



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

**October 24 and 25, 2018 Public Open House  
CONCEPT EVALUATION and COMMENT SUMMARY**

---

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

February 2019

CONCEPT EVALUATIONS  
And  
COMMENTS RECEIVED

**SR 125/SR 32 FOCUS AREA**

# SR 125/SR 32 FOCUS AREA CONCEPTS A1 AND A2, BOARD 3



## Eastern Corridor Segments II and III SR 125/SR 32 Focus Area



### Straighten "S" Curve on SR 32

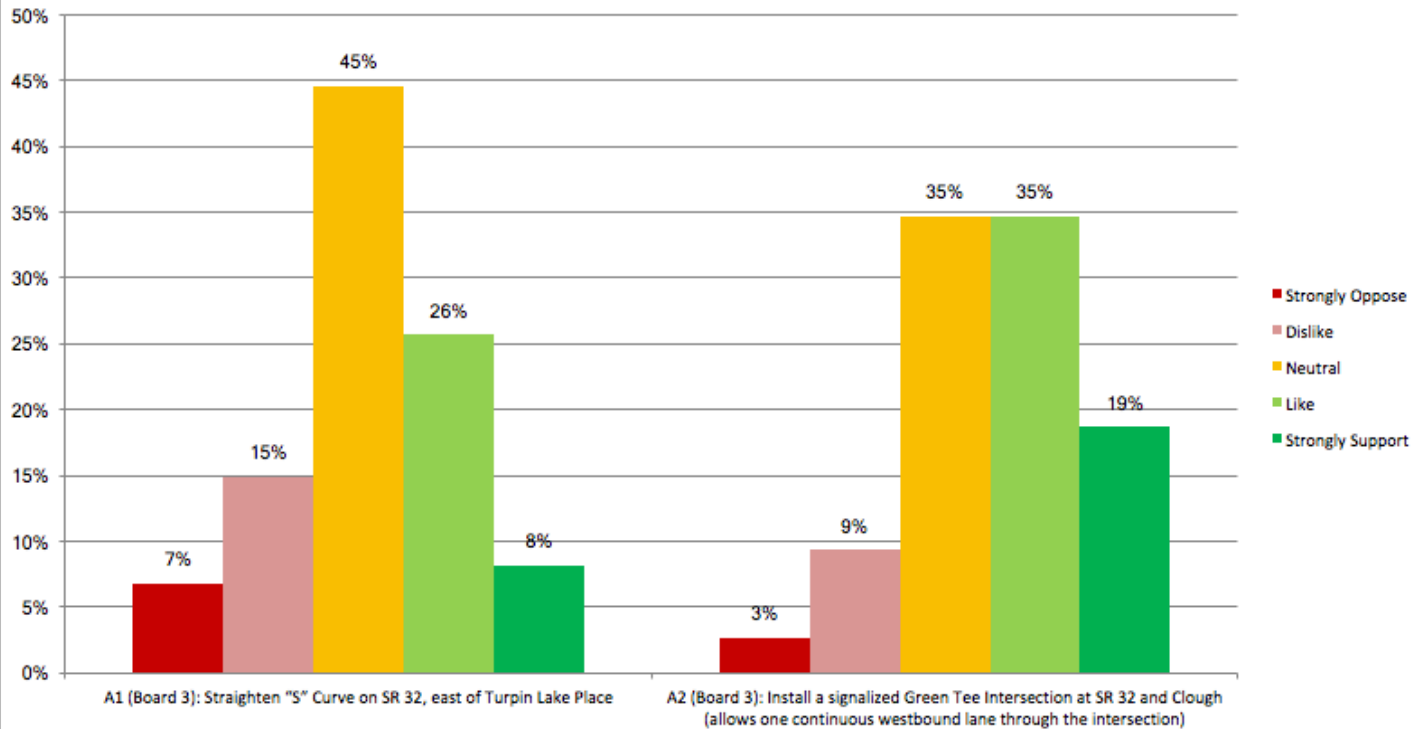
- \$1.8M to \$2.5M construction cost
- New R/W needed from 5 Parcels; no buildings impacted
- Straighten SR 32 for improved safety
- Raise roadway to prevent flooding
- Sensitive archaeological area
- Complements pedestrian underpass, alternative A8



### Signalized Green Tee Intersection at SR 32 and Clough

- \$1.6M to \$2.4M construction cost
- New R/W needed from 21 parcels; no buildings impacted
- Reduce AM peak delays by approximately 70%; reduce PM peak delays by approximately 25%
- Add center turn lane from Speedway to Clough
- SR 32 westbound thru lane bypasses signal

## Concepts A1 and A2



	STRONGLY OPPOSE	DISLIKE	NEUTRAL	LIKE	STRONGLY SUPPORT	TOTAL
A1 (Board 3): Straighten "S" Curve on SR 32, east of Turpin Lake Place	6.76% 5	14.86% 11	44.59% 33	25.68% 19	8.11% 6	74
A2 (Board 3): Install a signalized Green Tee Intersection at SR 32 and Clough (allows one continuous westbound lane through the intersection)	2.67% 2	9.33% 7	34.67% 26	34.67% 26	18.67% 14	75

### COMMENTS and RESPONSES FOR CONCEPT A1: Straighten "S" curve on SR 32, east of Turpin Lake Place

NO.	COMMENT	RESPONSE
1	A1 and A2 encourage speeding through an already fast road. Pedestrian improvements and speed-encouraging improvements are incompatible.	Thank you for your input. If concept A1 were to be advanced, improvements for bicyclists and pedestrians would be limited to providing a safer connection to the bike trail that already runs alongside SR 32 in this area. Currently, this shared-use path is separated from the road by approximately 40 feet. This distance would be maintained if adjustments were to be made to the alignment of the road. Concept A2 is not currently designed to include bicycle/pedestrian improvements because the shared-use path is outside of the proposed project limits. Your comments will be considered as we develop our recommendations.



NO.	COMMENT	RESPONSE
2	A1 seems unnecessary for cost.	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
3	<p><i>Received via email:</i></p> <p>I question if straightening the S curve on SR 32 is a high priority and is worth the cost. It is not that severe a curve. Improving the intersection of Clough and SR 32 is certainly a higher priority and will have more impact. Raising the roadway along that entire section so it doesn't flood and get closed during high water would be helpful. That would need to include doing something about the underpass which easily floods at the SR 32 and SR 125 intersection.</p>	<p>Thank you for your input. One of the primary reasons this concept was proposed was to raise the road out of the floodplain at this location. However, the cost of the project is a concern. When considering next steps, we will be evaluating project benefits vs. the cost as well as public comments before making our final recommendations.</p> <p>We have also been looking at options to address the flooding on the ramp from SR 125 to SR 32. After exploring possible solutions in consultation with the Advisory Committee, we have decided to advance a concept to install a drainage backflow preventer and make some grading adjustments around the bike path to reduce the frequency of flooding under the bridge. These efforts will be incorporated into the Little Miami Scenic Trail (LMST) Beechmont Bridge project (PID 107295) that is scheduled for construction in 2021.</p> <p>Your comments will be considered as we develop our recommendations.</p>

#### COMMENTS and RESPONSES FOR CONCEPT A2:

#### Install a signalized Green Tee intersection at SR 32 and Clough (allows one continuous westbound lane through the intersection)

NO.	COMMENT	RESPONSE
1	A1 and A2 encourage speeding through an already fast road. Pedestrian improvements and speed-encouraging improvements are incompatible.	Thank you for your input. If concept A1 were to be advanced, improvements for bicyclists and pedestrians would be limited to providing a safer connection to the bike trail that already runs alongside SR 32 in this area. Currently, this shared-use path is separated from the road by approximately 40 feet. This distance would be maintained if adjustments were to be made to the alignment of the road. Concept A2 is not currently designed to include bicycle/pedestrian improvements because the shared-use path is outside of the proposed project limits. Your comments will be considered as we develop our recommendations.
2	<p><i>Received via email:</i></p> <p>SR 32 and Clough intersection: I am not sure what a Green T intersection is. Adding a lane between Clough intersection and</p>	<p>Thank you for your email.</p> <p>A Green Tee intersection is a three-way intersection that allows one direction of main line through-traffic to pass through a signalized intersection without stopping (the</p>

NO.	COMMENT	RESPONSE
	<p>Speedway is a good idea which will definitely help west bound traffic. Not sure it will do much to help eastbound SR 32 traffic which will still need to wait at the light. The money allocated to the A1 section above (straightening S curve) might be better used to create a ramp from west bound Clough onto Westbound SR 32.</p>	<p>top side of the "T"), while all other traffic movements would be signalized. At this location, the westbound traffic on SR 32 would bypass the signal.</p> <p>An earlier concept did review adding a ramp from westbound Clough to westbound SR 32 that was grade separated, but the Advisory Committee did not advance this alternative due to higher cost compared to the Green Tee and the Green Tee also allows for a left turn from westbound SR 32 to eastbound Clough, which is currently a prohibited movement.</p> <p>We appreciate your other comments and will take them into consideration as we develop our recommendations.</p>

## SR 125/SR 32 FOCUS AREA CONCEPTS A3 AND A4, BOARD 4

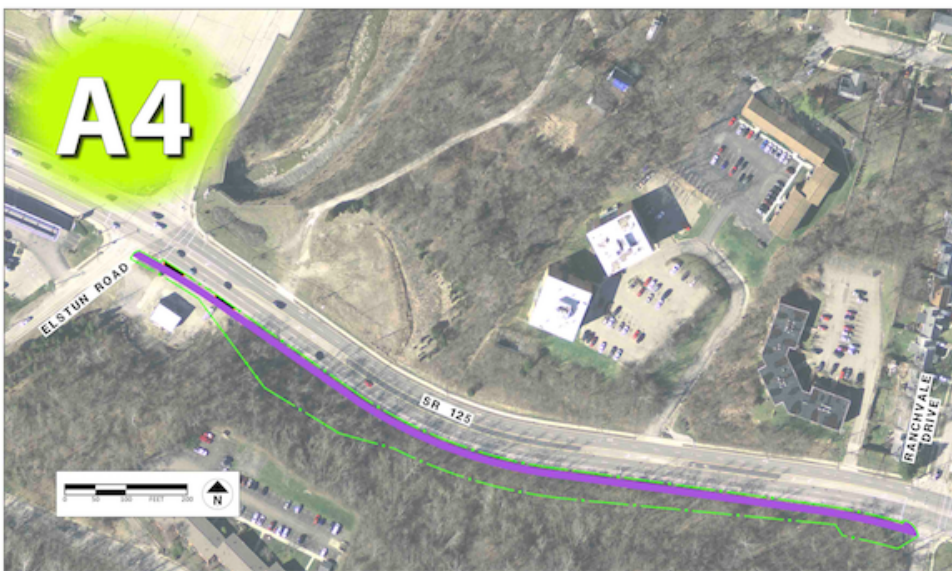


### Eastern Corridor Segments II and III **SR 125/SR 32 Focus Area**



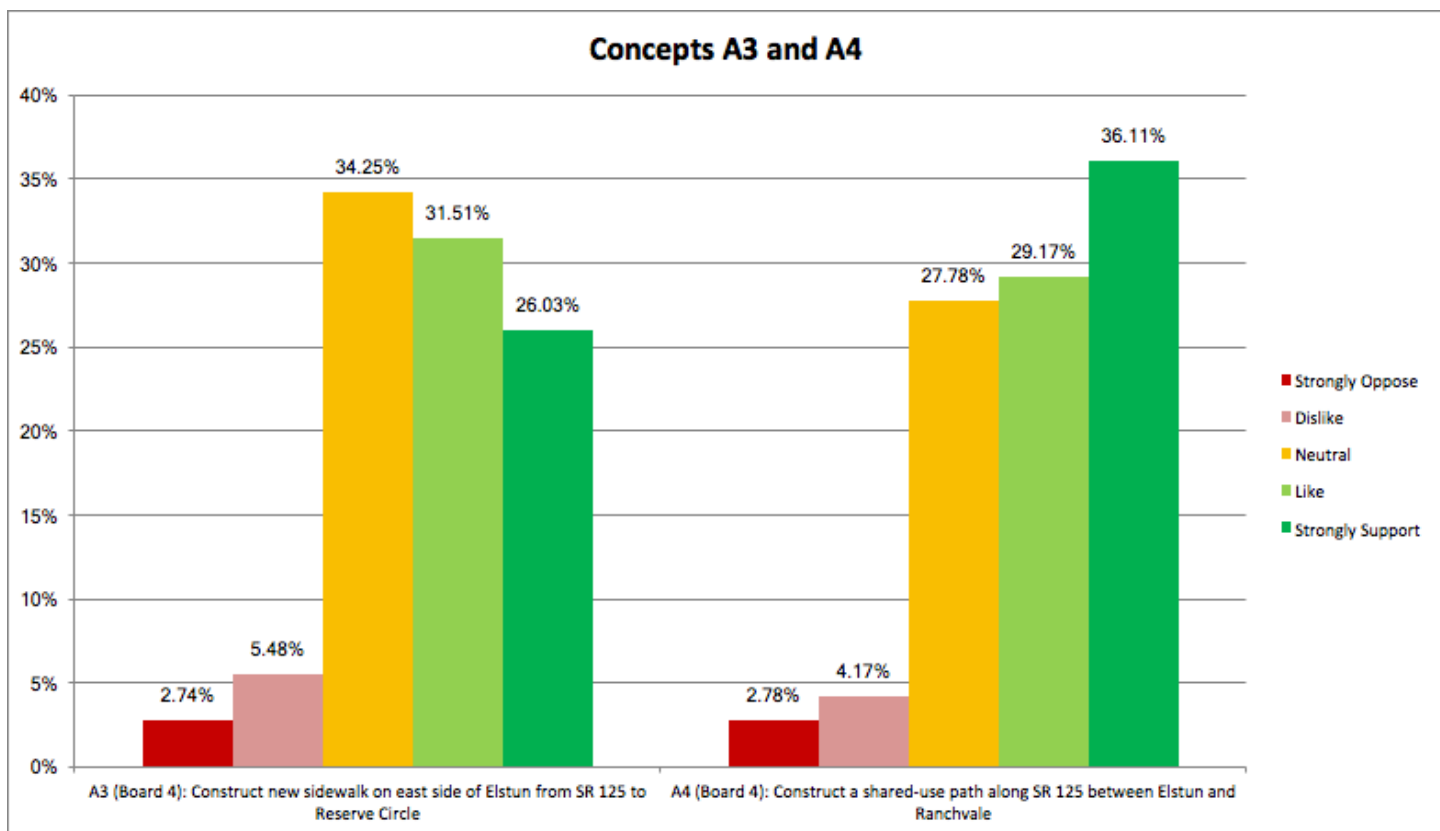
#### **New Sidewalk from SR 125 to Reserve Circle**

- \$50,000 construction cost
- New R/W needed from 2 parcels; no buildings impacted
- Sidewalk to connect residential properties to Metro bus stop



#### **Shared-Use Path Along SR 125 Between Elstun and Ranchvale**

- \$140,000 to \$200,000 construction cost
- New R/W needed from 15 parcels; no buildings impacted
- Improve safety for bicyclists riding up the SR 125 hill



	STRONGLY OPPOSE	DISLIKE	NEUTRAL	LIKE	STRONGLY SUPPORT	TOTAL
A3 (Board 4): Construct new sidewalk on east side of Elstun from SR 125 to Reserve Circle	2.74% 2	5.48% 4	34.25% 25	31.51% 23	26.03% 19	73
A4 (Board 4): Construct a shared-use path along SR 125 between Elstun and Ranchvale	2.78% 2	4.17% 3	27.78% 20	29.17% 21	36.11% 26	72

#### COMMENTS and RESPONSES FOR CONCEPT A3:

##### Construct new sidewalk on east side of Elstun from SR 125 to Reserve Circle

NO.	COMMENT	RESPONSE
1	A3 - Minor construction cost for major pedestrian safety improvement for residents on Elstun.	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

**COMMENTS and RESPONSES FOR CONCEPT A4:****Construct a shared-use path along SR 125 between Elstun and Ranchvale**

NO.	COMMENT	RESPONSE
1	A4 - Not a need.	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
2	A4 - This stretch of road is unsafe for pedestrians and bike riders because of high speed of traffic through the corridor that is encouraged by the "highway feel" of the large neighborhood roadway.	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
3	I am very concerned about the shared use path along Beechmont Avenue between Elstun Road and Ranchvale requiring additional right of way. Currently, a bike lane and buffer are paved. Why can the curb not be moved inward, and use the existing right-of-way? I also have a large concern about nothing being done to calm traffic at the intersection of Elstun and Beechmont.	<p>Thank you for your input.</p> <p>The purpose of this proposed path is to provide slower-moving bicyclists and pedestrians with safer space to travel in. While a bike lane is currently provided, it has been noted that only seasoned bicyclists are comfortable using it due to the grade and proximity to traffic. The shared-use path offset from the roadway could provide a more family-friendly connection.</p> <p>ODOT and the Advisory Committee members share your concerns about traffic at Elstun and Beechmont. Due to near-term redevelopment discussions at the Skytop site, it was not prudent to make changes at this intersection without understanding new traffic demands and patterns. Though concepts are not being advanced as part of the Eastern Corridor series of projects, it remains an issue that Anderson Township and other local jurisdictions will be looking to address as redevelopment plans are finalized.</p> <p>Your comments will be considered as we develop our recommendations.</p>



