MEETING #4 NOTES

Meeting Date
Dec. 11, 2018

Meeting Location
Anderson Center

Meeting Objectives
- Review results of the signal timing improvements made along SR 32 and US 50 within the Segments II and III study area and in the Village of Newtown.
- Review feedback received from the public at the Oct. 24 and 25 Open House meetings and during the subsequent public comment period.
- Discuss:
  - Possible refinements to alternatives based on feedback received and determine which, if any, alternatives should be removed from further consideration.
  - Prioritization preferences for remaining alternatives.
  - Possible funding sources.
- Discuss ODOT's Implementation Plan strategy and next steps.

Meeting Summary

Tommy Arnold, ODOT, opened the meeting and shared the following:

- This is the fourth and final Advisory Committee meeting for this focus area. Thank you to all who have invested many hours over the past year to discuss transportation needs, develop possible solutions, review and discuss concept evaluation results, and provide input that will be used to help inform the development of the Implementation Plan.
- The Implementation Plan will identify the projects ODOT recommends for future development and construction. Projects will be designated as high, medium or low priorities. Possible project sponsors and potential funding options will also be identified in the plan.
- While ODOT may be able to assist with the funding and implementation of some of the projects, it is anticipated that the responsibility for many projects will fall under the purview of local jurisdictions. The Implementation Plan will serve as a tool that jurisdictions can use to assist with their planning efforts.
- ODOT and its consultant team will be developing the Implementation Plan during the upcoming weeks and expects to have a draft completed in early 2019.

Matt Crim, Stantec, shared Signal Timing Study updates and discussed how traffic flow has been affected since signal timing adjustments were completed in October and November. The information shared is summarized on the Signal Timing Study (STS) page of these notes.

Steve Shadix, Stantec, distributed a packet of concept comparison matrices for each of the proposed concepts. Copies of each matrix are provided with the discussion notes for each concept on the following pages. He also passed out copies of a draft report that summarized input received on the improvement concepts proposed for this focus area and presented to the public at the Oct. 24 and 25 Open House meetings. The content of the report was reviewed as part of the meeting's subsequent discussion of concepts. Mr. Shadix also shared the following introductory comments:

- A total of 175 people signed in at the Open Houses. However, because some people opted not to sign in, the total number of attendees was slightly higher.
- 125 people submitted comment forms. Approximately 54% of the comment forms were submitted at the Open House meetings or submitted via email after the meetings had concluded. The remaining 46% were submitted online using a digital version of the comment form (links to the online comment form were provided on the project website, in meeting materials, and in email notices). All responses received at the Open Houses and via mail or email were entered into the online comment form database to facilitate analysis.
- Approximately 52% of respondents (64 people) said they lived in either the 45227 (Mariemont, Fairfax, Madisonville; 26%) or 45244 (Newtown, Anderson Township, Union Township; 26%) zip codes.
- When asked how they heard about the Open House meetings, emails from Eastern Corridor, Facebook and "Other" were most frequently reported as sources. Emails from community councils and/or community representatives, friends/relatives, the Nextdoor community-based social network, and a local bike shop were most frequently cited as information sources for "Other." Mr. Shadix thanked Advisory Committee members for assisting with getting the word out to their constituents about the public Open Houses.
- The comment form asked respondents to indicate the degree to which they support each proposed concept using a five point scale (Strongly Oppose, Dislike, Neutral, Like, and Strongly Support). The summary report focuses on the distribution of responses received for each concept.
- Respondents were also invited to share any comments they may have regarding the proposed concepts. Comments received on the forms, as well as any submitted separately via email and mail, were recorded and are included in the summary report.

MEETING PARTICIPANTS

Nathan Alley, Sierra Club

Caroline Ammerman, Stantec

Tom Arnold, ODOT District 8

Brittnay Bell, Rasor Marketing Communications

Brad Bowers, Anderson Township

Matt Crim, Stantec

Tom Caruso, Anderson Township

Todd Gadbury, Hamilton County Engineer's Office

PJ Ginty, Anderson Township

Wade Johnston, Green Umbrella

Martha Kelly, City of Cincinnati DOTE

Heather McColeman, ODOT OES

Charles Rowe, ODOT District 8

Becky Osinski, Great Parks of Hamilton County

Steve Shadix, Stantec

Laura Whitman, Rasor Marketing Communications

The Eastern Corridor

Eastern Corridor Segments II and III

SR 125/SR 32 Focus Area

Theme

SR 32 – CLOUGH PIKE TO NEWTOWN

Primary Needs identified for this theme:

P1) Address eastbound PM peak-hour delays.

P2) Address deficiencies at the ‘S’ curve.

Secondary Needs identified for this theme:

S1) Address deficient roadway grade east of Turpin Lake Place.

S2) Correct deficient roadway curve at Newtown Corporation Limit.

S3) Address roadway flooding issues.

Concept not drawn.

DESCRIPTION

- Improve signal timing.

NEEDS ADDRESSED

P1) Address eastbound PM peak-hour delays.

5/24 MEETING DISCUSSION AND COMMENTS

- The purpose is to improve traffic flow and alleviate backups at signals in Newtown.
- The issue is being addressed as part of the Signal Timing Study (STS) being conducted in the Village of Newtown Focus Area.
- No additional comments were received following the 5/24 meeting.

8/20 MEETING DISCUSSION AND COMMENTS

- ODOT completed the Signal Timing Study in late spring (2018) and it has been reviewed and approved.
- ODOT has purchased and has nearly finished installing new signal controllers in Newtown, Mariemont and Fairfax (ODOT is waiting for a few clocks to be installed in Fairfax).
- Stantec is now beginning the "after study". Additional data regarding traffic flow will be collected as part of this study. Timing adjustments can be made if determined necessary.
- No additional comments were received following the 8/20 meeting.

12/12 MEETING DISCUSSION AND COMMENTS

Matt Crim, Stantec, shared Signal Timing Study updates and discussed how traffic flow has been affected since signal timing adjustments were completed in October and November:

- Earlier this year, Stantec, ODOT's consultant team, conducted a Signal Timing Study within the Segments II and III study area along the SR 32 and US 50 corridors and in the Village of Newtown (from Newtown Road to Valley Avenue to Round Bottom Road).
- A "before study" was conducted in March and, following comprehensive analysis, a series of timing adjustments were implemented in August and September. Additional fine-tuning adjustments were made in October and November. An "after study" was completed in November.
- Stantec compared data from the "after study" with data from the "before study." Results included the following:
  - US 50 Corridor: Overall, travel time decreased by 9%, vehicle delays decreased by 32%, stop delays decreased by 42% and the average number of stops decreased by 33%. The average travel speed increased by 13%. Using ODOT's evaluation metrics, benefits of these improvements were determined to be:
    - Benefit/Cost Ratio: 26:1
    - Delay savings: 49,564 hours /$1,014,262
    - Emission savings: 2.9 kg / $10,221
    - Crash Reductions: 5 crashes / $121,800
    - Fuel Savings: 20,623 gallons / $45,061

    Travel in both east and west directions improved during the morning, mid-afternoon and evening peak travel times.
  - Village of Newtown: Overall, travel time decreased by 11%, vehicle delays decreased by 33%, stop delays decreased by 37% and the average number of stops decreased by 33%. The average travel speed increased by 13%. Using ODOT's evaluation metrics, benefits of these improvements were determined to be:
    - Benefit/Cost Ratio: 51:1
    - Delay savings: 22,868 hours / $486,045
    - Emission savings: 0.8 kg / $2,736
    - Crash Reductions: 1 crash / $13,938
    - Fuel Savings: 3,298 gallons / $7,205

    Travel in both east and west directions improved during the morning, mid-afternoon and evening peak travel times.
  - SR 32 Corridor: Overall, travel time decreased by 10%, vehicle delays decreased by 38%, stop delays decreased by 51% and the average number of stops decreased by 45%. The average travel speed increased by 9%. Using ODOT's evaluation metrics, benefits of these improvements were determined to be:
    - Benefit/Cost Ratio: 28:1
    - Delay savings: 21,901 hours / $490,201
    - Emission savings: 0.03 kg / $2,820
    - Crash Reductions: 2 crashes / $53,205
    - Fuel Savings: 6,484 gallons / $14,166

    Travel in both east and west directions improved during the morning, mid-afternoon and evening peak travel times. However, westbound traffic (in the off-peak direction) has experienced slight increases in travel time and vehicle delays during evening peak period. These increases were intentional to improve travel in the peak direction.
- ODOT suggested that additional benefit can be gained by installing additional detection and modems in controllers to allow the lights to be interconnected and adaptive. With this technology, the lights would be able to better respond to variable traffic conditions and would automatically switch to different timing plans to help improve traffic flow. The committee agreed that considering the benefit/cost ratio, this recommendation should be advanced.

