APPENDIX A

A.4 SR 125/SR 32 FOCUS AREA

The Eastern Corridor

EASTERN CORRIDOR SEGMENTS II AND III (PID 86462)

SR 125/SR 32 FOCUS AREA

ADVISORY COMMITTEE MEETING NOTES

Meeting Dates

February 9, 2018
May 24, 2018
August 20, 2018
December 11, 2018

The Eastern Corridor

Table of Contents

Meeting Overview Notes

Concept Discussion Notes & Exhibits

Concept Discussion Notes & Exhibits

The Eastern Corridor

Meeting Overview Notes

The Eastern Corridor

EASTERN CORRIDOR SEGMENTS II AND III (PID 86462)
SR 125/SR 32 FOCUS AREA
ADVISORY COMMITTEE MEETING #1
ANDERSON CENTER • FEB. 9, 2018
9:30 a.m. – 11:30 a.m.

Last summer, the Ohio Department of Transportation (ODOT) completed a Transportation Needs Analysis for Segments II and III of the Eastern Corridor. Developed in coordination with local communities and interest groups, the analysis identified and prioritized transportation issues that need to be addressed throughout the Segments II and III study area. During the next phase of planning, ODOT will use information from the analysis to develop recommended solutions for the Primary Needs identified in the report. Secondary Needs will be addressed as opportunity and funding allow.

To help guide its planning efforts, ODOT has formed Advisory Committees based on Segments II and III's six focus areas (see the attached Focus Area map). Each focus area has its own Advisory Committee, with the exception of the Linwood/Eastern Interchange and US 50 Red Bank Focus Areas, which are represented by one committee. Advisory Committee members include elected officials, transportation planning professionals, and community and interest group representatives. Committee members will assist with identifying, evaluating, and prioritizing recommended solutions for transportation needs within their assigned Focus Area(s), as well as developing strategies for implementation.

Advisory Committees will convene for four work sessions throughout this process. Recommendations from the Advisory Committee meetings will be presented at a public meeting to be held later this year at which time the general public will have an opportunity to review and provide input on the recommendations before they are finalized.

The meeting held on Friday, Feb. 9, 2018 was the first meeting of the SR 125/SR 32 Focus Area Advisory Committee.

MEETING NOTES

MEETING OBJECTIVES

The objectives for this Advisory Committee meeting were to:

- Review transportation needs identified for the SR 125/SR 32 Focus Area [as presented in the *Eastern Corridor Segments II and III Transportation Needs Analysis Final Report (July 2017)*]
- Identify evaluation criteria
- Brainstorm preliminary concepts/solutions to be explored

WELCOME AND INTRODUCTIONS

Tom Arnold, ODOT project manager for Eastern Corridor Segments II and III, opened the Advisory Committee meeting by welcoming participants and thanking them for their participation. He outlined the structure of the meeting and emphasized that these meetings are intended to be collaborative working sessions. Advisory Committee members should feel comfortable asking questions or commenting at any point during the presentation or workshop portion of the meeting. Additional questions may be submitted to ODOT by email following the meeting. Mr. Arnold then invited participants to introduce themselves and the organizations they represented. A list of meeting participants is provided with these notes.

PRESENTATION SUMMARY

Using a PowerPoint presentation, Mr. Arnold provided a brief overview of the Eastern Corridor Program and its component projects, as well as the evolution of Eastern Corridor Segments II and III. He reviewed tasks that were recently completed and used to develop the Eastern Corridor Segments II and III Transportation Needs Analysis report. He then reviewed the role of the Advisory Committees prior to discussing how roadway management responsibilities are coordinated between ODOT and local jurisdictions. Mr. Arnold also provided an overview of ODOT's Project Development Process (noting that Segments II and III are currently in the planning phase), reviewed capital projects already being planned within the Segments II and III study area and briefly discussed possible funding avenues. Key points from Mr. Arnold's presentation included:

- The Eastern Corridor is not just a single project. Instead, it is a program of many projects and investments in our regional transportation network that are in various stages of completion. Much work has already been completed in Eastern Corridor Segments IV and IVa (Eastgate to Batavia) and the new Duck Creek Connector, a component of Segment I (Red Bank Corridor), opened in late 2017.
- Previously, ODOT evaluated the proposed realignment of SR 32 through Segments II and III (Red Bank Corridor to I-275/SR 32). ODOT determined that this option is not feasible due to potentially significant environmental impacts and construction costs. Instead, the project has changed course to focus on making improvements to the existing roadway network.
- Transportation needs in Segments II and III were identified based on the results of updated technical studies and comprehensive public outreach efforts. Public input was gathered through six focus area workshops (approximately 100 participants), a regional online survey (approximately 1,200 responses), a public meeting (approximately 100 attendees) and comments submitted online. At the same time, technical data – including traffic counts, an analysis of travel times and travel patterns, roadway geometry analyses and crash data – were revisited and updated.
- The role of the Advisory Committees is to guide the development, evaluation and refinement of recommended solutions to address Primary Transportation Needs that have been identified within Segments II and III. Committee members are to represent their communities/ organizations, share information with them and bring their concerns back to the planning table. The Committees' role is not to make decisions; their involvement is one part of a process that also will require looking at integration into the broader transportation system and impacts, coordinating with local governments and Native American tribal communities, and seeking further public input. Rather, the Committee's role is to help guide the process, represent local interests and provide recommendations regarding which concepts should be advanced through the solution development process.
- Ohio is a "home rule" state. This means that ODOT maintains interstates and U.S. routes outside of municipalities. Individual municipalities themselves are responsible for local routes and designated U.S. and state routes. ODOT values its relationships with local agencies and partners with them on the development and implementation of transportation projects. Because many of the roads within Segments II and III are under local jurisdiction, funding for such projects will likely come from a variety of local and regional sources, supplemented by state and federal funds.

- Every potential project involving federal monies must go through the ODOT Project Development Process, which consists of five phases: planning, preliminary engineering, environmental engineering, final engineering and construction. The speed at which projects move through this process depends on their complexity. A simple project may move through the process in a year or two; projects that require right-of-way acquisition may take between three and five years; complex projects, such as highway interchanges, often take between five and seven years. We are currently in the planning phase for transportation improvements in Eastern Corridor Segments II and III.
- Currently, funding exists just for the early stages of project development. Ninety percent of ODOT's funding goes toward taking care of the current network of roadways and bridges. ODOT also has funding for projects that improve safety and ensure safe routes to schools. TRAC funding is available for larger projects (generally $12 million or more). Most projects require multiple funding sources. We are fortunate to have OKI (Ohio-Kentucky-Indiana Regional Council of Governments) in our region to serve as a conduit for federal transportation funds. OKI is responsible for approving every project needing federal transportation dollars in our area. Transportation funding is highly competitive, and decisions are typically data-based to ensure the best of the best projects rise to the top.
- ODOT District 8 operates according to a six-year work plan that is updated annually. Most of these projects involve roadway resurfacing and minor bridge rehabilitation. There are a number of capital projects within this focus area that already have been approved and funded, including:
  - Connecting the Lunken Airport Bike/Walk Trail to the Little Miami Scenic Trail.
  - Resurfacing US 50 (scheduled for 2019)
  - Study to widen SR 32 for turn lanes east of Little Dry Run in Newtown (near Burger Farm)
  - Improving SR 32 at Bell's Lane in Clermont County (construction to begin this summer)
  - Researching the possibility of providing travel time information on non-freeways (e.g., major local roads, such as SR 32)

  ODOT will consider these planned projects as opportunities for broader coordination with potential Eastern Corridor initiatives.

WORKSHOP SESSION

Following the presentation, the meeting shifted to a guided conversation about the transportation needs identified within the Focus Area and possible solutions to be further studied. To facilitate the conversation, these needs were organized into four main themes:

- Theme #1: SR 32 – Clough Pike to Newtown
- Theme #2: SR 32 – SR 125 to Clough Pike
- Theme #3: SR 125/Elstun
- Theme #4: Bicycle and Pedestrian

Advisory committee members were provided with a worksheet summarizing the identified needs pertaining to each theme and draft evaluation criteria. Preliminary concepts for possible solutions were also provided to help jumpstart discussion. Committee members were asked to provide feedback on the concepts shared to help the planning team further develop the concepts or eliminate them as options, if needed. Members were also invited to brainstorm additional concepts that weren't already on the list.

A copy of the worksheets provided to Committee members, along with notes made at the meeting, is attached. Summaries of the discussions held for each theme are presented below.

THEME #1: SR 32 – CLOUGH PIKE TO NEWTOWN

The Committee reviewed the Needs and Evaluation Criteria (see Worksheet for detail). No changes were suggested to the Evaluation Criteria.

The Committee then reviewed and discussed potential concepts to address the identified needs. All concepts outlined on the worksheet were accepted for further consideration. A few additional ideas were added to the list based on the Advisory Committee discussion (see below); these new ideas have been added in red on the attached worksheet. All concepts listed for Theme #1 will undergo preliminary analysis (performed by Stantec) to determine their potential viability and impacts. Results will be shared with the Advisory Committee at the next meeting, currently scheduled for later this Spring.

Discussion points for Theme #1:

- Currently, traffic on SR 32 between Clough and Newtown is generally free flowing and additional lanes are not needed. (Note: There are eastbound PM peak hour delays due to signal timing issues in Newtown and in both directions during soccer events at Clear Creek Park)
- Traffic turning into the soccer fields at Clear Creek Park backs up on to SR 32, especially on weekends. The right turn lane is short. At this time, there is only one way in and one way out of the park which impedes traffic flow. Even though there have been changes made to how games are staggered, the drop off is a bottleneck because of the sheer volume of traffic accessing the 20 fields, as well as the fact that traffic stops inside the entrance so that those being dropped off don't have to walk as far. A police detail is used for special events but not for regular weekday and weekend games. While it is difficult to design for short-term disruption of event traffic, ODOT could provide feedback on internal circulation within the park (drop-off portal, etc.) to help mitigate issues. Traffic coming out of Clear Creek Park desiring to turn left often gets forced to the right. These drivers turn around at the Speedway and then come all the way back to go through Newtown. The Committee discussed the possibility of installing a U-turn location that could help alleviate this problem. Based on data, a location for a U-turn by itself would be hard to find. Perhaps the road could instead be configured with a new access point into the Turpin Lake subdivision located on the east side of SR 32, north of Clough. Clough is too far away for a U-turn.

Additional Concepts To Be Evaluated for Theme #1:

- Improve the internal flow of Clear Creek Park.
- Make Clear Creek Park exit right only and supply U-turn location on SR 32 in conjunction with pedestrian crossing location.

THEME #2: SR 32 – SR 125 TO CLOUGH PIKE

The Committee reviewed the Needs and Evaluation Criteria (see Worksheet for detail). No changes were suggested. The Committee then reviewed and discussed potential concepts to address the identified needs. Each of the concepts outlined on the worksheet were accepted for further

consideration. A few additional ideas were added to the list; these new ideas have been added in red on the attached worksheet. All concepts listed for Theme #2 will undergo preliminary analysis (performed by Stantec) to determine their potential viability and impacts. Results will be shared with the Advisory Committee at the next meeting, currently planned later in the Spring.

Discussion points for Theme #2:

- Although traffic can be heavy on Beechmont levee/SR 125, it generally flows well, suggesting that another lane does not need to be added. The interchange itself works well from a travel perspective.
- The only planned land use change in the area is a possible redevelopment of the Skytop Pavilion shopping center (which contains Remke grocery store) into residential units. This change may affect traffic volumes. No changes are planned for the smaller two shopping centers located immediately northeast of Skytop.
- The steep grade of the hillside on the northeast corner of the Clough Pike and SR 32 intersection will be a challenge if the number of lanes at the intersection is modified (such as adding dual left turn lanes from Clough to SR 32)
- Backups regularly occur on Clough Pike as it approaches SR 32. People sometimes use Newtown Road to travel around this area. Generally, though, there is not a high demand for alternative routes from SR 32 to Clough Pike (the most significant destinations between Clough Pike and Newtown Road is a small subdivision and the 20 soccer fields at Clear Creek Park).
- Is it possible to reconfigure the SR 32 and Clough Pike intersection into a continuous flow intersection, similar to the one at SR 125 and Five Mile? If so, would that cause backups at the next intersection?
- There are fixed object crashes and merging issues at SR 32 and SR 125. The lanes feel narrow. A potential consideration is to extend the merge lane, potentially using the shoulder on the levee.
- The SR 32 access ramp traveling under SR 125 has flooded in the past, though not last year. ODOT suggests looking at the benefits of installing a drainage pump or other flood control to help keep water off the roadway.
- The Committee discussed adding a lane on SR 32 between SR 125 to Clough Pike. Currently, problems are encountered when people are looking over their shoulder when trying to merge onto SR 32 but the vehicle in front of them has stopped prior to turning into Speedway or other lot. Similar issues exist for left turns onto Signal Hill Ln. Widening to provide a center turn lane or providing two lanes in each direction might allow vehicles to bypass turning traffic.
- Recently, the team looked at a high level at the possibility of making SR 32 and SR 125 an intersection, but that doesn't work.
- The Committee discussed the possibility of constructing a roundabout at the SR 32/Clough Pike intersection. A Committee member suggested that roundabouts are generally safe and efficient but won't work if there is too much conflicting traffic. ODOT mentioned that roundabouts are typically built on a flat area and the SR 32/Clough Pike intersection area may be challenging at this location. Traffic coming in from SR 32 would have to slow down to go through a roundabout.

Additional Concepts to be Evaluated for Theme #2:

- Roundabout at Clough/SR 32
- Improve Clough/SR 32 intersection to allow full movements; possible green tee intersection

THEME #3: SR 125/ELSTUN

The Committee reviewed the Needs and Evaluation Criteria (see Worksheet for detail). No changes were suggested. The Committee then reviewed and discussed potential concepts to address the identified needs. Each of the concepts outlined on the worksheet were accepted for further evaluation. A few additional ideas were added to the list; these new ideas have been added in red on the attached worksheet. All concepts listed for Theme #3 will undergo preliminary analysis (performed by Stantec) to determine their potential viability and impacts. Results will be shared with the Advisory Committee at the next meeting, currently planned later in the Spring.

Discussion points for Theme #3:

- Looking at the turn lane changes at Elstun and Beechmont, extending the northbound left turn lane on Elstun and adding a westbound right turn lane – would address getting vehicles that are slowing down out of the route of through traffic.
- There is a well-used bus stop at Skytop Pavilion. As a result, Skytop is being used as a de facto park and ride station. There also are no connections for pedestrians between the many rental properties near the Elstun/SR 125 area and the Skytop shopping area.
- A question was asked whether it's a concern to upgrade the interchange to current day standards. Mr. Arnold said that ODOT will focus on addressing the primary needs. Performance issues vs. upgrading to design standards will be evaluated as part of this process.
- The City of Cincinnati expressed concern about the configuration of the road along Beechmont levee, stating that its size, length and design encourages speeding. This is especially a concern once drivers reach the Skytop area and continue through to Mt. Washington. The City would like to explore possible options (aesthetic changes, warning signs, etc.) for calming traffic as it travels across the levee and approaches Mt. Washington.
- A continuous flow intersection at Elstun and SR 125 (similar though not identical to the one at SR 125 and Five Mile Road) was suggested to help slow traffic traveling up Beechmont hill by providing more controlled access.
- Access to the two small shopping centers west of Skytop Pavilion is awkward. Its wide driveways are confusing and an exit drive to the far west of the development (past the All Creatures Animal Hospital) deposits drivers onto the ramp to SR 32, resulting in safety concerns.

Additional Concepts to be Evaluated for Theme #3:

- Modify ramp connections from SR 32 to/from SR 125 on the east to be a signalized intersection. Could eliminate stop controlled ramp with poor sight distance. Could also allow for bike/pedestrian connection on existing Clough Creek bridge.

- Reduce "freeway" feel of SR 125 approaching Beechmont Hill to calm traffic entering 35 mph zone, possibly with aesthetic treatments.

THEME #4: BICYCLE AND PEDESTRIAN ACCESS

The Committee reviewed the Needs and Evaluation Criteria (see Worksheet for detail). No changes were suggested. The Committee then reviewed and discussed potential concepts to address the identified needs. None of the concepts outlined on the worksheet were removed from consideration. All concepts listed for Theme #4 will undergo preliminary analysis (performed by Stantec) to determine their potential viability and impacts. Results will be shared with the Advisory Committee at the next meeting, currently planned later in the Spring.

Discussion points for Theme #4:

- A bike connection is needed between the Little Miami Scenic Trail and Mt. Washington.
- The Committee discussed the challenge of providing safe access from homes located on the east side of SR 32 to the Little Miami bike trail on the west side of SR 32. Anderson Township would also like to connect the Little Miami Scenic Trail to the Five Mile Trail. Although there is a connector coming off Patterson Farms Lane that provides residents to access to their homes when SR 32 floods, but there is a paved, private, gated drive next to the connector that poses some challenges to using it on a regular basis. Consider new access from Ropes Drive to Little Miami Trail.
- The Green Umbrella organization is pleased that funding has been received to connect the Lunken/Armleder trail with the Little Miami Scenic Trail (PID 107295). They see the trail's connection to Elstun/Mt. Washington as a next logical bike/pedestrian connection for this Focus Area and would like to see that prioritized in the short term. They also feel it's important that the connection be built to federal minimum standards for width (minimum 10 to 12 feet wide). The Mt. Washington Community Council also shares this view.
  - It was noted that Great Parks had this connection in their bike path plans; the planning team will reach out to Great Parks to learn more about the connection and its status.
  - Another bridge may be needed over Clough Creek where the SR 32 ramp merges with SR 125 to complete the link. It was suggested that a large sidewalk connector tied into the sidewalk along the south side of Beechmont could facilitate this connection.
  - The City of Cincinnati would like to have a wide path established on the south side of Beechmont between Elstun and Ranchvale. Currently, there is a climbing lane on the south side of the road beginning just past Elstun and going into Mt. Washington.
  - Along Elstun, between Spindlehill and SR 125, there aren't any pedestrian facilities.

