Valley Avenue.

This is not a priority or Primary Need in the Village of Newtown focus area. Peak hour commuter delays on certain road segments or at certain intersections may be unavoidable and will not be resolved by adding additional capacity and/or vehicular traffic to the corridor. ODOT should consider TSM improvements that do not require new or expanded roadway construction.

Address eastbound PM peak-hour delays on SR 32 from West Corporation Limit to Church Street.

This is not a priority or Primary Need in the Village of Newtown focus area. Peak hour commuter delays on certain road segments or at certain intersections may be unavoidable and will not be resolved by adding additional capacity and/or vehicular traffic to the corridor. ODOT should consider TSM improvements that do not require new or expanded roadway construction.

Address westbound AM peak-hour and eastbound PM peak-hour delays on SR 32 from Round Bottom Road to Little Dry Run Road.

This is not a priority or Primary Need in the Village of Newtown focus area. Peak hour commuter delays on certain road segments or at certain intersections may be unavoidable and will not be resolved by adding additional capacity and/or vehicular traffic to the corridor. ODOT should consider TSM improvements that do not require new or expanded roadway construction.

Address pedestrian connectivity to east corporation limit on SR 32 from Round Bottom Road to Little Dry Run Road.

Sierra Club agrees that this is a Primary Need, and active transportation improvements should be implemented on SR 32.

Address westbound AM peak-hour and eastbound PM peak-hour delays on SR 32 from Church Street to Round Bottom Road.

This is not a priority or Primary Need in the Village of Newtown focus area. Peak hour commuter delays on certain road segments or at certain intersections may be unavoidable and will not be resolved by adding additional capacity and/or vehicular traffic to the corridor. ODOT should consider TSM improvements that do not require new or expanded roadway construction.

Address capacity issues and long queues on SR 32 and Round Bottom Road approaches to SR 32/Round Bottom Road.

This is not a priority or Primary Need in the Village of Newtown focus area. Peak hour commuter delays on certain road segments or at certain intersections may be unavoidable and will not be resolved by adding additional capacity and/or vehicular traffic to the corridor. ODOT should consider TSM improvements that do not require new or expanded roadway construction.

SR 125/SR 32 Focus Area

Board 22 identifies 9 draft Primary Needs for the SR 125/SR 32 focus area. Eight of the nine Primary Needs are related to roadways, and one Primary Need is related to bicycle infrastructure. Board 22 identifies 4 Secondary Needs that address pedestrian and bicycle improvements.

In general, the Sierra Club supports efforts to address safety issues in the SR 125/SR 32 focus area. Issues related to safety, congestion, delays or capacity should be addressed by transit and active transportation improvements. In particular, we support low-impact improvements to the Little Miami River bridge at Beechmont that will help connect the Little Miami Trail to the Lunken Trail. The four draft Secondary Needs that address pedestrian and bicycle improvements in the SR 125/SR 32 focus area should be elevated to Primary Needs.

Address eastbound PM peak-hour delays on SR 32 from Clough Pike to Newtown Corporation Limit.

This is not a priority or Primary Need in the SR 125/SR 32 focus area. Peak hour commuter delays on certain road segments or at certain intersections may be unavoidable and will not be resolved by adding additional capacity and/or vehicular traffic to the corridor. ODOT should consider TSM improvements that do not require new or expanded roadway construction.

Address capacity issues and long queue on Clough Pike approach at SR 32/Clough Pike.

This is not a priority or Primary Need in the SR 125/SR 32 focus area. Peak hour commuter delays on certain road segments or at certain intersections may be unavoidable and will not be resolved by adding additional capacity and/or vehicular traffic to the corridor. ODOT should consider TSM improvements that do not require new or expanded roadway construction.

Address westbound AM peak-hour delays on SR 32 from SR 125 to Clough Pike.

This is not a priority or Primary Need in the SR 125/SR 32 focus area. Peak hour commuter delays on certain road segments or at certain intersections may be unavoidable and will not be resolved by adding additional capacity and/or vehicular traffic to the corridor. ODOT should consider TSM improvements that do not require new or expanded roadway construction.

Connect Little Miami Trail to Lunken Trail.

The Sierra Club agrees that connecting the Little Miami Trail to the Lunken Trail is a Primary Need for the SR 125/SR 32 focus area.

Linwood/Eastern Interchange Focus Area

Board 23 identifies 3 draft Primary Needs for the Linwood/Eastern Interchange focus area. Two of the Primary Needs are related to roadways, and one Primary Need addresses pedestrian and transit improvements.

Board 23 also identifies 2 draft Secondary Needs related to pedestrian and bicycle improvements, and 1 Secondary Need is related to transit improvements; all 3 of those Secondary Needs should be elevated to Primary Needs.