NEXT STEPS/RECOMMENDATION

- Include in Implementation Plan as a high priority.
- Enhance signals to provide advanced detection and wireless signal interconnect. Can be packaged with similar signal upgrades on SR 32 and near Red Bank interchange. Also combine with additional signal backplates on US 50, wayfinding signage at Beechmont Circle and Red Bank, and advanced warning signage on US 50 eastbound.
- Possible HSIP funding.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								$80K to $120K (includes signal at Little Dry Run)	0	$0	C1	No Impacts	Neutral	Neutral	Neutral

PRIORITY: HIGH

US-50

Pre-Study vs Optimized Timings

Peak Hour Analysis

Timing	Direction	Travel Time (sec)	Vehicle Delay (sec)	Stopped Delay (sec)	Stops	Average Speed (mph)
CUMULATIVE						
Pre-Study		382	102	66	3.0	23.2
Optimized		349	69	38	2.0	26.3
% Change		**-9%**	**-32%**	**-42%**	**-33%**	**13%**
AM Peak						
Pre-Study	EB	336	51	31	1.8	26.2
Optimized	EB	312	27	29	1.2	28.3
EB % Change		**-7%**	**-47%**	**-6%**	**-33%**	**8%**
Pre-Study	WB	426	150	97	4.2	21.1
Optimized	WB	347	71	50	1.8	25.5
WB % Change		**-19%**	**-53%**	**-48%**	**-57%**	**21%**
MIDDAY Peak						
Pre-Study	EB	376	91	63	3.2	23.5
Optimized	EB	318	33	24	1.6	27.7
EB % Change		**-15%**	**-64%**	**-62%**	**-50%**	**18%**
Pre-Study	WB	385	109	62	3.8	22.8
Optimized	WB	397	121	38	1.4	27.3
WB % Change		**3%**	**11%**	**-39%**	**-63%**	**20%**
PM Peak						
Pre-Study	EB	390	106	74	4.2	22.7
Optimized	EB	380	95	56	1.6	23.5
EB % Change		**-3%**	**-10%**	**-24%**	**-62%**	**4%**
Pre-Study	WB	380	104	68	3.5	23.1
Optimized	WB	342	66	31	1.6	25.6
WB % Change		**-10%**	**-37%**	**-54%**	**-54%**	**11%**

Reduction
No Change
Increase

(Note: in the case of average speed, green means an increase in overall travel speed, whereas red means a reduction in overall travel speed)

Estimated Annual Signal Retiming Benefits

Corridor: US-50

Delay Savings
49,564 Hours
$1,014,262

Crash Reductions
5 Crashes
$121,800

Emissions Savings
2.9 kg
$10,221

Fuel Savings
20,623 Gallons
$45,061

Benefit Cost Ratio
26:1

PRIORITY: HIGH

Newtown (Newtown Rd/Valley Ave/Round Bottom Rd)

Pre-Study vs Optimized Timings

Peak Hour Analysis

Timing	Direction	Travel Time (sec)	Vehicle Delay (sec)	Stopped Delay (sec)	Stops	Average Speed (mph)
CUMULATIVE						
Pre-Study		236	80	76	3.0	19.3
Optimized		211	54	48	2.0	21.8
% Change		**-11%**	**-33%**	**-37%**	**-33%**	**13%**
AM Peak						
Pre-Study	NB	237	63	70	2.6	19.2
Optimized	NB	234	60	62	2.0	19.1
NB % Change		**-1%**	**-5%**	**-11%**	**-23%**	**-1%**
Pre-Study	SB	273	134	114	3.1	16.5
Optimized	SB	216	76	59	1.6	21.5
SB % Change		**-21%**	**-43%**	**-48%**	**-48%**	**30%**
MIDDAY Peak						
Pre-Study	NB	203	28	39	2.7	21.9
Optimized	NB	193	19	39	2.1	23.3
NB % Change		**-5%**	**-32%**	**0%**	**-22%**	**6%**
Pre-Study	SB	209	70	48	1.9	21.5
Optimized	SB	191	52	33	1.4	23.8
SB % Change		**-9%**	**-26%**	**-31%**	**-26%**	**11%**
PM Peak						
Pre-Study	NB	214	40	57	2.0	20.7
Optimized	NB	187	12	30	1.6	24
NB % Change		**-13%**	**-70%**	**-47%**	**-20%**	**16%**
Pre-Study	SB	281	142	126	3.5	16.1
Optimized	SB	242	102	65	2.2	19.2
SB % Change		**-14%**	**-28%**	**-48%**	**-37%**	**19%**

Reduction
No Change
Increase

Estimated Annual Signal Retiming Benefits

Corridor: Newtown Rd/Valley Ave/Round Bottom Rd

Delay Savings
22,868 Hours
$486,045

Crash Reductions
1 Crashes
$13,938

Emissions Savings
0.8 kg
$2,736

Fuel Savings
3,298 Gallons
$7,205

Benefit Cost Ratio
51:1

PRIORITY: HIGH

SR-32

Pre-Study vs Optimized Timings

Peak Hour Analysis

Timing	Direction	Travel Time (sec)	Vehicle Delay (sec)	Stopped Delay (sec)	Stops	Average Speed (mph)
CUMULATIVE						
Pre-Study		172	45	39	1.1	24.7
Optimized		155	28	19	0.6	26.8
% Change		**-10%**	**-38%**	**-51%**	**-45%**	**9%**
AM Peak						
Pre-Study	EB	139	26	11	0.4	29.0
Optimized	EB	139	26	11	0.4	29.1
EB % Change		**0%**	**0%**	**-1%**	**-6%**	**0%**
Pre-Study	WB	203	62	50	1.2	21.0
Optimized	WB	182	42	29	1.0	22.9
WB % Change		**-10%**	**-32%**	**-42%**	**-17%**	**9%**
MIDDAY Peak						
Pre-Study	EB	142	29	15	0.8	28.3
Optimized	EB	129	16	0	0	30.7
EB % Change		**-9%**	**-45%**	**-100%**	**-100%**	**8%**
Pre-Study	WB	170	29	45	1.3	23.8
Optimized	WB	148	7	18	1.0	27.6
WB % Change		**-13%**	**-76%**	**-60%**	**-23%**	**16%**
PM Peak						
Pre-Study	EB	210	98	71	1.8	20.1
Optimized	EB	156	43	13	0.5	25.9
EB % Change		**-26%**	**-56%**	**-82%**	**-72%**	**29%**
Pre-Study	WB	167	26	44	1.0	25.9
Optimized	WB	174	33	44	1.0	24.7
WB % Change		**4%**	**27%**	**1%**	**0%**	**-5%**

Reduction
No Change
Increase

Estimated Annual Signal Retiming Benefits

Corridor: SR-32

Delay Savings

21,901 Hours
$490,201

Crash Reductions

2 Crashes
$53,205

Emissions Savings

0.03 kg
$2,820

Fuel Savings

6,484 Gallons
$14,166

Benefit Cost Ratio

28:1

PRIORITY: HIGH

Theme: SR 32 – CLOUGH PIKE TO NEWTOWN, SR 32 OPTIONS
Identifier: 32-4 (A1)

Concept drawn on the following page.