Additional Concepts to be Evaluated:

- New bike/pedestrian connection from Turpin Hills (Ropes Drive) to Little Miami Trail
- New bike/pedestrian connection from 5-mile trail to Little Miami Trail
- Add sidepath along south side of SR 125 between Elstun Road and Ranchvale Drive

- Adjust lane widths on SR 125 to get bike/pedestrian path on existing bridge over Clough Creek (in conjunction with creating a ramp signalized intersection, as noted in concepts for Theme #3, SR 125/Elstun).

CLOSING AND NEXT STEPS

The meeting ended at 11:30 a.m. Mr. Arnold thanked participants for their time and contributions. He noted that presentation materials and a meeting summary would be posted to the Segments II and III Advisory Committee page of the Eastern Corridor website http://easterncorridor.org/projects/red-bank-to-i275-sr32-segments-ii-and-iii/advisory-committee/).

Committee members are invited to submit additional feedback and comments until Monday, March 19 (two week following the distribution of meeting minutes).

Stantec will evaluate the concepts discussed/suggested at today's session and share their results at the next Advisory Committee meeting.

MEETING PARTICIPANTS

Caroline Ammerman, Stantec
Jacque Annarino, ODOT OES
Tom Arnold, ODOT
Brad Bowers, Anderson Township
Matt Crim, Stantec
Tim Hill, ODOT OES
Wade Johnston, Green Umbrella
Martha Kelly, Cincinnati DOTE
Bob Koehler, OKI
Ken Kushner, Anderson Parks District
Heather McColeman, ODOT OES
Richard Porter, Forest Hills School District
Charles Rowe, ODOT
Steve Shadix, Stantec
Christa Skiles, Rasor Marketing Communications
Laura Whitman, Rasor Marketing Communications

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

SR 125/SR 32 FOCUS AREA WORKSHEET

Red text represents edits made at Advisory Committee Meeting #1 held on 2/9/2018.

Theme #1: SR 32 – Clough Pike to Newtown		
Needs	**Evaluation Criteria**	**Concepts**
<u>Primary</u> • Address eastbound PM peak-hour delays. • Address deficiencies at the 'S' curve. <u>Secondary</u> • Address deficient roadway grade east of Turpin Lake Place. • Correct deficient roadway curve at Newtown Corporation Limit. • Address roadway flooding issues.	• Provide more efficient travel patterns and destination linkages. • Augment capacity and provide congestion relief. • Reduce travel times and delays. • Improve vehicular, bicycle, and pedestrian safety. • Improve regional connectivity and accessibility to regional destinations including the airport, downtown Cincinnati, Kenwood, and the Red Bank Corridor. • Support and facilitate bus, rail, and TSM investments. • Support existing and planned land use. • Minimize environmental and community impacts.	• Improve signal timing. • ~~Add EB/WB through lanes on SR 32.~~ • Correct 'S' curve with new horizontal geometry and consider vertical adjustment to alleviate flooding issue in this area. • Investigate traffic flow in Clear Creek Park to reduce backup on SR 32. Possible drop off area or 2nd drive. • Make Clear Creek Park exit right only and supply U-turn location on SR 32 in conjunction with pedestrian crossing location.

SR 125/SR 32 FOCUS AREA WORKSHEET

Red text represents edits made at Advisory Committee Meeting #1 held on 2/9/2018.

Theme #2: SR 32 - SR 125 to Clough Pike		
Needs	**Evaluation Criteria**	**Concepts**
<u>Primary</u> • Address westbound AM peak-hour delays. • Address rear end crashes • Address capacity issues and long queues on Clough Pike approach to SR 32. • Address fixed object crashes on the ramps from SR 32 to westbound SR 125 and eastbound SR 125 to SR 32. • Address merging traffic deficiencies on the ramp from SR 32 to westbound SR 125. <u>Secondary</u> • Address ramp flooding issues. • Address deficient vertical grade under the SR 125 overpass and at the SR 125 ramps.	• Provide more efficient travel patterns and destination linkages. • Augment capacity and provide congestion relief. • Reduce travel times and delays. • Improve vehicular, bicycle, and pedestrian safety. • Improve regional connectivity and accessibility to regional destinations including the airport, downtown Cincinnati, Kenwood, and the Red Bank Corridor. • Support and facilitate bus, rail, and TSM investments. • Support existing and planned land use. • Minimize environmental and community impacts.	• Improve signal timing. • Add additional EB/WB through lanes. • Install dual left turn lanes from Clough onto SR 32 in conjunction with a 2nd receiving lane on SR 32. • Remove signal at Clough, add a flyover from Clough to SR 32 westbound. Verify this does not create merging bottleneck at ramps to levee. • Modify all existing ramp at interchange to meet current standards. • Extend merge length. • Add westbound through lane extending to Wooster. • Install drainage pump for rain water and block backup water from River, under bridge. • Roundabout at Clough & SR 32. • Improve Clough & SR 32 intersection to allow full movements. Possible green tee intersection.

SR 125/SR 32 FOCUS AREA WORKSHEET

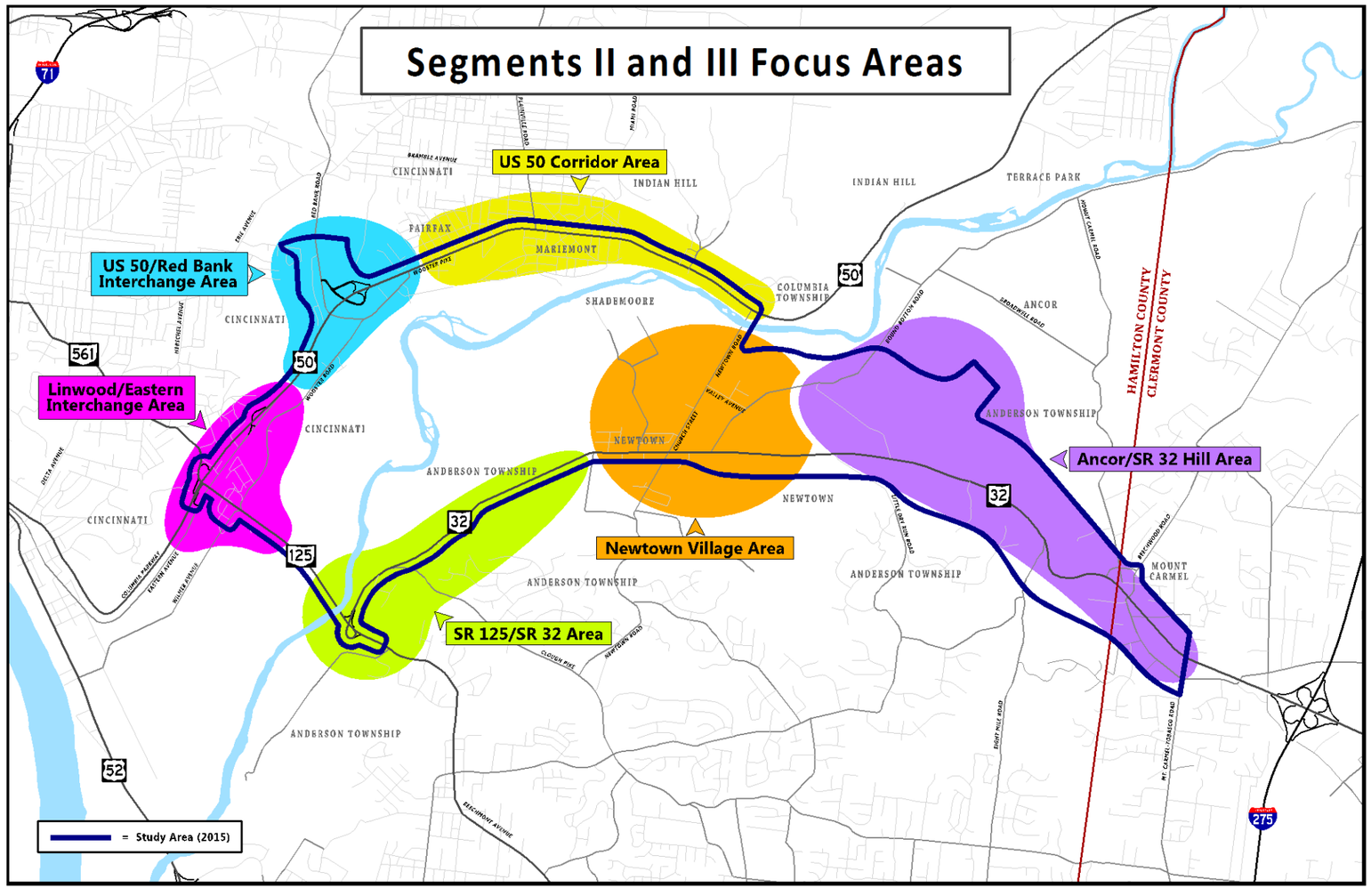
Red text represents edits made at Advisory Committee Meeting #1 held on 2/9/2018.

Theme #3: SR 125/Elstun		
Needs	**Evaluation Criteria**	**Concepts**
<u>Primary</u> • Address capacity issues for northbound left-turn movement and westbound approach. <u>Secondary</u> • Address deficient roadway grade at strip mall. • Address deficient roadway grade.	• Provide more efficient travel patterns and destination linkages. • Augment capacity and provide congestion relief. • Reduce travel times and delays. • Improve vehicular, bicycle, and pedestrian safety. • Improve regional connectivity and accessibility to regional destinations including the airport, downtown Cincinnati, Kenwood, and the Red Bank Corridor. • Support and facilitate bus, rail, and TSM investments. • Support existing and planned land use. • Minimize environmental and community impacts.	• Improve signal timing. • Extend NB left turn lane and add WB right turn lane. • Address limited access to strip mall via access at Elston Road • Modify ramp connections from Clough to/from SR 125 on the east to be a signalized intersection. Could eliminate stop controlled ramp with poor sight distance. Could also allow for bike/ped connection on exiting Clough Creek bridge. • Reduce "freeway" feel of SR 125 approaching Beechmont Hill to calm traffic entering 35 mph zone, possibly with aesthetic treatments.

SR 125/SR 32 FOCUS AREA WORKSHEET

Red text represents edits made at Advisory Committee Meeting #1 held on 2/9/2018.

Theme #4: Bicycle and Pedestrian		
Needs	**Evaluation Criteria**	**Concepts**
<u>Primary</u> • *Connect Little Miami Trail to Lunken Trail.** • Address pedestrian and bicycle connectivity from the Turpin Lake subdivision to the Little Miami Trail. <u>Secondary</u> • Address pedestrian and bicycle connectivity from Elstun Rd to Little Miami Trail. • Address pedestrian connectivity between rental properties on Elstun Rd and bus stops along SR 125. • Address pedestrian and bicycle connectivity from Newtown to Clear Creek Park. **Note: This primary need is now being advanced with funded project PID 107295.*	• Provide more efficient travel patterns and destination linkages. • Improve vehicular, bicycle, and pedestrian safety. • Improve regional connectivity to existing and planned bike/ped facilities. • Support existing and planned land use. • Minimize environmental and community impacts.	• Make connection from Turpin Lake subdivision to Little Miami Trail with "mid-block" pedestrian crossing. • Connect SR 125 sidewalk to Little Miami Trail. • Add sidewalk to connect bus stops on SR 125 with rental properties on Elstun Rd. • New bike/ped connection from Turpin Hills (Ropes Dr) to Little Miami Trail. • New bike/ped connection from 5-mile trail to Little Miami Trail. • Add sidepath along south side of SR 125 between Elstun Rd and Ranchvale Dr. • Adjust lane widths on SR 125 to get bike/ped path on existing bridge over Clough Creek. (In conjunction with creation of ramp signalized intersection noted in SR 125/Elstun Concepts)


Segments II and III Focus Areas
US 50 Corridor Area
US 50/Red Bank Interchange Area
Linwood/Eastern Interchange Area
Newtown Village Area
SR 125/SR 32 Area
Ancor/SR 32 Hill Area
= Study Area (2015)
CINCINNATI
FAIRFAX
MARIEMONT
INDIAN HILL
SHADEMOORE
COLUMBIA TOWNSHIP
TERRACE PARK
ANCOR
NEWTOWN
ANDERSON TOWNSHIP
MOUNT CARMEL
HAMILTON COUNTY
CLERMONT COUNTY
71
561
50
125
32
52
275

MEETING #2 NOTES

Meeting Date
May 24, 2018

Meeting Location
Anderson Center

Meeting Objectives

- Review concepts developed for Focus Area based on discussions held during Meeting #1
- Review drawings and results of preliminary evaluations for each concept
- Discuss recommendations for concepts and/or refinements to be made

Meeting Summary

Tommy Arnold, ODOT, opened the meeting at 9:30 a.m. and discussed the following:

- This is the second in a series of four Advisory Committee meetings for the SR 125/SR 32 Focus Area.
- This meeting is intended to be a working meeting. It will focus on reviewing the results of the preliminary studies completed for each concept discussed at the first Advisory Committee meeting; discussing possible refinements to be made to the concepts; and determining whether or not to advance each concept for further study.
- The concepts that the group will review today are not final.
- Following today's meeting, the consultant team will conduct more in-depth analysis on each concept the group advances for further study. The results will be shared at the third Advisory Committee meeting, which will be scheduled for sometime later this summer (likely August). At that meeting, the group will review the results, note any additional refinements to be made and determine which concepts to advance.
- After the third Advisory Committee meeting, the recommended concepts will be presented to the public for review and input. ODOT is currently planning to hold the community meeting in September.
- Using input received from the Advisory Committee and from the public at the community meeting, ODOT and its consultant team will make any necessary final refinements. ODOT will then meet one last time with the Advisory Committee to review the final concepts and begin prioritizing them. The final recommended projects will then be compiled into an Implementation Plan to be shared with local jurisdictions.

Mr. Arnold noted that no money has been set aside for projects yet because the team is still working to develop and refine project concepts. Some projects could potentially be implemented by ODOT; however, many will likely fall under the jurisdiction of Hamilton County, Clermont County, the City of Cincinnati and/or respective local townships and villages. Funding sources have yet to be identified.

Mr. Arnold also noted that all project concepts are being developed using the NEPA project development process. Some projects that have very little environmental impact (such as signal timing adjustments) will likely advance through the process very quickly and can be implemented once funding is secured. Implementation will likely take longer for bigger, more impactful projects.

Discussion notes for each concept are documented on the following pages.

MEETING PARTICIPANTS

Nathan Alley, Sierra Club
Caroline Ammerman, Stantec
Tom Arnold, ODOT District 8
Brad Bowers, Anderson Township
Matt Crim, Stantec
Martha Kelly, City of Cincinnati DOTE
Bob Koehler, OKI
Becky Osinski, Great Parks of Hamilton County
Elissa Pogue, Mount Washington Community Council
Charlie Rowe, ODOT District 8
Steve Shadix, Stantec
Laura Whitman, Rasor Marketing Communications

MEETING #3 NOTES

Meeting Date
August 20, 2018

Meeting Location
Anderson Center

Meeting Objectives

- Review analyses of Focus Area concepts advanced for further consideration following Meeting #2
- Discuss which proposed concepts to recommend including in the Implementation Plan, and which refine or remove from consideration
- Discuss plan for sharing recommendations with the public and gathering public input

Meeting Summary

In addition to the discussion of each concept which is documented on the following pages, Tommy Arnold, ODOT, shared the following:

- This is the third in a series of four Advisory Committee meetings for the SR 125/SR 32 Focus Area.
- This meeting will focus on reviewing the additional studies completed for each concept advanced following the Advisory Committee meeting held in May. We will determine which concepts warrant further consideration, need further refinement or should be eliminated from further consideration.
- Concepts recommended for advancement will be presented to the public for review and input at public meetings to be held in this fall, likely late October.
- The fourth and final Advisory Committee meeting will be held following the public open houses. The purpose of this meeting is to: review input received at the public open houses; discuss any last refinements to concepts and final recommendations; identify implementation priorities; and identify possible project sponsors.
- Final recommendations will be assembled into an Implementation Plan that will be shared with local jurisdictions and used to help guide future project planning efforts. The goal is to complete the Implementation Plan by the end of the year.

Discussion notes for each concept are documented on the following pages.

MEETING PARTICIPANTS

Nathan Alley, Sierra Club

Caroline Ammerman, Stantec

Tom Arnold, ODOT District 8

PJ Ginty, Anderson Township

Matt Crim, Stantec

Todd Gadbury, Hamilton County Engineer's Office

Josh Gerth, Anderson Township

Wade Johnston, Green Umbrella

Martha Kelly, City of Cincinnati DOTE

Bob Koehler, OKI

Ken Kushner, Anderson Parks District

Heather McColeman, ODOT OES

Mark McEwan, SORTA

Becky Osinski, Great Parks of Hamilton County

Steve Shadix, Stantec

Christa Skiles, Rasor Marketing Communications

Laura Whitman, Rasor Marketing Communications

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

Concept Discussion Notes & Exhibits

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

Concept drawings are presented on the following pages.