Address pedestrian safety issues crossing SR 125 at bus stops.

The Sierra Club agrees that this is a Primary Need in the Linwood/Eastern Interchange focus area.

US 50/Red Bank Interchange Focus Area

Board 23 identifies 1 draft Secondary Need related to transit improvements on Wooster Pike; this Secondary Need should be elevated to a Primary Need. ODOT should investigate other transit and active transportation improvements that can enhance mobility within the US 50/Red Bank Interchange focus area.

Board 24 identifies 7 draft Primary Needs for the US 50/Red Bank Interchange focus area. All seven Primary Needs are related to roadways:

Address eastbound PM peak-hour delays on US 50 from Red Bank Interchange to Meadowlark Lane.

This is not a priority or Primary Need in the US 50/Red Bank Interchange focus area. Peak hour commuter delays on certain road segments or at certain intersections may be unavoidable and will not be resolved by adding additional capacity and/or vehicular traffic to the corridor. ODOT should consider TSM improvements that do not require new or expanded roadway construction.

Address eastbound PM peak-hour queues at US 50/Wooster Pike/Meadowlark Lane.

This is not a priority or Primary Need in the SR 125/SR 32 focus area. Peak hour commuter delays on certain road segments or at certain intersections may be unavoidable and will not be resolved by adding additional capacity and/or vehicular traffic to the corridor. ODOT should consider TSM improvements that do not require new or expanded roadway construction.

US 50 Corridor Focus Area

Board 25 identifies 11 draft Primary Needs for the US 50 Corridor focus area. Ten of the 11 Primary Needs are related to roadways.

Address lane continuity to enhance safety and mobility on US 50 from Mariemont Square to Walton Creek Road.

The Sierra Club supports efforts to enhance the safety and mobility of active transportation modes in the US 50 Corridor focus area.

Address eastbound PM peak-hour delays on US 50 from Walton Creek Road to Newtown Road.

This is not a priority or Primary Need in the US 50 Corridor focus area. Peak hour commuter delays on certain road segments or at certain intersections may be unavoidable and will not be resolved by adding additional capacity and/or vehicular traffic to the corridor. ODOT should consider TSM improvements that do not require new or expanded roadway construction.

Address eastbound PM peak-hour and westbound AM peak-hour delays on US 50 from Plainville Road to Mariemont Square.

This is not a priority or Primary Need in the US 50 Corridor focus area. Peak hour commuter delays on certain road segments or at certain intersections may be unavoidable and will not be resolved by adding additional capacity and/or vehicular traffic to the corridor. ODOT should consider TSM improvements that do not require new or expanded roadway construction.

Address eastbound PM peak-hour and westbound AM peak-hour delays on US 50 from Watterson Road to Plainville Road.

This is not a priority or Primary Need in the US 50 Corridor focus area. Peak hour commuter delays on certain road segments or at certain intersections may be unavoidable and will not be resolved by adding additional capacity and/or vehicular traffic to the corridor. ODOT should consider TSM improvements that do not require new or expanded roadway construction.

Address eastbound PM peak-hour and westbound AM peak-hour delays on US 50 from Meadowlark Lane to Watterson Road.

This is not a priority or Primary Need in the US 50 Corridor focus area. Peak hour commuter delays on certain road segments or at certain intersections may be unavoidable and will not be resolved by adding additional capacity and/or vehicular traffic to the corridor. ODOT should consider TSM improvements that do not require new or expanded roadway construction.

Address overall intersection failure and capacity issues for northbound left-turn movement and westbound approach at US 50/Newtown Road.

This is not a priority or Primary Need in the US 50 Corridor focus area. Peak hour commuter delays on certain road segments or at certain intersections may be unavoidable and will not be resolved by adding additional capacity and/or vehicular traffic to the corridor. ODOT should consider TSM improvements that do not require new or expanded roadway construction.

Next Steps

We understand that ODOT will be convening stakeholder groups in the six focus areas to further develop Primary and Secondary Needs and to plan transportation improvements. Please reserve a seat for the Sierra Club in the stakeholder groups for ANCOR/SR 32 Hill, Village of Newtown and US 50 Corridor. We also look forward to participating in the other focus areas in some capacity.

We strongly encourage ODOT to invite our relevant regional transit authorities to participate in each of the six stakeholder groups.

Conclusion

The list of Primary Needs for Segments II/III should be revised to prioritize transit and active transportation improvements over new or expanded roadway construction. At a minimum, ODOT should elevate all of the 16 draft Secondary Needs related to transit, pedestrian and bicycle improvements to be considered as Primary Needs moving forward.