## SR 125/SR 32 FOCUS AREA CONCEPTS A5 AND A6, BOARD 5

### The Eastern Corridor BOARD 5

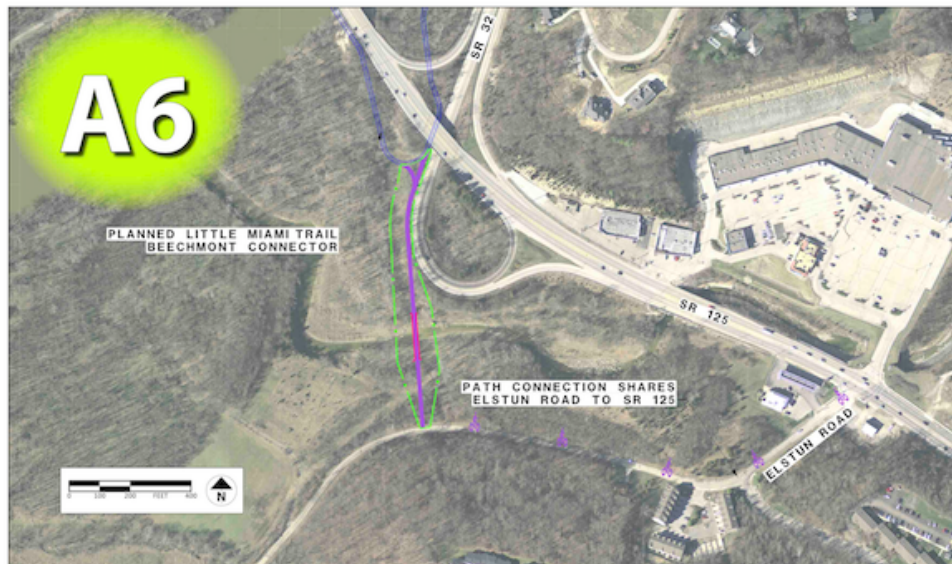
### Eastern Corridor Segments II and III SR 125/SR 32 Focus Area

#### Alternatives to address pedestrian and bicycle connectivity from Elstun Road to the Little Miami Trail



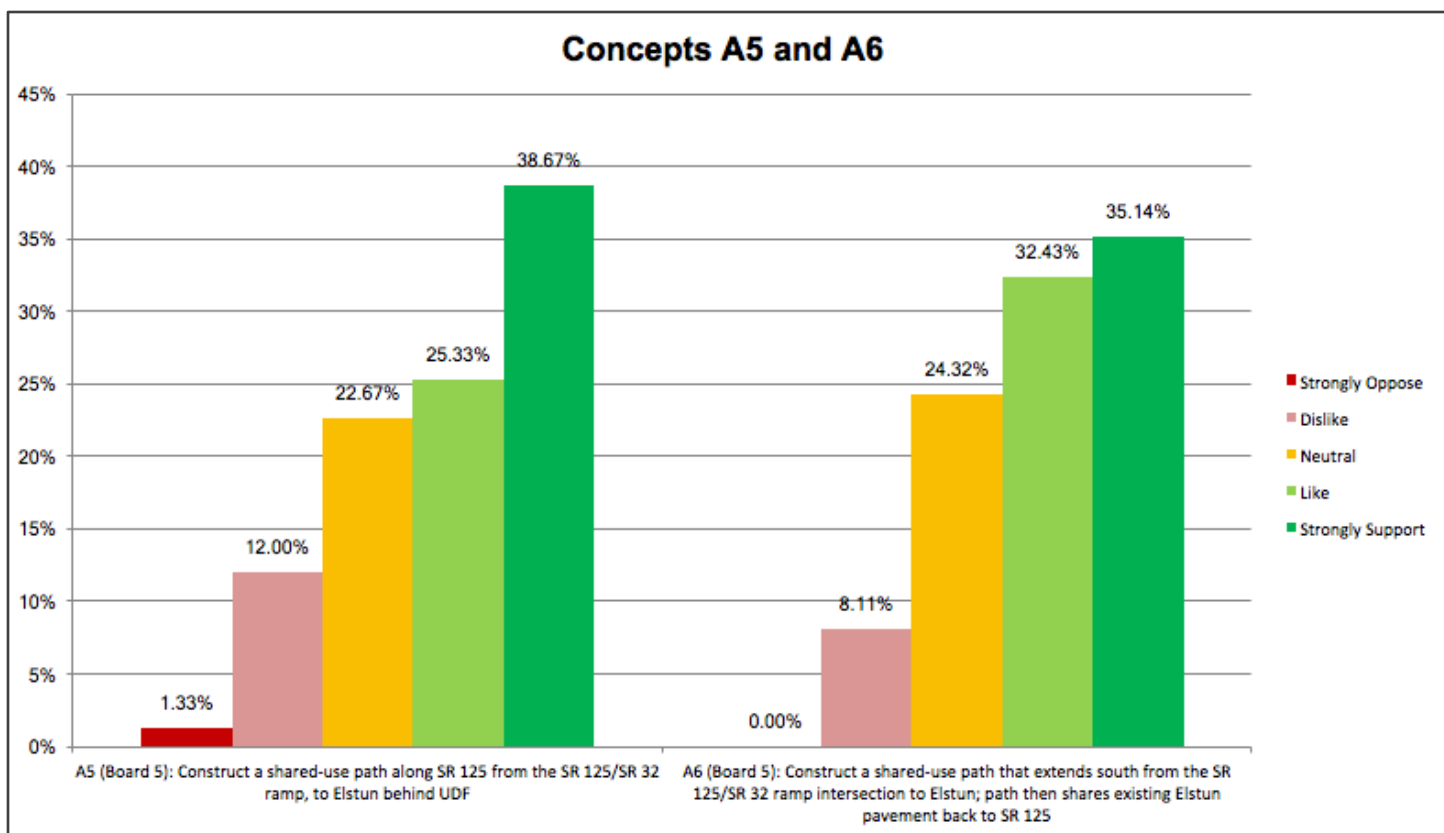
#### Shared-Use Path Along SR 125

- \$770,000 to \$1.2M construction cost
- New R/W needed from 3 parcels; no buildings impacted
- New bridge over Clough Creek



#### Shared-Use Path Using Elstun

- \$360,000 to \$550,000 construction cost
- New R/W needed from 2 parcels; no buildings impacted
- Sensitive archaeological area
- New bridge over Clough Creek
- Path shares existing Elstun Road pavement with traffic



	STRONGLY OPPOSE	DISLIKE	NEUTRAL	LIKE	STRONGLY SUPPORT	TOTAL
A5 (Board 5): Construct a shared-use path along SR 125 from the SR 125/SR 32 ramp, to Elstun behind UDF	1.33% 1	12.00% 9	22.67% 17	25.33% 19	38.67% 29	75
A6 (Board 5): Construct a shared-use path that extends south from the SR 125/SR 32 ramp intersection to Elstun; path then shares existing Elstun pavement back to SR 125	0.00% 0	8.11% 6	24.32% 18	32.43% 24	35.14% 26	74

#### COMMENTS and RESPONSES FOR CONCEPT A5:

##### Construct a shared-use path along SR 125 from the SR 125/SR 32 ramp, to Elstun behind UDF

NO.	COMMENT	RESPONSE
1	A5 - Why is this connection needed?	Thank you for your question. The purpose of this connection is to provide bicyclists and pedestrians with a safe connection between Elstun and the Little Miami Trail without needing to travel with vehicular traffic on SR 125.
2	Prefer A5 over A6 to make direct connection to Beechmont bike lanes.	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
3	A5 and A6 - Providing a connection to the Ohio River bike trail network would allow an entire neighborhood to access this bikeway without vehicle travel. Major quality of life improvement and opens the	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

NO.	COMMENT	RESPONSE
	door for potential bicycle commuting. A5 would be more accessible and safer to use.	
4	Connecting the bottom of the Beechmont hill (i.e. UDF, Skytop Pavilion area) to Lunken/Little Miami Trail is most desired to keep cycling off of Beechmont levee and ramps to/from Route 32.	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations. Based on public comment and Advisory Committee discussions, Concept A6, discussed below, was revised to provide a separate shared-use path connection along Elstun.

#### **COMMENTS and RESPONSES FOR CONCEPT A6:**

**Construct a shared-use path that extend south from the SR 125/SR 32 ramp intersection to Elstun; path then shares existing Elstun pavement back to SR 125**

NO.	COMMENT	RESPONSE
1	Prefer A5 over A6 to make direct connection to Beechmont bike lanes.	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
2	<p>A5 and A6 - Providing a connection to the Ohio River bike trail network would allow an entire neighborhood to access this bikeway without vehicle travel. Major quality of life improvement and opens the door for potential bicycle commuting. A5 would be more accessible and safer to use.</p> <p>If A6 is moved forward, can A3 be converted to mixed use trail and extended further down Elstun to avoid a shared roadway?</p>	<p>Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>Based on public comment and Advisory Committee discussions, Concept A6 will be revised to provide a shared-use path connection along the entire length without using a shared roadway segment. The sidewalk connection along Elstun proposed in Concept A3 would be replaced by the shared-use path.</p>



# SR 125/SR 32 FOCUS AREA CONCEPTS A7 AND A8, BOARD 6

## Eastern Corridor Segments II and III SR 125/SR 32 Focus Area

### Alternatives to address pedestrian and bicycle connectivity from the Turpin Lake Subdivision to the Little Miami Trail



#### At-Grade Sidewalk Crossing From Turpin Lake to Little Miami Trail

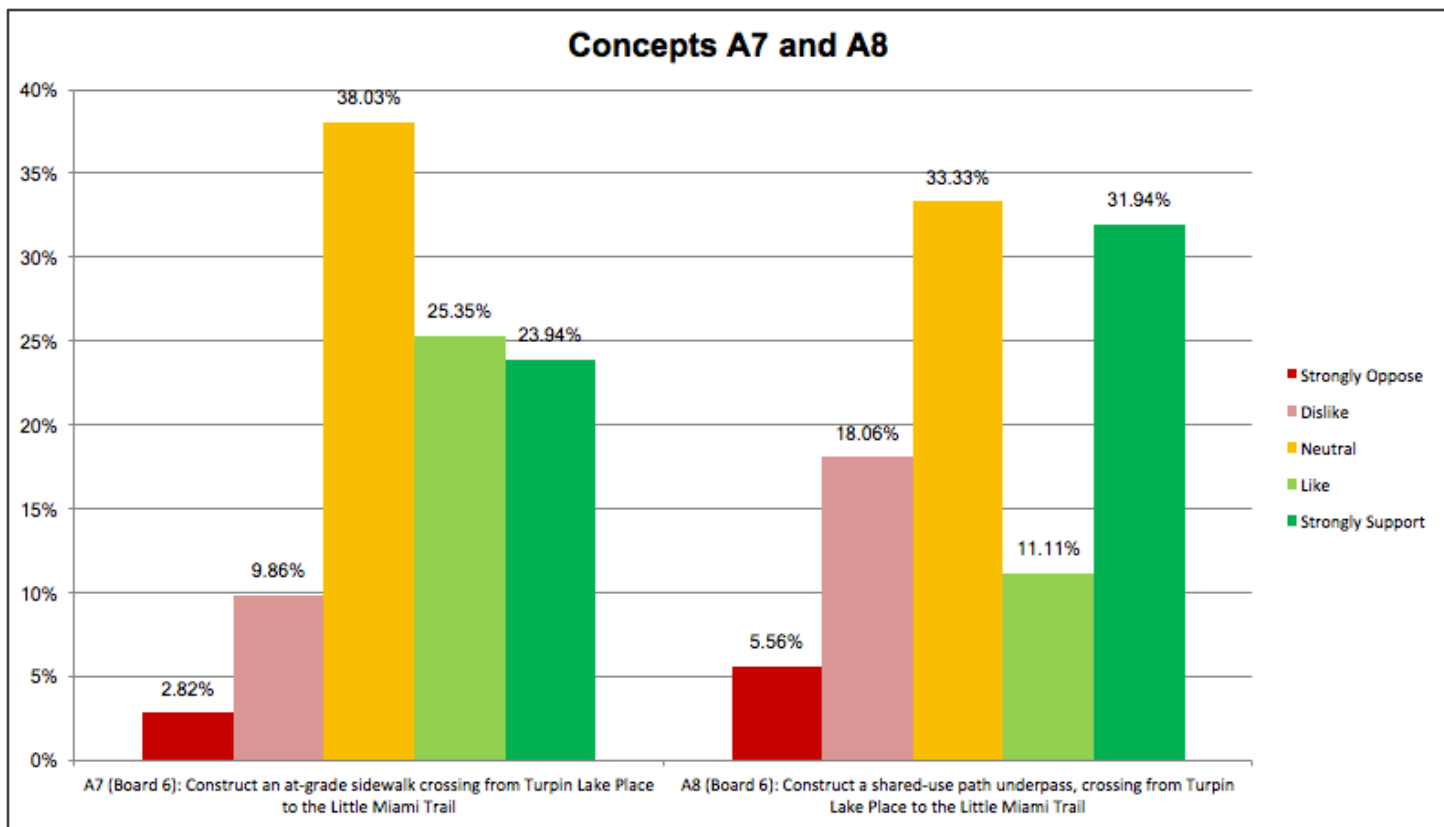
- \$50,000 construction cost
- New R/W needed from 1 parcel; no buildings impacted
- Warning signs with flashing lights activated by push button



#### Shared-Use Path Underpass Crossing from Turpin Lake to Little Miami Trail

- \$540,000 to \$820,000 construction cost
- New R/W needed from 6 parcels; no buildings impacted
- Pedestrian underpass eliminates pedestrian/vehicle conflicts
- Underpass subject to backwater flooding
- Sensitive archaeological area
- Must be built with alternative A1

PID 86462



	STRONGLY OPPOSE	DISLIKE	NEUTRAL	LIKE	STRONGLY SUPPORT	TOTAL
A7 (Board 6): Construct an at-grade sidewalk crossing from Turpin Lake Place to the Little Miami Trail	2.82% 2	9.86% 7	38.03% 27	25.35% 18	23.94% 17	71
A8 (Board 6): Construct a shared-use path underpass, crossing from Turpin Lake Place to the Little Miami Trail	5.56% 4	18.06% 13	33.33% 24	11.11% 8	31.94% 23	72

#### COMMENTS and RESPONSES FOR CONCEPT A7:

##### Construct an at-grade sidewalk crossing from Turpin Lake Place to the Little Miami Trail.

NO.	COMMENT	RESPONSE
1	A7 - How many pedestrians impacted here?	Thank you for your question. This concept would most likely be advanced in coordination with concept A9 which would establish a new bike/pedestrian connection between the Five Mile Trail and the Little Miami Trail using the streets in the Turpin Hills neighborhood. The A7 connection would be used to cross SR 32 to the Little Miami Trail, therefore, a higher level of use beyond the residents in houses located on Turpin Lake Place would be expected. A projection of the number of anticipated users has not yet been developed.
2	A7 - This pedestrian crossing will be creating a major safety hazard. There is no way drivers will yield to a pedestrian signal while traveling 50+mph through this	Thank you for your comment. ODOT and the SR 125/SR 32 Advisory Committee have discussed similar concerns. Should this concept be advanced, the group discussed completing a speed study to determine if a lower speed limit along SR 32 would be warranted. This would need to



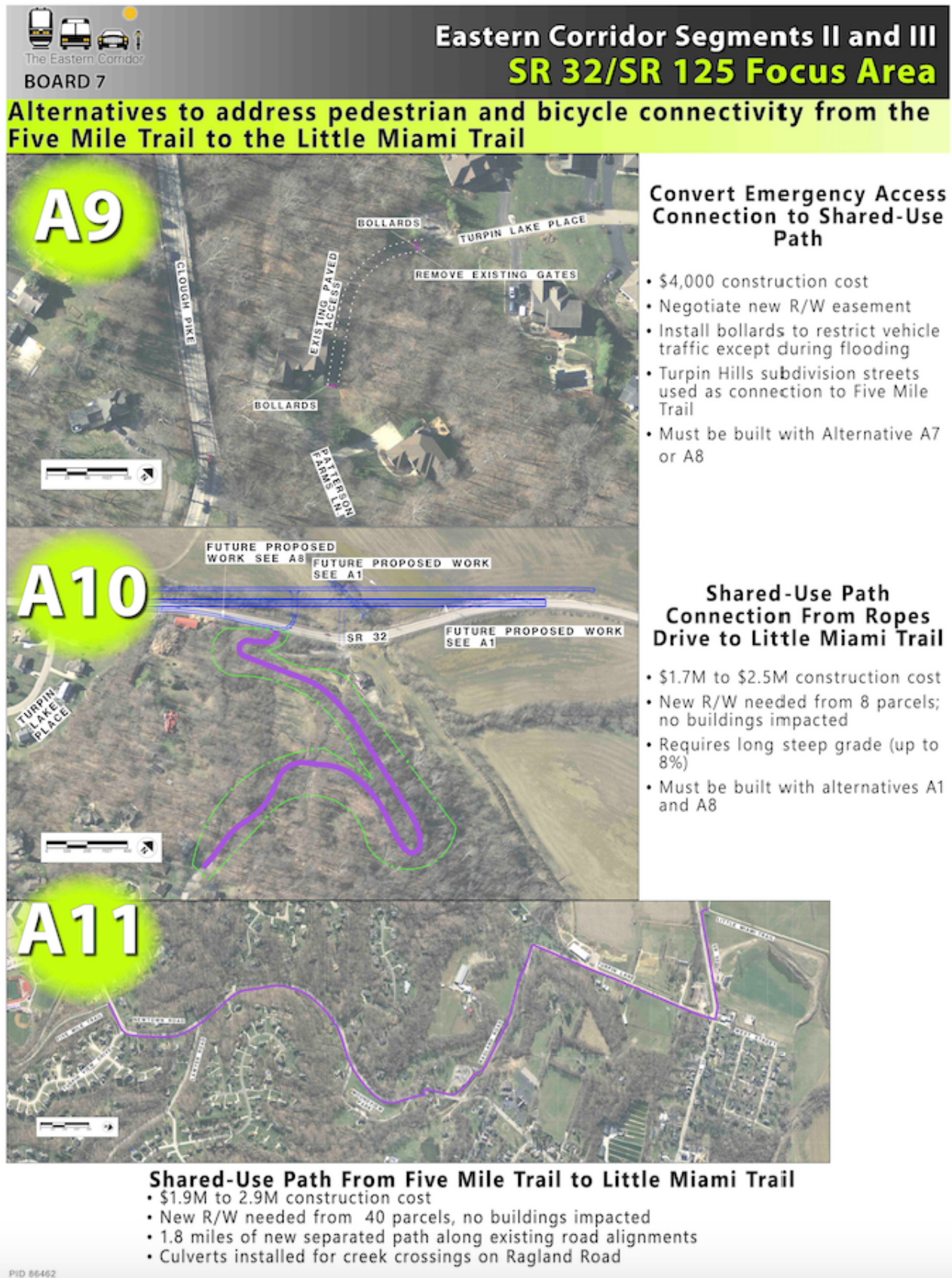
NO.	COMMENT	RESPONSE
	area especially if the roadway is straightened.	be further explored before making any decisions to construct the project.
3	A7 - 50,000 for a sidewalk? For 15 houses?	Thank you for your comment. This concept would most likely be advanced in coordination with concept A9 which would establish a new bike/pedestrian connection between the Five Mile Trail and the Little Miami Trail, using the streets in the Turpin Hills neighborhood. The A7 connection would be used to cross SR 32 to the Little Miami Trail, therefore, a higher level of use beyond residents in the houses located on Turpin Lake Place would be expected. Your input will be taken into consideration as we develop our recommendations.