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)].

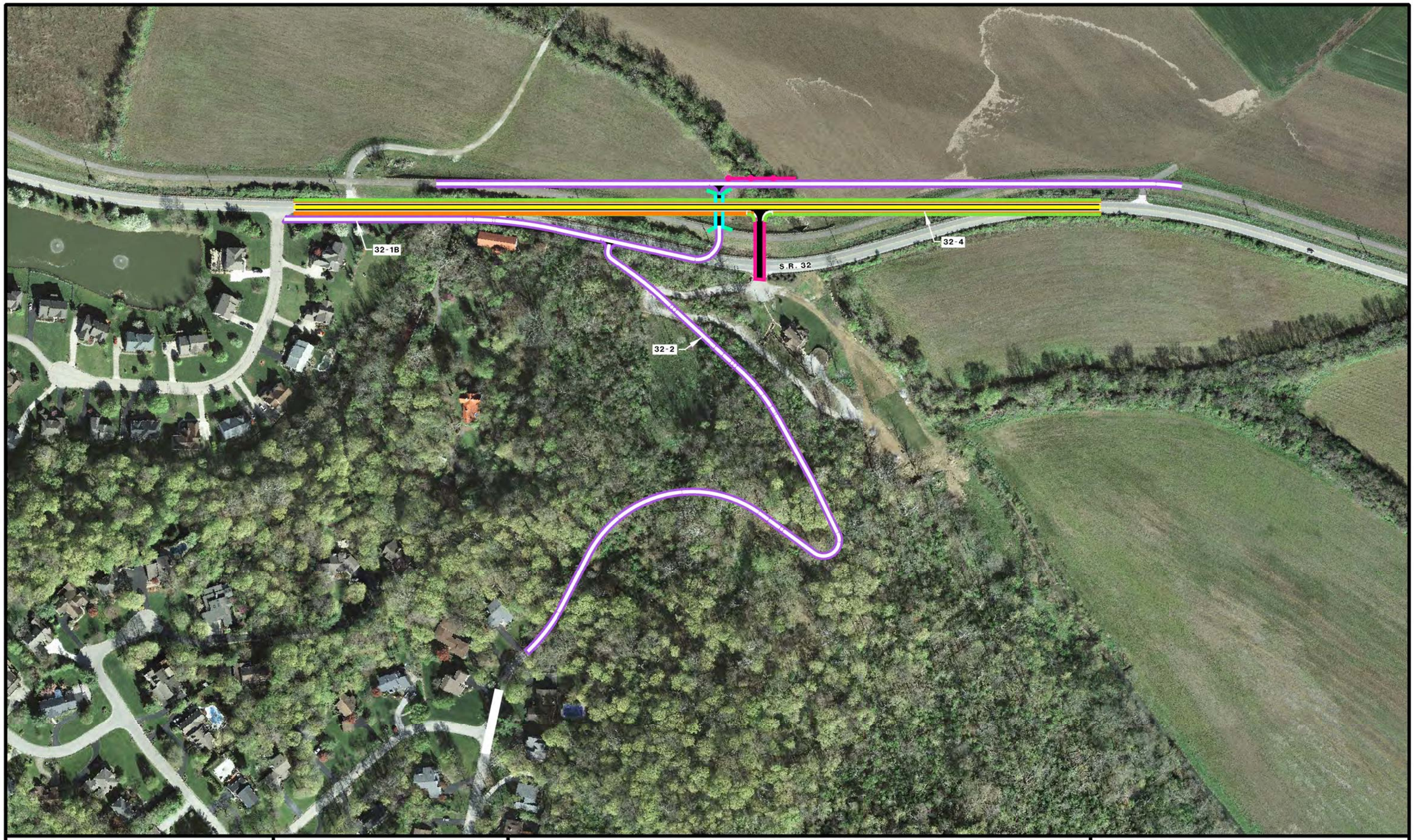
NEXT STEPS/RECOMMENDATION

- 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

Concept drawing was presented at the 5/24 meeting.



0 100 200 FEET 400

May 2018

Stantec

Concept Drawing

Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure 32-4

CORRECT 'S' CURVE

Concept drawing was presented at the 8/20 meeting.

0 100 200 FEET 400

August 2018

Stantec

Concept Drawing

Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure 32-4

CORRECT 'S' CURVE

Concept drawing was presented at the October 24 & 25 Open House meetings.

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)

Concepts not drawn.

DESCRIPTION

Concept 32-5

- Make Clear Creek Park exit a right only turn.
  - Supply a U-turn location on SR 32 in conjunction with a new pedestrian crossing location

Concept 32-6

- Investigate traffic flow in Clear Creek Park to reduce backup on SR 32. Add possible drop off area or second drive.

Concept 32-6

- No further study, but Anderson Township Parks may want to consider adding a second entrance/exit to facilitate traffic flow to and from the park.

NEEDS ADDRESSED

None identified.

5/24 MEETING DISCUSSION AND COMMENTS

- Initial analysis of available Origin-Destination (O-D) data indicates an even split between vehicles turning left and right when entering and exiting the park.
- An at-grade pedestrian crossing is not recommended at this location due to the speed of vehicles on SR 32.
- No additional comments were received following the 5/24 meeting.

NEXT STEPS/RECOMMENDATION

Concept 32-5

- No further study due to lack of demonstrated need.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
		Concept 32-5: Not evaluated due to lack of demonstrated need.							**CONCEPT 32-5: NO FURTHER STUDY**
		Concept 32-6: May be advanced by Anderson Township Parks.							**CONCEPT 32-6: MAY BE ADVANCED BY ANDERSON TWP PARKS**

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 drawing is presented on the following page.

DESCRIPTION

- Install dual left turn lanes from Clough onto SR 32 in conjunction with a second receiving lane on SR 32.

NEEDS ADDRESSED

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

5/24 MEETING DISCUSSION AND COMMENTS

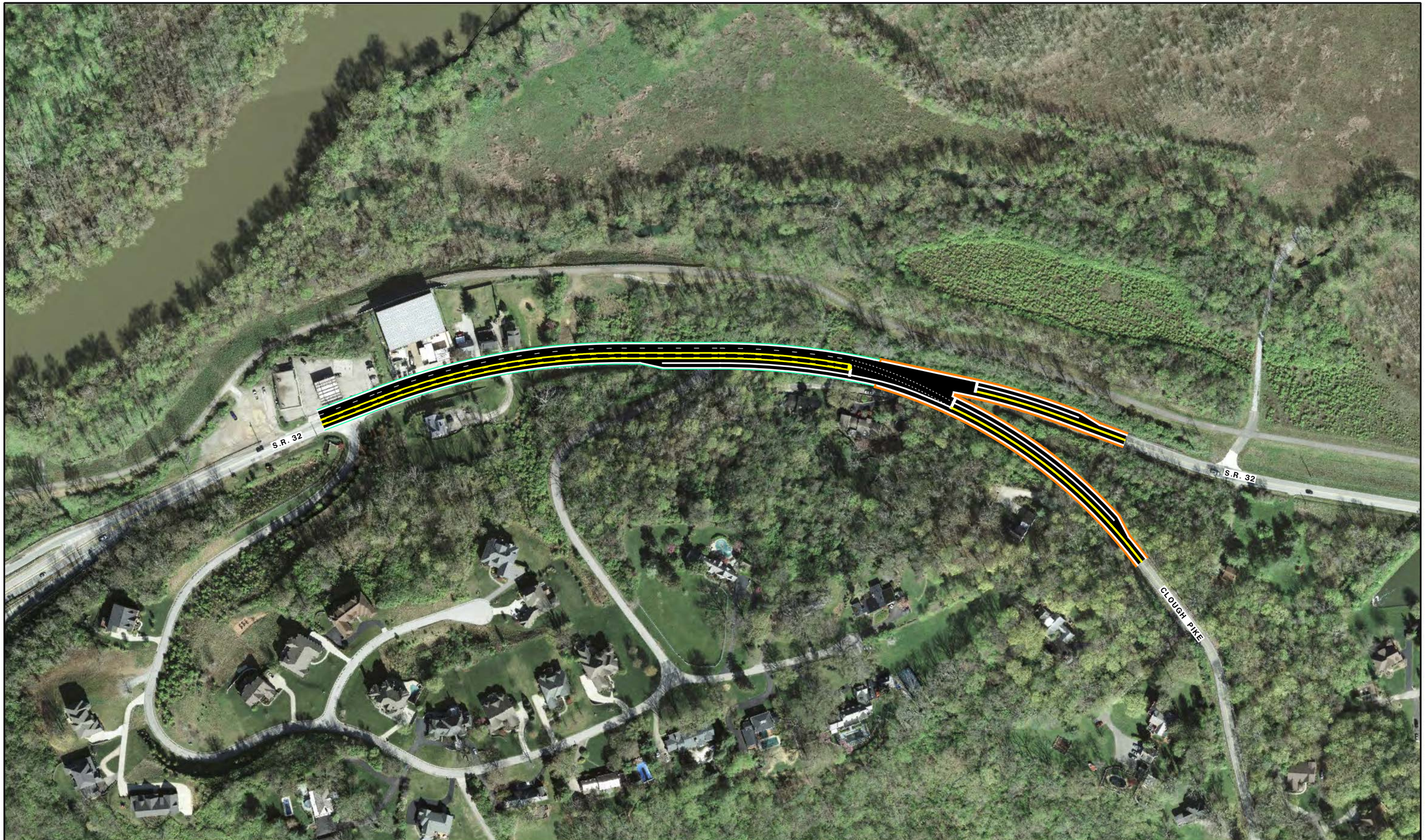
- Initial studies indicate that adding dual left turn lanes from Clough to SR 32 results in:
  - 43 percent decrease in delays during morning peak hours.
  - No decrease in delays during evening peak hours.
- No additional comments were received following the 5/24 meeting.

NEXT STEPS/RECOMMENDATION

- No further study. Concepts I-7b, I-7c and I-7d provide better operations. Widening Clough Pike to get dual turn lanes would impact existing retaining walls, adding cost and impacts.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
NEUTRAL	IMPROVES	MODERATE	$5 - $10 MILLION	PROPERTY TAKES	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	**NO FURTHER STUDY**

Concept drawing was presented at the 5/24 meeting.



0 100 200 FEET 400

May 2018

Stantec

Concept Drawing

Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure I-7A

DUAL LEFT LANES FROM CLOUGH PIKE

Concept drawings are presented on the following pages.

DESCRIPTION

- Remove signal at Clough Pike
- Add a flyover from Clough to SR 32 westbound.

NEEDS ADDRESSED

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

5/24 MEETING DISCUSSION AND COMMENTS

- A flyover would provide a fluid connection from Clough to westbound SR 32.
  - It would eliminate the need for most movements to stop at the SR 32/Clough Pike intersection.
  - It would remove the need for a signal at the intersection, which would reduce delays.
- As drawn, the right turn from Clough to eastbound SR 32 is a very tight turn.
  - Consultant will determine if the turning radius can be improved and/or if a turn signal would be needed.
- Consultant to evaluate:
  - Impact of this concept on traffic flow to and from SR 125/Beechmont Levee.
  - Impact of free-flowing traffic on SR 32.
  - Impact on vehicles entering/exiting the Speedway gas station.
  - Relocation of bike trail.
- No additional comments were received following the 5/24 meeting.

8/20 MEETING DISCUSSION AND COMMENTS

- The Advisory Committee viewed a traffic flow simulation for this concept.
  - Simulation showed that traffic flow improves.
  - No weaving problems are expected.
- No back-ups are expected at SR 32 ramp to SR 125 because entry to SR 125 is free-flowing (no stop lights).
- Estimated construction costs of this concept and the roundabout concept (I-7c) are similar ($4.5M to $6.8M for concept I-7b and $3.8M to $5.7M for I-7c)
- Concept eliminates traffic signal at intersection.
- Concept doesn't provide a left turn option from SR 32 to Clough. However, that movement is not permitted today.
- No additional comments were received following the 8/20 meeting.

NEXT STEPS/RECOMMENDATION

- No further study:
  - Concept I-7d achieves the same benefits at a markedly lower cost.
  - Concept I-7d adds the ability to turn left from westbound SR 32 to Clough.
  - The benefit/cost ratio is lower than concepts I-7c and I-7d.

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								
	AM	0.1	A	100%	0.2	A	100%	$4.5M to $6.8M	0	$250K to $500K	D1	Section 4(f)	Neutral	Neutral	Neutral
	PM	0.1	A	100%	0.2	A									

RECOMMENDATION: NO FURTHER STUDY

Concept drawing was presented at the 5/24 meeting.

0 100 200 FEET 400

May 2018

Stantec

Concept Drawing

Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure I-7B

FLYOVER FROM CLOUGH PIKE TO S.R. 32 WESTBOUND AND RELOCATED BIKE TRAIL

Concept drawing was presented at the 8/20 meeting.

0 100 200 FEET 400

August 2018

Stantec

Concept Drawing

Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure I-7B

FLYOVER FROM CLOUGH PIKE TO S.R. 32 WESTBOUND AND RELOCATED BIKE TRAIL

Concept drawings are presented on the following pages.

DESCRIPTION

- Add a roundabout at the Clough Pike and SR 32 intersection.
  - This concept moves the interchange slightly to the northwest to area where the ground is more level.
  - It would require shifting a section of the bike path to the north.
  - SR 32 would remain at its current elevation.

NEEDS ADDRESSED

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

5/24 MEETING DISCUSSION AND COMMENTS

- Roundabouts offer the benefit of allowing traffic to flow continuously but at slower speeds.
- A roundabout at this location would allow vehicles on westbound SR 32 to turn left onto Clough Pike.
- Initial studies show that travel delays would be reduced during both morning and evening peak hours:
  - 82 percent reduction during morning peak hours.
  - 67 percent reduction in evening peak hours.
- Initial studies indicate that the benefits offered by constructing a roundabout will last longer than benefits offered by other proposed concepts.
- Concept would eliminate the weaving pattern caused by merging on and off SR 32 between Clough and Speedway.
- Adding turn lane options for entering/exiting the Speedway gas station is possible.
- Concept is not likely to impact bicyclists or pedestrians because they generally aren't on the road in this area.
- Consultant to evaluate costs, impacts and access needs of homes in the near vicinity.
- No additional comments were received following the 5/24 meeting.

8/20 MEETING DISCUSSION AND COMMENTS

- The impacts of this concept are not that different from the flyover option.
- Roundabout is shifted north of the existing intersection so it could be positioned on flatter ground.
- The roundabout's turning radius appears tight. However, it does allow trucks.
- Estimated construction costs of this concept and the flyover concept are similar ($4.5M to $6.8M for the flyover and $3.8M to $5.7M for the roundabout).
- No additional comments were received following the 8/20 meeting.

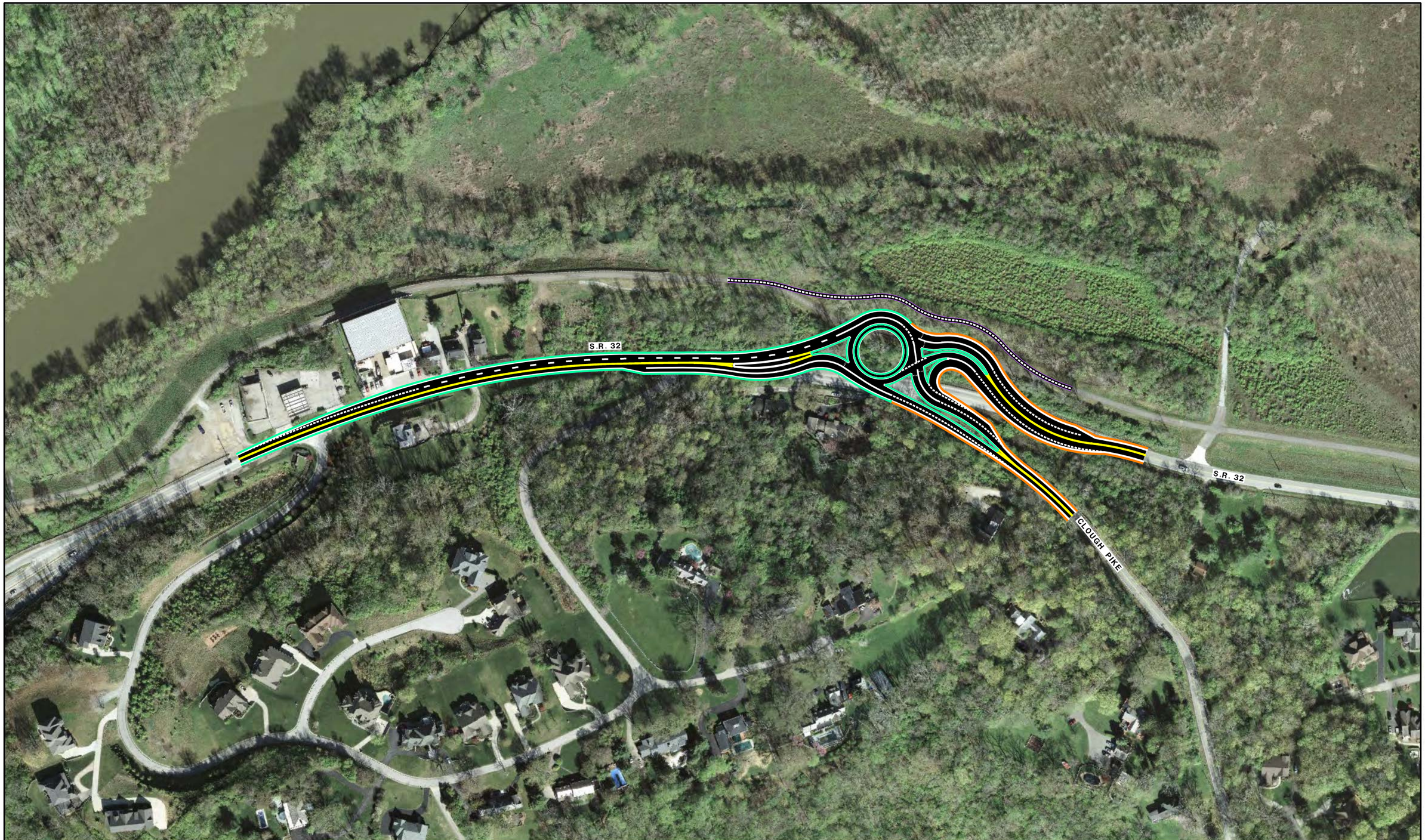
NEXT STEPS/RECOMMENDATION

- No further study:
  - Concept I-7d achieves the same benefits at a lower cost.
  - The benefit/cost ratio appears lower compared to other alternatives.