Thank you for considering our requests and comments. We look forward to actively participating in the development and implementation of a sustainable transportation plan for the Eastern Corridor. Please do not hesitate to contact us with any questions or concerns.

Sincerely,

Marilyn Wall
Miami Group Chair

Nathan G. Alley
Ohio Chapter Transportation Policy Coordinator



July 31, 2017

Ms. Marilyn Wall, Miami Group Chair
Mr. Nathan G. Alley, Ohio Chapter Transportation Policy Coordinator
Sierra Club
P.O. Box 8068
Cincinnati, Ohio 45208-0068

Reference: Eastern Corridor Segments II and III; PID 86462

Dear Ms. Wall and Mr. Alley:

Thank you very much for the substantive and thoughtful comments provided in your letter dated April 10, 2017 regarding the materials presented at the March 9, 2017 Eastern Corridor Segments II and III project Public Open House. Your comments will be beneficial as we continue to move forward with project development.

At this point in our study, we have identified transportation needs within the Eastern Corridor Segments II and III project area based on traffic data, as well as stakeholder comments from the Focus Area Workshops and online survey held in the Spring. These needs were presented at the Public Open House held March 9, 2017 for public review and comment. We have carefully reviewed your letter and provide the following responses to your comments regarding the list of primary and secondary needs:

- In general, any project which is advanced into preliminary design and receives federal funding, approval, or permits must comply with the National Environmental Policy Act (NEPA) and will require documentation to identify potential environmental impacts. In addition, any potential environmental impacts will be carefully analyzed and presented to the public before preferred solutions are implemented.
- Areas where capacity issues are identified are shown as Primary Needs because these areas are bottlenecks in the local transportation system. Transportation Systems Management (TSM) Solutions, including intersection and signal improvements, pavement striping, lane assignment changes, signage, and lighting, will be considered in addition to roadway construction options when exploring solutions to congestion-related transportation needs.
- In areas where safety improvements are identified as Primary Needs, measures to reduce traffic speed will be considered, in addition to roadway construction options, when exploring solutions to safety-related transportation needs.
- With regard to the secondary needs identified to improve transit, ODOT has limited authority over bus and rail projects. Local and regional partners have the authority to carry transit projects forward, and ODOT has offered and will continue to offer involvement as an advisory partner. ODOT does not receive sufficient eligible funding to evaluate transit expansion projects that require significant development or construction investment. SORTA will be invited to participate in

the stakeholder meetings moving forward, which affords the opportunity to plan improvements to the transit system concurrently with roadway network improvements.

- Finally, in response to the public comments received, we have reviewed the list of pedestrian and bicycle needs and have elevated the following Secondary Needs to Primary Needs:

ANCOR / SR 32 Hill

SR 32 / Mt. Carmel-Tobasco Road / Bells Lane Intersection

Need: Accommodate observed pedestrian traffic

As part of the SR 32 Improvements at Bells Lane project currently underway by the Clermont County Transportation Improvement District and Clermont County Engineer's Office (CLE-SR 32-0.63; PID 99839), pedestrian facilities will be added at the SR 32/Mt. Carmel-Tobasco Road Intersection. These improvements include a new crosswalk across SR 32 and a sidewalk along the east side of Mt. Carmel-Tobasco Road between Old SR 74 and SR 32.

SR 125 / SR 32

SR 32: Clough Pike to Newtown Corporation Limit

Need: Address pedestrian and bicycle connectivity from the Turpin Lake Subdivision to the Little Miami Trail

The need for a pedestrian/bicycle connection from the Turpin Lake Subdivision to the Little Miami Trail was elevated to a primary need to protect the safety of pedestrians and bicyclists who cross SR 32 to access the new trail between the Little Miami Golf Center and SR 32.

Linwood / Eastern Interchange

Wooster Road: Beechmont Circle to Red Bank Road

Need: Address bicycle connectivity

The need for bicycle connectivity on Wooster Road between Beechmont Circle and Red Bank Road was elevated to a primary need because it is within an area that is part of the Ohio to Erie Trail (OTET), also known as Ohio Route 1 in Ohio. The OTET is a primarily off-street recreational trail that extends 326 miles from Cincinnati to Cleveland. In the near future, the OTET will become part of proposed U.S. Bike Route 21 of the U.S. Bicycle Route system, which will include bike routes in Georgia, Tennessee, Kentucky, and Ohio.

