

APPENDIX C

**Eastern Corridor Segments II and III
Red Bank Corridor to I-275/SR 32 Interchange (PID 86462)
Public Open House
Meeting Summary Report**



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

**October 24 and 25, 2018 Public Open House
MEETING SUMMARY REPORT**

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

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

February 2019

This page left intentionally blank.

CONTENTS

Introduction 1

Open House Overview 3

Notification 6

Public Input Summary..... 9

Appendix A: Concept Evaluation and Comment Summary

Appendix B: Meeting Materials

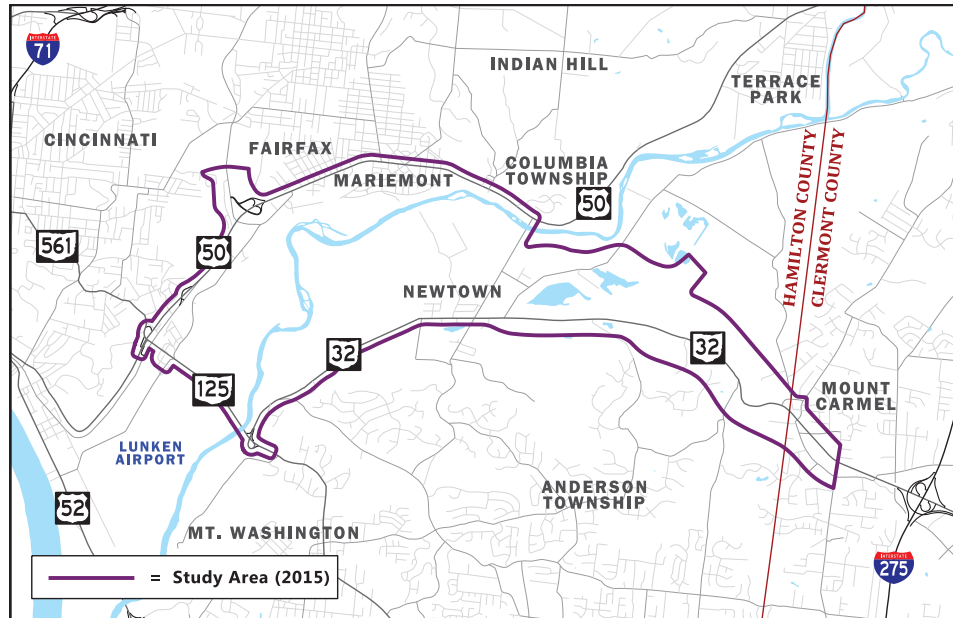
Appendix C: Notification Materials

This page left intentionally blank.

INTRODUCTION

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

Figure 1: Segments II and III Study Area



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

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

In 2017, ODOT completed a Transportation Needs Analysis for Eastern Corridor Segments II and III. Based on the results of technical studies and in coordination with local communities and interest groups, the analysis identified transportation needs throughout the Segments II and III study area. ODOT subsequently used information from the analysis to develop possible solutions for the primary transportation needs identified in the report. Secondary needs will be addressed as opportunity and funding allow.

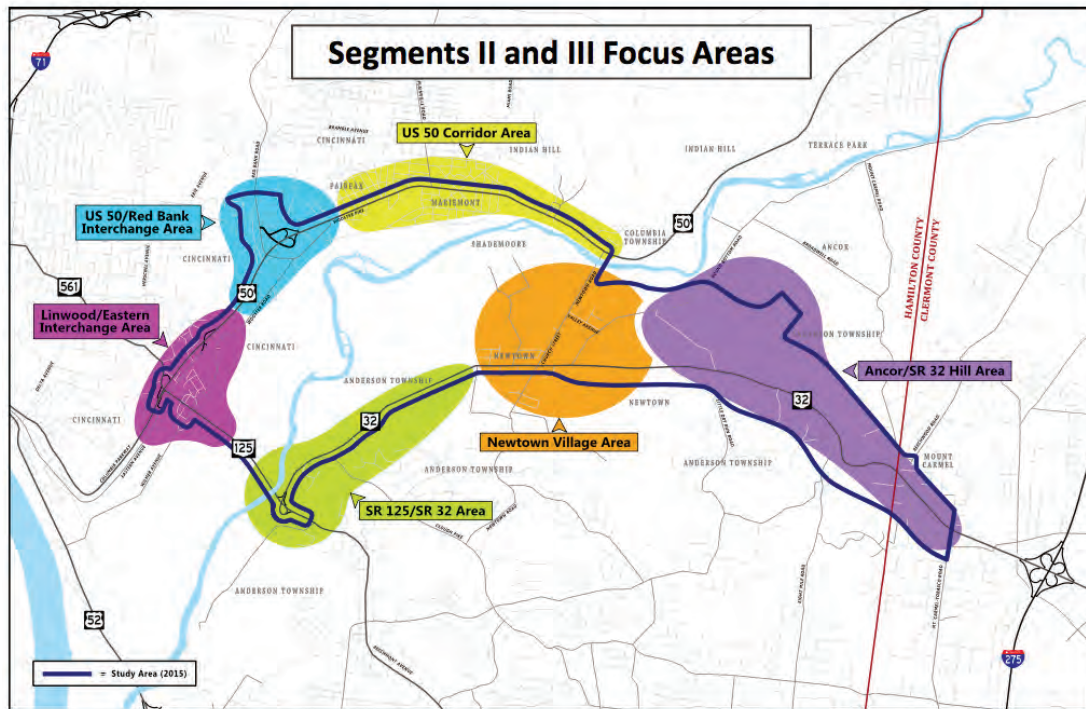
To help guide these efforts, ODOT formed five* Advisory Committees to provide local input for six focus areas in Segments II and III (see Figure 2):

- SR 125/SR 32 Focus Area

- Village of Newtown Focus Area
- ANCOR/SR 32 Hill Focus Area
- Linwood/Eastern Interchange Focus Area
- US 50/Red Bank Interchange Focus Area
- US 50 Corridor Focus Area

* One Advisory Committee covered both the Linwood/Eastern Interchange and US 50/Red Bank focus areas

Figure 2: Focus Area Map



Advisory Committee members included elected officials, transportation planning professionals, and community and interest group representatives. Each Advisory Committee met with ODOT three times (totaling 15 meetings) and together, they identified and reviewed nearly 150 different concepts to address transportation needs in the study area. Following three rounds of analysis and discussion, many concepts were eliminated from further review based on evaluations results, projected costs, and/or impact concerns.

On October 24 and 25, 2018, the remaining 54 concepts were presented to the public for review and input at two Open House public meetings. Materials shared at the meetings were also posted on the Segments II and III Public Involvement pages of the Eastern Corridor website. The public was encouraged to share feedback on the concepts using a comment form provided by ODOT (hardcopies were passed out at the meetings and a digital version was posted online along with the meeting materials), however, comments were accepted in any format submitted including by email and written letter.

The following report documents the content and format of the meetings, materials shared with the public, efforts made to notify the public about the Open Houses and feedback received.

OPEN HOUSE OVERVIEW

The purpose of the October 24 and 25, 2018 Open House meetings were to share Segments II and III transportation improvement concepts vetted with the Advisory Committees with the public, and to gather public feedback. ODOT will use input received to inform its final recommendations for improvements to be made within the corridor. These improvements will be compiled into an Implementation Plan that local jurisdictions can use as a tool to assist future transportation planning efforts.

Information shared at the Open House meetings focused on the 54 transportation improvements concepts developed by ODOT in coordination with its five local Advisory Committees. They also included an overview of the Segments II and III study effort and next steps.

Both Open House meetings were held in the evening between 5 p.m. and 7 p.m. The meetings were hosted at the following locations:

Wednesday, Oct. 24

Miami Valley Christian Academy
6830 School Street
Newtown, OH 45244

Thursday, Oct. 25

R.G. Cribbet Recreation Center
5903 Hawthorne Avenue
Fairfax, OH 45227

Attendees could arrive any time to review material displayed and to speak directly with ODOT and project team representatives. No formal presentation was given. The locations chosen for the Open House were ADA accessible. Anyone needing special assistance or interpretation services had the opportunity to call ODOT prior to the meeting to arrange for assistance. However, no requests were received.

Welcome Table and Handouts

Upon entering the meeting, attendees were greeted by project team representatives who asked them to sign in and explained the layout of the Open House. Attendees were also provided with a Segments II and III Fact Sheet (with a focus area map on the back) and comment form. Copies of these materials are provided in Appendix B: Meeting Materials.

An automated, repeating presentation was on exhibit near the Welcome Table. This presentation provided an overview of the Eastern Corridor Program and the Segments II and III study, its status and next steps. It also introduced the six focus areas as well as the Advisory Committees and their role in helping to develop the transportation improvement concepts being shared for review. The presentation concluded with information about how attendees could submit their input to the project team.

Focus Area and Traffic Modeling Stations

Transportation improvement concepts were presented by focus area and six stations were set up around the room dedicated to each of the focus areas. At each station, a series of three to six concept boards illustrated how each of the proposed concepts would look and/or operate (Copies of the concept boards are provided in Appendix B of this report). Project team representatives were positioned at each of stations to discuss the information on display, answer questions and receive comments.

The Focus Area stations were color-coordinated (through tablecloths and colors on the concept exhibit boards) with the focus area map distributed to each attendee to help better orient them with the subject areas and room layout. Attendees were invited to visit all Focus Area stations or to go to the focus areas in which they were most interested. Below are photos that were taken at the Oct. 24 meeting at the Miami Valley Christian Academy.



A separate traffic modeling station was also set up in the meeting space. At this station, a project team representative was available to show and discuss with attendees computer simulations of how traffic flow would be impacted with the implementation of various proposed concepts.

Project team representatives who staffed the meetings included:

ODOT

Tommy Arnold (District 8)
Scott Brown (District 8)
Andy Fluegemann (District 8)
Alex Genbauffe (District 8)
Cody Havlin (District 8)
Brienne Hetzel (District 8)
Tom Mazza (District 8)
Charlie Rowe (District 8)
Anthony Pankala (District 8)
Stefan Spinosa (District 8)

Consultant Team

Caroline Ammerman (Stantec)
Matt Crim (Stantec)
Paul Durham (Stantec)
Steve Shadix (Stantec)
Laura Whitman (Rasor Marketing Communications)

Attendance

A combined total of 175 people signed in at the two meetings (excluding project team members). Some visitors opted not to sign in so the actual number of attendees was somewhat higher than 175, but was not captured.

NOTIFICATION

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

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

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

Email Notifications (Eblasts)

Three announcements about the Open House meetings were distributed to more than 1,500 Eastern Corridor stakeholders. Eastern Corridor stakeholders include regional and local community and business leaders, Eastern Corridor community and interest group representatives, resource agencies, representatives of environmental justice organizations, individuals who have attended Eastern Corridor public meetings, past Eastern Corridor survey participants, and individuals who have signed up to receive Eastern Corridor Program updates. The Eblasts were sent out on the following dates:

- Tuesday, September 24 (initial announcement)
- Wednesday, October 10, 2018 (Section 106 notification)
- Monday, October 22, 2018 (meeting reminder)
- Tuesday, November 20, 2018 (comments due reminder)

Copies of the Eblasts distributed are included in Appendix C: Notification Materials

Website and Social Media Postings

Announcements about the Open House meetings were posted on multiple pages of the Eastern Corridor Program website including the Eastern Corridor homepage, the Eastern Corridor Public Involvement page, the Segments II and III Overview page and the Segments II and III Public Involvement page. Copies of the Eblast and a news release were also posted in the News section of the website. ODOT also requested that Advisory Committee members post information about the meetings on their websites as well as send information directly to their constituents; ODOT provided them with content that they could use and/or adapt for this purpose.

Announcements about the Open House meetings were also posted on the Eastern Corridor's Facebook site and Twitter feeds. The Facebook post for October 22 was boosted to reach users within a 10-mile radius of the Miami Valley Christian Academy (6830 School Street). This boosted post reached 13,937 people, collected 198 reactions and resulted in 1,101 post clicks. A table containing the content of posts placed on the Eastern Corridor social media sites is provided in Appendix C: Notification Materials.

Due to the large number of possible communications channels available, the project team did not actively track meeting notification placements. However, the following website and social media placements were observed:

- Anderson Township website
- Anderson Township Facebook
- Cincinnati.com
- Eastern Corridor website
- Eastern Corridor Facebook and Twitter
- Clermont County Transportation Improvement District (TID) Facebook and Twitter
- Ohio Department of Transportation, District 8 Facebook and Twitter
- Mt. Lookout Community Council E-newsletter
- Nextdoor.com platform (posts covered Hyde Park, East End, Columbia Tusculum, Fairfax, Mariemont, Mt. Lookout, Linwood, Signal Hill, Oakley Anderson Township)
- Ohio-Kentucky-Indiana Regional Council of Governments Facebook and Twitter
- Village of Newtown website
- WVXU.org

Traditional Media Outreach

An initial news release announcing dates, times and purpose of the October 24 and 25 Open House meetings was distributed to Cincinnati-based print, radio, digital and broadcast media on September 24, 2017. A second release, which provided additional information about work that has been completed to date in the Eastern Corridor was distributed on October 22, 2017. Copies of the two releases are included in Appendix C.

Coverage was confirmed through the following media outlets:

- Cincinnati Enquirer, online (Cincinnati.com) – Oct. 10
- Cincinnati.com calendar - ongoing
- Cincinnati.com press release publisher - ongoing
- Community Press papers (article) – Oct. 17
- WCPO (Ch. 9, CBS)
- WCPO.com (online)
- WKRC (Ch. 12, ABC)
- WLWT (Ch. 5, NBC)
- WSTR (Star 64)
- WVXU 91.7FM

Ad placement

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

- Enquirer: Sunday Sept. 30, 2017
- Community Press: Wednesday Oct. 17, 2018

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

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

PUBLIC INPUT SUMMARY

The public was invited to share comments with ODOT and the project team by completing a comment form packet distributed at the Open House, completing an online version of the comment form (links to which were provided with meeting materials on the Eastern Corridor website), or by sending an email or letter to project team members or to ODOT project manager Tommy Arnold. The public comment period was open for 30 days and closed at midnight on November 25, 2018.

The comment form packet provided by ODOT was divided into several parts:

Respondent Information: This section collected general information about the respondent including name, zip codes of where the respondent lives and works, email address and how they heard about the open house meetings.

Concept Evaluation: Comment sheets were developed for each of the six focus areas. Each sheet asked respondents to indicate the degree to which they supported implementing the proposed transportation improvements, using a scale of 1 to 5:

- 1 – Strongly Oppose
- 2 – Dislike
- 3 – Neutral
- 4 – Like
- 5 – Strongly Support

Open Comment: On each of the focus area comment sheets, respondents were invited to share any additional thoughts they may have regarding the proposed concepts for the subject focus area or comments they have in general about the study.

A total of 125 comment forms were collected. Fifty-one forms were collected at the meetings, three were sent in via mail and the remaining forms (71) were submitted online. Twenty-three individuals also submitted written comments via email and two letters were received. The content of all comment form packets submitted at the Open House meetings and via mail was entered into the online comment form program (Survey Monkey) to facilitate analysis. All comments, including those submitted on the comment forms and received via email and mail, were compiled into a Comment Log and organized by focus area and concept number.

A summary of responses from the Respondent Information collected is provided on the following pages.

A presentation of the concept evaluation results and comments received is provided in Appendix A: Concept Evaluation and Comment Summary. Also included are Ohio Department of Transportation's responses to all comments received.

Respondent Information Collected

Respondent Names and Email Addresses

The majority (99%) of comment form respondents, as well as those who submitted comments via mail and email, provided their names and email addresses. Names and addresses are not documented in this report to protect respondents' privacy. However, they are on file at the Ohio Department of Transportation.

Sixty-six respondents said they would like to receive Eastern Corridor email updates. Their email addresses have been added to the Eastern Corridor email update distribution database.

Respondent Zip Codes

Nearly all comment form respondents (122) provided zip codes for the areas in which they live. Of these, the most frequently reported zip codes were 45227 (Mariemont, Madisonville, Fairfax) and 45244 (Newtown, Union Township, Milford, Anderson Township), which shows that the majority of respondents come from the Segments II and III study area. A summary of zip codes reported is provided in Figure 3. Fewer people (104) identified the area in which they work (Figure 4). Of these, the most frequently reported zip code was 45227 (Mariemont, Madisonville, Fairfax), followed by 45244 (Newtown, Union Township, Milford, Anderson Township) and 45202 (downtown Cincinnati). Zip code information was not collected from respondents who submitted comments by mail and email.

Figure 3. Distribution of Responses to "In which zip code do you live?"

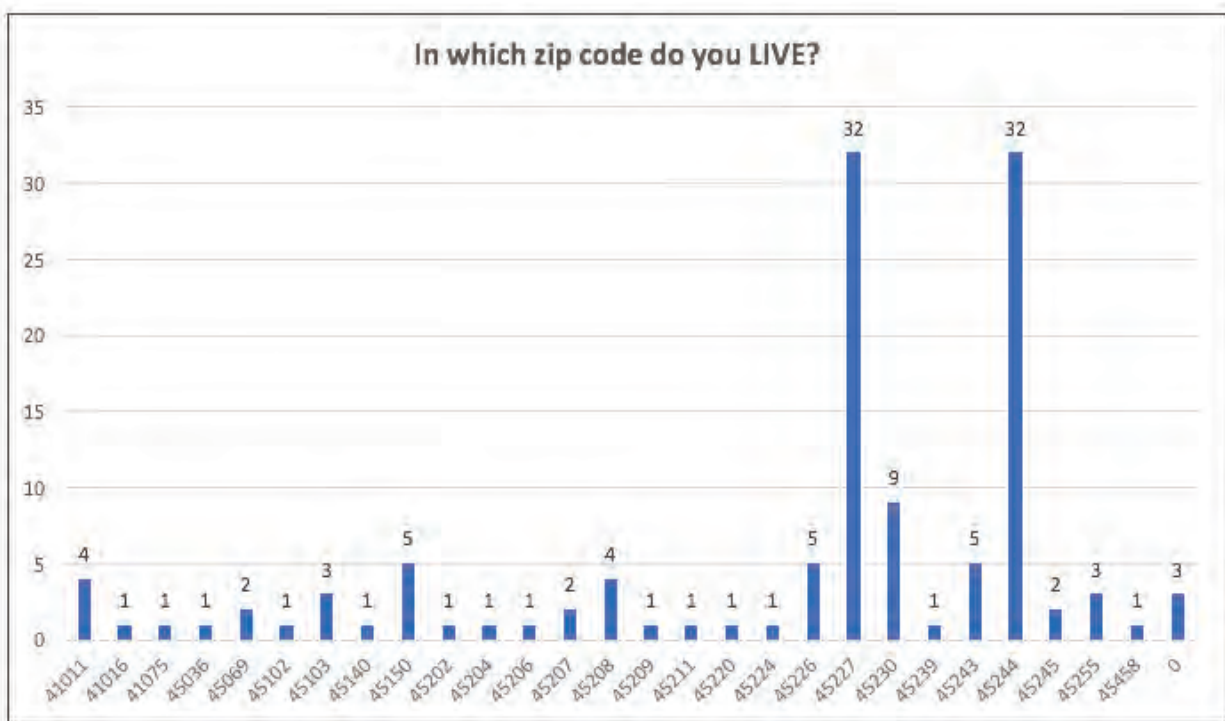


Figure 3a. Following are the primary communities located in the top five zip codes in which respondents live:

Zip Code	Community	Respondents
45227	Mariemont, Madisonville, Fairfax	32
45244	Newtown, Union Township, Milford, Anderson Township	32
45230	Mt. Washington, Anderson Township, California	9
45150	Milford, Clermont County	5
45226	Fairfax, Columbia-Tusculum, Linwood	5
45243	Indian Hill, Madeira	5

Figure 4. Distribution of Responses to "In which zip code do you work?"

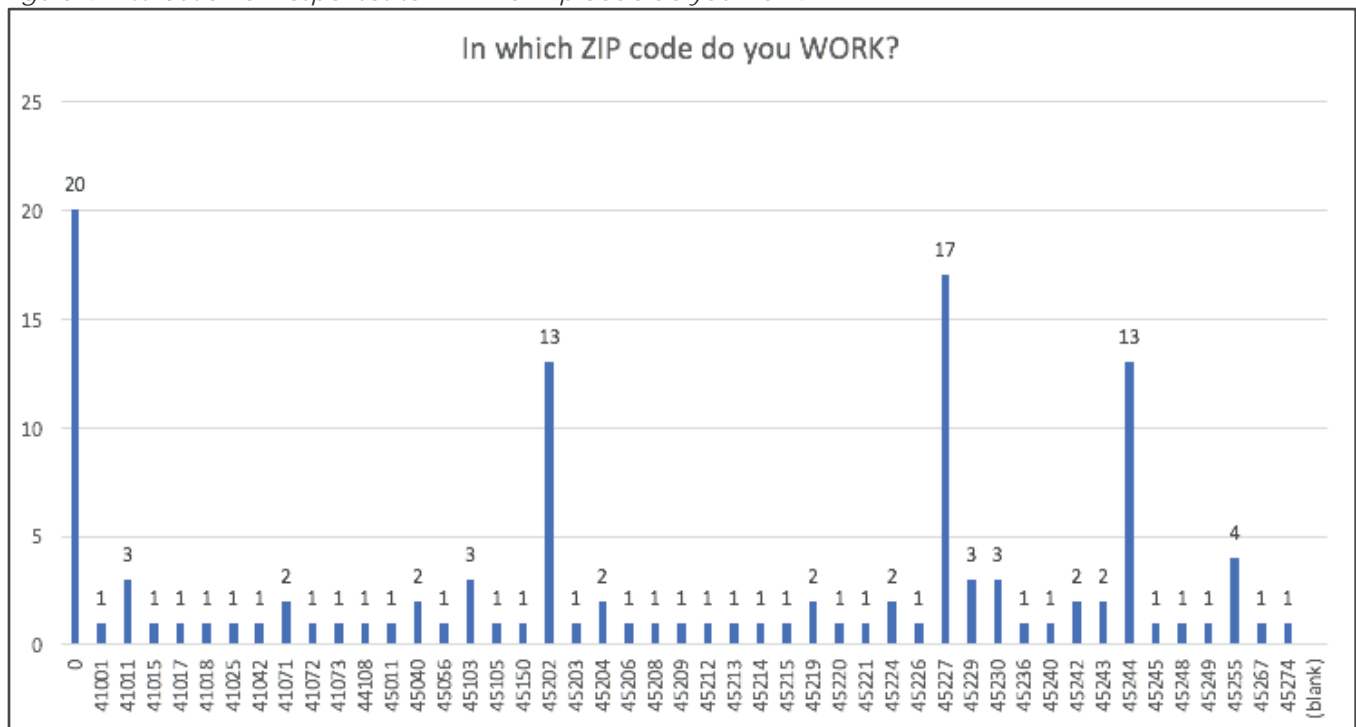


Figure 4a. Following are the primary communities located in the top five zip codes in which respondents work:

Zip Code	Community	Respondents
0	Left blank or retired	20
45227	Mariemont, Madisonville, Fairfax	17
45244	Newtown, Union Township, Milford, Anderson Township	13
45202	Downtown Cincinnati	13
45255	Anderson Township, Clermont County	4

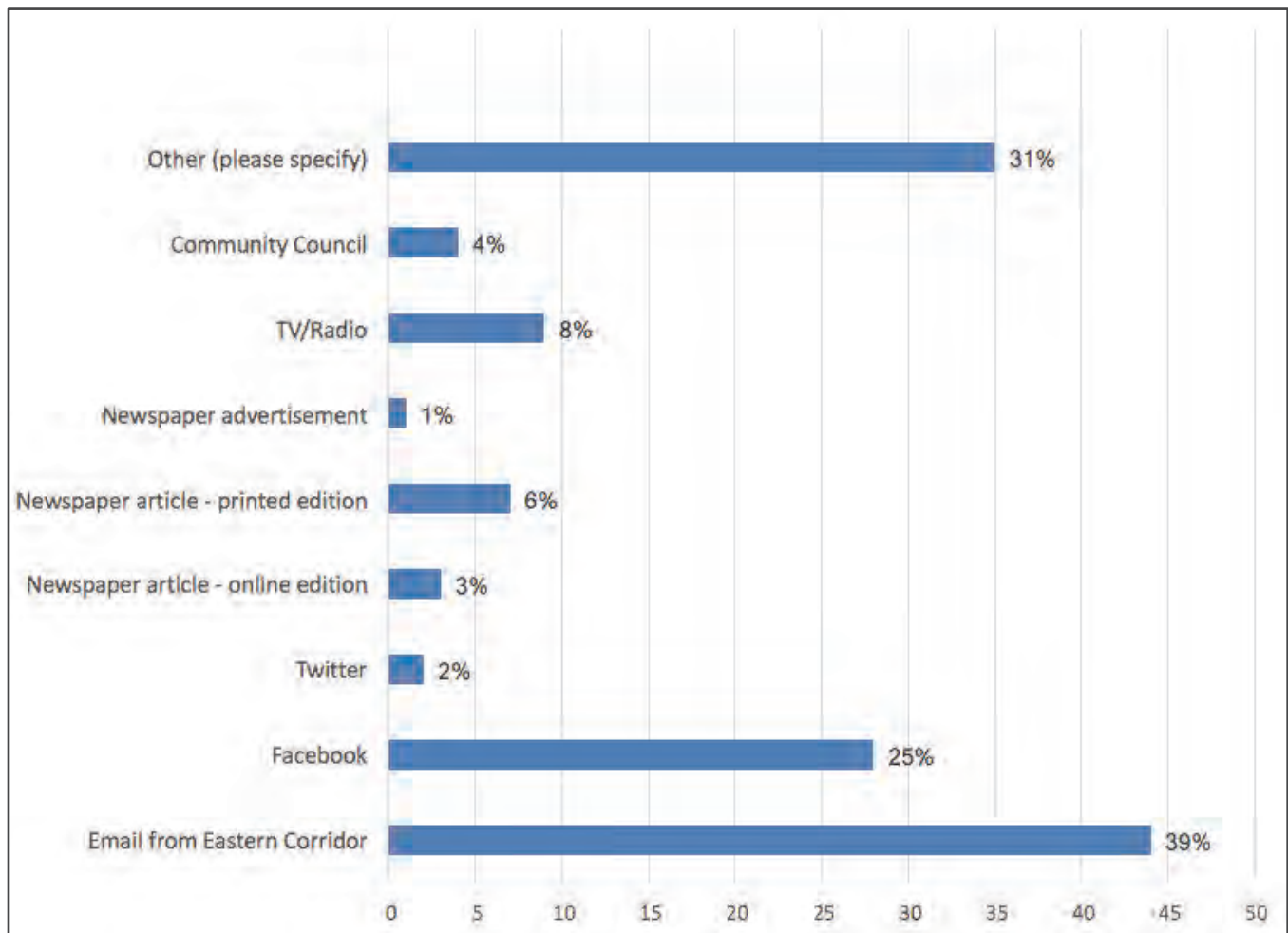
Public Meeting Attendance

Slightly more than half of the respondents who submitted comment forms (54%) attended one of the Open House meetings. This data was not captured for those who submitted written comments via mail or email.

Meeting Notification Source

When asked how they heard about the Oct. 24 and 25 public Open House meetings, comment form respondents most frequently cited emails from Eastern Corridor (39%), "Other" (31%) and Facebook posts (25%) as their sources (Figure 5). 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." This data was not captured for those who submitted written comments via mail or email.

Figure 5: Meeting Notification Sources



ANSWER CHOICES	RESPONSES	
Email from Eastern Corridor	38.60%	44
Facebook	24.56%	28
Twitter	1.75%	2
Newspaper article - online edition	2.63%	3
Newspaper article - printed edition	6.14%	7
Newspaper advertisement	0.88%	1
TV/Radio	7.89%	9
Community Council	3.51%	4
Other (please specify)	30.70%	35
Total Respondents: 114		

Responses received for "Other" included:

- A friend told me
- Colleague
- CORA
- CORA announcement on Facebook
- Coworker who lives in the Village
- Cycle shop/advocacy email
- Email from Don Carrol
- Email from friend and neighbor
- Email from Wade Johnston of Tri-State Trails
- Friend
- Gmail from Newtown Councilman
- I didn't
- I didn't until now.
- I didn't, actually
- I was unaware.
- Linwood Community Council
- Members of my community
- Mt. Lookout Community Council
- Mt. Lookout Community Council email.
- MY HUSBAND
- My husband is a Village of Newtown council member and he knew about it.
- Neighbor
- Nextdoor.com
- Nextdoor.com
- Nextdoor.com Mariemont
- Nextdoor.com Mariemont
- Nextdoor.com

- Private email
- Reser bike shop
- Reser email
- Someone who attended the Red Bank/Madison meeting
- Spouse (Facebook)
- Spring Hill Condo Assoc.
- Village of Newtown, Village Council
- Word of mouth

Concept Evaluation and Open Comment

A presentation of the concept evaluation results and comments received is provided in Appendix A: Concept Evaluation and Comment Summary. Also included are Ohio Department of Transportation's responses to all comments received.

Appendix A: Concept Evaluation and Comment Summary

Appendix B: Meeting Materials

Concept and Information Boards

Automated Presentation

Segments II and III Fact Sheet

Comment Form Packet

Appendix C: Notification Materials

Eblasts
Social Media Posts
News Releases



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

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

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

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

February 2019

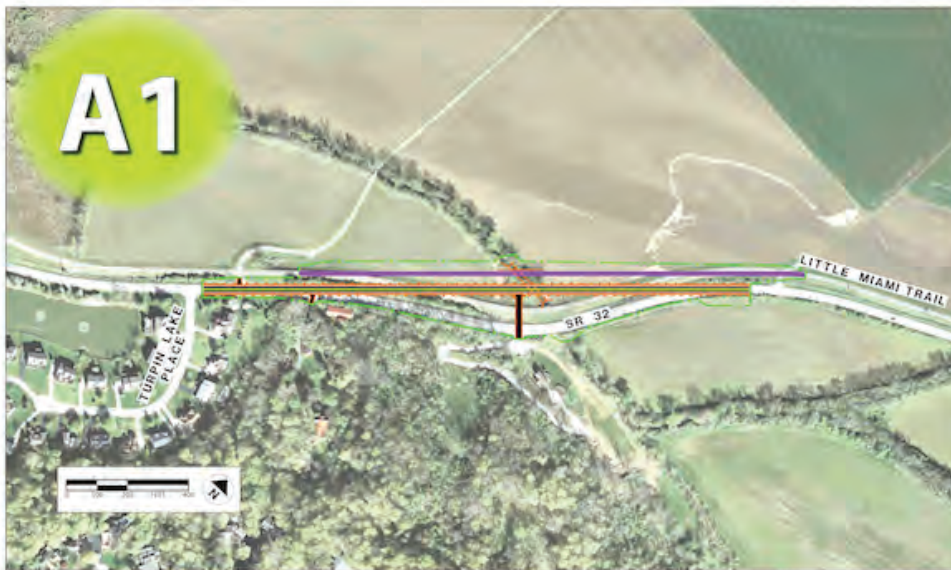
CONCEPT EVALUATIONS
And
COMMENTS RECEIVED

SR 125/SR 32 FOCUS AREA

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



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



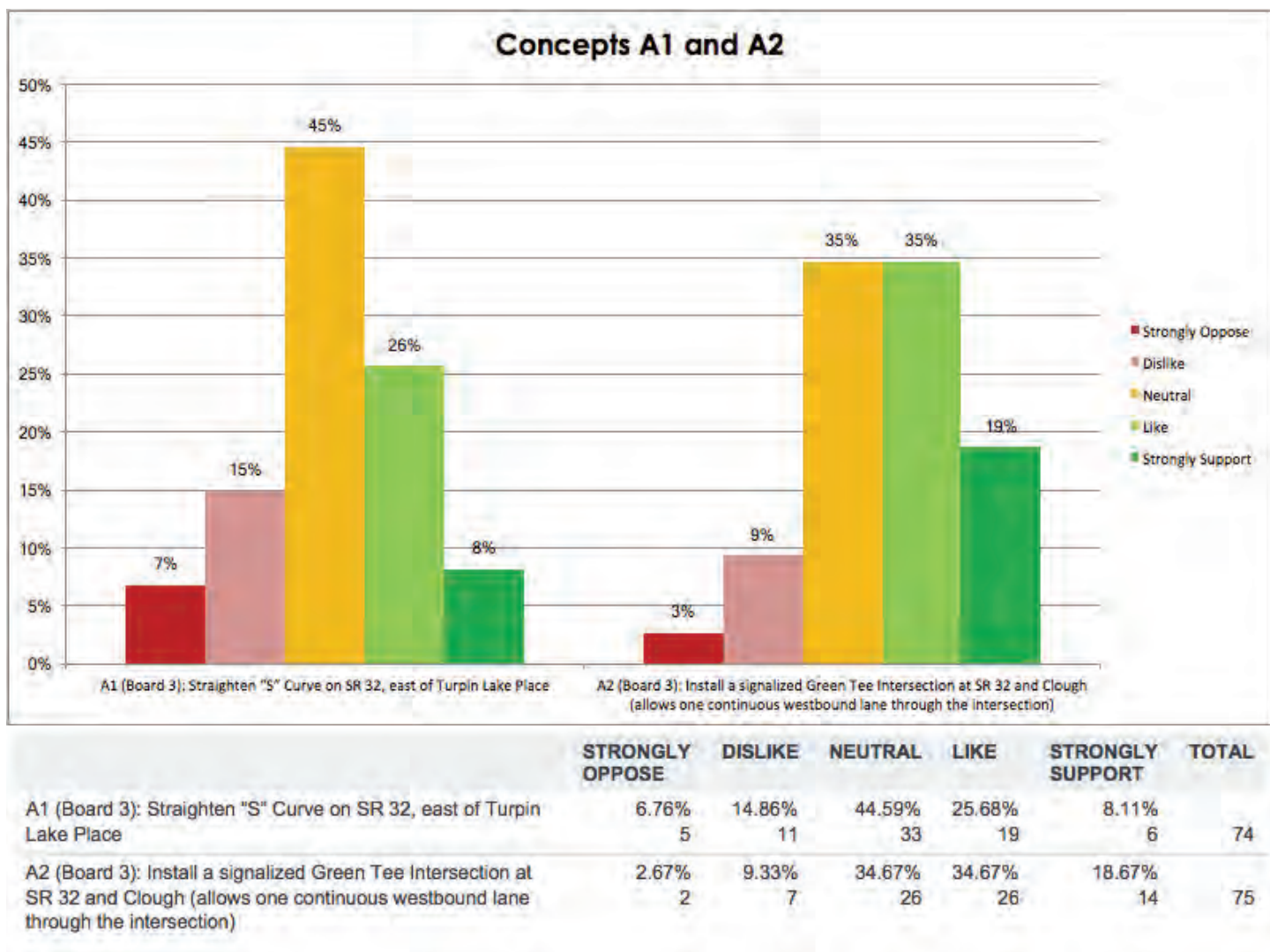
Straighten "S" Curve on SR 32

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



Signalized Green Tee Intersection at SR 32 and Clough

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



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

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

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

COMMENTS and RESPONSES FOR CONCEPT A2:

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

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

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

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



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



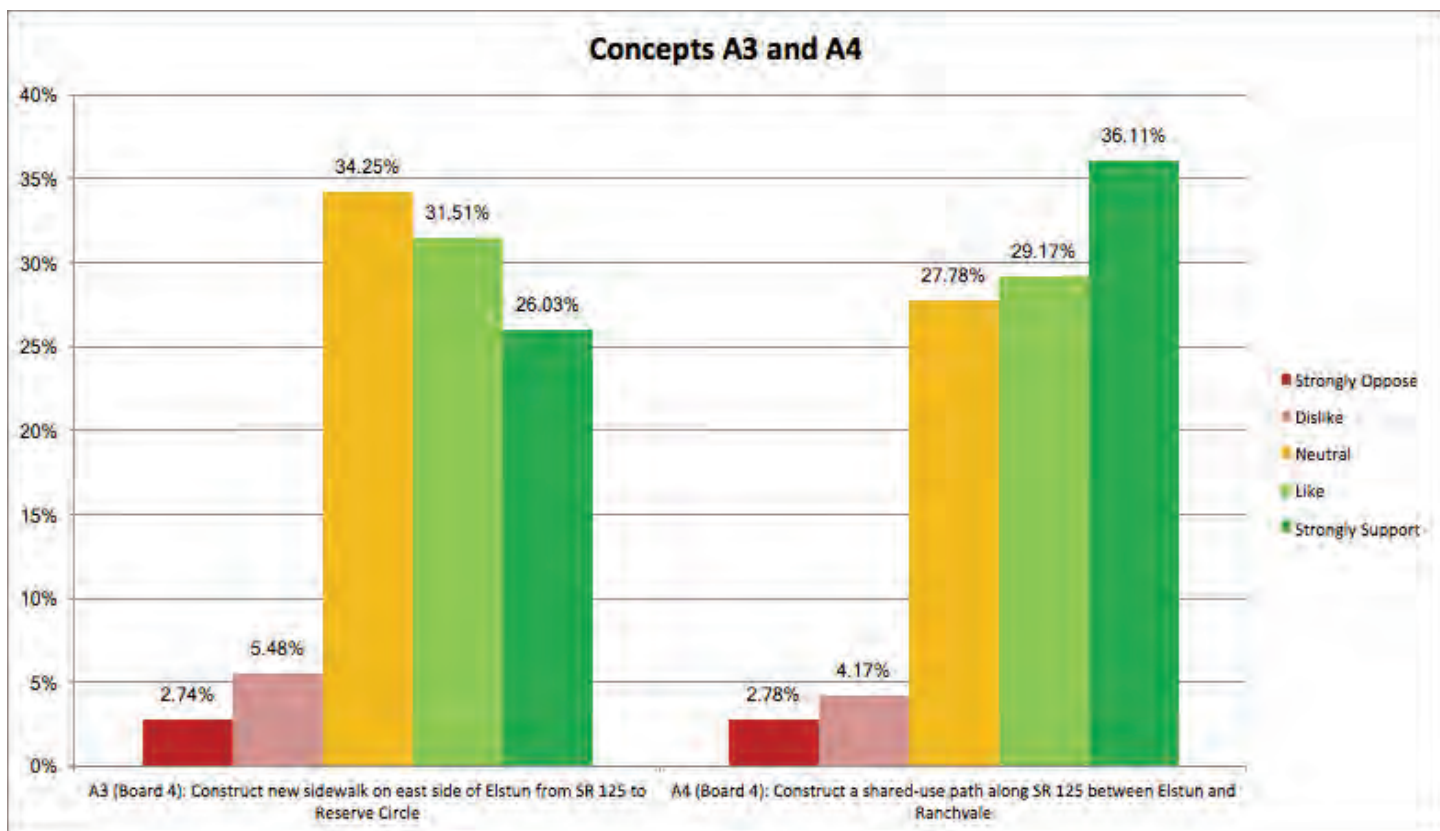
New Sidewalk from SR 125 to Reserve Circle

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



Shared-Use Path Along SR 125 Between Elstun and Ranchvale

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



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

COMMENTS and RESPONSES FOR CONCEPT A3:

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

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

COMMENTS and RESPONSES FOR CONCEPT A4:

Construct a shared-use path along SR 125 between Elstun and Ranchvale

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

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



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

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



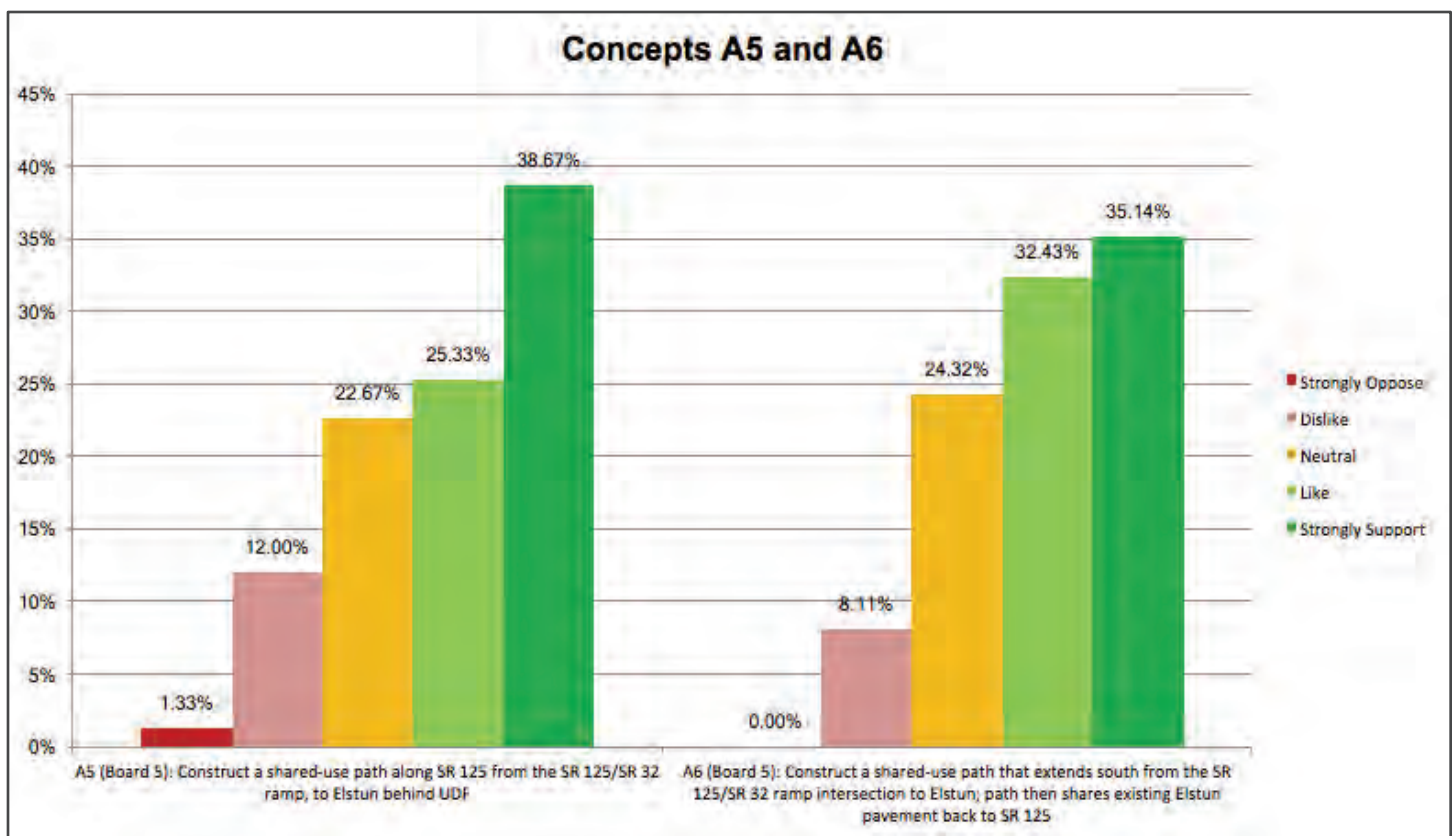
Shared-Use Path Along SR 125

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



Shared-Use Path Using Elstun

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



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

COMMENTS and RESPONSES FOR CONCEPT A5:

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

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

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

COMMENTS and RESPONSES FOR CONCEPT A6:

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

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

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

Eastern Corridor Segments II and III
SR 125/SR 32 Focus Area
Alternatives to address pedestrian and bicycle connectivity from the Turpin Lake Subdivision to the Little Miami Trail



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

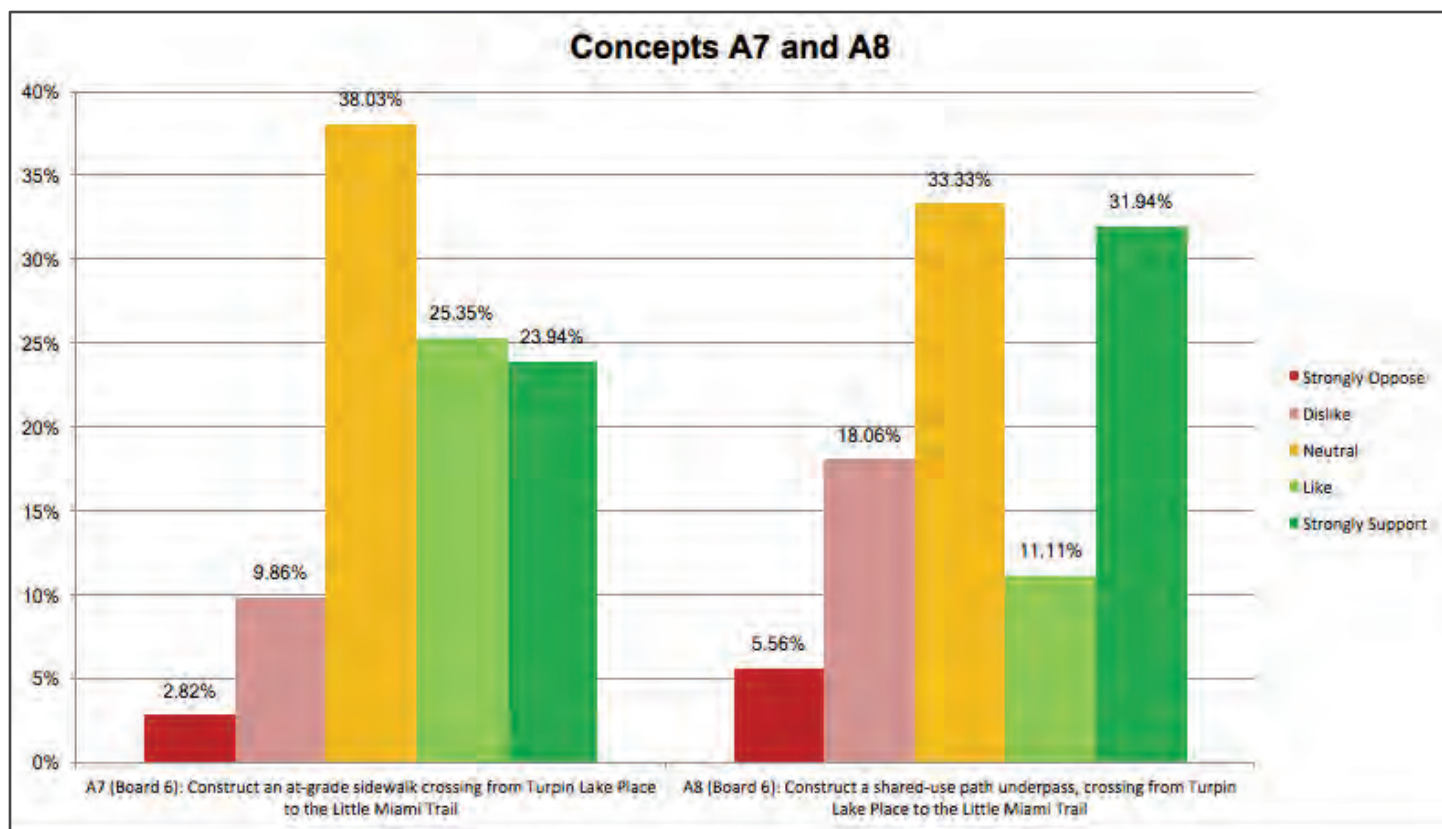
- \$50,000 construction cost
- New R/W needed from 1 parcel; no buildings impacted
- Warning signs with flashing lights activated by push button



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

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

PID 86462



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

COMMENTS and RESPONSES FOR CONCEPT A7:

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

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

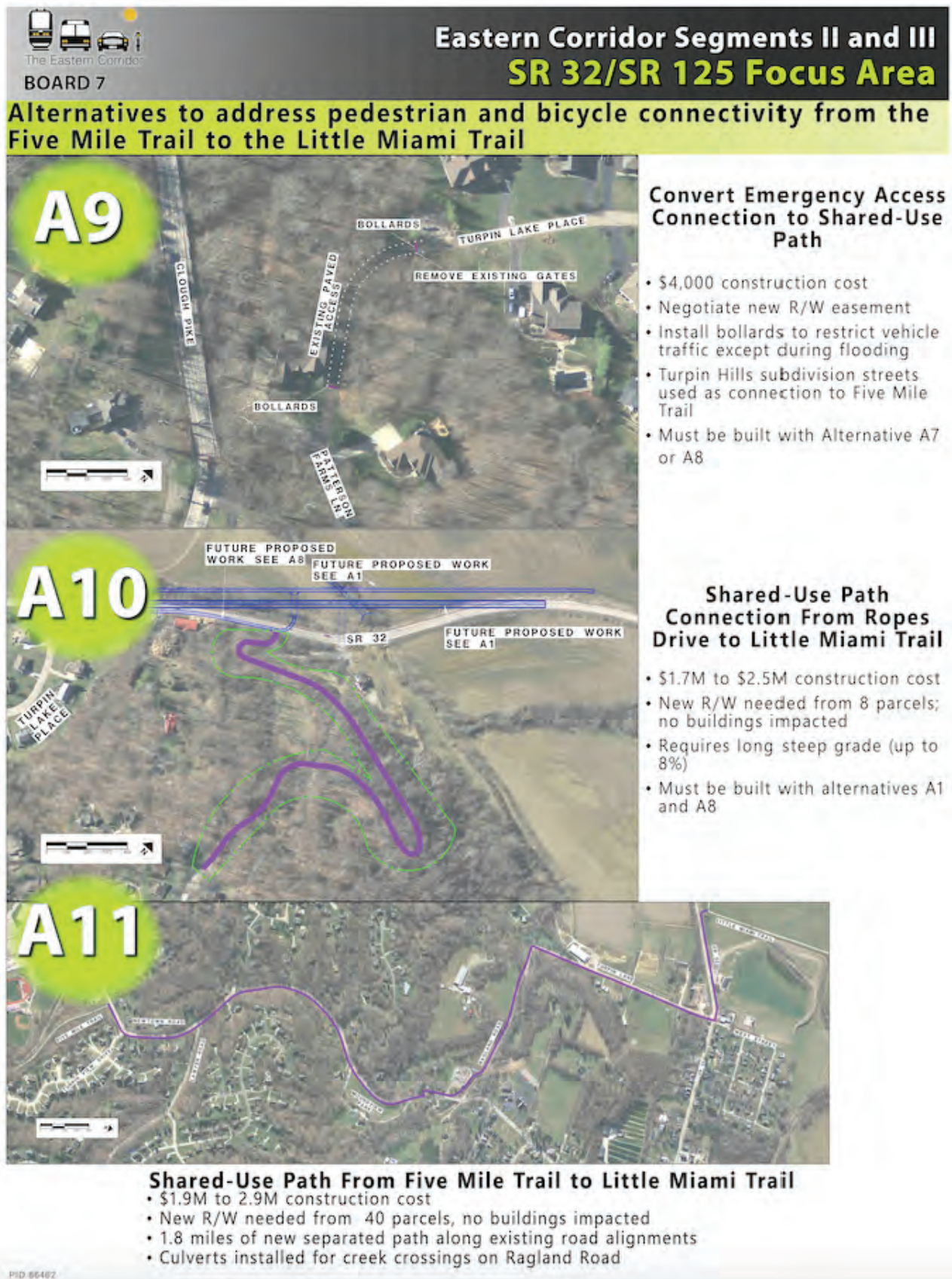
NO.	COMMENT	RESPONSE
	area especially if the roadway is straightened.	be further explored before making any decisions to construct the project.
3	A7 - 50,000 for a sidewalk? For 15 houses?	Thank you for your comment. This concept would most likely be advanced in coordination with concept A9 which would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

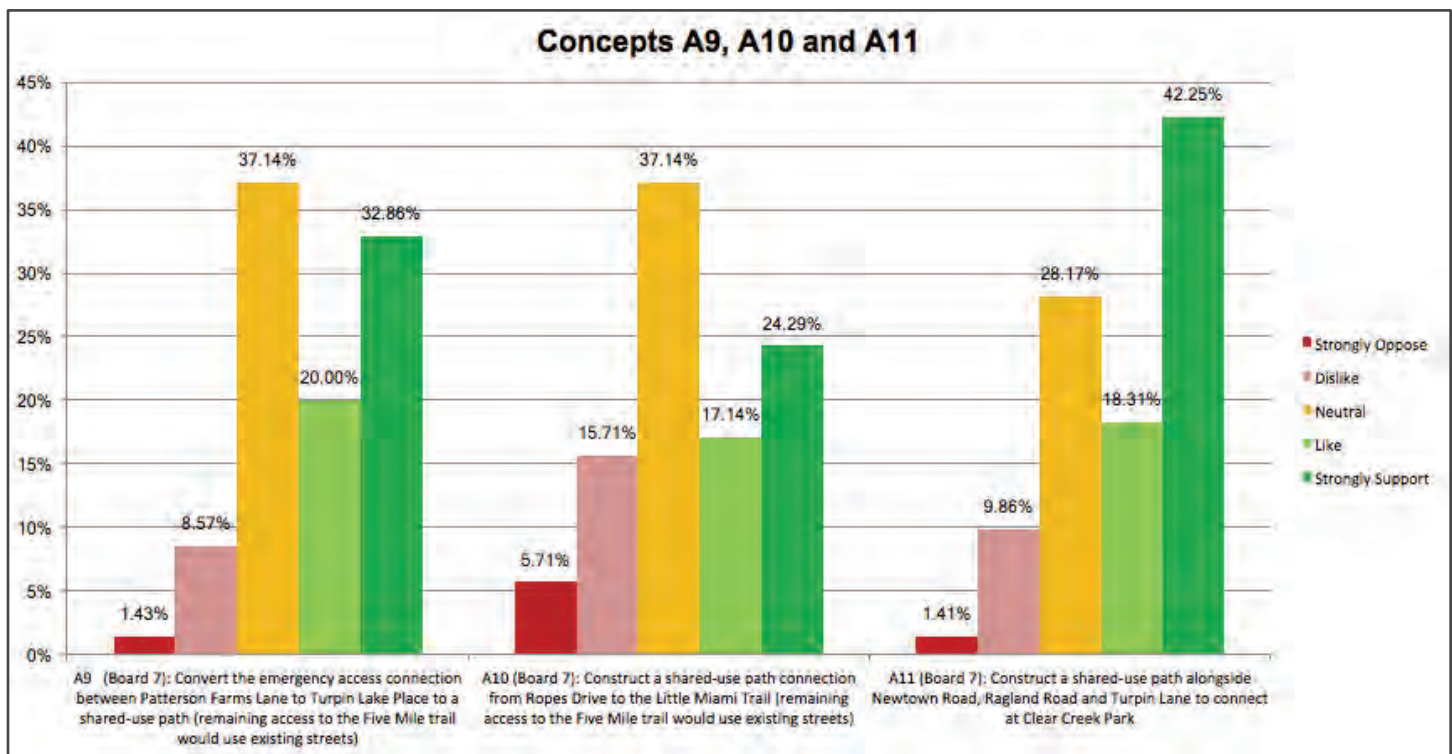
COMMENTS and RESPONSES FOR CONCEPT A8:

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

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

SR 125/SR 32 FOCUS AREA CONCEPTS A9, A10 AND A11, BOARD 7





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

COMMENTS and RESPONSES FOR CONCEPT A9:

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

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

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

COMMENTS and RESPONSES FOR CONCEPT A10:

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

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

COMMENTS and RESPONSES FOR CONCEPT A11:

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

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

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

SR 125/SR 32 FOCUS AREA

GENERAL COMMENTS RECEIVED

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

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

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

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

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

CONCEPT EVALUATIONS
And
COMMENTS RECEIVED

VILLAGE OF NEWTOWN FOCUS AREA

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



Eastern Corridor Segments II and III Newtown Focus Area



Additional Westbound Lane at Church and Main Intersection

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

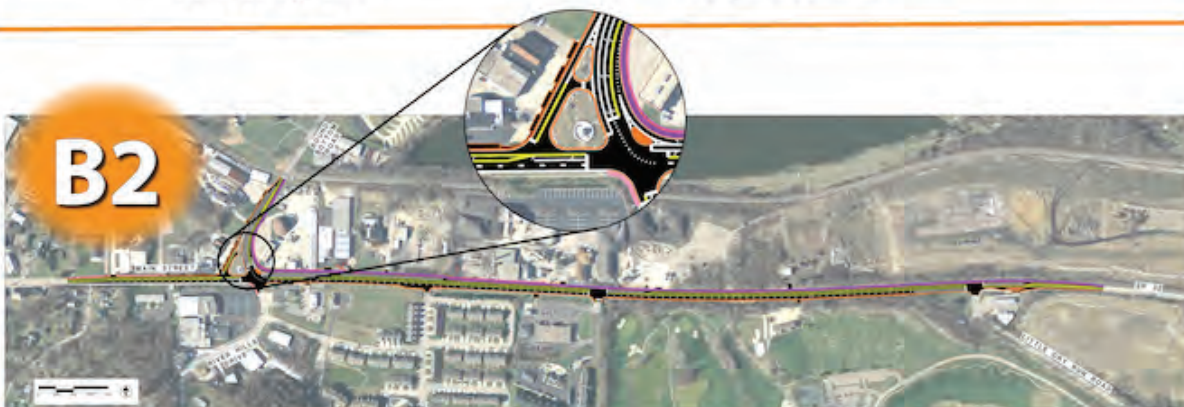


Existing B1



Proposed B1

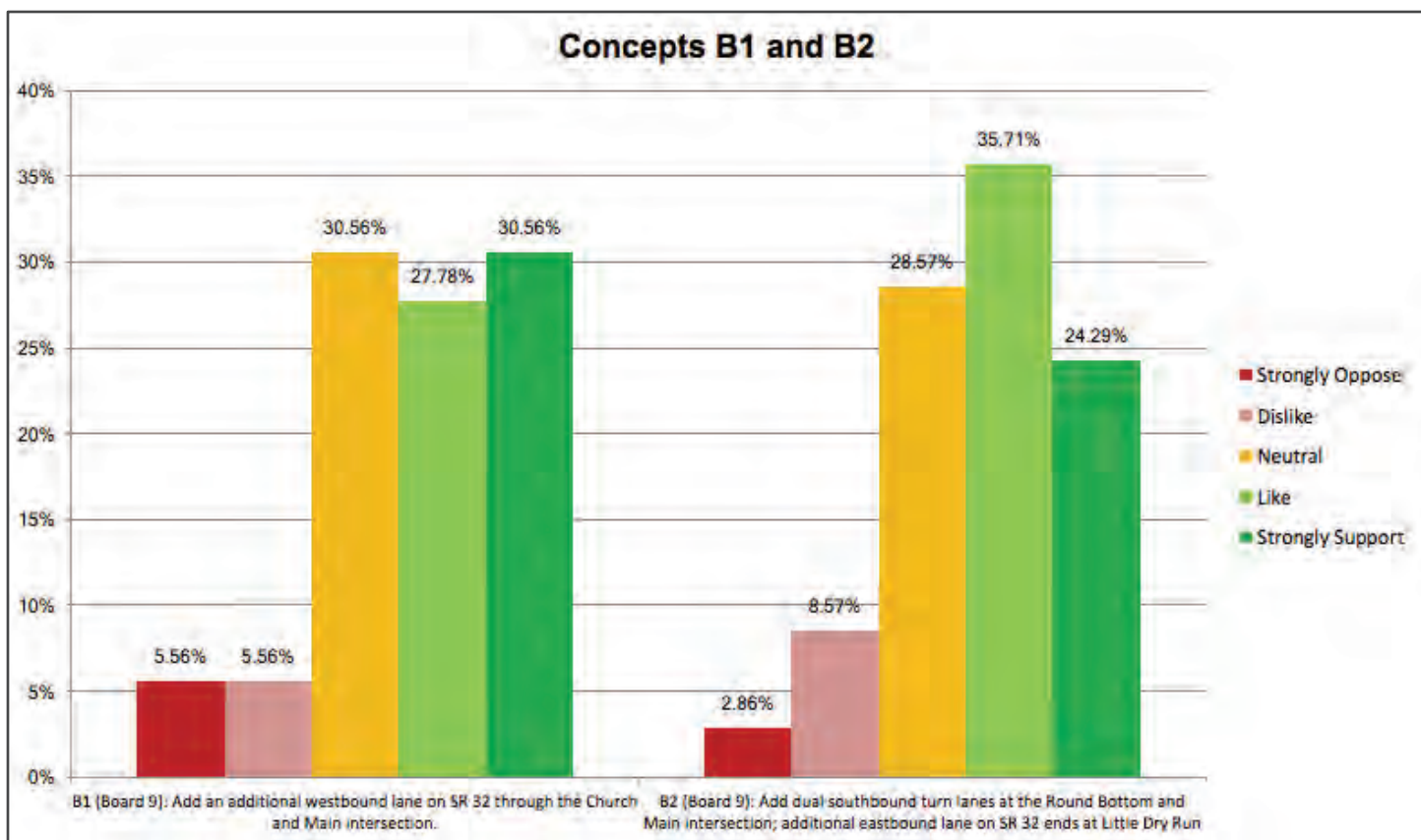
Rendering is for illustrative purposes only and may not reflect final design.



Dual Southbound Left Turn Lanes at Round Bottom and Main Intersection

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

PID 86462



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

COMMENTS and RESPONSES FOR CONCEPT B1:

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

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

COMMENTS and RESPONSES FOR CONCEPT B2:

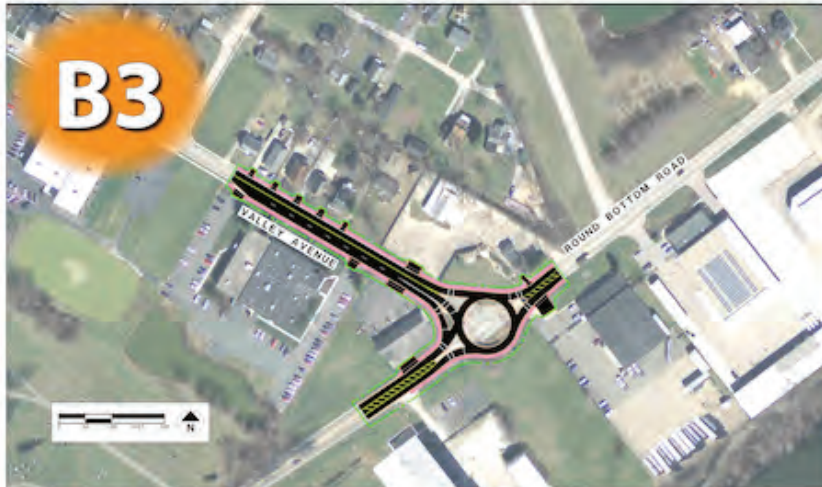
Add dual southbound turn lanes at the Round Bottom and Main intersection; additional eastbound lane on SR 32 ends at Little Dry Run

NO.	COMMENT	RESPONSE
	NO COMMENTS RECEIVED	

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

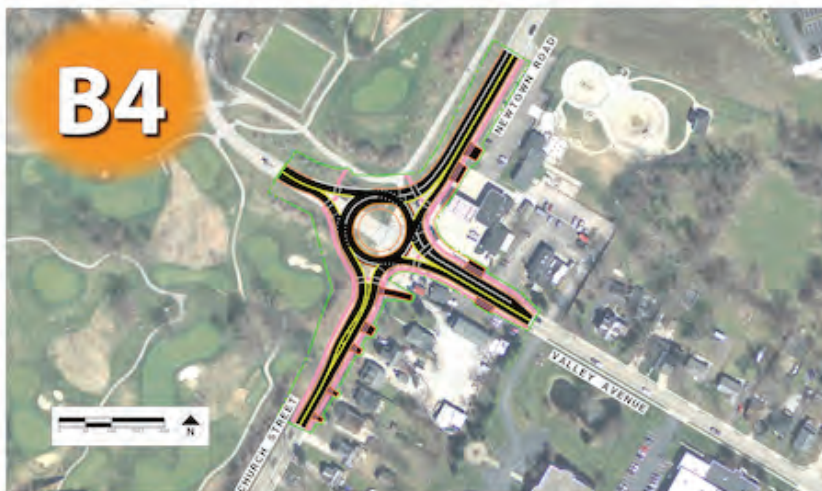


Eastern Corridor Segments II and III Newtown Focus Area



Roundabout at Round Bottom and Valley Intersection

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



Roundabout at Church and Valley Intersection

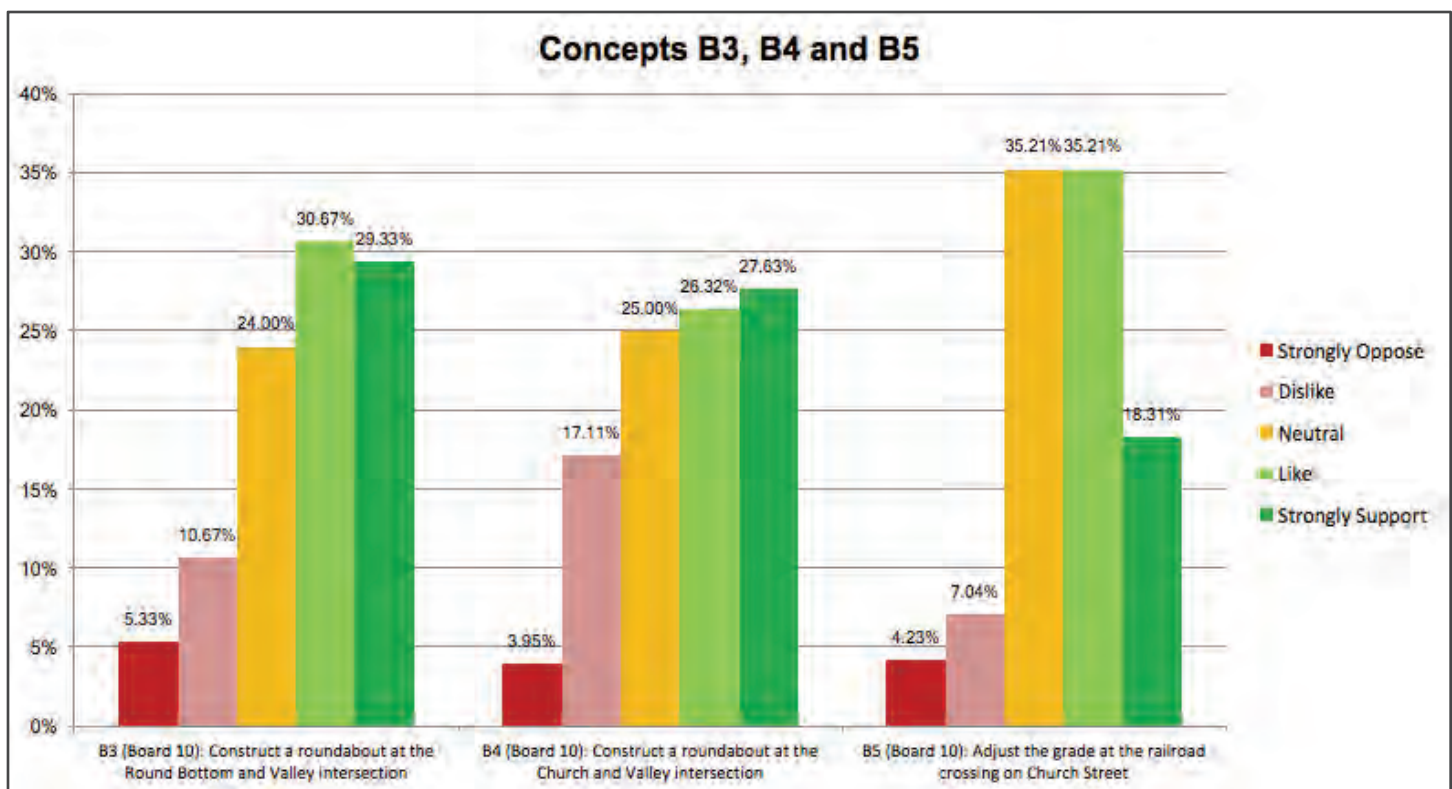
- \$600,000 to \$910,000 construction cost
- New R/W needed from 13 parcels; no buildings impacted
- Reduce delay by approximately 70%
- Eliminate existing traffic signal
- Improves safety
- Impacts within Little Miami Golf Center



Adjust Grade at Railroad Crossing on Church

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

PID 86462



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

COMMENTS and RESPONSES FOR CONCEPT B3:

Construct a roundabout at the Round Bottom and Valley intersection

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

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

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

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

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

NO.	COMMENT	RESPONSE
	NO COMMENTS RECEIVED	

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



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



Bicycle and Pedestrian Improvements Along SR 32

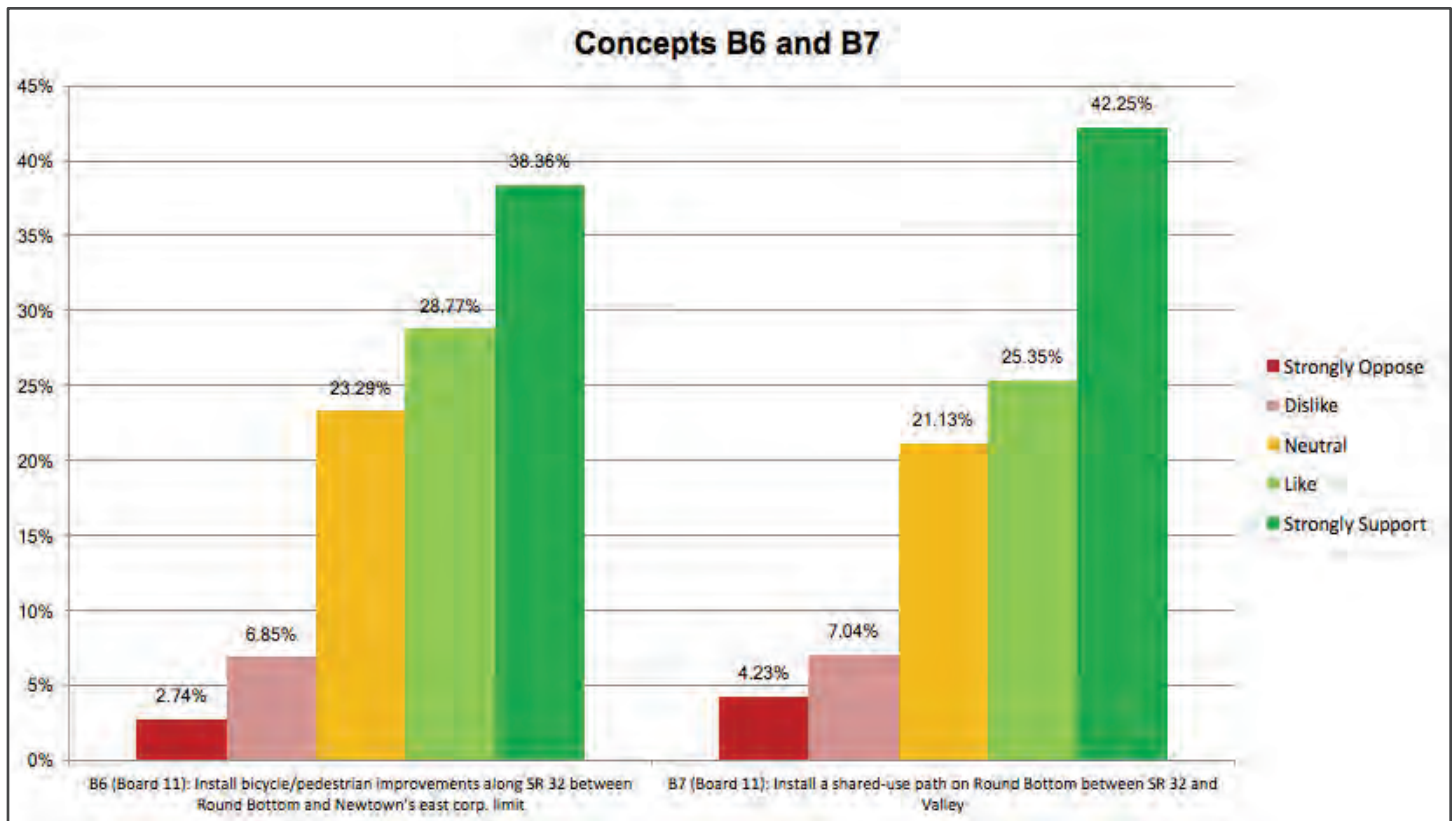
- \$1.9M to \$2.9M construction cost
- New R/W needed from 15 parcels; no buildings impacted
- Shared-use path from Round Bottom to Little Dry Run on north side
- Sidewalk from Little Dry Run to east corp. limits on south side
- Requires 2 walls to prevent building impacts



Shared-Use Path Between SR 32 and Valley

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

PID 86462



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

COMMENTS and RESPONSES FOR CONCEPT B6:

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

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

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

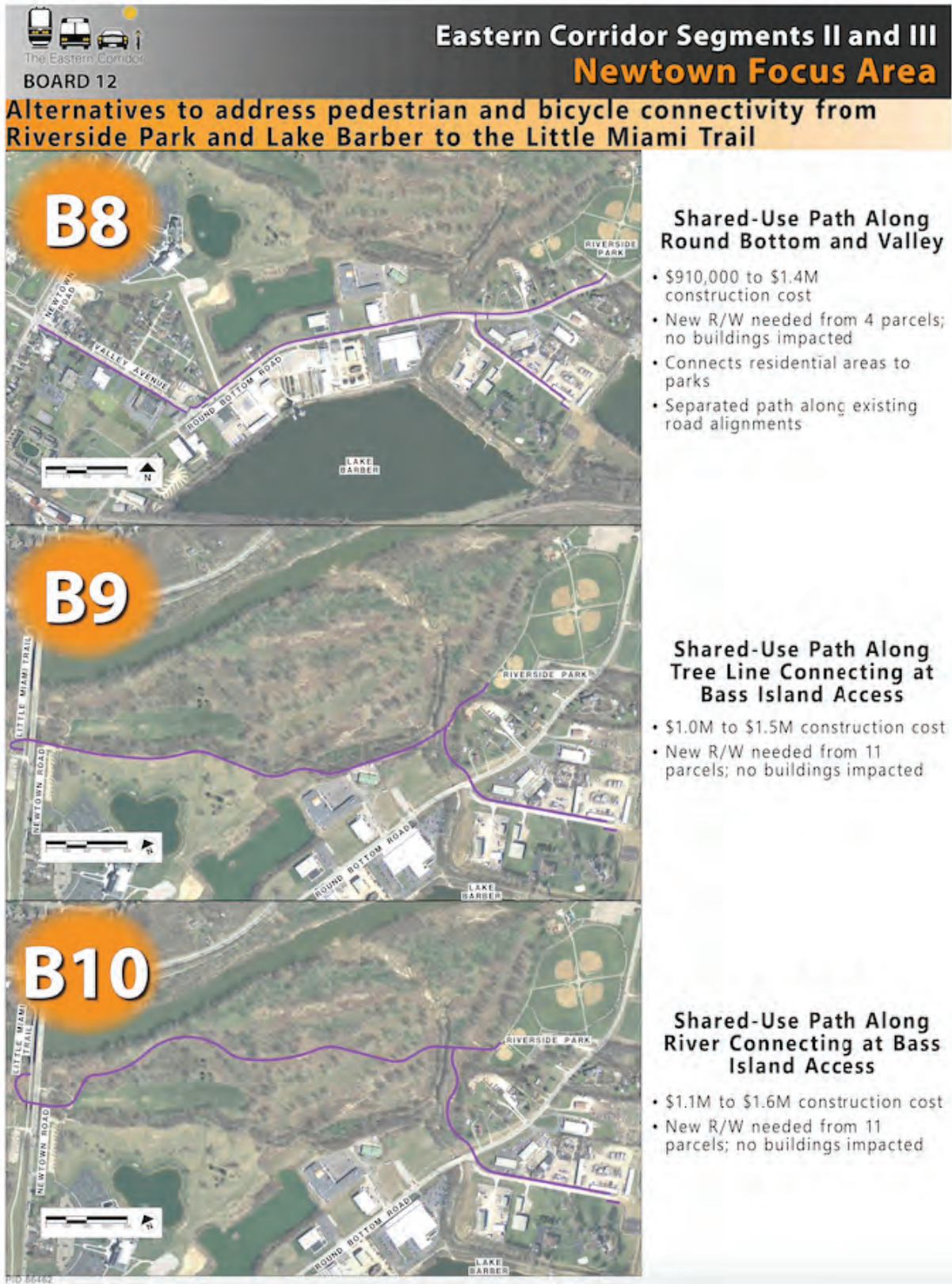
NO.	COMMENT	RESPONSE
	but I think I used the subject B8. Just wanted to confirm I was intending to speak about B6.	
8	<i>Received via email:</i> We support the creation of sidewalks and trails connecting Little Dry Run to the village of Newtown!	Thank you for your comments. Your input is appreciated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

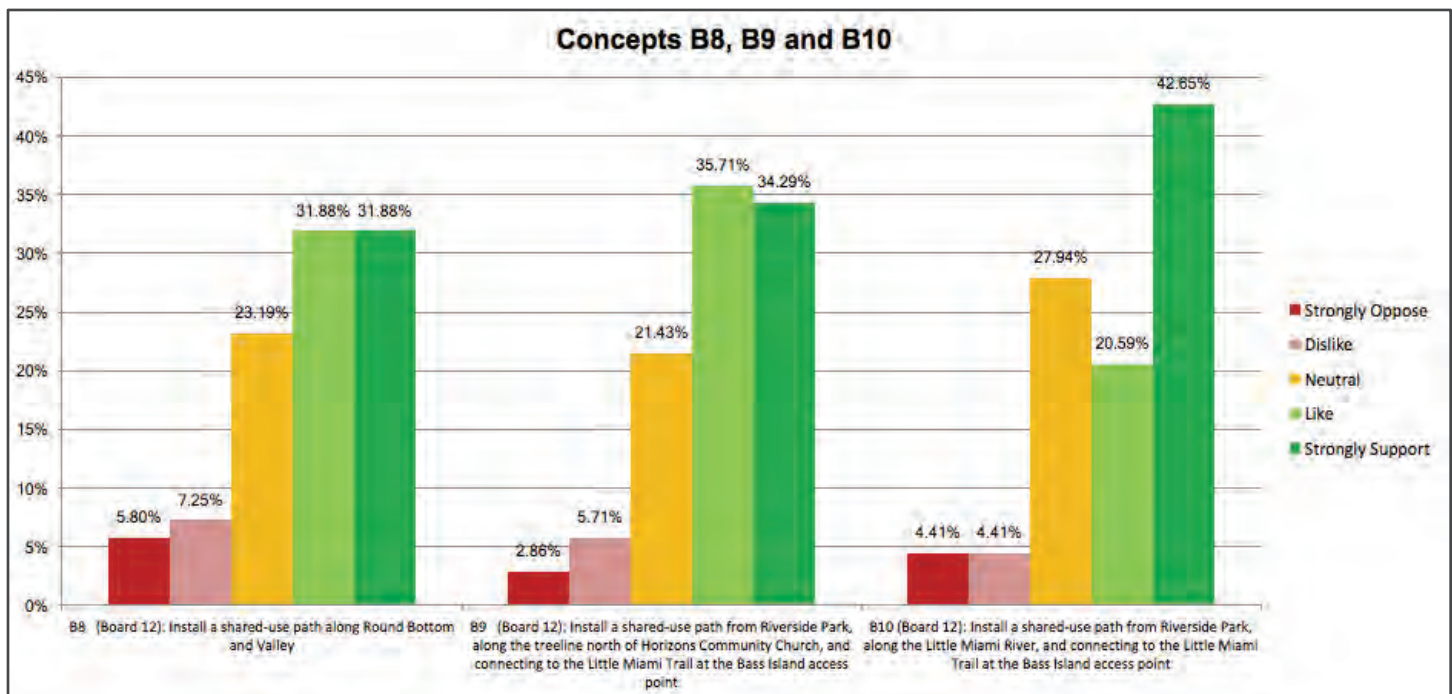
COMMENTS and RESPONSES FOR CONCEPT B7:

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

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

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





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

COMMENTS and RESPONSES FOR CONCEPT B8:

Install a shared-use path along Round Bottom and Valley

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

COMMENTS and RESPONSES FOR CONCEPT B9:

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

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

COMMENTS and RESPONSES FOR CONCEPT B10:

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

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

VILLAGE OF NEWTOWN FOCUS AREA GENERAL COMMENTS RECEIVED

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

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

MISCELLANEOUS COMMENTS RECEIVED FOR THE VILLAGE OF NEWTOWN FOCUS AREA

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

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

CONCEPT EVALUATIONS
And
COMMENTS RECEIVED

ANCOR/SR 32 HILL FOCUS AREA

ANCOR/SR HILL FOCUS AREA CONCEPTS C1 AND C2, BOARD 14



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

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



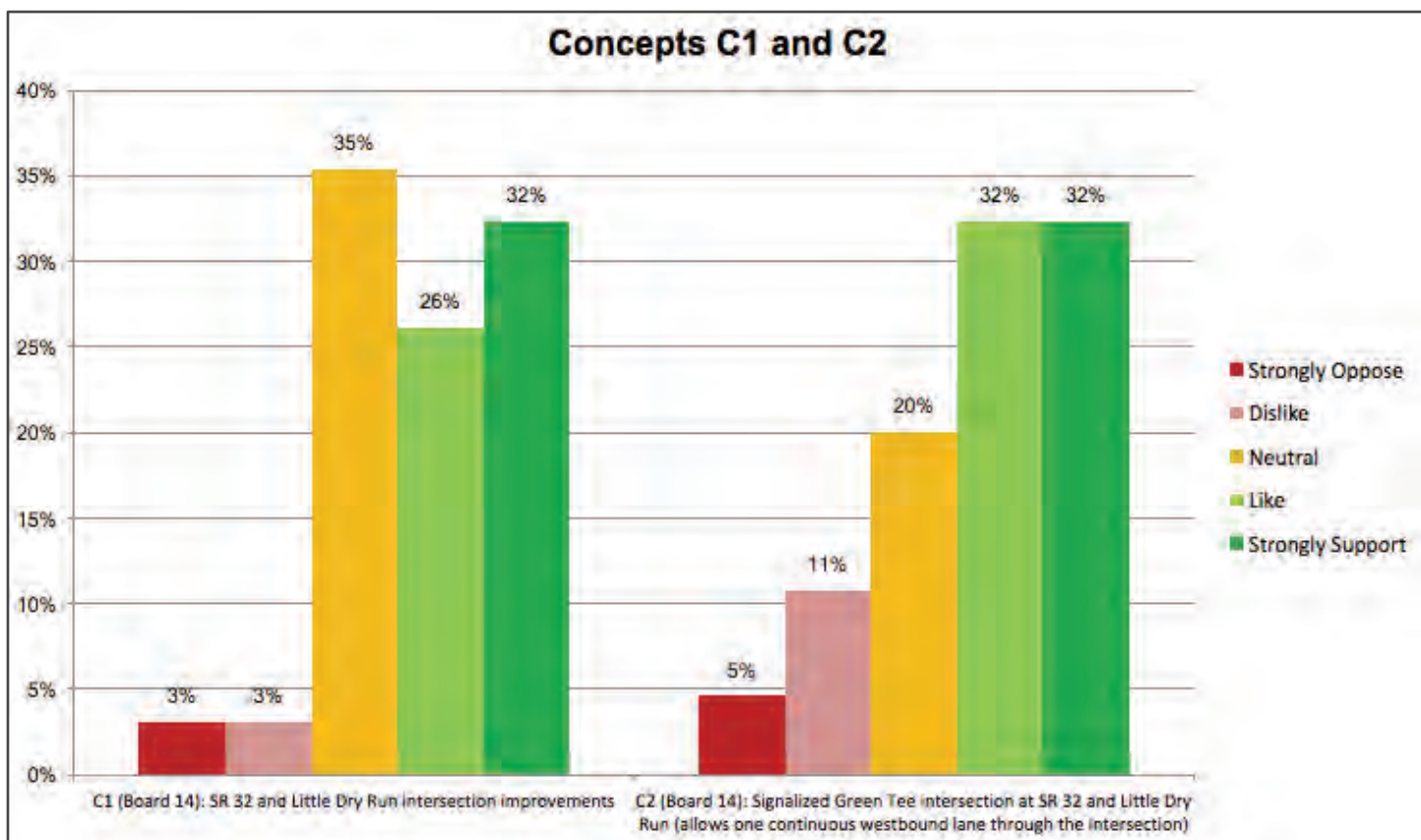
SR 32 and Little Dry Run Intersection Improvements

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



Signalized Green Tee Intersection at SR 32 and Little Dry Run

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



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

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

NO.	COMMENT	RESPONSE
NO COMMENTS RECEIVED		

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

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

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

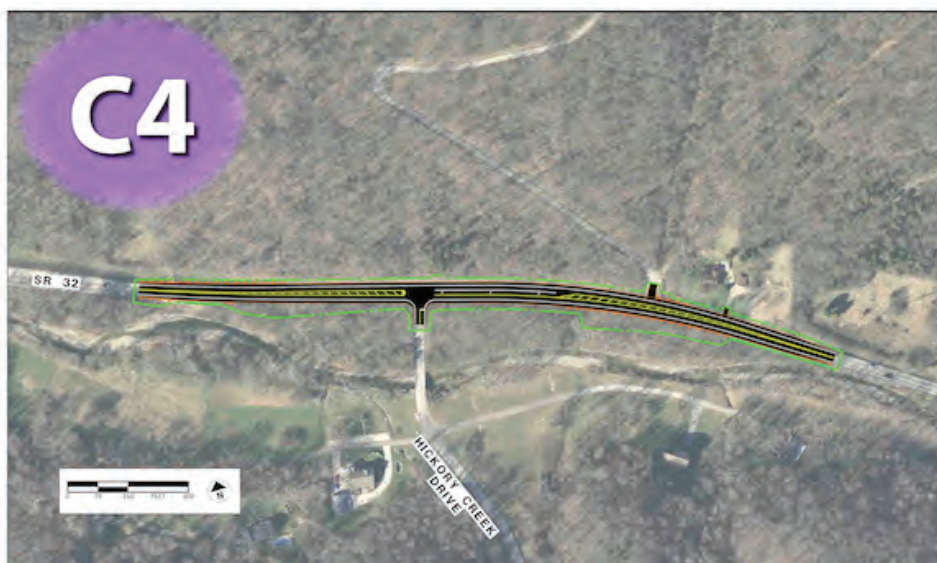


Eastern Corridor Segments II and III **ANCOR/SR 32 Hill Focus Area**



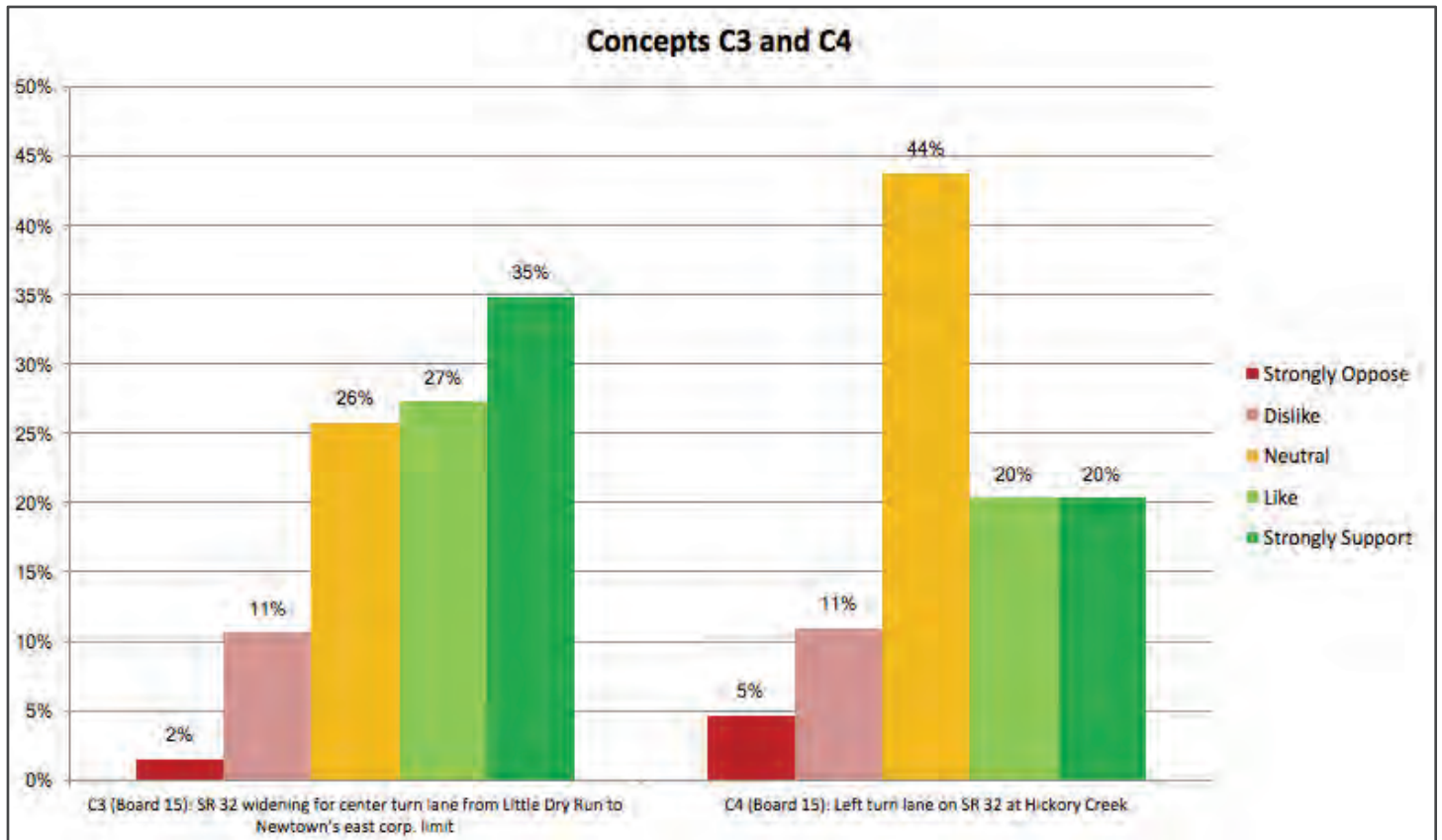
SR 32 Widening for Center Turn Lane

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



Left Turn Lane at Hickory Creek

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



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

COMMENTS and RESPONSES FOR CONCEPT C3:

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

NO.	COMMENT	RESPONSE
	NO COMMENTS RECEIVED	

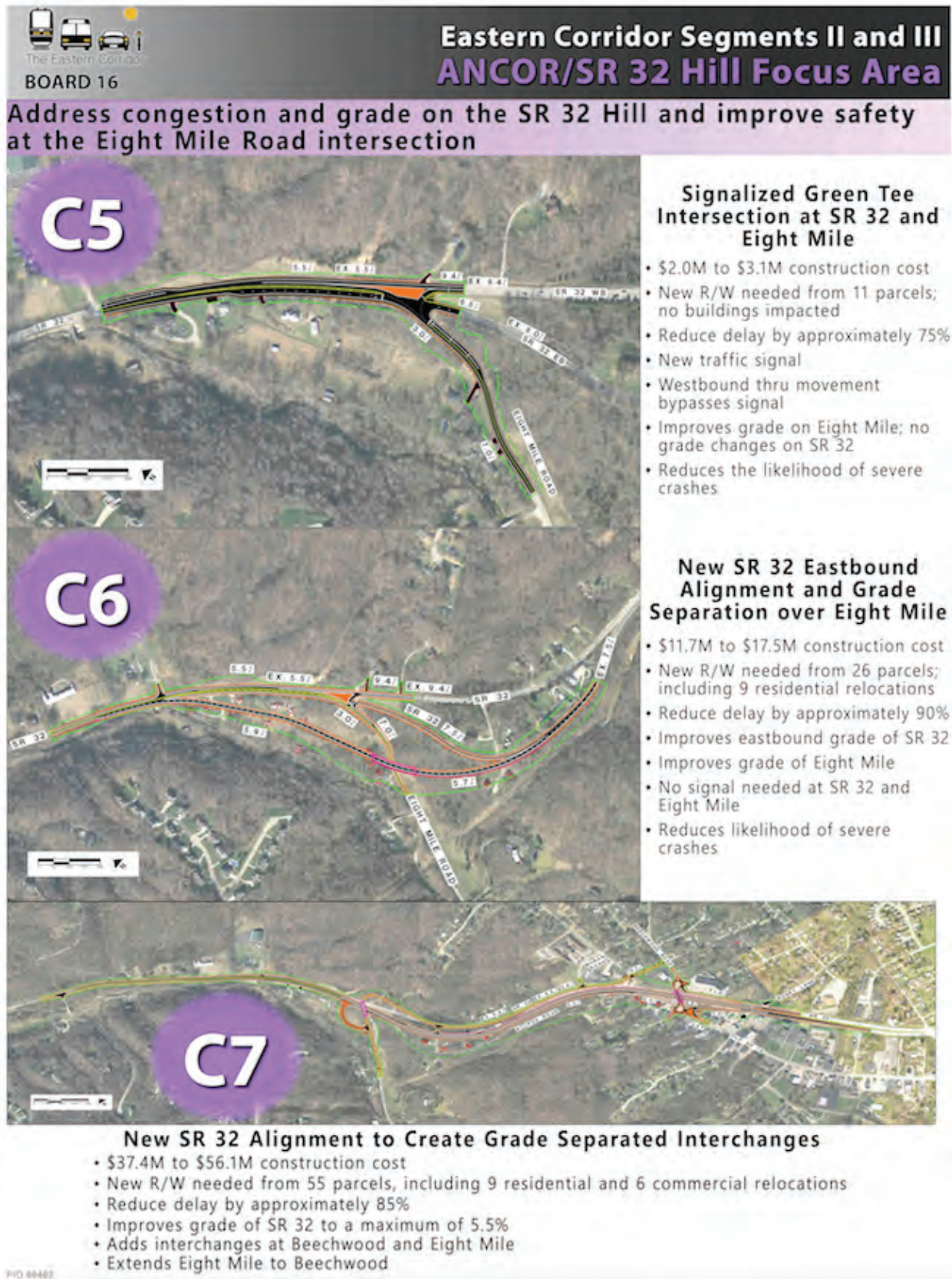
COMMENTS and RESPONSES FOR CONCEPT C4:

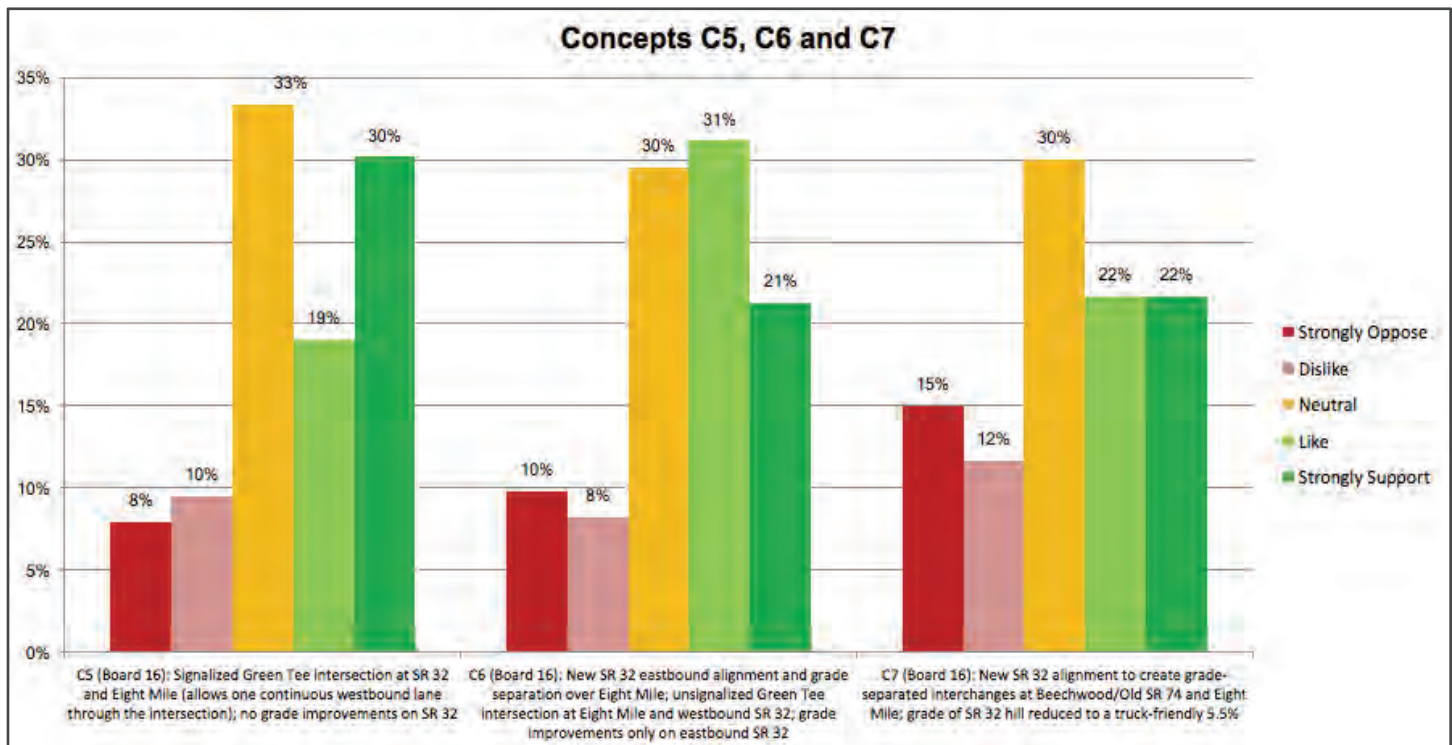
Left turn lane on SR 32 at Hickory Creek