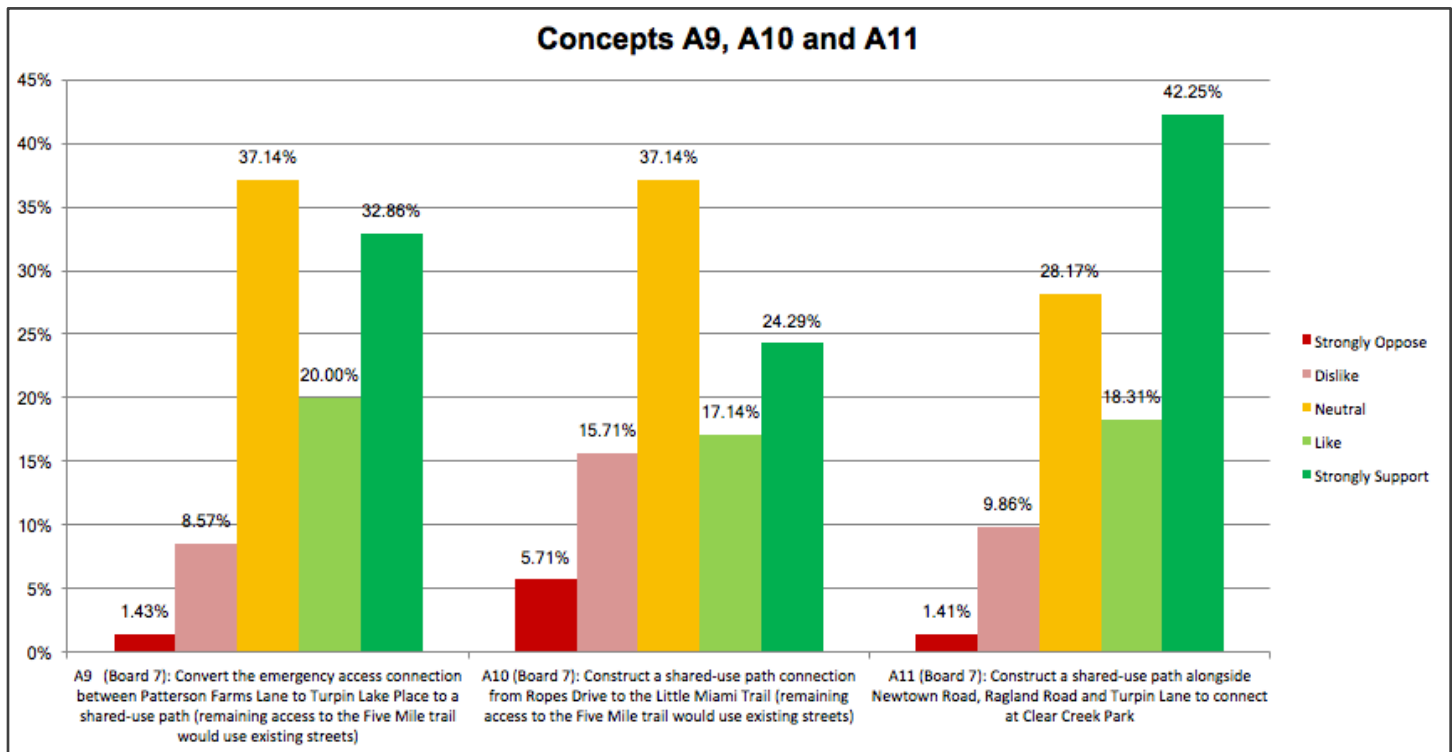
#### **COMMENTS and RESPONSES FOR CONCEPT A8:**

##### **Construct a shared-use path underpass, crossing from Turpin Lake Place to the Little Miami Trail.**

NO.	COMMENT	RESPONSE
1	A8 - Major investment to benefit minimal number of residents even if A9 is carried forward. This alternative is considered a primary need versus the Elstun bikeway connection is considered secondary which would serve the entire neighborhood of Mt Washington. This need designation does not make sense.	Thank you for your comment. As you noted, this concept would most likely be advanced in coordination with concept A9 which would establish a new bike/pedestrian connection between the Five Mile Trail and the Little Miami Trail, using the streets in the Turpin Hills neighborhood. The A7 connection would be used to cross SR 32 to the Little Miami Trail, therefore, a higher level of use beyond residents in the houses located on Turpin Lake Place would be expected. Your input will be taken into consideration as we develop our recommendations.
2	<i>Received via email:</i>  A8 - An overpass instead of an underpass would make more sense since that area floods.	Thank you for your comment.  Typically, an overpass carries a much higher cost and tends to be under-utilized as users choose to not use stairs or ADA compliant ramps to go up and over. Since the roadway concept in this area also is addressing flooding by raising the roadway, the added elevation provides an opportunity for the underpass.

## CONCEPTS A9, A10 AND A11, BOARD 7





	STRONGLY OPPOSE	DISLIKE	NEUTRAL	LIKE	STRONGLY SUPPORT	TOTAL
A9 (Board 7): Convert the emergency access connection between Patterson Farms Lane to Turpin Lake Place to a shared-use path (remaining access to the Five Mile trail would use existing streets)	1.43% 1	8.57% 6	37.14% 26	20.00% 14	32.86% 23	70
A10 (Board 7): Construct a shared-use path connection from Ropes Drive to the Little Miami Trail (remaining access to the Five Mile trail would use existing streets)	5.71% 4	15.71% 11	37.14% 26	17.14% 12	24.29% 17	70
A11 (Board 7): Construct a shared-use path alongside Newtown Road, Ragland Road and Turpin Lane to connect at Clear Creek Park	1.41% 1	9.86% 7	28.17% 20	18.31% 13	42.25% 30	71

#### COMMENTS and RESPONSES FOR CONCEPT A9:

**Convert the emergency access connection between Patterson Farms Lane to Turpin Lake Place to a shared-use path (remaining access to the Five Mile Trail would use existing streets)**

NO.	COMMENT	RESPONSE
1	A, 9,10, 11 - Very Low Priority	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
2	A9 - Like cost effective, short term fix.	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

NO.	COMMENT	RESPONSE
3	A9 - this makes more sense than A10! But neither is needed!	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
4	<p><i>Received via email:</i></p> <p>A9 - It is not clear how A9 connects to Five Mile Trail. It seems to be the most cost effective and keeps pedestrians / bicyclists out of heavier traffic though which is desirable.</p>	Thank you for your comment. This concept connects Five Mile Trail to the Little Miami Trail by using subdivision streets in Turpin Hills to the end of Patterson Farms Lane, and then utilizing the existing emergency access road connecting to Turpin Lake Place. The connection would then use the roadway to SR 32. A crossing of SR 32 would then be established to link up to the Little Miami Trail.

#### **COMMENTS and RESPONSES FOR CONCEPT A10:**

##### **Construct a shared-use path connection from Ropes Drive to the Little Miami Trail (remaining access to the Five Mile Trail would use existing streets)**

NO.	COMMENT	RESPONSE
1	A, 9,10, 11 - Very Low Priority	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
2	Prefer A11 over A10 - connects to more residents	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
3	A10 - This alternative should be eliminated due to A9, a much lower cost alternative, will serve this neighborhood.	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
4	A10 - absolutely NOT needed!	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

#### **COMMENTS and RESPONSES FOR CONCEPT A11:**

##### **Construct a shared-use path alongside Newtown Road, Ragland Road and Turpin Lake to connect at Clear Creek Park.**

NO.	COMMENT	RESPONSE
1	A, 9,10, 11 - Very Low Priority	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
2	Prefer A11 over A10 - connects to more residents	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

NO.	COMMENT	RESPONSE
3	A11 – who	<i>Comment appears to be incomplete; no response needed.</i>
4	All Board 7 - This section uses creek bed for a portion of Ragland Rd. Turpin Lane currently floods in heavy or prolonged rains. It also floods when Vineyard Hills golf course pumps out its retaining pond-- which extends the amount of time Turpin Lane is flooded and/ or barely passable.	Thank you for your comment. Flooding in this area is a concern, and we appreciate the additional information you have shared. Your input will be taken into consideration as we develop our recommendations.



## SR 125/SR 32 FOCUS AREA

### GENERAL COMMENTS RECEIVED

---

#### GENERAL SHARED-USE BIKE PATH COMMENTS RECEIVED FOR THE SR 125/SR 32 FOCUS AREA

NO.	COMMENT	RESPONSE
1	Any connection for bikers and pedestrians between Anderson Township and the Little Miami Trail which avoids roadways would be a very welcome improvement. This would especially be true once the connection is made between the little Miami Trail and the Lunken bike path is completed.	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
2	Creating viable bicycle connections is very important. The specifics of these scenarios are a little difficult to follow but I feel strongly towards supporting bike infrastructure in the area. It is disappointing that the 5 Mile Trail still doesn't connect to the Little Miami Bike Trail. It feels very dangerous connecting to the trail via Newtown Road. I prefer trails by far over shared paths because of Cincinnati's Driving Culture, which is not very accepting of bicycles on or near the road.	<p>Thank you for your comments. Concepts A9, A10 and A11 offer connections between Five Mile Trail and the Little Miami Trail using a combination of subdivision streets and new shared-use paths (shared-use path is defined as a separate two-way paved path with shared bicycle and pedestrian users, no cars):</p> <p>A9 connects Five Mile Trail to the Little Miami Trail by using subdivision streets in Turpin Hills to the end of Patterson Farms Lane, and then utilizing the existing emergency access road connecting to Turpin Lake Place. The connection would then use the roadway to SR 32. A crossing of SR 32 would then be established to link up to the Little Miami Trail (A7 or A8).</p> <p>A10 connects Five Mile Trail to the Little Miami Trail by using subdivision streets in Turpin Hills to the end of Ropes Drive, then would follow a new shared-use path to the Little Miami Trail in conjunction with A1/A8.</p> <p>A11 connects Five Mile Trail to the Little Miami Trail by creating a new shared-use path (1.8 miles) along Newtown Road, Ragland Road and Turpin Lane. This concept includes culverts for stream crossings along Ragland Road.</p> <p>Your input will be taken into consideration as we develop our recommendations.</p>
3	I am an avid cyclist and use it as a means of commuting to work multiple times per week. I am fully supportive of connectivity, but believe we should prioritize (1) separation from current streets to promote safe use and encouragement of new/timid/family cycling, (2) ensuring that we build a connected trail system that	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

NO.	COMMENT	RESPONSE
	connects users with economic and job centers, and (3) cost effectiveness (use existing ROW when necessary) to increase likelihood of bipartisan support and timely completion.	
4	I hope that any and all shared use paths that can be constructed, are constructed.	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
5	The better the cycling infrastructure, the less headaches there is for drivers and cyclists alike. "Also, build it and they'll come" is a mantra that applies here as well	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
6	The Sierra Club Ohio Chapter and Miami Group support plans that improve pedestrian and bicycle connectivity while avoiding impacts to the natural environment. We do not support plans that would lead to an increase in vehicle miles traveled (VMT), such as plans that increase levels of peak hour traffic on 32.	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

#### MISCELLANEOUS COMMENTS RECEIVED FOR THE SR 125/SR 32 FOCUS AREA

NO.	COMMENT	RESPONSE
1	My input is based primarily on the respective costs associated with each of the options, with lower-cost, simpler solutions prioritized over higher-cost and more involved solutions with prerequisites on other development options, e.g. A1 and A8, being built.	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

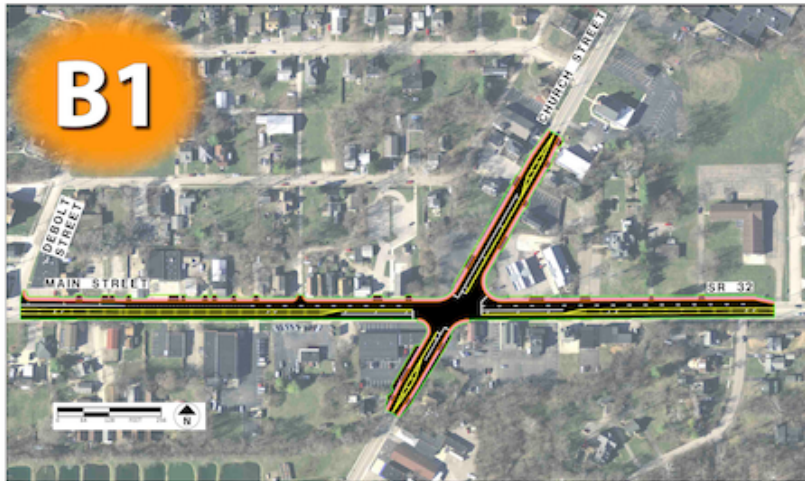
**CONCEPT EVALUATIONS  
And  
COMMENTS RECEIVED**

**VILLAGE OF NEWTOWN FOCUS AREA**

# VILLAGE OF NEWTOWN FOCUS AREA CONCEPTS B1 AND B2, BOARD 9



## Eastern Corridor Segments II and III Newtown Focus Area



### Additional Westbound Lane at Church and Main Intersection

- \$1.2M to \$1.8M construction cost
- New R/W needed from 33 parcels; no buildings impacted
- AM peak delay reduced approximately 50%, PM peak delay reduced approximately 10%
- Left turn lanes lengthened
- No changes to south side of SR 32
- Complementary to Alternative B2

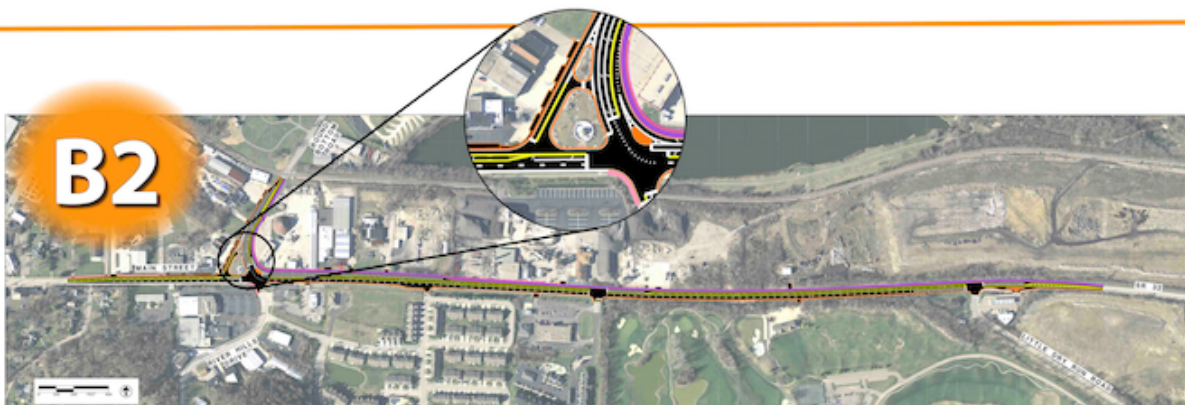


Existing B1



Proposed B1

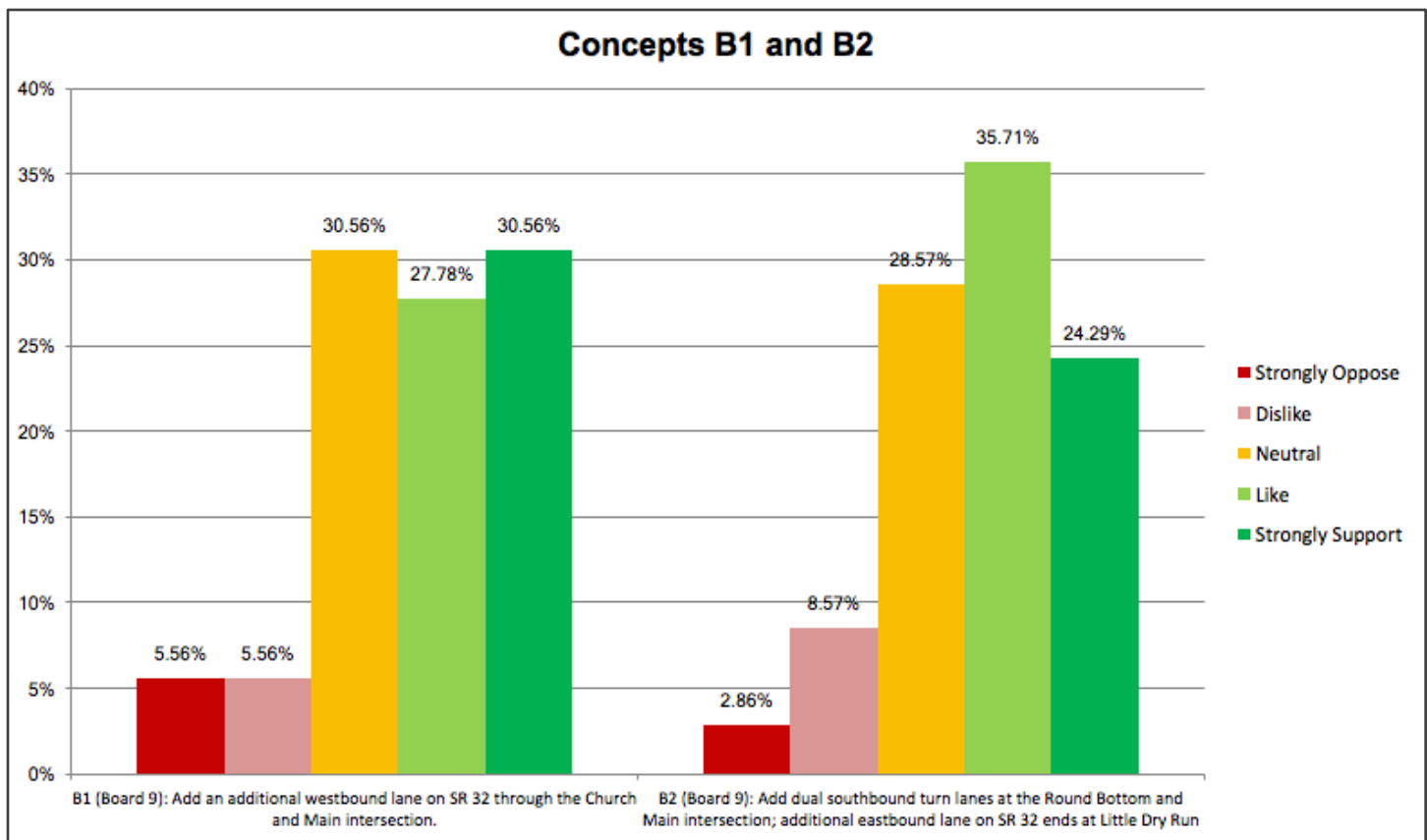
Rendering is for illustrative purposes only and may not reflect final design.