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								
0.3	AM	10.6	B	82%	17.1	C	66%	$3.8M to $5.7M	0	$175K to $350K	D1	Section 4(f)	Neutral	Neutral	Improves
	PM	9.1	A	67%	27.1	D	-82%								

RECOMMENDATION: NO FURTHER STUDY

Concept drawing was presented at the 5/24 meeting.



0 100 200 FEET 400

MARCH 2018

Stantec

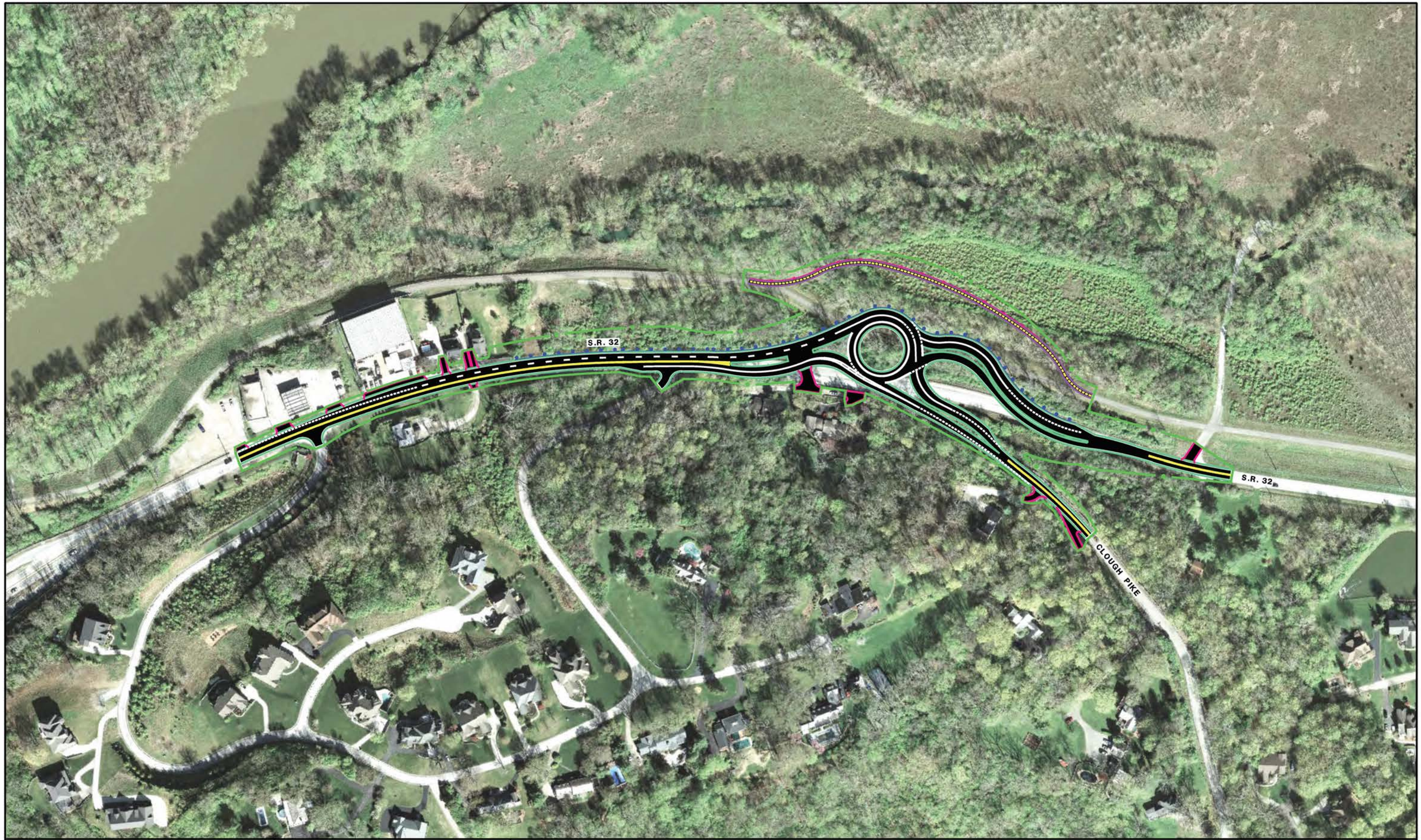
Concept Drawing

Eastern Corridor Projects
Segment II-III (S.R. 32 Corridor)
HAM-32F-0.00; PID 86462

Figure I-7C

ROUNDABOUT AT S.R. 32 AND CLOUGH PIKE INTERSECTION AND RELOCATED BIKE TRAIL

Concept drawing was presented at the 8/20 meeting.



0 100 200 FEET 400

August 2018

Stantec

Concept Drawing

Eastern Corridor Projects
Segment II-III (S.R. 32 Corridor)
HAM-32F-0.00; PID 86462

Figure I-7C

ROUNDABOUT AT S.R. 32 AND CLOUGH PIKE INTERSECTION AND RELOCATED BIKE TRAIL

Concept drawings are presented on the following pages.

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.

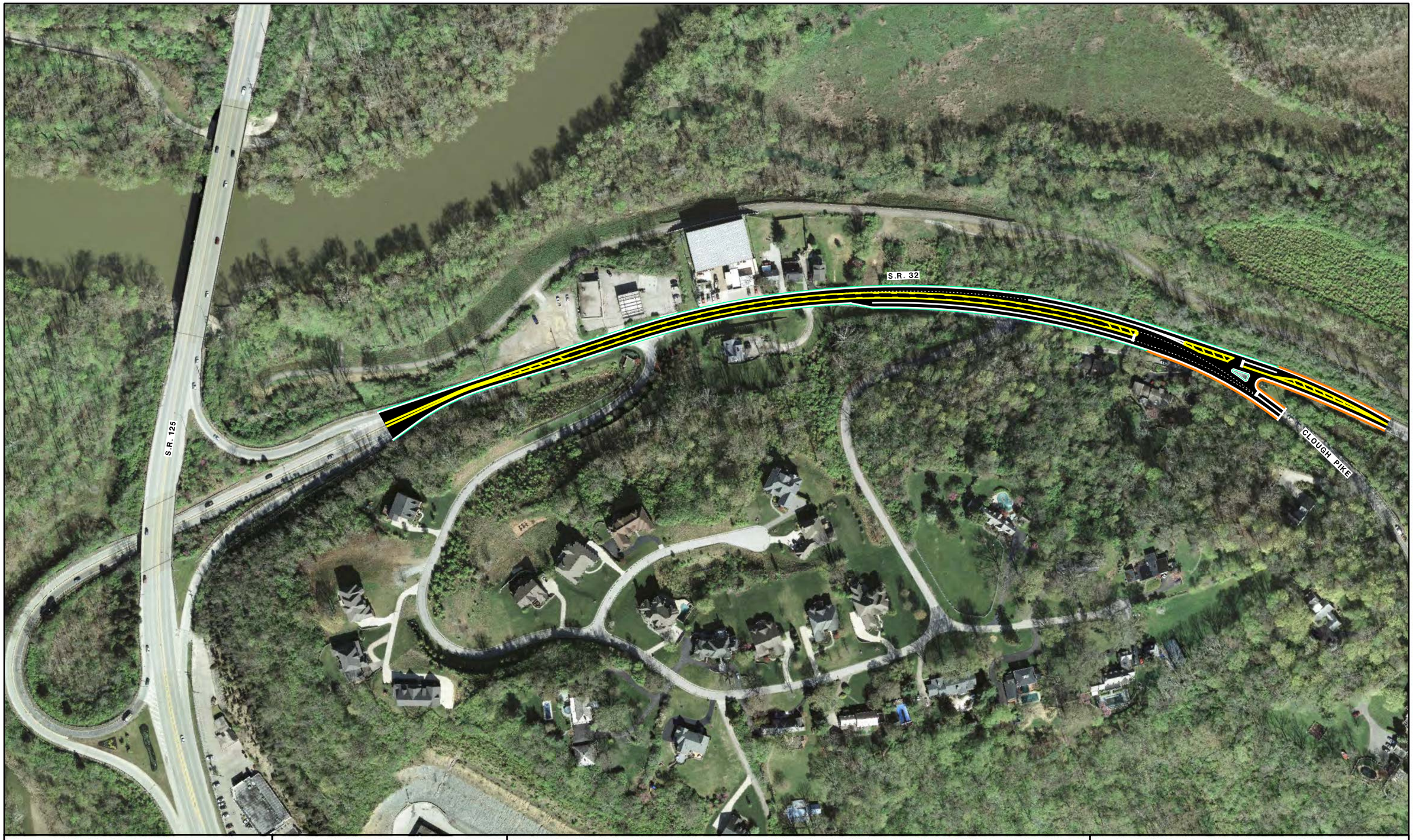
NEXT STEPS/RECOMMENDATION

- 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

Concept drawing was presented at the 5/24 meeting.



0 100 200 FEET 400

May 2018

Stantec

Concept Drawing

Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure I-7D

CLOUGH PIKE AND S.R. 32 GREEN TEE INTERSECTION

Concept drawing was presented at the October 24 & 25 Open House meetings.

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.

Concept drawing is presented on the following page.

DESCRIPTION

- Modify all existing ramps at the interchange to meet current standards.

NEEDS ADDRESSED

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

5/24 MEETING DISCUSSION AND COMMENTS

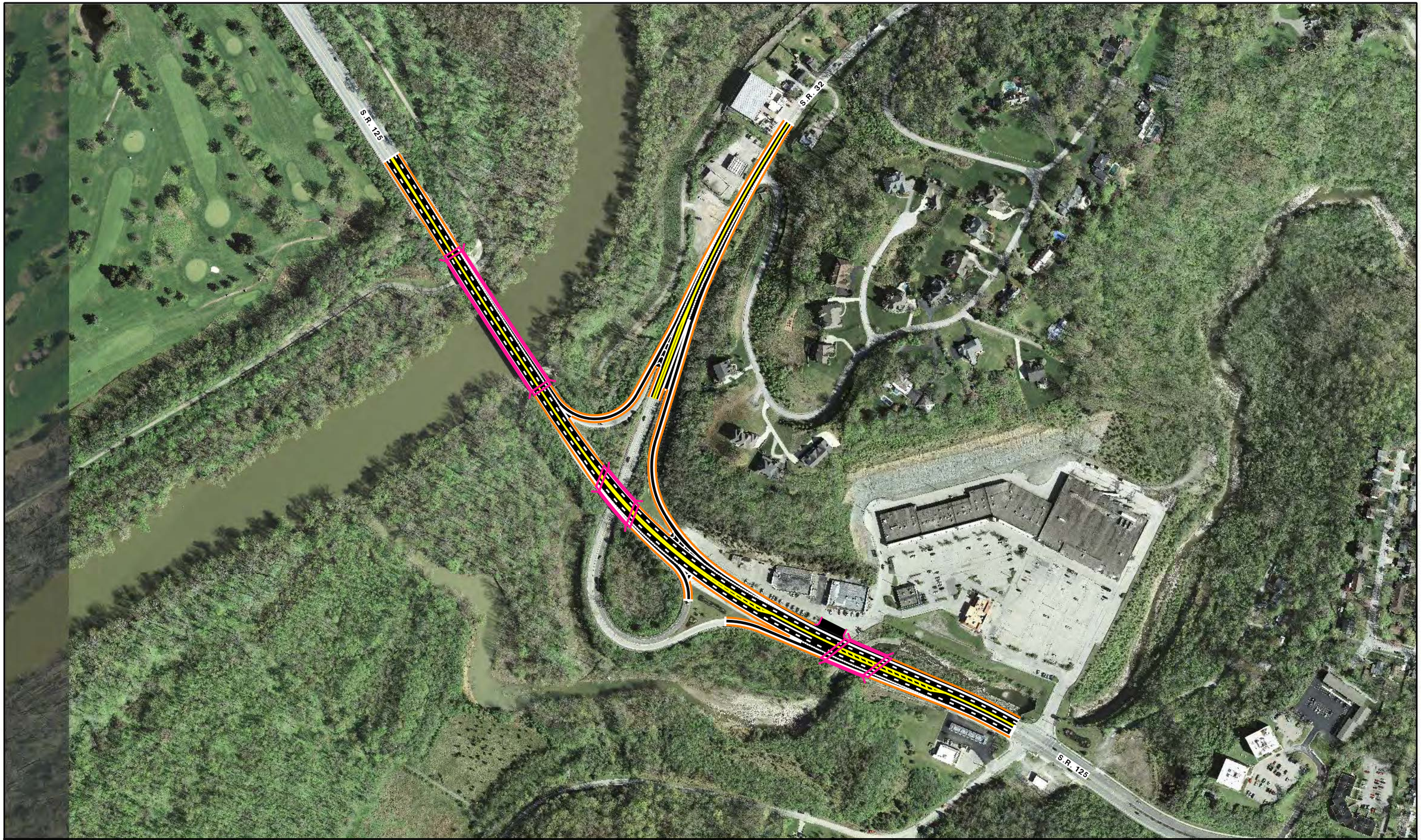
- The biggest changes with this concept would take place on SR 32.
- The concept would bring the interchange design up to current ODOT standards (best practices).
- This concept is not able to meet all standards:
  - Does not address the sag curve under SR 125.
  - Cannot correct problems with flooding.
  - Does not lengthen merging lengths on SR 32.
- No additional comments were received following the 5/24 meeting.

NEXT STEPS/RECOMMENDATION

- No further study because the concept does not adequately meet current standards.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	MODERATE	$5 - $10 MILLION	PROPERTY TAKES	MODERATE (D1/D2)	NEUTRAL	NEUTRAL	NEUTRAL	**NO FURTHER STUDY**

Concept drawing was presented at the 5/24 meeting.



0 150 300 FEET 600

May 2018

N

Stantec

Concept Drawing

Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure X-1A

EXISTING RAMPS AT INTERCHANGE WITH CURRENT STANDARDS

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

Concept drawing is presented on the following page.

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.

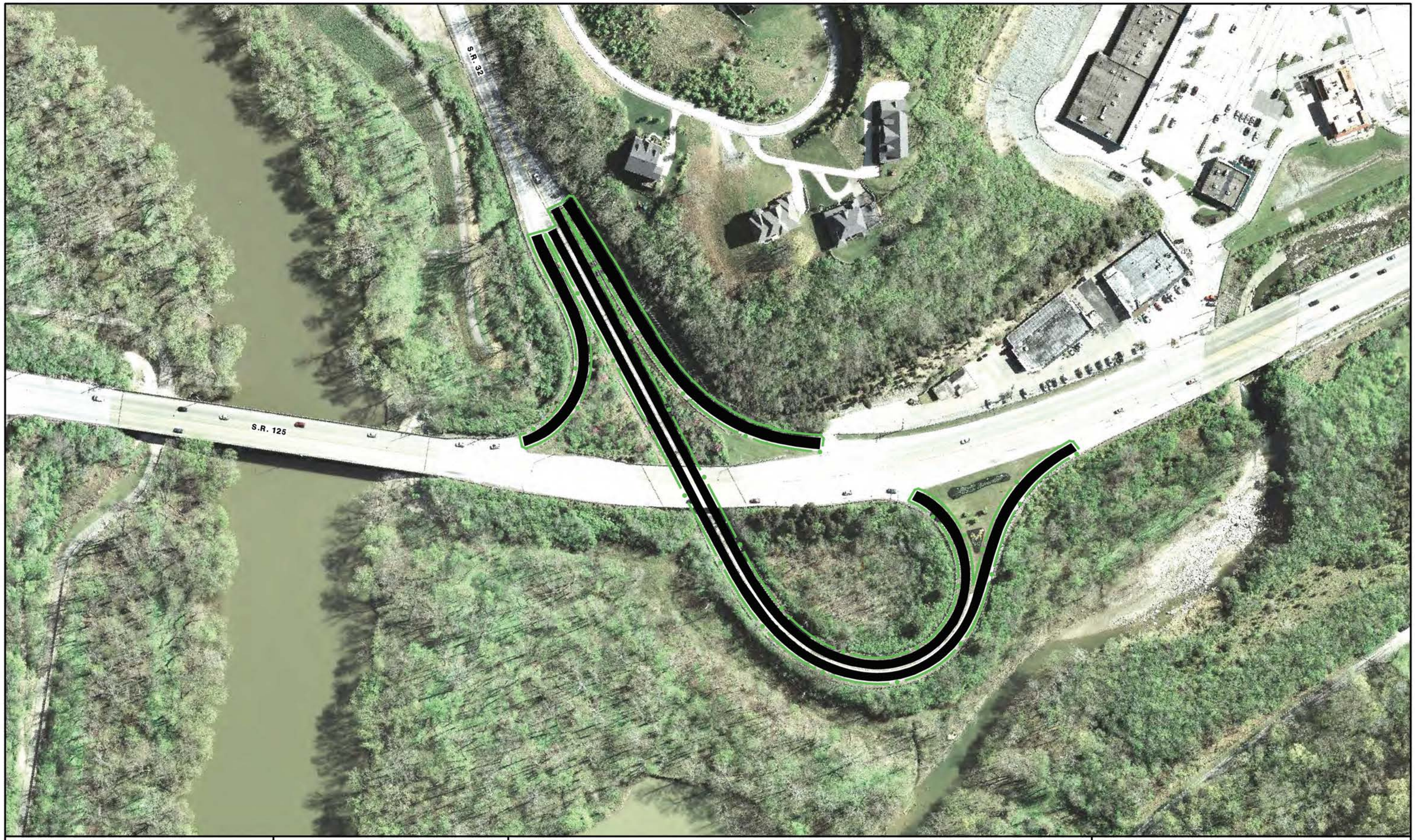
NEXT STEPS/RECOMMENDATION

- 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 drawing was presented at the 8/20 meeting.