NO.	COMMENT	RESPONSE
	NO COMMENTS RECEIVED	

ANCOR/SR HILL FOCUS AREA

CONCEPTS C5, C6 AND C7, BOARD 16





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

COMMENTS and RESPONSES FOR CONCEPT C5:

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

NO.	COMMENT	RESPONSE
	NO COMMENTS RECEIVED	

COMMENTS and RESPONSES FOR CONCEPT C6:

New SR 32 eastbound alignment and grade separation over Eight Mile; unsignalized Green Tee intersection at Eight Mile and westbound SR 32; grade improvements only on eastbound SR 32

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

COMMENTS and RESPONSES FOR CONCEPT C7:

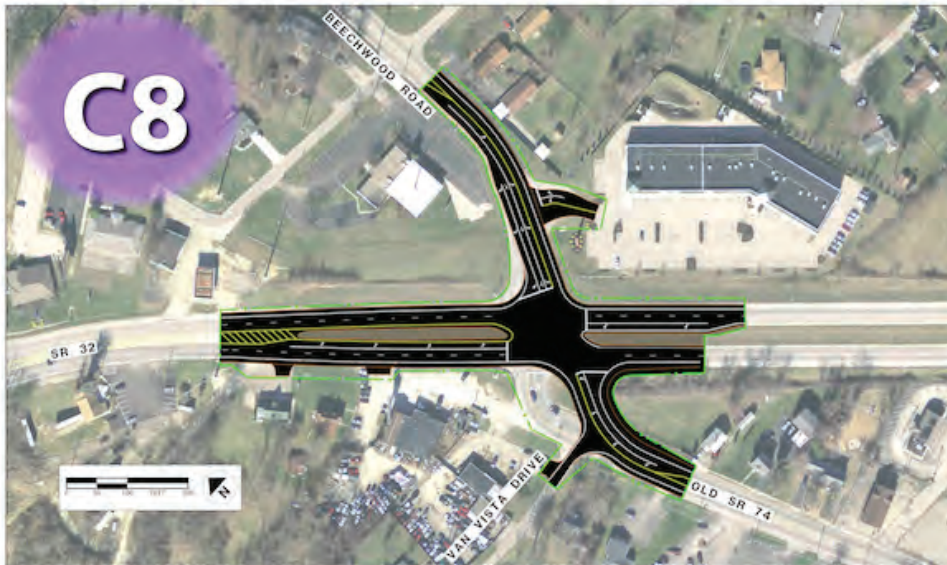
New SR 32 alignment to create grade-separated interchanges at Beechwood/Old SR 74 and Eight Mile; grade of SR 32 Hill reduced to a truck-friendly 5.5%

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

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



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



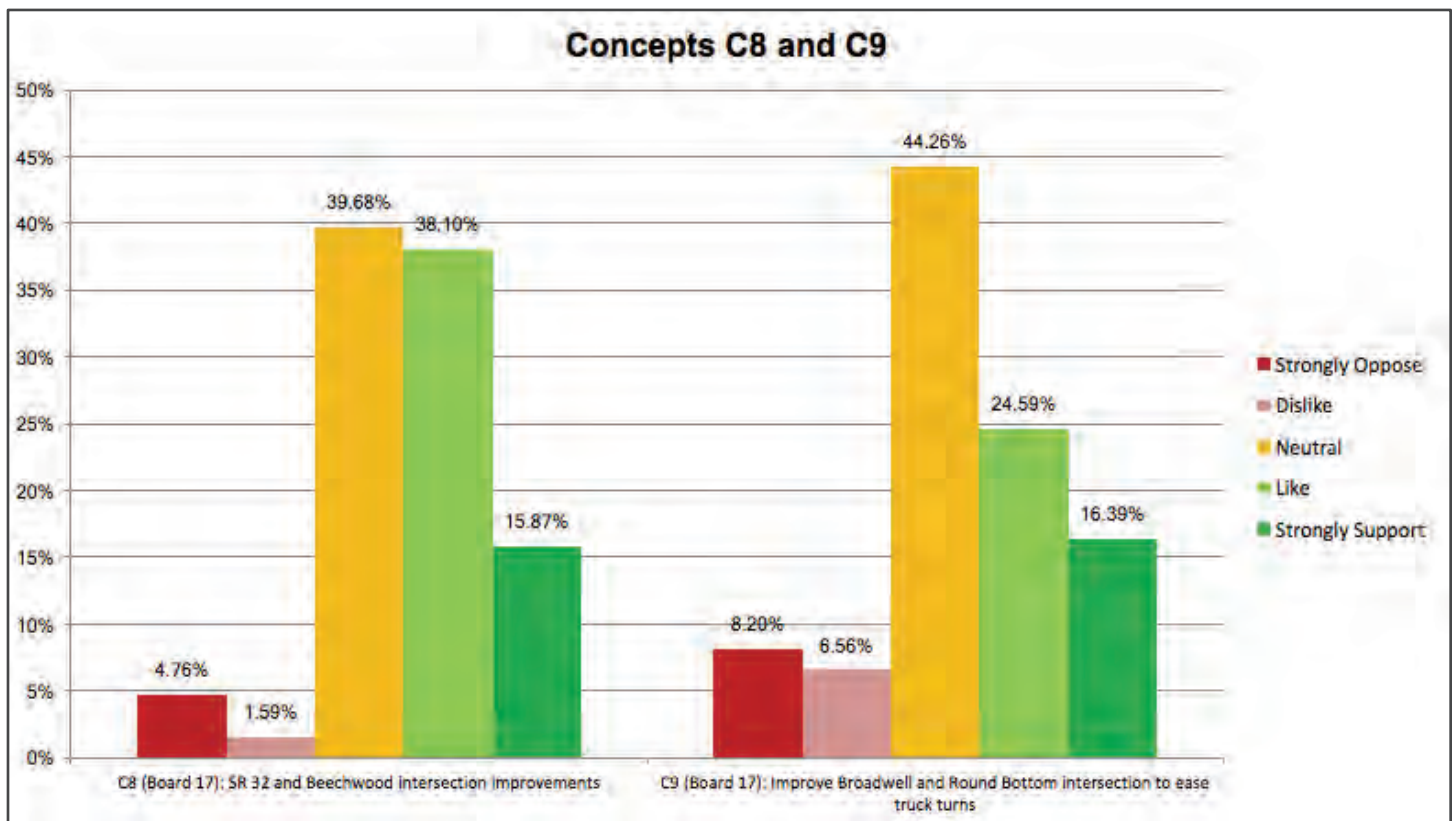
SR 32 and Beechwood Intersection Improvements

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



Improve Broadwell and Round Bottom Intersection for Truck Turns

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



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

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

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

COMMENTS and RESPONSES FOR CONCEPT C9:

Improve Broadwell and Round Bottom intersection to ease truck turns

NO.	COMMENT	RESPONSE
NO COMMENTS RECEIVED		

ANCOR/SR HILL FOCUS AREA

CONCEPTS C10 AND C11, BOARD 18



Eastern Corridor Segments II and III

ANCOR/SR 32 Hill Focus Area

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

C10

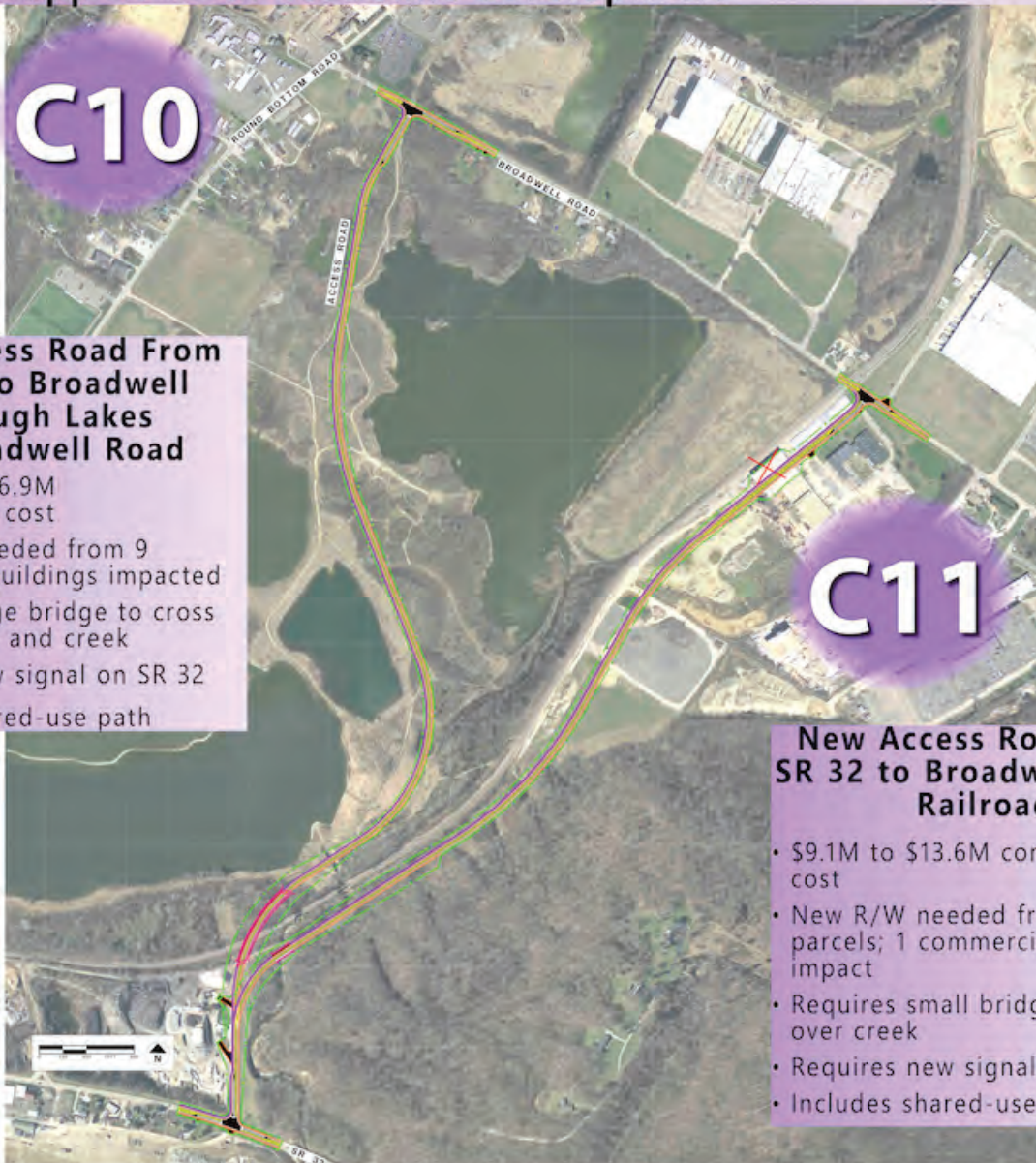
New Access Road From SR 32 to Broadwell Through Lakes to Broadwell Road

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

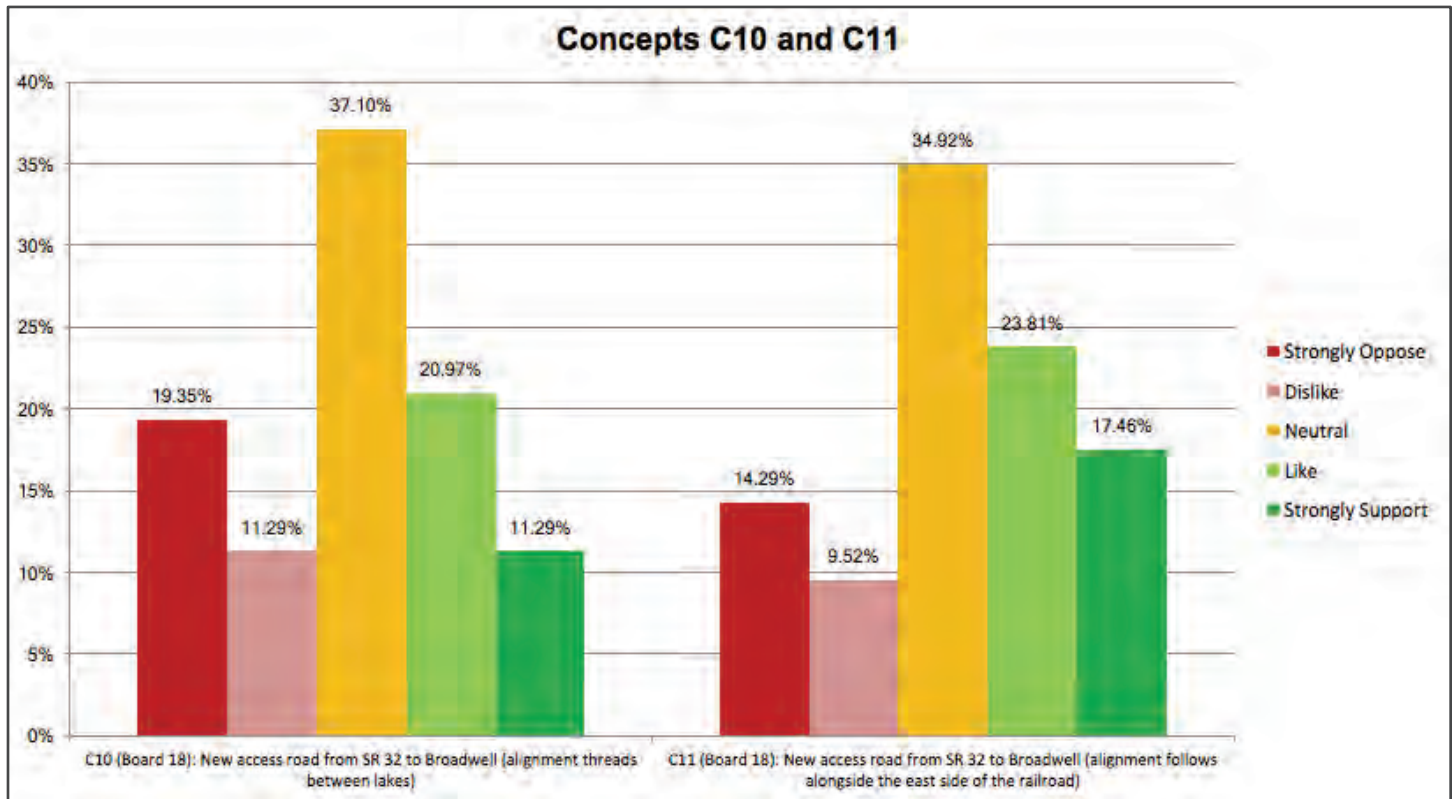
C11

New Access Road From SR 32 to Broadwell Along Railroad

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



PID 86462



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

COMMENTS and RESPONSES FOR CONCEPT C10:

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

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

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

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

ANCOR/SR 32 HILL FOCUS AREA GENERAL COMMENTS RECEIVED

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

NO.	COMMENT	RESPONSE
	NO COMMENTS RECEIVED	

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

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

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

CONCEPT EVALUATIONS
And
COMMENTS RECEIVED

LINWOOD/EASTERN AVENUE INTERCHANGE FOCUS AREA

LINWOOD/EASTERN AVENUE INTERCHANGE FOCUS AREA CONCEPTS D1 and D2, BOARD 20



Eastern Corridor Segments II and III **Linwood/Eastern Focus Area**



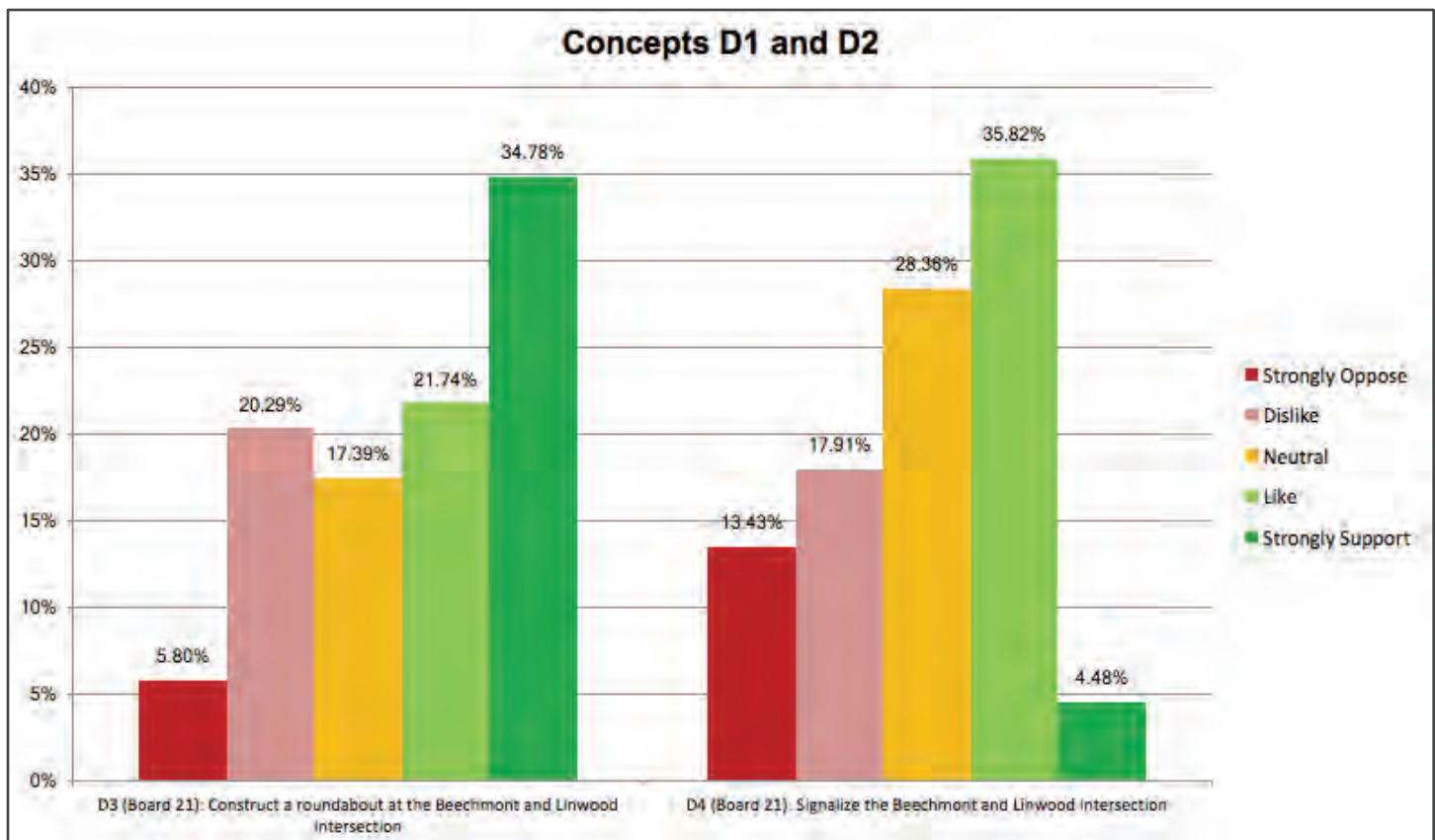
Continuous Right Turn Lane From SR 125 to Wooster

- \$320,000 to \$480,000 construction cost
- No new R/W required
- Converts current yield condition to a merge



Shared-Use Path from Eastern to Armleder Park

- \$1.4M to \$2.1M construction cost
- New R/W needed from 10 parcels; no buildings impacted
- Requires new bridge over Eastern, railroad tracks and Duck Creek



	STRONGLY OPPOSE	DISLIKE	NEUTRAL	LIKE	STRONGLY SUPPORT	TOTAL
D1 (Board 20): Add a continuous right turn lane from SR 125 to Wooster Road	7.81% 5	1.56% 1	26.56% 17	40.63% 26	23.44% 15	64
D2 (Board 20): Construct a shared-use path from Eastern to Armleder Park	6.06% 4	7.58% 5	21.21% 14	18.18% 12	46.97% 31	66

COMMENTS and RESPONSES FOR CONCEPT D1:

Add a continuous right turn lane from SR 125 to Wooster Road


NO.	COMMENT	RESPONSE
1	Option D1 is terrible - continuous right turns promote increased speed, and will only minimally improve travel times at the cost of vastly decreased pedestrian and cyclist safety.	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
2	Regarding D1 - not needed; the traffic is manageable as is.	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

COMMENTS and RESPONSES FOR CONCEPT D2:
Construct a shared-use path from Eastern to Armleder Park

NO.	COMMENT	RESPONSE
1	D2 - amount of usage?	Thank you for your comments. This concept would be an additional connection that would link to concept E5 which connects Wasson to Armleder and could also connect the eastern avenue community to Armleder Park. However, a projection of the number of anticipated users has not yet been developed.
2	I think that there needs to be a focus on providing a safe way for bicycles to travel on Wooster Road and D2 comes way too far down the road to actually accomplish that. It is nice that it provides a cut across to Eastern Ave, but I'm not sure what that would help since it doesn't start until way down the road by the US Bank facility.	<p>Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>Based on public comment and Advisory Committee discussions, it has been noted that Concept D2 by itself does not adequately meet the needs due to its location in relation to where the potential users are. Therefore, this concept will be considered as a connection in conjunction with Concept E5, which brings Wasson Way to Armleder along US 50.</p>
3	On D2 Board 20, it's essential to get riders from Eastern to Armleder so we don't have bikers on Columbia Parkway - that's dangerous to them and to cars.	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
4	Regarding D2 - please see comments about shared-use paths on page 3 <i>[Respondent shared a general comment about all of the shared-use path options: while I am not opposed to adding these at some point, there is a much greater need to alleviate the vehicle traffic and those issues need to be addressed first].</i>	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

LINWOOD/EASTERN AVENUE INTERCHANGE FOCUS AREA

CONCEPTS D3 and D4, BOARD 21




The Eastern Corridor
BOARD 21

Eastern Corridor Segments II and III

Linwood/Eastern Focus Area

Alternatives required if entrance ramp from Eastern Avenue to SR 125 is closed due to poor sight distance and short traffic weave


D3



Roundabout at Beechmont and Linwood Intersection

- \$4.0M to \$6.0M construction cost
- New R/W needed from 5 parcels; no buildings impacted
- Close deficient ramp from Eastern to SR 125
- Reduces WB approach AM peak delay by approximately 90%; reduces WB approach PM peak delay by approximately 95%
- Provides gateway to residential area
- Improves safety
- Eliminates parking between Linwood and Sheffield

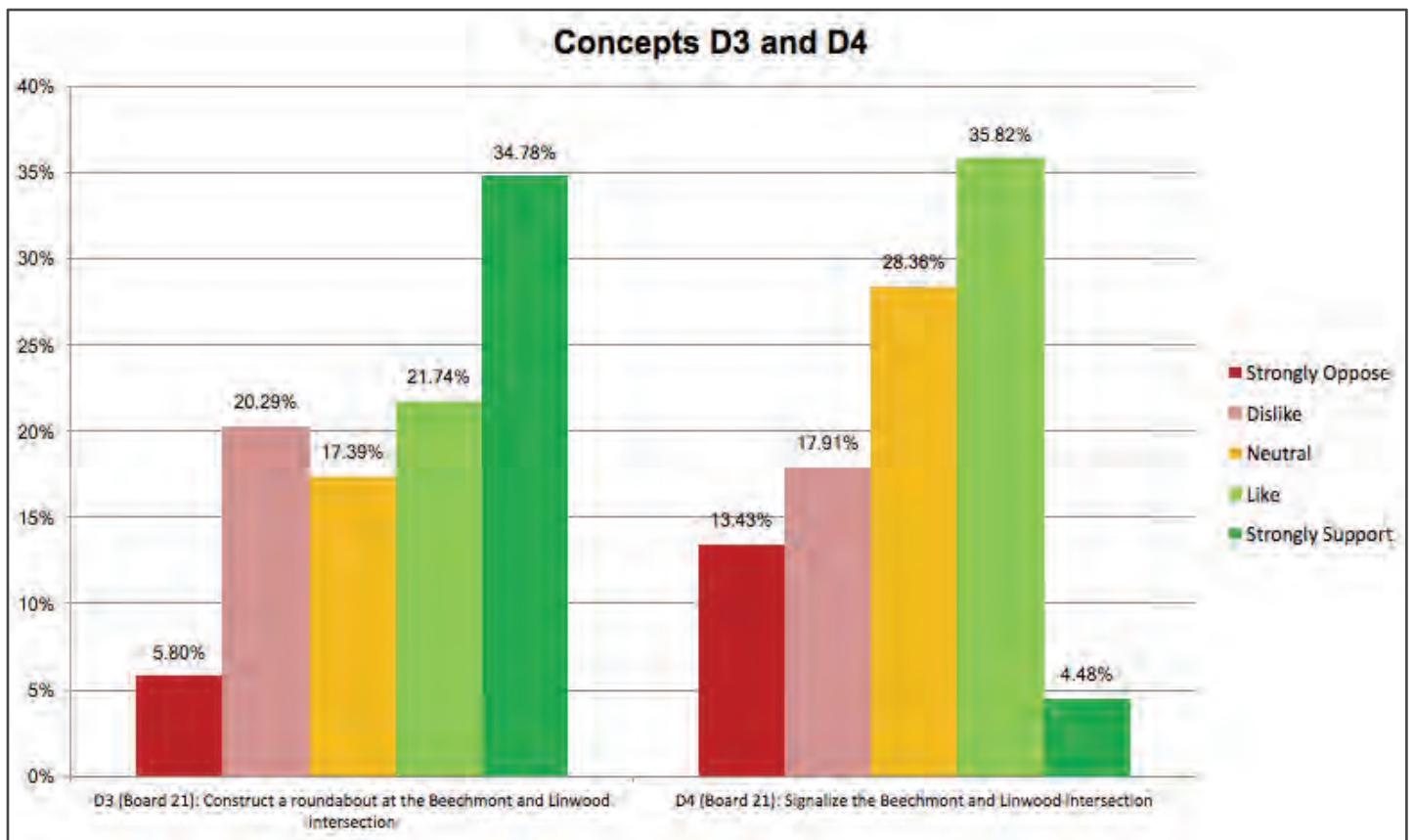
D4



Signalized Intersection at Beechmont and Linwood

- \$320,000 to \$450,000 construction cost
- New R/W needed from 3 parcels; no buildings impacted
- Close deficient ramp from Eastern Avenue to SR 125
- Reduces WB approach AM and PM peak delay by approximately 90%
- Eliminates parking between Linwood and Sheffield

PID 85462



	STRONGLY OPPOSE	DISLIKE	NEUTRAL	LIKE	STRONGLY SUPPORT	TOTAL
D3 (Board 21): Construct a roundabout at the Beechmont and Linwood intersection	5.80% 4	20.29% 14	17.39% 12	21.74% 15	34.78% 24	69
D4 (Board 21): Signalize the Beechmont and Linwood intersection	13.43% 9	17.91% 12	28.36% 19	35.82% 24	4.48% 3	67

Note: Ten comments were received addressing the proposed Eastern Avenue to SR 125/Beechmont ramp closure noted in Concepts D3 and D4. These concepts have been grouped together and are presented in a chart following comments made that are specific to the individual D3 and D4 concepts.

COMMENTS and RESPONSES FOR CONCEPT D3:

Construct a roundabout at the Beechmont and Linwood intersection

NO.	COMMENT	RESPONSE
1	D3 - Would be chaotic.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
2	D3 - Close road south of 50 connection to Linwood!!	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

NO.	COMMENT	RESPONSE
3	D3, D4 - Too expensive for improvement gain	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
4	I like the D3 roundabout option and agree with what it will achieve, but it seems like disappointed [sic] that the cost is so much more than the signalized interchange option.	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
5	D3 - To me, installing a roundabout would create bigger problems and slow traffic even more.	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
6	Like D5 & D3 combination.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

**COMMENTS and RESPONSES FOR CONCEPT D4:
Signalize the Beechmont and Linwood intersection**

NO.	COMMENT	RESPONSE
1	D4 is the better option but still not ideal.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
2	D4 - If it's not as long as turning left on Eastern from Linwood. Very long red now!	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
3	D3, D4 - Too expensive for improvement gain	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

COMMENTS and RESPONSES FOR COMMENTS REGARDING THE EASTERN AVENUE TO SR 125/BEECHMONT RAMP CLOSURE PROPOSED IN CONCEPTS D3 AND D4:

NO.	COMMENT	RESPONSE
1	D3 - yes close the ramp!	Thank you for your comment. After reviewing public comment and further Advisory Committee discussions, it was determined that there will be no recommendation to move forward with closing the ramp at this time. The intersection improvements shown in D3 and D4 could be advanced in the future without closing the ramp, if desired.
2	<p><i>Received via email:</i></p> <p>I had a question as to why the proposal to close the Eastern Avenue on Ramp to Beechmont Avenue has been put forth? I have no opinion either way as of yet, but as someone who frequently uses it would like to know why this has been proposed. Thank you!</p>	<p><i>Response sent via email:</i></p> <p>I wanted to let you know that we received your email. I'm forwarding it on to one of our team members who will be able to provide you with more detail and will get back with you soon on a response!</p> <p>Talk more with you then, Laura Whitman Eastern Corridor Communications Team</p> <p><i>Follow-up Response sent:</i></p> <p>I've heard back from the project team and wanted to share the following with you . . . Like you, a number of people have asked why closing the ramp that connects Eastern to Beechmont has been suggested. The reason is that the existing design of the ramp presents a challenge for drivers - drivers going up the ramp from Eastern cannot see vehicles coming down the ramp from Columbia Parkway (and vice versa). Also, there is very little space available for vehicles from both Eastern and Columbia Parkway to merge together while on the ramp. These challenges present safety concerns for all involved. That said, planners recognize that this ramp is currently the most direct access from Eastern to Beechmont. Therefore, the ramp would be closed only if an alternate access route is put in place. Several such alternatives have been developed and are now out for public review. Illustrations of these concepts are shown with the Oct. 24 & 25 Open House meeting materials on the Segments II and III Public Involvement page - see concepts D3, D4 and D6 on Boards 21 and 22.)</p> <p>At this point, these alternatives - including the proposed ramp closure - are concepts only and have not yet been approved, nor has any construction money been identified. Public review of these concepts is an important part of the project development process and your feedback is critical as planners determine how or even if these concepts should be advanced for further development.</p>

NO.	COMMENT	RESPONSE
		<p>I hope this information is helpful. Please let me know if you have further questions or comments.</p> <p>Sincerely, Laura</p> <p><i>Additional ODOT response:</i> After reviewing public comment and further Advisory Committee discussions, it was determined that there will be no recommendation to move forward with closing the ramp at this time. The intersection improvements shown in D3 and D4 could be advanced in the future without closing the ramp, if desired.</p>
3	<p><i>Received via email prior to the Oct. 24 & 25 meetings:</i></p> <p>Closing the ramp from Eastern Avenue would eliminate the closest entrance to Eastbound Columbia Parkway from Historic Linwood. This is not only inconvenient, it will also create immense congestion on Wooster Pike heading East to the only other near by entrance to Columbia Parkway East. This affect not only the residents along Wooster, but the commuters in the area, and the bus depot employees. While that entrance is not well designed, closing it is not the solution.</p> <p><i>Follow-up email received:</i></p> <p>I realized that my comments had stated that it was the entrance onto US 50 Columbia Parkway not Beechmont. My comment is the same that it is a terrible idea, but as it related to Beechmont. The only other way to get on from there is a nearly impossible during rush hour left hand turn on to Linwood.</p> <p>It seems as if someone who has never driven the proposed closure, or the detour came up with this idea. Please consider fixing the entrance rather than closing it and making traffic elsewhere worse.</p> <p>We will try to stop by tonight, but as I work up North and don't get home until after 6, we may not make it.</p>	<p><i>Response sent via email on 10/25:</i></p> <p>Thank you for taking the time to send your comments. I have documented them in our public comment record and will share them with the project planning team. All feedback received will be reviewed and considered by the team as its work to develop final recommendations for improvements in this area.</p> <p>Related, we are having an open house at the RG Cribbet Center (5903 Hawthorne Ave) in Fairfax this evening at which concepts for traffic flow improvements in the Linwood/Eastern Interchange area will be shared for public review. You are welcome to come any time between 5pm and 7pm to review the concepts, meet project planners, and share your thoughts.</p> <p>If you have any additional questions or comments, please let me know.</p> <p>Sincerely, Laura Whitman, Eastern Corridor Communications Team</p> <p><i>Follow-up response sent:</i></p> <p>No problem - I knew what you were talking about as we've received a few comments about that connection.</p> <p>I do hope you can come to the meeting, but understand about timing. Concepts being shared at the meetings are now posted online (http://easterncorridor.org/projects/red-bank-to-i275-sr32-segments-ii-and-iii/involvement/) and you can review them there as well. Go to the first section for the Segments II and III Open Houses Oct. 24 & 25, scroll down the Linwood/Eastern Interchange focus area and look at boards 19 through 22. You lose the</p>

NO.	COMMENT	RESPONSE
		<p>opportunity for one-to-one discussion by looking at these online, but if you can't make it to the meeting, it's at least a chance to still see what's being proposed - and you can always send any questions to us.</p> <p>Have a good day, Laura</p> <p><i>Additional ODOT response:</i> Thank you for your comments. A number of people have asked why closing the ramp that connects Eastern to Beechmont has been suggested. The reason is that the existing design of the ramp presents a challenge for drivers - drivers going up the ramp from Eastern cannot see vehicles coming down the ramp from Columbia Parkway (and vice versa). Also, there is very little space available for vehicles from both Eastern and Columbia Parkway to merge together while on the ramp. These challenges present safety concerns for all involved. That said, planners recognize that this ramp is currently the most direct access from Eastern to Beechmont. Therefore, the ramp would be closed only if an alternate access route is put in place. Public review is an important part of the project development process and your feedback is critical as planners determine how or even if these concepts should be advanced for further development. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>After reviewing public comment and further Advisory Committee discussions, it was determined that there will be no recommendation to move forward with closing the ramp at this time. The intersection improvements shown in D3 and D4 could be advanced in the future without closing the ramp, if desired.</p>
4	<p><i>Received via email:</i></p> <p>With such limited access points to and from Eastern Avenue, it concerns me that the closure of this ramp would increase traffic and travel times for people wanting travel on the Beechmont Levee. Will alternative configurations be considered for access to the levee from points between Airport Road and the on Ramp to 50 if this is closed? Also this is likely to load additional traffic onto Wooster Road and 50 in Fairfax which is extremely problematic at this time anyway. What are</p>	<p><i>Response sent via email:</i></p> <p>Thank you for your comments - we appreciate you taking the time to send them in and will make sure to share them with the project planners.</p> <p>A number of people have asked why closing the ramp that connects Eastern to Beechmont has been suggested. The reason is that the existing design of the ramp presents a challenge for drivers - drivers going up the ramp from Eastern cannot see vehicles coming down the ramp from Columbia Parkway (and vice versa). Also, there is very little space available for vehicles from both Eastern and Columbia Parkway to merge together while on the</p>

NO.	COMMENT	RESPONSE
	the alternatives for access to/from Eastern Avenue in this area.	<p>ramp. These challenges present safety concerns for all involved. That said, planners do recognize that this ramp is currently the most direct access from Eastern to Beechmont. Therefore, the ramp would be closed only if an alternate access route is put in place. To your question, several such alternatives have been developed and are now out for public review. Illustrations of these concepts are shown with the Oct. 24 & 25 Open House meeting materials on the Segments II and III Public Involvement page - see concepts D3, D4 and D6 on Boards 21 and 22.)</p> <p>At this point, these alternatives - including the ramp closure - are concepts only and have not yet been approved, nor has any construction money been identified. Public review of these concepts is an important part of the project development process and your feedback is critical as planners determine how or even if these concepts should be advanced for further development.</p> <p>I hope this information is helpful. Please let me know if you have further questions.</p> <p>Sincerely, Laura Whitman Eastern Corridor Communications Team</p> <p><i>Additional ODOT response:</i> After reviewing public comment and further Advisory Committee discussions, it was determined that there will be no recommendation to move forward with closing the ramp at this time. The intersection improvements shown in D3 and D4 could be advanced in the future without closing the ramp, if desired.</p>
5	Do not close Eastern Ave on-ramp to Beechmont. Traffic counts and accident data don't support closing and improvements aren't dependent	<p>Thank you for your comments. A number of people have asked why closing the ramp that connects Eastern to Beechmont has been suggested. The reason is that the existing design of the ramp presents a challenge for drivers - drivers going up the ramp from Eastern cannot see vehicles coming down the ramp from Columbia Parkway (and vice versa). Also, there is very little space available for vehicles from both Eastern and Columbia Parkway to merge together while on the ramp. These challenges present safety concerns for all involved. That said, planners recognize that this ramp is currently the most direct access from Eastern to Beechmont. Therefore, the ramp would be closed only if an alternate access route is put in place. Public review is an important part of the project development process and your feedback is critical as planners determine how or even if these concepts should be advanced for further development. Your input is appreciated and will be</p>

NO.	COMMENT	RESPONSE
		<p>taken into consideration as we evaluate the options and develop our recommendations.</p> <p>After reviewing public comment and further Advisory Committee discussions, it was determined that there will be no recommendation to move forward with closing the ramp at this time. The intersection improvements shown in D3 and D4 could be advanced in the future without closing the ramp, if desired.</p>
6	<p><i>Received via email:</i></p> <p>This closure closes off the neighborhood from the rest of downtown Cincinnati. It is a major inconvenience for myself, friends and family. They will not come to Cincinnati as frequently this causing a decline in all tourism dollars across the board.</p> <p><i>Follow up message received:</i></p> <p>I misread the diagram and now understand it is hypothetical at this time until funding is secured. However, if it comes up closing the exit to Columbia parkway would be disastrous.</p> <p>The exit ramp from Eastern Avenue onto Beechwood should remain open to ensure optimum traffic flow. A traffic circle would cause even more back and confusion for travelers.</p>	<p><i>Response sent on 10/29:</i></p> <p>Thank you for sending in your comments. However, I wanted to confirm which ramp you are referencing in your comment. The subject line says Columbia Parkway Exit Closure, however, I'm not sure specifically which you are referring to. Can you please clarify? Then, I will be sure to share your comments with the planning team.</p> <p>Thank you very much,</p> <p>Laura Whitman Easter Corridor Communications Team</p> <p><i>Additional ODOT Response:</i></p> <p>Thank you for your comments. A number of people have asked why closing the ramp that connects Eastern to Beechmont has been suggested. The reason is that the existing design of the ramp presents a challenge for drivers - drivers going up the ramp from Eastern cannot see vehicles coming down the ramp from Columbia Parkway (and vice versa). Also, there is very little space available for vehicles from both Eastern and Columbia Parkway to merge together while on the ramp. These challenges present safety concerns for all involved. That said, planners recognize that this ramp is currently the most direct access from Eastern to Beechmont. Therefore, the ramp would be closed only if an alternate access route is put in place. Public review is an important part of the project development process and your feedback is critical as planners determine how or even if these concepts should be advanced for further development. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>After reviewing public comment and further Advisory Committee discussions, it was determined that there will be no recommendation to move forward with closing the ramp at this time. The intersection improvements shown in D3 and D4 could be advanced in the future without closing the ramp, if desired.</p>

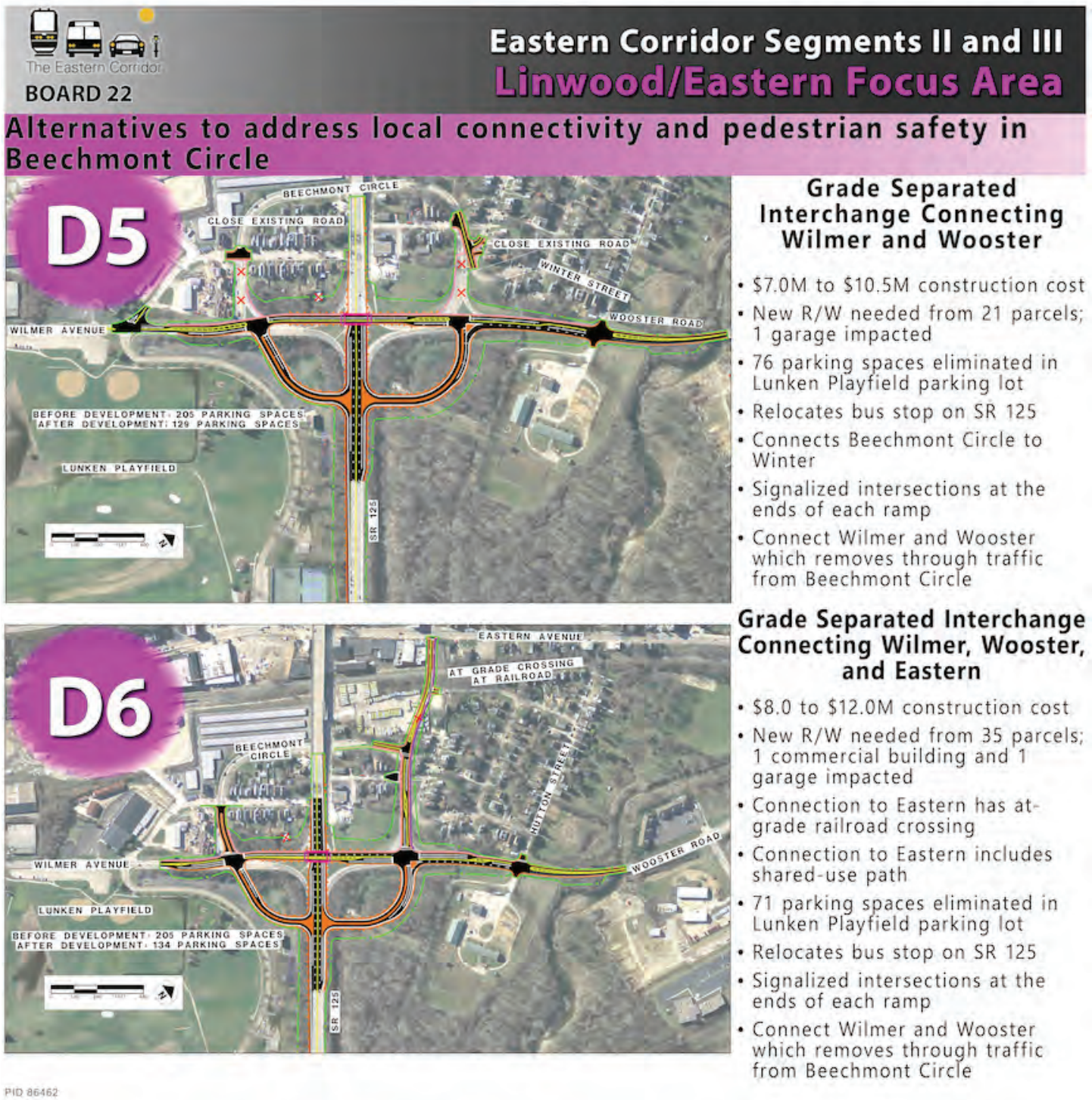
NO.	COMMENT	RESPONSE
7	As the Linwood/East end begins to revitalize, this access ramp is going to be imperative to allow residents of Newtown, Anderson, etc. easy access to and from the area.	<p>Thank you for your comment. A number of people have asked why closing the ramp that connects Eastern to Beechmont has been suggested. The reason is that the existing design of the ramp presents a challenge for drivers - drivers going up the ramp from Eastern cannot see vehicles coming down the ramp from Columbia Parkway (and vice versa). Also, there is very little space available for vehicles from both Eastern and Columbia Parkway to merge together while on the ramp. These challenges present safety concerns for all involved. That said, planners recognize that this ramp is currently the most direct access from Eastern to Beechmont. Therefore, the ramp would be closed only if an alternate access route is put in place. Public review is an important part of the project development process and your feedback is critical as planners determine how or even if these concepts should be advanced for further development. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>After reviewing public comment and further Advisory Committee discussions, it was determined that there will be no recommendation to move forward with closing the ramp at this time. The intersection improvements shown in D3 and D4 could be advanced in the future without closing the ramp, if desired.</p>
8	Please do not close this ramp we travel this three times a week to pick my sister up for church. We travel down from West Chester exit Red Bank get off on Eastern Ave. go on this ramp up Beechmont to her apt in Mt. Washington 3x a week.... please do not do this we've been area residents of Eastern Ave. most of our lives and consider this a valuable access ramp to Beechmont Levee.	<p>Thank you for your comments. A number of people have asked why closing the ramp that connects Eastern to Beechmont has been suggested. The reason is that the existing design of the ramp presents a challenge for drivers - drivers going up the ramp from Eastern cannot see vehicles coming down the ramp from Columbia Parkway (and vice versa). Also, there is very little space available for vehicles from both Eastern and Columbia Parkway to merge together while on the ramp. These challenges present safety concerns for all involved. That said, planners recognize that this ramp is currently the most direct access from Eastern to Beechmont. Therefore, the ramp would be closed only if an alternate access route is put in place. Public review is an important part of the project development process and your feedback is critical as planners determine how or even if these concepts should be advanced for further development. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>After reviewing public comment and further Advisory Committee discussions, it was determined that there will be no recommendation to move forward with closing the ramp at this time. The intersection improvements</p>

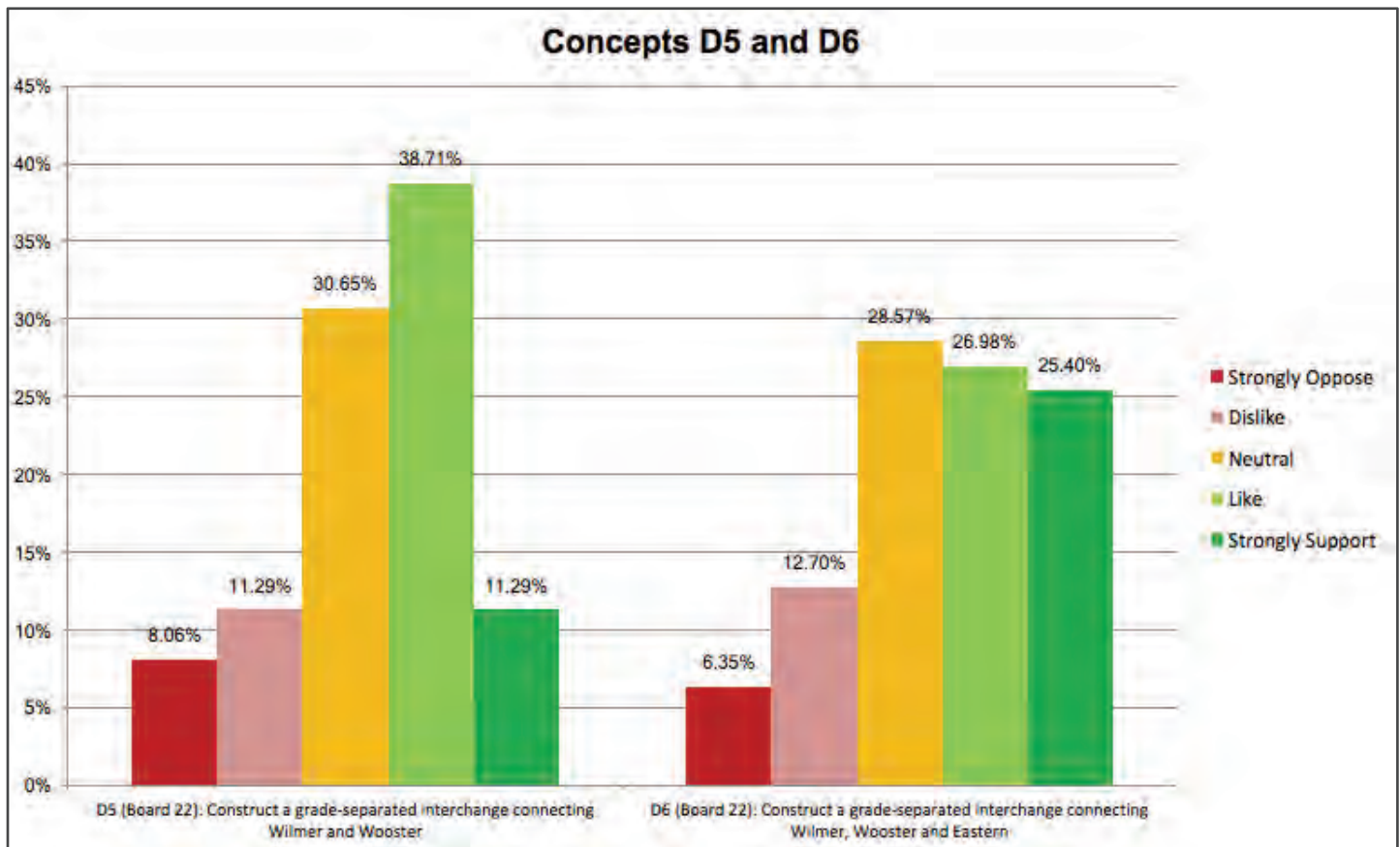
NO.	COMMENT	RESPONSE
		shown in D3 and D4 could be advanced in the future without closing the ramp, if desired.
9	I live on Eastern Ave and use this on ramp multiple times a week to get to Beechmont. It would be a mistake to close this. The other way I would have to go to get on Beechmont is turn left at the bottom of Linwood Ave hill. This is a very dangerous place to turn left on and at times is almost impossible with the heavy traffic flow coming down Linwood and coming from Beechmont. I was recently almost involved in a car accident there from someone Pulling out in front of me making a left turn as I was trying to turn right to go to Eastern. There are already quite a few wrecks there and closing the on ramp from eastern would not be a wise choice. Not only do a lot of cars use it but school buses as well. Please for safety reasons leave it open!	<p>Thank you for your comments. A number of people have asked why closing the ramp that connects Eastern to Beechmont has been suggested. The reason is that the existing design of the ramp presents a challenge for drivers - drivers going up the ramp from Eastern cannot see vehicles coming down the ramp from Columbia Parkway (and vice versa). Also, there is very little space available for vehicles from both Eastern and Columbia Parkway to merge together while on the ramp. These challenges present safety concerns for all involved. That said, planners recognize that this ramp is currently the most direct access from Eastern to Beechmont. Therefore, the ramp would be closed only if an alternate access route is put in place. Public review is an important part of the project development process and your feedback is critical as planners determine how or even if these concepts should be advanced for further development. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>After reviewing public comment and further Advisory Committee discussions, it was determined that there will be no recommendation to move forward with closing the ramp at this time. The intersection improvements shown in D3 and D4 could be advanced in the future without closing the ramp, if desired.</p>
10	Please keep the Eastern Avenue on ramp to the Beechmont Levee as it is used regularly by us. Thank you.	<p>Thank you for your comments. A number of people have asked why closing the ramp that connects Eastern to Beechmont has been suggested. The reason is that the existing design of the ramp presents a challenge for drivers - drivers going up the ramp from Eastern cannot see vehicles coming down the ramp from Columbia Parkway (and vice versa). Also, there is very little space available for vehicles from both Eastern and Columbia Parkway to merge together while on the ramp. These challenges present safety concerns for all involved. That said, planners recognize that this ramp is currently the most direct access from Eastern to Beechmont. Therefore, the ramp would be closed only if an alternate access route is put in place. Public review is an important part of the project development process and your feedback is critical as planners determine how or even if these concepts should be advanced for further development. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>After reviewing public comment and further Advisory Committee discussions, it was determined that there will</p>