US 50 Corridor

US 50: Mariemont Square to Walton Creek Road

Need: Address bicycle connectivity from Mariemont to Little Miami Trail

US 50: Walton Creek Road to Newtown Road

Need: Address bicycle connectivity from Mariemont to Little Miami Trail

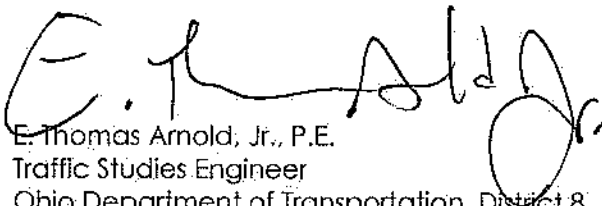
Need: Address pedestrian connectivity to businesses on south side of US 50

Bike connections between Mariemont Square and Newtown Road along US 50 have been elevated to primary needs because they are part of the OTET and will become part of proposed U.S. Bike Route 21, described above. The need for pedestrian connectivity to businesses on the south side of US 50 also has been elevated to a primary need in order to support economic development in this area, which includes an emerging entertainment district.

During the next project phase, the project team and the Focus Area stakeholder groups will explore solutions to the identified transportation needs. Although the composition of the stakeholder groups has not been identified to date, we anticipate inviting individuals to participate in these groups in the coming months. As an important stakeholder for the Eastern Corridor Project, we hope that you will be able to participate as a member of a stakeholder group. We will be in touch as these groups are formed and we have more information regarding the stakeholder meeting dates.

Again, we appreciate your input into this important project.

Sincerely,

A handwritten signature in black ink, appearing to read "E. Thomas Arnold, Jr.", written over the printed name and title.

E. Thomas Arnold, Jr., P.E.
Traffic Studies Engineer
Ohio Department of Transportation, District 8
505 S. State Route 741
Lebanon, Ohio 45036

Mariemont Preservation Letter & ODOT Response



Mariemont Preservation Foundation • 3919 Plainville Road • Mariemont • Ohio 45227-3201 Tel: (513) 272-1166

Mariemontpreservation.org

April 9, 2017

Thomas Arnold Jr., P.E.
Traffic Studies Engineer, District 8
Ohio Department of Transportation
505 South State Route 741
Lebanon, OH 45036

Dear Mr. Arnold:

The Mariemont Preservation Foundation is writing to express concerns regarding the information presented at the Eastern Corridor Public Open House on March 9, 2017 for segments II/III. Presentation Board 25 (attached) states that lane continuity on US 50 through the Village will be addressed, as well as traffic capacity and peak-hour delays. Modifications to the original town planning, which contributes to Mariemont's historical significance, are unacceptable. No green space, parks, or trees should be sacrificed to facilitate traffic.

The Village of Mariemont is designated as a National Historic Landmark. The National Historic Preservation Act of 1966 requires agencies to take into account the effects of their actions on historic properties. Also, a higher standard of care must be exercised when an agency proposes an undertaking that may directly and adversely impact a National Historic Landmark. Changes to US 50 through the Village, as well as modifications to other streets, will result in adverse effects.

Any work that occurs on US 50 and other streets in the Village of Mariemont needs to take into account that famed town planner John Nolen carefully laid out the streets, as well as the parks and green space. So integral to his design was US 50, that he changed its route through the Village. Architecture writer Philip Langdon wrote: "Where the Wooster Pike (US 50) enters Mariemont, the road broadens into a beautiful tree-lined boulevard. A few blocks later the boulevard brings traffic through a Tudor-style business district in the center of town. Traffic is diverted from its stringent line by a square in the town center. Mariemont, though it has no greenbelts on most of its borders, nonetheless makes a memorable impression, standing out from the rest of suburban Cincinnati."

Dale Park at the intersection of US 50 and Plainville is also part of the original design of Mariemont. The National Park Service has stated that Mariemont has an unusually high degree of historical integrity. In the National Historic Landmark designation, streets, roads, parks, and mature trees are noted as contributing factors. John Nolen's town planning and landscape design for Mariemont included very specific intentions for planting of trees to provide naturalistic elements in keeping with

the English Garden City planning conventions, as well as the American City Beautiful movement. Beech trees in the area where US 50 splits are one of the largest stands of mature Beech trees found in an urban area anywhere in the U.S. The American Planning Association recognized Mariemont's special character when they designated it as one of the 10 Great Neighborhoods in 2008:

"The American Planning Association (APA) is designating Mariemont one of 10 Great Neighborhoods for 2008 given the village's unique character, compact and walkable design, and strong citizen participation and engagement. The automobile is a consideration, not a focus, in Mariemont. In fact, the original traffic-calming design of U.S. Highway 50 — which bisects the village — remains in place, allowing pedestrians to confidently and safely navigate the entire town. Streets in Mariemont are not just conduits for vehicles, but serve as integrated space that accommodates pedestrians and bicyclists as well as cars ... Mariemont is both a prized artifact and a vital, living embodiment of the value and benefits that sound planning principles return to multiple generations and lifetimes."