### Dual Southbound Left Turn Lanes at Round Bottom and Main Intersection

- \$4.4M to \$6.6M construction cost
- New R/W needed from 27 parcels; one commercial building impacted
- AM peak delay reduced approximately 25%, PM peak delay reduced approximately 60%
- 2 eastbound lanes to Little Dry Run
- 2 walls required on the north side of SR 32
- Includes shared-use path on north side of SR 32
- Complementary to Alternative B1

PID 86462



	STRONGLY OPPOSE	DISLIKE	NEUTRAL	LIKE	STRONGLY SUPPORT	TOTAL
B1 (Board 9): Add an additional westbound lane on SR 32 through the Church and Main intersection.	5.56% 4	5.56% 4	30.56% 22	27.78% 20	30.56% 22	72
B2 (Board 9): Add dual southbound turn lanes at the Round Bottom and Main intersection; additional eastbound lane on SR 32 ends at Little Dry Run	2.86% 2	8.57% 6	28.57% 20	35.71% 25	24.29% 17	70

#### COMMENTS and RESPONSES FOR CONCEPT B1:

##### Add an additional westbound lane on SR 32 through the Church and Main intersection

NO.	COMMENT	RESPONSE
1	B1 - Would destroy walkability and historic feel of Newtown.	Thank you for your comment. This has been a concern of the Advisory Committee as well and maintaining walkability has been identified as a priority. We will keep this aspect in mind as we develop recommendations to be included in the Implementation Plan. Also, additional community involvement will be necessary before any final decisions regarding construction are made.

#### COMMENTS and RESPONSES FOR CONCEPT B2:

##### Add dual southbound turn lanes at the Round Bottom and Main intersection; additional eastbound lane on SR 32 ends at Little Dry Run

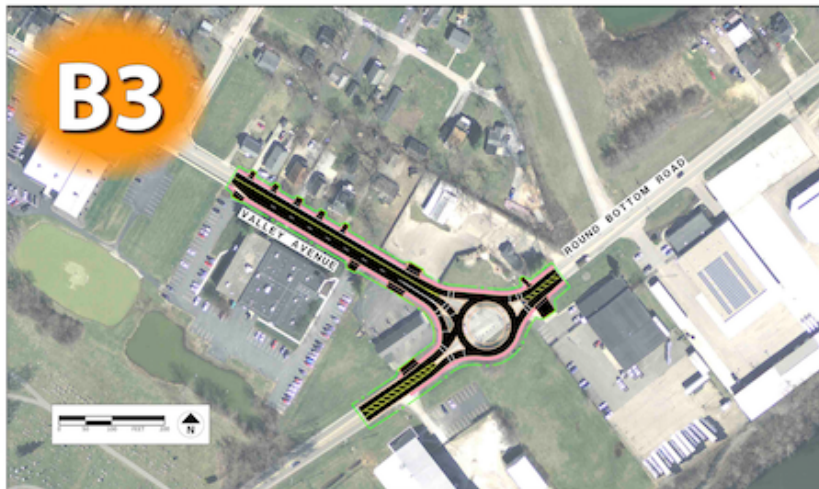
NO.	COMMENT	RESPONSE
	NO COMMENTS RECEIVED	



# VILLAGE OF NEWTOWN FOCUS AREA CONCEPTS B3, B4 AND B5, BOARD 10

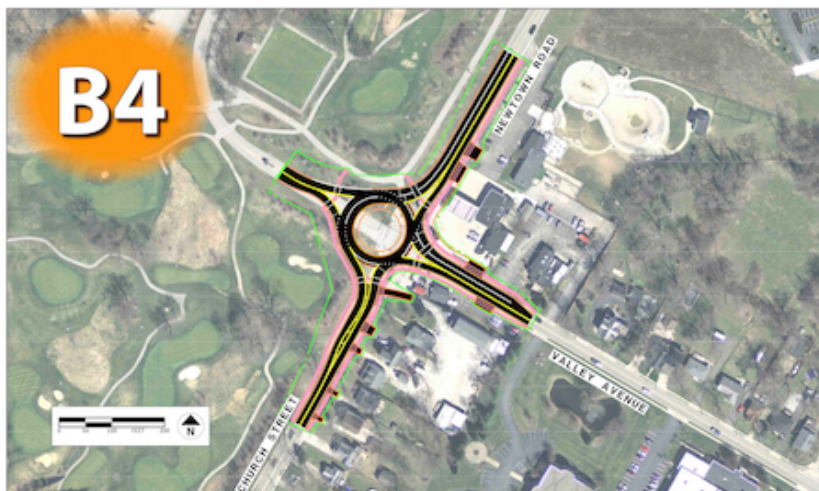


## Eastern Corridor Segments II and III Newtown Focus Area



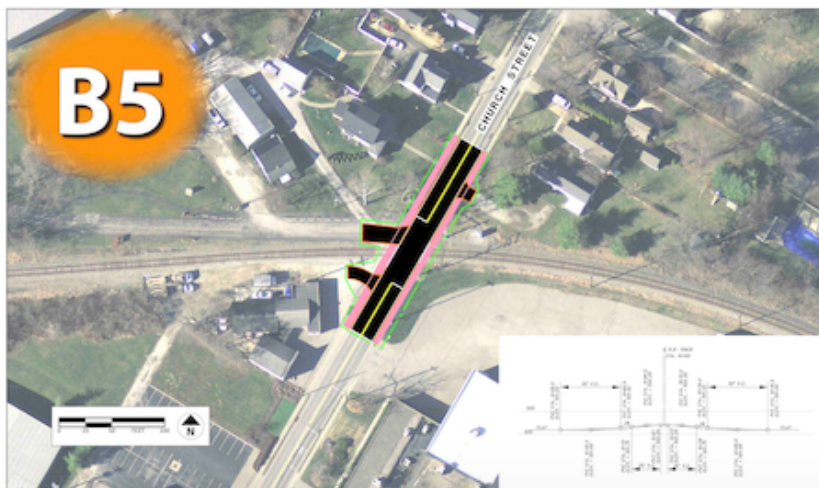
### Roundabout at Round Bottom and Valley Intersection

- \$475,000 to \$700,000 construction cost
- New R/W needed from 10 parcels; no buildings impacted
- Reduce delay by approximately 75%
- Eliminate existing traffic signal
- Sidewalk north of Valley extended to Roundbottom
- Improves safety



### Roundabout at Church and Valley Intersection

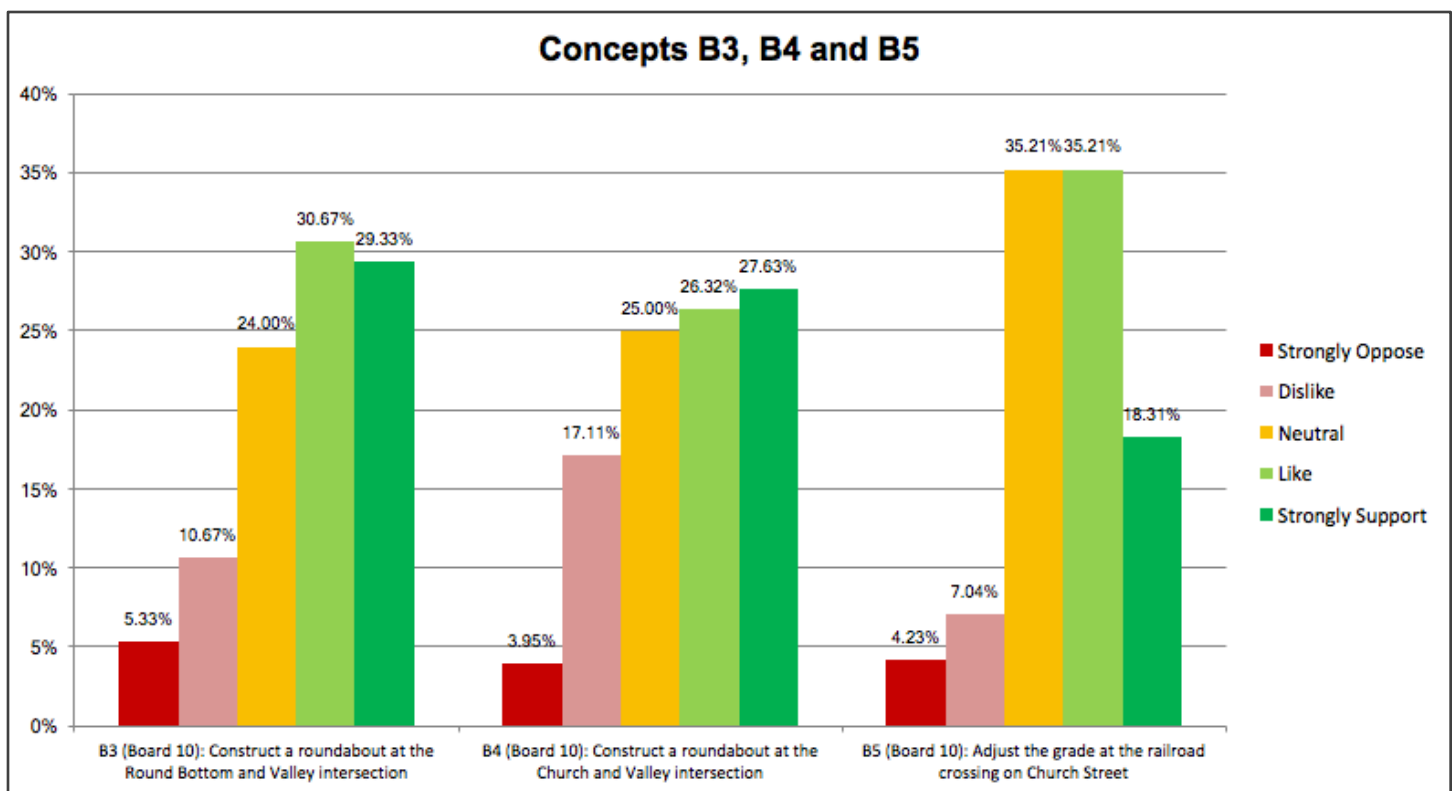
- \$600,000 to \$910,000 construction cost
- New R/W needed from 13 parcels; no buildings impacted
- Reduce delay by approximately 70%
- Eliminate existing traffic signal
- Improves safety
- Impacts within Little Miami Golf Center



### Adjust Grade at Railroad Crossing on Church

- \$100,000 to \$250,000 construction cost
- New R/W needed from 2 parcels; no buildings impacted
- Reduce hump at railroad tracks for better rideability

PID 86462



	STRONGLY OPPOSE	DISLIKE	NEUTRAL	LIKE	STRONGLY SUPPORT	TOTAL
B3 (Board 10): Construct a roundabout at the Round Bottom and Valley intersection	5.33% 4	10.67% 8	24.00% 18	30.67% 23	29.33% 22	75
B4 (Board 10): Construct a roundabout at the Church and Valley intersection	3.95% 3	17.11% 13	25.00% 19	26.32% 20	27.63% 21	76
B5 (Board 10): Adjust the grade at the railroad crossing on Church Street	4.23% 3	7.04% 5	35.21% 25	35.21% 25	18.31% 13	71

### COMMENTS and RESPONSES FOR CONCEPT B3:

#### Construct a roundabout at the Round Bottom and Valley intersection

NO.	COMMENT	RESPONSE
1	Regarding B3 - the roundabout is not needed. Installing a better traffic sensor would solve the problem.	Thank you for your comments. Your input is appreciated. Adding traffic sensors to the existing signals is a short-term recommendation of this study and is being pursued. The resulting improvement from that installation will analyzed to determine if this concept would still be needed.
2	Installing roundabouts could impact getting in and out of business along valley and it will make Valley even more traveled and folks will go even faster	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
3	The traffic at Round Bottom and Valley is going to be a disaster! Too many trucks	Thank you for your comments. A roundabout at this location would be designed to accommodate trucks using this intersection.

NO.	COMMENT	RESPONSE
	too sharp of a turn from Valley to Round Bottom going Southbound.	Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

**COMMENTS and RESPONSES FOR CONCEPT B4:  
Construct a roundabout at the Church and Valley intersection**

NO.	COMMENT	RESPONSE
1	Regarding B4 - same as above [the roundabout is not needed. Installing a better traffic sensor would solve the problem].	Thank you for your comments. Your input is appreciated. Adding traffic sensors to the existing signals is a short-term recommendation of this study and is being pursued. The resulting improvement from that installation will be analyzed to determine if this concept would still be needed.
2	Installing roundabouts could impact getting in and out of business along valley and it will make Valley even more traveled and folks will go even faster.	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