NO.	COMMENT	RESPONSE
		<p>be no recommendation to move forward with closing the ramp at this time. The intersection improvements shown in D3 and D4 could be advanced in the future without closing the ramp, if desired.</p>

LINWOOD/EASTERN AVENUE INTERCHANGE FOCUS AREA

CONCEPTS D5 and D6, BOARD 22





	STRONGLY OPPOSE	DISLIKE	NEUTRAL	LIKE	STRONGLY SUPPORT	TOTAL
D5 (Board 22): Construct a grade-separated interchange connecting Wilmer and Wooster	8.06% 5	11.29% 7	30.65% 19	38.71% 24	11.29% 7	62
D6 (Board 22): Construct a grade-separated interchange connecting Wilmer, Wooster and Eastern	6.35% 4	12.70% 8	28.57% 18	26.98% 17	25.40% 16	63

COMMENTS and RESPONSES FOR CONCEPT D5:

Construct a grade-separated interchange connecting Wilmer and Wooster

NO.	COMMENT	RESPONSE
1	Like D5 & D3 combination.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

COMMENTS and RESPONSES FOR CONCEPT D6:

Construct a grade-separated interchange connecting Wilmer, Wooster and Eastern

NO.	COMMENT	RESPONSE
1	D6 – I live here ask me why it would not be good. <i>[This respondent was strongly opposed to the concept.]</i>	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
2	Concept Number D6: I'm all in favor of improved pedestrian and bicycle access from Eastern Avenue to Armleder park!! However, I would like to see the connection between Wilmer/ Wooster and Eastern to be in a different location on Eastern. In this board #22 the plan is to go through my property's parking lot at 4785 Eastern Avenue; not only have I made a major financial investment in my property, 100 years old and has been in my family for that long. The building was the site of the Cincinnati Floor Company, a hardwood flooring business which built floors in national museums, businesses and residences. People still know the building as where that company operated. And many use it as a landmark. Parts of the building (the oldest parts) have been renovated using my own personal resources, keeping the historical nature of the building in mind, but repurposing its use-- currently it serves artists, musicians, a gallery and as a public or private event and performance space.	<p>Thank you for your comment. Your input is appreciated. Your comments and concerns will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>In response to the comments received and discussions of the Advisory Committee, a new alternative to bring a shared-use path across the SR 125 bridge over the railroad has been created. This would provide a path from Eastern Ave to Lunken Trail. If this connection across SR 125 proves to be viable, then it may be possible to eliminate the proposed connection on D6 from further consideration.</p>
3	D6 - Direct access to Eastern then Columbia Pkwy is nice	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
4	Option D6 - Connecting Wilmer with Wooster and Eastern is long overdue.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

OVERALL COMMENT and RESPONSE FOR BOARD 22:**Alternatives to local connectivity and pedestrian safety in Beechmont Circle**

NO.	COMMENT	RESPONSE
1	D5 and D6 do not address the southbound traffic on Wooster crossing Beechmont and then having to use light to go Eastbound on Beechmont. That is the heaviest traffic pattern. Need to re-engineer this solution. Also, removes recent re-construction of Wooster from Duck Creek to Beechmont Circle. 'doh!	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

LINWOOD/EASTERN AVENUE INTERCHANGE FOCUS AREA

GENERAL COMMENTS RECEIVED

GENERAL SHARED-USE/BIKE PATH COMMENTS RECEIVED FOR THE LINWOOD/EASTERN FOCUS AREA

NO.	COMMENT	RESPONSE
NO GENERAL SHARED-USE/BIKE PATH COMMENTS RECEIVED		

MISCELLANEOUS COMMENTS RECEIVED FOR THE LINWOOD/EASTERN FOCUS AREA

NO.	COMMENT	RESPONSE
1	All of these improvements are necessary. However, with each of these improvements, the Beechmont Levy becomes more like a freeway. The roundabout proposed for Linwood in Beechmont would calm traffic and create a gateway to Mt. Lookout, transitioning between the freeway and Linwood Avenue. However, nothing like that as planned on the Mount Washington side of the Levee. Currently, Beechmont Avenue through Mount Washington is over built, and traffic speeds far exceed the posted speeds. Something needs to be included on the Mount Washington side of the levee to transition from freeway to Beechmont Avenue.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
2	Congestion doesn't seem to be much of a problem in these areas. Better connections could be created but I don't believe these options should be highest priority.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
3	Continuing Linwood through private property to connect a spur to Beechmont is not a great idea and should be removed from the options. This seems like it will generate a lot more traffic through a quiet part of the city only in an effort to get more people from the distant suburbs across existing, established neighborhoods.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
4	It is unfortunate that the proposed series of 'D' options were not incorporated into the 2018 modifications to the east of Beechmont Circle towards Armleder, or	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

NO.	COMMENT	RESPONSE
	that the completed project was not put on hold until the Eastern Corridor options were explored. This seems like a complete lack of agency coordination and a waste of tax payer dollars.	
5	Need to close Church St. between 125 & Linwood. Like D5 & D3 combination.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
6	The above improvements to me appear to be expensive lipstick on a pig! Let them be as is.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

CONCEPT EVALUATIONS
And
COMMENTS RECEIVED

US 50/RED BANK INTERCHANGE FOCUS AREA

US 50/RED BANK INTERCHANGE FOCUS AREA CONCEPTS E1 and E2, BOARD 24

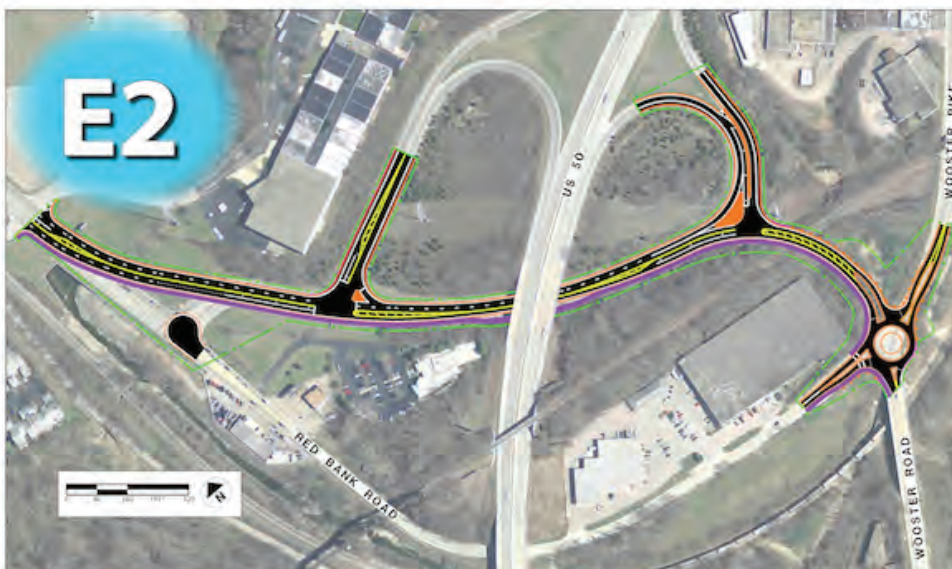
Eastern Corridor Segments II and III **US 50/Red Bank Focus Area**

Alternatives to address capacity issues and long queues at the Red Bank/Colbank intersection



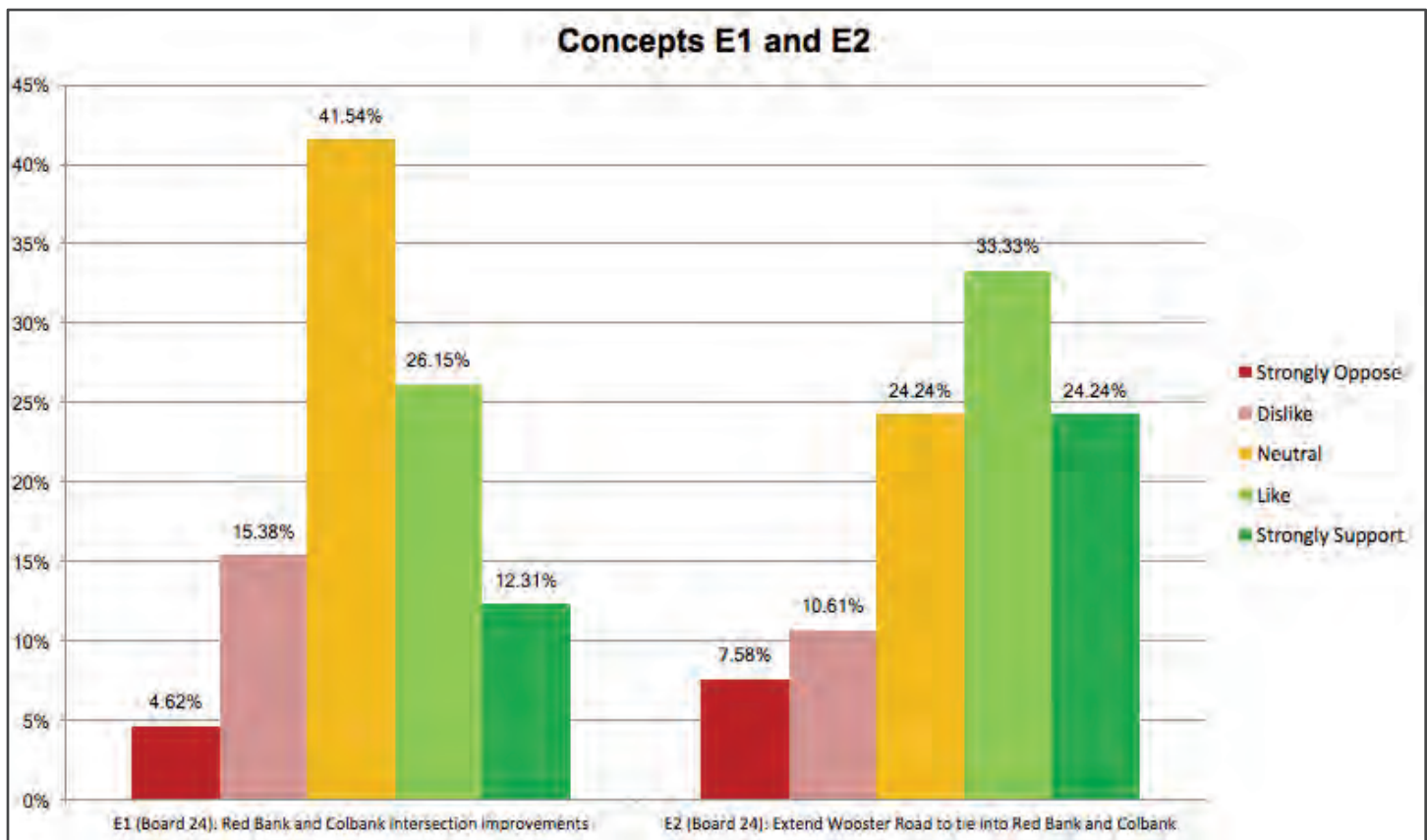
Red Bank and Colbank Intersection Improvements

- \$675,000 to \$1.0M construction cost
- New R/W needed from 2 parcels; no buildings impacted
- Reduces AM peak delay by approximately 75%; PM peak delay by approximately 40%
- New signal at ramps coordinated with existing signal to allow protected left turn onto US 50 westbound ramp



Extend Wooster to Tie Into Red Bank

- \$2.7M to \$4.1M construction cost
- New R/W needed from 5 parcels; no buildings impacted
- Reduces AM peak delay by approximately 75%; PM peak delay by approximately 45%
- Provides pedestrian and bicycle connectivity from Red Bank to Wooster
- Relocates signalized intersection to the end of the US 50 westbound ramps
- Requires removal of old railroad bed and embankment



	STRONGLY OPPOSE	DISLIKE	NEUTRAL	LIKE	STRONGLY SUPPORT	TOTAL
E1 (Board 24): Red Bank and Colbank intersection improvements	4.62% 3	15.38% 10	41.54% 27	26.15% 17	12.31% 8	65
E2 (Board 24): Extend Wooster Road to tie into Red Bank and Colbank	7.58% 5	10.61% 7	24.24% 16	33.33% 22	24.24% 16	66

COMMENTS and RESPONSES FOR CONCEPT E1: Red Bank and Colbank intersection improvements

NO.	COMMENT	RESPONSE
1	The E2 option seems like a lot of trouble to accomplish the same as E1 for a lot more money. E1 is the way to go.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

COMMENTS and RESPONSES FOR CONCEPT E2: Extend Wooster Road to tie into Red Bank and Colbank

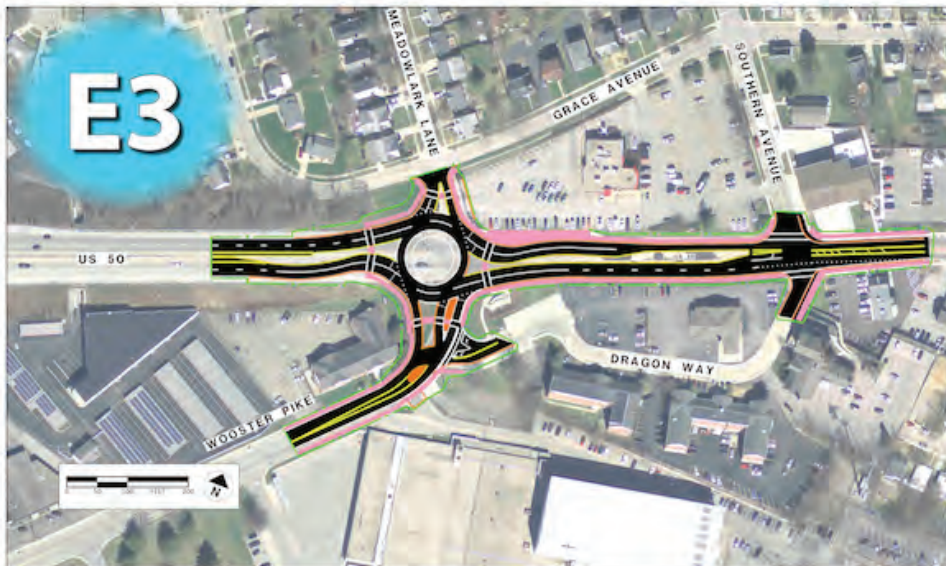
NO.	COMMENT	RESPONSE
1	E2 - Cul-de-sac on Red Bank Road?	Thank you for your comment. In this concept Wooster Road would extend directly to Red Bank at Woodland Road for all through-traffic. Businesses on existing Red

NO.	COMMENT	RESPONSE
		<p>Bank would access at the roundabout intersection near Hyde Park Lumber. Further development on this alternative would include discussions with impacted property owners to determine access concerns.</p> <p>Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p>
2	E2 - Would love to see the roundabout at Wooster Rd. & Wooster Pike have bike trail extended up Wooster Pike to connect US 50. I am building a restaurant, brewery & distillery at 3717 Jonlen Drive and would love to have people bike to our location	Thank you for your comment.
3	E2 - Traveling north on Red Bank -remove cul-de-sac. Allow access to businesses.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
4	I'm concerned about bicycle safety in E2. Redirecting the exit ramp down to Wooster Road would redirect more traffic and traffic moving at a higher speed down onto the road that is the main connector to the Ohio-to-Erie Trail and is safest way to get to the Ohio River Trail from this part of town. It would introduce a lot of complexity unless protected bike lanes were added from Wooster Pike/Wooster Road down through to Armleder Park. This only works with E5 which I'm sure was pointed out in the face-to-face meetings that I could not attend :)	<p>Thank you for your comments. The shared-use path proposed in this concept is one piece of a larger bicycle/pedestrian connectivity plan shown in concepts E6 and E7.</p> <p>Your comments are appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p>
5	The E2 option seems like a lot of trouble to accomplish the same as E1 for a lot more money. E1 is the way to go.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

US 50/RED BANK INTERCHANGE FOCUS AREA CONCEPTS E3 and E4, BOARD 25



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



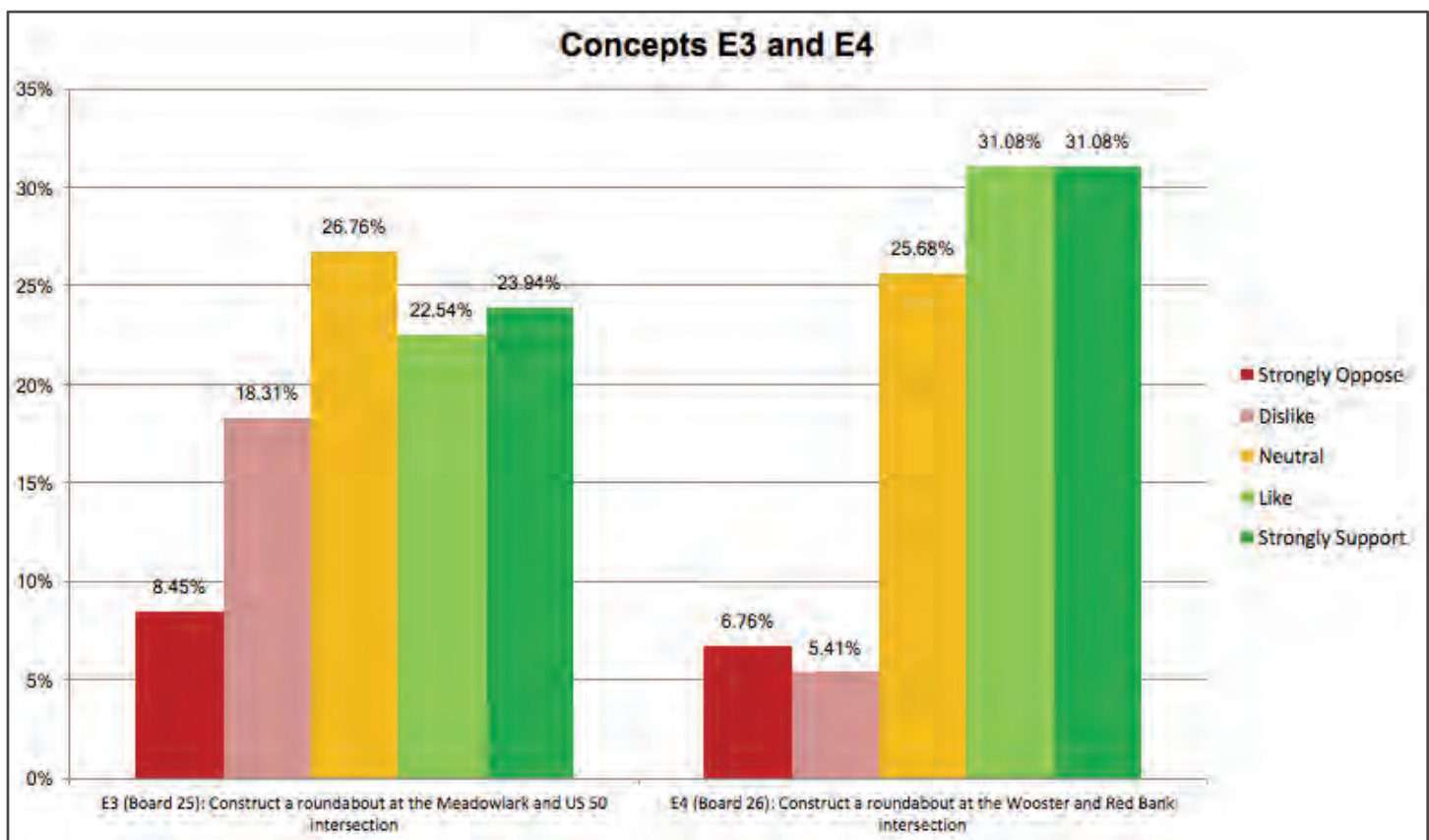
Roundabout at Meadowlark and US 50

- \$1.2M to \$1.8M construction cost
- New R/W needed from 3 parcels; no buildings impacted
- Reduces AM peak delay by approximately 35%; PM peak delay by approximately 60%
- Eliminates existing traffic signal
- Provides gateway to Fairfax business district
- Improves safety



Roundabout at Wooster and Red Bank

- \$1.2M to \$1.8M construction cost
- New R/W needed from 2 parcels; no buildings impacted
- No significant change in peak delay
- Eliminates existing traffic signal
- Improves safety
- Provides room to carry shared-use path across existing bridge



	STRONGLY OPPOSE	DISLIKE	NEUTRAL	LIKE	STRONGLY SUPPORT	TOTAL
E3 (Board 25): Construct a roundabout at the Meadowlark and US 50 intersection	8.45% 6	18.31% 13	26.76% 19	22.54% 16	23.94% 17	71
E4 (Board 26): Construct a roundabout at the Wooster and Red Bank intersection	6.76% 5	5.41% 4	25.68% 19	31.08% 23	31.08% 23	74

COMMENTS and RESPONSES FOR CONCEPT E3:

Construct a roundabout at the Meadowlark and US 50 intersection

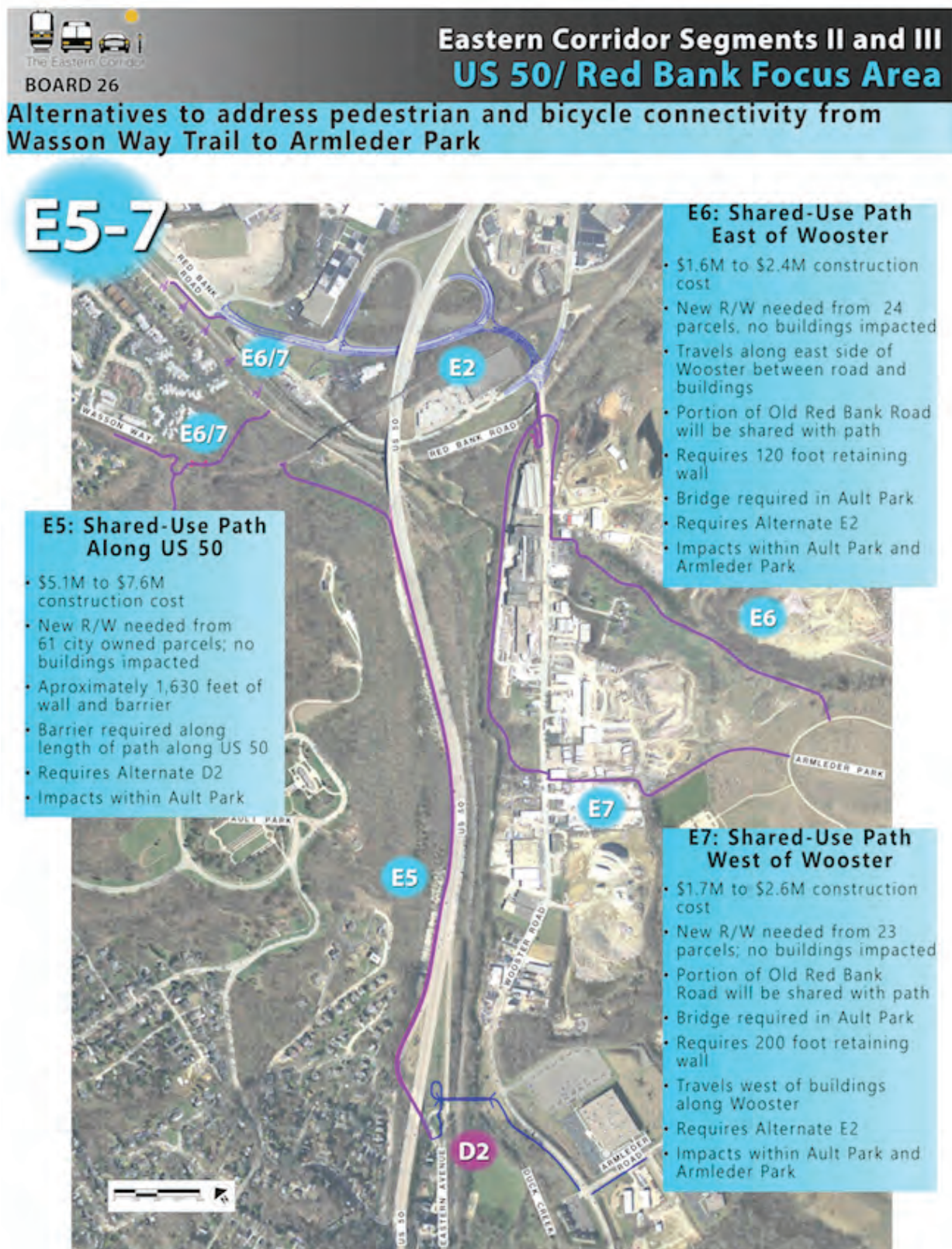
NO.	COMMENT	RESPONSE
1	E3 - potential for roundabout to 'lock up' if cars stack at light at Watterson. Also this involves widening part of Wooster to 2 lanes where it was just reduced to one a few years ago. Concerned about pedestrians crossing Wooster at the roundabout, especially bus commuters who use the adjacent parking lots.	<p>Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>When analyzing the roundabout, we evaluated the interaction with the Watterson intersection due to its proximity. The analysis indicates that eastbound queues from Watterson will not back up into the roundabout.</p>
2	E3 - if it really reduces delays	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

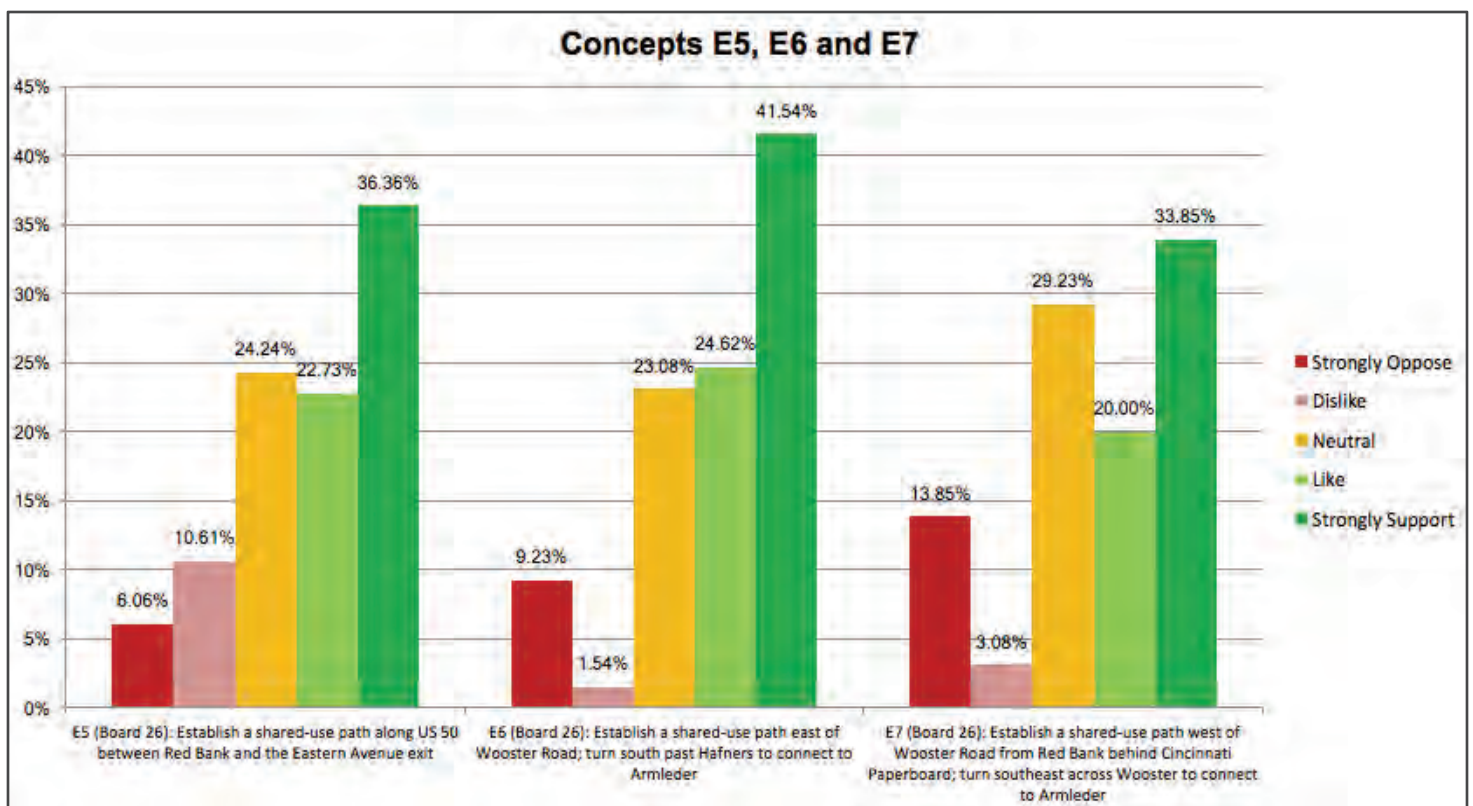
NO.	COMMENT	RESPONSE
3	E3 - this would be so much better!	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
4	I live in Fairfax behind the Frisch's and E3 seems to be the most cost-effective way to deal with a major traffic bottleneck at this time. If there isn't a plan to bypass Mariemont completely, this would at least ease some of the traffic as well as force people to slow down coming into the business district.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
5	E3 - for continuous traffic some sound dampening such as walls or trees would be wonderful for residents of Nightingale and Chickadee.	Thank you for your comment. Your suggestions are appreciated and we will share them with the Village of Fairfax for their future planning.
6	To put a roundabout at Meadowlark and Rt50 is a bad idea because traffic there is stopped 1/4 mile east bound during rush time. I think the problem further east, through Mariemont and Columbia Township. That needs to be fixed first.	<p>Thank you for your comments. Traffic modeling that has been completed for this concept shows that installing a roundabout at this location will help improve traffic flow through the area and reduce traffic back-ups being experienced today.</p> <p>Your suggestion regarding priorities is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p>
7	Leave traffic light but adjust timing. Roundabout will result in continuous traffic at 5/3rd bank exits and turning R or L be more difficult than it already is. When traffic light turns red, you get a break in traffic. *Increase Wooster Pike to 35 MPH in Fairfax.	<p>Thank you for your comment. Your suggestions are appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>A signal timing study was conducted for the US 50 corridor from Meadowlark Road to Newtown Road to coordinate the signals along the US 50 corridor and help with the progression of traffic. This retiming effort resulted in a 10% reduction in travel time and a 30% reduction in delay along US 50.</p>

**COMMENTS and RESPONSES FOR CONCEPT E4:
Construct a roundabout at the Wooster and Red Bank intersection**

NO.	COMMENT	RESPONSE
1	E4 - if it improves visibility coming from Red Bank	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
2	E4 doesn't seem to accomplish anything despite costing time/money to construct.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

US 50/RED BANK INTERCHANGE FOCUS AREA CONCEPTS E5, E6 and E7, BOARD 26





	STRONGLY OPPOSE	DISLIKE	NEUTRAL	LIKE	STRONGLY SUPPORT	TOTAL
E5 (Board 26): Establish a shared-use path along US 50 between Red Bank and the Eastern Avenue exit	6.06% 4	10.61% 7	24.24% 16	22.73% 15	36.36% 24	66
E6 (Board 26): Establish a shared-use path east of Wooster Road; turn south past Hafners to connect to Armleder	9.23% 6	1.54% 1	23.08% 15	24.62% 16	41.54% 27	65
E7 (Board 26): Establish a shared-use path west of Wooster Road from Red Bank behind Cincinnati Paperboard; turn southeast across Wooster to connect to Armleder	13.85% 9	3.08% 2	29.23% 19	20.00% 13	33.85% 22	65

Comments referring to multiple concepts or comparing concepts to each other have been grouped together and are presented in a chart following comments specific to concepts E5, E6 and E7 individually.

COMMENTS and RESPONSES FOR CONCEPT E5:

Establish a shared-use path along US 50 between Red Bank and the Eastern Avenue exit

NO.	COMMENT	RESPONSE
1	E5 - Like keeping shared-use path near/ in Ault Park- safer, healthier and more scenic. Would be great to incorporate with ped. RR former trestle.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
2	E5 seems like a disaster as far as costs are concerned. As difficult as it is to get any funding for bicycle-dedicated work in this city, I just cannot imagine it would get done if it was selected.	Thank you for your comment; your input is appreciated.

NO.	COMMENT	RESPONSE
-----	---------	----------

COMMENTS and RESPONSES FOR CONCEPT E6

Establish a shared-use path east of Wooster Road; turn south past Hafners to connect to Armleder

NO.	COMMENT	RESPONSE
-----	---------	----------

NO E6-ONLY COMMENTS RECEIVED

COMMENTS and RESPONSES FOR CONCEPT E7:

Establish a shared-use path west of Wooster Road from Red Bank behind Cincinnati Paperboard; turn southeast across Wooster to connect to Armleder

NO.	COMMENT	RESPONSE
-----	---------	----------

- | | | |
|---|--|--|
| 1 | The E7 trail would be along the pond at Armleder and increased traffic there would disturb wildlife and birds that nest there/use the pond | Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations. |
|---|--|--|

COMMENTS and RESPONSES FOR COMMENTS THAT COMPARE CONCEPTS E5, E6, AND E7:

NO.	COMMENT	RESPONSE
-----	---------	----------

- | | | |
|---|--|---|
| 1 | E5-E6-E7 - See comments about shared-use paths on page 3 <i>[Respondent shared a general comment about all of the shared-use path options: while I am not opposed to adding these at some point, there is a much greater need to alleviate the vehicle traffic and those issues need to be addressed first].</i> | Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations. |
| 2 | On E5 (Board 26), I don't want to be biking next to cars and inhaling smog, would MUCH prefer E6 where you are riding along trees and away from cars | Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations. |
| 3 | Prefer E6 or E7 over E5 – cheaper. | Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations. |
| 4 | Other route options (E6, E7) put pedestrian/ bicyclist right next to industrial sites with heavy air contaminants and truck traffic. | Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations. |

NO.	COMMENT	RESPONSE
5	<p>E6 and E7 make the most sense to me and hopefully E2 isn't selected which would ruin those as options. E6 and E7 provide the best connections to the other trails like Wasson Way and the Ohio River Trail and would be the most cost-effective ways of making those connections. I'd knock on doors to convince people to get E6 or E7 done as that stretch of Wooster Road is the most dangerous stretch for me until I've almost arrived at my work on Glenway Ave.</p>	<p>Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p>

US 50/RED BANK INTERCHANGE FOCUS AREA

GENERAL COMMENTS RECEIVED

GENERAL SHARED-USE/BIKE PATH COMMENTS FOR THE US 50/RED BANK INTERCHANGE FOCUS AREA

NO.	COMMENT	RESPONSE
1	Creating shared use paths to support biking and walking as well as roundabouts for efficiency should be a high priority.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
2	I don't have much perspective on traffic congestion in these areas. I also don't believe these bicycle connections are linking people to desirable places. I would enjoy the bike paths but feel that should be less of a priority than direct people, place connections.	<p>Thank you for your comments. The shared-use paths proposed in these concepts are each pieces that can fit into a larger, regional bicycle/pedestrian connectivity plan. Due to funding limitations, however, complete connectivity cannot be constructed all at once and therefore needs to be completed in segments, such as those that have been proposed as part of this study.</p> <p>Your comments are appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p>
3	I hope that any and all shared use paths that can be constructed, are constructed.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
4	To connect Wasson Way Trail, let's preserve the old trestle over Red Bank Road and US 50. Just past the overpass on Wooster Road provide a ramp and shared use path along Wooster to join with existing E6 route. The trestle can be made safe for bicycle and pedestrian use with proper safety fence and bracing to allow wider path.	Thank you for your comment. Your suggestions are appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

MISCELLANEOUS COMMENTS FOR THE US 50/RED BANK INTERCHANGE FOCUS AREA

NO.	COMMENT	RESPONSE
1	None of the above will improve the overall flow of traffic in the eastern corridor flow directions. Expensive will <i>[sic]</i> little benefit.	Thank you for your comment; your input is appreciated.
2	The real solution to the traffic problems from Red Bank Rd through Newtown was already nixed. The rest of what is proposed are 1/2 measures and window dressing.	Thank you for your comment; your input is appreciated.

CONCEPT EVALUATIONS
And
COMMENTS RECEIVED

US 50 CORRIDOR FOCUS AREA

US 50 CORRIDOR FOCUS AREA CONCEPTS F1 and F2, BOARD 28



Eastern Corridor Segments II and III **US 50 Corridor Focus Area**

Alternatives to improve sight distance and enhance pedestrian safety in Mariemont Square



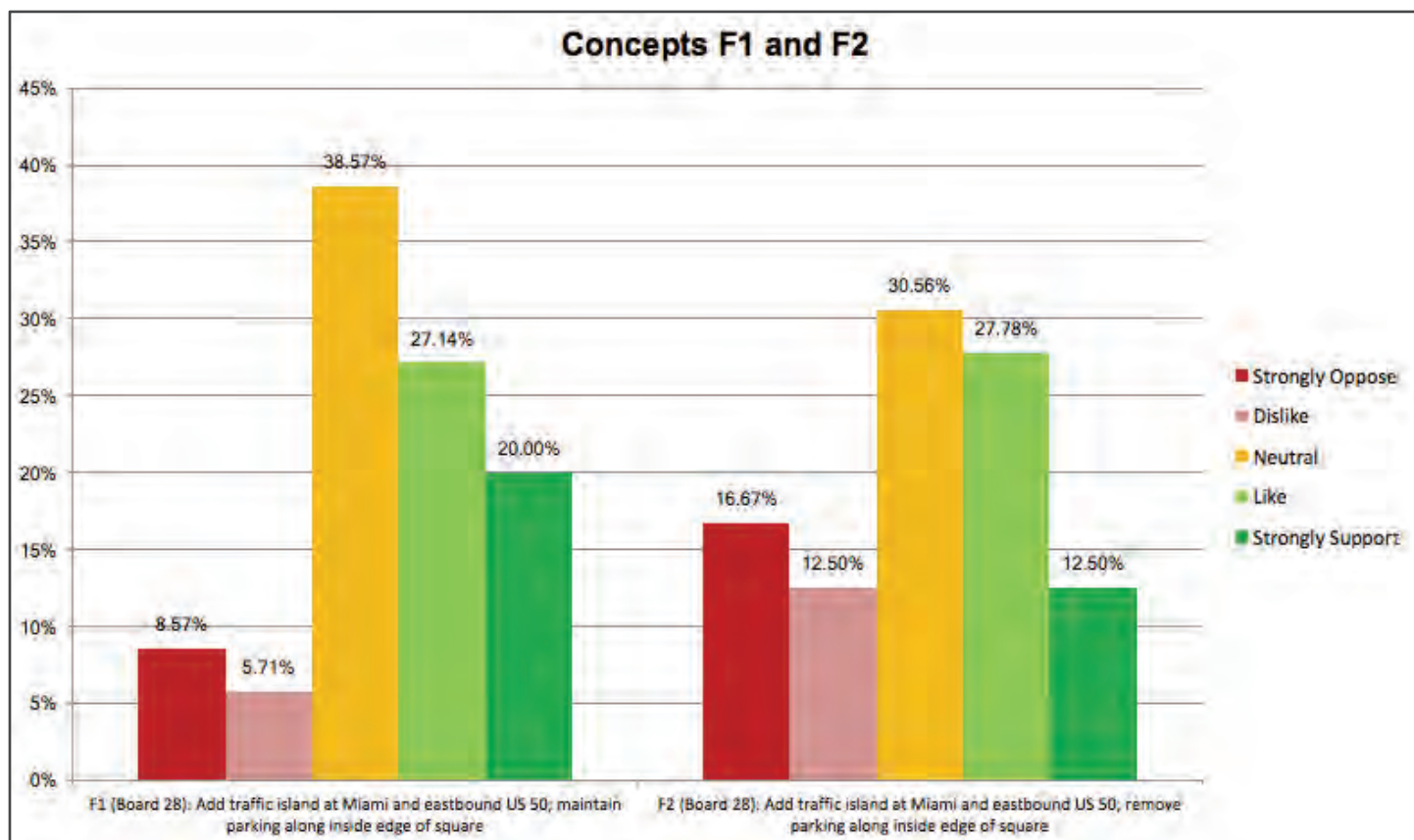
Maintain Parking Along Inside Edge of Square

- \$35,000 construction cost
- No new R/W required
- 2 parking spaces removed along south side of US 50
- Provide better sight distance for drivers approaching square from Miami and Crystal Springs
- Provide shorter crosswalk across US 50 eastbound
- Project within National Historic Landmark



Remove Parking Along Inside Edge of Square

- \$45,000 construction cost
- No new R/W required
- Replace parking with additional landscaped area along inside edge of square
- 5 parking spaces removed (3 along inside edge of square and 2 along south side of US 50)
- Provide better sight distance for drivers approaching square from Miami and Crystal Springs
- Provide shorter crosswalk across US 50 eastbound
- Project within National Historic Landmark



	STRONGLY OPPOSE	DISLIKE	NEUTRAL	LIKE	STRONGLY SUPPORT	TOTAL
F1 (Board 28): Add traffic island at Miami and eastbound US 50; maintain parking along inside edge of square	8.57% 6	5.71% 4	38.57% 27	27.14% 19	20.00% 14	70
F2 (Board 28): Add traffic island at Miami and eastbound US 50; remove parking along inside edge of square	16.67% 12	12.50% 9	30.56% 22	27.78% 20	12.50% 9	72

COMMENTS and RESPONSES FOR CONCEPT F1:

Add traffic island at Miami and eastbound US 50; maintain parking along inside edge of square

NO.	COMMENT	RESPONSE
1	F1 and F2 - while the amounts are small, I just don't see these as needed improvements.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
2	F1 - An island does not need to be added to Miami, one is there and is sufficient and a bigger island would have pedestrians ignore the lights. Parking must be maintained on the square for businesses.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.


NO.	COMMENT	RESPONSE
3	I run through Mariemont often and there just is no reason for F1 or F2 to be done as I've never felt unsafe on the streets or sidewalks there.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

COMMENTS and RESPONSES FOR CONCEPT F2:

Add traffic island at Miami and eastbound US 50; remove parking along inside edge of square

NO.	COMMENT	RESPONSE
1	F1 and F2 - While the amounts are small, I just don't see these as needed improvements.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
2	F2 - Strongly disagree with two lanes going into Mariemont between Petoskey and East St. since traffic slows down now to move into the one lane and makes it possible for cars exiting from the south of the pike to enter the pike, two lanes, even with a proposed decrease in speed will not occur without slowing down to merge. The island on Madisonville Road by the Inn should be decreased since two large SUV's side by side at the light are too tight. You need a right turn lane on Wooster at Watterson and arrows in the middle lane of Fairfax on the bricks so cars know they can drive on it if they are making a turn and not stop all of the traffic to turn left into businesses going westbound. Mariemont Square does not need to be changed except for the Island by the Inn, decreased in size.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations. Subsequent to the public meetings in October, the Mariemont Planning Commission voted in January 2019 to not approve maintaining two travel lanes in each direction on US 50 between East Street and Petosky Avenue. Therefore, the proposed lane modification will not be taking place in conjunction with the proposed resurfacing work (PID 101309) in 2019 (see F6).
3	I run through Mariemont often and there just is no reason for F1 or F2 to be done as I've never felt unsafe on the streets or sidewalks there.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

US 50 CORRIDOR FOCUS AREA CONCEPTS F3, F4 and F5, BOARD 29




The Eastern Corridor
BOARD 29

Eastern Corridor Segments II and III

US 50 Corridor Focus Area

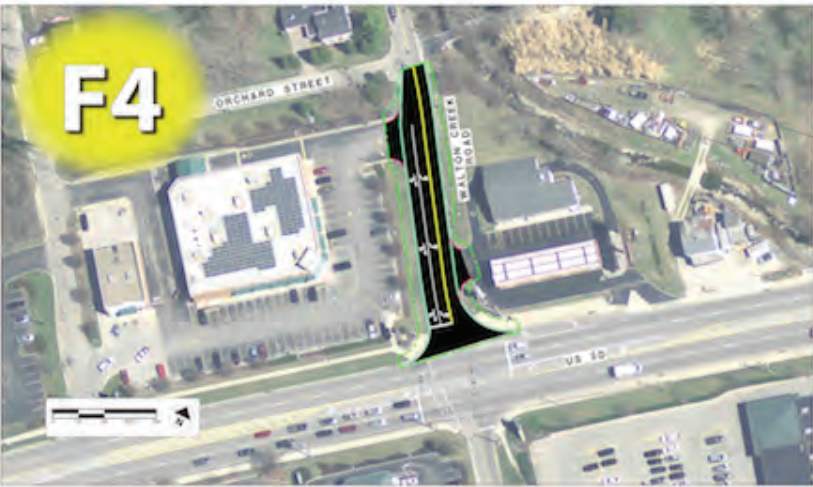
F3



Right Turn Lane Extension By Parking Restriction at Watterson and US 50 Intersection

- \$15,000 construction cost
- No new R/W required
- Parking restriction from 4 PM to 6 PM only
- Reduces SB approach PM delays by approximately 30%


F4



Extend Southbound Left Turn Lane at Walton Creek and US 50 Intersection

- \$100,000 construction cost
- New R/W needed from 6 parcels; no buildings impacted
- Improves traffic operations by reducing left turn queue from blocking adjacent lane

F5

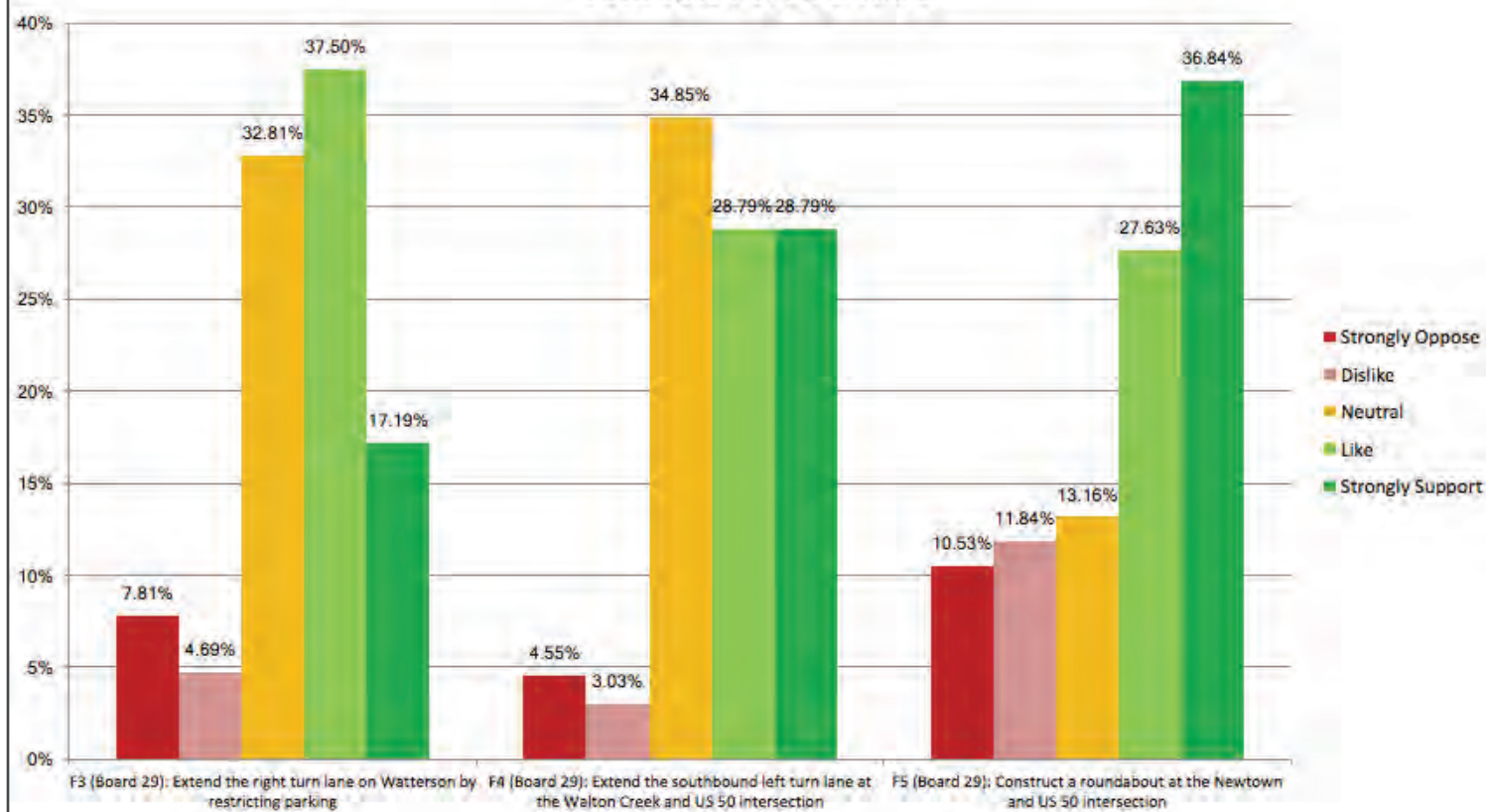


Roundabout at Newtown and US 50 Intersection

- \$1.4M to \$2.2M construction cost
- New R/W needed from 5 parcels; no buildings impacted
- Reduce AM peak delay by approximately 80%; PM peak delay by approximately 50%
- Improves safety
- Eliminate existing traffic signal
- Requires one retaining wall

PID B6462

Concepts F3, F4 and F5



	STRONGLY OPPOSE	DISLIKE	NEUTRAL	LIKE	STRONGLY SUPPORT	TOTAL
F3 (Board 29): Extend the right turn lane on Watterson by restricting parking	7.81% 5	4.69% 3	32.81% 21	37.50% 24	17.19% 11	64
F4 (Board 29): Extend the southbound left turn lane at the Walton Creek and US 50 intersection	4.55% 3	3.03% 2	34.85% 23	28.79% 19	28.79% 19	66
F5 (Board 29): Construct a roundabout at the Newtown and US 50 intersection	10.53% 8	11.84% 9	13.16% 10	27.63% 21	36.84% 28	76

COMMENTS and RESPONSES FOR CONCEPT F3:

Extend the right turn lane on Watterson by restricting parking

NO.	COMMENT	RESPONSE
	NO COMMENTS RECEIVED	

COMMENTS and RESPONSES FOR CONCEPT F4:

Extend the southbound left turn lane at the Walton Creek and US 50 intersection

NO.	COMMENT	RESPONSE
1	F4 - Desperately needed; rush hour traffic is horrible at that intersection if you are on Walton Creek. The problem is also	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

NO.	COMMENT	RESPONSE
	compounded by the Kroger (and other businesses) traffic turning east onto Wooster, which slows the ability for Walton Creek traffic to turn.	In the fall of 2018, ODOT installed a southbound left turn phase as a short-term improvement, and based on field observations, this improvement has successfully reduced delay on this approach.