DESCRIPTION

- Correct deficient 'S' curve with new horizontal geometry and make vertical adjustment to alleviate flooding issue in this area.
  - Located halfway between Clough Pike and Newtown.
  - Would straighten the road and raise it out of the floodplain.
  - Install a pedestrian underpass to the Little Miami Trail, located on the northwest side of SR 32 [(see 32-1b (A8)].

NEEDS ADDRESSED

P2) Address deficiencies at the 'S' curve.

5/24 MEETING DISCUSSION AND COMMENTS

- Proposed changes would improve travel safety along the road in this area.
- Currently, flooding causes periodic closures; raising the road out of the floodplain will help alleviate this problem.
  - Raising the road out of the floodplain would have an impact on nearby driveways.
- The speed limit along this stretch of SR 32 is marked as 55 mph, but only meets 45 mph design standards.
  - Lowering the speed limit in this area may be appropriate; a speed study would need to be conducted to make this determination.
- Excavation would be needed to install a new culvert under the road; if desired, this project could include excavation for a new bike/pedestrian underpass as well.
  - Excavation could be a concern due to cultural resources.
  - Even if an underpass is constructed, people may still access the bike path by crossing SR 32.
- Currently, this concept only looks at horizontal design; next steps would be to look at vertical design to further determine feasibility.
- Temporary paving/road would be needed during construction.
- This project can potentially include a bike path connection to the Five Mile Trail using neighborhood streets.
- No additional comments were received following the 5/24 meeting.

8/20 MEETING DISCUSSION AND COMMENTS

- Although there have been some accidents at this location, none have been significant.
- Lowering the speed limit is still an option for improving travel safety in this area; however, pedestrian/bicyclist needs still need to be addressed. Therefore, implementing this project is still necessary.
- A speed study would be needed to determine if lowering the speed limit is warranted.
- No additional comments were received following the 8/20 meeting.

12/11 MEETING DISCUSSION AND COMMENTS

This concept was presented as A1 at the October Open House meetings.

- Public response to this concept tended toward neutral (45%). See Public Feedback Ratings Summary on the next page.
- ODOT noted that as proposed, this concept would address crashes, pedestrian access and flooding issues at this location. However, the committee discussed some concerns regarding the estimated cost of the project.
- Some crashes have occurred in this area, but ODOT has not identified it as an area of particular concern.
- A committee member suggested that costs could be reduced by reducing the speed limit instead of straightening the road. ODOT said a speed study would need to be completed to determine if lowering the speed limit is warranted. ODOT also noted that the existing curves of the roadway are designed to accommodate a 45 mph speed limit.
- Anderson Township noted that annual flooding in this area and subsequent access (or lack thereof) is of most concern to them; benefits gained from the project may exceed the cost. The committee briefly discussed focusing more on raising the roadway and less on straightening it.
- The committee noted that even if this project were completed and addressed flooding problems at this location, the project would not address other flooding issues throughout the corridor, therefore flooding would remain a problem unless addressed elsewhere too.
- Another committee member expressed that the "S" curve is not a safety concern, however, the berms (and the risk of driving off of them) are.
- Anderson Township mentioned that it had installed bollards in other places to block access to floodprone areas and they have worked well for the township.
- The estimated project construction cost does not include a pedestrian underpass [the cost for that is included in in concept 32-1b (A8)].

NEXT STEPS/RECOMMENDATION

- Include in the Implementation Plan as a low priority.
- Investigate option to raise the road to address flooding without correcting the "S" curve.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								$1.8M to $2.5M	0	$40K to $80K	D1	Section 4(f)	Improves	Improves	Improves

PRIORITY: LOW

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

PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
7%	15%	45%	26%	8%

(percentages have been rounded)

The Eastern Corridor

Eastern Corridor Segments II and III

SR 125/SR 32 Focus Area

Theme

SR 32 – SR 125 TO CLOUGH PIKE

Primary Needs identified for this theme:

P3) Address westbound AM peak-hour delays.

P4) Address rear-end crashes.

P5) Address capacity issues and long queues on Clough Pike approach to SR 32.

P6) Address fixed-object crashes on the ramps from SR 32 to westbound SR 125 and eastbound SR 125 to SR 32.

P7) Address merging traffic deficiencies on the ramp from SR 32 to westbound SR 125.

Secondary Needs identified for this theme:

S4) Address ramp flooding issues.

S5) Address deficient vertical grade under the SR 125 overpass and at the SR 125 ramps.

Concept drawn on the following page.

DESCRIPTION

- Improve the Clough Pike and SR 32 intersection to allow full movement by converting the intersection to a signalized Green Tee configuration.
  - A Green Tee intersection is a three-way intersection that allows traffic to flow continuously when traveling straight in one direction and provides traffic signals for all other traffic movements.
- Includes center turn lane on SR 32 from Speedway to Clough.

NEEDS ADDRESSED

P5) Address capacity issues and long queues on Clough Pike approach to SR 32.

5/24 MEETING DISCUSSION AND COMMENTS

- Constructing a Green Tee intersection will allow SR 32 westbound to flow continuously.
- Concept allows for vehicles on westbound SR 32 to turn left onto Clough Pike.
- Initial studies indicate:
  - 48 percent reduction in morning peak-hour delays.
  - 5 percent reduction in evening peak-hour delays.
- This concept would require SR 32 to be widened in spots. However, the slope and geology in the area pose challenges to widening the road.
- Committee asked the consultant team to:
  - Determine if the lane for vehicles merging from Clough to SR 32 westbound is long enough.
  - Determine how access to and from Speedway will be impacted without a signal at the Clough/SR 32 intersection.
- No additional comments were received following the 5/24 meeting.

8/20 MEETING DISCUSSION AND COMMENTS

This concept was presented as A2 at the October Open House meetings.

- This concept would permit a continuous flow of westbound traffic to SR 125 (similar to a roundabout). Westbound traffic turning left onto Clough would have to stop at the signalized SR 32/Clough intersection, but the turn would be permitted with this concept. Eastbound traffic would also have to periodically stop at the intersection.
- There are not many crashes at this location.
- Concept stays mostly within the footprint of the existing roadway unlike concepts I-7b and I-7c.
- Simulations of the concept in operation showed that traffic flows well and there is enough room for vehicles to merge from Clough onto SR 32; concept meets ODOT's typical design guidelines.
- Improvements could be made to improve access to the pedestrian/bike trailhead located immediately west of Speedway. However, this trailhead was intended to be temporary, so access improvements may not be warranted. Further coordination with Hamilton County Parks regarding the status of the trailhead will be undertaken.
- Based on simulation results, there appears to be a lot of benefit to this concept (similar to those offered by concepts I-7b and I-7c) but at a lower construction cost ($1.6M to $2.4M) than concepts I-7b and I-7c.
- No additional comments were received following the 8/20 meeting.

12/11 MEETING DISCUSSION AND COMMENTS

- The committee noted that this concept was generally received favorably by the public (see Public Feedback Ratings Summary, next page), however there was some concern that the project could potentially result in increased travel speeds.
- The committee agreed to designate this concept as a medium priority.