**COMMENTS and RESPONSES FOR CONCEPT B5:  
Adjust the grade at the railroad crossing on Church Street**

NO.	COMMENT	RESPONSE
	NO COMMENTS RECEIVED	



## VILLAGE OF NEWTOWN FOCUS AREA CONCEPTS B6 AND B7, BOARD 11

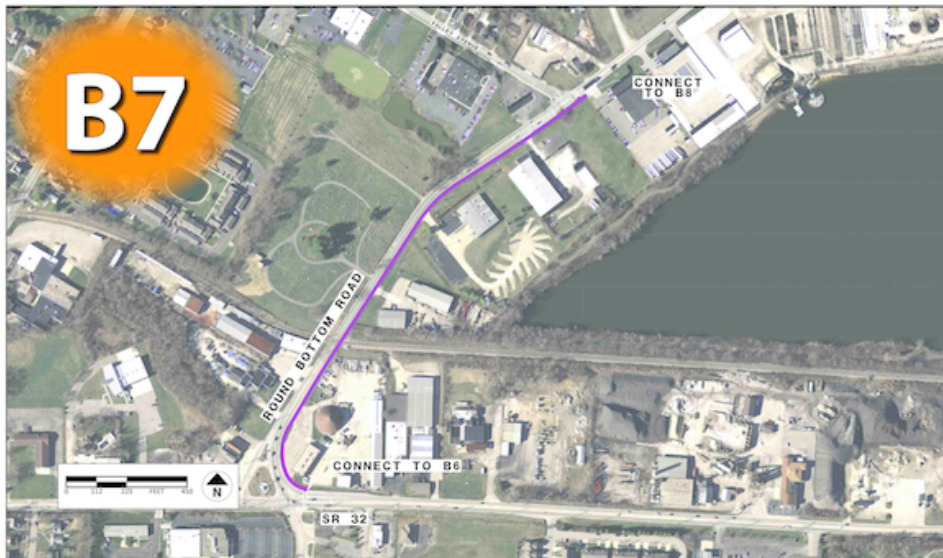


### Eastern Corridor Segments II and III **Newtown Focus Area**



#### **Bicycle and Pedestrian Improvements Along SR 32**

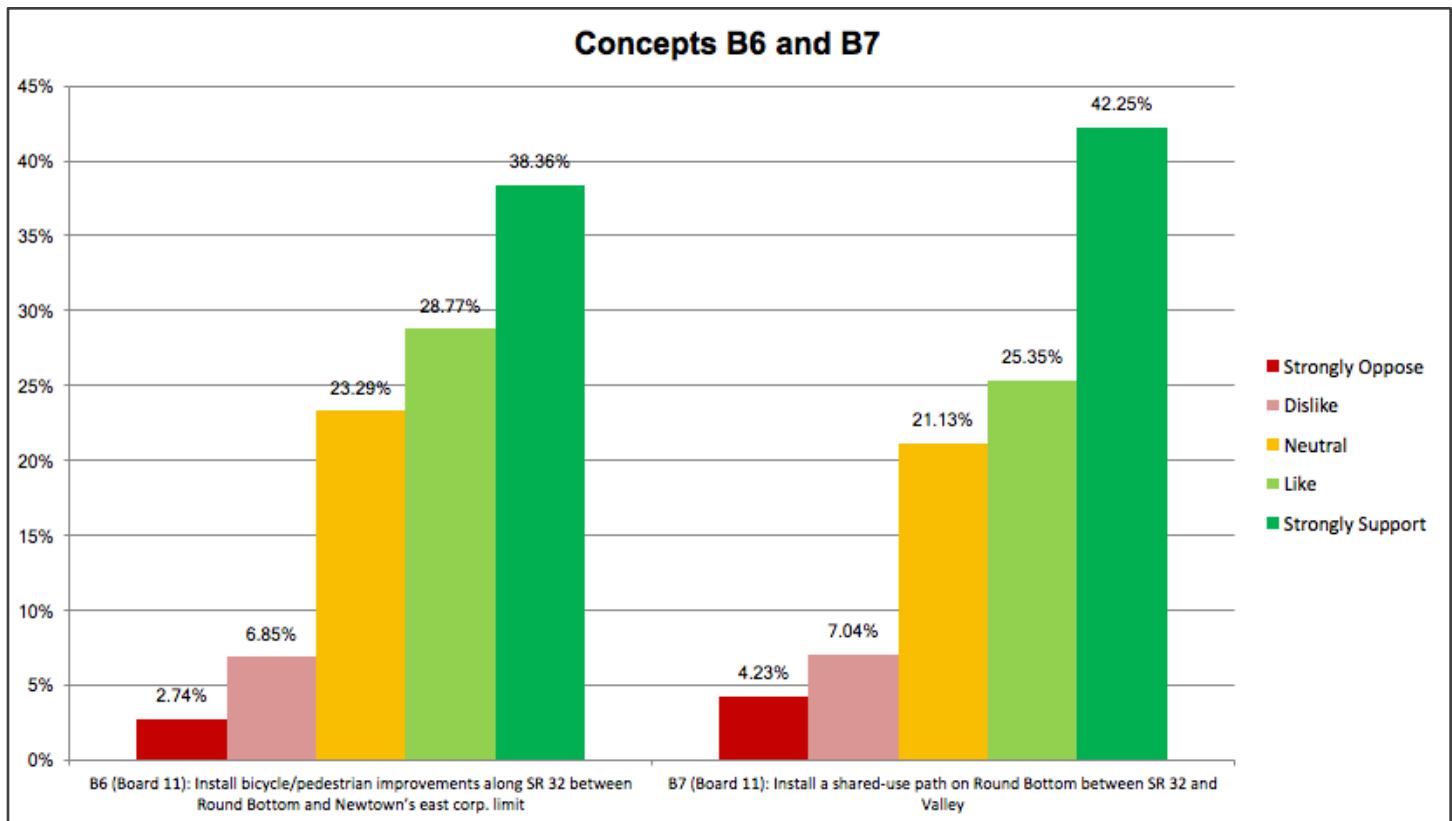
- \$1.9M to \$2.9M construction cost
- New R/W needed from 15 parcels; no buildings impacted
- Shared-use path from Round Bottom to Little Dry Run on north side
- Sidewalk from Little Dry Run to east corp. limits on south side
- Requires 2 walls to prevent building impacts



#### **Shared-Use Path Between SR 32 and Valley**

- \$160,000 to \$300,000 construction cost
- New R/W needed from 4 parcels; no buildings impacted
- Requires wall around Hamilton County Garage
- Creates new pedestrian railroad crossing

PID 86462



	STRONGLY OPPOSE	DISLIKE	NEUTRAL	LIKE	STRONGLY SUPPORT	TOTAL
B6 (Board 11): Install bicycle/pedestrian improvements along SR 32 between Round Bottom and Newtown's east corp. limit	2.74% 2	6.85% 5	23.29% 17	28.77% 21	38.36% 28	73
B7 (Board 11): Install a shared-use path on Round Bottom between SR 32 and Valley	4.23% 3	7.04% 5	21.13% 15	25.35% 18	42.25% 30	71

#### COMMENTS and RESPONSES FOR CONCEPT B6:

**Install bicycle/pedestrian improvements along SR 32 between Round Bottom Road and Newtown's east corp. limit.**

NO.	COMMENT	RESPONSE
1	B6 - Would like to see need assessment	The Eastern Corridor Segments II and III Transportation Needs Analysis Report (July 2017) is posted on the Segments II and III Public Involvement page of the Eastern Corridor website, <a href="http://www.EasternCorridor.org">www.EasternCorridor.org</a> .
2	B6 and B7 - It is unclear who this would serve. Minimal residents and businesses through this corridor that would be benefited by a pathway.	Thank you for your comments. Concepts B6 and B7 were proposed to help address bicycle and pedestrian connectivity needs. More specifically, B6 would provide bicycle and pedestrian connectivity from downtown Newtown to its east corp. limit, connecting users to commercial development at and near Burger Farm and residential communities along Little Dry Run Road.



NO.	COMMENT	RESPONSE
		Concept B7 would improve bicycle and pedestrian connectivity along Round Bottom Road, which also can be connected to additional segments along Valley Avenue or extend on to Riverside Park or Lake Barber.
3	B6 - Strong support for the Little Dry Run to Round Bottom section. Little Miami Trails - couldn't easily connect to Anderson Trails project with this piece of the project.	Thank you for your comments. It should be noted that projects such as B6 would serve as smaller pieces of a larger connectivity effort that has to be constructed in stages due to funding limitations
4	I live in Williams Creek, which connects through Ivy Hills to a sidewalk along Little Dry Run. The sidewalk leads to the Clark Station on SR32. We feel isolated from the business Districts in Newtown & Anderson. Bicycle and pedestrian improvements along SR32 B6 would be wonderful!	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
5	<i>Received via email:</i>  We support the creation of sidewalks and trails connecting Little Dry Run to the village of Newtown!	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
6	<i>Received via email:</i>  Hello. I just wanted to provide my full support of a sidewalk on 32 connecting Little Dry Run to Round Bottom. I frequently run along this path on the side of the road, and feeling safer while doing so would be great. My kids have asked to walk to Dairy Corner but I always tell them we can't due to no sidewalk. Looking forward to hearing how this progresses.	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
7	<i>Received via email:</i>  My husband and I frequently run from little dry run to Newtown, in order to get to the trails along Bass Island and Short Park. We would be elated to have shared use paths that connect Little Dry Run to Round Bottom. There is also a running group that is based around Newtown but either runs in Anderson, or Mariemont because it's too dangerous to use the grassy area along 32. Fingers crossed this will happen!!  <i>Follow up message received:</i>  I just sent a message about sidewalks from Little Dry Run to Round Bottom along 32,	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

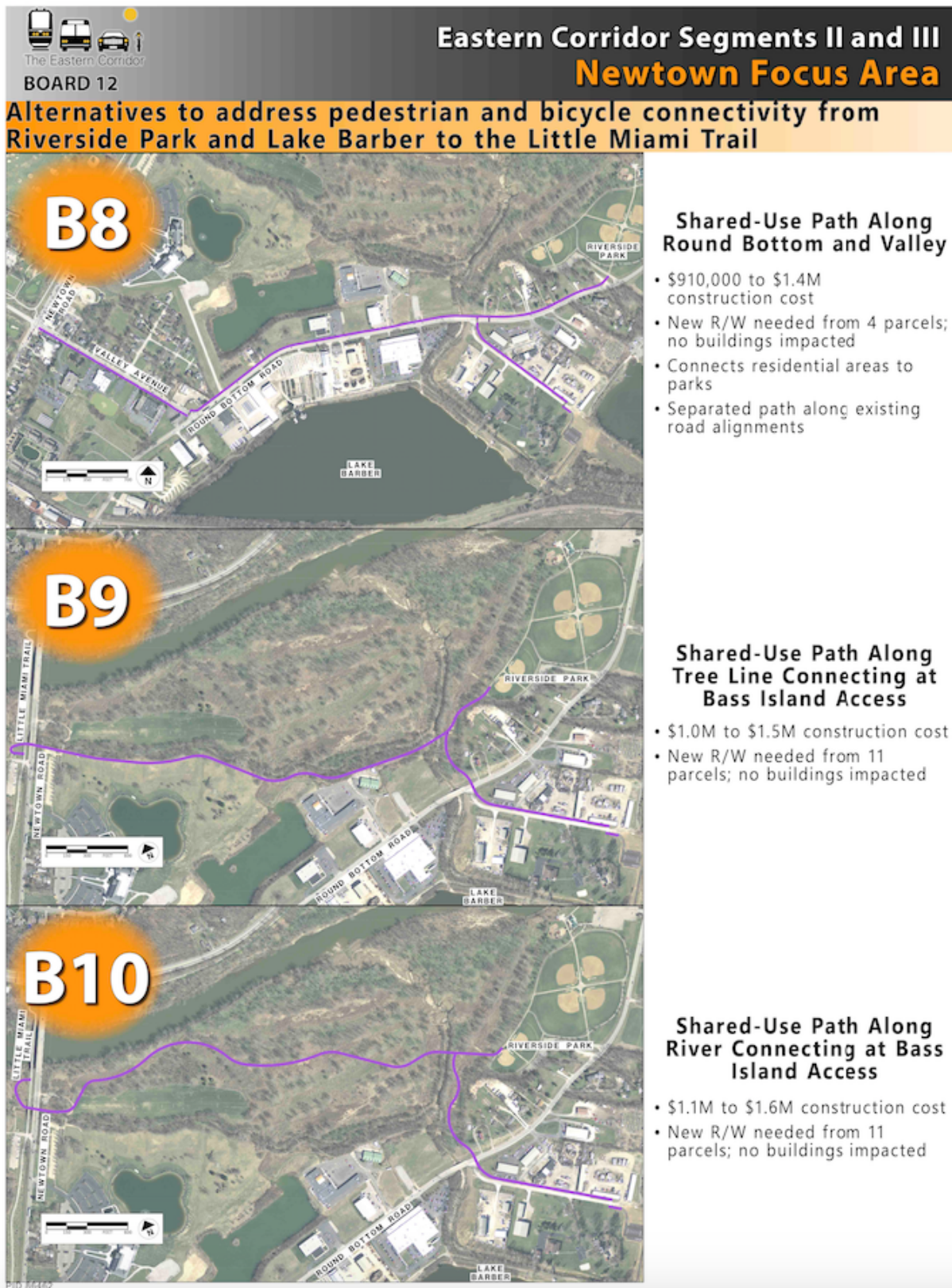
NO.	COMMENT	RESPONSE
	but I think I used the subject B8. Just wanted to confirm I was intending to speak about B6.	
8	<p><i>Received via email:</i></p> <p>We support the creation of sidewalks and trails connecting Little Dry Run to the village of Newtown!</p>	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
9	<p><i>Received via email:</i></p> <p>Hi, I live off of Little Dry Run (Village Drive) for three years, and I pray for my life when I attempt to run or walk from Little Dry Run (Circle K) and travel west to downtown. I currently have no sidewalk access to make it to the traffic light at the Ivy Hills apartments. I would love to be able to walk to downtown Newtown on a sidewalk and not fear for my life by walking on Rt. 32 west.</p>	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

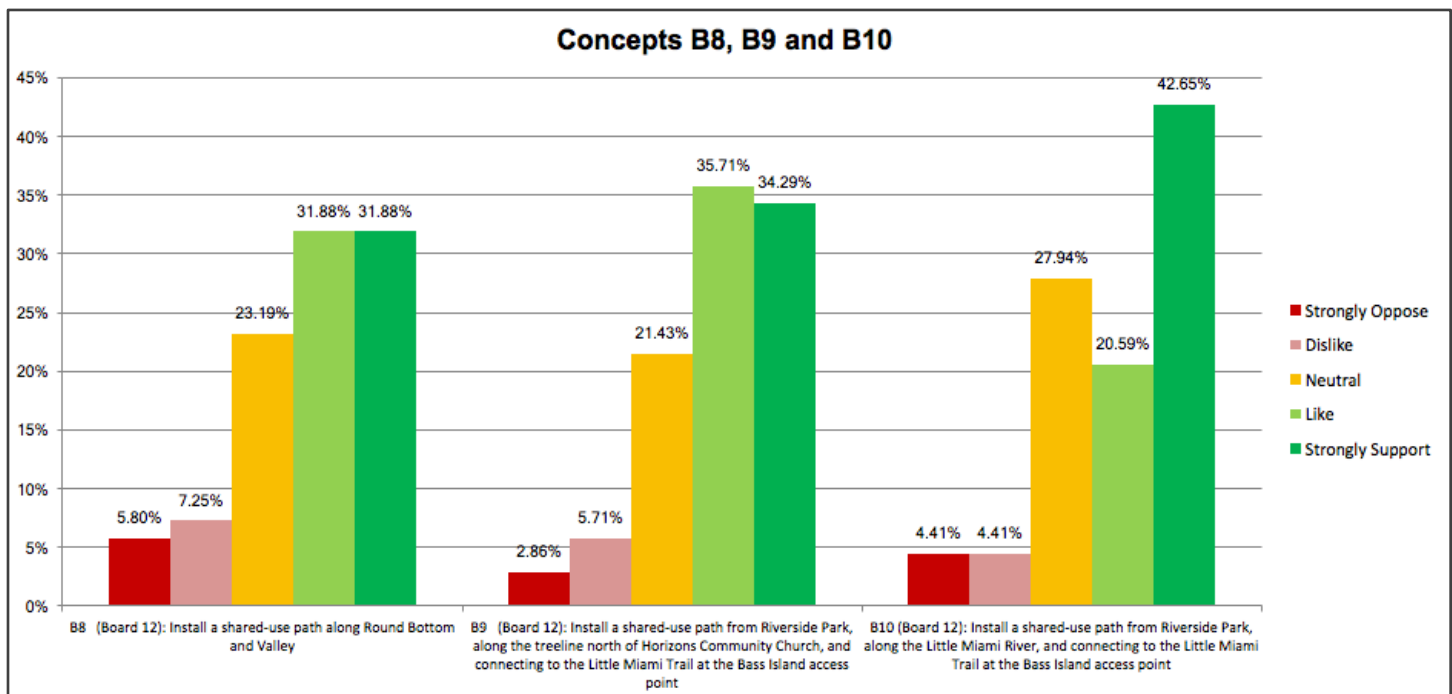
#### **COMMENTS and RESPONSES FOR CONCEPT B7:**

##### **Install a shared-use path on Round Bottom between SR 32 and Valley.**

NO.	COMMENT	RESPONSE
1	B6 and B7 - It is unclear who this would serve. Minimal residents and businesses through this corridor that would be benefited by a pathway.	Thank you for your comments. Concepts B6 and B7 were proposed to help address bicycle and pedestrian connectivity needs. More specifically, B6 would provide bicycle and pedestrian connectivity from downtown Newtown to its east corp. limit, connecting users to commercial development at and near Burger Farm and residential communities along Little Dry Run Road. Concept B7 would improve bicycle and pedestrian connectivity along Round Bottom Road, which also can be connected to additional segments along Valley Ave or extend on to Riverside Park or Lake Barber.

# VILLAGE OF NEWTOWN FOCUS AREA CONCEPTS B8, B9 AND B10, BOARD 11





	STRONGLY OPPOSE	DISLIKE	NEUTRAL	LIKE	STRONGLY SUPPORT	TOTAL
B8 (Board 12): Install a shared-use path along Round Bottom and Valley	5.80% 4	7.25% 5	23.19% 16	31.88% 22	31.88% 22	69
B9 (Board 12): Install a shared-use path from Riverside Park, along the treeline north of Horizons Community Church, and connecting to the Little Miami Trail at the Bass Island access point	2.86% 2	5.71% 4	21.43% 15	35.71% 25	34.29% 24	70
B10 (Board 12): Install a shared-use path from Riverside Park, along the Little Miami River, and connecting to the Little Miami Trail at the Bass Island access point	4.41% 3	4.41% 3	27.94% 19	20.59% 14	42.65% 29	68

#### COMMENTS and RESPONSES FOR CONCEPT B8: Install a shared-use path along Round Bottom and Valley

NO.	COMMENT	RESPONSE
1	Prefer B8 over B9 and 10. B8 would connect to more destinations.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
2	B8, B9, B10 - Either works, after costs considered.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

**COMMENTS and RESPONSES FOR CONCEPT B9:**

**Install a shared-use path from Riverside Park, along the treeline north of Horizon Community Church and connecting to the Little Miami Trail at the Bass Island access point**

NO.	COMMENT	RESPONSE
1	9 – Cost issue.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
2	B8, B9, B10 - Either works, after costs considered	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

**COMMENTS and RESPONSES FOR CONCEPT B10:**

**Install a shared-use path from Riverside Park, along the Little Miami River and connecting to the Little Miami Trail at the Bass Island access point.**

NO.	COMMENT	RESPONSE
1	B8, B9, B10 - Either works, after costs considered.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.