**COMMENTS and RESPONSES FOR CONCEPT F5:
Construct a roundabout at the Newtown and US 50 intersection**

NO.	COMMENT	RESPONSE
1	F5 - Yes, please!	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

US 50 CORRIDOR FOCUS AREA CONCEPTS F6, BOARD 30



Eastern Corridor Segments II and III **US 50 Corridor Focus Area**



Maintain Two Lanes in Each Direction on US 50 at Chicane

- \$30,000 construction cost
- No new R/W required
- Reduce speed on US 50 to 25 MPH
- Shift location of "Village of Mariemont" sign and light pole
- All trees untouched
- Shift curb up to 4.5 feet inward on east end of island
- Reuse granite curb
- Improves lane utilization on US 50 reducing delay
- Project within National Historic Landmark
- Section 106 coordination underway
- Proposed to be completed with PID 101309 in Spring 2019



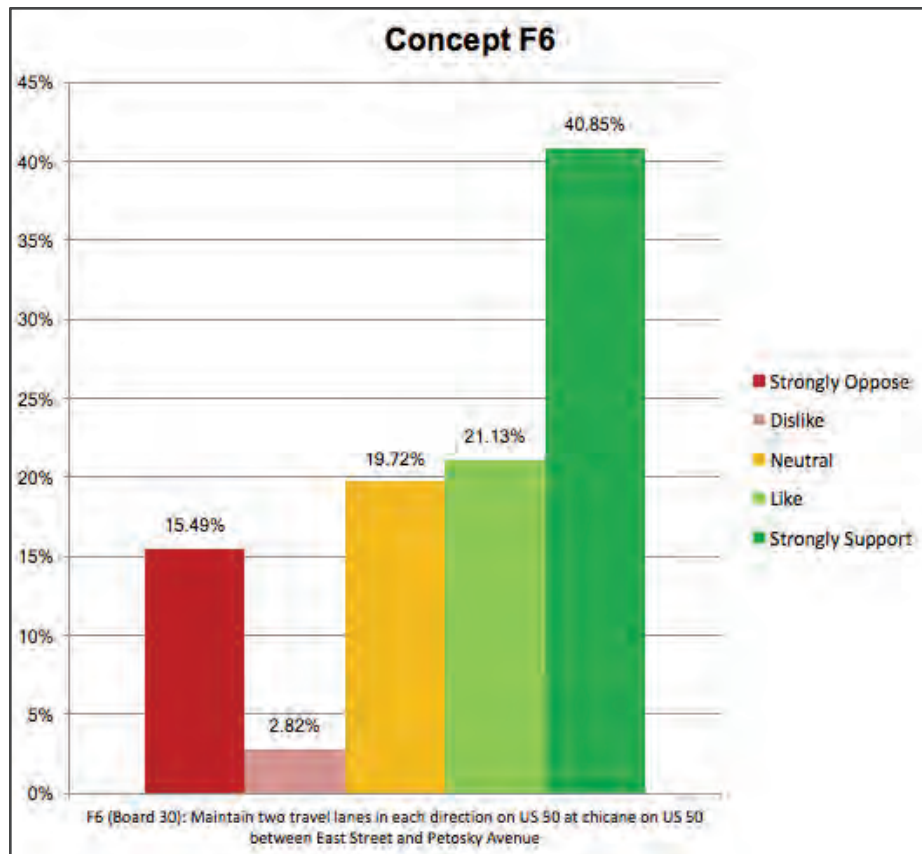
Existing F6



Proposed F6

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

Section 106 of the National Historic Preservation Act of 1966 requires Federal agencies (or local agencies using Federal funds) to consider the effects of their actions on historic properties. Individuals or organizations with a demonstrated interest in the effects of the undertaking on historic properties can become consulting parties on this project. Persons interested in becoming a consulting party have the opportunity to fill out and submit an application form provided at this meeting.



	STRONGLY OPPOSE	DISLIKE	NEUTRAL	LIKE	STRONGLY SUPPORT	TOTAL
F6 (Board 30): Maintain two travel lanes in each direction on US 50 at chicane on US 50 between East Street and Petosky Avenue	15.49% 11	2.82% 2	19.72% 14	21.13% 15	40.85% 29	71

COMMENTS and RESPONSES FOR CONCEPT F6:

Maintain two travel lanes in each direction on US 50 at chicane on US 50 between East Street and Petosky Avenue

NO.	COMMENT	RESPONSE
1	Consideration to new high school construction on F6. Too much construction in one area.	<p>Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>Subsequent to the public meetings in October, the Mariemont Planning Commission voted in January 2019 to not approve the proposed change. Therefore, the lane modification will not be taking place in conjunction with the proposed resurfacing work (PID 101309) in 2019; however, Mariemont High School is moving forward with a traffic study to request access to the traffic signal at the Mariemont Promenade via ODOT permit.</p>

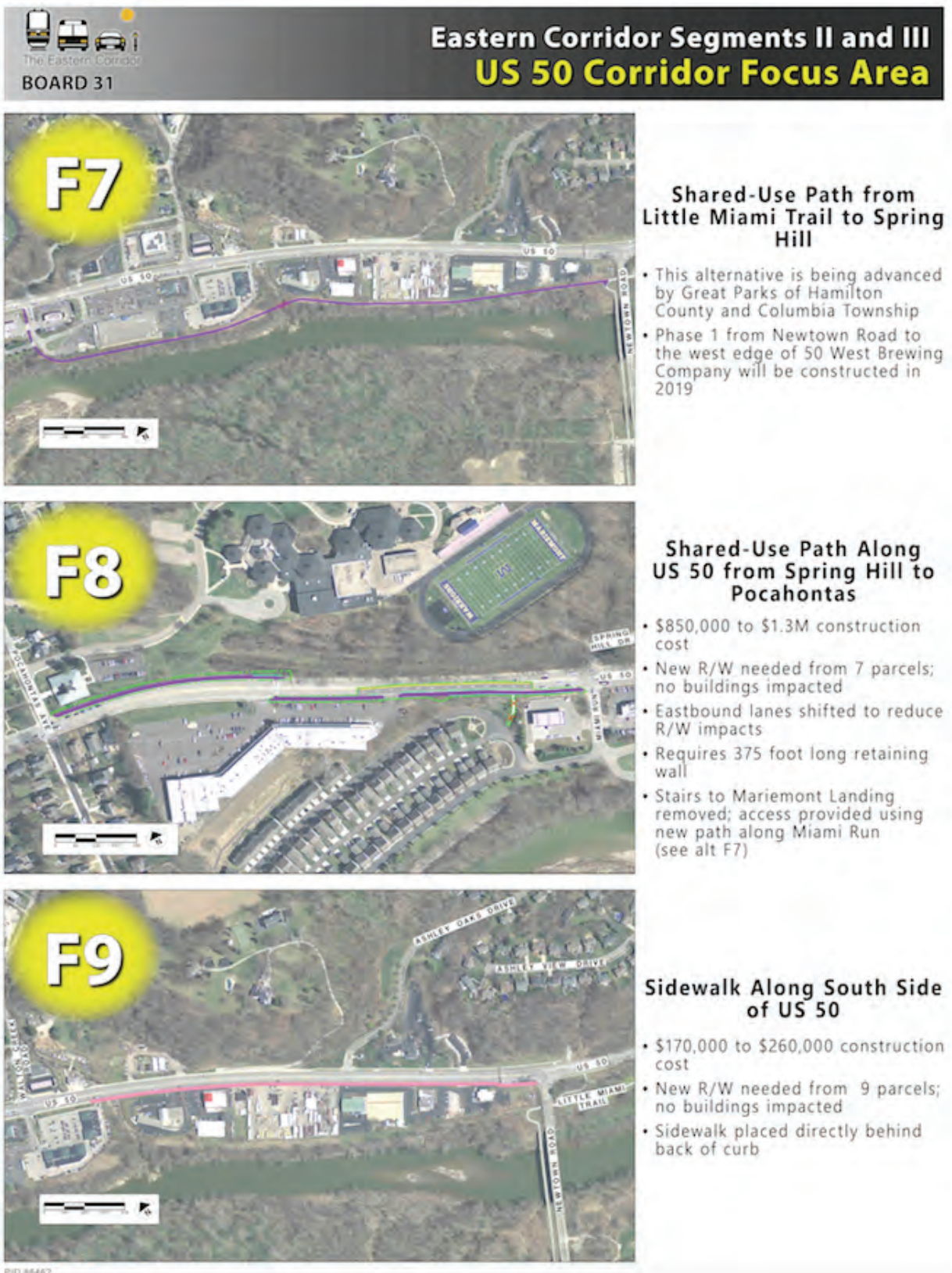
NO.	COMMENT	RESPONSE
2	F6 - Seems like an obvious win with the benefit loss ratio	<p>Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>Subsequent to the public meetings in October, the Mariemont Planning Commission voted in January 2019 to not approve the proposed change. Therefore, the lane modification will not be taking place in conjunction with the proposed resurfacing work (PID 101309) in 2019.</p>
3	<p>F6 - The current traffic pattern that forces through traffic to one lane allows local traffic (especially access from residences on the south side of 50) to more easily turn onto 50 headed east, cross over to the square, and to make left turns when headed west on 50. The proposed change could result in additional traffic accidents, especially rear ends as local residents headed west on 50 turn left to East Street, Indianview, and Petosky. Also, continuous flow of two lanes of traffic could make pedestrian crossing of 50 more difficult at several locations. This would be a major change to Nolen's plan, affecting a National Historic Landmark. And board 30 related to F6 title states "Maintain two lanes in each direction on US50 at Chicane" which is inaccurate and extremely misleading. The plan and images show the intersection of 50 and Indianview.</p>	<p>Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>ODOT will follow the Section 106 Consultation Process in coordinating any proposed work within the boundary of the Village of Mariemont National Historic Landmark with the State Historic Preservation Office, National Park Service, and Section 106 Consulting Parties prior to implementing/constructing any proposal.</p> <p>Subsequent to the public meetings in October, the Mariemont Planning Commission voted in January 2019 to not approve the proposed change. Therefore, the lane modification will not be taking place in conjunction with the proposed resurfacing work (PID 101309) in 2019.</p>
4	F6 Board 30. Widening SR50 east of the Mariemont Square. John Nolan the notable Mariemont city planner got approval in the 1920's from the State of OH to change SR50 to put in the single lane curve. Since Nolan's street plan was a large part of obtaining Historic Landmark designation for the village. I do not believe the State of OH can change a street plan which is part of an Historic designation.	<p>Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>The Ohio Department of Transportation, as part of the Section 106 Consultation, has consulted with Ohio's State Historic Preservation Office and the National Park Service, regarding the effects of the subject undertaking on The Village of Mariemont, which is a National Historic Landmark. The proposed undertaking involves maintenance activities and minor alterations to traffic patterns and one traffic island on Wooster Pike (US-50) in the Village of Mariemont, Hamilton County. The project would be constructed partially within the boundary of the Village of Mariemont National Historic Landmark (NRHP #07000431). The project would not require new right-of-way, and no contributing features of the historic district would be removed by the undertaking.</p>

NO.	COMMENT	RESPONSE
		<p>ODOT will continue to follow the Section 106 Consultation Process in coordinating any proposed work within the boundary of the Village of Mariemont National Historic Landmark with the State Historic Preservation Office, National Park Service, and Section 106 Consulting Parties prior to implementing/constructing any proposal.</p> <p>Subsequent to the public meetings in October, the Mariemont Planning Commission voted in January 2019 to not approve the proposed change. Therefore, the lane modification will not be taking place in conjunction with the proposed resurfacing work (PID 101309) in 2019.</p>
5	<p><i>(The following comment has been moved from SR 125/SR 32 Miscellaneous comments section):</i></p> <p>Did not see what I want to comment on. I want to comment on SR50 to the east of Mariemont widening. John Nolan the noted city planner of Mariemont (one of the factors for the Historic Landmark designation) got specific approval from the State of Ohio in the 1920's to put in that 1 lane curve in SR50. Since the city street plan is historic, I do not believe the state of OH can change a street layout.</p>	<p>Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p>
		<p>The Ohio Department of Transportation, as part of the Section 106 Consultation, has consulted with Ohio's State Historic Preservation Office and the National Park Service, regarding the effects of the subject undertaking on The Village of Mariemont, which is a National Historic Landmark. The proposed undertaking involves maintenance activities and minor alterations to traffic patterns and one traffic island on Wooster Pike (US-50) in the Village of Mariemont, Hamilton County. The project would be constructed partially within the boundary of the Village of Mariemont National Historic Landmark (NRHP #07000431). The project would not require new right-of-way, and no contributing features of the historic district would be removed by the undertaking.</p> <p>ODOT will continue to follow the Section 106 Consultation Process in coordinating any proposed work within the boundary of the Village of Mariemont National Historic Landmark with the State Historic Preservation Office, National Park Service, and Section 106 Consulting Parties prior to implementing/constructing any proposal.</p> <p>Subsequent to the public meetings in October, the Mariemont Planning Commission voted in January 2019 to not approve the proposed change. Therefore, the lane modification will not be taking place in conjunction with the proposed resurfacing work (PID 101309) in 2019.</p>
6	<p>F6 - This plan results in a HUGE improvement in congestion reduction and facilitates traffic flow.</p>	<p>Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p>
		<p>Subsequent to the public meetings in October, the Mariemont Planning Commission voted in January 2019 to not approve the proposed change. Therefore, the lane modification will not be taking place in conjunction with the proposed resurfacing work (PID 101309) in 2019.</p>

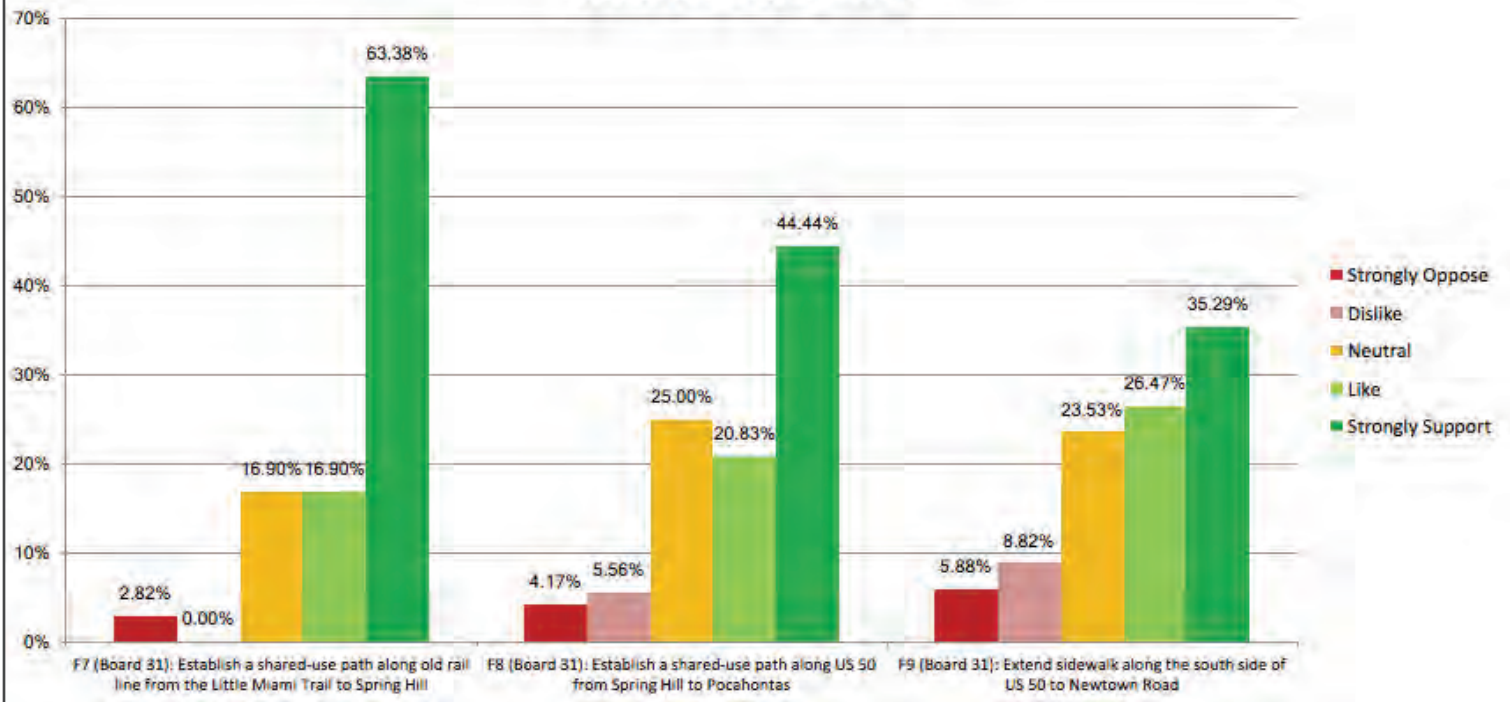
NO.	COMMENT	RESPONSE
7	F6 - Drivers will be encouraged to speed through there.	<p>Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>Subsequent to the public meetings in October, the Mariemont Planning Commission voted in January 2019 to not approve the proposed change. Therefore, the lane modification will not be taking place in conjunction with the proposed resurfacing work (PID 101309) in 2019.</p>
8	F6 is absolutely necessary but with improved signage for the lane ending in Mariemont. That bottleneck is a completely avoidable headache.	<p>Thank you for your comment. Your suggestion is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>Subsequent to the public meetings in October, the Mariemont Planning Commission voted in January 2019 to not approve the proposed change. Therefore, the lane modification will not be taking place in conjunction with the proposed resurfacing work (PID 101309) in 2019.</p>
9	On F6, Board 30 - I STRONGLY support this as I've been in many instances where drivers have either cut me off/accelerated at a high rate or been close to an accident due to this Chicane. It's very dangerous, doesn't slow traffic and needs to go since very few people operate their vehicle responsibly in the current setup.	<p>Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>Subsequent to the public meetings in October, the Mariemont Planning Commission voted in January 2019 to not approve the proposed change. Therefore, the lane modification will not be taking place in conjunction with the proposed resurfacing work (PID 101309) in 2019.</p>
10	I strongly oppose enlarging US 50 through Mariemont. It will create more traffic, further divide Mariemont into two communities during high traffic times. Mariemont is a functioning, walkable community that happens to straddle an increasingly busy thoroughway. If changes to US 50 occur, the quality of life in the unique Village of Mariemont will be negatively affected. You simply can't make US 50 into a highly efficient, highly traveled highway AND have a functioning community. The quality of life in the uniquely designed Village of Mariemont is not something that can be compromised--as we've been saying for the 50 or so years that this topic has been discussed.	<p>Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>The Ohio Department of Transportation, as part of the Section 106 Consultation, has consulted with Ohio's State Historic Preservation Office and the National Park Service, regarding the effects of the subject undertaking on The Village of Mariemont, which is a National Historic Landmark. The proposed undertaking involves maintenance activities and minor alterations to traffic patterns and one traffic island on Wooster Pike (US-50) in the Village of Mariemont, Hamilton County. The project would be constructed partially within the boundary of the Village of Mariemont National Historic Landmark (NRHP #07000431). The project would not require new right-of-way, and no contributing features of the historic district would be removed by the undertaking.</p> <p>ODOT will continue to follow the Section 106 Consultation Process in coordinating any proposed work within the boundary of the Village of Mariemont National Historic Landmark with the State Historic Preservation Office,</p>

NO.	COMMENT	RESPONSE
		<p>National Park Service, and Section 106 Consulting Parties prior to implementing/constructing any proposal.</p> <p>Subsequent to the public meetings in October, the Mariemont Planning Commission voted in January 2019 to not approve the proposed change. Therefore, the lane modification will not be taking place in conjunction with the proposed resurfacing work (PID 101309) in 2019.</p>
11	<p>Strongly disagree with two lanes going into Mariemont between Petoskey and East St. since traffic slows down now to move into the one lane and makes it possible for cars exiting from the south of the pike to enter the pike, two lanes, even with a proposed decrease in speed will not occur without slowing down to merge. The island on Madisonville road by the Inn should be decreased since two large SUV's side by side at the light are too tight. You need a right turn lane on Wooster at Watterson and arrows in the middle lane of Fairfax on the bricks so cars know they can drive on it if they are making a turn and not stop all of the traffic to turn left into businesses going westbound. Mariemont Square does not need to be changed except for the Island by the Inn, decreased in size.</p>	<p>Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>The Ohio Department of Transportation, as part of the Section 106 Consultation, has consulted with Ohio's State Historic Preservation Office and the National Park Service, regarding the effects of the subject undertaking on The Village of Mariemont, which is a National Historic Landmark. The proposed undertaking involves maintenance activities and minor alterations to traffic patterns and one traffic island on Wooster Pike (US-50) in the Village of Mariemont, Hamilton County. The project would be constructed partially within the boundary of the Village of Mariemont National Historic Landmark (NRHP #07000431). The project would not require new right-of-way, and no contributing features of the historic district would be removed by the undertaking.</p> <p>ODOT will continue to follow the Section 106 Consultation Process in coordinating any proposed work within the boundary of the Village of Mariemont National Historic Landmark with the State Historic Preservation Office, National Park Service, and Section 106 Consulting Parties prior to implementing/constructing any proposal.</p> <p>Subsequent to the public meetings in October, the Mariemont Planning Commission voted in January 2019 to not approve the proposed change. Therefore, the lane modification will not be taking place in conjunction with the proposed resurfacing work (PID 101309) in 2019.</p>

US 50 CORRIDOR FOCUS AREA CONCEPT F7, F8 and F9, BOARD 31



Concepts F7, F8 and F9



	STRONGLY OPPOSE	DISLIKE	NEUTRAL	LIKE	STRONGLY SUPPORT	TOTAL
F7 (Board 31): Establish a shared-use path along old rail line from the Little Miami Trail to Spring Hill	2.82% 2	0.00% 0	16.90% 12	16.90% 12	63.38% 45	71
F8 (Board 31): Establish a shared-use path along US 50 from Spring Hill to Pocahontas	4.17% 3	5.56% 4	25.00% 18	20.83% 15	44.44% 32	72
F9 (Board 31): Extend sidewalk along the south side of US 50 to Newtown Road	5.88% 4	8.82% 6	23.53% 16	26.47% 18	35.29% 24	68

COMMENTS and RESPONSES FOR CONCEPT F7:

Establish a shared-use path along old rail line from the Little Miami Trail to Spring Hill

NO.	COMMENT	RESPONSE
1	Note: Mariemont has just passed a levy to fund construction of a new high school. Plans for the new high school involve creating a second exit via the Spring Hill Drive traffic light for Terrace Park-bound students. This should be taken into account by ODOT with respect to build option #F8. Perhaps the new route through the High School property to the Hamilton County Library might be considered as an alternative to the current route for build option #F8 to connect with build option #F7.	Thank you for your comment; we appreciate the additional information you have shared. Your input will be taken into consideration as we develop our recommendations.

NO.	COMMENT	RESPONSE
2	F7 - Great connections through the whole city to Little Miami trail by executing this!	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
3	F7 - I do not like the shared use path section between McDonalds and Kroger Fuel- crazy traffic. Could it access Wooster at Walton Creek (come from river behind Flipdaddy's on rest of little creek, then along Wooster and cross at way between H.S. and library, heading east cross Spring Hill and stay behind Snooty and Walgreens to Walton Creek?	<p>Thank you for your comment. Your suggestion is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>A study of possible alignments in this area was conducted by Great Parks of Hamilton County & Columbia Township. They identified the proposed alignment along the old railroad bed and up to Spring Hill as the most feasible.</p> <p>As part of this study, ODOT looked at which side of US 50 the alignment should follow. The hillside on the north side would require substantial retaining walls, making the alignment too costly. If the alignment is behind Snooty Fox and Walgreens, it would impact that same hillside and would also require costly retaining walls.</p>
4	F7, 8, 9 - Trail needs to connect along Rembold to Murray to Murray Trail at Settle Street.	Thank you for your comment. Your input is appreciated. This connection lies within the Village of Mariemont and discussions and decisions about it are being addressed by the Village. The Eastern Corridor study did not develop any concepts at this location for that reason.
5	I don't think F8 is needed if F7 is going to be completed. F7 is way overdue as that climb up 50 is unsafe between bicyclists slowing down and bicyclists needing to use the sidewalk and then endangering pedestrians as a tradeoff.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

COMMENTS and RESPONSES FOR CONCEPT F8:

Establish a shared-use path along US 50 from Spring Hill to Pocahontas

NO.	COMMENT	RESPONSE
1	Note: Mariemont has just passed a levy to fund construction of a new high school. Plans for the new high school involve creating a second exit via the Spring Hill Drive traffic light for Terrace Park-bound students. This should be taken into account by ODOT with respect to build option #F8. Perhaps the new route through the High School property to the Hamilton County Library might be	Thank you for your comments. We appreciate the additional information you have shared. Your input will be taken into consideration as we develop our recommendations.

NO.	COMMENT	RESPONSE
	considered as an alternative to the current route for build option #F8 to connect with build option #F7.	
2	F7, 8, 9 - Trail needs to connect along Rembold to Murray to Murray Trail at Settle Street.	Thank you for your comment. Your input is appreciated. This connection lies within the Village of Mariemont and discussions and decisions about it are being addressed by the Village. The Eastern Corridor study did not develop any concepts at this location for that reason.
3	F8 - A shared use path not only needs to be built from Spring Hill to Pocahontas, but then continued down the Murray Ave median to connect to the Fairfax trail. Too many bikers and walkers are forced near, and onto, US 50 to get from the Little Miami trail and through Mariemont.	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
4	F8 - Crossing Wooster is treacherous at that light at any time.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
5	I don't think F8 is needed if F7 is going to be completed.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
6	Supportive of option F8, except is highly unlikely that a shared use path that requires crossing Highway 50 will remove many cyclists off the road (they, including myself) are likely to stay on the road. A shared-use path (or separated bike lane) on this stretch is much needed, but splitting it on opposite sides of the road will reduce utility and is a mindless waste of funds.	<p>Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p> <p>Connecting the Mariemont library and high school to the spur from the Little Miami Trail will require crossing US 50 at some location. The proposed location was chosen to minimize impacts to property owners and to avoid more costly retaining walls in other areas. The crossing is proposed at an existing signalized intersection to provide a pedestrian signal for safer crossing.</p>
7	<p><i>Received via mail:</i></p> <p>I enjoyed and was impressed with your public planning chart proposals for ODOT road and cycle improvements in our area. You and your team have put together an impressive list of improvement projects clearly illustrated by your planning charts.</p> <p>My interest from our Spring Hill residence is the bicycle path proposed to connect the Great Parks bike path extensions terminus at <u>Miami Run</u> to <u>Pocahontas</u> along the south side of US 50 West (Wooster Pike). This ODOT extension would provide a safe</p>	Thank you for your comments. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

NO.	COMMENT	RESPONSE
	<p>bike path into the Village of Mariemont for residents of Spring Hill and Williams Meadow as well as other cyclists using the bike path.</p> <p>I know you commented that you personally biked that section & the hill is a killer especially along that stretch of highway 50. A safe bike path link in that area would do much for cyclists' access to the Eastern part of the Village safely!</p> <p>Thanking in advance for ODOT's and your consideration.</p>	

COMMENTS and RESPONSES FOR CONCEPT F9:

Extend sidewalk along the south side of US 50 to Newtown Road

NO.	COMMENT	RESPONSE
1	F7, 8, 9 - Trail needs to connect along Rembold to Murray to Murray Trail at Settle Street.	Thank you for your comment. Your input is appreciated. This connection lies within the Village of Mariemont and discussions and decisions about it are being addressed by the Village. The Eastern Corridor study did not develop any concepts at this location for that reason.
2	F9 will be great as well but I think it won't be used by many pedestrians until the speed limit is slowed through that stretch and more businesses are developed.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

US 50 CORRIDOR INTERCHANGE FOCUS AREA

GENERAL COMMENTS RECEIVED

GENERAL SHARED-USE/BIKE PATH COMMENTS FOR THE US 50 CORRIDOR FOCUS AREA

NO.	COMMENT	RESPONSE
1	Extend bike path from library along old inter urban rail line to Settle where is safe and not through the center of the village on route 50 and Madisonville Rd. This is probably the least expensive alternative to connect the LMT to Wasson	Thank you for your comment. Your suggestion is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
2	As a resident of Mariemont and a road cyclist, I strongly support connections through Mariemont to the Little Miami Trail!	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
3	<i>[Identifying content removed for privacy]</i> ...the Village is attempting to obtain funding to continue a multi-purpose trail that currently ends in Fairfax at Settle Road. The funding could create a trail in the Murray Avenue median that would go from Settle Road to Plainville Road. The next logical step will be to connect this trail to the trail in Concept F8. However, given the traffic issues on U.S. 50, many of us believe U.S. 50 is not the right way to connect the two trails. Rather, there are opportunities to connect the two using the back streets of Mariemont, and even the median that is in between Hiawatha and Rembold. While the Mayor of Mariemont may say that Mariemont does now want a trail, he does not speak for the majority of the people in the village or even the majority of the people on council.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
4	Need dedicated bike/pedestrian route through Mariemont Square. Bike traffic on US 50 through this area is unsafe. An alternative path is essential.	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
5	Strongly support for this because it gives a safer bike route from Spring Hill into Mariemont!	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.
6	There were no multipurpose path alternatives provided through the Village of Mariemont. Bike Traffic through the Square is <i>/sic/</i> impact traffic flow. It should	Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

NO.	COMMENT	RESPONSE
	be modeled and addressed. Study should include path alternatives. ODOT's review is not complete without considering path alternatives. There should be a path advocate from the Mariemont area on the Advisory Committee.	

GENERAL MISCELLANEOUS COMMENTS FOR THE US 50 CORRIDOR FOCUS AREA

NO.	COMMENT	RESPONSE
1	THANKS!!!	Thank you for your comment. We appreciate your input.
2	The Fairfax and Mariemont areas cannot really manage the needed traffic flows without MAJOR improvements - the above projects will only provide minor improvements.	Thank you for your comment. We appreciate your input.
3	RT 50 going from one lane, opening up to 2 lanes, drivers pulling out of single lane to merge ahead back into single lane, throughout RT 50 in Mariemont. Suggestion: Westbound 50 in front of Exemplar 1/2 traffic turns to Madisonville but 2 lanes continue Westbound with short merge. Extend median [traffic island] to allow only one lane.	Thank you for your comment. Your suggestion is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.

GENERAL COMMENTS RECEIVED

(not specific to a particular Focus Area)

GENERAL MISCELLANEOUS COMMENTS RECEIVED ABOUT THE SEGMENTS II AND III STUDY

NO.	COMMENT	RESPONSE
1	<p>Roundabouts: there has been a greatly increased use of roundabouts. They can be effective but only if they are large enough. If they are not large enough, they cannot be used effectively. Many of the recent roundabouts I have encountered were not large enough. European roundabouts typically provide about 3 lanes and are large enough in diameter to allow cars to change lanes.</p>	<p>Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p>
2	<p><i>Received via email prior to the public Open Houses:</i></p> <p>My concerns about this section of the project are many:</p> <ul style="list-style-type: none"> - You all have made significant improvements to the Red Bank area and now deliver a great deal of traffic quickly into the Fairfax area; - Route 50 in Fairfax has been transformed into a pedestrian-friendly bottleneck for traffic – followed by the similarly constraining Mariemont areas; so the traffic is throttled there. - Newtown Road and its bridge are the next extreme bottleneck in this sequence that cries out for better flow rates. - If we are yielding to the nearsighted folks along the river, could we at least plan a significant passageway from the southern side of the bridge (after crossing the river) all the way to 32 near the bottom of the “Rose Hill”? At least plan for far better traffic flow right after crossing the river (and also get the trucks out of the Newtown/SR32 areas by giving them direct access to significant highways)! There should be some feasible route to make this happen as it is in a mainly industrial area. 	<p>Thank you for your comments.</p> <p>There are a number of concepts that have been proposed to improve traffic flow in Fairfax and Mariemont which are now under consideration. Our recommendations will be included in the Implementation Plan which local jurisdictions can use for future planning.</p> <p>In addition, over the past year, ODOT has completed a traffic signal timing study and last fall, made a significant number of adjustments to improve the traffic light timing, including providing new signal controllers and GPS clocks to the Villages at no cost. A subsequent traffic flow analysis along the US 50 corridor has shown that 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%.</p> <p>Concept F5 (US 50 Corridor Focus Area) proposes a roundabout at the Newtown Road and US 50 intersection to address overall intersection failure and capacity issues for northbound turn movements, and westbound approaches to Newtown Road. This concept was presented to the public and ODOT will consider input received as we further evaluate the options and develop our recommendations.</p> <p>During our analysis, we did look at an alternative to the ANCOR Connector concepts (C10 and C11) that would have built half of the connection you suggested. This concept, A-5, can be reviewed on Pages 42 - 43 of the ANCOR/SR 32 Hill Focus Area, Meeting 3 Notes, posted on the Eastern Corridor website</p>

NO.	COMMENT	RESPONSE
		<p>at http://easterncorridor.org/wp-content/uploads/2019/02/ANCOR-MEETING-3-BINDER2-010819.pdf.</p> <p>After analyzing concept A-5 and discussing it with the Advisory Committee, the alternative was removed from further study because it does not address the following need as effectively as concepts C10 and C11 (these concepts are identified as concepts A1 and A2, respectively in the Meeting 3 Notes):</p> <p style="padding-left: 40px;">“Improve freight connections between ANCOR and SR 32/I-275 due to constraints on Mt. Carmel Rd., Round Bottom Rd. and SR 32 to support local economic development plans.”</p> <p style="text-align: right; padding-right: 40px;"><i>- Eastern Corridor Segments II and III Transportation Analysis Report (July 2017)</i></p> <p>In further response to your comment, we calculated the costs of other proposed concepts that may not be needed if the connection you suggested were to be built:</p> <ul style="list-style-type: none"> • C2: Little Dry Run Improvement (\$1.9-\$2.8M) • B1: SR-32 and Church Improvement (\$1.2-\$1.8M) • B2: SR-32 and Round Bottom Improvement (\$4.4-\$6.6M) • B3: Round Bottom and Valley roundabout (\$475K-\$700K) • B4: Newtown and Valley Roundabout (\$600K-\$910K) <p>Together, the cost of these projects adds up to an estimated range of \$8.6M - \$12.8M. Based on our analysis of concept A-5, it had an anticipated cost of \$10.2M - \$15.2M. Since the A-5 alignment was only half of the suggested alternate, the cost of our proposed concepts is significantly lower than the cost we anticipate for the connection you asked us to consider. As such, we do not plan to analyze this alternate connection concept further because its projected costs and impacts would be significantly higher than other concepts that have been proposed.</p>

NO.	COMMENT	RESPONSE
3	<p><i>Received via email:</i></p> <p>Something that would be helpful, would be to have with the traffic lights, is one of the boxes on the vertical pole at the intersection which counts down the number of seconds until the light turns red. The speed limit is 55 mph and the traffic lights are plentiful. As I approach an intersection I am concerned whether to maintain 55 mph or slow down (just in case the light turns yellow/ red) and thereby affect traffic behind me.</p> <p><i>Follow up email received to clarify location referenced:</i></p> <p>[My suggestion is] for all of the Route 32 interchanges for Route 32 traffic. Wherever you are traveling at a good rate of speed, but there are traffic lights.</p> <p>So, for example: Route 32 and Mt Carmel-Tobasco Road. Traffic on Route 32 needs them due to the speed they are traveling. While it would be nice for Mt Carmel-Tobasco Road to also have them, they are not traveling at the same type of speed as Route 32 traffic. There are so many lights on Route 32 eastward from the Anderson Township boundary well past the Eastgate Mall with the speed limit at 55mph and no way to gauge when the light will turn red.</p>	<p>Thank you again for your suggestions. Your input is appreciated.</p> <hr/> <p>Thank you for your suggestion. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p>
2	<p><i>Received via email:</i></p> <p>Subject: Debacle of Connecting East to West Cincinnati</p> <p>The Construction Debacle of Connecting East to West Cincinnati</p> <p>It is said that the fastest way between two points is a straight line! For me going to the west side of Cincinnati that is 54 minutes to go 31.7 miles through Terrace Park, Mariemont and Columbia Pkwy. or my alternate choice is to go through KY via I-471 in 45 minutes or 33.6 miles. When construction occurs I go around via I-275 which only takes 50% longer than the shortest route. How much more fuel is used by tens of thousands every</p>	<p>Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p>

NO.	COMMENT	RESPONSE
	<p>day? How much does KY hate that we dump our problem on them?</p> <p>In 1983 our family returned to Cincinnati after being away from family and friends for 11 years. At that time I was 36, today I am nearly double that age. My parents are now both deceased, several high school friends from the west side are deceased and yet the inane discussion about connecting I-74 through to SR-32 languishes on. Improvement of transit times across town and to create a more continuous link for travelers traveling from Indiana and beyond was expected after the attached article appeared. And yet we are still screwing around on this issue. Why? Because we have been held environmental hostages by those who are outside of our community, those who hate the idea of progress, and those who think their community will be economically shortchanged when in fact they are already shortchanged by extreme traffic snarls and driver animosity for said communities.</p> <p>What is today's cost to build the same proposals of 1991? Likely 2 or 3 times the cost with a lot of extra "feel good" projects layered on to appease local governments. Why can't eminent domain select a broader right of way along the electric towers running from Turpin Ln and 32 across to Wooster at Red Bank Road? An elevated highway like those typically built in Louisiana would thwart any high water issues. There may be good reasons but all that seems to be accomplished is to kick the can down the proverbial road! For me it has been a half a lifetime and I am doubtful that I will ever see a solution in the remainder of my life let alone my children's.</p>	
3	<p><i>Received via mail:</i></p> <p>I am a resident of Hyde Park. I read about planning for the Cincinnati Eastern Corridor project in a recent Eastern Hill Journal. In that article it said to contact you with comments.</p> <p>Considering the terrible effects that auto emissions are having on our world, and considering the recent dire prediction that we are headed to devastating results, I would like to suggest that instead of adding roads and trying to find ways to make traffic less, ODOT focus on adding and improvement mass transportation. Let's work to</p>	<p>Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p>

NO.	COMMENT	RESPONSE
	<p>show people that there can be alternate ways to "fix" the traffic problem – let's get them used to the idea of using public transportation. Let's make public transportation options frequent and convenient. I think it is past time that Cincinnati improve public transportation to the whole Greater Cincinnati area.</p> <p>PS: Let's be on the cutting edge. Let's show the world how it can be done and done well.</p>	
4	No more [expletive] roads!!	Your comment is noted.
5	<p>Thank you for the opportunity to provide written comments for the "Eastern Corridor" for improvement to the US 50 and SR 32 area. The following is provided by the undersigned for inclusion into the public record as part of your evaluation of this and other transportation projects. <i>[No signatures were included with the letter, a copy of which is on the following page.]</i></p> <p>Our view is that the inclusion of an outer belt in coordination with the section IV (a) improvements envisioned in the Eastern Corridor program of projects would be extremely beneficial to mobility and economic development in Clermont County specifically and it would benefit the region as well.</p> <p>The concept of having concentric rings of transportation corridors around major metropolitan areas is a proven concept. https://en.wikipedia.org/wiki/Ring_road For the Greater Cincinnati, Tri-State area, I-275 has provided growth for the region since its completion in 1979. The I-275 loop has provided the transportation infrastructure for 40 years of growth. Now after 40 years it is time to expand this ring and provide for the next generation of growth. This expansion is needed to provide growth, prosperity and opportunities for our next generation.</p> <p>We applaud the efforts of Kentucky Governor Matt Bevin, the Kentucky Transportation Department and the Kentucky legislature for approving \$2,000,000 for the December 13, 2017 Brent Spence Bridge Strategic Corridor Study (KYTC Item 6-431). As a result of this 2017 report KYTC has undertaken an additional \$2,000,000 study to determine the preferred alignment for what is referred to as the Cincinnati Eastern Bypass or what is referred to in the study as the CEB. The CEB is the first leg of a loop outside of the existing I-275 loop.</p>	<p>Thank you for your comment. Your input is appreciated and will be taken into consideration as we evaluate the options and develop our recommendations.</p>

NO.	COMMENT	RESPONSE
	<p>The Cincinnati USA Regional Chamber transportation vision, "The Connected Region," supports a plan for an expansion of the highway system. The NKY Tribune article http://www.nkytribune.com/2018/03/cincinnati-usa-regional-chamber-announces-vision-for-a-connected-region-transportation-initiative/ outlines five principles for action. The CEB, in conjunction with a right sized modernization of the Brent Spence fits into four of the five principles.</p> <p>By providing a second outer belt for the region and coordinating the project with needed improvements along SR 32, larger portions of Clermont and Brown Counties would be open for development. Economic development agencies and manufacturing and distribution companies are looking for development sites 20 acres and larger many of which exist in Clermont and Brown. These two projects, the Eastern Corridor IV(a) and the Cincinnati Eastern Bypass would provide needed access to these sites making them very desirable for consideration.</p> <p>So what does it mean to "Right Size" the Brent Spence project? It was recently revealed that the 2010 design for the Brent Spence Corridor Project Ohio River bridges provided for 232,910 vehicles per day. This number of vehicles exceeds by 34% the 174,200 vehicles per day that the KYTC 6-431 study forecasts. Let that sink in....the Brent Spence Corridor Project that has garnered so much of our attention is 34% oversized based on the most recent traffic studies. Right Sizing the Brent Spence Corridor Project in conjunction with a new highway for Ohio and Kentucky will yield benefits for years to come.</p> <p>Maybe....just maybe, we should stop thinking of singular, one off projects, and start thinking of transportation projects in alignment with the Regional Chamber's, "Connected Region." The discussion must change from these one off projects, must change from the singular, massive and controversial Brent Spence Corridor Project to a balanced approach that builds a right sized Brent Spence project in conjunction with a new highway serving Ohio and Kentucky that will be the start of a new outer loop to provide growth for the region for another 40 years.</p>	

From: Cincy Eastern Bypass <info@cincyeasternbypass.com>

Subject: Eastern Corridor Comments


Date: December 7, 2018 at 11:39:06 AM EST

To: EasternCorridor@easterncorridor.org

Please see the attached letter for comments to your Eastern Corridor project. This is in response to your recent solicitation for comments from the public.

Sincerely,

Citizens for the Cincy Eastern Bypass, Inc.

Build It Fast...

Thank you for the opportunity to provide written comments for the "Eastern Corridor" for improvement to the US 50 and SR 32 area. The following is provided by the undersigned for inclusion into the public record as part of your evaluation of this and other transportation projects.

Our view is that the inclusion of an outer belt in coordination with the section IV (a) improvements envisioned in the Eastern Corridor program of projects would be extremely beneficial to mobility and economic development in Clermont County specifically and it would benefit the region as well.

The concept of having concentric rings of transportation corridors around major metropolitan areas is a proven concept. https://en.wikipedia.org/wiki/Ring_road For the Greater Cincinnati, Tri-State area, I-275 has provided growth for the region since its completion in 1979. The I-275 loop has provided the transportation infrastructure for 40 years of growth. Now after 40 years it is time to expand this ring and provide for the next generation of growth. This expansion is needed to provide growth, prosperity and opportunities for our next generation.

We applaud the efforts of Kentucky Governor Matt Bevin, the Kentucky Transportation Department and the Kentucky legislature for approving \$2,000,000 for the December 13, 2017 *Brent Spence Bridge Strategic Corridor Study (KYTC Item 6-431)*. As a result of this 2017 report KYTC has undertaken an additional \$2,000,000 study to determine the preferred alignment for what is referred to as the Cincinnati Eastern Bypass or what is referred to in the study as the CEB. The CEB is the first leg of a loop outside of the existing I-275 loop.

The Cincinnati USA Regional Chamber transportation vision, "The Connected Region," supports a plan for an expansion of the highway system. The NKY Tribune article <http://www.nkytribune.com/2018/03/cincinnati-usa-regional-chamber-announces-vision-for-a-connected-region-transportation-initiative/> outlines five principles for action. The CEB, in conjunction with a right sized modernization of the Brent Spence fits into four of the five principles.

By providing a second outer belt for the region and coordinating the project with needed improvements along SR 32, larger portions of Clermont and Brown Counties would be open for development. Economic development agencies and manufacturing and distribution companies are looking for development sites 20 acres and larger many of which exist in Clermont and Brown. These two projects, the Eastern Corridor IV(a) and the Cincinnati Eastern Bypass would provide needed access to these sites making them very desirable for consideration.

So what does it mean to "Right Size" the Brent Spence project? It was recently revealed that the 2010 design for the Brent Spence Corridor Project Ohio River bridges provided for 232,910 vehicles per day. This number of vehicles exceeds by 34% the 174,200 vehicles per day that the KYTC 6-431 study forecasts. Let that sink in....the Brent Spence Corridor Project that has garnered so much of our attention is 34% oversized based on the most recent traffic studies. Right Sizing the Brent Spence Corridor Project in conjunction with a new highway for Ohio and Kentucky will yield benefits for years to come.