NEXT STEPS/RECOMMENDATION

- Include in the Implementation Plan as a medium priority.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
0.1	AM	19.5	B	68%	9.5	A	B1%	$1.6M to $2.4M	0	$150K to $300K	D1	Section 4(f)	Neutral	Neutral	Improves
	PM	21.5	c	22%	10.9	B	27%								

PRIORITY: MEDIUM

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

PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
3%	9%	35%	35%	19%

(percentages have been rounded)

The Eastern Corridor

Eastern Corridor Segments II and III

SR 125/SR 32 Focus Area

Theme

SR 125/ELSTUN

Primary Needs identified for this theme:

P8) Address capacity issues for northbound left-turn movement and westbound approach.

Secondary Needs identified for this theme:

S6) Address deficient roadway grade at strip mall.

S7) Address deficient roadway grade.

Theme: SR 125/ELSTUN, SR 125 & SR 32 INTERCHANGE
Identifier: X-1b

Concept not drawn.

DESCRIPTION

- Install friction pavement to address crashes on ramps in wet conditions.

NEEDS ADDRESSED

P6) Address fixed object crashes on the ramps from SR 32 to westbound SR 125 and eastbound SR 125 to SR 32.

5/24 MEETING DISCUSSION AND COMMENTS

- Friction pavement is a roughened surface treatment applied to roads that enables vehicle tires to better grip the roadway, particularly during wet weather.
- No comments received following the 5/24 meeting.

8/20 MEETING DISCUSSION AND COMMENTS

- It is anticipated that installing friction pavement will be an effective, low-cost option for this area.
- There is a resurfacing plan in place for SR 32 in this area; adding friction pavement on the ramps can be integrated into this plan. Therefore, there is no need to create a stand-alone project for this concept.
- No comments received following the 8/20 meeting.

12/11 MEETING DISCUSSION AND COMMENTS

- ODOT is planning to include this project in the next road resurfacing project planned for the area, which is scheduled to occur in 2024.

NEXT STEPS/RECOMMENDATION

- Include in the Implementation Plan as a high priority.
- Possibly advance with ODOT's road resurfacing project (PID 105215) being planned for 2024.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								$140K to $210K	0	$0	C1	NONE	NEUTRAL	NEUTRAL	NEUTRAL

PRIORITY: HIGH

Concept not drawn.

DESCRIPTION

- Install a drainage backflow preventer and additional grading along bike trail to reduce flooding frequency on SR 32 ramps under bridge.

NEEDS ADDRESSED

S4) Address ramp flooding issues.

5/24 MEETING DISCUSSION AND COMMENTS

- This project would install the infrastructure needed to support a temporary pump that could be transported to the site during flooding situations.
  - Pump would be moved on-site when needed.
  - Installing a permanent pump is not being considered at this time because flooding is infrequent; the maintenance costs of a permanent pump could potentially exceed benefits.
- No additional comments were received following the 5/24 meeting.

8/20 MEETING DISCUSSION AND COMMENTS

- The purpose of this project is to address flooding on the ramp that connects SR 125 and SR 32 under the levee; ODOT/Stantec are coordinating this effort with Great Parks and the City of Cincinnati.
- Flooding occurs in this area in one of two ways:
  - Water backflows from overloaded storm drains.
  - Water levels in the Ohio River rise above 58 feet – the equivalent of a 10-year storm– and backs up into the Little Miami River.
- Proposal is two-fold:
  - Install a 30” backflow preventer (flapper gate) in the storm water system to prevent floodwaters from entering the system and overflowing in vicinity of the ramp.
  - Pre-grade the land for the future Elstun Connector shared-use path. Grading would create a large berm that would prevent floodwater from spilling into the interchange ramps.
    - Grading would provide flood protection up to an elevation of 490 feet.
    - This measure would have prevented all but one flooding event in the past 20 years.
- Though these measures won’t address all flooding issues, they are expected to address at least 90% of them for approximately $35K to $53K.
- Recommendation is to grade rather than install pumps as previously suggested.
- No additional comments were received following the 8/20 meeting.

12/11 MEETING DISCUSSION AND COMMENTS

- Major flooding issues will be addressed in the area by installing a 30” backflow preventer in the storm water system and by performing additional grading to create a large berm that will prevent floodwater from overflowing in the interchange ramps. These tasks are expected to be completed in 2021 as part of the bikeways connector project (PID 107295).
- The implementation of this concept would help to connect Anderson Township to Elstun.

NEXT STEPS/RECOMMENDATION

- Include in the Implementation Plan as a high priority.
- Advance with the planned 2021 bikeways connector project (PID 107295).

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								$35K TO $53K	0	$0	C2	Scenic River, Potential T&E	Neutral	Improves	Improves

PRIORITY: HIGH

Theme: SR 125/ELSTUN, SR 125 RAMP MERGE
Identifier: X-1c

Concept not drawn.

DESCRIPTION

- Extend merge length on ramp from westbound SR 32 to westbound SR 125.
  - Current merge lane is about 200 feet short.
  - Work can be done with restriping lanes (no widening needed).
  - The result would be an 11-foot lane with a 1-foot shoulder.

NEEDS ADDRESSED

P7) Address merging traffic deficiencies on the ramp from SR 32 to westbound SR 125.

5/24 MEETING DISCUSSION AND COMMENTS

- This concept would require narrowing the existing shoulder to provide space for the longer merge lane. However, the width of the remaining shoulder would still be within design standards.
- The south side of bridge across Little Miami River is being widened as part of a current project (PID 107295) to provide a bike path.
  - CMAC funding has been awarded to the City; Great Parks will manage the project.
  - Project to undergo construction in summer 2020.
- People currently walk across the north side (westbound) of the Little Miami River bridge; their safety will need to be considered as part of this project
- Skytop Pavilion will be redeveloped for residential use (apartments), which will add more vehicular and pedestrian traffic in the area.
- No additional comments were received following the 5/24 meeting.

8/20 MEETING DISCUSSION AND COMMENTS

- No road widening would be necessary with this concept. Changes would be made through re-striping lanes along the existing roadway, but shoulder widths would be reduced.
- The existing guardrail may need to be replaced.
- It might be possible to incorporate this effort into other projects.
- No additional comments were received following the 8/20 meeting.

12/11 MEETING DISCUSSION AND COMMENTS

- There is no construction associated with this project.
- ODOT will look into implementing this concept the next time restriping work is completed in the area, possibly with the planned 2021 bikeways connector project (PID 107295) or planned ODOT 2024 bridge repair project (PID 77925).

NEXT STEPS/RECOMMENDATION

- Include in the Implementation Plan as a high priority.
- Possibly advance with the planned 2021 bikeways connector project (PID 107295) or planned ODOT 2024 bridge repair project (PID 77925).

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								$47K to $71K	0	$0	C1	None	Neutral	Neutral	Neutral

PRIORITY: HIGH

The Eastern Corridor

Eastern Corridor Segments II and III

SR 125/SR 32 Focus Area

Theme

BICYCLE AND PEDESTRIAN

Primary Needs identified for this theme:

P9) Connect the Little Miami Trail to the Lunken Trail.*

P10) Address pedestrian and bicycle connectivity from the Turpin Lake subdivision to the Little Miami Trail.

* *Note: This primary need is now being advanced with funded project PID 107295.*

Secondary Needs identified for this theme:

S8) Address pedestrian and bicycle connectivity from Elstun Road to the Little Miami Trail.

S9) Address pedestrian connectivity between rental properties on Elstun Road and bus stops along SR 125.

S10) Address pedestrian and bicycle connectivity from Newtown to Clear Creek Park.

Concept drawn with on the following page.

DESCRIPTION

- Add a sidewalk on the east side of Elstun to connect bus stops on SR 125 with rental properties on Spindlehill Drive and Reserve Drive.
  - Sidewalk would extend between Spindlehill and SR 125

NEEDS ADDRESSED

S9) Address pedestrian connectivity between rental properties on Elstun Road and bus stops along SR 125.