0 75 150 FEET 300

August 2018

Stantec

Concept Drawing

Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure X-1B

INSTALL FRICTION PAVEMENT ON RAMPS

Concept drawing is presented on the following page.

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.

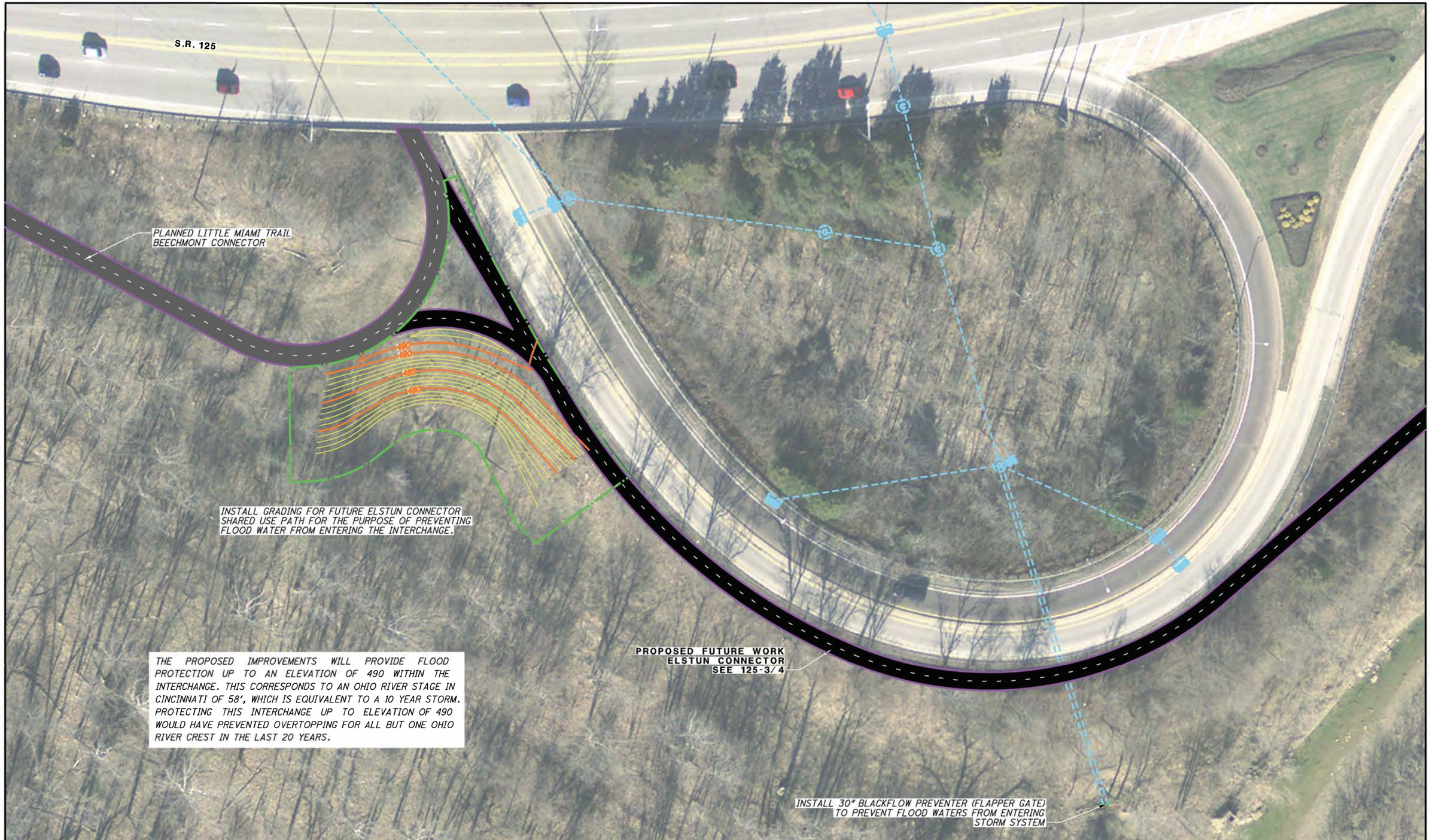
NEXT STEPS/RECOMMENDATION

- 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

Concept drawing was presented at the 8/20 meeting.



0 25 50 FEET 100

AUGUST 2018

Stantec

CONCEPT DRAWING

Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure X-1E

BLOCK OHIO RIVER WATER BACKUP FROM COMING ONTO THE ROADWAY IN THE SR125/SR32 INTERCHANGE

Concept drawings are presented on the following pages.

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

Concept drawing was presented at the 5/24 meeting.

0 150 300 FEET 600

May 2018

Stantec

Concept Drawing

Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure X-1C

EXTEND MERGE LENGTH ON RAMP FROM WESTBOUND S.R. 32 TO WESTBOUND S.R. 125

Concept drawing was presented at the 8/20 meeting.

0 75 150 FEET 300

August 2018

Stantec

Concept Drawing

Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure X-1C

EXTEND MERGE LENGTH ON RAMP FROM WESTBOUND S.R. 32 TO WESTBOUND S.R. 125

Concept drawings are presented on the following pages.

DESCRIPTION

- Add a westbound through-lane on the Beechmont Levee (SR 125) extending between SR 32 and Wooster using the existing shoulder.
  - Would create three westbound lanes.
  - The westbound curb lane would be dropped at Wooster.
  - The result would be three 11-foot westbound lanes with a 4-foot shoulder (eastbound lanes would remain the same).

NEEDS ADDRESSED

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

5/24 MEETING DISCUSSION AND COMMENTS

- Room for the new lane can be obtained by restriping the existing pavement (no widening could be needed).
- This work could be incorporated into any project planned along this stretch of SR 125.
- Initial analysis indicates:
  - A 24% decrease in delays during morning peak-hours
  - A 34% decrease in delays during evening peak-hours
- Consultant to conduct a traffic analysis to determine how adding a third lane would impact westbound traffic.
- Consultant will also evaluate the possibility of narrowing the two 12-foot eastbound lanes by one foot to narrow eastbound lane by one foot and provide space to increase one westbound lane by one foot.
- City of Cincinnati DOTE will check to see if any projects are being planned in the area.
- No additional comments were received following the 5/24 meeting.

8/20 MEETING DISCUSSION AND COMMENTS

- The additional westbound lane would extend between the SR 125 and SR 32 interchange and the intersections of SR 125 and Wilmer and Wooster.
- Some widening of SR 125 would be needed to maintain four-foot shoulders (reducing the width of the shoulders could be a concern when cars break down).
- Committee members felt that the current merging pattern isn't too problematic and establishing a wider road might encourage faster travel speeds. But, pedestrian and bicyclist needs still must be met.
- Traffic modeling shows that three lanes are not needed; two work sufficiently.
- No additional comments were received following the 8/20 meeting.

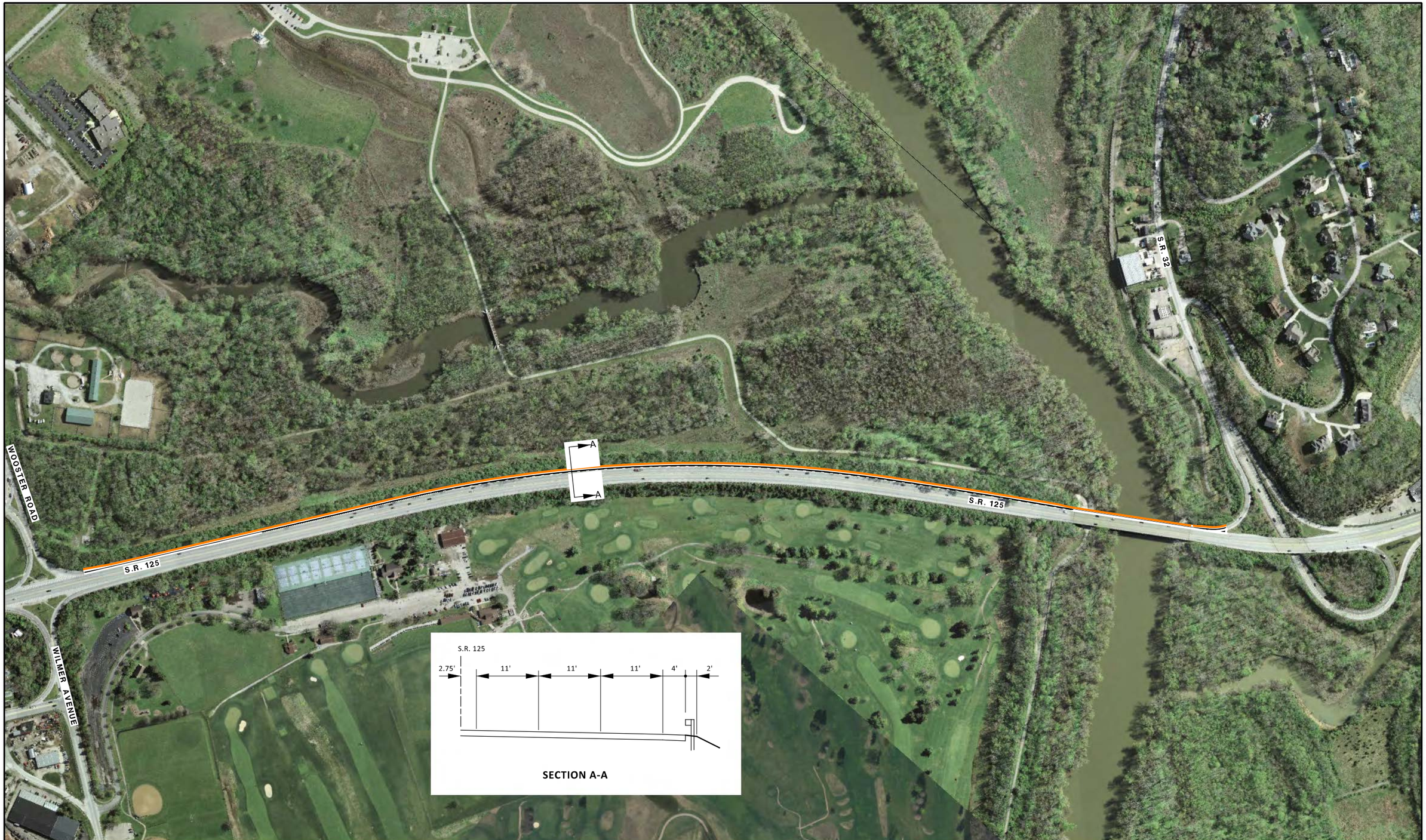
NEXT STEPS/RECOMMENDATION

- No further study. Traffic modeling shows that there is no need for an additional westbound lane.

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								
								$1.1M to $1.7M	0	$0	C2	Scenic River, Waterway permit, Potential T&E, Section 4(f)	Neutral	Neutral	Neutral

RECOMMENDATION: NO FURTHER STUDY

Concept drawing was presented at the 5/24 meeting.



0 200 400 FEET 800

May 2018

Stantec

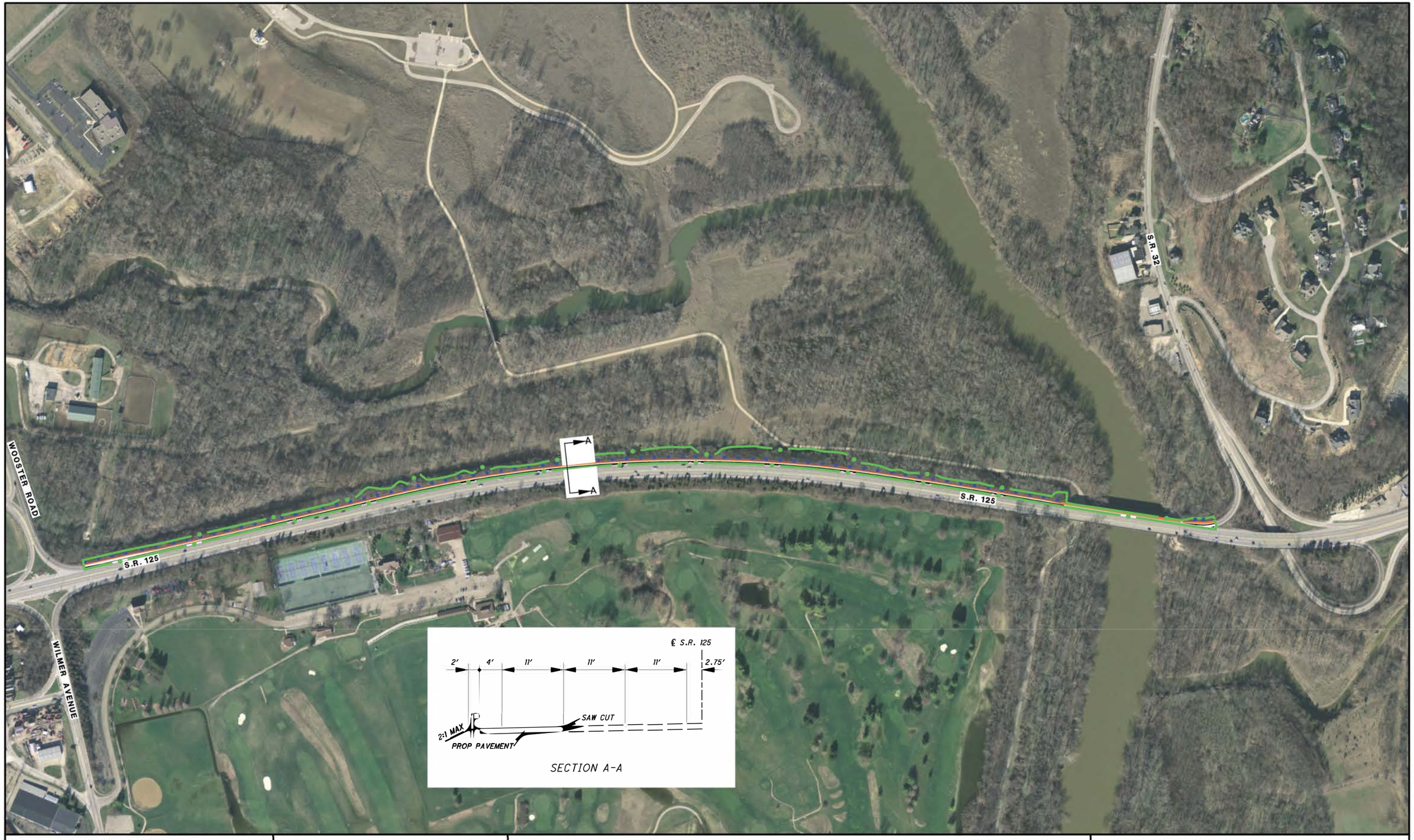
Concept Drawing

Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure X-1D

WESTBOUND THROUGH LANE EXTENDING TO WOOSTER ROAD

Concept drawing was presented at the 8/20 meeting.



0 200 400 FEET 800

August 2018

Stantec

Concept Drawing

Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure X-1D

WESTBOUND THROUGH LANE EXTENDING TO WOOSTER ROAD

Concept drawing is presented on the following page.
Concept is also shown with concept 125-4.

DESCRIPTION

- Modify ramp connections from SR 32 to eastbound SR 125 to allow for a bicycle/pedestrian connection on existing Clough Creek Bridge.
- This concept would improve accessibility during flooding conditions.

NEEDS ADDRESSED

S4) Address ramp flooding issues.