Maybe....just maybe, we should stop thinking of singular, one off projects, and start thinking of transportation projects in alignment with the Regional Chamber's, "Connected Region." The discussion must change from these one off projects, must change from the singular, massive and controversial Brent Spence Corridor Project to a balanced approach that builds a right sized Brent Spence project in conjunction with a new highway serving Ohio and Kentucky that will be the start of a new outer loop to provide growth for the region for another 40 years.

Citizens for the Cincy Eastern Bypasswww.CincyEasternBypass.com

Appendix B: Meeting Materials

Segments II and III Fact Sheet

Comment Form Packet

Automated Presentation

Concept and Information Boards

Appendix B
SEGMENTS II AND III FACT SHEET



Overview

Eastern Corridor Segments II and III are located at the center of the Eastern Corridor region. They extend along US 50 and SR 32 from Red Bank and the Beechmont Levee (SR 32/SR 125) to the I-275/SR 32 interchange near Eastgate.

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

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

ODOT is now looking at what can be accomplished by focusing on the existing network while balancing transportation needs with community values and available resources.

SEGMENTS II AND III

Red Bank Corridor to I-275/SR 32 Interchange

Fact Sheet | October 2018

Transportation Needs

Last summer (2017), ODOT completed a Transportation Needs Analysis for Eastern Corridor Segments II and III. Based on the results of technical studies and in coordination with local communities and interest groups, the analysis identified transportation needs throughout the Segments II and III study area. Since then, ODOT has used information from the analysis to develop possible solutions for the primary transportation needs identified in the report. Secondary needs will be addressed as opportunity and funding allow.

Advisory Committees

To help guide its planning efforts, ODOT formed multiple Advisory Committees to provide local input for six focus areas in Segments II and III (see map on back). Advisory Committee members include elected officials, transportation planning professionals, and community and interest group representatives.

Concept Development and Review

Each Advisory Committee has met with ODOT three times this year and together, they have identified and reviewed nearly 150 different concepts to address transportation needs in the study area.

Following three rounds of analysis and discussion, many concepts were eliminated from further review based on evaluations results, projected costs, and/or impact concerns. The remaining concepts, are now being presented to the public for further review and public input.

Accomplishments

Several travel and access improvement concepts identified through this process have already been completed or have funds committed toward implementation:

- **Signal Timing Study (Completed Sept. 2018)** – Reviewed the timing of traffic signals along US 50 and SR 32 within the study area and made adjustments where needed.
- **Protected Left Turn at Walton Creek and US 50 intersection (Completed Sept. 2018)** – A left turn arrow has been provided for traffic on Walton Creek road during the PM peak hour.
- **Pedestrian Crossing at Bells Lane (2019 Construction)** – Add a new crosswalk across SR 32 at the Bells Lane intersection.
- **Little Miami Trail Connection to Lunken Trail (2021 Construction)** – Extend shared-use path under the SR 32 ramp and Beechmont Levee and widen the south side of existing bridge over the Little Miami River to connect to the Lunken Trail.

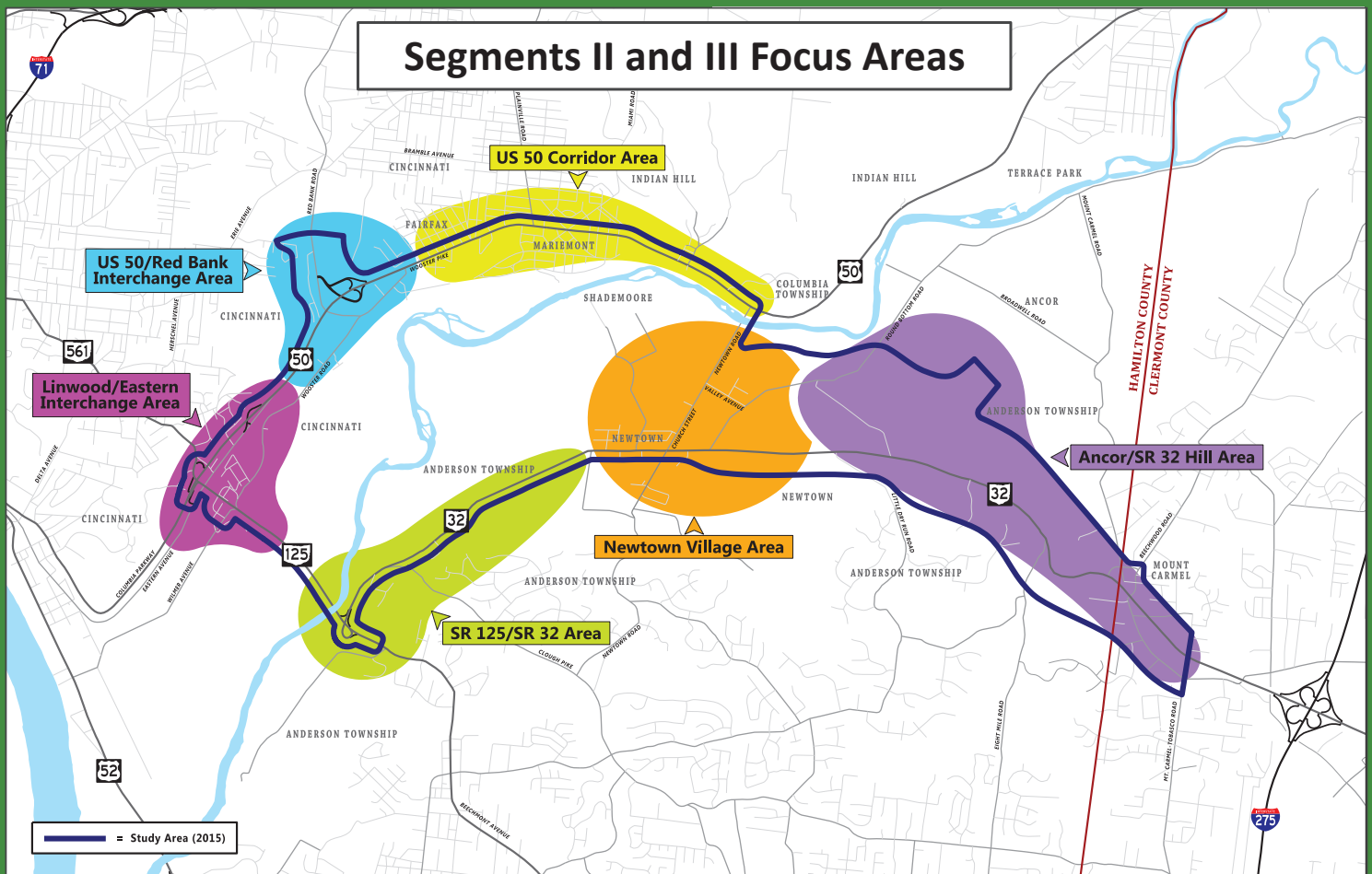
What's Next?

Following the public comment period which closes on Sunday, Nov. 25, ODOT will meet once again with its advisory committees to:

- Review comments received
- Refine or eliminate concepts as needed
- Identify implementation priorities
- Determine lead sponsors for each remaining project

ODOT will document the results of these discussions in an implementation plan that will be used to guide future planning.

Segments II and III Focus Areas



Section 106 Participation

To help improve traffic flow along U.S. 50/Wooster Pike on the east side of Mariemont, a National Historic Landmark, ODOT recommends adding a second travel lane between East Street and Petosky Avenue (currently, the road in this area narrows from two lanes to one for approximately 500 feet). This can be accomplished by restriping the existing lanes of the road and by narrowing portions of the median island. ODOT proposes to add the median island modification into the HAM-US 50-30.22 Roadway Resurfacing project (PID #101309), which is scheduled to be completed in the summer of 2019.

Section 106 from the National Historic Preservation Act of 1966 requires Federal agencies (or local agencies using Federal funds) to consider the effects of their actions on historic properties. Individuals or organizations with a demonstrated interest in the effects of undertakings on historic properties can become consulting parties.

Anyone interested in becoming a consulting party on the proposed HAM-US 50-30.22 Roadway Resurfacing project (PID #101309) can request an application from a project team representative this evening. Applications are also available on the Segments II and III Public Involvement page of the Eastern Corridor website.

Public Input

Public comments regarding the concepts being discussed tonight **must be submitted no later than Sunday, Nov. 25, 2018** to be considered during this phase of planning. Comments can be submitted by:

- Completing Comment Forms at the Open Houses
- Completing Comment Forms online at <https://www.surveymonkey.com/r/Seg23>
- Emailing comments to EasternCorridor@EasternCorridor.org
- Clicking on the Submit Feedback tool on the Eastern Corridor website
- Mailing comments to:

Tom Arnold
 ODOT District 8
 505 South State Route 741
 Lebanon, OH 45036

For more information, visit
www.EasternCorridor.org

Appendix B
COMMENT FORM PACKET



COMMENT FORM PACKET

Please use this packet to share your comments regarding the concepts presented this evening. When done, you can leave your Comment Form with any ODOT project team representative. You may also mail your completed packet to Tom Arnold, ODOT District 8, 505 South SR 741, Lebanon, OH 45036.

Before answering questions regarding the concepts, please provide the following information:

Name: _____

Zip code in which you LIVE: _____

Zip code in which you WORK: _____

Email Address (optional): _____

Would you like to receive Eastern Corridor email updates?

☐ YES

☐ NO

How did you hear about tonight's meeting?

☐ Email from Eastern Corridor

☐ Facebook

☐ Twitter

☐ Online newspaper article

☐ Printed newspaper article

☐ Ad in newspaper

☐ TV/Radio

☐ Other (please specify)

The following pages address concepts developed for each of the six Segments II and III Focus Areas. If providing written comments regarding specific concepts, please be sure to identify concept numbers and board numbers in your responses.

THANK YOU!



COMMENT SHEET

SR 125/SR 32 Focus Area

Please indicate the degree to which you support implementing proposed transportation improvements, using a scale of 1 to 5, with 1 being Strongly Oppose and 5 being Strongly Support. Alternatives with a box around them identify alternatives that accomplish the same goal.

Concept/Board	Description	Strongly Oppose 1	Dislike 2	Neutral 3	Like 4	Strongly Support 5
---------------	-------------	----------------------	--------------	--------------	-----------	-----------------------

A1 (Board 3)	Straighten "S" Curve on SR 32, east of Turpin Lake Place	1	2	3	4	5
--------------	--	---	---	---	---	---

A2 (Board 3)	Install a signalized Green Tee Intersection at SR 32 and Clough (allows one continuous westbound lane through the intersection)	1	2	3	4	5
--------------	---	---	---	---	---	---

Concepts A3 through A11 relate to Bicycle/Pedestrian Options

A3 (Board 4)	Construct new sidewalk on east side of Elstun from SR 125 to Reserve Circle	1	2	3	4	5
--------------	---	---	---	---	---	---

A4 (Board 4)	Construct a shared-use path along SR 125 between Elstun and Ranchvale	1	2	3	4	5
--------------	---	---	---	---	---	---

These alternatives accomplish the same goal: connect the Little Miami Trail to Elstun Road

A5 (Board 5)	Construct a shared-use path along SR 125 from the SR 125/SR 32 ramp, to Elstun behind UDF	1	2	3	4	5
--------------	---	---	---	---	---	---

A6 (Board 5)	Construct a shared-use path that extends south from the SR 125/SR 32 ramp intersection to Elstun; path then shares existing Elstun pavement back to SR 125	1	2	3	4	5
--------------	--	---	---	---	---	---

These alternatives accomplish the same goal: connect the Turpin Lake Subdivision to the Little Miami Trail

A7 (Board 6)	Construct an at-grade sidewalk crossing from Turpin Lake Place to the Little Miami Trail	1	2	3	4	5
--------------	--	---	---	---	---	---

A8 (Board 6)	Construct a shared-use path underpass, crossing from Turpin Lake Place to the Little Miami Trail	1	2	3	4	5
--------------	--	---	---	---	---	---

These alternatives accomplish the same goal: connect the Five Mile Trail to the Little Miami Trail

A9 (Board 7)	Convert the emergency access connection between Patterson Farms Lane to Turpin Lake Place to a shared-use path (remaining access to the Five Mile trail would use existing streets)	1	2	3	4	5
--------------	---	---	---	---	---	---

A10 (Board 7)	Construct a shared-use path connection from Ropes Drive to the Little Miami Trail (remaining access to the Five Mile trail would use existing streets)	1	2	3	4	5
---------------	--	---	---	---	---	---

A11 (Board 7)	Construct a shared-use path alongside Newtown Road, Ragland Road and Turpin Lane to connect at Clear Creek Park	1	2	3	4	5
---------------	---	---	---	---	---	---

Use the other side of this sheet to share any comments you have.
Please identify the Concept Numbers/Board Numbers that pertain to your comments.



COMMENT SHEET

Village of Newtown Focus Area

Please indicate the degree to which you support implementing proposed transportation improvements, using a scale of 1 to 5, with 1 being Strongly Oppose and 5 being Strongly Support. Alternatives with a box around them identify alternatives that accomplish the same goal.

Concept/Board	Description	Strongly Oppose 1	Dislike 2	Neutral 3	Like 4	Strongly Support 5
B1 (Board 9)	Add an additional westbound lane on SR 32 through the Church and Main intersection.	1	2	3	4	5
B2 (Board 9)	Add dual southbound turn lanes at the Round Bottom and Main intersection; additional eastbound lane on SR 32 ends at Little Dry Run	1	2	3	4	5
B3 (Board 10)	Construct a roundabout at the Round Bottom and Valley intersection	1	2	3	4	5
B4 (Board 10)	Construct a roundabout at the Church and Valley intersection	1	2	3	4	5
B5 (Board 10)	Adjust the grade at the railroad crossing on Church Street	1	2	3	4	5
Concepts B6 through B10 relate to Bike/Pedestrian Options						
B6 (Board 11)	Install bicycle/pedestrian improvements along SR 32 between Round Bottom and Newtown's east corp. limit	1	2	3	4	5
B7 (Board 11)	Install a shared-use path on Round Bottom between SR 32 and Valley	1	2	3	4	5
These alternatives accomplish the same goal: address pedestrian/bicycle connectivity from Riverside Park and Lake Barber to the Little Miami Trail						
B8 (Board 12)	Install a shared-use path along Round Bottom and Valley	1	2	3	4	5
B9 (Board 12)	Install a shared-use path from Riverside Park, along the treeline north of Horizons Community Church, and connecting to the Little Miami Trail at the Bass Island access point	1	2	3	4	5
B10 (Board 12)	Install a shared-use path from Riverside Park, along the Little Miami River, and connecting to the Little Miami Trail at the Bass Island access point	1	2	3	4	5

Use this space and the other side of this sheet to share any comments you have.
Please identify the Concept Numbers/Board Numbers that pertain to your comments.



COMMENT SHEET

ANCOR/SR 32 Hill Focus Area

Please indicate the degree to which you support implementing proposed transportation improvements, using a scale of 1 to 5, with 1 being Strongly Oppose and 5 being Strongly Support. Alternatives with a box around them identify alternatives that accomplish the same goal.

Concept/Board	Description	Strongly Oppose 1	Dislike 2	Neutral 3	Like 4	Strongly Support 5
---------------	-------------	----------------------	--------------	--------------	-----------	-----------------------

These alternatives accomplish the same goal: address capacity issues at SR 32 and Little Dry Run.

C1 (Board 14)	SR 32 and Little Dry Run intersection improvements	1	2	3	4	5
C2 (Board 14)	Signalized Green Tee intersection at SR 32 and Little Dry Run (allows one continuous westbound lane through the intersection)	1	2	3	4	5
C3 (Board 15)	SR 32 widening for center turn lane from Little Dry Run to Newtown's east corp. limit	1	2	3	4	5
C4 (Board 15)	Left turn lane on SR 32 at Hickory Creek	1	2	3	4	5

These alternatives accomplish the same goal: address congestion and grade on the SR 32 Hill and improve safety at the Eight Mile Road intersection.

C5 (Board 16)	Signalized Green Tee intersection at SR 32 and Eight Mile (allows one continuous westbound lane through the intersection); no grade improvements on SR 32	1	2	3	4	5
C6 (Board 16)	New SR 32 eastbound alignment and grade separation over Eight Mile; unsignalized Green Tee intersection at Eight Mile and westbound SR 32; grade improvements only on eastbound SR 32	1	2	3	4	5
C7 (Board 16)	New SR 32 alignment to create grade-separated interchanges at Beechwood/Old SR 74 and Eight Mile; grade of SR 32 hill reduced to a truck-friendly 5.5%	1	2	3	4	5
C8 (Board 17)	SR 32 and Beechwood intersection improvements	1	2	3	4	5
C9 (Board 17)	Improve Broadwell and Round Bottom intersection to ease truck turns	1	2	3	4	5

These alternatives accomplish the same goal: address and improve freight connections between ANCOR and I-275 and support local economic development.

C10 (Board 18)	New access road from SR 32 to Broadwell (alignment threads between lakes)	1	2	3	4	5
C11 (Board 18)	New access road from SR 32 to Broadwell (alignment follows along side the east side of the railroad)	1	2	3	4	5

Use the other side of this sheet to share any comments you have.
Please identify the Concept Numbers/Board Numbers that pertain to your comments.



COMMENT SHEET

Linwood/Eastern Interchange Focus Area

Please indicate the degree to which you support implementing proposed transportation improvements, using a scale of 1 to 5, with 1 being Strongly Oppose and 5 being Strongly Support. Alternatives with a box around them identify alternatives that accomplish the same goal.

Concept/Board	Description	Strongly Oppose 1	Dislike 2	Neutral 3	Like 4	Strongly Support 5
---------------	-------------	----------------------	--------------	--------------	-----------	-----------------------

D1 (Board 20)	Add a continuous right turn lane from SR 125 to Wooster Road	1	2	3	4	5
---------------	--	---	---	---	---	---

Concept D2 relates to Bicycle/Pedestrian Options

D2 (Board 20)	Construct a shared-use path from Eastern to Armleder Park	1	2	3	4	5
---------------	---	---	---	---	---	---

These alternatives are required if the deficient entrance ramp from Eastern Avenue to SR 125 is closed due to poor sight distance and short traffic weave.

D3 (Board 21)	Construct a roundabout at the Beechmont and Linwood intersection	1	2	3	4	5
D4 (Board 21)	Signalize the Beechmont and Linwood intersection	1	2	3	4	5

These alternatives accomplish the same goals: address local connectivity and pedestrian safety in Beechmont Circle.

D5 (Board 22)	Construct a grade-separated interchange connecting Wilmer and Wooster	1	2	3	4	5
D6 (Board 22)	Construct a grade-separated interchange connecting Wilmer, Wooster and Eastern	1	2	3	4	5

Use this space and the other side of this sheet to share any comments you have.
Please identify the Concept Numbers/Board Numbers that pertain to your comments.



COMMENT SHEET

US 50/Red Bank Focus Area

Please indicate the degree to which you support implementing proposed transportation improvements, using a scale of 1 to 5, with 1 being Strongly Oppose and 5 being Strongly Support. Alternatives with a box around them identify alternatives that accomplish the same goal.

Concept/Board	Description	Strongly Oppose 1	Dislike 2	Neutral 3	Like 4	Strongly Support 5
---------------	-------------	----------------------	--------------	--------------	-----------	-----------------------

These alternatives accomplish the same goal: address capacity issues and long queues at the Red Bank and Colbank intersection.

E1 (Board 24)	Red Bank and Colbank intersection improvements	1	2	3	4	5
E2 (Board 24)	Extend Wooster Road to tie into Red Bank and Colbank	1	2	3	4	5

E3 (Board 25)	Construct a roundabout at the Meadowlark and US 50 intersection	1	2	3	4	5
E4 (Board 25)	Construct a roundabout at the Wooster and Red Bank intersection	1	2	3	4	5

Concepts E5, E6 and E7 relate to bicycle/pedestrian options designed to address the same goal: connect the Wasson Way Trail to Armleder Park.

E5 (Board 26)	Establish a shared-use path along US 50 between Red Bank and the Eastern Avenue exit.	1	2	3	4	5
E6 (Board 26)	Establish a shared-use path east of Wooster Road; turn south past Hafners to connect to Armleder	1	2	3	4	5
E7 (Board 26)	Establish a shared-use path west of Wooster Road from Red Bank behind Cincinnati Paperboard; turn southeast across Wooster to connect to Armleder	1	2	3	4	5

*Use this space and the other side of this sheet to share any comments you have.
Please identify the Concept Numbers/Board Numbers that pertain to your comments.*



COMMENT SHEET

US 50 Corridor Focus Area

Please indicate the degree to which you support implementing proposed transportation improvements, using a scale of 1 to 5, with 1 being Strongly Oppose and 5 being Strongly Support. Alternatives with a box around them identify alternatives that accomplish the same goal.

Concept/Board	Description	Strongly Oppose 1	Dislike 2	Neutral 3	Like 4	Strongly Support 5
---------------	-------------	----------------------	--------------	--------------	-----------	-----------------------

These alternatives accomplish the same goal: improve sight distance and enhance pedestrian safety in Mariemont Square.

F1 (Board 28)	Add traffic island at Miami and eastbound US 50; maintain parking along inside edge of square	1	2	3	4	5
F2 (Board 28)	Add traffic island at Miami and eastbound US 50; remove parking along inside edge of square	1	2	3	4	5

F3 (Board 29)	Extend the right turn lane on Watterson by restricting parking	1	2	3	4	5
F4 (Board 29)	Extend the southbound left turn lane at the Walton Creek and US 50 intersection	1	2	3	4	5
F5 (Board 29)	Construct a roundabout at the Newtown and US 50 intersection	1	2	3	4	5
F6 (Board 30)	Maintain two travel lanes in each direction on US 50 at chicane on US 50 between East Street and Petosky Avenue	1	2	3	4	5

Concepts F7, F8 AND F9 relate to bicycle/pedestrian options.

F7 (Board 31)	Establish a shared-use path along old rail line from the Little Miami Trail to Spring Hill	1	2	3	4	5
F8 (Board 31)	Establish a shared-use path along US 50 from Spring Hill to Pocahontas	1	2	3	4	5
F9 (Board 31)	Extend sidewalk along the south side of US 50 to Newtown Road	1	2	3	4	5

*Use this space and the other side of this sheet to share any comments you have.
Please identify the Concept Numbers/Board Numbers that pertain to your comments.*

Appendix B
AUTOMATED PRESENTATION



WELCOME

to the Eastern Corridor Segments II and III Open House

Segments II and III (PID #86462)

www.EasternCorridor.org

THE EASTERN CORRIDOR PROGRAM IS...

... a series of many transportation improvement projects being implemented across the eastern half of the Cincinnati region to:

- **Ease congestion**
- **Improve mobility and access**
- **Support economic development**



Segments II and III (PID #86462)

www.EasternCorridor.org

EASTERN CORRIDOR SEGMENTS II AND III STUDY AREA

Planners are looking at performance-based transportation improvements that **focus on the existing roadway network**, balancing transportation needs with community values and available resources.



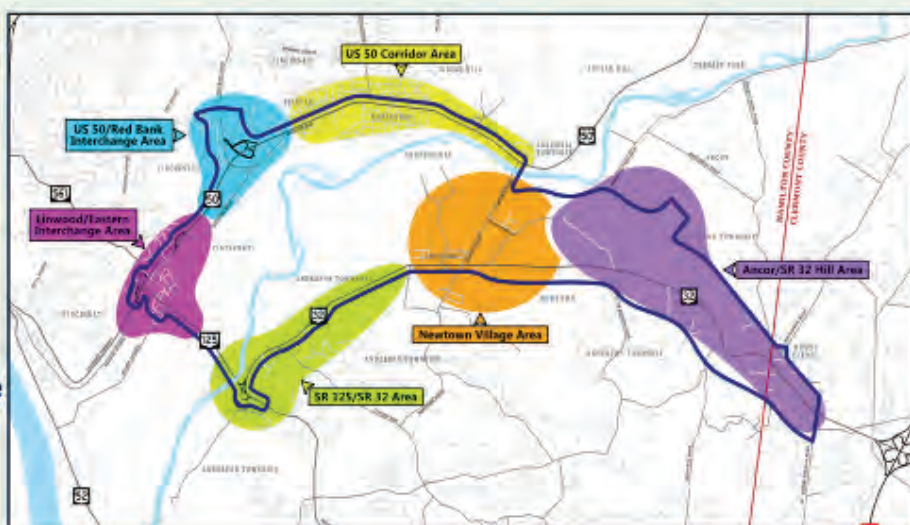
Segments II and III (PID #66462)

www.EasternCorridor.org

SEGMENTS II AND III FOCUS AREAS

The Segments II and III study area was divided into six Focus Areas:

- SR 125/SR 32
- Village of Newtown
- ANCOR/SR 32 Hill
- Linwood/Eastern Avenue Interchange
- US 50/Red Bank Interchange
- US 50 Corridor



Segments II and III (PID #66462)

www.EasternCorridor.org

ADVISORY COMMITTEES

ODOT convened Advisory Committees for each focus area to:

- Help guide the development and refinement of solutions to transportation needs
- Advise on project implementation strategies
- Provide local input on project prioritization

Advisory Committee members include local officials, transportation planning professionals, community and interest group representatives.



Segments II and III (PID #86462)

www.EasternCorridor.org

TONIGHT'S PURPOSE

- ODOT and the Advisory Committees have reviewed nearly 150 concepts to address transportation needs in Segments II and III
- Many options were eliminated based on evaluation results, potential costs and/or potential impacts
- Remaining concepts are being shared tonight for your review and input



Segments II and III (PID #86462)

www.EasternCorridor.org

AFTER TONIGHT'S MEETING

ODOT and the Advisory Committees will:

- Review your feedback to refine or eliminate concepts
- Identify implementation priorities
- Determine lead sponsors and possible funding sources
- Develop an Implementation Plan to guide future planning



WE NEED YOUR INPUT

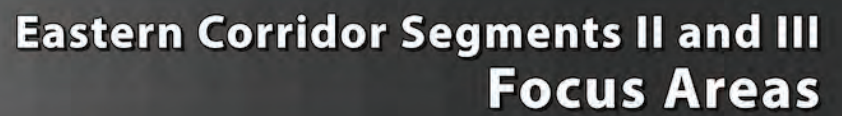
- Give your completed comment form to a project team representative before you leave tonight, or
- Email your comments to EasternCorridor@EasternCorridor.org, or
- Send comments to Tom Arnold, ODOT District 8, 505 S. SR 741, Lebanon, OH 45036, or
- Complete an online comment form at EasternCorridor.org

Thank you to the Eastern Corridor Funding Partners

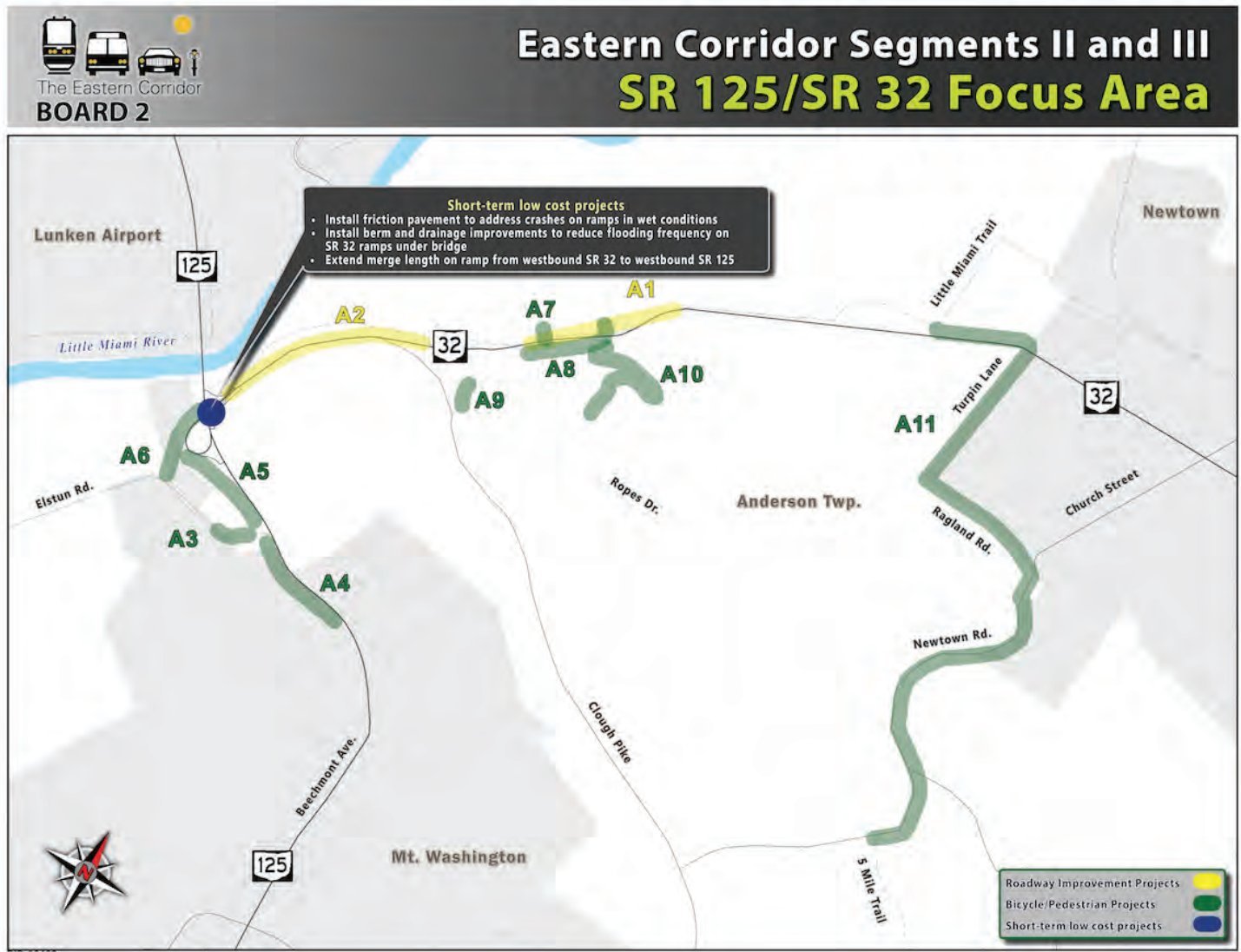


And, thank you to our many
Advisory Committee members
for the time and effort dedicated to this project

Appendix B
CONCEPT AND INFORMATION BOARDS



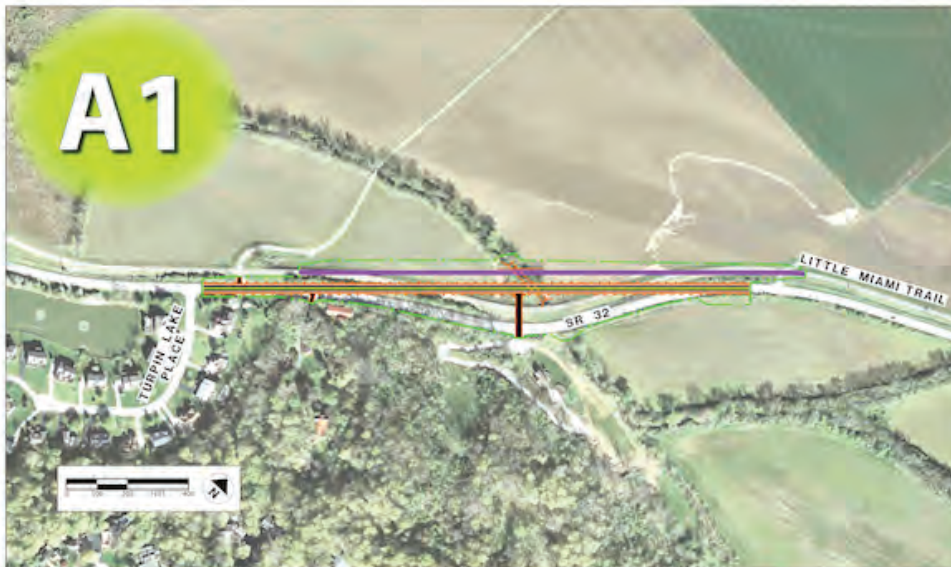
SR 125/SR 32 FOCUS AREA



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



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



Straighten "S" Curve on SR 32

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



Signalized Green Tee Intersection at SR 32 and Clough

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

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



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



New Sidewalk from SR 125 to Reserve Circle

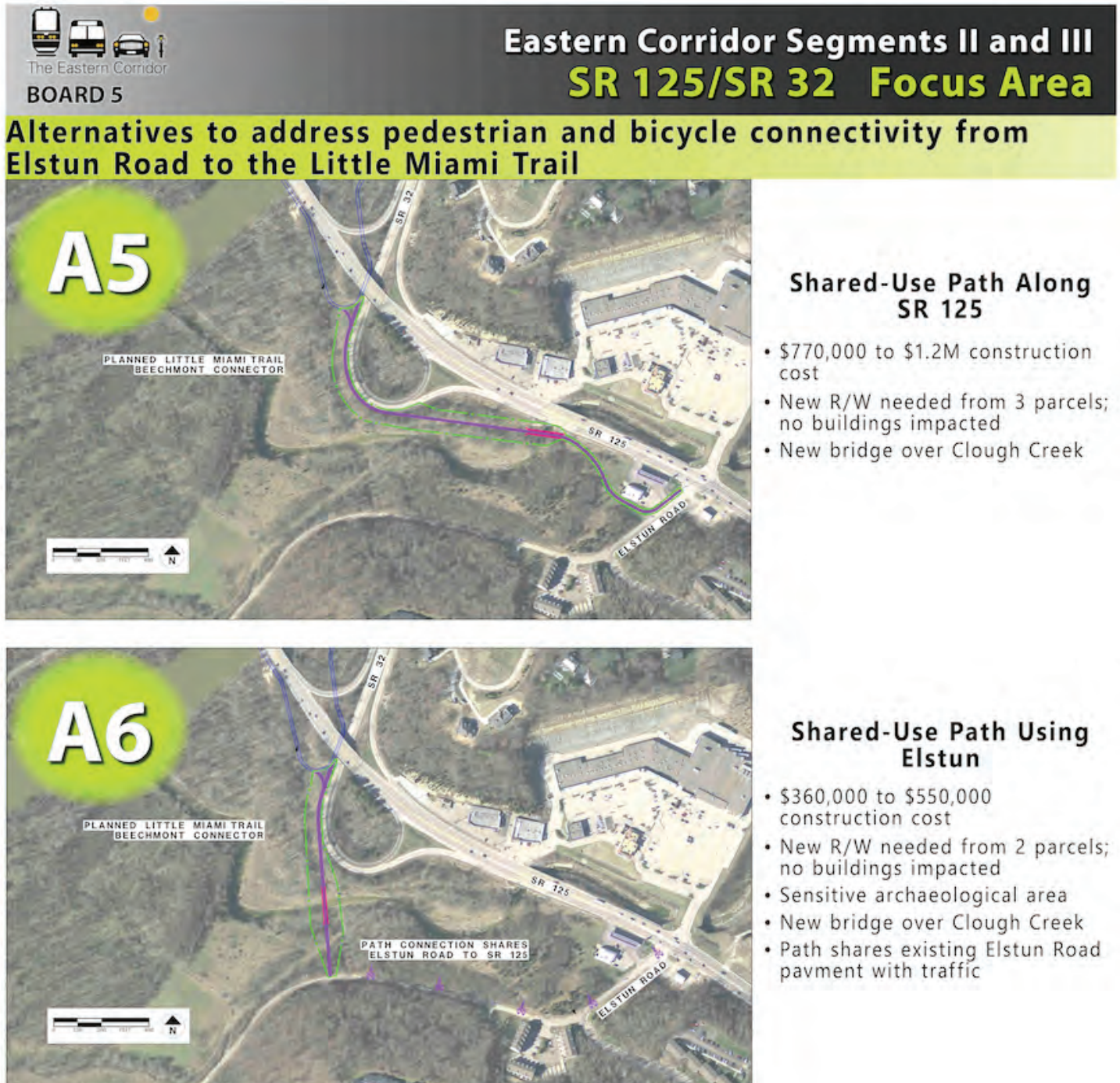
- \$50,000 construction cost
- New R/W needed from 2 parcels; no buildings impacted
- Sidewalk to connect residential properties to Metro bus stop



Shared-Use Path Along SR 125 Between Elstun and Ranchvale

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


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



PID 86462

SR 125/SR 32 FOCUS AREA

CONCEPTS A7 AND A8, BOARD 6



The Eastern Corridor
BOARD 6

Eastern Corridor Segments II and III

SR 125/SR 32 Focus Area

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



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

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

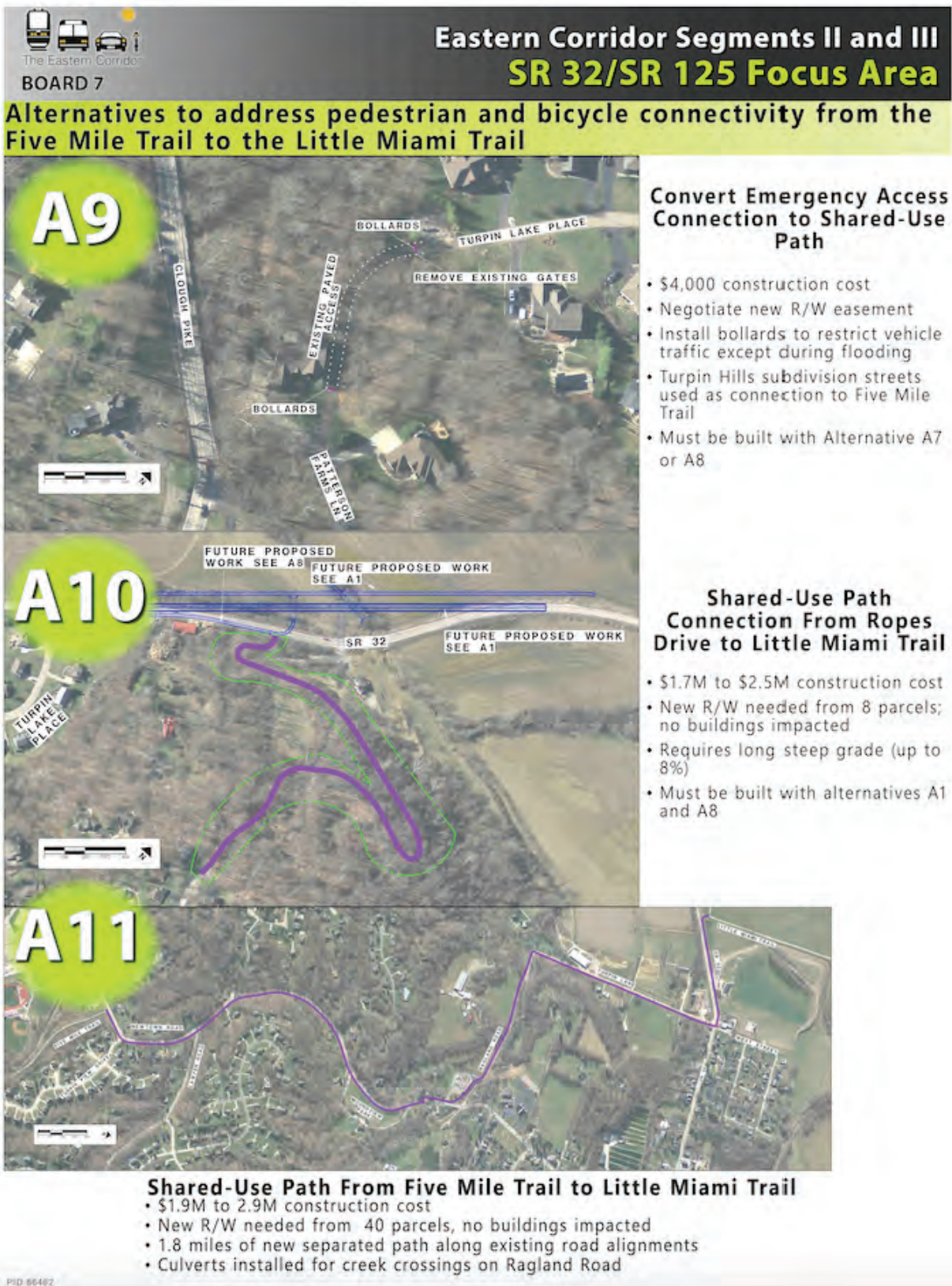


Shared-Use Path Underpass Crossing from Turpin Lake to Little Miami Trail

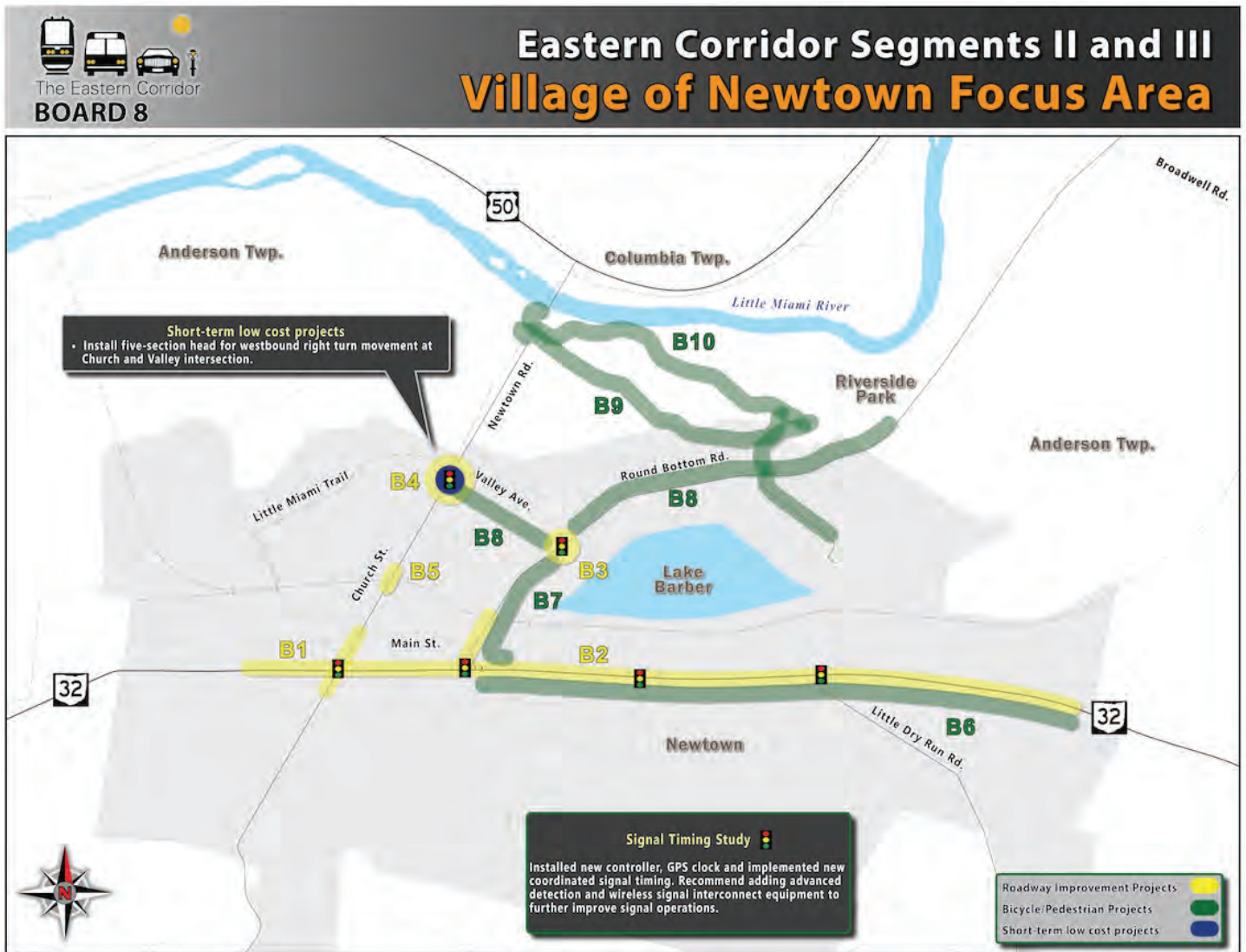
- \$540,000 to \$820,000 construction cost
- New R/W needed from 6 parcels; no buildings impacted
- Pedestrian underpass eliminates pedestrian/vehicle conflicts
- Underpass subject to backwater flooding
- Sensitive archaeological area
- Must be built with alternative A1