Mariemonters are proud of their unique Village and the Mariemont Preservation Foundation does not support any changes that will compromise the integrity of John Nolen's design or adversely affect our National Historic Landmark community.

Please make this letter part of the permanent record.

Sincerely,

A handwritten signature in dark ink, appearing to read "Joseph Stoner". The signature is fluid and cursive, with the first name "Joseph" written in a larger, more prominent script than the last name "Stoner".

Joseph Stoner

President, Mariemont Preservation Foundation

CC:

Elizabeth Merritt, Deputy General Counsel, National Trust for Historic Preservation

Geoffrey Burt, National Park Service

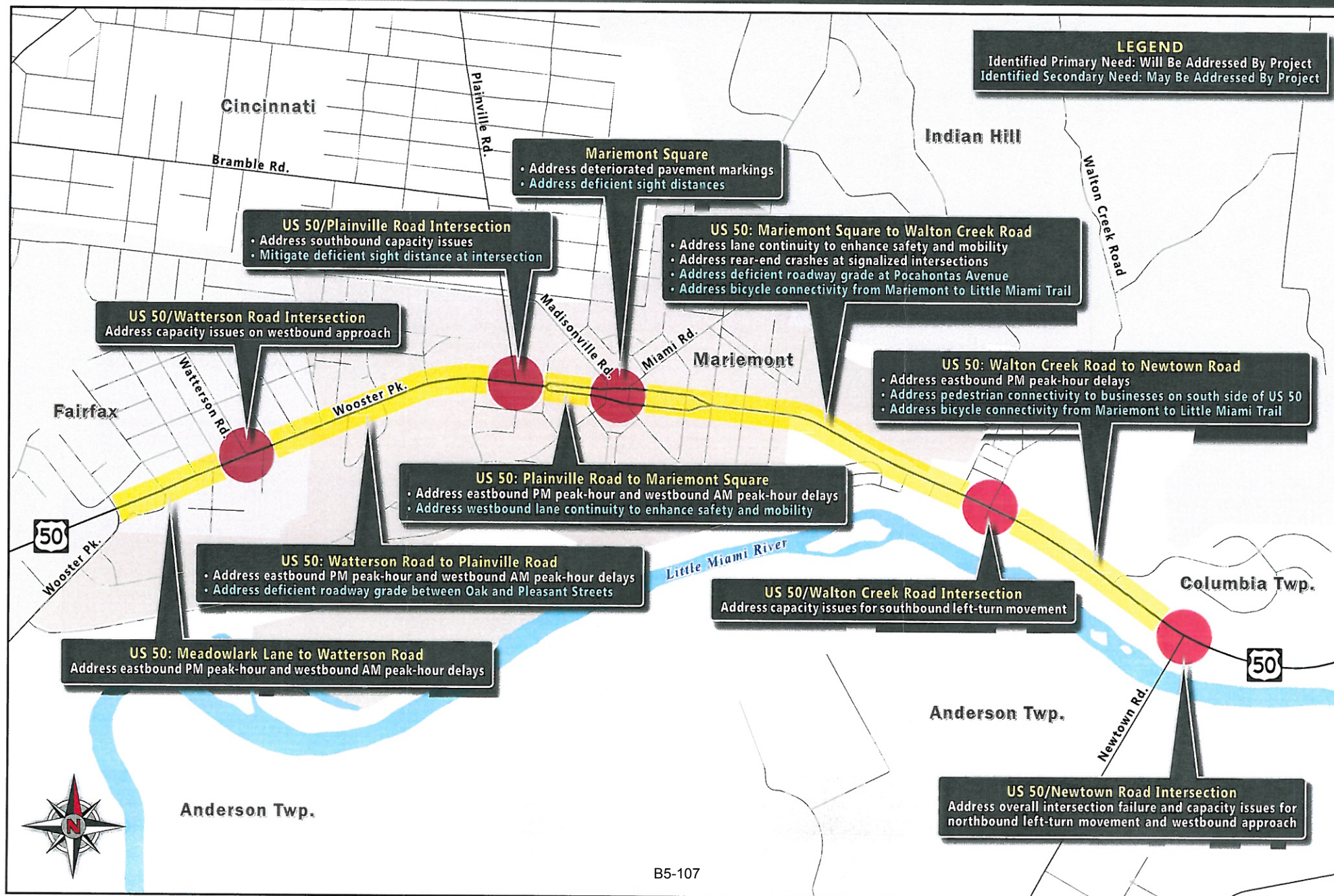
Joyce Barrett, Executive Director, Heritage Ohio

Paul Muller, AIA, Executive Director, Cincinnati Preservation Association

Mayor Policastro

Eastern Corridor Segments II and III

US 50 Corridor Focus Area





OHIO DEPARTMENT OF TRANSPORTATION

John R. Kasich, Governor

Jerry Wray, Director

District 8

505 S. State Route 741, Lebanon, OH 45036

513-933-6568

transportation.ohio.gov

July 31, 2017

Mr. Joseph Stoner, President
Mariemont Preservation Foundation
3919 Plainville Road
Mariemont, Ohio 45227-3201

Reference: Eastern Corridor Segments II and III; PID 86462

Dear Mr. Stoner:

Thank you very much for the substantive and thoughtful comments provided in your April 9, 2017 letter regarding the materials presented at the March 9, 2017 Eastern Corridor Segments II and III project Public Open House. Your comments will be beneficial as we continue to move forward with project development.