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

5/24 MEETING DISCUSSION AND COMMENTS

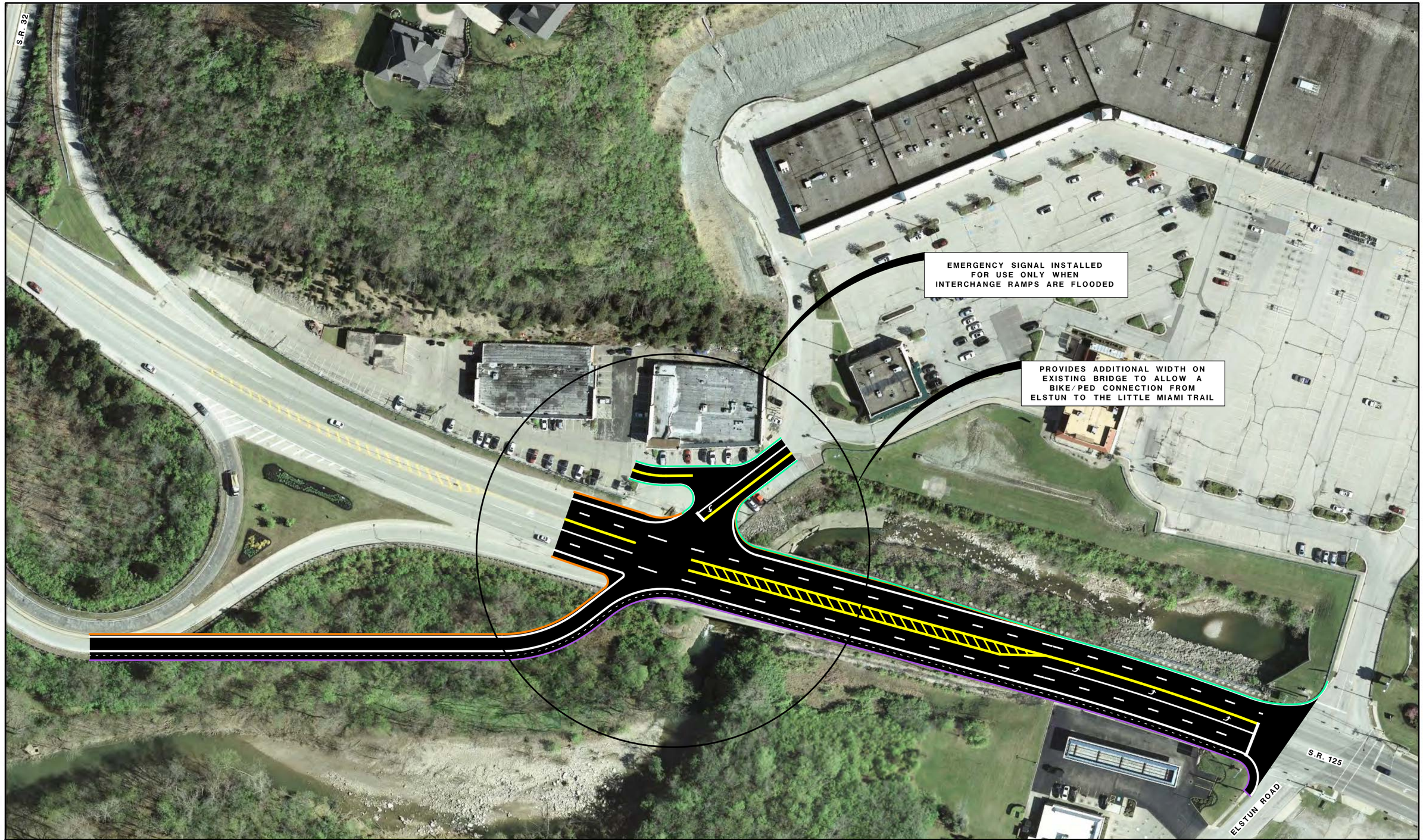
- In addition to providing bike/pedestrian access on the south side of SR 125, this concept would include placing an emergency traffic signal on SR 125 near the entrance of the strip mall.
  - Signal would allow vehicles to make a protected U-turn and access SR 32 from westbound SR 125.
  - The new signal would function as an emergency signal only when underpass ramps are flooded.
- This concept modifies the ramp configuration to more traditional intersection.
- Concept X-1g appears to work better.
- No additional comments were received following the 5/24 meeting.

NEXT STEPS RECOMMENDATION

- No further study because Concept X-1g appears to function better.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
DEGRADES	DEGRADES	SIMPLE	< $5 MILLION	PROPERTY TAKES	MODERATE (D1/D2)	IMPROVES	IMPROVES	IMPROVES	**NO FURTHER STUDY**

Concept drawing was presented at the 5/24 meeting.



0 50 100 FEET 200

N

May 2018

Stantec

Concept Drawing

Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure X-1F and 125-4

MODIFY RAMP CONNECTION FROM S.R. 32 TO S.R. 125 TO SIGNALIZED INTERSECTION

Concept drawing is presented on the following page.
Concept is also shown with Concept 125-4.

DESCRIPTION

- Add a roundabout at the ramp connection from SR 32 to Eastbound SR 125.
  - Allows for a bicycle/pedestrian connection on the existing Clough Creek bridge
  - Can function as an emergency connection when underpass ramps are flooded
  - Calms traffic coming off the Beechmont Levee.

NEEDS ADDRESSED

S4) Address ramp flooding issues.

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

5/24 MEETING DISCUSSION AND COMMENTS

- Concept provides space on bridge over Clough Creek for bike/pedestrian connection.
- Facilitates access to SR 125/Clough during flooding events.
- Roundabouts slow vehicles down but allow for continuous movement.
- Initial analysis indicates concept would provide a Level of Service (LOS) D during morning peak hours and LOS C during evening peak hours.
- Skytop Pavilion is being redeveloped into approximately 230 apartments. The buildings containing businesses to the immediate west of Skytop will remain.
- No additional comments were received following the 5/24 meeting.

8/20 MEETING DISCUSSION AND COMMENTS

- Advisory Committee reviewed a simulation of how traffic would flow as part of this concept.
- The simulation showed a significant delay on SR 32; it would be difficult for traffic using the SR 32 ramp to access SR 125 with the amount of vehicles traveling east/west traffic on SR 125 (approximately 1,900 eastbound vehicles per hour).
- This concept would provide an alternative route for getting to SR 32 if the ramp under SR 125 floods.
- No additional comments were received following the 8/20 meeting.

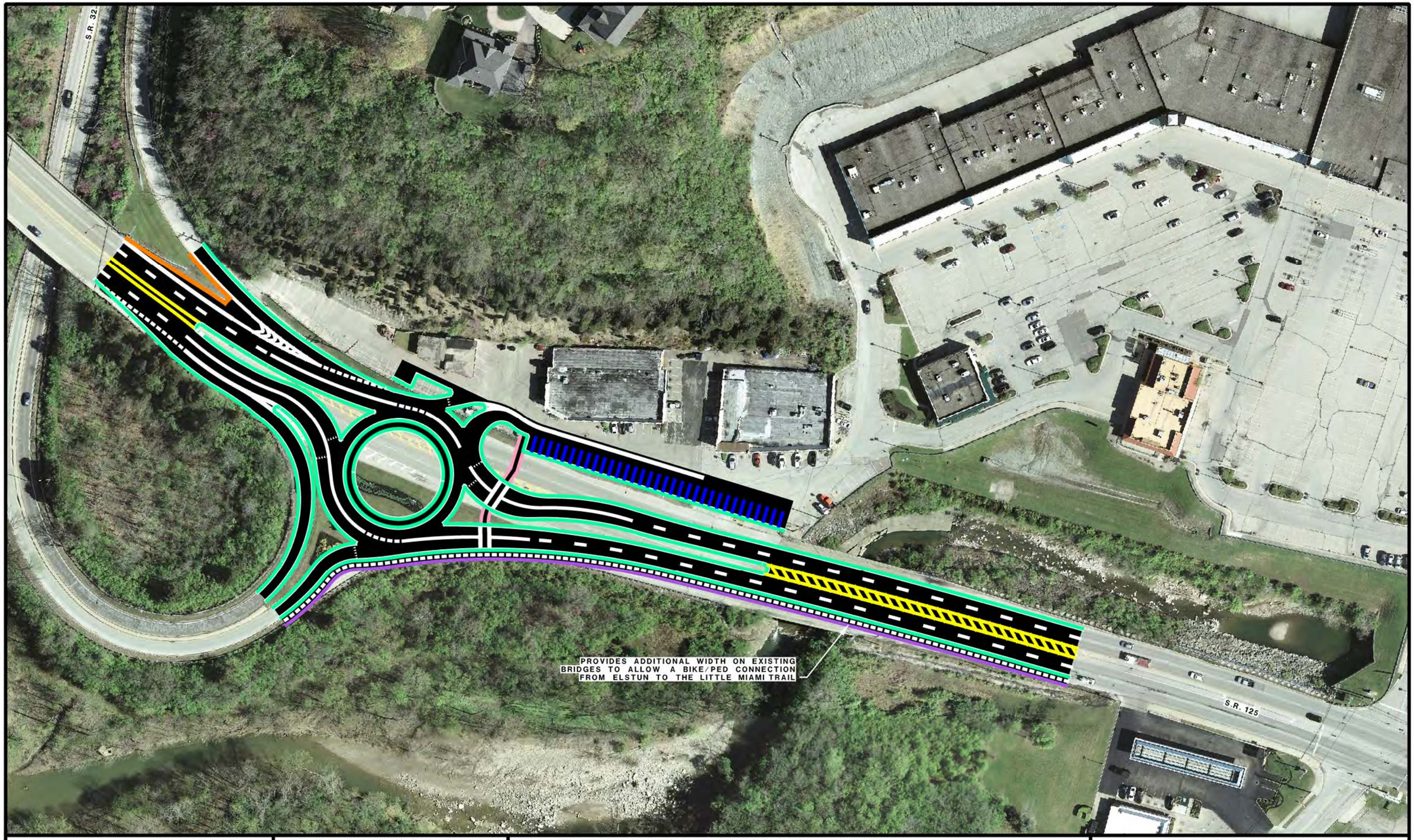
NEXT STEPS/RECOMMENDATION

- No further study. Traffic simulation showed excessive delay for SR 32 ramp.

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								
	AM	15.3	B	--	14.4	B	--	Not Available	Not Available	Not Available	C2	R/W, Scenic River, ESA issues	Improves	Improves	Improves
	PM	16.8	B	--	44.7	E	--								

RECOMMENDATION: NO FURTHER STUDY

Concept drawing was presented at the 5/24 meeting.



0 50 100 FEET 200

May 2018

N

Stantec

Concept Drawing

Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure X-1G and 125-4

MODIFY RAMP CONNECTION FROM S.R. 32 TO S.R. 125 TO ROUNDABOUT

SEGMENTS II AND III CONCEPTS

SR 125/SR 32 FOCUS AREA

Theme: SR 125/ELSTUN, SR 125 OPTIONS

Identifier: 125-1

Concept not drawn.

DESCRIPTION

- Reduce “freeway” feel of SR 125 approaching Beechmont Hill to calm traffic entering the 35 mph zone, possibly with aesthetic treatments.
-

NEEDS ADDRESSED

None identified.

5/24 MEETING DISCUSSION AND COMMENTS

- Issue would be addressed with Concept X1-g.
- No additional comments were received following the 5/24 meeting.

NEXT STEPS/RECOMMENDATION

- Advance as part of Concept X1-g.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
	This issue would be addressed a part of Concept X1-g and was therefore not evaluated.								**ADVANCE WITH CONCEPT X-1g**

SR 125/SR 32 FOCUS AREA

Theme: SR 125/ELSTUN, SR 125 OPTIONS
Identifier: 125-2

Concept not drawn.

DESCRIPTION

- Improve access management to the strip mall.

NEEDS ADDRESSED

None identified.

5/24 MEETING DISCUSSION AND COMMENTS

- Issue is addressed with Concept X1-g.
- No additional comments were received following the 5/24 meeting.

NEXT STEPS/RECOMMENDATION

- Advance as part of Concept X1-g.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
	This issue would be addressed a part of Concept X1-g and was therefore not evaluated.								**ADVANCE WITH CONCEPT X-1g**

SEGMENTS II AND III CONCEPTS

SR 125/SR 32 FOCUS AREA

Theme: SR 125/ELSTUN

Identifier: I-22a

Concept not drawn.

DESCRIPTION

- Improve signal timing.

NEEDS ADDRESSED

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

5/24 MEETING DISCUSSION AND COMMENTS

- This signal is outside of the Signal Timing Study (STS) corridors, but signal timing will be reviewed for possible changes.
- No additional comments were received following the 5/24 meeting.

NEXT STEPS/RECOMMENDATION

- Concept on hold at this time. With proposed development changes at Skytop, any adjustments to this signal would need to be made with the development's Traffic Impact Study, which is not currently available.
- No priority ranking assigned.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	SIMPLE	< $5 MILLION	NONE	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	**ON HOLD**

PRIORITY: ON HOLD

Concept drawing is presented on the following page.
Concept is also shown with concept Elstun-1 (A3).

DESCRIPTION

- Extend the northbound left turn lane on Elstun.
- Add a westbound right turn lane on SR 125 to Skytop Pavilion.

NEEDS ADDRESSED

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

5/24 MEETING DISCUSSION AND COMMENTS

- Initial analysis indicated minimal delay reductions:
  - Approximately 8 percent during morning peak hours
  - Zero percent during evening peak hours
- Consultant evaluated replacing the intersection with a roundabout as suggested in Meeting 1, but the concept (I-22c) did not work:
  - It disrupted traffic flow.
  - Existing topography cannot accommodate a roundabout.
  - A roundabout would better serve the intersection farther west (see Concept X-1g).
- No additional comments were received following the 5/24 meeting.

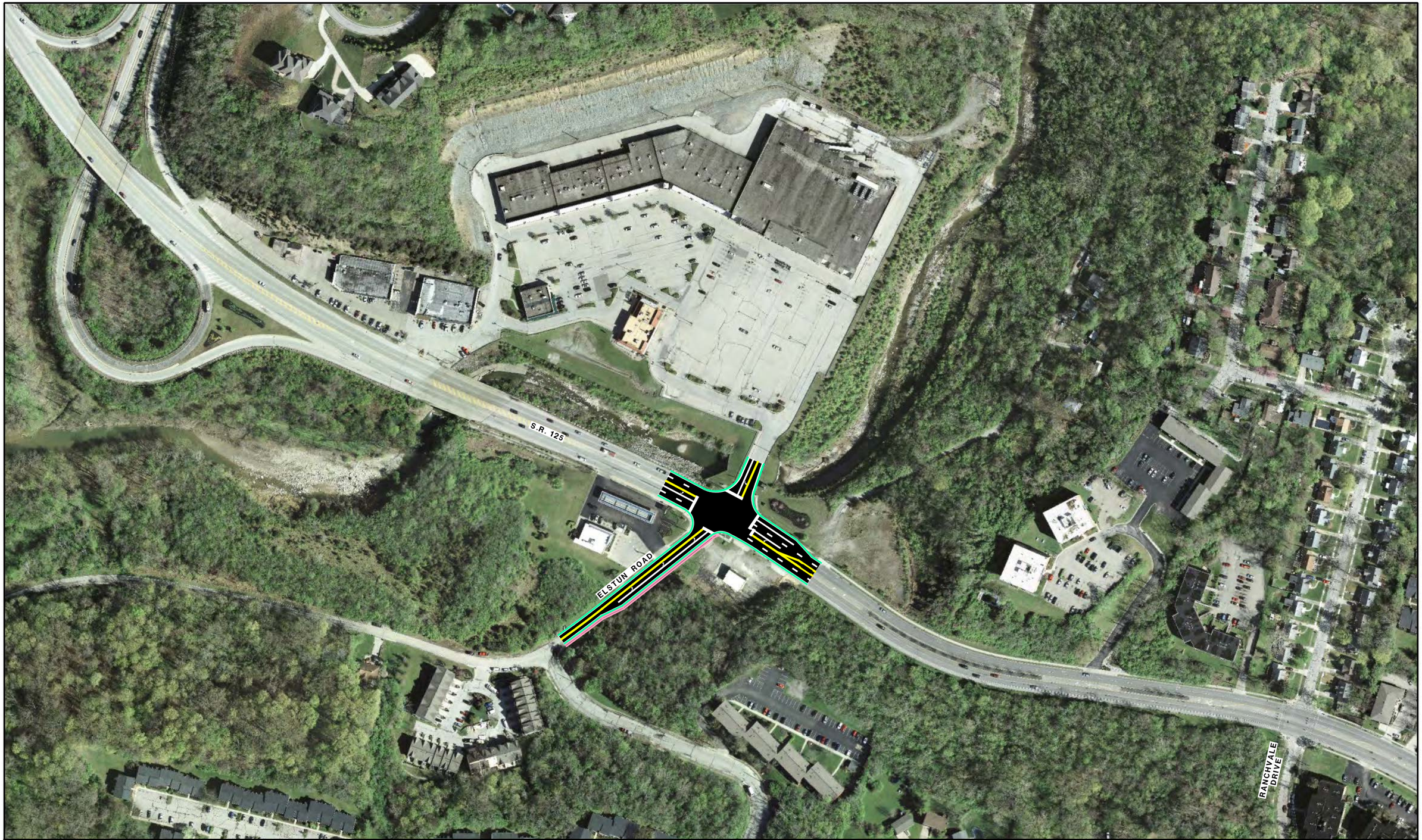
NEXT STEPS/RECOMMENDATION

- Concept on hold at this time. With proposed development changes at Skytop, any intersection improvements are contingent on development.
- No priority ranking assigned.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	IMPROVES	SIMPLE	< $5 MILLION	PROPERTY TAKES	MINIMAL (C1/C2)	NEUTRAL	NEUTRAL	NEUTRAL	**ON HOLD**

PRIORITY: ON HOLD

Concept drawing was presented at the 5/24 meeting.