## VILLAGE OF NEWTOWN FOCUS AREA GENERAL COMMENTS RECEIVED

### GENERAL SHARED-USE/BIKE PATH COMMENTS RECEIVED FOR THE VILLAGE OF NEWTOWN FOCUS AREA

NO.	COMMENT	RESPONSE
1	Better cycling infrastructure, better safety and less headaches	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
2	General comment about all of the shared-use path options: while I am not opposed to adding these at some point, there is a much greater need to alleviate the vehicle traffic and those issues need to be addressed first.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
3	I hope that any and all shared use paths that can be constructed, are constructed.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
4	The Sierra Club Ohio Chapter and Miami Group support plans that improve pedestrian and bicycle connectivity while avoiding impacts to the natural environment. We do not support plans that would lead to an increase in vehicle miles traveled (VMT), or that would reduce pedestrian, bicycle or transit connectivity, such as adding a new lane on 32 through the Village of Newtown.	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

### MISCELLANEOUS COMMENTS RECEIVED FOR THE VILLAGE OF NEWTOWN FOCUS AREA

NO.	COMMENT	RESPONSE
1	<p><i>Received via email:</i></p> <p>Newtown focus area: The indicated improvements would likely help but I think there is a less expensive and more effective concept which should be considered. There is a tremendous amount of traffic west bound on SR 32 to Round Bottom to Newtown and across to US 50. Instead of simply making those roads wider and changing their intersections, I propose it would be more effective at redirecting traffic around</p>	<p>Thank you for your comments. During our analysis, we did look at an alternative to the ANCOR Connector concepts (C10 and C11) that would have built half of the connection you suggested. This concept, A-5, can be reviewed on Pages 42 - 43 of the ANCOR/SR 32 Hill Focus Area, Meeting 3 Notes, posted on the Eastern Corridor website at <a href="http://easterncorridor.org/wp-content/uploads/2019/02/ANCOR-MEETING-3-BINDER2-010819.pdf">http://easterncorridor.org/wp-content/uploads/2019/02/ANCOR-MEETING-3-BINDER2-010819.pdf</a>.</p> <p>After analyzing concept A-5 and discussing it with the Advisory Committee, the alternative was removed from further study because it does not address the following</p>

NO.	COMMENT	RESPONSE
	<p>those areas. For instance, if a new road were constructed from SR 32 from about the Dry Run / Newtown landfill area cutting across to an upgraded Edwards Road and then across Round Bottom to Newtown Road just before the Newtown bridge. There is significant open area here and fewer businesses impacted by road creation/improvement. Upgrading the Newtown bridge would be desirable.</p> <p>C10 is somewhat similar to what I proposed above. Perhaps a modification of it with my proposal above would greatly reduce traffic through Newtown onto US 50. If that right worked well, then perhaps the traffic onto SR125 would be decreased if traffic through Mariemont were also addressed.</p>	<p>need as effectively as concepts C10 and C11 (these concepts are identified as concepts A1 and A2, respectively in the Meeting 3 Notes):</p> <p>“Improve freight connections between ANCOR and SR 32/I-275 due to constraints on Mt. Carmel Rd., Round Bottom Rd. and SR 32 to support local economic development plans.”</p> <p>- <i>Eastern Corridor Segments II and III Transportation Analysis Report (July 2017)</i></p> <p>In further response to your comment, we calculated the costs of other proposed concepts that may not be needed if the connection you suggested were to be built:</p> <ul style="list-style-type: none"> <li>• C2: Little Dry Run Improvement (\$1.9M-\$2.8M)</li> <li>• B1: SR-32 and Church Improvement (\$1.2M-\$1.8M)</li> <li>• B2: SR-32 and Round Bottom Improvement (\$4.4M-\$6.6M)</li> <li>• B3: Round Bottom and Valley roundabout (\$475K-\$700K)</li> <li>• B4: Newtown and Valley Roundabout (\$600K-\$910K)</li> </ul> <p>Together, the cost of these projects adds up to an estimated range of \$8.6M - \$12.8M. Based on our analysis of concept A-5, it had an anticipated cost of \$10.2M - \$15.2M. Since the A-5 alignment was only half of the suggested alternate, the cost of our proposed concepts is significantly lower than the cost we anticipate for the connection you asked us to consider. As such, we do not plan to analyze this alternate connection concept further because its projected costs and impacts would be significantly higher than other concepts that have been proposed.</p> <p>Thank you again for your suggestions. Your input is appreciated.</p>
2	<p>The Sierra Club Ohio Chapter and Miami Group support plans that improve pedestrian and bicycle connectivity while avoiding impacts to the natural environment. We do not support plans that would lead to an increase in vehicle miles traveled (VMT), or that would reduce pedestrian, bicycle or transit connectivity, such as adding a new lane on 32 through the Village of Newtown.</p>	<p>Thank you for your comments. Your input will be taken into consideration as we evaluate the options and develop our recommendations.</p>

**CONCEPT EVALUATIONS  
And  
COMMENTS RECEIVED**

**ANCOR/SR 32 HILL FOCUS AREA**

# ANCOR/SR HILL FOCUS AREA

## CONCEPTS C1 AND C2, BOARD 14

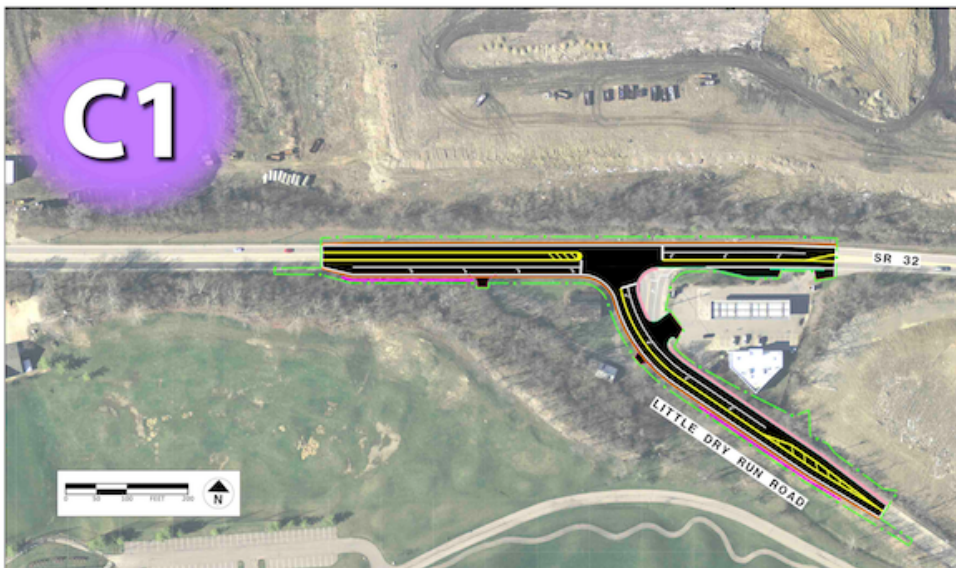


### Eastern Corridor Segments II and III

## ANCOR/SR 32 Hill Focus Area

### Alternatives to address capacity issues at SR 32 and Little Dry Run

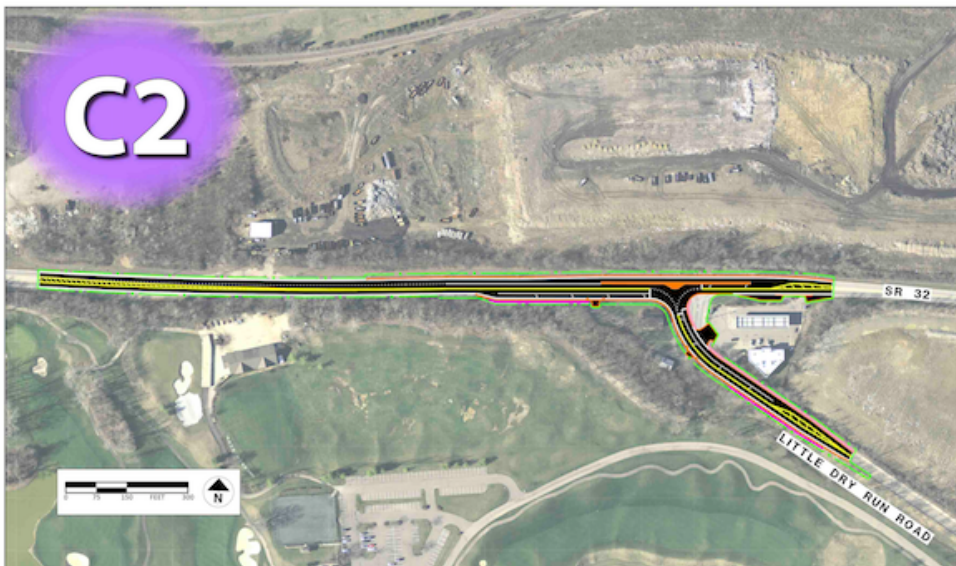
# C1



#### SR 32 and Little Dry Run Intersection Improvements

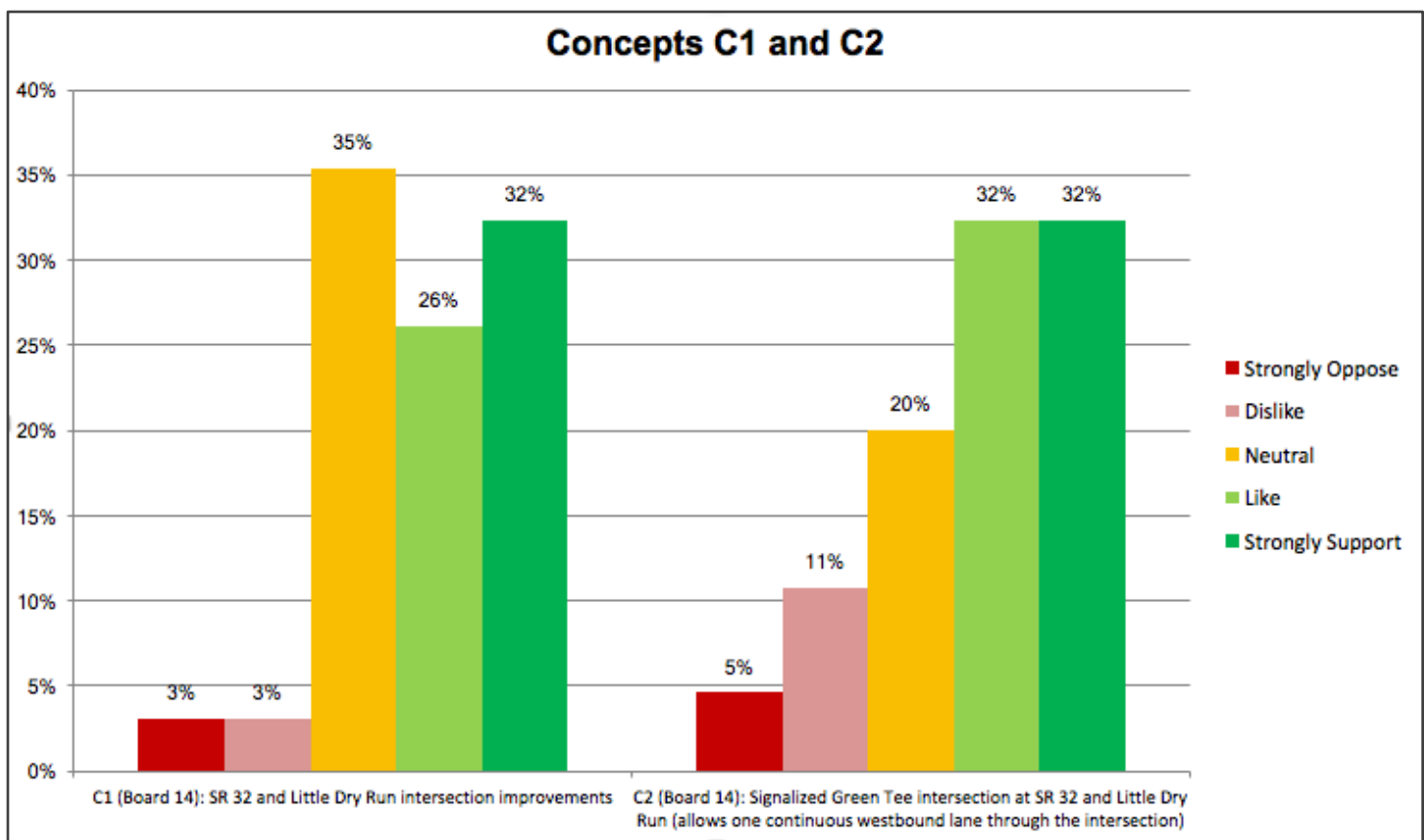
- \$1.6M to \$2.4M construction cost
- New R/W needed from 5 parcels; no buildings impacted
- Reduce delay during PM peak by approximately 45%
- Modify curve on Little Dry Run to improve visibility at intersection
- Walls required along SR 32 to protect creek

# C2



#### Signalized Green Tee Intersection at SR 32 and Little Dry Run

- \$1.9M to \$2.8M construction cost
- New R/W needed from 5 parcels; no buildings impacted
- Reduce delay during AM peak by approximately 90%; PM peak by approximately 50%
- Westbound thru movement bypasses traffic signal
- Modify curve on Little Dry Run to improve visibility at intersection
- Wall required along SR 32 to protect creek



	STRONGLY OPPOSE	DISLIKE	NEUTRAL	LIKE	STRONGLY SUPPORT	TOTAL
C1 (Board 14): SR 32 and Little Dry Run intersection improvements	3.08% 2	3.08% 2	35.38% 23	26.15% 17	32.31% 21	65
C2 (Board 14): Signalized Green Tee intersection at SR 32 and Little Dry Run (allows one continuous westbound lane through the intersection)	4.62% 3	10.77% 7	20.00% 13	32.31% 21	32.31% 21	65

#### COMMENTS and RESPONSES FOR CONCEPT C1: SR 32 and Little Dry Run intersection improvements

NO.	COMMENT	RESPONSE
NO COMMENTS RECEIVED		

#### COMMENTS and RESPONSES FOR CONCEPT C2: Signalized Green Tee intersection at SR 32 and Little Dry Run

NO.	COMMENT	RESPONSE
C2	This would make it way too difficult for traffic coming from Little Dry Run to merge with the huge volume of traveling on westbound 32 during rush hour.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations. While this project stands alone, we are considering issues in the corridor when evaluating project priority. This project would not likely be constructed until an improvement at SR-32 & Round Bottom is constructed first.



## ANCOR/SR HILL FOCUS AREA CONCEPTS C3 AND C4, BOARD 15

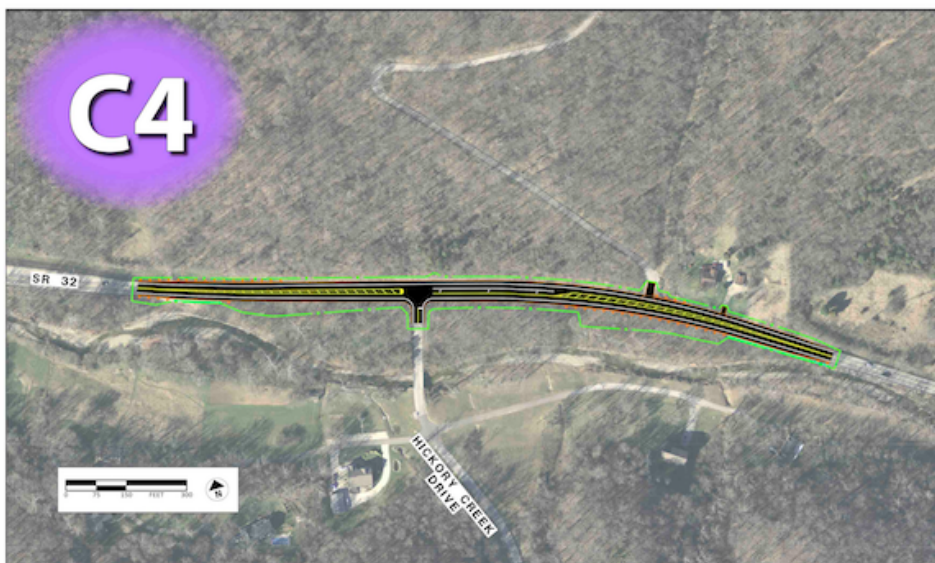


### Eastern Corridor Segments II and III **ANCOR/SR 32 Hill Focus Area**



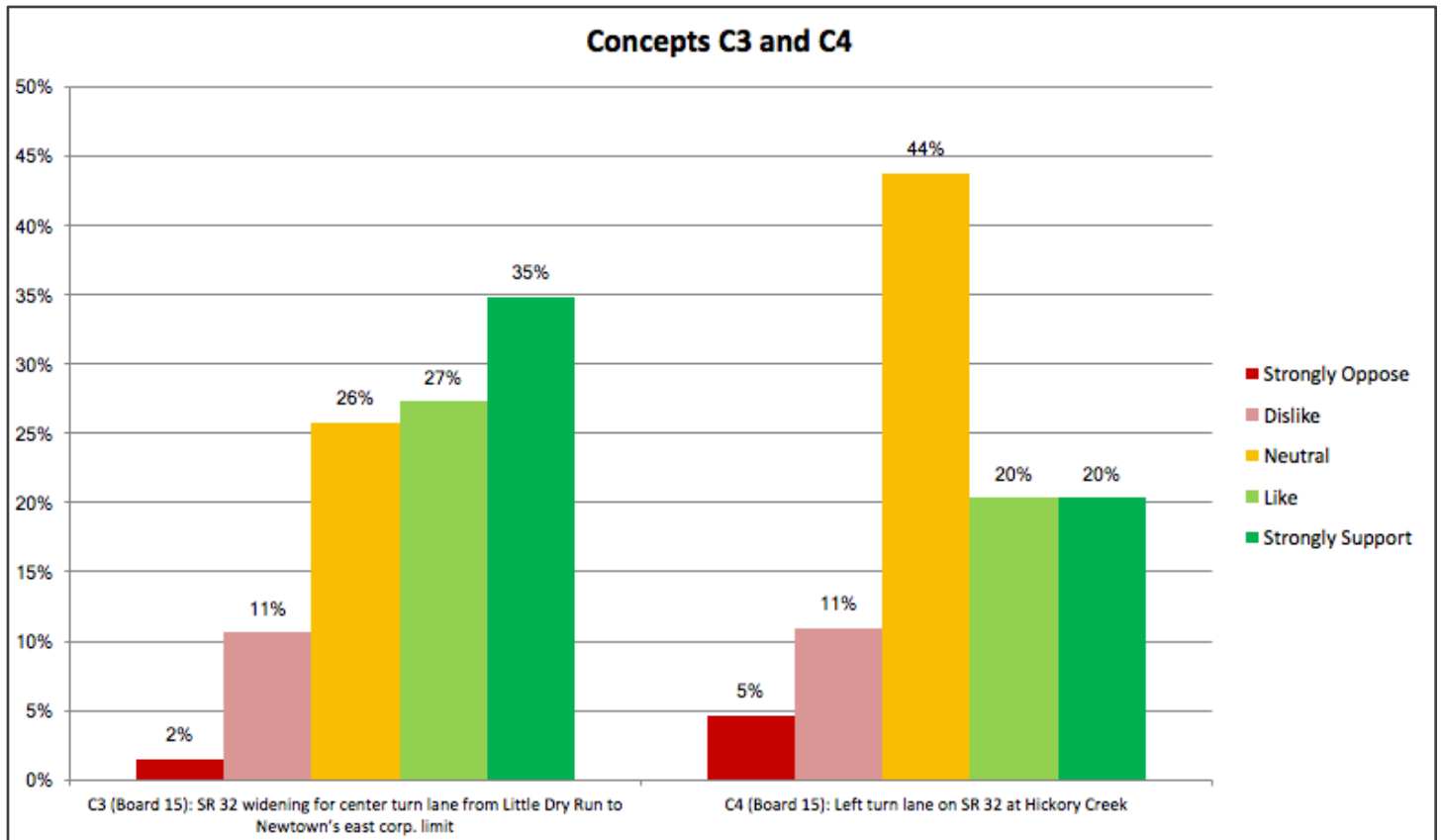
#### **SR 32 Widening for Center Turn Lane**