SR 125/SR 32 FOCUS AREA

CONCEPTS A9, A10 AND A11, BOARD 7



VILLAGE OF NEWTOWN FOCUS AREA



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



Eastern Corridor Segments II and III Newtown Focus Area



Additional Westbound Lane at Church and Main Intersection

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

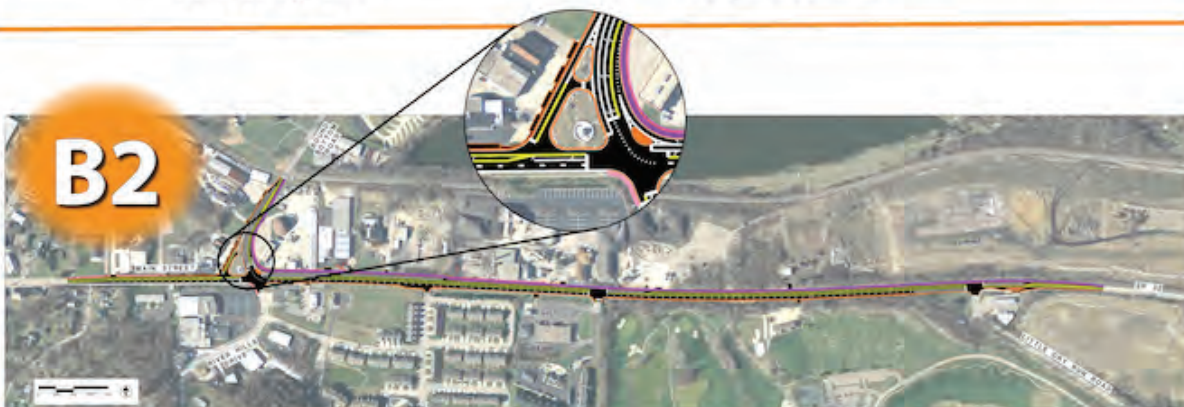


Existing B1



Proposed B1

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



Dual Southbound Left Turn Lanes at Round Bottom and Main Intersection

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

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

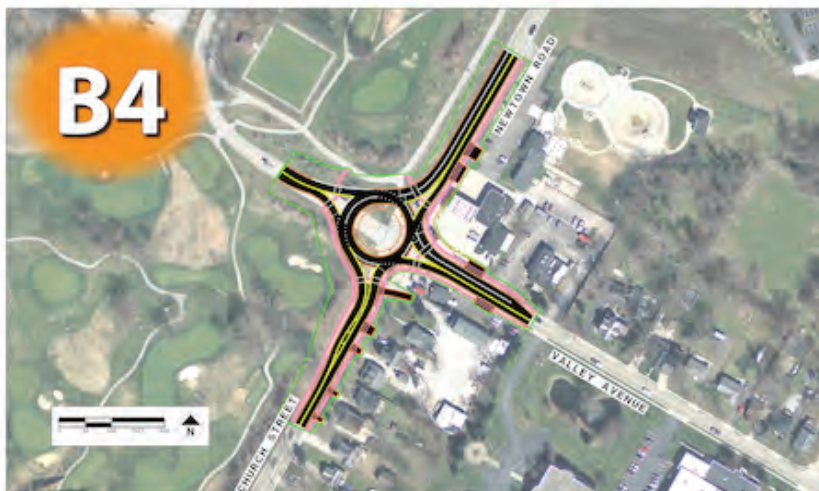


Eastern Corridor Segments II and III Newtown Focus Area



Roundabout at Round Bottom and Valley Intersection

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



Roundabout at Church and Valley Intersection

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



Adjust Grade at Railroad Crossing on Church

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

VILLAGE OF NEWTOWN FOCUS AREA

CONCEPTS B6 AND B7, BOARD 11



Eastern Corridor Segments II and III

Newtown Focus Area



Bicycle and Pedestrian Improvements Along SR 32

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

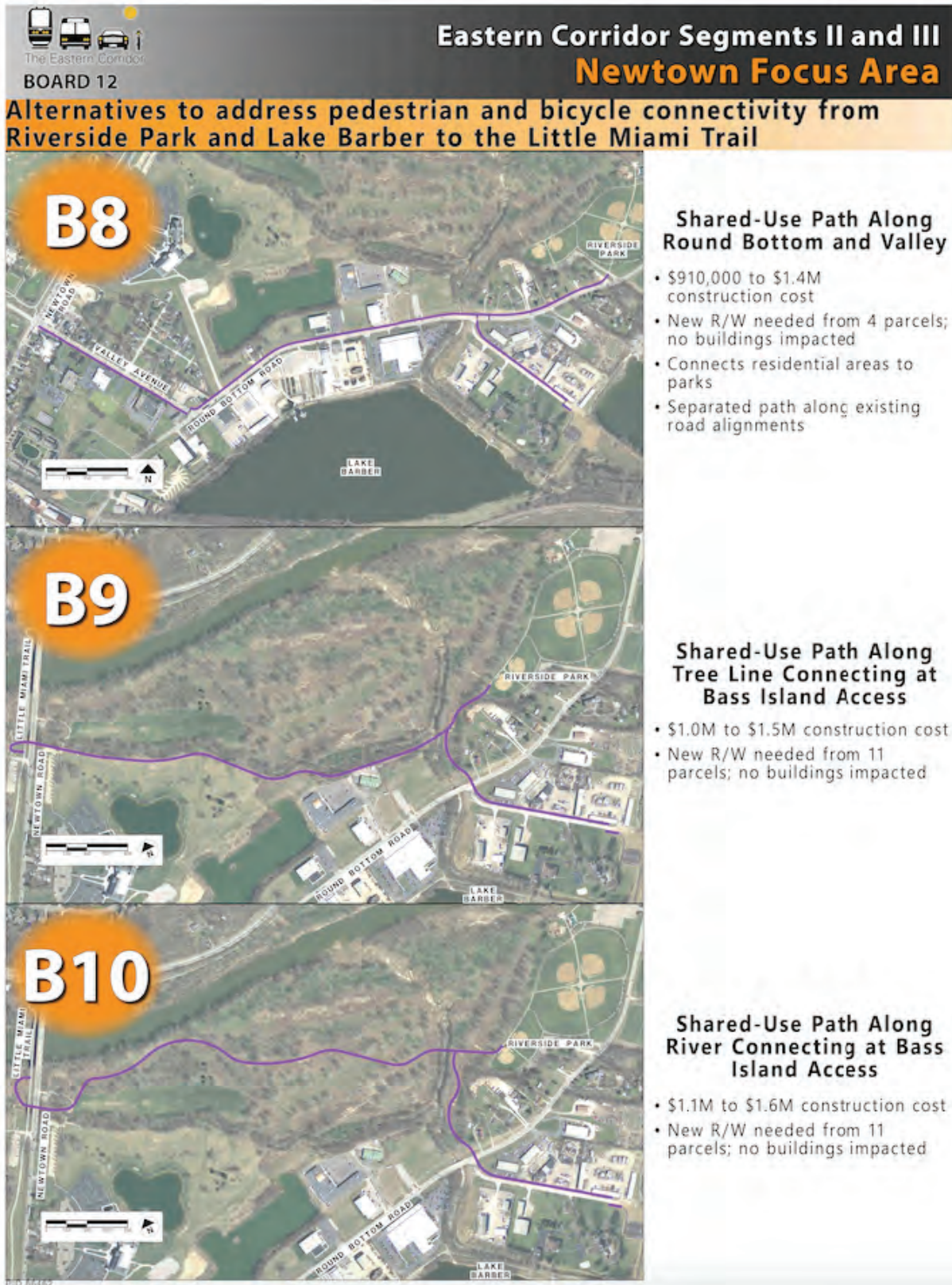


Shared-Use Path Between SR 32 and Valley

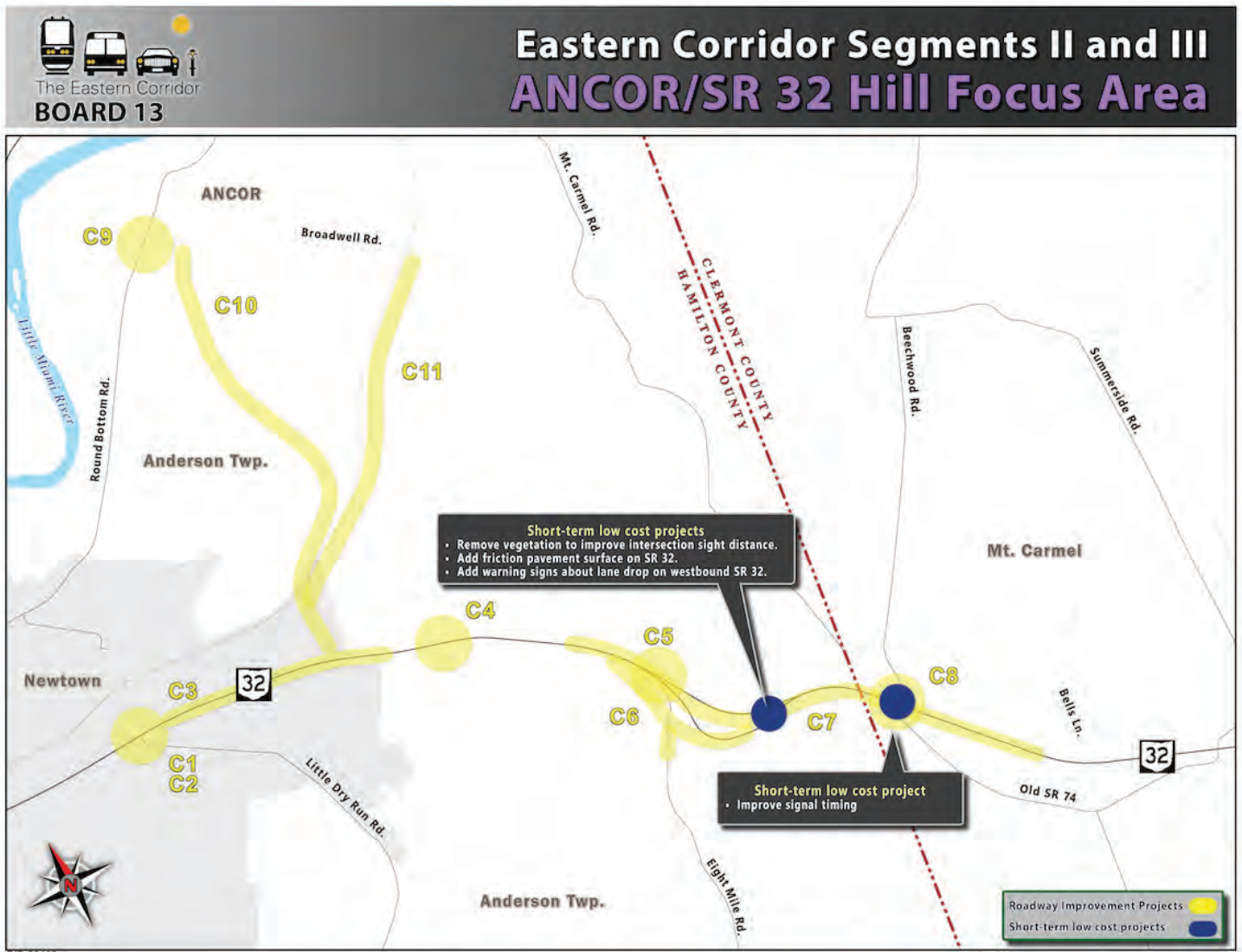
- \$160,000 to \$300,000 construction cost
- New R/W needed from 4 parcels; no buildings impacted
- Requires wall around Hamilton County Garage
- Creates new pedestrian railroad crossing

VILLAGE OF NEWTOWN FOCUS AREA

CONCEPTS B8, B9 AND B10, BOARD 11



ANCOR/SR 32 HILL FOCUS AREA



ANCOR/SR HILL FOCUS AREA

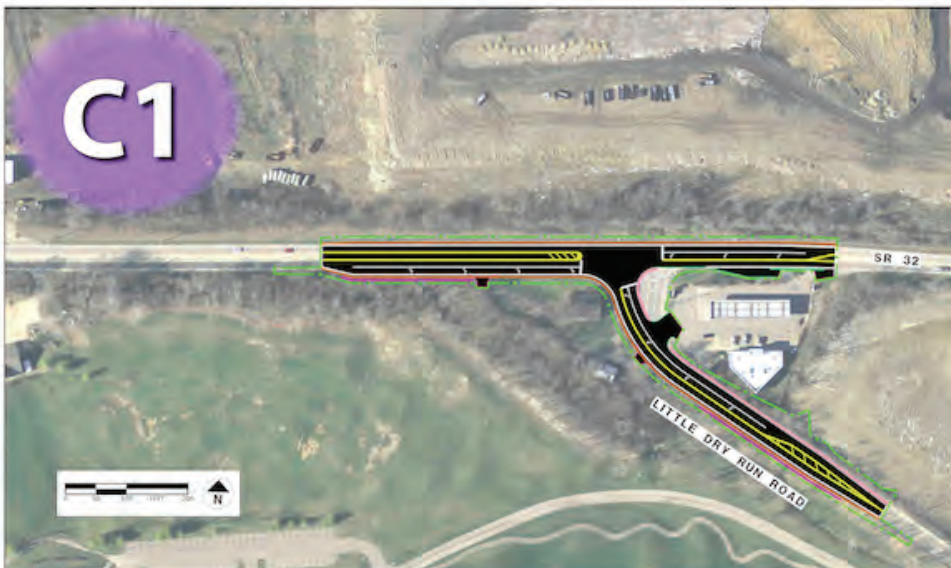
CONCEPTS C1 AND C2, BOARD 14



Eastern Corridor Segments II and III

ANCOR/SR 32 Hill Focus Area

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



SR 32 and Little Dry Run Intersection Improvements

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



Signalized Green Tee Intersection at SR 32 and Little Dry Run

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

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

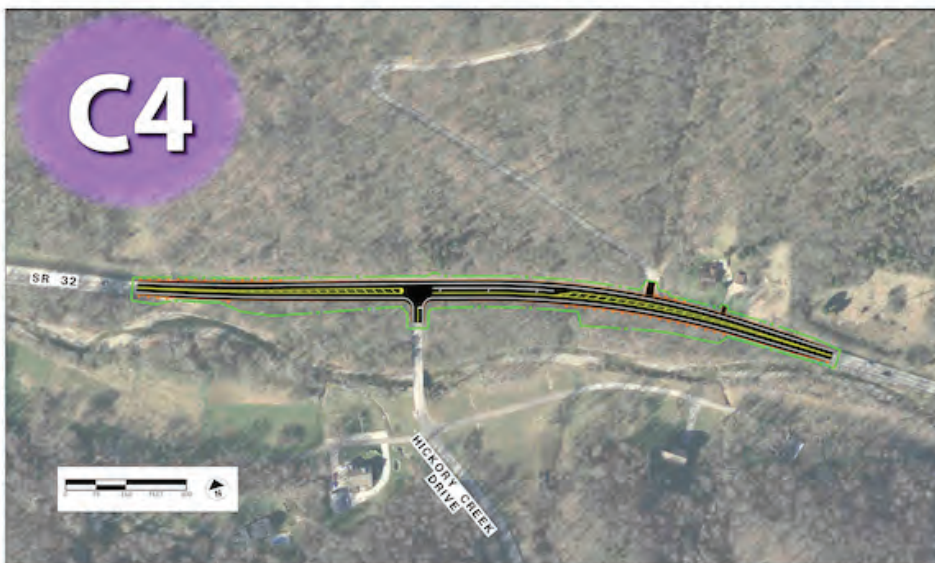


Eastern Corridor Segments II and III **ANCOR/SR 32 Hill Focus Area**



SR 32 Widening for Center Turn Lane

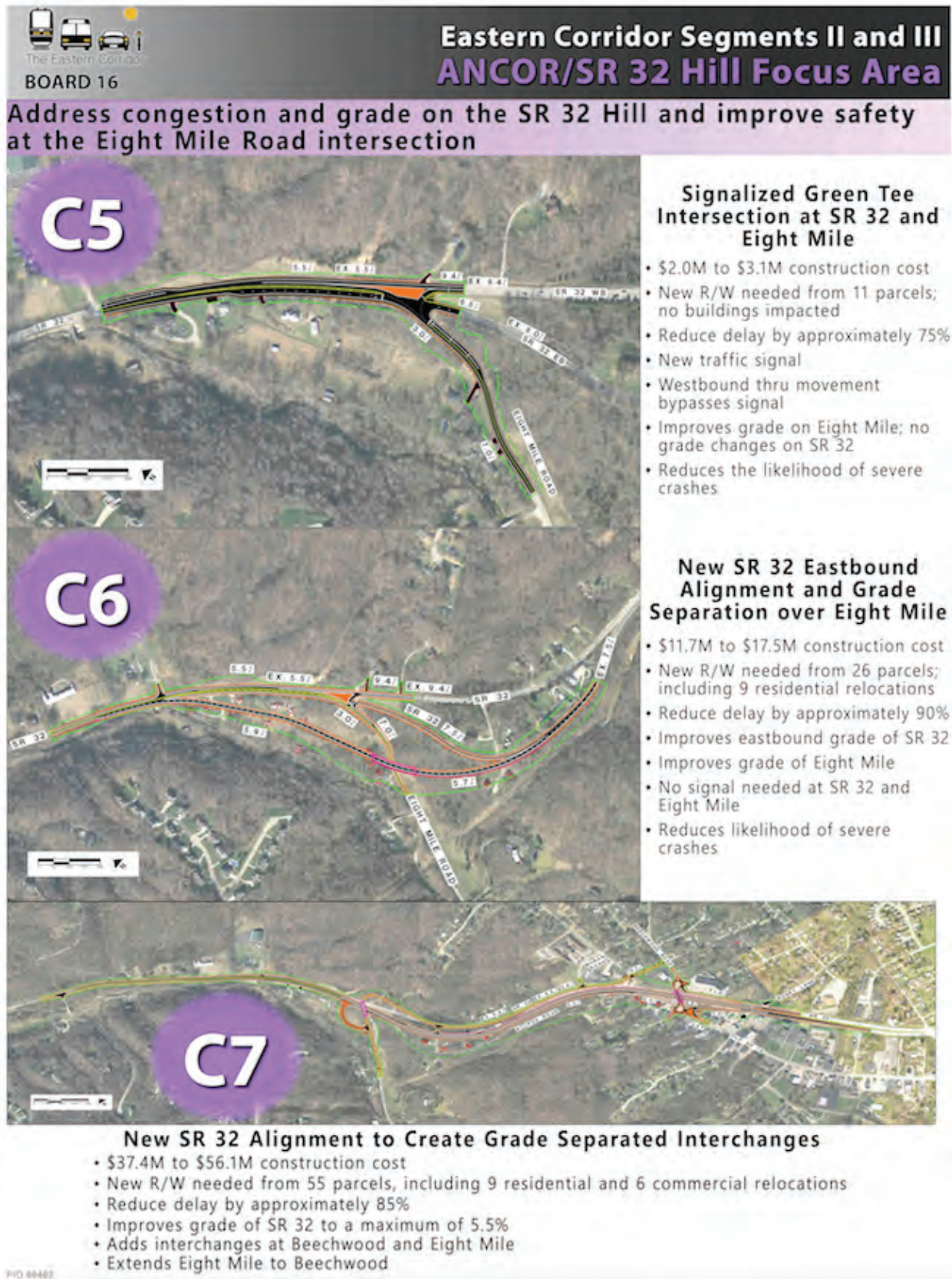
- \$1.0M to \$1.5M construction cost
- Little Dry Run to east corp. limit
- Possible new R/W needed; no buildings impacted
- Being developed by Village of Newtown



Left Turn Lane at Hickory Creek

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

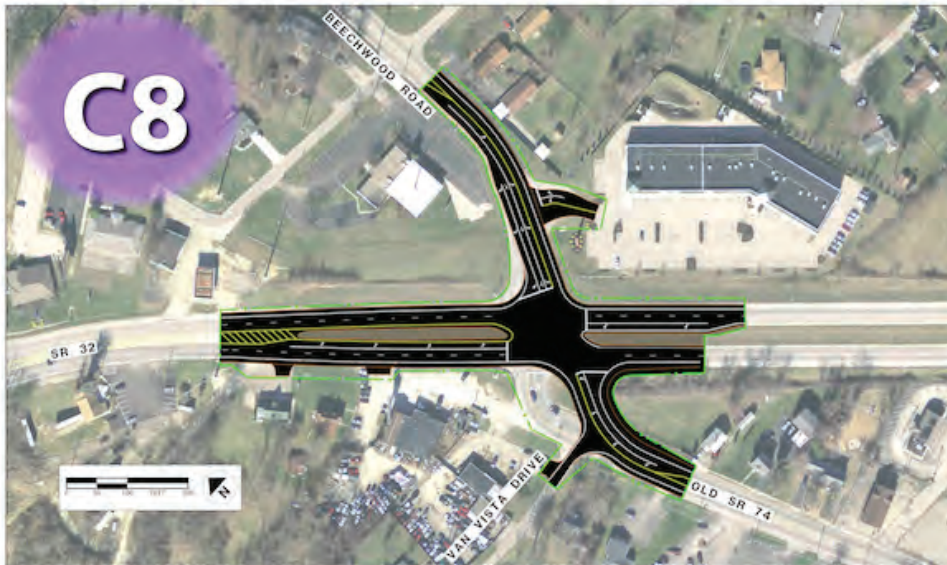
ANCOR/SR HILL FOCUS AREA CONCEPTS C5, C6 AND C7, BOARD 16



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



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



SR 32 and Beechwood Intersection Improvements

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



Improve Broadwell and Round Bottom Intersection for Truck Turns

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

ANCOR/SR HILL FOCUS AREA

CONCEPTS C10 AND C11, BOARD 18



BOARD 18

Eastern Corridor Segments II and III

ANCOR/SR 32 Hill Focus Area

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

C10

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

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

C11

New Access Road From SR 32 to Broadwell Along Railroad

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

LINWOOD/EASTERN AVENUE INTERCHANGE FOCUS AREA



Eastern Corridor Segments II and III

Linwood/Eastern Interchange Focus Area



PID 86462

LINWOOD/EASTERN AVENUE INTERCHANGE FOCUS AREA

CONCEPTS D1 and D2, BOARD 20



Eastern Corridor Segments II and III

Linwood/Eastern Focus Area



Continuous Right Turn Lane From SR 125 to Wooster

- \$320,000 to \$480,000 construction cost
- No new R/W required
- Converts current yield condition to a merge



Shared-Use Path from Eastern to Armleder Park

- \$1.4M to \$2.1M construction cost
- New R/W needed from 10 parcels; no buildings impacted
- Requires new bridge over Eastern, railroad tracks and Duck Creek

LINWOOD/EASTERN AVENUE INTERCHANGE FOCUS AREA

CONCEPTS D3 and D4, BOARD 21



Eastern Corridor Segments II and III Linwood/Eastern Focus Area

Alternatives required if entrance ramp from Eastern Avenue to SR 125 is closed due to poor sight distance and short traffic weave



Roundabout at Beechmont and Linwood Intersection

- \$4.0M to \$6.0M construction cost
- New R/W needed from 5 parcels; no buildings impacted
- Close deficient ramp from Eastern to SR 125
- Reduces WB approach AM peak delay by approximately 90%; reduces WB approach PM peak delay by approximately 95%
- Provides gateway to residential area
- Improves safety
- Eliminates parking between Linwood and Sheffield



Signalized Intersection at Beechmont and Linwood

- \$320,000 to \$450,000 construction cost
- New R/W needed from 3 parcels; no buildings impacted
- Close deficient ramp from Eastern Avenue to SR 125
- Reduces WB approach AM and PM peak delay by approximately 90%
- Eliminates parking between Linwood and Sheffield

LINWOOD/EASTERN AVENUE INTERCHANGE FOCUS AREA

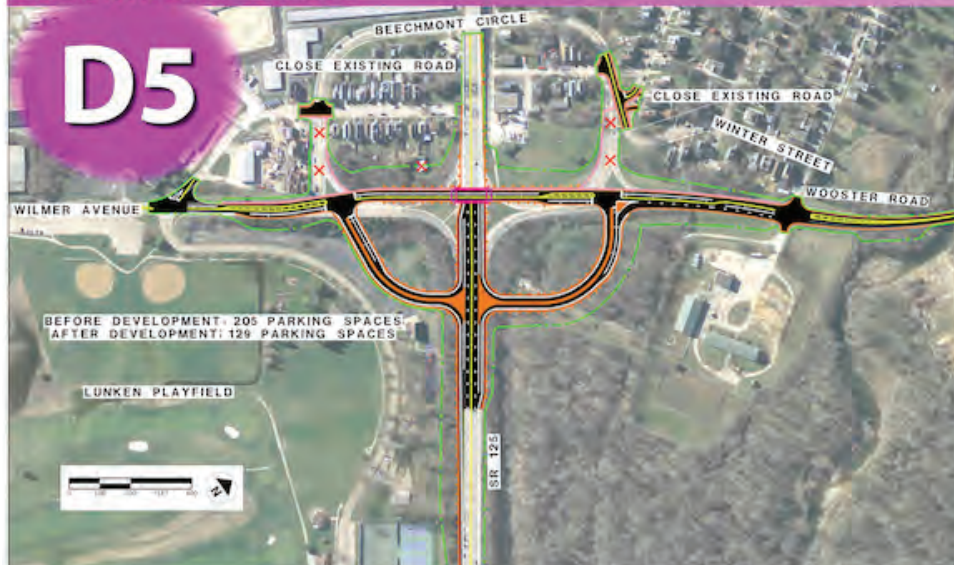
CONCEPTS D5 and D6, BOARD 22



Eastern Corridor Segments II and III

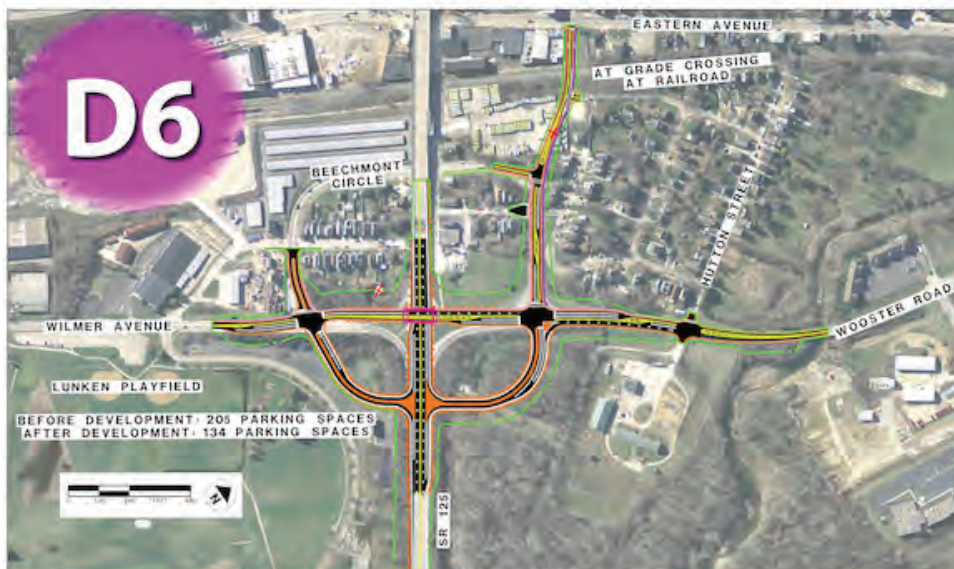
Linwood/Eastern Focus Area

Alternatives to address local connectivity and pedestrian safety in Beechmont Circle



Grade Separated Interchange Connecting Wilmer and Wooster

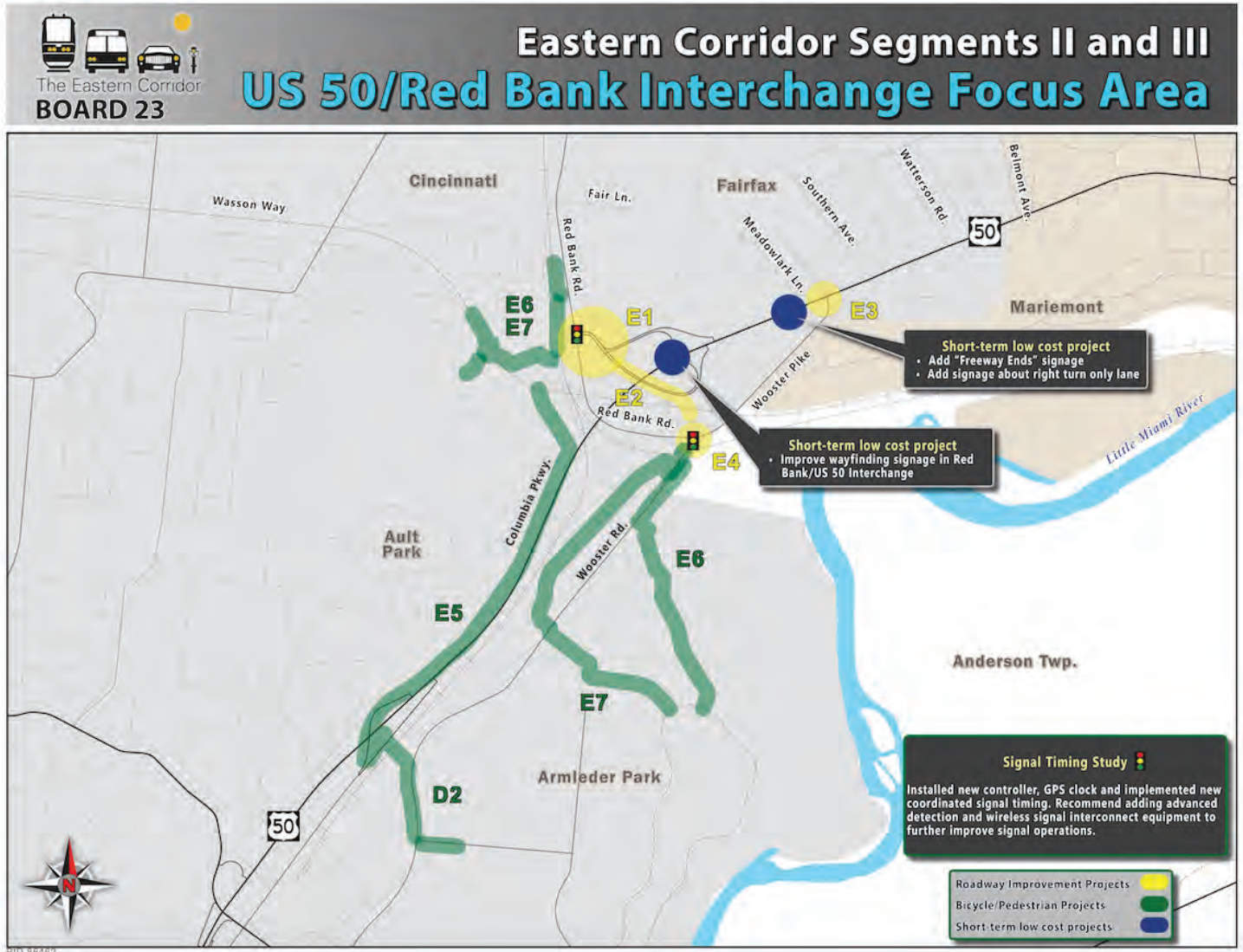
- \$7.0M to \$10.5M construction cost
- New R/W needed from 21 parcels; 1 garage impacted
- 76 parking spaces eliminated in Lunken Playfield parking lot
- Relocates bus stop on SR 125
- Connects Beechmont Circle to Winter
- Signalized intersections at the ends of each ramp
- Connect Wilmer and Wooster which removes through traffic from Beechmont Circle



Grade Separated Interchange Connecting Wilmer, Wooster, and Eastern

- \$8.0 to \$12.0M construction cost
- New R/W needed from 35 parcels; 1 commercial building and 1 garage impacted
- Connection to Eastern has at-grade railroad crossing
- Connection to Eastern includes shared-use path
- 71 parking spaces eliminated in Lunken Playfield parking lot
- Relocates bus stop on SR 125
- Signalized intersections at the ends of each ramp
- Connect Wilmer and Wooster which removes through traffic from Beechmont Circle

US 50/RED BANK INTERCHANGE FOCUS AREA



US 50/RED BANK INTERCHANGE FOCUS AREA CONCEPTS E1 and E2, BOARD 24



The Eastern Corridor
BOARD 24

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

Alternatives to address capacity issues and long queues at the Red Bank/Colbank intersection



Red Bank and Colbank Intersection Improvements

- \$675,000 to \$1.0M construction cost
- New R/W needed from 2 parcels; no buildings impacted
- Reduces AM peak delay by approximately 75%; PM peak delay by approximately 40%
- New signal at ramps coordinated with existing signal to allow protected left turn onto US 50 westbound ramp



Extend Wooster to Tie Into Red Bank

- \$2.7M to \$4.1M construction cost
- New R/W needed from 5 parcels; no buildings impacted
- Reduces AM peak delay by approximately 75%; PM peak delay by approximately 45%
- Provides pedestrian and bicycle connectivity from Red Bank to Wooster
- Relocates signalized intersection to the end of the US 50 westbound ramps
- Requires removal of old railroad bed and embankment

US 50/RED BANK INTERCHANGE FOCUS AREA CONCEPTS E3 and E4, BOARD 25



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



Roundabout at Meadowlark and US 50

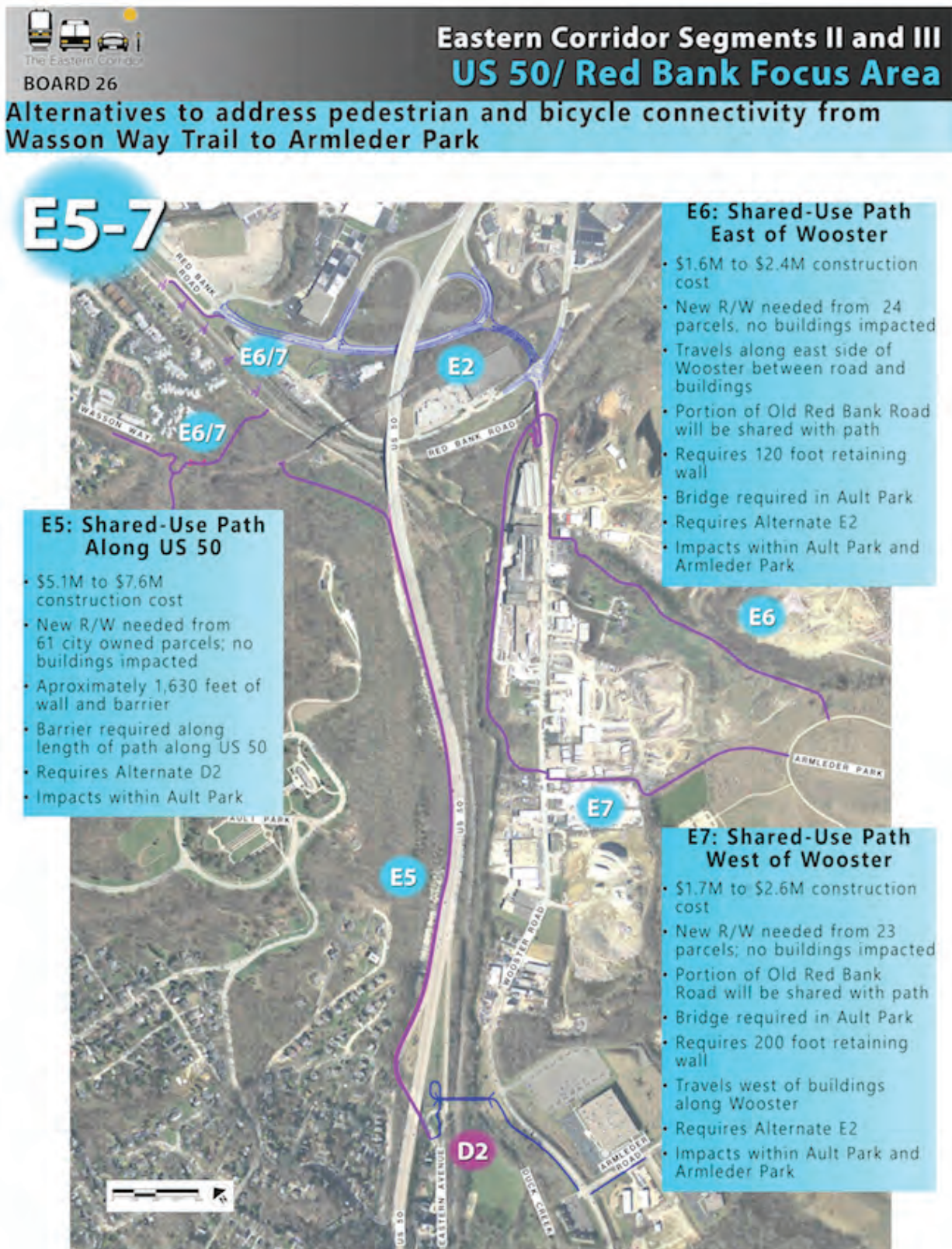
- \$1.2M to \$1.8M construction cost
- New R/W needed from 3 parcels; no buildings impacted
- Reduces AM peak delay by approximately 35%; PM peak delay by approximately 60%
- Eliminates existing traffic signal
- Provides gateway to Fairfax business district
- Improves safety



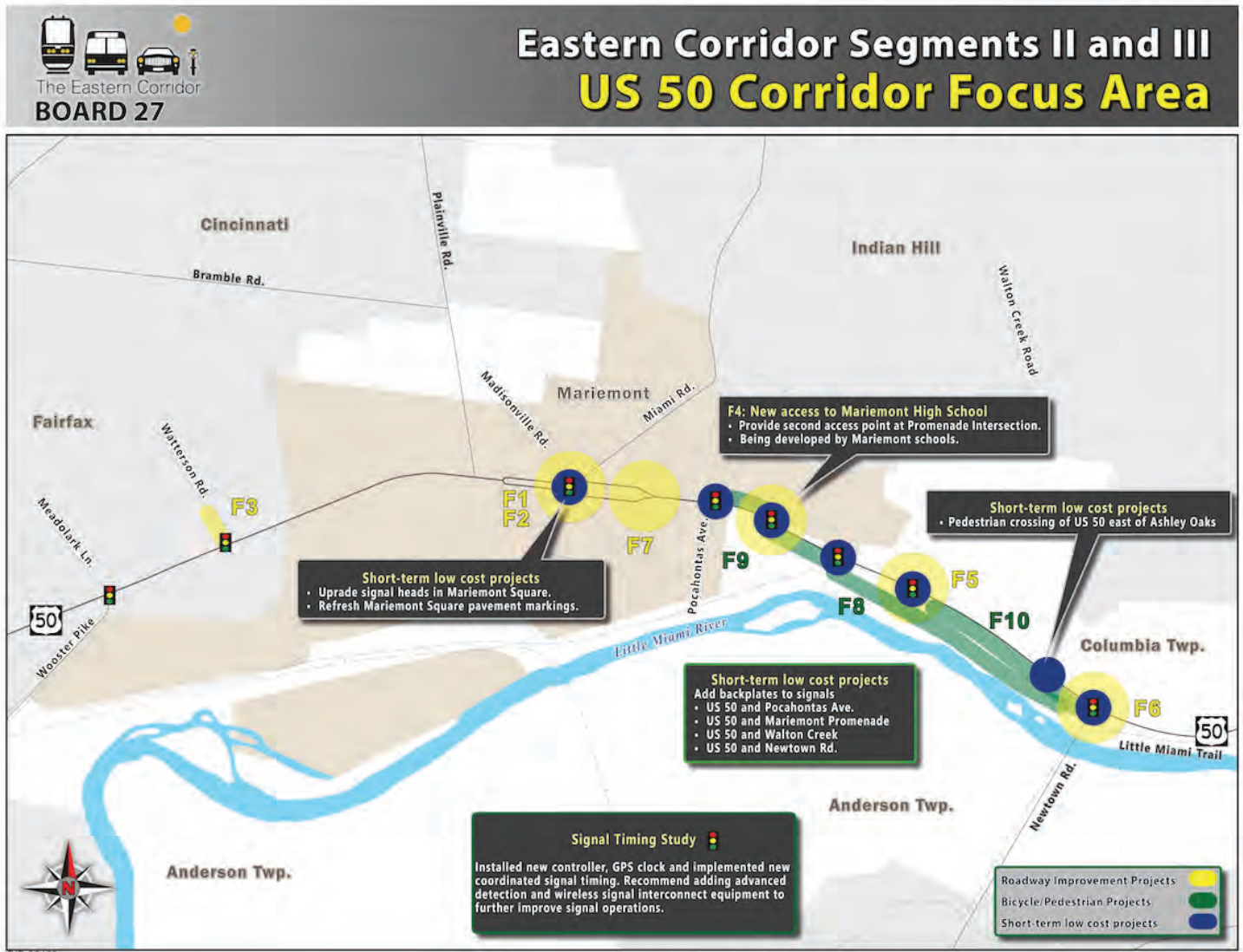
Roundabout at Wooster and Red Bank

- \$1.2M to \$1.8M construction cost
- New R/W needed from 2 parcels; no buildings impacted
- No significant change in peak delay
- Eliminates existing traffic signal
- Improves safety
- Provides room to carry shared-use path across existing bridge

US 50/RED BANK INTERCHANGE FOCUS AREA CONCEPTS E5, E6 and E7, BOARD 26



US 50 CORRIDOR FOCUS AREA



US 50 CORRIDOR FOCUS AREA CONCEPTS F1 and F2, BOARD 28



Eastern Corridor Segments II and III **US 50 Corridor Focus Area**

Alternatives to improve sight distance and enhance pedestrian safety in Mariemont Square



Maintain Parking Along Inside Edge of Square


- \$35,000 construction cost
- No new R/W required
- 2 parking spaces removed along south side of US 50
- Provide better sight distance for drivers approaching square from Miami and Crystal Springs
- Provide shorter crosswalk across US 50 eastbound
- Project within National Historic Landmark



Remove Parking Along Inside Edge of Square

- \$45,000 construction cost
- No new R/W required
- Replace parking with additional landscaped area along inside edge of square
- 5 parking spaces removed (3 along inside edge of square and 2 along south side of US 50)
- Provide better sight distance for drivers approaching square from Miami and Crystal Springs
- Provide shorter crosswalk across US 50 eastbound
- Project within National Historic Landmark


US 50 CORRIDOR FOCUS AREA CONCEPTS F3, F4 and F5, BOARD 29



The Eastern Corridor
BOARD 29

Eastern Corridor Segments II and III US 50 Corridor Focus Area


F3



**Right Turn Lane Extension
By Parking Restriction
at Watterson and US 50
Intersection**

- \$15,000 construction cost
- No new R/W required
- Parking restriction from 4 PM to 6 PM only
- Reduces SB approach PM delays by approximately 30%

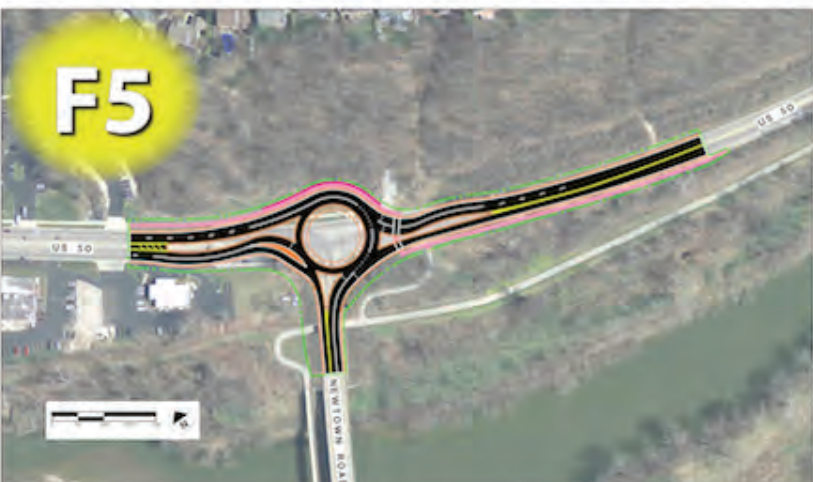
F4



**Extend Southbound Left
Turn Lane at Walton Creek
and US 50 Intersection**

- \$100,000 construction cost
- New R/W needed from 6 parcels; no buildings impacted
- Improves traffic operations by reducing left turn queue from blocking adjacent lane

F5



**Roundabout at Newtown
and US 50 Intersection**

- \$1.4M to \$2.2M construction cost
- New R/W needed from 5 parcels; no buildings impacted
- Reduce AM peak delay by approximately 80%; PM peak delay by approximately 50%
- Improves safety
- Eliminate existing traffic signal
- Requires one retaining wall

PID 86462

US 50 CORRIDOR FOCUS AREA CONCEPTS F6, BOARD 30



Eastern Corridor Segments II and III **US 50 Corridor Focus Area**

Maintain Two Lanes in Each Direction on US 50 at Chicane



- \$30,000 construction cost
- No new R/W required
- Reduce speed on US 50 to 25 MPH
- Shift location of "Village of Mariemont" sign and light pole
- All trees untouched
- Shift curb up to 4.5 feet inward on east end of island
- Reuse granite curb
- Improves lane utilization on US 50 reducing delay
- Project within National Historic Landmark
- Section 106 coordination underway
- Proposed to be completed with PID 101309 in Spring 2019



Existing F6



Proposed F6

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

Section 106 of the National Historic Preservation Act of 1966 requires Federal agencies (or local agencies using Federal funds) to consider the effects of their actions on historic properties. Individuals or organizations with a demonstrated interest in the effects of the undertaking on historic properties can become consulting parties on this project. Persons interested in becoming a consulting party have the opportunity to fill out and submit an application form provided at this meeting.

US 50 CORRIDOR FOCUS AREA CONCEPT F7, F8 and F9, BOARD 31



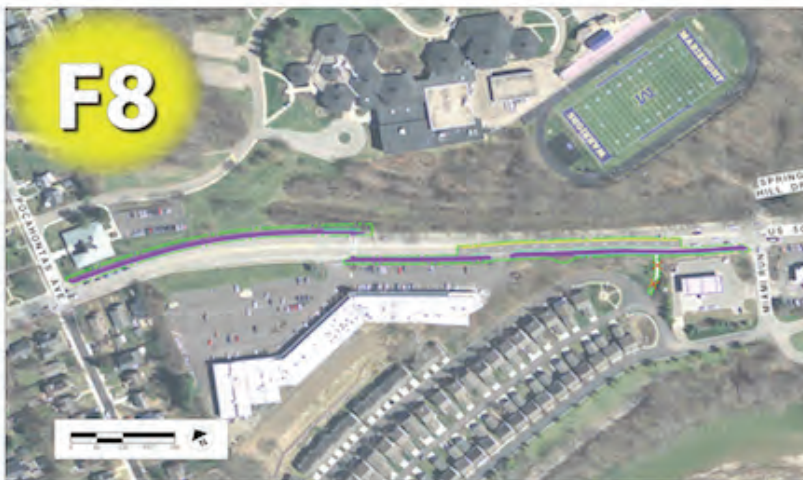
BOARD 31

Eastern Corridor Segments II and III US 50 Corridor Focus Area



Shared-Use Path from Little Miami Trail to Spring Hill

- This alternative is being advanced by Great Parks of Hamilton County and Columbia Township
- Phase 1 from Newtown Road to the west edge of 50 West Brewing Company will be constructed in 2019



Shared-Use Path Along US 50 from Spring Hill to Pocahontas

- \$850,000 to \$1.3M construction cost
- New R/W needed from 7 parcels; no buildings impacted
- Eastbound lanes shifted to reduce R/W impacts
- Requires 375 foot long retaining wall
- Stairs to Mariemont Landing removed; access provided using new path along Miami Run (see alt F7)



Sidewalk Along South Side of US 50

- \$170,000 to \$260,000 construction cost
- New R/W needed from 9 parcels; no buildings impacted
- Sidewalk placed directly behind back of curb

Eastern Corridor Segments II and III Dropped Alternatives

**Additional alternatives studied as part of this project;
however, are not recommended for further study**

SR 125/SR 32

- Make Clear Creek Park exit right turn only
- Install dual left turn lanes from Clough onto SR 32 in conjunction with a second receiving lane on SR 32
- Remove signal at SR 32/Clough intersection and construct free flow ramp from Clough to westbound SR 32
- Add roundabout at the SR 32/Clough Pike intersection
- Modify all existing ramps at the SR 32/SR 125 interchange to meet current standards
- Add westbound thru-lane on the Beechmont Levee (SR 125) extending between SR 32 and Wooster
- Modify ramp connection from SR 32 to eastbound SR 125 to allow for a shared-use path connection on existing Clough Creek Bridge
- Add roundabout just east of the SR 32/SR 125 interchange
- Improve signal timing at SR 125/Elstun intersection
- Extend the northbound left turn lane on Elstun Road
- Connect SR 125 sidewalk at Elstun Rd to the Little Miami Trail utilizing existing SR 125 bridge over Clough Creek

NEWTOWN

- Install roundabout at SR 32/Church intersection
- Install offset roundabout at SR 32/Church intersection
- Install roundabout at the SR 32/Round Bottom intersection
- Install offset roundabout at the SR 32/Round Bottom intersection
- Extend the northbound left turn lane at Round Bottom/Valley intersection
- Extend southbound left turn lane on Newtown Road, approaching the Church/Valley intersection
- Install a deferred left at the Church/Valley intersection

ANCOR/SR 32 HILL

- Install roundabout at SR 32/Eight Mile intersection
- New interchange at SR 32/Eight Mile with SR 32 grade improvements for truck traffic
- New bridge on SR 32 over Eight Mile, new right in right out intersections, new alignment on existing westbound SR 32 improving grade for truck traffic
- Relocate Eight Mile/SR 32 intersection to the west to move away from SR 32 Hill utilizing roundabout configuration
- Relocate Eight Mile/SR 32 intersection to the west to move away from SR 32 Hill utilizing signalized green tee configuration
- Relocate eastbound SR 32 to the current westbound alignment and widen the roadway
- Add truck climbing lane on eastbound SR 32
- Modify drainage patterns to water from crossing eastbound lanes on SR 32 Hill
- Modify SR 32/Moran intersection to prevent illegal left turns to/from SR 32
- Reduce grade on SR 32 Hill by adding new interchanges at Eight Mile and Beechwood with high speed ramps
- Reduce grade on SR 32 Hill by adding new interchanges at Eight Mile and Beechwood with one-way frontage road
- Add access road from SR 32 to Broadwell along hillside
- Add access road from Little Dry Run to Round Bottom at Riverside Park
- Add access road from SR 32 to Round Bottom using old Edwards corridor

LINWOOD/EASTERN

- Add missing ramps at the SR 125/US 50 interchange, including dual eastbound exit ramp from US 50 to SR 125
- Add missing ramps at the SR 125/US 50 interchange
- Improve horizontal curve on US 50 west of the SR 125 and US 50 interchange
- Add new road with shared-use path from Eastern to Beechmont Court across the railroad tracks
- New single point urban interchange to connect Wilmer and Wooster over SR 125
- New folded diamond interchange to connect Wilmer and Wooster over SR 125
- New diamond interchange to connect Wilmer and Wooster under SR 125 with a peanut roundabout
- New folded diamond interchange to connect Wilmer and Wooster over SR 125 with roundabout intersections
- Add pedestrian signal on SR 125 at Beechmont Circle
- Add a pedestrian bridge over SR 125 at Beechmont Circle
- Create a pedestrian connection under SR 125 to connect Beechmont Court to Wilmer Court
- Install a roundabout at Beechmont Circle/Wooster
- Install a roundabout at Beechmont Circle/Wilmer
- Add a sidewalk around Beechmont Circle for connectivity of pedestrian traffic to and from the bus stops

US 50/RED BANK

- Realign Red Bank to eliminate the Red Bank/Colbank intersection and create a four way intersection at US 50 ramps
- Signalize the Colbank/US 50 ramp intersection
- Install single lane roundabout at the Colbank/US 50 ramp intersection
- Install roundabout at the Colbank/US 50 ramp intersection with dual lanes for both US 50 exit ramps
- Install "no right turn on red" sign on Wooster at US 50/Wooster intersection
- Improve roadway grade on Wooster at intersection with Red Bank
- Add an extra lane along Wooster Pike to accept a continuous right turn lane from Wooster Road to Wooster Pike
- Restripe Wooster Road to include bike lanes and/or sharrows

US 50 CORRIDOR

- Add eastbound/westbound through lanes on US 50
- Restrict left turns from southbound Plainville during peak hours
- Add new traffic signal at Plainville/US 50 intersection
- Add southbound left turn lane at the Plainville/US 50 intersection
- Restripe westbound US 50 between West Street and Mariemont Square to better delineate and extend the existing drop lane
- Provide merging lane on south side of Mariemont Square for unsignalized northbound Miami right turn traffic
- Restripe inside westbound lane on US 50 to create a center turn lane and eastbound left turn lane at Pocahontas
- Create a drop right turn lane from US 50 to southbound Newtown Road at the Newtown/US 50 intersection
- Create shared-use path along the north side of US 50 to Pocahontas
- Create shared-use path on old traction line along north side of US 50
- US 50 road diet to create bike facility on existing pavement from Indian View to Walton Creek

Appendix C: Notification Materials

Eblasts

Advertisements

Social Media Posts

News Releases

Appendix C

EBLASTS



ODOT TO HOST OPEN HOUSES ON OCT. 24 AND 25 TO REVIEW TRANSPORTATION IMPROVEMENTS FOR EASTERN CORRIDOR SEGMENTS II AND III

***ODOT seeks public input on concepts to address transportation needs
between the Red Bank corridor and I-275/SR 32 interchange***

The Ohio Department of Transportation (ODOT) is hosting Open Houses on Oct. 24 and Oct. 25 to gather public input on transportation improvement concepts developed to improve travel and access through Segments II and III of the Eastern Corridor. This area extends between the Red Bank corridor and the I-275/SR 32 interchange and includes U.S. 50, SR 32 and the village of Newtown (see map below).