0 150 300 FEET 600

May 2018

N

Stantec

Concept Drawing

Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure I-22B and Elstun-1

NORTHBOUND LEFT TURN LANE AND WESTBOUND RIGHT TURN LANE EXTENED ON S.R. 125 AND ELSTUN. SIDEWALK CONNECTION FROM S.R. 125 TO RENTAL PROPERTIES

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 drawings are presented on the following pages.

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

Concept drawing was presented at the 8/20 meeting.

0 50 100 FEET 200

N

August 2018

Stantec

Concept Drawing

Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure Elstun-1

SIDEWALK CONNECTION FROM S.R. 125 TO RENTAL PROPERTIES

Concept drawing was presented at the October 24 & 25 Open House meetings.

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 drawings are presented on the following pages.

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

Concept drawing was presented at the 5/24 meeting.

0 150 300 FEET 600

May 2018

N

Stantec

Concept Drawing

Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure 125-3, 125-4 and 125-5

SHARED USE PATH AND WALK

Concept drawing was presented at the 8/20 meeting.

0 100 200 FEET 400

August 2018

N

Stantec

Concept Drawing

Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure 125-5

SIDEPATH ALONG SOUTH SIDE OF SR 125 BETWEEN ELSTUN RD. AND RANCHVALE DR.

Concept drawing was presented at the October 24 & 25 Open House meetings.

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

Concept drawings are presented on the following pages.

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

Concept drawing was presented at the 5/24 meeting.

0 150 300 FEET 600

May 2018

N

Stantec

Concept Drawing

Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure 125-3, 125-4 and 125-5

SHARED USE PATH AND WALK

Concept drawing was presented at the 8/20 meeting.

0 100 200 FEET 400

August 2018

N

Stantec

Concept Drawing

Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure 125-3

SHARED US PATH BETWEEN SR 125 AND LITTLE MIAMI TRAIL

Concept drawing was presented at the October 24 & 25 Open House meetings.

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 drawing is presented 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.

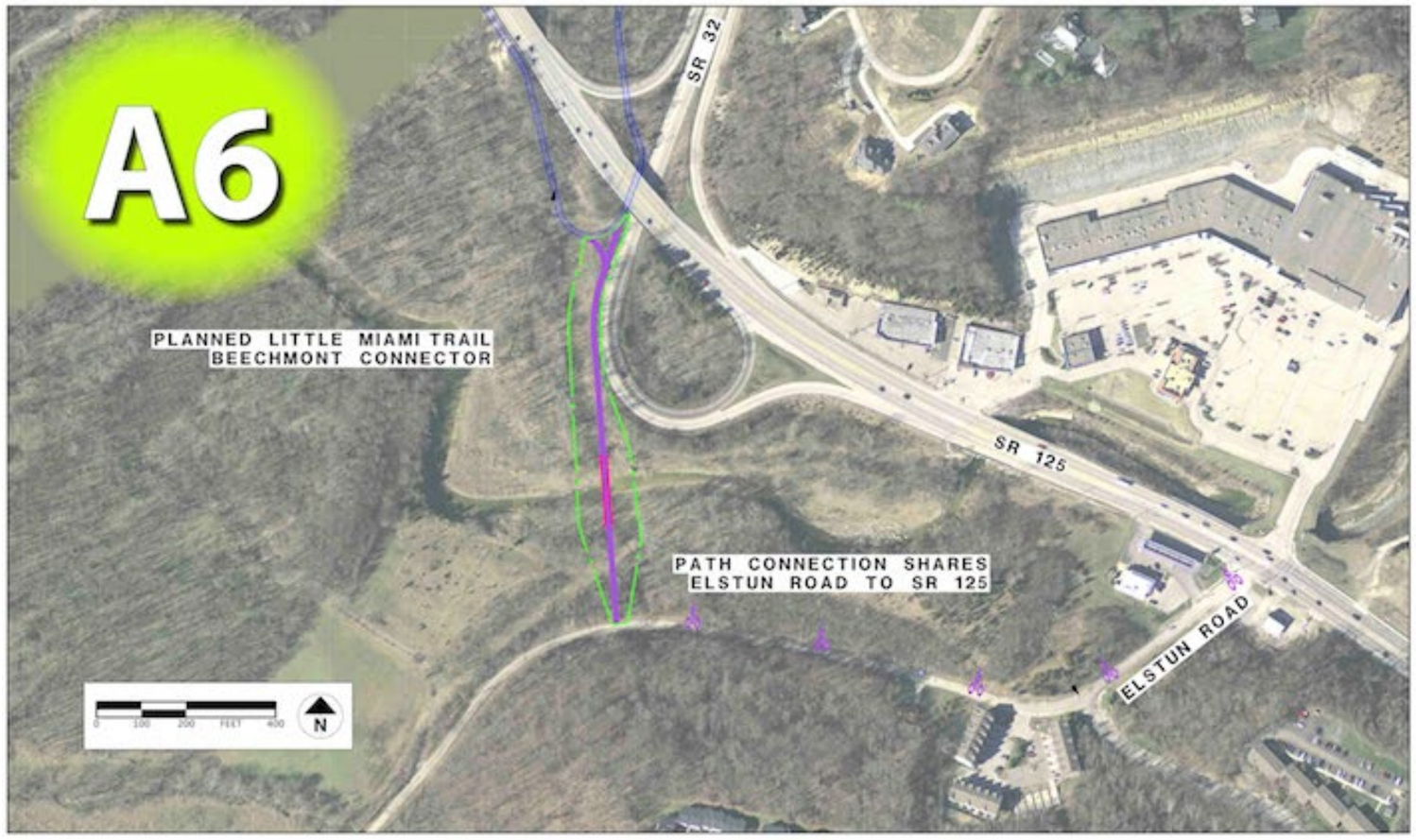
NEXT STEPS/RECOMMENDATION

- 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

Concept drawing was presented at the October 24 & 25 Open House meetings.



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 drawings are presented on the following pages.

DESCRIPTION

5/24:

- Adjust lane widths on SR 125 to obtain the space needed to establish a shared-use path across the existing bridge over Clough Creek.
  - Work would be done in conjunction with creating the signalized intersection noted in concepts X-1f.

8/20:

- Connect SR 125 sidewalk at Elstun Rd to the Little Miami Trail with a shared-use path utilizing the existing bridges over Clough Creek by modifying the ramp from SR 32 to eastbound SR 125.

NEEDS ADDRESSED

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

5/24 MEETING DISCUSSION AND COMMENTS

- Anderson Township has a concept similar to 125-4; however, the shared-use path would turn and go behind the UDF.
  - A route behind UDF would redirect bikes and pedestrians away from the SR 125/Elstun intersection.
- The area around the Clough Creek bridge is culturally sensitive. Keeping bike/pedestrian options on the existing roadway 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 Clough Creek, then travel alongside SR 125 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.
- No additional comments were received following the 8/20 meeting.

NEXT STEPS/RECOMMENDATION

- No further study. Prefer to redirect path behind UDF and away from SR 125 traffic.

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								
	AM	11.0 (Stop Control Approach)	B	--				$400K to $590K	0	$25K to $50K	D1	Section 4(f)	Improves	Improves	Improves
	PM	38.8 (Stop Control Approach)	E	--											

RECOMMENDATION: NO FURTHER STUDY

Concept drawing was presented at the 5/24 meeting.

0 150 300 FEET 600

May 2018

N

Stantec

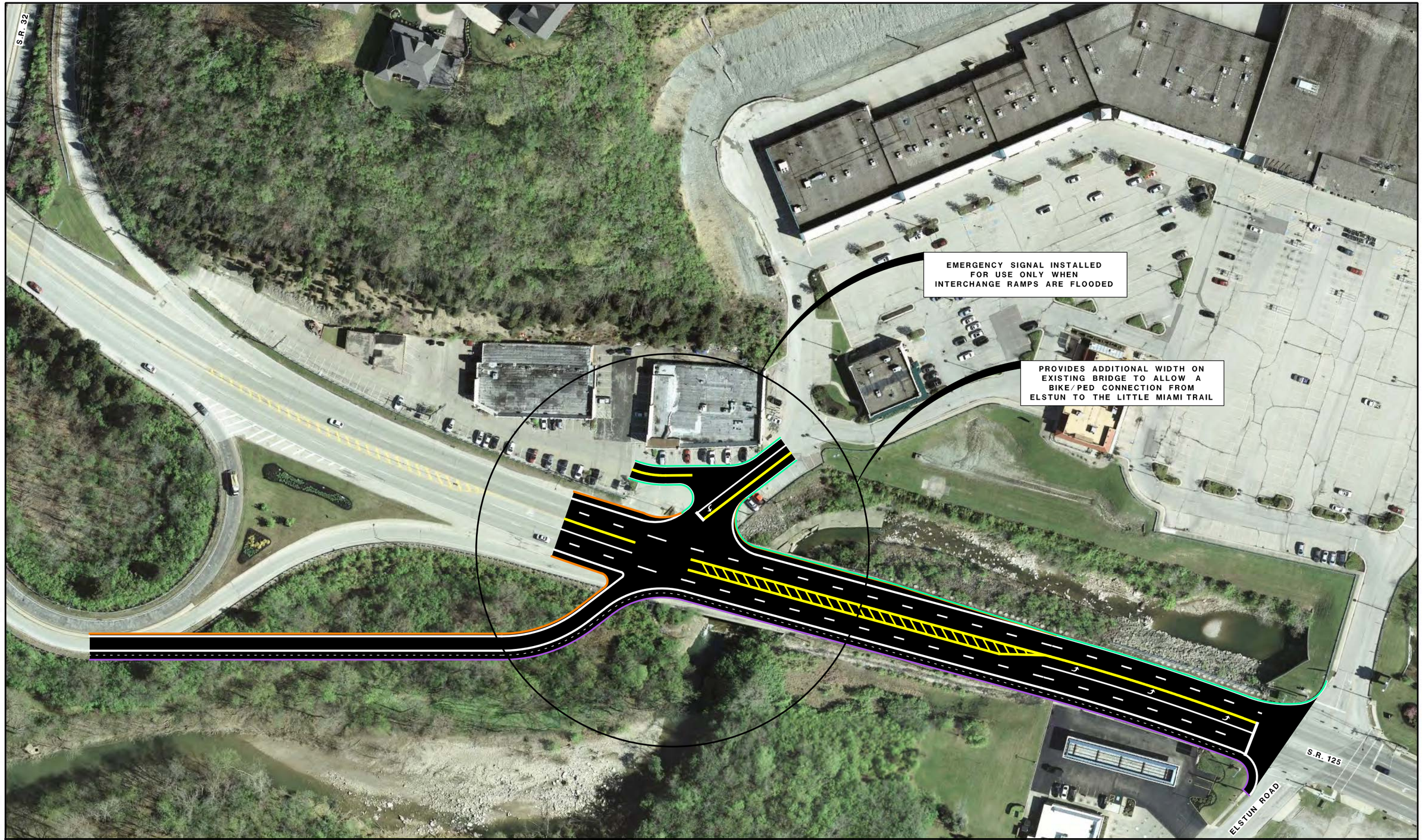
Concept Drawing

Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure 125-3, 125-4 and 125-5

SHARED USE PATH AND WALK

Concept drawing was presented at the 5/24 meeting.



0 50 100 FEET 200

N

May 2018

Stantec

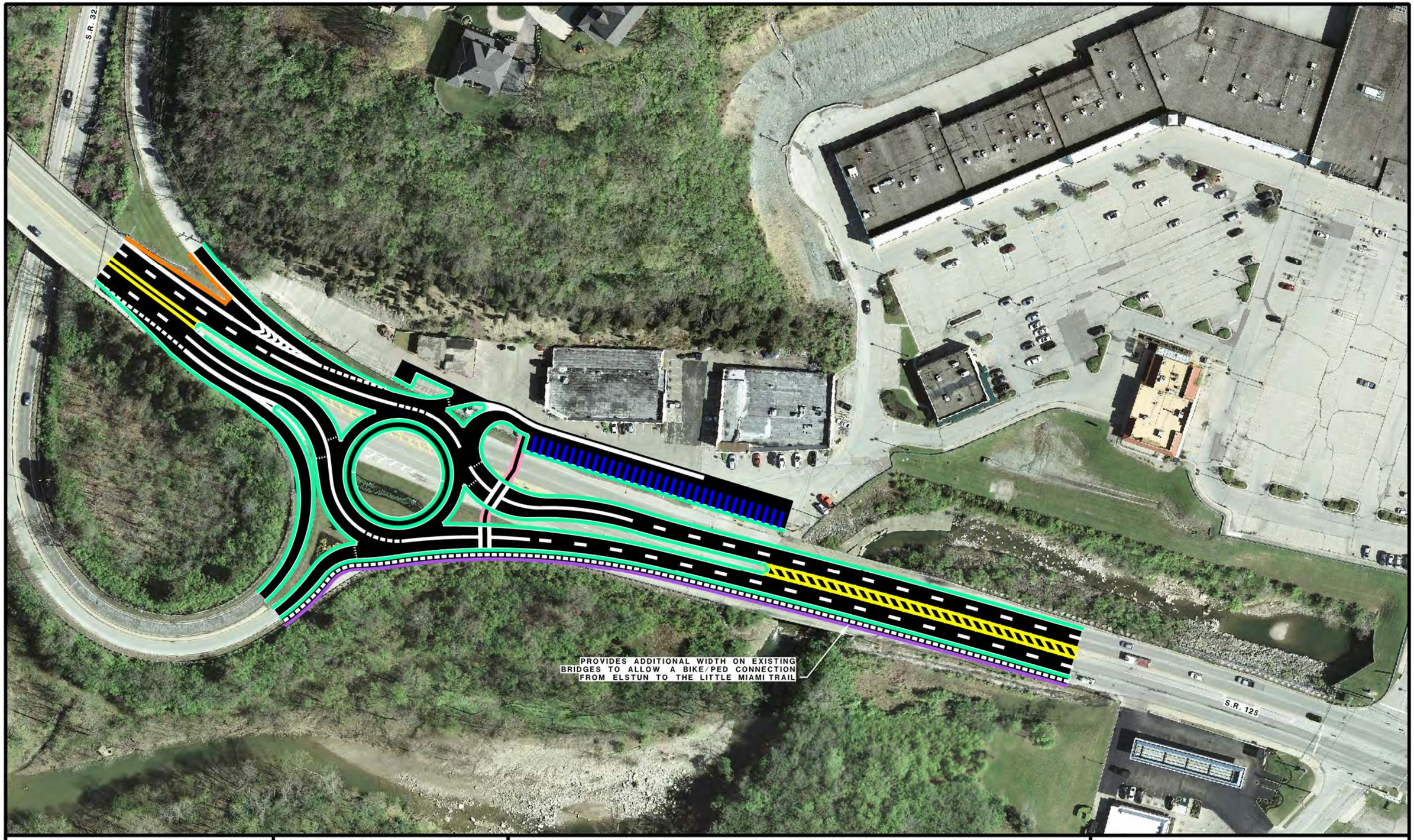
Concept Drawing

Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure X-1F and 125-4

MODIFY RAMP CONNECTION FROM S.R. 32 TO S.R. 125 TO SIGNALIZED INTERSECTION

Concept drawing was presented at the 5/24 meeting.



0 50 100 FEET 200

May 2018

Stantec

Concept Drawing

Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure X-1G and 125-4

MODIFY RAMP CONNECTION FROM S.R. 32 TO S.R. 125 TO ROUNDABOUT

Concept drawing was presented at the 8/20 meeting.

0 100 200 FEET 400

N

August 2018

Stantec

Concept Drawing

Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure 125-4

SHARED USE PATH OVER EXISTING BRIDGE

Concept drawings are presented on the following pages.

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.