5/24 MEETING DISCUSSION AND COMMENTS

- Anderson Township may also want to consider adding a sidewalk along the access road from SR 125 to the Skytop Pavilion.
- No additional comments were received following the 5/24 meeting.

8/20 MEETING DISCUSSION AND COMMENTS

- A committee member suggested taking the path to the next major drive along Elstun to connect with the apartment complex too; committee members and ODOT agreed that this option has merit.
- No additional comments were received following the 8/20 meeting.

12/11 MEETING DISCUSSION AND COMMENTS

This concept was presented as A3 at the October Open House meetings.

•Estimated project costs are currently for sidewalk installation only. Need to determine if a shared-use path is needed.

NEXT STEPS/RECOMMENDATION

- Include concept in the Implementation Plan as a high priority.
- Determine if a shared-use path is needed. If so, combine efforts with concept 125-3b (A6).

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								$50K	0	$15K to $30K	C2	R/W, ESA Issues	Improves	Neutral	Improves

PRIORITY: HIGH

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

PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
6%	6%	31%	28%	31%

(percentages have been rounded)

Concept drawn on the following page.

DESCRIPTION

- Add a shared-use path along the south side of SR 125 between Elstun Road and Ranchvale Drive.

NEEDS ADDRESSED

None identified. This concept was requested at the previous Advisory Committee meeting to improve bike/pedestrian access to the Little Miami Trail.

5/24 MEETING DISCUSSION AND COMMENTS

- None discussed.
- No additional comments were received following the 5/24 meeting.

8/20 MEETING DISCUSSION AND COMMENTS

- Concept provides a pedestrian/bike connection between Elstun and Ranchvale. It would also eventually connect with the Lunken and Armleder park areas.
- There is a sidewalk on the northside of Beechmont along this stretch of road, but no bicycle/pedestrian access on the south side.
- Having a separate bike path may help bicyclists get up the hill. Using the road can be treacherous as cars move fast.
- Some of the land in this area is currently being marketed for sale.
- No additional comments were received following the 8/20 meeting.

12/11 MEETING DISCUSSION AND COMMENTS

This concept was presented as A4 at the October Open House meetings.

- The City of Cincinnati would consider moving the shared-use path to be adjacent to the street, per a suggestion received from the public. This suggestion will need to undergo further discussion.
- Mt. Washington would like to have a consistent center turn lane.
- The hillside property located on the south side of the road will soon be for sale.

NEXT STEPS/RECOMMENDATION

- Include in the Implementation Plan as a medium priority, but do not implement until either 125-3 (A5) or 125-3b (A6) has been completed.
- Consider locating the shared-use path adjacent to the street.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								$140K to $200K	0	$200K to 400K	C2	R/W, Potential T&E, ESA Issues	Improves	Improves	Improves

PRIORITY: MEDIUM

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

Theme: BICYCLE AND PEDESTRIAN, ELSTUN CONNECTOR ALTERNATIVES
Identifier: 125-3 (A5)

Concept drawn on the following page.

DESCRIPTION

- Connect the SR 125 sidewalk to the Little Miami Trail with a shared-use path utilizing a new bridge over Clough Creek.

NEEDS ADDRESSED

S8) Address pedestrian and bicycle connectivity from Elstun Road to the Little Miami Trail.

5/24 MEETING DISCUSSION AND COMMENTS

- This concept adds a bike path/sidewalk connection across the existing Clough Creek bridge.
- The area around the Clough Creek bridge is culturally sensitive. Keeping bike/pedestrian options on existing infrastructure areas would lessen concerns.
- No additional comments were received following the 5/24 meeting.

8/20 MEETING DISCUSSION AND COMMENTS

- The primary difference between concepts 125-3 and 125-4 is how to get across Clough Creek.
  - 125-3: A new shared-use path would follow the southwest curve of the SR 32 access ramp, then extend through open land to a new bike/pedestrian bridge located approximately 25 feet south of SR 125. The path would rejoin SR 125 approximately 200 feet west of UDF.
  - 125-4: A new shared-use path would follow curve of SR 32 access ramp, join up with SR 125 approximately 100 feet west of the Clough Creek, then travel alongside SR 125 and crossing the creek using the existing roadway bridge.
- The shared-use path could be separated from traffic using barriers.
- The shared-used path would be approximately 10 feet wide with a buffer.
- Committee members expressed a preference to redirect the bike/pedestrian path behind UDF to avoid vehicles entering and exiting UDF.
- Committee members proposed an alternate concept, 125-3b:
  - Starting from the Little Miami Trail connector, curve around the southwest portion of the SR 32 access ramp, then turn directly south to cross Clough Creek and connect with Elstun Road. Follow the east side of Elstun to SR 125.
  - This alternative avoids directing pedestrians and bicyclists into UDF traffic.
- No additional comments were received following the 8/20 meeting.

12/11 MEETING DISCUSSION AND COMMENTS

This concept was presented as A5 at the October Open House meetings.

Concepts 125-3 (A5) and 123-3b (A6) were discussed together. Notes for the discussion are recorded on both project pages.

- Anderson Township is currently uncertain as to which option to choose, but wants to make sure that the option chosen offers the most benefit for the investment made.
- There are many buried utilities located on the south side of the ramp which could make construction challenging. Widening the SR 125 bridge over the creek will also be complicated due to buried utilities.
- In concept 125-3 (A5), the path will affect trucks serving UDF.
- In concept 125-3b (A6), it would be preferable to place the path on the south side of Elstun.
- The committee discussed that the estimated cost of concept 125-3b (A6) would increase if the path is extended to SR 125, due to clearing requirements, right-of-way acquisition and the steep hillside. With these costs in mind, the committee proposed eliminating the concept. However, it was determined that more information is needed. Both options will be retained for now.
- The committee noted that the following additional information is needed:
  - Concepts 125-3 (A5): evaluate slope stability
  - Concept 125-3b (A6): evaluate space and hillside issues; update the cost for constructing a shared-use path.
- The City of Cincinnati, Anderson Township and Great Parks of Hamilton County need to coordinate to make this connection happen. They can also apply for grants together.

NEXT STEPS/RECOMMENDATION

- Include in the Implementation Plan as a high priority.
- Evaluate slope stability issues further.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								$770K to $1.2M	0	$50K to $100K	D1	Section 4(f)	Improves	Improves	Improves

PRIORITY: HIGH

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

PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
6%	6%	31%	28%	31%

(percentages have been rounded)

Theme: BICYCLE AND PEDESTRIAN, ELSTUN CONNECTOR ALTERNATIVES
Identifier: 125-3b (A6)

Concept drawn on the following page.

DESCRIPTION

- Connect SR 125 sidewalk at Elstun Road to the Little Miami Trail with a shared-use path on new alignment south from SR 32 ramps, on new bridge over Clough Creek, and tying to Elstun Road. Path then utilizes Elstun Road alignment to SR 125.

NEEDS ADDRESSED

S8) Address pedestrian and bicycle connectivity from Elstun Road to the Little Miami Trail.

8/20 MEETING DISCUSSION AND COMMENTS

- This was a new alternative requested at the 8/20/2018 Advisory Committee meeting:
- Starting from the Little Miami Trail connector, curve around the southwest portion of the SR 32 access ramp, then turn directly south to cross Clough Creek and connect with Elstun Road. Follow the east side of Elstun to SR 125.
  - This alternative keeps pedestrians and bicyclists away from UDF traffic.
- No additional comments were received following the 8/20 meeting.

12/11 MEETING DISCUSSION AND COMMENTS

This concept was presented as A6 at the October Open House meetings.

Concepts 125-3 (A5) and 123-3b (A6) were discussed together. Notes for the discussion are recorded on both project pages.