At this point in our study, we have identified transportation needs within the Eastern Corridor Segments II and III project area based on traffic data, as well as stakeholder comments from the Focus Area Workshops and online survey held in the Spring. These needs were presented at the Public Open House. As your letter correctly notes, the project team identified the need to reduce congestion through Mariemont Square, as well improve safety in this area. In light of your concerns, we have reviewed the traffic and crash data and have made several changes to the needs identified for the roadway segments in this area. In addition to the roadway need changes, the project team elevated the need to address bicycle connectivity from Mariemont to Little Miami Trail from secondary to primary as a result of the comments received at the Public Open House.

The revised primary and secondary needs are shown on the attached figure. During the next project phase, the project team and the US 50 Corridor Focus Area stakeholder group will explore solutions to these transportation needs. We appreciate your concern that any recommended improvements to US 50 and other streets in the Village of Mariemont should consider the historical significance of the Village and its important status as a National Historic Landmark. We will continue to be mindful of the historical significance of the Village when exploring transportation improvements for this area.

Excellence in Government

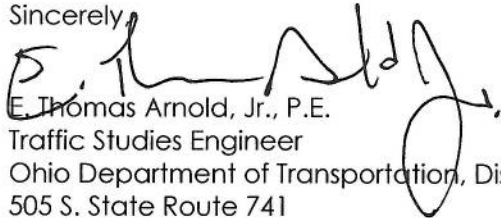
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Although the composition of the stakeholder groups has not been identified to date, we anticipate inviting individuals to participate in these groups in the coming months. As an important stakeholder in the Mariemont area, we hope that you will be able to participate as a member of the US 50 Corridor Focus Area stakeholder group. We will be in touch as these groups are formed and we have more information regarding the stakeholder meeting dates.

Again, we appreciate your input into this important project.

Sincerely,



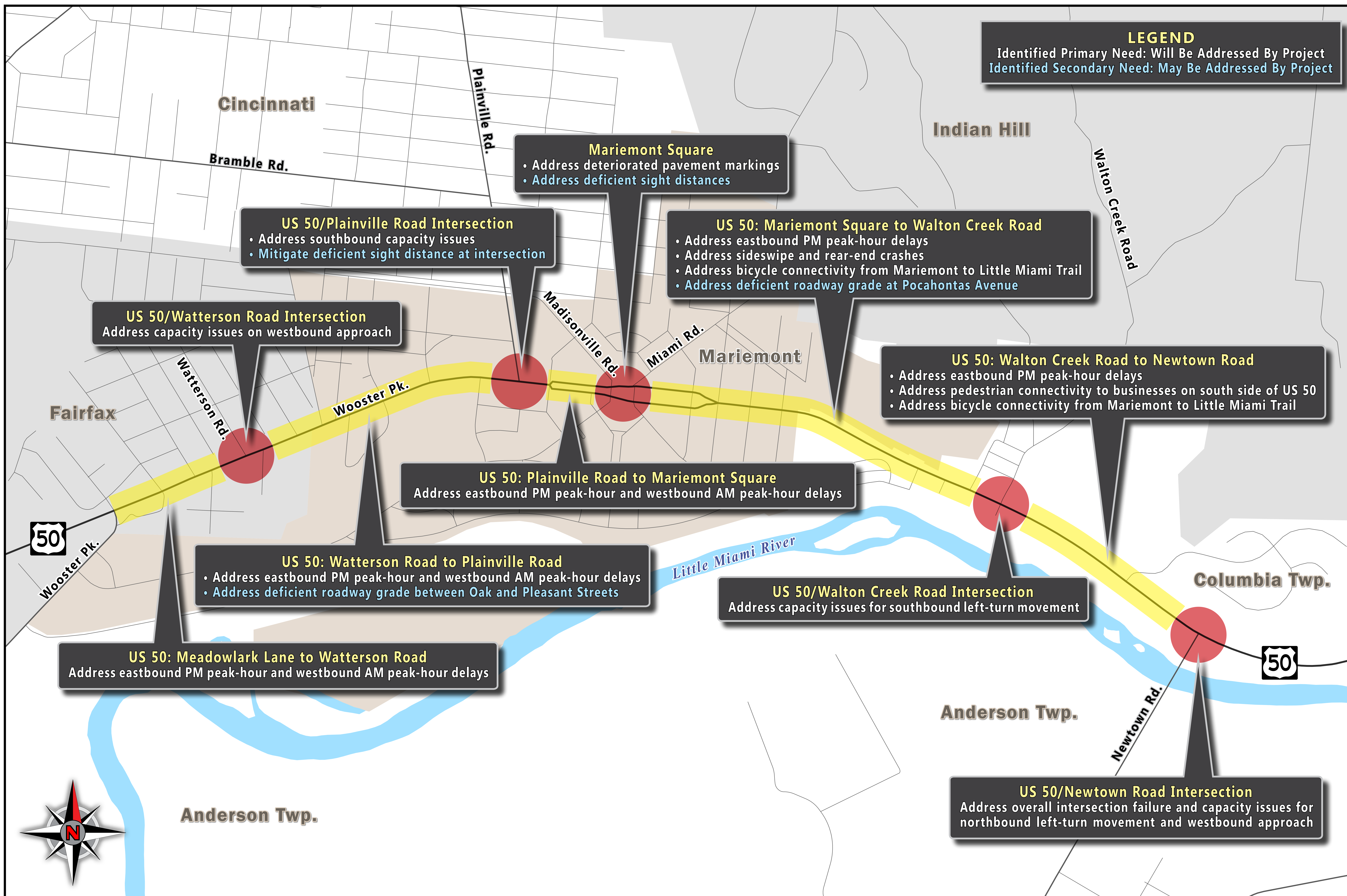
E. Thomas Arnold, Jr., P.E.
Traffic Studies Engineer
Ohio Department of Transportation, District 8
505 S. State Route 741
Lebanon, Ohio 45036