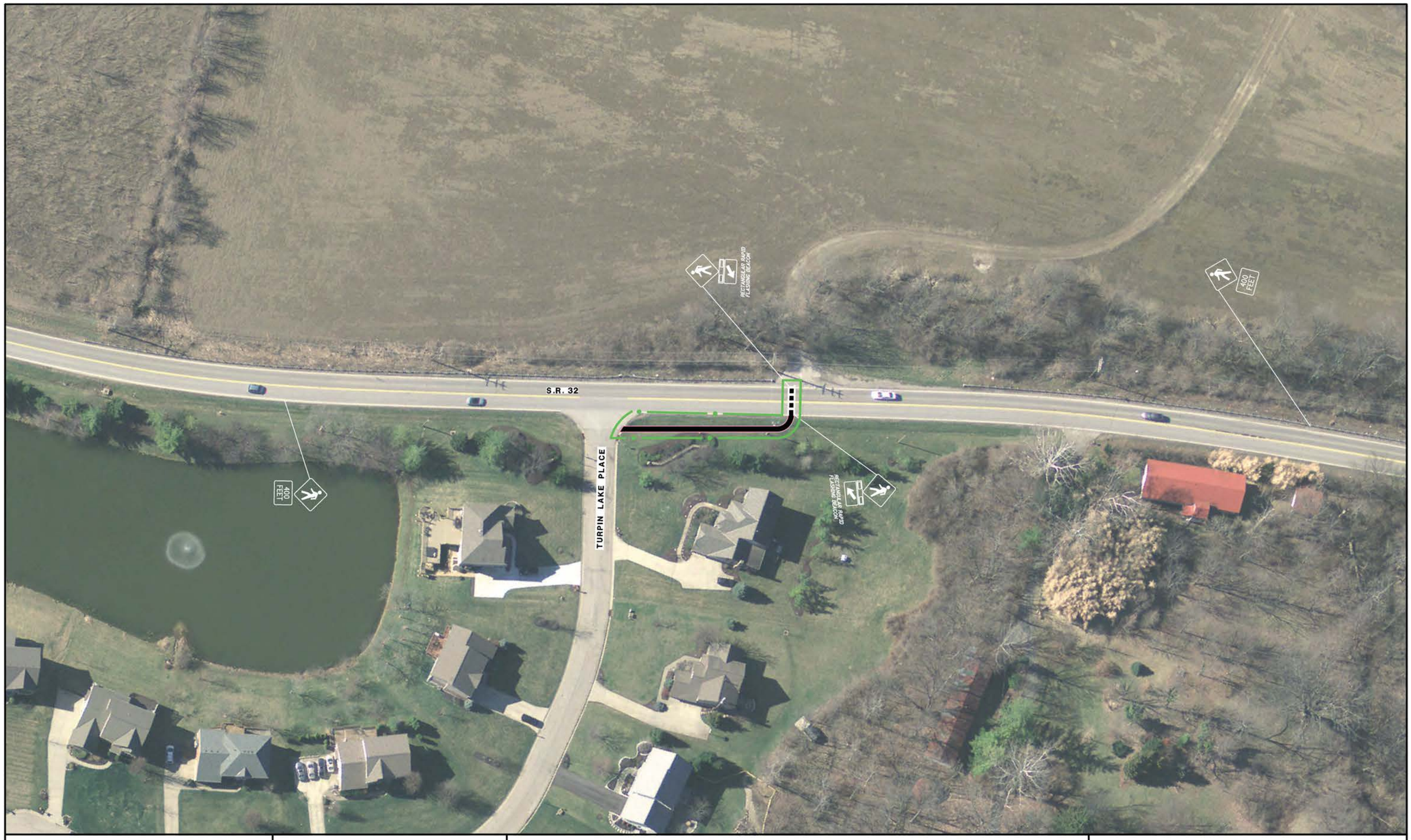
NEXT STEPS/RECOMMENDATION

- 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

Concept drawing was presented at the 8/20 meeting.



0 37.5 75 FEET 150

August 2018

Stantec

Concept Drawing

Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure 32-1A

CROSSING FROM TURPIN LAKE PLACE AND ROPES DRIVE TO THE LITTLE MIAMI TRAIL

Concept drawing was presented at the October 24 & 25 Open House meetings.

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 drawings are presented on the following pages.

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

Concept drawing was presented at the 8/20 meeting.

0 100 200 FEET 400

August 2018

Stantec

Concept Drawing

Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure 32-1B

CONNECTION FROM TURPIN LANE WITH UNDERPASS CROSSING

Concept drawing was presented at the October 24 & 25 Open House meetings.

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)

SEGMENTS II AND III CONCEPTS

SR 125/ SR 32 FOCUS AREA

Theme: BICYCLE AND PEDESTRIAN

Identifier: 32-2

Concept drawn with Concept 32-1b on the following page.

DESCRIPTION

- Create a new bicycle/pedestrian connection from Turpin Hills (Ropes Drive) to the Little Miami Trail.

NEEDS MET

None identified.

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).

NEXT STEPS/RECOMMENDATION

- Advance for further study.

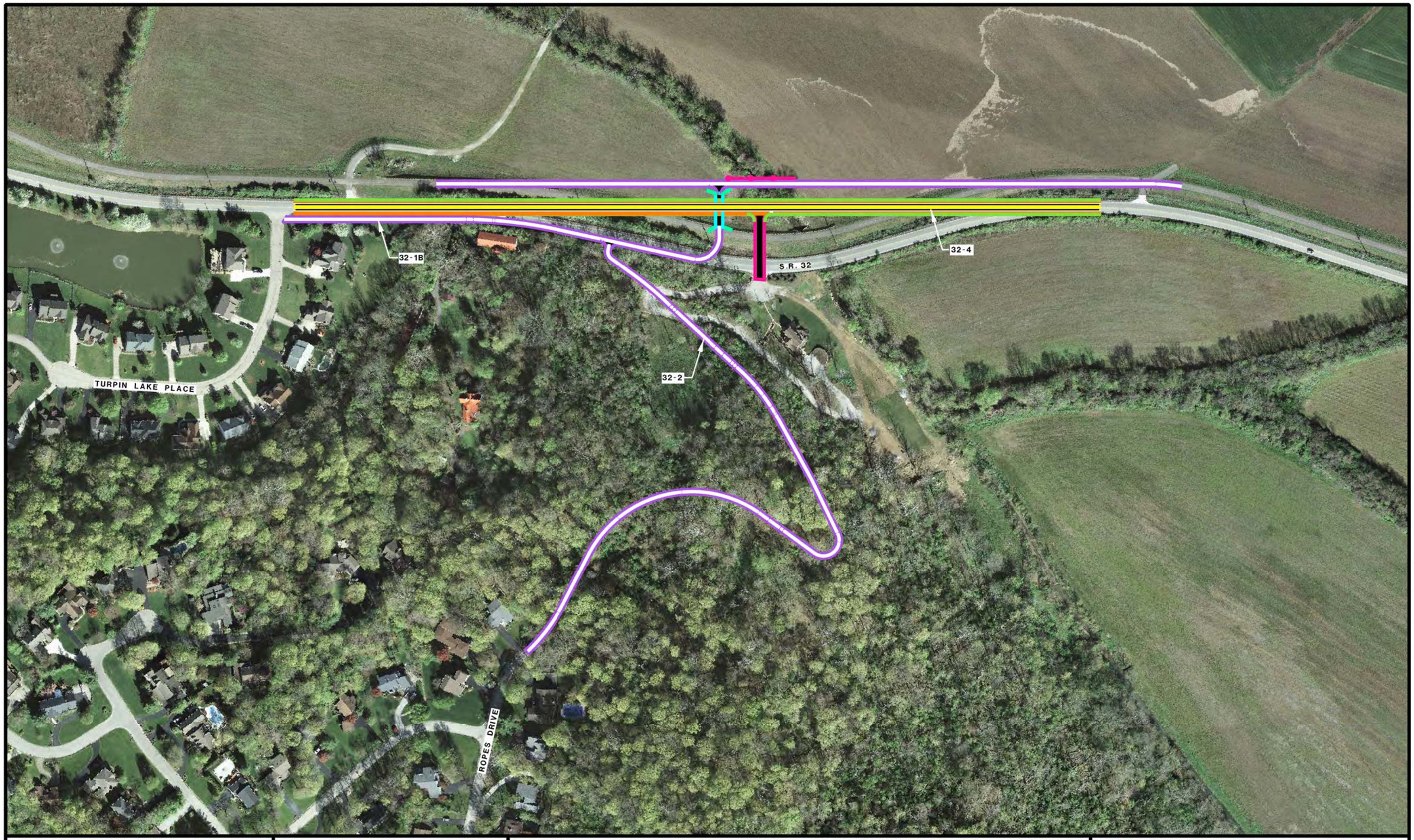
COMMENTS SUBMITTED FOLLOWING THE 5/24 MEETING

(Comments are presented as submitted by Committee members; no edits to content were made.)

- No comments received.

Safety	Traffic Operations	Constructability Issues	Construction Cost	R/W Impacts	Environmental / Community Impacts	Supports and/or Facilitates Multi-Modal	Improve Regional Connectivity	Improve Local Access	RECOMMENDATION
IMPROVES	NEUTRAL	SIMPLE	< $5 MILLION	PROPERTY TAKES	MODERATE (D1/D2)	IMPROVES	IMPROVES	IMPROVES	**ADVANCE**

Concept drawing was presented at the 5/24 meeting.



Stantec

Concept Drawing

Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure 32-1B and 32-2

SHARED USE PATH FROM TURPIN LAKE PLACE
AND ROPES DRIVE TO THE LITTLE MIAMI TRAIL

Concept drawing was presented at the 8/20 meeting.

0 100 200 FEET 400

August 2018

Stantec

Concept Drawing

Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure 32-2

BIKE/PED CONNECTION FROM ROPES DRIVE

Concept drawing is presented 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

Concept drawing was presented at the October 24 & 25 Open House meetings.

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 drawing is presented 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.

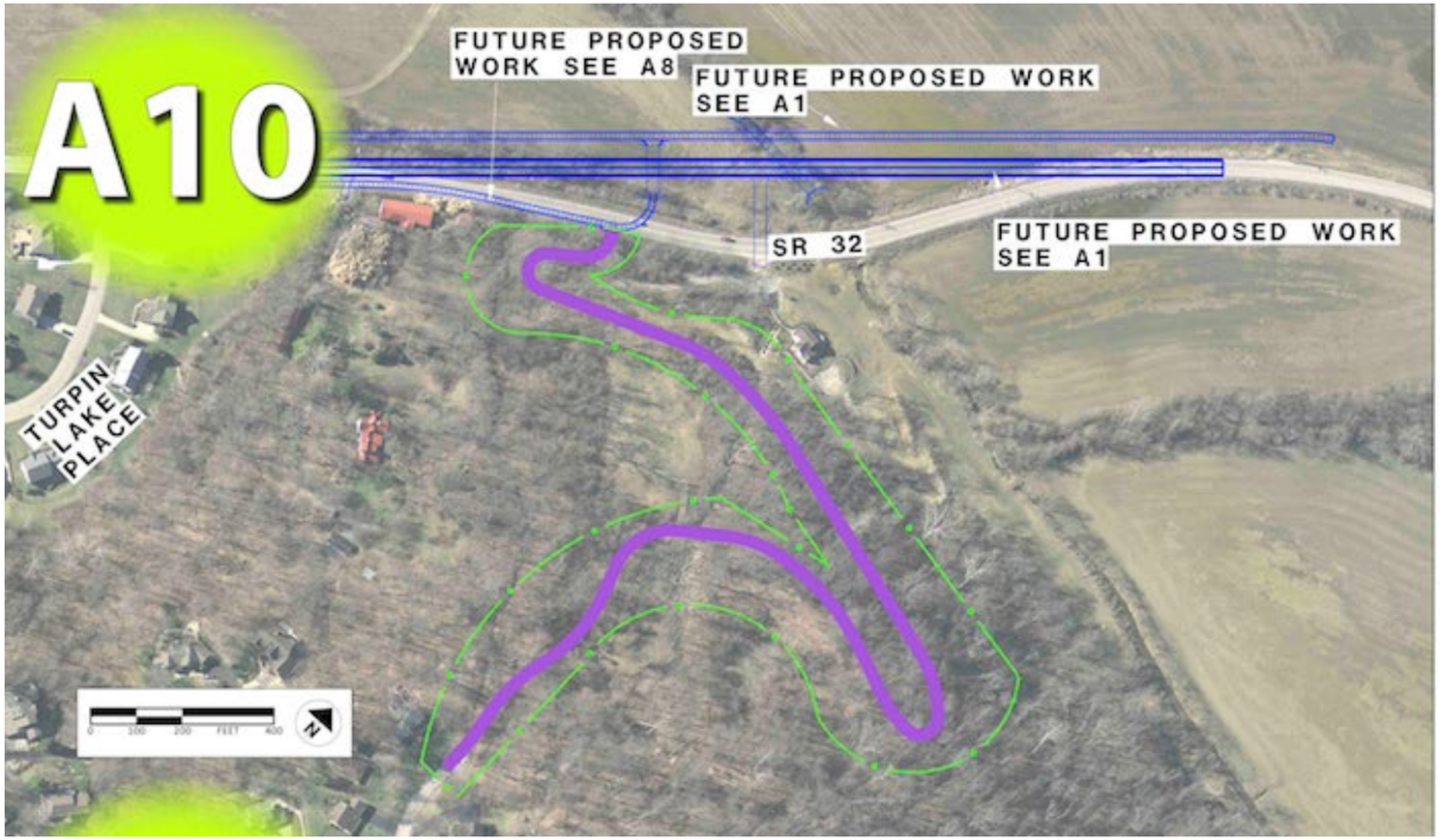
NEXT STEPS/RECOMMENDATION

- 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

Concept drawing was presented at the October 24 & 25 Open House meetings.



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)

Concept drawings are presented on the following pages.

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

Concept drawing(s) was presented at the 5/24 meeting.

0 250 500 FEET 1000

N

May 2018

Stantec

Concept Drawing

Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure 32-3

SHARED USE PATH FROM FIVE MILE TRAIL TO THE LITTLE MIAMI TRAIL

Concept drawing was presented at the 8/20 meeting.

0 250 500 FEET 1000

August 2018

N

Stantec

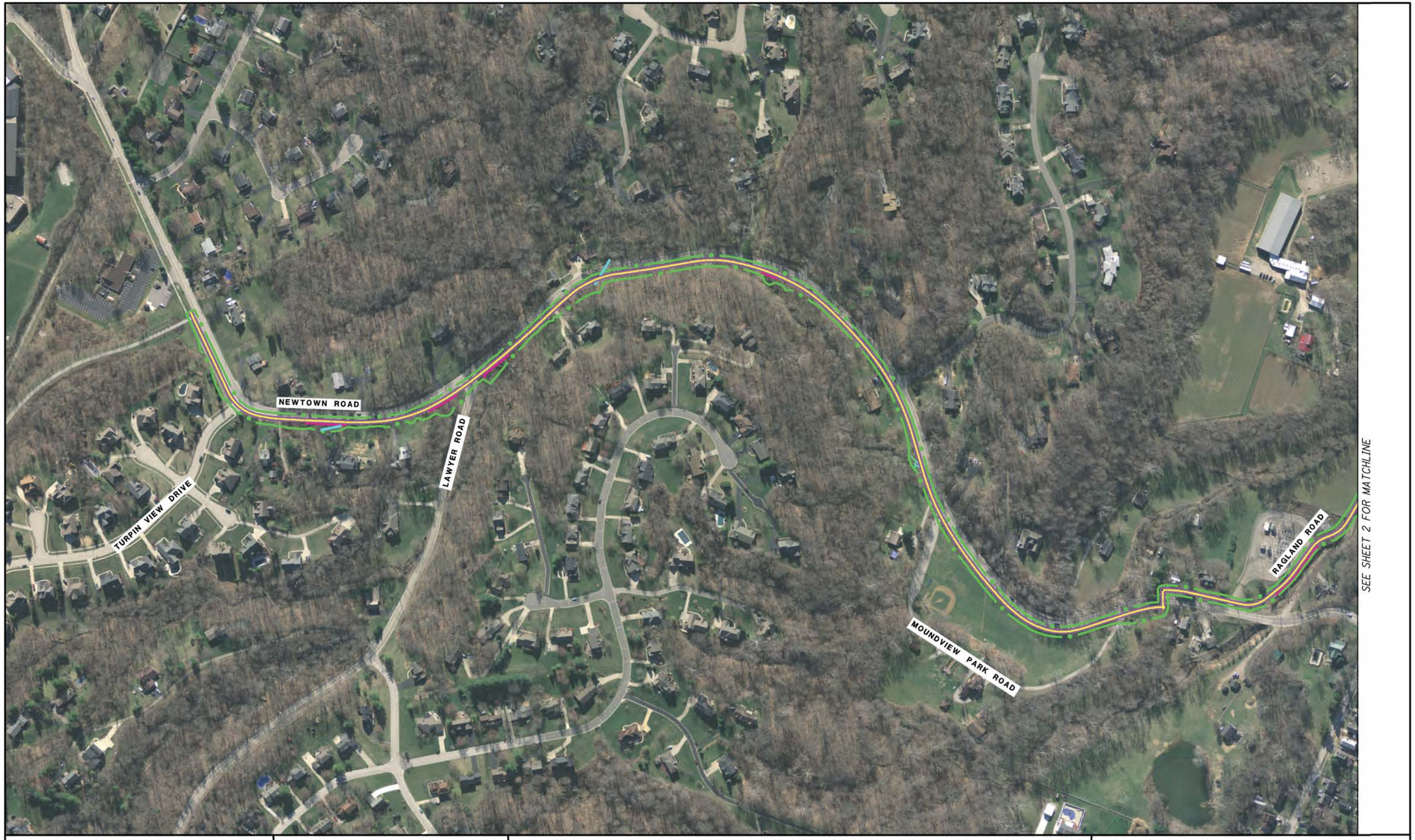
Concept Drawing

Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure 32-3

SHARED USE PATH FROM FIVE MILE TRAIL TO THE LITTLE MIAMI TRAIL

Concept drawing was presented at the 8/20 meeting.



0 150 300 FEET 600

August 2018

N

Stantec

Concept Drawing

Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure 32-3 Sheet 1 of 2

SHARED USE PATH FROM FIVE MILE TRAIL TO THE LITTLE MIAMI TRAIL

Concept drawing was presented at the 8/20 meeting.

0 150 300 FEET 600

August 2018

N

Stantec

Concept Drawing

Eastern Corridor Projects
Segment II-III (SR 32 Corridor)
HAM-32F-0.00; PID 86462

Figure 32-3 Sheet 2 of 2

SHARED USE PATH FROM FIVE MILE TRAIL TO THE LITTLE MIAMI TRAIL

Concept drawing was presented at the October 24 & 25 Open House meetings.

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)