- \$1.0M to \$1.5M construction cost
- Little Dry Run to east corp. limit
- Possible new R/W needed; no buildings impacted
- Being developed by Village of Newtown



#### **Left Turn Lane at Hickory Creek**

- \$1.3M to \$1.9M construction cost
- New R/W needed from 8 parcels; no buildings impacted
- Addresses rear-end crashes and morning congestion
- Requires one retaining wall



	STRONGLY OPPOSE	DISLIKE	NEUTRAL	LIKE	STRONGLY SUPPORT	TOTAL
C3 (Board 15): SR 32 widening for center turn lane from Little Dry Run to Newtown's east corp. limit	1.52% 1	10.61% 7	25.76% 17	27.27% 18	34.85% 23	66
C4 (Board 15): Left turn lane on SR 32 at Hickory Creek	4.69% 3	10.94% 7	43.75% 28	20.31% 13	20.31% 13	64

#### COMMENTS and RESPONSES FOR CONCEPT C3:

SR 32 widening for center turn lane from Little Dry Run to Newtown's east corp. limit

NO.	COMMENT	RESPONSE
	NO COMMENTS RECEIVED	

#### COMMENTS and RESPONSES FOR CONCEPT C4:

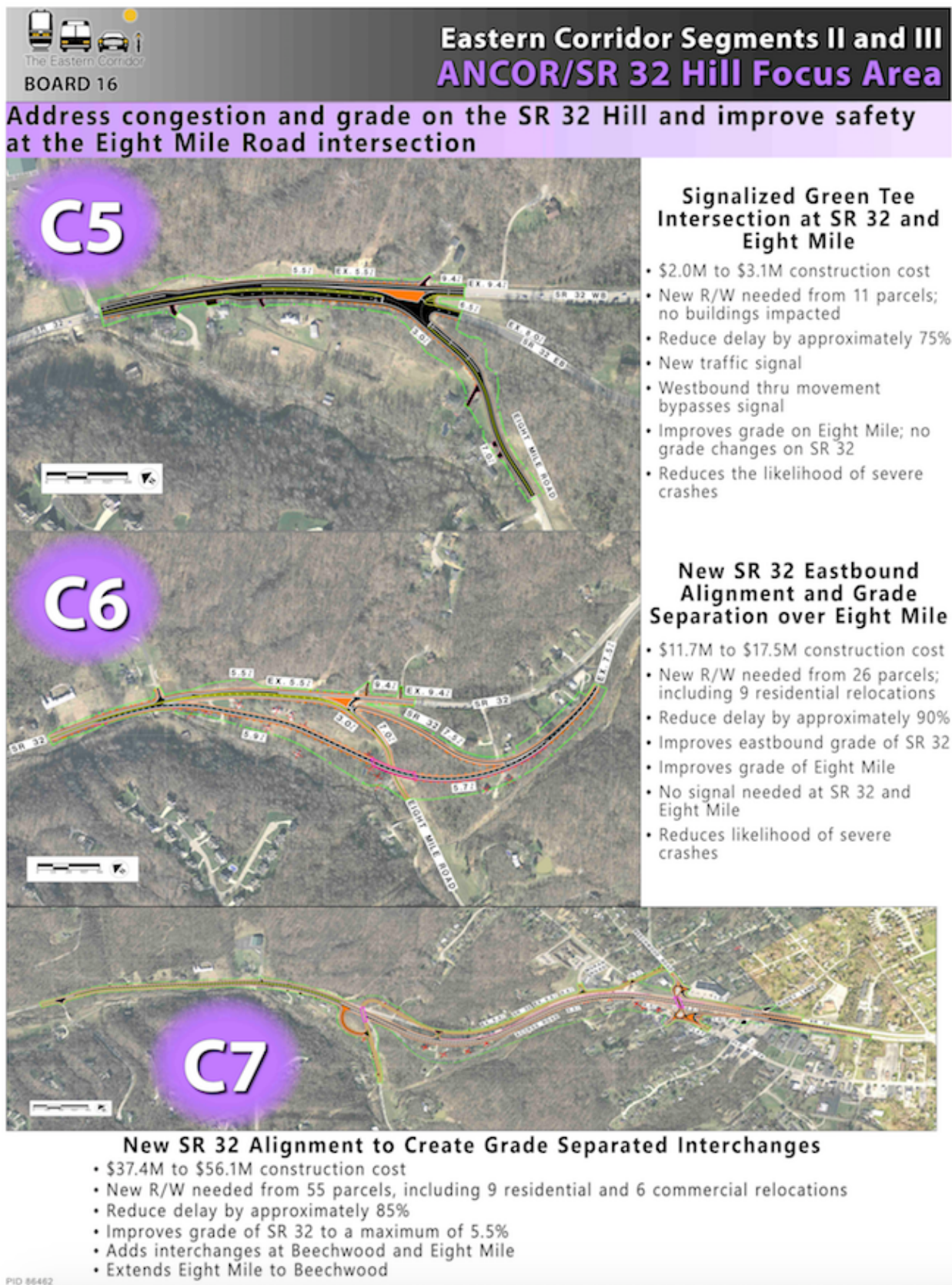
Left turn lane on SR 32 at Hickory Creek

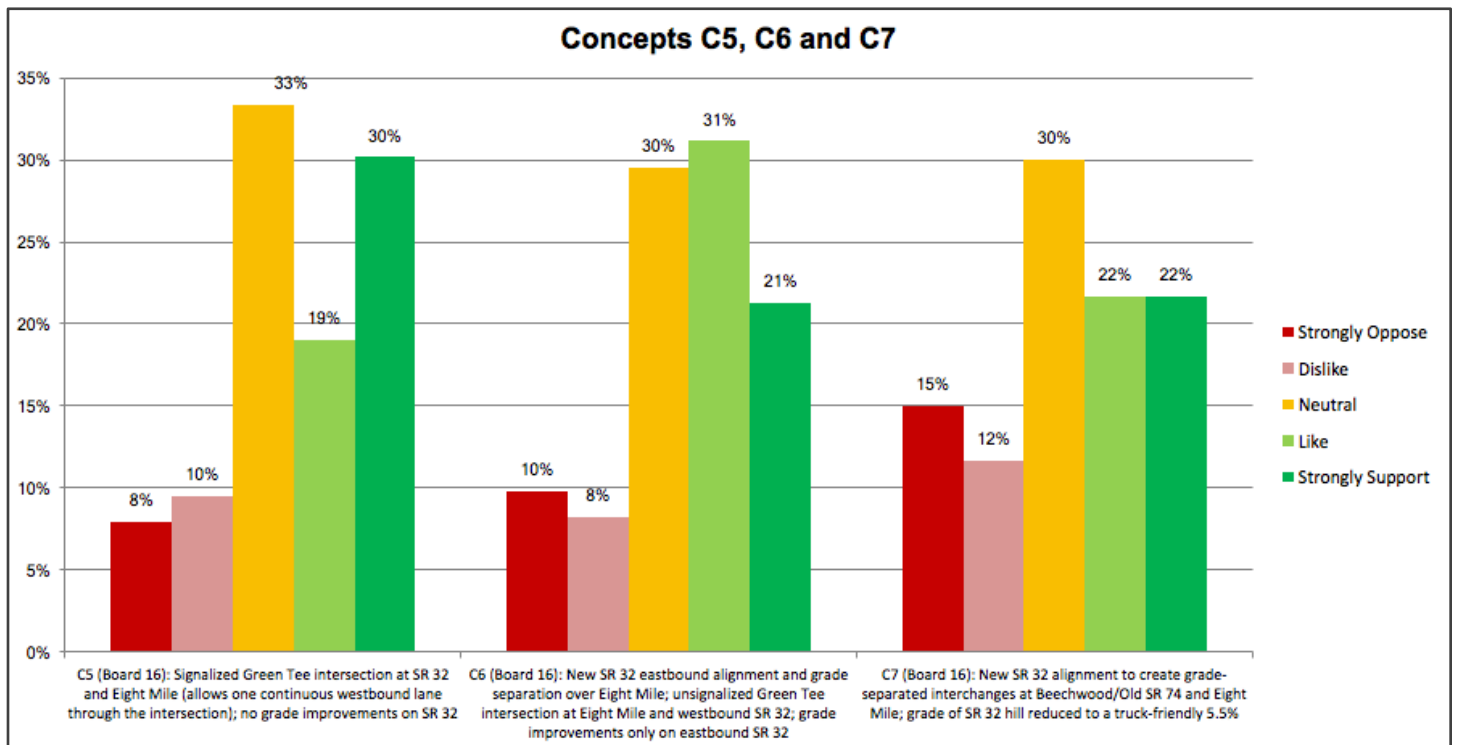
NO.	COMMENT	RESPONSE
	NO COMMENTS RECEIVED	



## ANCOR/SR HILL FOCUS AREA

### CONCEPTS C5, C6 AND C7, BOARD 16





	STRONGLY OPPOSE	DISLIKE	NEUTRAL	LIKE	STRONGLY SUPPORT	TOTAL
C5 (Board 16): Signalized Green Tee intersection at SR 32 and Eight Mile (allows one continuous westbound lane through the intersection); no grade improvements on SR 32	7.94% 5	9.52% 6	33.33% 21	19.05% 12	30.16% 19	63
C6 (Board 16): New SR 32 eastbound alignment and grade separation over Eight Mile; unsignalized Green Tee intersection at Eight Mile and westbound SR 32; grade improvements only on eastbound SR 32	9.84% 6	8.20% 5	29.51% 18	31.15% 19	21.31% 13	61
C7 (Board 16): New SR 32 alignment to create grade-separated interchanges at Beechwood/Old SR 74 and Eight Mile; grade of SR 32 hill reduced to a truck-friendly 5.5%	15.00% 9	11.67% 7	30.00% 18	21.67% 13	21.67% 13	60

#### COMMENTS and RESPONSES FOR CONCEPT C5:

**Signalized Green Tee intersection at SR 32 and Eight Mile (allows one continuous westbound lane through the intersection); no grade improvements on SR 32**

NO.	COMMENT	RESPONSE
	NO COMMENTS RECEIVED	

**COMMENTS and RESPONSES FOR CONCEPT C6:****New SR 32 eastbound alignment and grade separation over Eight Mile; unsignalized Green Tee intersection at Eight Mile and westbound SR 32; grade improvements only on eastbound SR 32**

NO.	COMMENT	RESPONSE
1	C6 - Separated area is Anderson Township green space and is protected from improvements.	Thank you for your comments. We appreciate the information you have shared and will consult with Anderson Township accordingly. This information will be taken into consideration as we evaluate the options and develop our recommendations.
2	Regarding C6 and C7 - A colossal waste of money that would be better spent on other projects.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

**COMMENTS and RESPONSES FOR CONCEPT C7:****New SR 32 alignment to create grade-separated interchanges at Beechwood/Old SR 74 and Eight Mile; grade of SR 32 Hill reduced to a truck-friendly 5.5%**

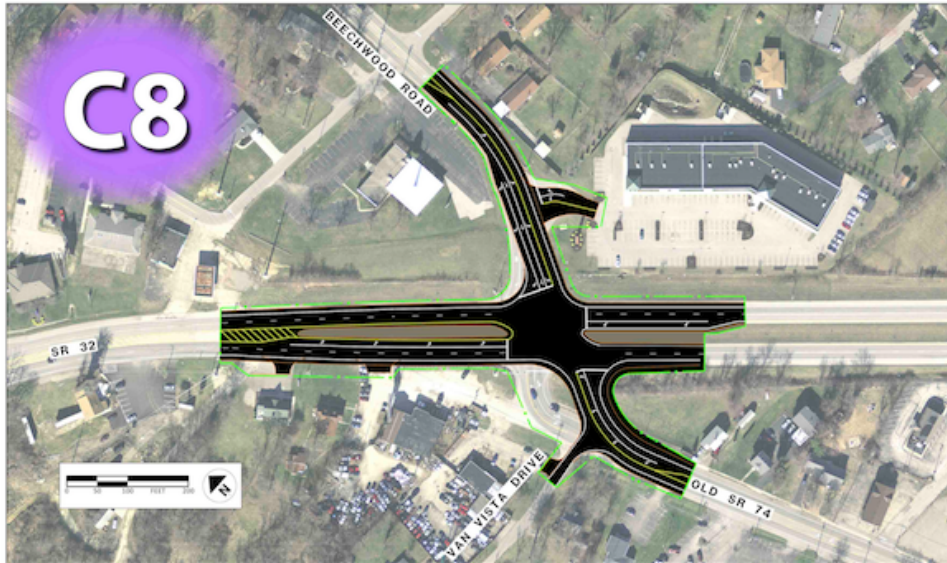
NO.	COMMENT	RESPONSE
1	C7 - adds traffic to Beechwood?	Thank you for your comment. This concept would likely increase traffic on Beechwood on the first block north of SR 32 up to Craig Road where 8-Mile Road would connect.
2	Regarding C6 and C7 - A colossal waste of money that would be better spent on other projects.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
3	<i>Received via email:</i>  Although most expensive, the C7 alternative seems to be the best. It eliminates signals and provides improved roads which should greatly improve traffic flow. The biggest traffic problem with this section is turning from 8 mile onto SR 32 and having to stop at a traffic light at beechwood. Eliminating both of those would greatly improve traffic.	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.



## ANCOR/SR HILL FOCUS AREA CONCEPTS C8 AND C9, BOARD 17

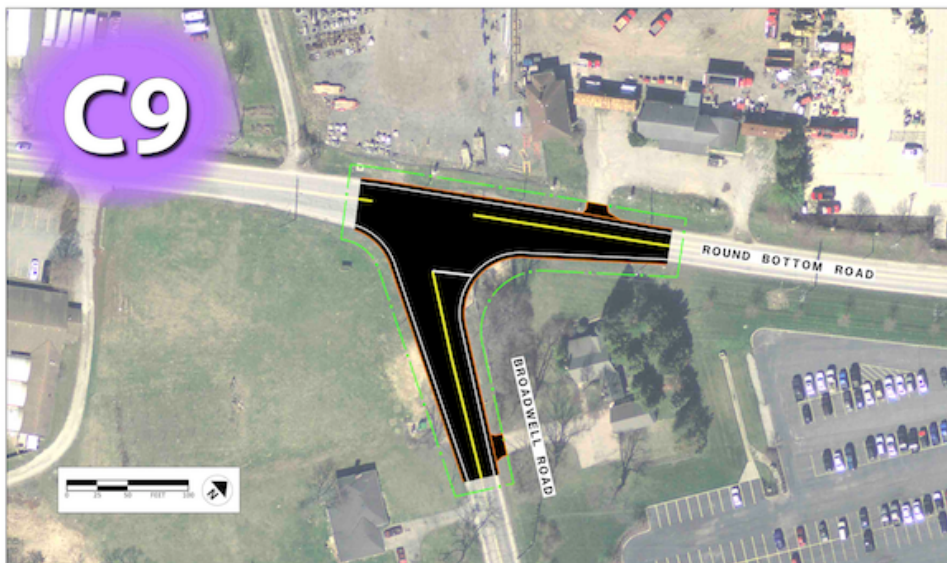


### Eastern Corridor Segments II and III **ANCOR/SR 32 Hill Focus Area**



#### **SR 32 and Beechwood Intersection Improvements**

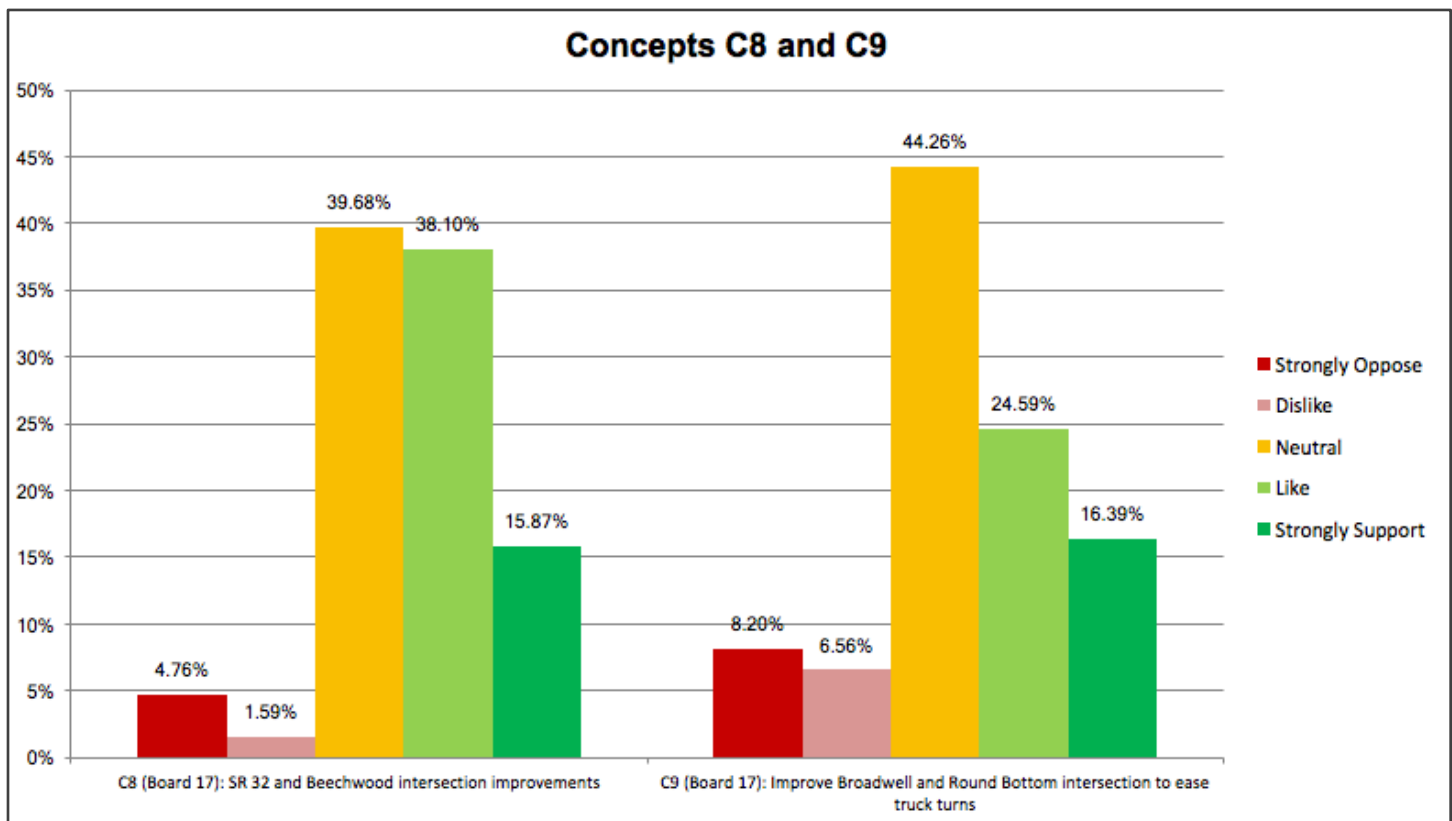
- \$280,000 to \$420,000 construction cost
- New R/W needed from 6 parcels; no buildings impacted
- Modify curve on Old SR 74 to improve visibility at intersection
- Lengthen left turn lanes on three approaches