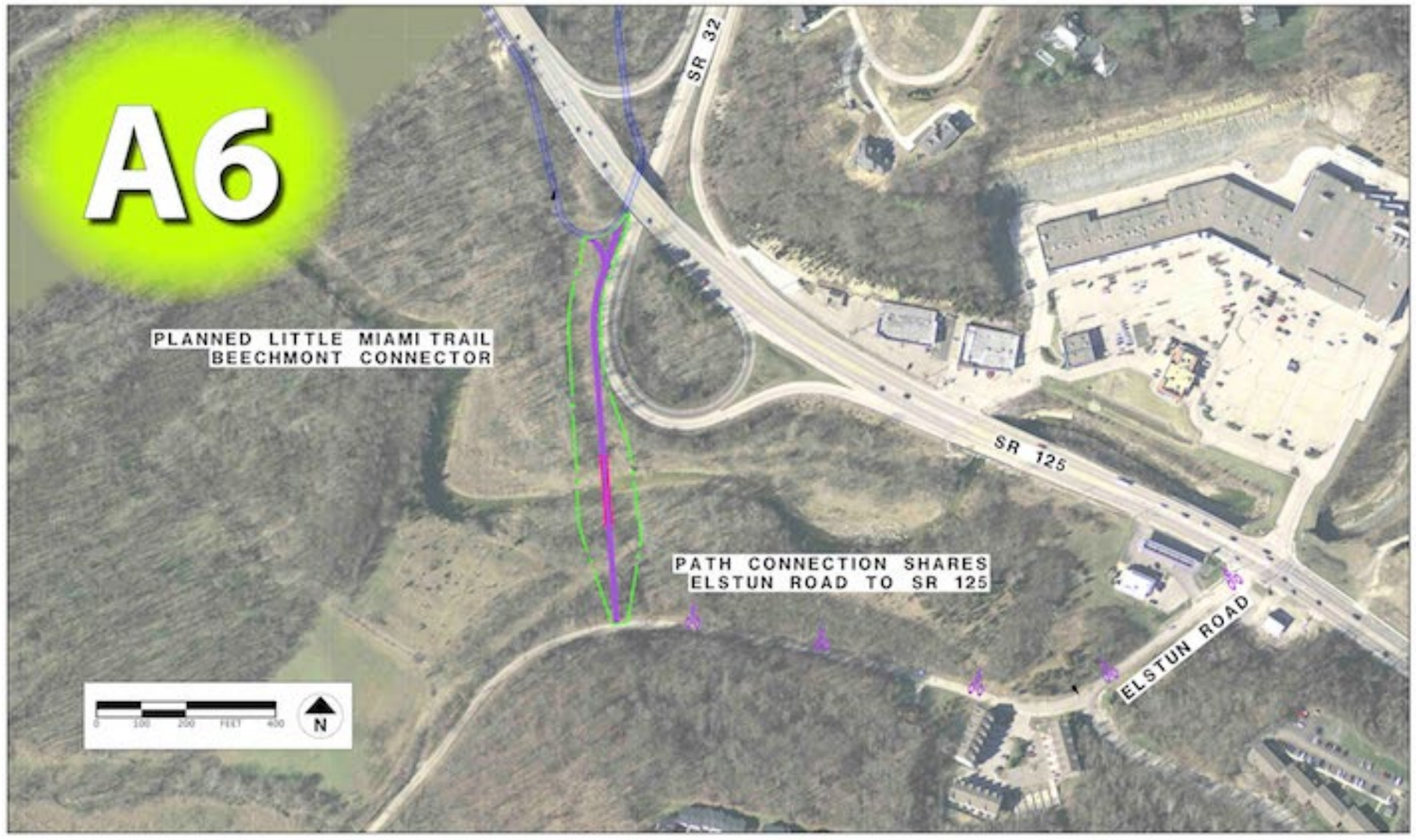
- Anderson Township is currently uncertain as to which option to choose; but wants to make sure that the option chosen offers the most benefit for the investment made.
- There are many buried utilities located on the south side of the ramp which could make construction challenging. Widening the SR 125 bridge over the creek also will be complicated due to buried utilities.
- In concept 125-3 (A5), the path will affect trucks serving UDF.
- In concept 125-3b (A6), it would be preferable to place the path on the south side of Elstun.
- The committee discussed that the estimated cost of concept 125-3b (A6) would increase if the path is extended to SR 125, due to clearing requirements, right-of-way acquisition and the steep hillside. With these costs in mind, the committee proposed eliminating the concept. However, it was determined that more information is needed. Both options will be retained for now.
- The committee noted that the following additional information is needed:
  - Concepts 125-3 (A5): evaluate slope stability
  - Concept 125-3b (A6): evaluate space and hillside issues; update the cost for constructing a shared-use path.
- The City of Cincinnati, Anderson Township and Great Parks of Hamilton County need to coordinate to make this connection happen. They can also apply for grants together.

NEXT STEPS/RECOMMENDATION

- Include in the Implementation Plan as a high priority.
- Evaluate space and hillside issues further, then add separate shared-use path along Elstun to avoid sharing pavement; update cost estimate.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								$360K to $550K	0	$25K to $50K	D1	Section 4(f)	Improves	Improves	Improves

PRIORITY: HIGH



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 pavment with traffic

PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
6%	6%	31%	28%	31%

(percentages have been rounded)

Concept drawn on the following page.

DESCRIPTION

- Make a connection from the Turpin Lake subdivision to the Little Miami Trail with "mid-block" pedestrian at-grade crossing.
  - Path would start at Turpin Lake Place, travel along the south side of SR 125 for about 150 feet to access the road and Little Miami Trail on the north side of SR 125.

NEEDS ADDRESSED

P10) Address pedestrian and bicycle connectivity from the Turpin Lake subdivision to the Little Miami Trail.

5/24 MEETING DISCUSSION AND COMMENTS

- Provides an at-grade crossing to the Little Miami Trail from Turpin Lake Place.
- Speed of traffic on SR 32 may be a concern for implementation.
  - Perhaps rectangular rapid flashing beacons (RRFB) that advise vehicles to slow down could be installed prior to the crossing. The self-sensing beacons would be activated only when someone is using the crossing.
- This concept primarily benefits Turpin Lake Place residents (and any future bike connections that may be routed along Turpin Lake Place).
- No additional comments were received following the 5/24 meeting.

8/20 MEETING DISCUSSION AND COMMENTS

- Turpin Hills provides emergency access to Turpin Lake homes when SR 32 is flooded.
- Depending on other bike/pedestrian concepts implemented within this Focus Area, this crossing could serve the Turpin Hills neighborhood as well as the Turpin Lake neighborhood.
- Bicycles and pedestrians crossing the with high speed traffic is still a concern. A speed study can be completed to determine if lowering the speed limit is warranted in this area.
- The location of the proposed crossing is offset from the Turpin Lake Place/SR 32 intersection. This can help increase the visibility of pedestrians and bicycles crossing the road. However, there is a concern that drivers will speed up when leaving Turpin Lake Place, thus putting bikes/pedestrians at more risk.
- ODOT/Stantec currently think that the proposed path is within the right-of-way (ROW) for the road. If it isn't, acquiring the necessary ROW could add to the cost (less than $10K) and potentially add one more year to the construction process.
- No additional comments were received following the 8/20 meeting.

12/11 MEETING DISCUSSION AND COMMENTS

This concept was presented as A7 at the October Open House meetings.