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 11, 2015, and executed by FHWA and ODOT.



Eastern Corridor Segments II and III

US 50 Corridor Focus Area



Anderson Township Email & ODOT Response

From: Sievers, Steve [<mailto:SSievers@AndersonTownship.org>]
Sent: Monday, April 10, 2017 4:56 PM
To: Arnold, E <Tom.Arnold@dot.ohio.gov>
Cc: Earhart, Vicky <VEarhart@AndersonTownship.org>; Drury, Paul <PDrury@AndersonTownship.org>; Shelley, Richard <RShelley@AndersonTownship.org>
Subject: Eastern Corridor Segments II & III Comments

Hi Tom –

As an attendee at ODOT's March 9th Eastern Corridor Open House in Newtown, I wanted to follow up with a few comments on what was presented that evening. I'm happy to format this into the comment form if you'd like (I guess this would fit into Question 2). I live and work in Anderson Township, and offer these as a representative of the Township.

The information presented at the open house offers suggestions for improved signalization, additional turn lanes, restriping and other traffic management solutions be part of this "new solution". The Township certainly agrees with this "system management" approach, and has demonstrated this for years through significant roadway, bicycle, pedestrian, and transit improvements, consistent with the Eastern Corridor goals, which help provide options to travel in our community.

As ODOT proceeds in a new direction for these segments of the Eastern Corridor, we urge for the consideration of three major improvements in the valley. First of which, per Board 20, is a connector roadway linking the northeast portion of our community (the "Ancor Area") to State Route 32 and the rest of the transportation grid. This is essential to not only heighten the development potential of the Ancor Area, but we believe will alleviate truck traffic and congestion in Newtown (Board 21).

Second, also on Board 20, entails the realignment of the Eight Mile Road/ State Route 32 intersection. This is a critical intersection along SR 32 and one that has been plagued by delay and safety concerns through the years. Like the Ancor Connector, improvement of this intersection will also spur economic development in the immediate area, and provide a continuation of the best north-south link in our community via a connection to Eight Mile Road. Therefore, this is a key priority for this important area of Anderson Township.

Third, on Board 22, a key piece of non-motorized infrastructure for our region is the final connection of the Little Miami Scenic Trail through the SR 125/SR 32 interchange, over the Little Miami River, and connecting into the Lunken Airport/Armleder Park Trail network. As those networks ultimately provide a link towards Downtown Cincinnati, this will help link the more than 80 miles of LMST to Cincinnati. Anderson Township has been an active supporter of this connection, including being a major sponsor of the most recently opened section of the Trail in 2016.

While the recent focus of the Eastern Corridor has been the SR 32 corridor, which lies at the far northern part of our community and removed from many of our residents and businesses, the future direction of this effort plays a key role in the development

and transportation network in our community. We have valued the opportunity to be involved in this process, with ODOT and others. The consideration of the Township's desire for the focus on the aforementioned three critical areas is appreciated, and we look forward to working with all parties on the future of the Eastern Corridor program.