#### **Improve Broadwell and Round Bottom Intersection for Truck Turns**

- \$100,000 to \$175,000 construction cost
- New R/W needed from 2 parcels; no buildings impacted

PID 86462



	STRONGLY OPPOSE	DISLIKE	NEUTRAL	LIKE	STRONGLY SUPPORT	TOTAL
C8 (Board 17): SR 32 and Beechwood intersection improvements	4.76% 3	1.59% 1	39.68% 25	38.10% 24	15.87% 10	63
C9 (Board 17): Improve Broadwell and Round Bottom intersection to ease truck turns	8.20% 5	6.56% 4	44.26% 27	24.59% 15	16.39% 10	61

## COMMENTS and RESPONSES FOR CONCEPT C8: SR 32 and Beechwood intersection improvements

NO.	COMMENT	RESPONSE
1	C8 - Improvements identified in your plan do NOT include a dedicated westbound turn lane onto Beechwood (BUT SHOULD), noting extra pavement exists and a "do not drive on marked shoulder" signage in place prohibits usage - THIS SHOULD BE A "NO BRAINER," and it appears you missed it (very limited cost, but big improvement potential).	Thank you for your comments. We appreciate the idea you have suggested and have evaluated whether a dedicated right (westbound) turn lane onto Beechwood should be implemented in this location. Based on our traffic data, we have determined that there will be a 10% benefit to the overall delay at the intersection during the PM peak hour. Therefore, we will include a right turn lane onto Beechwood in the Implementation Plan.
	Thanks for your work and consideration!	

**COMMENTS and RESPONSES FOR CONCEPT C9:**

**Improve Broadwell and Round Bottom intersection to ease truck turns**

NO.	COMMENT	RESPONSE
NO COMMENTS RECEIVED		



## ANCOR/SR HILL FOCUS AREA CONCEPTS C10 AND C11, BOARD 18



### Eastern Corridor Segments II and III **ANCOR/SR 32 Hill Focus Area**

**Address and improve freight connections between ANCOR and I-275  
and and support local economic development**

# C10

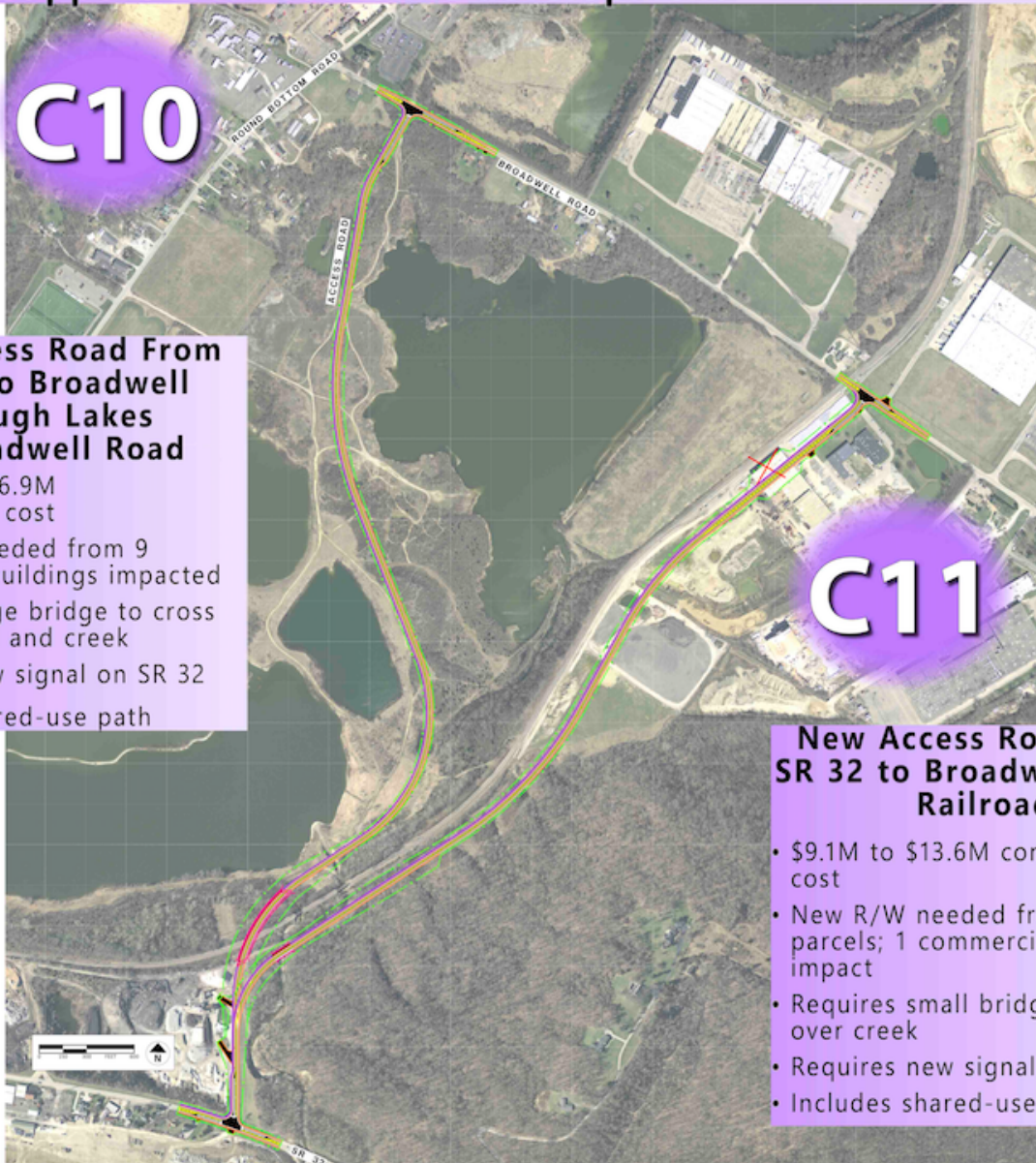
#### **New Access Road From SR 32 to Broadwell Through Lakes to Broadwell Road**

- \$11.3M to \$16.9M construction cost
- New R/W needed from 9 parcels; no buildings impacted
- Requires large bridge to cross over railroad and creek
- Requires new signal on SR 32
- Includes shared-use path

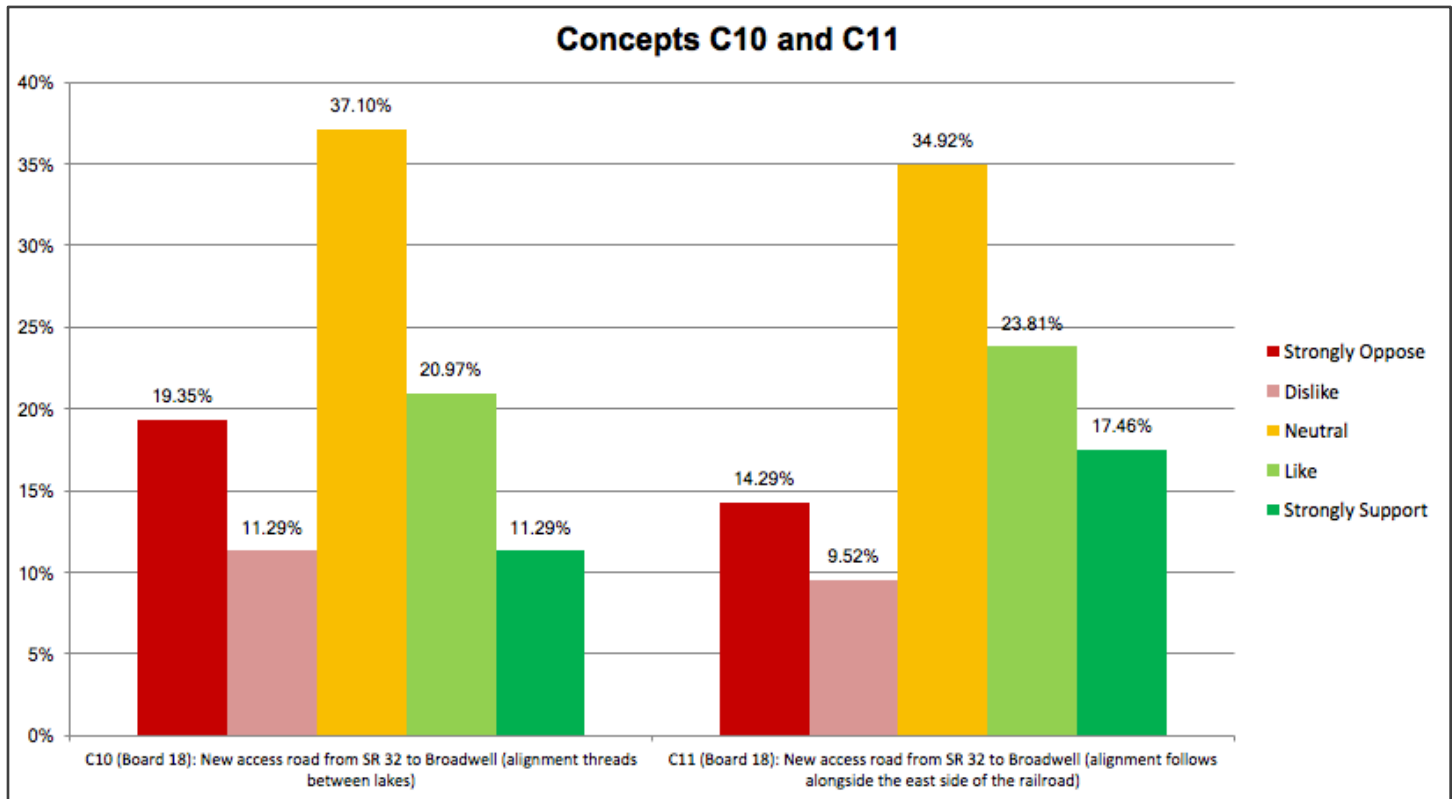
# C11

#### **New Access Road From SR 32 to Broadwell Along Railroad**

- \$9.1M to \$13.6M construction cost
- New R/W needed from 9 parcels; 1 commercial building impact
- Requires small bridge to cross over creek
- Requires new signal on SR 32
- Includes shared-use path



PID 86462



	STRONGLY OPPOSE	DISLIKE	NEUTRAL	LIKE	STRONGLY SUPPORT	TOTAL
C10 (Board 18): New access road from SR 32 to Broadwell (alignment threads between lakes)	19.35% 12	11.29% 7	37.10% 23	20.97% 13	11.29% 7	62
C11 (Board 18): New access road from SR 32 to Broadwell (alignment follows alongside the east side of the railroad)	14.29% 9	9.52% 6	34.92% 22	23.81% 15	17.46% 11	63

#### COMMENTS and RESPONSES FOR CONCEPT C10:

##### New access road from SR 32 to Broadwell (alignment threads between lakes)

NO.	COMMENT	RESPONSE
1	I would be more interested in C10 & 11 if the mining and landscaping companies would offset the majority of the cost. At this point freight doesn't seem to be a huge problem but this could change if additional mining is planned.	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
2	Like trails on C10 AND C11	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.



**COMMENTS and RESPONSES FOR CONCEPT C11:****New access road from SR 32 to Broadwell (alignment follows alongside the east side of the railroad)**

NO.	COMMENT	RESPONSE
1	I would be more interested in C10 & 11 if the mining and landscaping companies would offset the majority of the cost. At this point freight doesn't seem to be a huge problem but this could change if additional mining is planned.	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
2	Like trails on C10 AND C11	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

## ANCOR/SR 32 HILL FOCUS AREA GENERAL COMMENTS RECEIVED

---

### GENERAL SHARED-USE/BIKE PATH COMMENTS RECEIVED FOR THE ANCOR/SR 32 HILL FOCUS AREA

NO.	COMMENT	RESPONSE
	NO COMMENTS RECEIVED	

---

### MISCELLANEOUS COMMENTS RECEIVED FOR THE ANCOR/SR 32 HILL FOCUS AREA

NO.	COMMENT	RESPONSE
1	Add backplates to SR 32 and Old 74 (east and west)	Thank you for your comment. The signal heads at Mt. Carmel-Tobasco and Old SR 74 (west) at SR 32 will be replaced by the construction project currently underway and scheduled for completion in 2019. The new signal heads will have backplates.
2	Defer to best act by committee.	Thank you for your comment. Your input is appreciated.
3	I am fundamentally opposed to spending such large sums of money to improve capacity of existing roadways - doing so only further promotes suburban sprawl and will create induced demand placing us in a vicious loop of encountering the same problems on a recurring basis.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
4	I highly support the Ancor/32 Construction. Thank You!	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
5	The Sierra Club Ohio Chapter and Miami Group do not support plans that result in significant impacts to the natural environment and that have feasible alternatives, such as regarding the intersection at Eight Mile and 32.	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
6	Will encourage Anderson Township to approve mining.	Thank you for your comment; your input is appreciated.
7	You previously had plans to install a new highway from Red Bank through to the SR 32 area near Rose Hill; then it was decided to abandon a bridge across the river and squeeze most traffic through Fairfax and Mariemont and push some traffic over the Beechmont levy (terrible choices). But, that being said, let's create some new	Thank you for your comments. During our analysis, we did look at an alternative to the ANCOR Connector concepts (C10 and C11) that would have built half of the connection you suggested. This concept, A-5, can be reviewed on Pages 42 - 43 of the ANCOR/SR 32 Hill Focus Area, Meeting 3 Notes, posted on the Eastern Corridor website at <a href="http://easterncorridor.org/wp-">http://easterncorridor.org/wp-</a>

---

NO.	COMMENT	RESPONSE
	possibilities for a new highway from the Newtown bridge through to SR 32 at or near Rose Hill. We simply must get traffic flow relief by flowing it around the Newtown bottleneck - regardless of whether this is SR 32 or Newtown/Valley/Round Bottom roads! Making minor improvements to these roads will have minimal effect in the grander scheme. Build a road through the industrial valley and the Eastern Corridor vision will come markedly closer to reality (then the need for marked improvements on US 50 will become obvious in Fairfax and Mariemont).	<p><a href="content/uploads/2019/02/ANCOR-MEETING-3-BINDER2-010819.pdf">content/uploads/2019/02/ANCOR-MEETING-3-BINDER2-010819.pdf</a>.</p> <p>After analyzing concept A-5 and discussing it with the Advisory Committee, the alternative was removed from further study because it does not address the following need as effectively as concepts C10 and C11 (these concepts are identified as concepts A1 and A2, respectively in the Meeting 3 Notes):</p> <p>“Improve freight connections between ANCOR and SR 32/I-275 due to constraints on Mt. Carmel Rd., Round Bottom Rd. and SR 32 to support local economic development plans.”</p> <p><i>- Eastern Corridor Segments II and III Transportation Analysis Report (July 2017)</i></p> <p>In further response to your comment, we calculated the costs of other proposed concepts that may not be needed if the connection you suggested were to be built:</p> <ul style="list-style-type: none"> <li>• C2: Little Dry Run Improvement (\$1.9M-\$2.8M)</li> <li>• B1: SR-32 and Church Improvement (\$1.2M-\$1.8M)</li> <li>• B2: SR-32 and Round Bottom Improvement (\$4.4M-\$6.6M)</li> <li>• B3: Round Bottom and Valley roundabout (\$475K-\$700K)</li> <li>• B4: Newtown and Valley Roundabout (\$600K-\$910K)</li> </ul> <p>Together, the cost of these projects adds up to an estimated range of \$8.6M - \$12.8M. Based on our analysis of concept A-5, it had an anticipated cost of \$10.2M - \$15.2M. Since the A-5 alignment was only half of the suggested alternate, the cost of our proposed concepts is significantly lower than the cost we anticipate for the connection you asked us to consider. As such, we do not plan to analyze this alternate connection concept further because its projected costs and impacts would be significantly higher than other concepts that have been proposed.</p> <p>Thank you again for your suggestions. Your input is appreciated.</p>