- Public feedback tended toward neutral to supportive for this concept (38% Neutral, 25% Like, 24% Strongly Support). See Public Feedback Ratings Summary, next page.
- A comment received from the public questioned how many people this project would serve. ODOT noted that this project would most likely be constructed in conjunction with other shared-use projects [such as 32-2a (A9)]. Therefore, its benefits extend beyond the homes located on Turpin Lake Place.
- The Advisory Committee agreed that this concept is not a stand-alone project and they are interested in it only if implemented with other projects such as, 32-2a (A9).
- The committee discussed designating this concept as a medium priority, coupling it with 32-2a (A9) and completing a speed study to potentially lower the speed limit on SR 32.
- The committee also discussed crosswalk options across SR 32:
  - A HAWK system would include overhead lights and a push button signal. ODOT is not sure if there is enough need to warrant/justify this option. It is also expensive.
  - This concept currently includes a pedestrian-activated Rectangular Rapid Flash Beacon (RRFB) option.
  - Anderson Township noted that it uses more substantial lights to draw motorists' attention to the crosswalk.
- There was interest among committee members to move the crosswalk back to the intersection.
  - Anderson Township noted that it's their practice to place crosswalks at intersections. However, property owners are concerned about conflicts with turning cars.
  - It was noted that the City of Cincinnati places crosswalks at intersections because people expect them there.

NEXT STEPS/RECOMMENDATION

- Include in the Implementation Plan as a medium priority.
- Link project with 32-2a (A9).
- Investigate crosswalk location at intersection of SR 32 and Turpin Lake Place.
- Perform speed study on SR 32.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								$50K	0	$5K to $10K	C2	Minor R/W	Improves	Neutral	Improves

PRIORITY: MEDIUM

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

PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
3%	10%	38%	25%	24%

(percentages have been rounded)

Theme: BICYCLE AND PEDESTRIAN, TURPIN LAKE CONNECTOR ALTERNATIVES
Identifier: 32-1b (A8)

Concept drawn on the following page.

DESCRIPTION

- Make a connection from the Turpin Lake subdivision to the Little Miami Trail with "mid-block" pedestrian underpass crossing in conjunction with concept 32-4 (A1).
  - New bike/pedestrian path alignment would go from Turpin Lake Place to approx. 1,000 feet east on SR 32 to the proposed pedestrian underpass [concept 32-4 (A1)].

NEEDS ADDRESSED

P10) Address pedestrian and bicycle connectivity from the Turpin Lake subdivision to the Little Miami Trail.

5/24 MEETING DISCUSSION AND COMMENTS

- If built, the underpass may flood at times, which may be a concern
  - The bike trail would likely be closed during flooding events, so this may not be an issue.
- People often tend to gravitate toward the easiest access point, which may simply be walking across the road instead of using the underpass.
  - Bicyclists and pedestrians opting to cross SR 32 will have to avoid traffic traveling at 55+ mph.
- No additional comments were received following the 5/24 meeting.

8/20 MEETING DISCUSSION AND COMMENTS

- The bulk of the construction estimate ($540K to $820K) is for installing a culvert under SR 32 to connect the shared-use path with Little Miami Trail. This must be constructed with Concept 32-4 (A1).
- No additional comments were received following the 8/20 meeting.

12/11 MEETING DISCUSSION AND COMMENTS

This concept was presented as A8 at the October Open House meetings.

- This project is a low priority.
- Construct in conjunction with concept 32-4 (A1).

NEXT STEPS/RECOMMENDATION

- Include in the Implementation Plan as a low priority.
- Construct in conjunction with concept 32-4 (A1).

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								$540K to $820K	0	$70K to $140K	D1	Section 4(f)	Improves	Improves	Improves

PRIORITY: LOW

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
- Senstive archaeological area
- Must be built with alternative A1

PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
6%	6%	31%	28%	31%

(percentages have been rounded)

Theme: BICYCLE AND PEDESTRIAN, 5 MILE TRAIL EXTENSION ALTERNATIVES
Identifier: 32-2a (A9)

Concept drawn on the following page.

DESCRIPTION

- Connect Five Mile Trail using subdivision streets in Turpin Hills to the end of Patterson Farms Lane, and then utilizing the existing emergency access road connecting Turpin lake Place to the Little Miami Trail. The final connection to the Little Miami Trail would be the same as 32-1a (A7) or 32-1b (A8).

NEEDS ADDRESSED

None identified.

8/20 MEETING DISCUSSION AND COMMENTS

- The was a new alternative requested at the 8/20 Advisory Committee meeting.
- Residents of Turpin Lake Place and Patterson Farms Lane may have concerns with using their streets as a shared-use path.
    - Driveways generally extend farther back from the streets, so this may not be an issue.
    - Perhaps trees or other natural screens could be added for privacy of affected backyards.
- The grade of the hillside in this area could be a challenge.
- There is a gate that blocks the access route between Patterson Farms Lane and Turpin Lake Place.
    - The fire department has a key to the gate and controls access.
    - Perhaps the gate can be configured such that pedestrians and bicyclists can go through without opening access to vehicles.
- No additional comments were received following the 8/20 meeting.

12/11 MEETING DISCUSSION AND COMMENTS

This concept was presented as A9 at the October Open House meetings.

- If this connection were implemented, Anderson Township will maintain it. It's been the Township's experience that residents are generally glad to have the Township take over maintenance.

NEXT STEPS/RECOMMENDATION

- Include in the Implementation Plan as a medium priority.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								$4,000	0	$30K to $60K	C2	Section 4(f)	Improves	Improves	Improves

PRIORITY: MEDIUM

Convert Emergency Access Connection to Shared-Use Path

- $4,000 construction cost
- Negotiate new R/W easement
- Install bollards to restrict vehicle traffic except during flooding
- Turpin Hills subdivision streets used as connection to Five Mile Trail
- Must be built with Alternative A7 or A8

PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
6%	6%	31%	28%	31%

(percentages have been rounded)

Concept drawn on the following page.

DESCRIPTION

- Connect Five Mile Trail using subdivision streets in Turpin Hills to the end of Ropes Drive, and then by new shared-use path to the Little Miami Trail in conjunction with concepts 32-4 (A1) and 31-2b (A8).

NEEDS ADDRESSED

None identified.

5/24 MEETING DISCUSSION AND COMMENTS

- The concept would connect the Five Mile Trail to the Little Miami Trail by using residential streets in the Turpin Hills subdivision and a new bike path alignment added to Ropes Drive.
- The connection between the new bike trail and the Little Miami Trail would be located at the SR 32 underpass located approx. 1,000 feet east of Turpin Lake Place (see concept 32-4).
- No additional comments were received following the 5/24 meeting.

8/20 MEETING DISCUSSION AND COMMENTS

- The proposed concept travels along a very steep hill which could be challenging for bicyclists.
- There are very few houses at the end of Ropes Drive, which may facilitate neighborhood support for the project.
- This concept includes significant costs pertaining to cut and fill activities and retaining wall construction.
- ODOT will investigate a new alternative discussed at the meeting as concept 32-2a:

  Connect Turpin Hills (end of Patterson Farms Lane) to the Little Miami Trail by utilizing the existing emergency access road connecting to Turpin lake Place. The final connection to the Little Miami Trail would be the same as 32-1a or 32-1b.
- No additional comments were received following the 8/20 meeting.

12/11 MEETING DISCUSSION AND COMMENTS

This concept was presented as A10 at the October Open House meetings.