Thank you,
Steve

Steve E. Sievers, AICP
Assistant Administrator for Operations
Anderson Township
7850 Five Mile Road
Anderson Township, OH 45230
Voice: (513) 688-8400
Fax: (513) 231-2967
Web: www.AndersonTownship.org
Facebook: www.facebook.com/AndersonTownshipOhio

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OHIO DEPARTMENT OF TRANSPORTATION

John R. Kasich, Governor

Jerry Wray, Director

District 8

505 S. State Route 741, Lebanon, OH 45036

513-933-6568

transportation.ohio.gov

July 31, 2017

Mr. Steve E. Sievers, AICP
Assistant Administrator for Operations
Anderson Township
7850 Five Mile Road
Anderson Township, Ohio 45230

Reference: Eastern Corridor Segments II and III; PID 86462

Dear Mr. Sievers:

Thank you very much for the thoughtful and substantive comments provided in your April 10, 2017 email regarding the materials presented at the Eastern Corridor Segments II and III project Public Open House held March 9, 2017. The information you provided will be beneficial as we move into the next phase of this project, during which the project team and stakeholder groups will develop solutions to the identified transportation needs.

Although the composition of the stakeholder groups has not been identified to date, we anticipate inviting individuals to participate in these groups in the coming months. We hope that you and/or other representatives of Anderson Township will be able to participate as members of the ANCOR/SR 32 Hill, Village of Newtown and SR 125 / SR 32 Focus Area stakeholder groups. We will be in touch as these groups are formed and we have more information regarding the stakeholder meeting dates.

Again, we appreciate your attendance at the Public Open House and your continued input into this important project.

Sincerely,

A handwritten signature in black ink, appearing to read 'E. Thomas Arnold, Jr.'.

E. Thomas Arnold, Jr., P.E.
Traffic Studies Engineer
Ohio Department of Transportation, District 8
505 S. State Route 741
Lebanon, Ohio 45036

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 11, 2015, and executed by FHWA and ODOT.

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B5-114

Burger Farm and Garden Center Email & ODOT Response

Feedback form submission

Eastern Corridor Feedback [noreply@easterncorridor.org]

Sent: 3/16/2017 7:39 AM

To: EasternCorridor@easterncorridor.org

Project : Section II & III

Hello, Enjoyed the presentation you did on this section last week at MVCA. I thought the information was laid out well and informative. As the owner of Burger Farm and Garden, 7849 Main St, (RT32), I would like to once again inform you of our proposed development plans of 40 acres we have. We are in the process of closing our CD&D landfill and plan to immediately develop the property by building several attractions over the course of the next 2 to 15 years. These attractions include a 10,000 sq ft event/wedding/conference center, a 58,000 sq ft hard court sports complex, a large indoor field sports dome and expanding our current fall festival in hopes of doubling our attendance numbers to 60,000 people over the course of five weekends in the fall. All of this of course means even more traffic and more people making left turns into our establishment. We believe it would be advantageous to plan for a left turn lane into Burger Farm and also another one into what is currently our entrance to Burger Environmental which will be an additional entrance for one of the sports complexes. We would be glad to discuss these plans further if requested. Thanks for time and consideration, Ken Burger

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505 S. State Route 741, Lebanon, OH 45036

513-933-6568

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July 31, 2017

Mr. Ken Burger, Owner
Burger Farm and Garden Center
7849 Main Street
Newtown, Ohio 45244

Reference: Eastern Corridor Segments II and III; PID 86462

Dear Mr. Burger:

Thank you very much for the substantive comments you provided at the March 9, 2017 Eastern Corridor Segments II and III project Public Open House. The information you provided regarding Burger Farm and Garden Center's proposed development plans will be beneficial as we continue to move into the next phase of this project, during which the project team and stakeholder groups will develop solutions to the identified transportation needs.

Although the composition of the stakeholder groups has not been identified to date, we anticipate inviting individuals to participate in these groups in the coming months. As an important business owner in the Newtown area, we hope that you will be able to participate as a member of the ANCOR / SR 32 Hill Focus Area stakeholder group. We will be in touch as these groups are formed and we have more information regarding the stakeholder meeting dates.

Again, we appreciate your attendance at the Public Open House and your input into this important project.

Sincerely,

A handwritten signature in black ink, appearing to read 'E. Thomas Arnold, Jr.'.

E. Thomas Arnold, Jr., P.E.
Traffic Studies Engineer
Ohio Department of Transportation, District 8
505 S. State Route 741
Lebanon, Ohio 45036

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