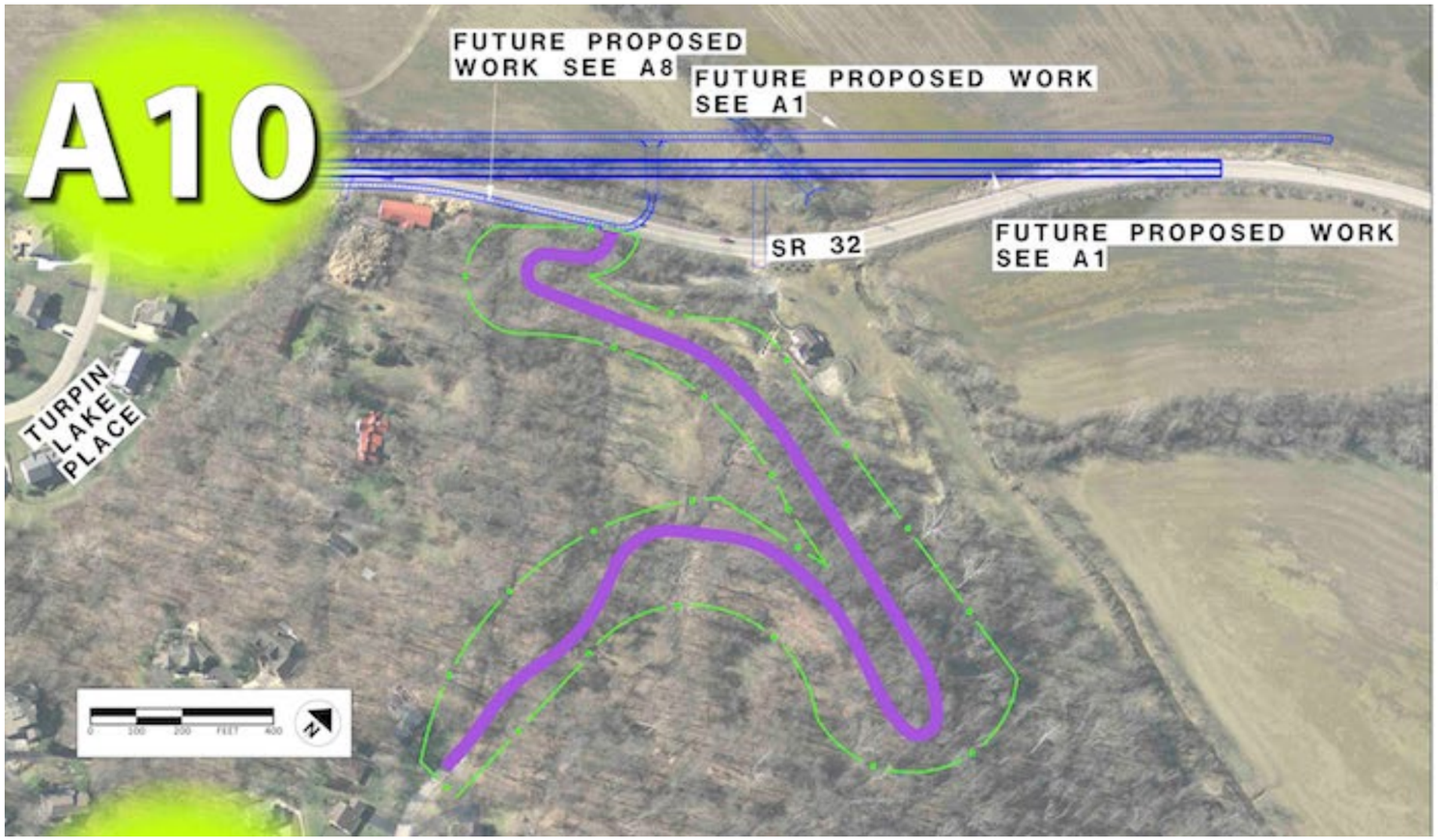
- Ropes Drive is a dead-end. From there, using crushed stone to create a path is a possibility.
- Switching the trail back and forth would help meet ADA accessibility standards by reducing the grade of the path. However, the current design has an 8% grade and the goal would be closer to 5%. If the 8% grade is kept, then the project may not be eligible for federal funding (though Clean Ohio Funds might be an option).
- Of the three Five Mile Extension alternative choices, 32-2b received the lowest ratings (see the Public Feedback Ratings Summary, next page).
- The committee agreed to designate this concept as a low priority and to consider lower build options instead. However, additional public involvement will likely be needed to help choose among the alternatives. [It was noted that if 32-2a (A9) were implemented, then 32-2b (A10) may not be needed.
- Anderson Township said they are most likely to fund one of these Five Mile extension projects internally using local funds.

NEXT STEPS/RECOMMENDATION

- Include in the Implementation Plan as a low priority.
- Future public involvement efforts will be needed to decide between concepts 32-2a (A9), 32-2b (A10) and 32-3 (A11).

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								$1.7M to $2.5M	0	$1M to $2M	D1	R/W, Section 4(f)	Improves	Improves	Improves

PRIORITY: LOW



Shared-Use Path Connection From Ropes Drive to Little Miami Trail

- $1.7M to $2.5M construction cost
- New R/W needed from 8 parcels; no buildings impacted
- Requires long steep grade (up to 8%)
- Must be built with alternatives A1 and A8

PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
6%	6%	31%	28%	31%

(percentages have been rounded)

Theme: BICYCLE AND PEDESTRIAN, 5-MILE TRAIL EXTENSION ALTERNATIVES
Identifier: 32-3 (A11)

Concept drawn on the following page.

DESCRIPTION

- Create a new shared-used path (1.8 miles) from the Five Mile Trail to the Little Miami Trail along Newtown Road, Ragland Road and Turpin Lane. Includes culverts for stream crossings along Ragland Road.

NEEDS ADDRESSED

S10) Address pedestrian and bicycle connectivity from Newtown to Clear Creek Park.

5/24 MEETING DISCUSSION AND COMMENTS

- This concept would require acquiring right-of-way or an easement for the portion of the path that would travel on new alignment.
- No additional comments were received following the 5/24 meeting.

8/20 MEETING DISCUSSION AND COMMENTS

- This concept is a significantly longer trail than concept 32-2b, but the estimated cost is similar:
  - Estimated construction cost for 32-3: $1.9M to $2.9M
  - Estimated cost for 32-2b $1.7M to $2.5M
- This concept would be more easily accessible to more people.
- ODOT will present all related concepts (32-2a, 32-2b and 32-3) to the public for review and consideration.
- No additional comments were received following the 8/20 meeting.

12/11 MEETING DISCUSSION AND COMMENTS

This concept was presented as A11 at the October Open House meetings.

- Of the three Five Mile Extension choices, this concept received the highest level of support from the public (42% Strongly Support, 18% Like). See the Public Feedback Ratings Summary, next page.
- To address frequent flooding issues, Hamilton County will be installing a box culvert on Ragland Road in the spring of 2019 to replace the existing concrete ford.
- The committee expressed concern that the estimated construction cost of this concept is too low; Stantec will reassess.
- The committee also discussed whether or not the project should focus more on reconstructing Ragland Road and building a path as part of that project.
- It was noted that property owners on Ragland Road do not want people cutting through the area so often.
- The committee agreed that this concept should be designated as a low priority.

NEXT STEPS/RECOMMENDATION

- Include in the Implementation Plan as a low priority.
- Reassess the construction cost estimate.

Safety ECAT Benefit/Cost Ratio	Traffic Operations							Construction Cost	R/W Impacts		Environmental Impacts		Support and/or Facilitate Multi-Modal	Improve Regional Connectivity	Improve Local Access
	Time Period	HCS Results			TransModeler Results				Number of Relocations	R/W Cost	Anticipated Environmental Document	Red Flag Triggers			
		2042 Delay (seconds)	2042 LOS	% Reduction from No Build	2042 Delay (seconds)	2042 LOS	% Reduction from No Build								
								$1.9M to $2.9M	0	$750K to $1.5M	D1	Section 4(f)	Improves	Improves	Improves

PRIORITY: LOW

Shared-Use Path From Five Mile Trail to Little Miami Trail

- $1.9M to 2.9M construction cost
- New R/W needed from 40 parcels, no buildings impacted
- 1.8 miles of new separated path along existing road alignments
- Culverts installed for creek crossings on Ragland Road

PUBLIC FEEDBACK RATINGS SUMMARY

Strongly Oppose	Dislike	Neutral	Like	Strongly Support
6%	6%	31%	28%	31%

(percentages have been rounded)