Wednesday, Oct. 24, 2018

5 p.m. to 7 p.m.
Miami Valley Christian Academy
6830 School Street
Newtown, OH 45244

Thursday, Oct. 25, 2018

5 p.m. to 7 p.m.
R.G. Cribbet Recreation Center
5903 Hawthorne Avenue
Fairfax, OH 45227

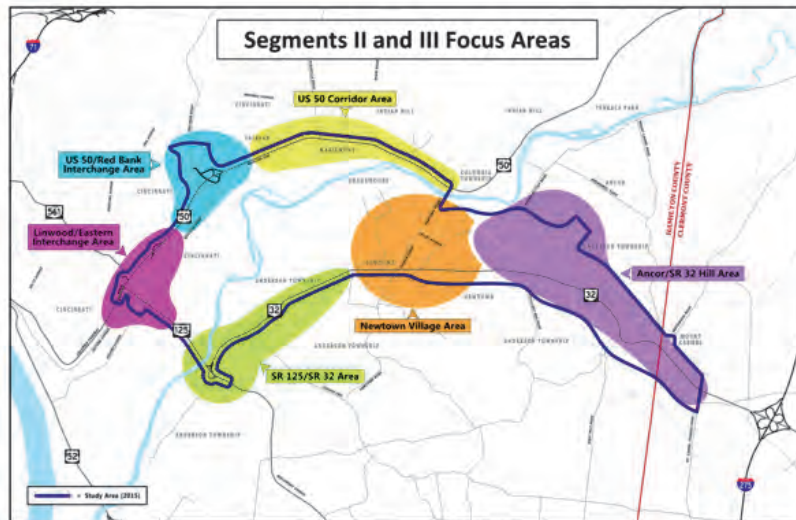
Attendees can come any time between 5 p.m. and 7 p.m. No formal presentations will be held. ODOT project team members will be at the Open Houses to discuss the various concepts and answer questions. ODOT will also be seeking public comment regarding any potential social, environmental, historic preservation and economic impacts of the proposed concepts. Public comments must be submitted to ODOT no later than Sunday, Nov. 25, 2018 to be considered during this phase of development. ODOT will use feedback received to help develop its final recommendations for implementation.

"We've been working very closely with a group of five [advisory committees](#) - comprised of local elected officials, transportation planning professionals, and community and interest group representatives - for nearly a year to identify and evaluate workable solutions to address transportation needs," said Tom Arnold, planning engineer and Eastern Corridor Segments II and III project manager for ODOT District 8. These needs are detailed in ODOT's [Eastern Corridor Segments II and III Transportation Needs Analysis Report \(July 2017\)](#), which was prepared using the results of comprehensive technical studies (traffic volume, travel time, congestion and crash data) and extensive stakeholder input.

"The advisory committees and our project team have explored a broad field of possible solutions, reviewed the results of analyses conducted for each, and narrowed options down to a set of feasible alternatives," Arnold said. "At this point, we want the public to weigh in on these concepts. Their input is essential in helping us determine which of the remaining options will best meet their needs."

Proposed improvements vary widely throughout the study area depending on location. Examples of concepts being considered include the installation of roundabouts, lengthening existing turn lanes or adding new turn lanes, improving traffic signal timing and constructing additional travel lanes. Concepts for improving bicycle and pedestrian connectivity have also been developed throughout the study area.

Following the public meetings in October, ODOT will meet with its five advisory committees once more to review comments, discuss any refinements to be made, identify implementation priorities and determine lead sponsors for each project. ODOT will compile the results of these discussions and its final recommendations in an implementation plan that will be shared with local jurisdictions and used to guide future project planning.



The Eastern Corridor Segments II and III study area is divided into six specific focus areas: the SR 125/SR 32 interchange area, the Linwood Avenue/Eastern Avenue interchange area, the US 50/Red Bank Road interchange area, the U.S. 50 Corridor (from Fairfax to Newtown Road), the ANCOR/SR 32 Hill area and the village of Newtown. Click map to enlarge.

PUBLIC COMMENT SUBMISSION

Public comments can be submitted at the Open Houses, sent to the project team via [email](#), submitted through the [Submit Feedback](#) tool on the [Eastern Corridor website](#) or sent to Tom Arnold, ODOT District 8, 505 S. SR 741, Lebanon, OH 45036. **The public comment period closes at midnight on Sunday, Nov. 25, 2018.**

MORE INFORMATION

More information about transportation improvements for Eastern Corridor Segments II and III (PID #86462) is available on the [Segments II and III \(Red Bank to I-275/SR 32\) pages](#) of the [Eastern Corridor website](#).

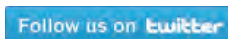
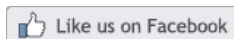
THE EASTERN CORRIDOR PROGRAM

The Eastern Corridor Program is a collection of integrated, multimodal transportation investments to improve mobility, ease congestion, increase access and support economic development between downtown Cincinnati and Clermont County. More information is available at [EasternCorridor.org](#).

Eastern Corridor Implementation Partners

Ohio Department of Transportation
Hamilton County Transportation Improvement District
Clermont County Transportation Improvement District
City of Cincinnati
Ohio-Kentucky-Indiana Regional Council of Governments
Southwest Ohio Regional Transit Authority

STAY CONNECTED:



[EasternCorridor.org](#)



U.S. 50 Corridor/Wooster Pike Roadway Improvements

SECTION 106 NOTIFICATION

Proposed traffic flow improvement project would require modifying a median island located in Mariemont, a National Historic Landmark

To help improve traffic flow along U.S. 50/Wooster Pike on the east side of Mariemont, a National Historic Landmark, ODOT proposes to add a second travel lane between East Street and Petosky Avenue. Currently, the road in this area narrows from two lanes to one for a length of approximately 500 feet.

The [Eastern Corridor Segments II and III Transportation Needs Analysis Report \(July 2017\)](#) highlighted this area of U.S. 50/Wooster Pike as one that experiences inefficient traffic flow, resulting in queues that extend east along U.S. 50/Wooster Pike into the Mariemont High School area. Sideswipe crashes have also occurred as drivers change lanes in anticipation of the lane drop. The proposal to extend a second travel lane through this area was evaluated and recommended as part of the current effort to address primary transportation needs in [Eastern Corridor Segments II and III](#).

The majority of space needed to accommodate a second travel lane can be obtained by restriping the lanes of the existing road. However, the east end of the median island located immediately west of Indian View Avenue must also be narrowed and ODOT proposes to remove and relocate portions of the island's curb. This action would reduce the island's overall size by approximately 30 percent; most work would be limited to the island's east end. In addition, the existing light post and signage would need to be moved back, however, trees would not be affected.

Plans for this project will be available for viewing at the upcoming [Eastern Corridor Segments II and III Public Open Houses](#), which have been scheduled to get public input on this and other proposed transportation improvements throughout the Segments II and III study area:

Wednesday, Oct. 24, 2018

5 p.m. to 7 p.m.

Miami Valley Christian Academy
6830 School Street
Newtown, OH 45244

Thursday, Oct. 25, 2018

5 p.m. to 7 p.m.

R.G. Cribbet Recreation Center
5903 Hawthorne Avenue
Fairfax, OH 45227

ODOT proposes to add the median island modification work into the HAM-US 50-30.22 Roadway Resurfacing project (PID #101309), which is scheduled to be constructed in the summer of 2019. The scope of this project involves road resurfacing and curb ramp reconstruction on U.S. 50 from Belmont Street to Terrace Park, and new pavement markings to accommodate a new eastbound bike lane between Spring Street and Newtown Road.

SECTION 106 PARTICIPATION

Section 106 of the National Historic Preservation Act of 1966 requires Federal agencies (or local agencies using Federal funds) to consider the effects of their actions on historic properties. Individuals or organizations with a demonstrated interest in the effects of undertakings on historic properties can become consulting parties. Anyone interested in becoming a consulting party on the proposed HAM-US 50-30.22 Roadway Resurfacing project (PID #101309) will have the opportunity to fill out and submit an application form provided at the Open Houses.

If you are unable to attend either of the Open Houses and are interested in learning about the Section 106 process and/or becoming a consulting party for this project, please visit the [Segments II and III Public Involvement page](#) of the Eastern Corridor website where Section 106 Consulting Party Applications are available.

MORE INFORMATION

More information about transportation improvements for Eastern Corridor Segments II and III (PID #86462) is available on the [Segments II and III \(Red Bank to I-275/SR 32\) pages](#) of the Eastern Corridor website.

THE EASTERN CORRIDOR PROGRAM

The Eastern Corridor Program is a collection of integrated, multimodal transportation investments to improve mobility, ease congestion, increase access and support economic development between downtown Cincinnati and Clermont County. More information is available at EasternCorridor.org.

Eastern Corridor Implementation Partners

Ohio Department of Transportation

Hamilton County Transportation Improvement District

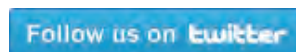
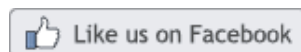
Clermont County Transportation Improvement District

City of Cincinnati

Ohio-Kentucky-Indiana Regional Council of Governments

Southwest Ohio Regional Transit Authority

STAY CONNECTED:



EasternCorridor.org



**-REMINDER-
SEGMENTS II AND III OPEN HOUSES ARE THIS
WEDNESDAY AND THURSDAY**

**ODOT INVITES PUBLIC REVIEW OF PROPOSED
TRAVEL AND ACCESS IMPROVEMENTS BETWEEN
RED BANK AND THE I-275/SR 32 INTERCHANGE**

Wednesday, Oct. 24, 2018

5 p.m. to 7 p.m.

Miami Valley Christian Academy
6830 School Street
Newtown, OH 45244

Thursday, Oct. 25, 2018

5 p.m. to 7 p.m.

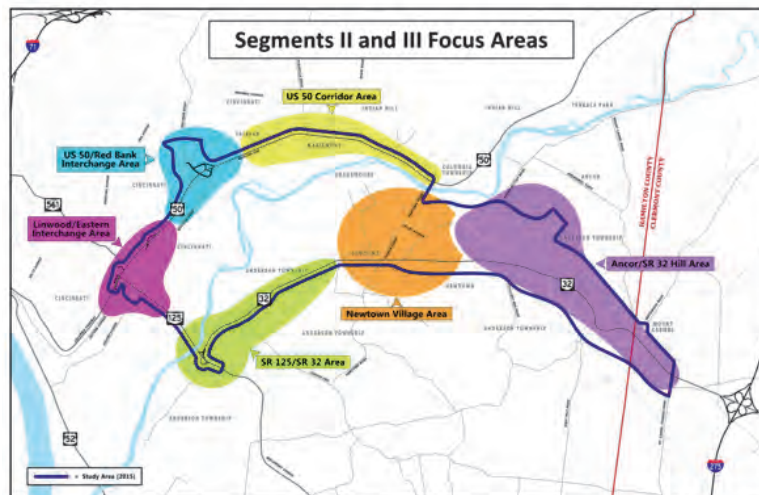
R.G. Cribbet Recreation Center
5903 Hawthorne Avenue
Fairfax, OH 45227

The Ohio Department of Transportation (ODOT) is hosting two open houses this week to gather public comment on transportation improvements being considered along U.S. 50 and SR 32, between the Beechmont Levee, Red Bank Corridor and the I-275/SR 32 Interchange and in the village of Newtown (Eastern Corridor Segments II and III). Come to either session any time between 5 p.m. and 7 p.m. to:

- View exhibits of proposed improvements
- Discuss concepts and questions with ODOT team members
- Weigh in on the concepts being considered

Working with advisory committees comprised of local elected officials, transportation planning professionals and community and interest group representatives, ODOT has reviewed nearly 150 concepts to address primary transportation needs identified within the Segments II and III study area. Following three rounds of analysis and discussion with the advisory committees, many concepts were eliminated from further review based on evaluation results, projected cost and/or impact concerns. The remaining concepts will be shared at the open house meetings for further public review and comment. ODOT will use feedback received to help inform its final recommendations for implementation.

Additional information is available in our [news release](#).



The Eastern Corridor Segments II and III study area is divided into six specific focus areas: the SR 125/SR 32 interchange area, the Linwood Avenue/Eastern Avenue interchange area, the US 50/Red Bank Road interchange area, the U.S. 50 Corridor (from Fairfax to Newtown Road), the ANCOR/SR 32 Hill area and the village of Newtown. Transportation improvement concepts for each focus area will be shared at the open house meetings. Click map to enlarge.

PUBLIC COMMENT SUBMISSION

Public input continues to provide the foundation for the Eastern Corridor project review process. Comments can be submitted at the Open Houses, sent to the project team via [email](#), submitted through the [Submit Feedback](#) tool on the [Eastern Corridor website](#) or sent to Tom Arnold, ODOT District 8, 505 S. SR 741, Lebanon, OH 45036. **The public comment period closes at midnight on Sunday, Nov. 25, 2018.**

MORE INFORMATION

More information about transportation improvements for Eastern Corridor Segments II and III (PID #86462) is available on the [Segments II and III \(Red Bank to I-275/SR 32\) pages](#) of the [Eastern Corridor website](#).

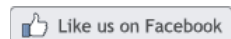
THE EASTERN CORRIDOR PROGRAM

The Eastern Corridor Program is a collection of integrated, multimodal transportation investments to improve mobility, ease congestion, increase access and support economic development between downtown Cincinnati and Clermont County. More information is available at [EasternCorridor.org](#).

Eastern Corridor Implementation Partners

Ohio Department of Transportation
Hamilton County Transportation Improvement District
Clermont County Transportation Improvement District
City of Cincinnati
Ohio-Kentucky-Indiana Regional Council of Governments
Southwest Ohio Regional Transit Authority

STAY CONNECTED:



EasternCorridor.org

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

[SafeUnsubscribe™](#) laura@rasormarketing.com

[Forward this email](#) | [Update Profile](#) | [About our service](#) provider

Sent by easterncorridor@easterncorridor.org in collaboration with



Try it free today



-REMINDER-

**SUBMIT COMMENTS ON PROPOSED IMPROVEMENTS
FROM THE BEECHMONT LEVEE AND RED BANK TO
EASTGATE BY THIS SUNDAY NOV. 25TH**

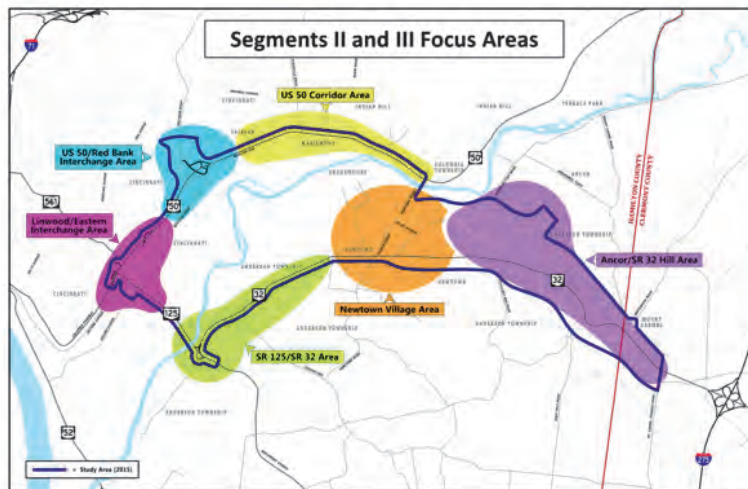
**IMPROVEMENT CONCEPTS AND COMMENT FORMS
ARE AVAILABLE [ONLINE](#)**

The Ohio Department of Transportation (ODOT) hosted Open Houses on Oct. 24 and 25 to gather public comment on transportation improvements being considered along U.S. 50 and SR 32, between the Beechmont Levee, Red Bank Corridor and the I-275/SR 32 Interchange, and in the Village of Newtown (Eastern Corridor Segments II and III). ODOT will use feedback received to help inform its final recommendations for implementation.

Working with advisory committees comprised of local elected officials, transportation planning professionals and community and interest group representatives, ODOT reviewed nearly 150 concepts to address primary transportation needs identified within the Segments II and III study area. Following three rounds of analysis and discussion with the advisory committees, many concepts were eliminated from further review based on evaluation results, projected cost and/or impact concerns. The remaining concepts were presented for public review at the Open House meetings.

Materials and concepts shared at the Open Houses were also posted on the [Segments II and III Public Involvement page](#) of the Eastern Corridor website.

Comments on the proposed improvements are due this Sunday, Nov. 25. Comments can be submitted using the [online comment form](#), sent to the project team via [email](#), submitted through the [Submit Feedback](#) tool on the [Eastern Corridor website](#) or sent to Tom Arnold, ODOT District 8, 505 S. SR 741, Lebanon, OH 45036.



The Eastern Corridor Segments II and III study area is divided into six specific focus areas: the 125/SR 32 interchange area, the Linwood Avenue/Eastern Avenue interchange area, the Red Bank Road interchange area, the U.S. 50 Corridor (from Fairfax to Newtown Road), the village of Newtown, and the Ancor/SR 32 Hill area. Click map to enlarge.

MORE INFORMATION

More information about transportation improvements for Eastern Corridor Segments II and III (PID #86462) is available on the [Segments II and III pages](#) of the [Eastern Corridor website](#).

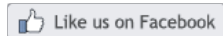
THE EASTERN CORRIDOR PROGRAM

The Eastern Corridor Program is a collection of integrated, multimodal transportation investments to improve mobility, ease congestion, increase access and support economic development between downtown Cincinnati and western Clermont County. More information is available at [EasternCorridor.org](#).

Eastern Corridor Implementation Partners

Ohio Department of Transportation
Hamilton County Transportation Improvement District
Clermont County Transportation Improvement District
City of Cincinnati
Ohio-Kentucky-Indiana Regional Council of Governments
Southwest Ohio Regional Transit Authority

STAY CONNECTED:



EasternCorridor.org

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

[SafeUnsubscribe™](#) laura@rasormarketing.com

[Forward this email](#) | [Update Profile](#) | [About our service provider](#)

Sent by easterncorridor@easterncorridor.org in collaboration with



Try it free today

Appendix B

ADVERTISEMENTS

EASTERN CORRIDOR PUBLIC OPEN HOUSES

Oct. 24, 2018
5 p.m. to 7 p.m.

Miami Valley Christian Academy
6830 School Street
Newtown, OH 45244

Oct. 25, 2018
5 p.m. to 7 p.m.

R. G. Cribbet Recreation Center
5903 Hawthorne Avenue
Fairfax, OH 45227



Please join us! The Ohio Department of Transportation (ODOT) wants your input on travel and access improvements being considered along U.S. 50 and SR 32 between the Bechtel Levee, Red Bank Corridor and the I-275/SR 32 Interchange and in the village of Newtown (Eastern Corridor Segments II and III).

- View exhibits highlighting proposed improvements.
- Discuss concepts and questions with ODOT team members. ODOT is also seeking input about potential social, environmental, historic preservation and economic impacts of proposed concepts.
- Come any time - no formal presentations will be made.
- Comments should be submitted no later than Nov. 25, 2018 to be considered during this phase of development.
- Questions or special needs requests, should be directed to Tom Arnold at tom.arnold@dot.ohio.gov or (513) 933-6588.

www.EasternCorridor.org

and Necco Wafers will make a comeback in 2019.

"Sweethearts and Necco Wafers are iconic brands with rich hundred-year-plus histories. These are perfect

nd Necco meback



angler Candy Company of Bryan, Va., purchased the Necco Wafers and plans to relaunch the product in 2019. CHARLES KRUPA/AP

ditions to our portfolio of traditional candies," Vashaw said. "We are particularly excited about the Sweethearts brand. Many people have memories of sorting through their x of Sweethearts to find just the right message to share."

Spangler Candy Company has been family owned and operated in ... since 1906. It is one of the largest lollipop producers in the world with its Dum-Dums brand, and the only major candy cane producer in the United States, the company said.

cincinnati.com | SUNDAY, SEPTEMBER 30, 2018 | 17A

EASTERN CORRIDOR PUBLIC OPEN HOUSES

Oct. 24, 2018
5 p.m. to 7 p.m.

Miami Valley Christian Academy
6830 School Street
Newtown, OH 45244

Oct. 25, 2018
5 p.m. to 7 p.m.

R. G. Cribbet Recreation Center
5903 Hawthorne Avenue
Fairfax, OH 45227



Please join us! The Ohio Department of Transportation (ODOT) wants your input on travel and access improvements being considered along U.S. 50 and SR 32 between the Bechtel Levee, Red Bank Corridor and the I-275/SR 32 Interchange and in the village of Newtown (Eastern Corridor Segments II and III).

- View exhibits highlighting proposed improvements.
- Discuss concepts and questions with ODOT team members. ODOT is also seeking input about potential social, environmental, historic preservation and economic impacts of proposed concepts.
- Come any time - no formal presentations will be made.
- Comments should be submitted no later than Nov. 25, 2018 to be considered during this phase of development.
- Questions or special needs requests, should be directed to Tom Arnold at tom.arnold@dot.ohio.gov or (513) 933-6588.

www.EasternCorridor.org

YOUR NEW LUXURY BRAND

If you have to be stuck in traffic...
might as well be in a Genesis!

All New 2018 Genesis G80 RWD

LEASE FOR \$429 PER MONTH

36 mo. lease plus tax and doc fees. 10K mi. per year. 7.9% per yr. savings (13.99% due at signing). \$0 security deposit.

All New 2018 Genesis G90
Automatic | Rear Wheel Drive

LEASE FOR \$739 PER MONTH

\$0 security deposit. 36 mo. lease plus tax and doc fees. 10K mi. per year. 7.9% per yr. savings (13.99% due at signing). \$0 security deposit.

*Plus tax, title, license & doc fee. All incentives are applied to sales price. With approved credit. Pictures are for illustration purposes only. See dealer for details. Expires 9/30/18.

GENESIS
Columbia Genesis
10981 MONTGOMERY ROAD | 513.489.2000
WWW.COLUMBIAGENESIS.NET

JOSEPH VETTER

Let's talk about our really great rates for your really big plans.

Home Equity Loan Specials

7 - Year	15 - Year
3.99% APR*	4.49% APR*

No processing fees or closing costs.¹

FIRST Commonwealth Bank

Visit us at a location near you.

Midford Office	954 State Route 28	513.239.1631
Garfield Office	25 Garfield Place	513.878.8099
Hyde Park Office	3521 Erie Avenue	513.322.0782
Woodlawn Office	9960 Springfield Pike	513.830.7980
Norwood Office	4730 Montgomery Rd.	513.830.7980

Find out more at fcabanking.com/borrow

Offer is based upon first lien and second lien loans up to \$500,000, a loan to value up to 80% on an owner-occupied primary residence, subject to credit approval, and cannot be a purchase money mortgage. Your actual Annual Percentage Rate (APR) may be higher based on a review of your credit application. In order to receive the offered rate, a minimum of \$15,000 in new money and a direct debit to your payment from a First Commonwealth Bank checking account are required. Otherwise, your rate will be higher. First insurance is required when necessary. If a deed transfer is necessary, the insurance and attorney's fees may be required. Some and property insurance are required and the actual payment obligation may be greater. Repayment example: monthly payment for each \$1,000 borrowed at 4.49% APR for 180 months is \$7.64. Consult your tax advisor about the deductibility of interest. Other rates and terms are available. Offer subject to change or withdrawal at any time.

Offer is based upon first lien loans up to \$500,000, a loan to value up to 80% on an owner-occupied primary residence, subject to credit approval, and cannot be a purchase money mortgage. Your actual Annual Percentage Rate (APR) may be higher based on a review of your credit application. In order to receive the offered rate, a minimum of \$15,000 in new money and a direct debit to your payment from a First Commonwealth Bank checking account are required. Otherwise, your rate will be higher. First insurance is required when necessary. If a deed transfer is necessary, the insurance and attorney's fees may be required. Some and property insurance are required and the actual payment obligation may be greater. Repayment example: monthly payment for each \$1,000 borrowed at 4.49% APR for 180 months is \$7.64. Consult your tax advisor about the deductibility of interest. Other rates and terms are available. Offer subject to change or withdrawal at any time.

*Processing and third party fees ranging from \$475 to \$515 will not be assessed.

2A ■ WEDNESDAY, OCTOBER 17, 2018 ■ EASTSIDE COMMUNITY PRESS

Issue 1

Continued from Page 1A

If Ohio Issue 1 passes, those offenses would become misdemeanors instead of felonies that could result in prison time.

Would Ohio Issue 1 reduce penalties for drug dealers?

Put simply: No. Put more complicatedly: Ohio Issue 1 would not change penalties for people convicted of trafficking (the legal term for dealing drugs).

And those caught using a first-, second- or third-degree amount of drugs could still face prison for drug possession. The argument is anyone with that many drugs must be sharing them or selling them.

However, prosecutors and GOP politicians argue that a fourth-degree felony amount of drugs is still a lot of drugs. Anyone found with that many drugs might be selling them as well. For example, nearly 1 kilogram of marijuana would be enough for 3,000 blunts if each were a third of a gram.

I'm hearing a lot about fentanyl. How would Ohio Issue 1 penalize users of that drug?

Fentanyl is a potent opioid used leg-

ally as a pain medication and for anesthesia, when combined with other drugs.

But it's often used illegally to lace other drugs, making them even more potent.

The drug is 50 to 100 times more powerful than morphine. More than 90 percent of drugs analyzed at the Hamilton County crime lab in the first four months of 2018 had fentanyl in them.

Gov. John Kasich recently signed a law to crack down on people who sell this dangerous drug.

But the tougher penalties won't take effect until Oct. 31.

Here's where this becomes a potential problem: Ohio Issue 1 would reduce penalties for fourth- and fifth-degree offenses that were on the books as of Jan. 1, 2018. At that time, fentanyl wasn't labeled as one of the state's most dangerous drugs.

So anyone caught with less than 20 grams of fentanyl would face a misdemeanor instead of prison time. A lethal dose of fentanyl can be as small as 2 milligrams. That means 20 grams could kill as many as 10,000 people.

Proponents of Issue 1 say people found with larger amounts of fentanyl are regularly charged with drug trafficking, attempted drug trafficking or child endangerment. Lawmakers could even change trafficking rules to make them easier to prosecute.

Would Issue 1 laws the most nation?

No. Several felonies for pos- recent years. C their lives in 20 tore passed the possession in 2

How would federal law?

Under federal with less than would face betw prison, depend tion.

Anyone pos- 400 grams of least five years

What's a drug destroy them

Drug courts uals accused (pants go before to eliminate len drug users obt 167 of these + statewide.

Without the tence, partici grams would th

That happe Diego County a State reduced p sion.

How much + Ohio? That's m

How many pe prisons? How that number?

As of Sept. 4 incarcerated in C age cost per t year.

It's difficult + people would t tence because

Policy Math think tank, est lation would be 30,000 people i

That numb would face m felonies for dru on, for non-cr tions and thos pleting program

Altogether, i save about \$37 lion a year.

That might 2,738 people re possession, + statistics.

It's not clear ple were senten degree felony crimes that wo es under Issue

Ohio's prison investigation it wasn't availab Bottom line: incarcerated in passed.

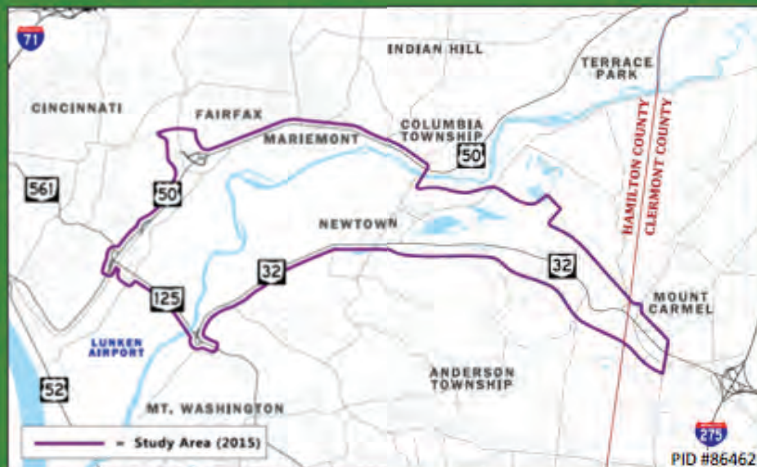
EASTERN CORRIDOR PUBLIC OPEN HOUSES

Oct. 24, 2018
5 p.m. to 7 p.m.

Miami Valley Christian Academy
6830 School Street
Newtown, OH 45244

Oct. 25, 2018
5 p.m. to 7 p.m.

R. G. Cribbet Recreation Center
5903 Hawthorne Avenue
Fairfax, OH 45227



Please join us! The Ohio Department of Transportation (ODOT) wants your input on travel and access improvements being considered along U.S. 50 and SR 32 between the Beechmont Levee, Red Bank Corridor and the I-275/SR 32 Interchange and in the village of Newtown (Eastern Corridor Segments II and III).

- View exhibits highlighting proposed improvements.
- Discuss concepts and questions with ODOT team members. ODOT is also seeking input about potential social, environmental, historic preservation and economic impacts of proposed concepts.
- Come any time - no formal presentations will be made.
- Comments should be submitted no later than Nov. 25, 2018 to be considered during this phase of development.
- Questions or special needs requests, should be directed to Tom Arnold at tom.arnold@dot.ohio.gov or (513) 933-6588.

www.EasternCorridor.org

For more information, see the official Conference and more.

COMMUNITY PRESS & RECORDER NEWSPAPERS

1312 Elm Street, Cincinnati, OH 45202
12116 Chamber Center Drive, Fort Mitchell, KY 41017

NEWS TIPS: (513) 240-4650
HOME DELIVERY: (513) 576-9240
ADVERTISING: (513) 766-9424
CLASSIFIEDS: (513) 242-4000

To place an obituary in the Community Press/Recorder

Funeral homes or private parties need to call 1-877-513-7355 (option No. 2) for a paid obituary. Be sure to include the Community Press/Recorder community. Email the text to obits@englighten.com. Proof of death required.

EASTERN CORRIDOR PUBLIC OPEN HOUSES

Oct. 24, 2018
5 p.m. to 7 p.m.

Miami Valley Christian Academy
6830 School Street
Newtown, OH 45244

Oct. 25, 2018
5 p.m. to 7 p.m.

R. G. Cribbet Recreation Center
5903 Hawthorne Avenue
Fairfax, OH 45227



Please join us! The Ohio Department of Transportation (ODOT) wants your input on travel and access improvements being considered along U.S. 50 and SR 32 between the Beechmont Levee, Red Bank Corridor and the I-275/SR 32 Interchange and in the village of Newtown (Eastern Corridor Segments II and III).

- View exhibits highlighting proposed improvements.
- Discuss concepts and questions with ODOT team members. ODOT is also seeking input about potential social, environmental, historic preservation and economic impacts of proposed concepts.
- Come any time - no formal presentations will be made.
- Comments should be submitted no later than Nov. 25, 2018 to be considered during this phase of development.
- Questions or special needs requests, should be directed to Tom Arnold at tom.arnold@dot.ohio.gov or (513) 933-6588.

www.EasternCorridor.org



ENVISION

Become a Foster Parent

Open Your Heart, Share Your Home and Earn Money Supporting a Child in Need.

Envision serves people with developmental disabilities and is seeking caring individuals in Greater Cincinnati to serve as therapeutic foster parents who can provide a child with a family environment of trust and support.

Phone: (513) 619-2901 | E-mail: referrals@envisionohio.org | Website: www.envisionohio.org

Appendix C

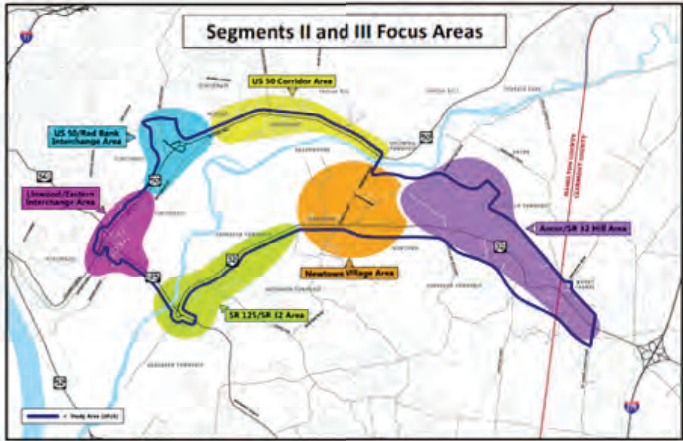
SOCIAL MEDIA POSTS

September 25, 2018

Facebook:

Eastern Corridor
September 25, 2018 · 🌐

Join us! The Ohio Department of Transportation is hosting open houses on Oct. 24 and Oct. 25 from 5 to 7 p.m. to get your input on proposed transportation improvements for Eastern Corridor Segments II and III, along U.S. 50 and SR 32 between the Red Bank Corridor and the I-275/SR 32 interchange and in the village of Newtown. For details and meeting locations visit <https://bit.ly/2MZuLBP>



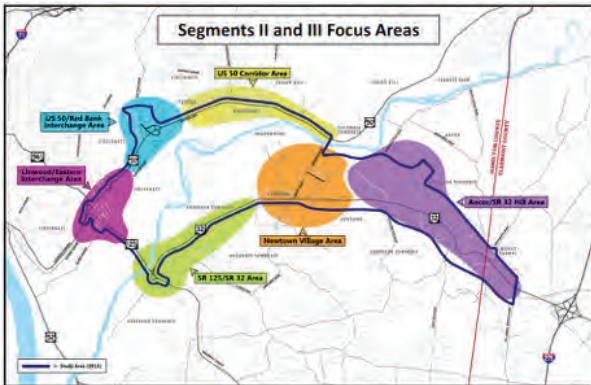
John Brannock and 4 others · 7 Shares

Like · Comment · Share

Twitter:

Eastern Corridor @EasternCorridor · 25 Sep 2018

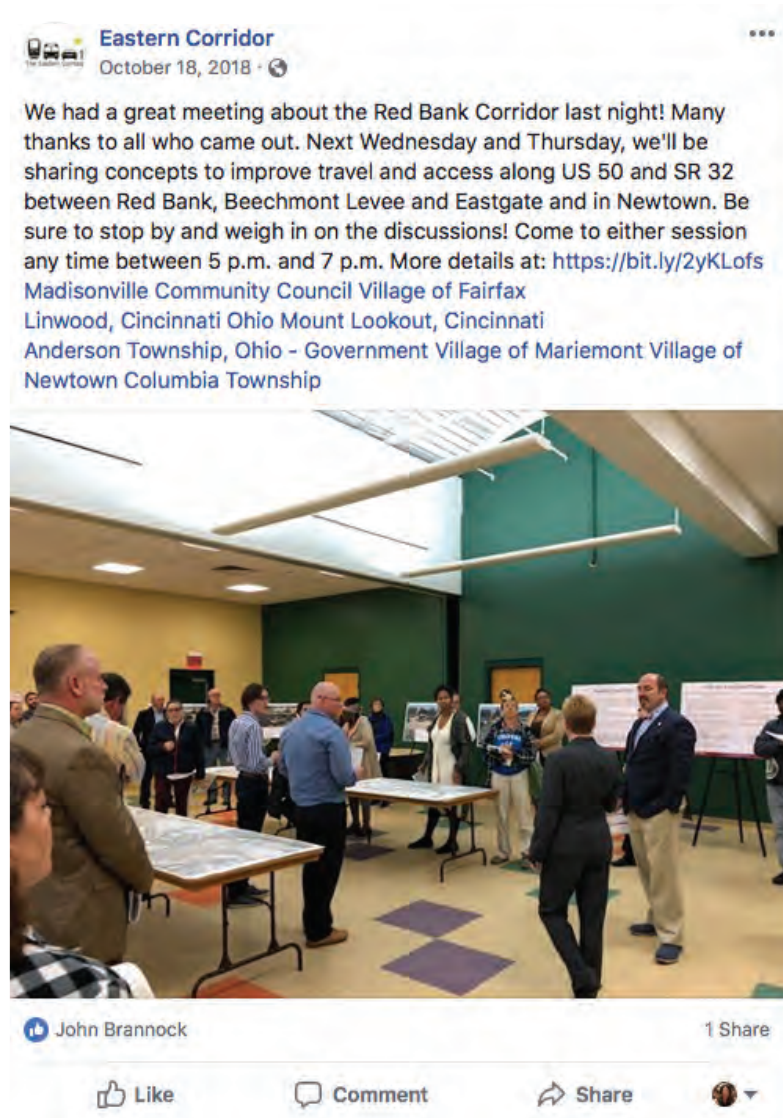
Join us! @ODOT_Cincinnati is hosting open houses Oct. 24 and 25 from 5 to 7 p.m. to get your input on proposed transportation improvements along US 50 and SR 32 between Red Bank and the I-275/SR 32 interchange and in Newtown. Meeting details and locations: bit.ly/2MZuLBP



4 · 7

October 18, 2018

Facebook:



Twitter:



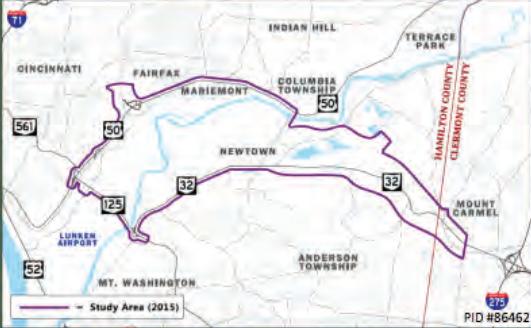
October 22, 2018 (boosted)

Facebook:

EASTERN CORRIDOR PUBLIC OPEN HOUSES

Oct. 24, 2018
5 p.m. to 7 p.m.
Miami Valley Christian Academy
6830 School Street
Newtown, OH 45244

Oct. 25, 2018
5 p.m. to 7 p.m.
R. G. Cribbet Recreation Center
5903 Hawthorne Avenue
Fairfax, OH 45227



Please join us! The Ohio Department of Transportation (ODOT) wants your input on travel and access improvements being considered along U.S. 50 and SR 32 between the Beechmont Levee, Red Bank Corridor and the I-275/SR 32 Interchange and in the village of Newtown (Eastern Corridor Segments II and III).

- View exhibits highlighting proposed improvements.
- Discuss concepts and questions with ODOT team members. ODOT is also seeking input about potential social, environmental, historic preservation and economic impacts of proposed concepts.
- Come any time - no formal presentations will be made.
- Comments should be submitted no later than Nov. 25, 2018 to be considered during this phase of development.
- Questions or special needs requests, should be directed to Tom Arnold at tom.arnold@doLohio.gov or (513) 933-6588.

www.EasternCorridor.org

Eastern Corridor
Page Liked · October 22, 2018 ·

It's shaping up to be a great week to talk about transportation improvements! Join us Wednesday and Thursday as we focus on U.S. 50 and SR 32 between Beechmont Levee, Red Bank and the I-275/SR 32 Interchange. Come to either meeting, any time between 5 p.m. and 7 p.m., to weigh in on travel and access improvements being considered. More details at: <https://bit.ly/2An27Hq>

www.EasternCorridor.org

Wednesday, Oct. 24
5 p.m. to 7 p.m.
Miami Valley Christian Academy
6830 School Street
Newtown, OH 45244

Thursday, Oct. 24
5 p.m. to 7 p.m.
R.G. Cribbet Recreation Center
5903 Hawthorne Avenue
Fairfax, OH 45227

57 14 Comments 58 Shares

Write a comment...

Twitter:


Eastern Corridor @EasternCorridor · 22 Oct 2018

Our Open Houses this week focus on travel and access improvements along U.S. 50 and SR 32 between Beechmont Levee, Red Bank and the I-275/SR 32 Interchange. Come Wed. or Thurs., any time between 5 and 7, to review concepts and weigh in! Details at bit.ly/2An27Hq

EASTERN CORRIDOR PUBLIC OPEN HOUSES

Oct. 24, 2018
5 p.m. to 7 p.m.
Miami Valley Christian Academy
6830 School Street
Newtown, OH 45244

Oct. 25, 2018
5 p.m. to 7 p.m.
R. G. Cribbet Recreation Center
5903 Hawthorne Avenue
Fairfax, OH 45227




Please join us! The Ohio Department of Transportation (ODOT) wants your input on travel and access improvements being considered along U.S. 50 and SR 32 between the Beechmont Levee, Red Bank Corridor and the I-275/SR 32 Interchange and in the village of Newtown (Eastern Corridor Segments II and III).

- View exhibits highlighting proposed improvements.
- Discuss concepts and questions with ODOT team members. ODOT is also

8 4


October 23, 2018

Facebook:

 **Eastern Corridor**
October 23, 2018 · 🌐


We're heading the Miami Valley Christian Academy in the Village of Newtown tomorrow to talk about travel and access improvements in the area. Join us any time between 5 p.m. to 7 p.m. to see what's being proposed and let us know what you think! More at: <https://bit.ly/2yKLofs>




Village of Newtown Miami Valley Christian Academy
Anderson Township, Hamilton County, Ohio



EASTERNCORRIDOR.ORG

Red Bank to I-275/SR 32 (Segments II and III) Overview | Eastern Corridor




 Laura Whitman 6 Shares

 Like  Comment  Share 

Twitter:


 **Eastern Corridor** @EasternCorridor · 23 Oct 2018

We're heading the @mvcaoh in Newtown tomorrow to talk about travel and access improvements in the area. Join us any time between 5 p.m. to 7 p.m. to see what's being proposed and let us know what you think! More at: bit.ly/2yKLofs

   1 

October 24, 2018

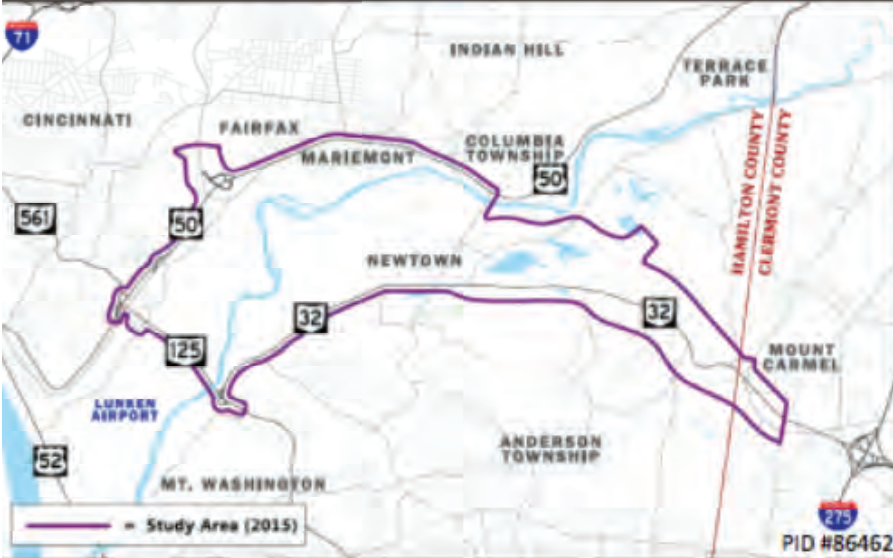
Facebook:

**Eastern Corridor**
October 24, 2018 · 🌐





Hope you can meet us in Newtown this evening, any time between 5 p.m. and 7 p.m.! We'll be talking about proposed transportation improvements being considered throughout the Eastern Corridor Segments II and III study area. Miami Valley Christian Academy, 6830 School Street.

If you can't make it tonight – don't worry, we will be in Fairfax tomorrow night at the R.G. Recreation Cribbet Center, 5903 Hawthorne Avenue. Come any time between 5 p.m. and 7 p.m.

More details at <https://bit.ly/2yKLofs>



2 Shares

 Like  Comment  Share 

Twitter:


**Eastern Corridor** @EasternCorridor · 24 Oct 2018

Hope you can meet with us in Newtown this evening, any time between 5 p.m. and 7 p.m.! We'll be talking about proposed transportation improvements being considered throughout the Eastern Corridor Segments II and III study area. @mycaoh, 6830 School Street. bit.ly/2yKLofs


  1  


October 25, 2018





Facebook:

 **Eastern Corridor**
October 25, 2018 · 🌐

So pleased to see everyone in [Village of Newtown](#) last night – we had many great discussions about travel and access improvements along U.S. 50 and SR 32 between Beechmont Levee, Red Bank and the I-275/SR 32 interchange! If you missed us, don't worry. We will be in Fairfax tonight at the R.G. Cribbet Recreation Center, 5903 Hawthorne Ave. Come any time between 5 p.m. and 7 p.m. <https://bit.ly/2yKLofs>



 You and 1 other

 Like  Comment  Share 

Twitter:

 **Eastern Corridor** @EasternCorridor · 25 Oct 2018

If you missed us in Newtown last night, come see us in Fairfax tonight! We'll be focused on transportation improvements along US 50 and SR 32 between Beechmont Levee and Eastgate. RG Cribbet Center, 5903 Hawthorne Ave, 5 p.m. to 7 p.m. bit.ly/2yKLofs



  1  

Appendix C
NEWS RELEASES



FOR IMMEDIATE RELEASE

MEDIA CONTACT:

Laura Whitman
Eastern Corridor Communications Team
(513) 600-2294
EasternCorridor@EasternCorridor.org
www.EasternCorridor.org

ODOT TO HOST OPEN HOUSES ON OCT. 24 AND 25 TO REVIEW TRANSPORTATION IMPROVEMENTS FOR EASTERN CORRIDOR SEGMENTS II and III

(the center portion of the Eastern Corridor region)

ODOT seeks public input on concepts to address transportation needs between the Red Bank corridor and I-275/SR 32 interchange

CINCINNATI (Sept. 24, 2018) – The Ohio Department of Transportation (ODOT) is hosting Open Houses on Oct. 24 and Oct. 25 to gather public input on transportation improvement concepts developed to improve travel and access through Segments II and III of the Eastern Corridor. This area extends between the Red Bank corridor and the I-275/SR 32 interchange and includes U.S. 50, SR 32 and the village of Newtown.

Wednesday, Oct. 24, 2018

5 p.m. to 7 p.m.

Miami Valley Christian Academy
6830 School Street
Newtown, OH 45244

Thursday, Oct. 25, 2018

5 p.m. to 7 p.m.

R.G. Cribbet Recreation Center
5903 Hawthorne Avenue
Fairfax, OH 45227

Attendees can come any time between 5 p.m. and 7 p.m. No formal presentations will be held. ODOT project team members will be at the Open Houses to discuss the various concepts and answer questions. ODOT will also be seeking public comment regarding any potential social, environmental, historic preservation and economic impacts of the proposed concepts. Public comments must be submitted to ODOT no later than Sunday, Nov. 25, 2018 to be considered during this phase of development. ODOT will use feedback received to help develop its final recommendations for implementation.

“We’ve been working very closely with a group of five advisory committees – comprised of local elected officials, transportation planning professionals, and community and interest group representatives – for nearly a year to identify and evaluate workable solutions to address transportation needs,” said Tom Arnold, planning engineer and Eastern Corridor Segments II and III project manager for ODOT District 8. These needs are detailed in ODOT’s Eastern Corridor Segments II and III Transportation Needs Analysis Report (July 2017), which was prepared using the results of comprehensive technical studies (traffic volume, travel time, congestion and crash data) and extensive stakeholder input.

- more -

Eastern Corridor Implementation Partners

Hamilton County Transportation Improvement District • Clermont County Transportation Improvement District • City of Cincinnati
Ohio-Kentucky-Indiana Regional Council of Governments • Southwest Ohio Regional Transit Authority • Ohio Department of Transportation

The Eastern Corridor Program is administered by the Ohio Department of Transportation in cooperation with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and the Eastern Corridor Implementation Partners.

“The advisory committees and our project team have explored a broad field of possible solutions, reviewed the results of analyses conducted for each, and narrowed options down to a set of feasible alternatives,” Arnold said. “At this point, we want the public to weigh in on these concepts. Their input is essential in helping us determine which of the remaining options will best meet their needs.”

Proposed improvements vary widely throughout the study area depending on location. Examples of concepts being considered include the installation of roundabouts, lengthening existing turn lanes or adding new turn lanes, improving traffic signal timing and constructing additional travel lanes. Concepts for improving bicycle and pedestrian connectivity have also been developed throughout the study area.

Following the public meetings in October, ODOT will meet with its five advisory committees once more to review comments, discuss any refinements to be made, identify implementation priorities and determine lead sponsors for each project. ODOT will compile the results of these discussions and its final recommendations in an implementation plan that will be shared with local jurisdictions and used to guide future project planning.

PUBLIC COMMENT

Public comments can be submitted at the Open Houses, sent via email to EasternCorridor@EasternCorridor.org, submitted through the Submit Feedback tool on the Eastern Corridor website or sent to Tom Arnold, ODOT District 8, 505 S. SR 741, Lebanon, OH 45036. The public comment period closes at midnight on Sunday, Nov. 25, 2018.

MORE INFORMATION

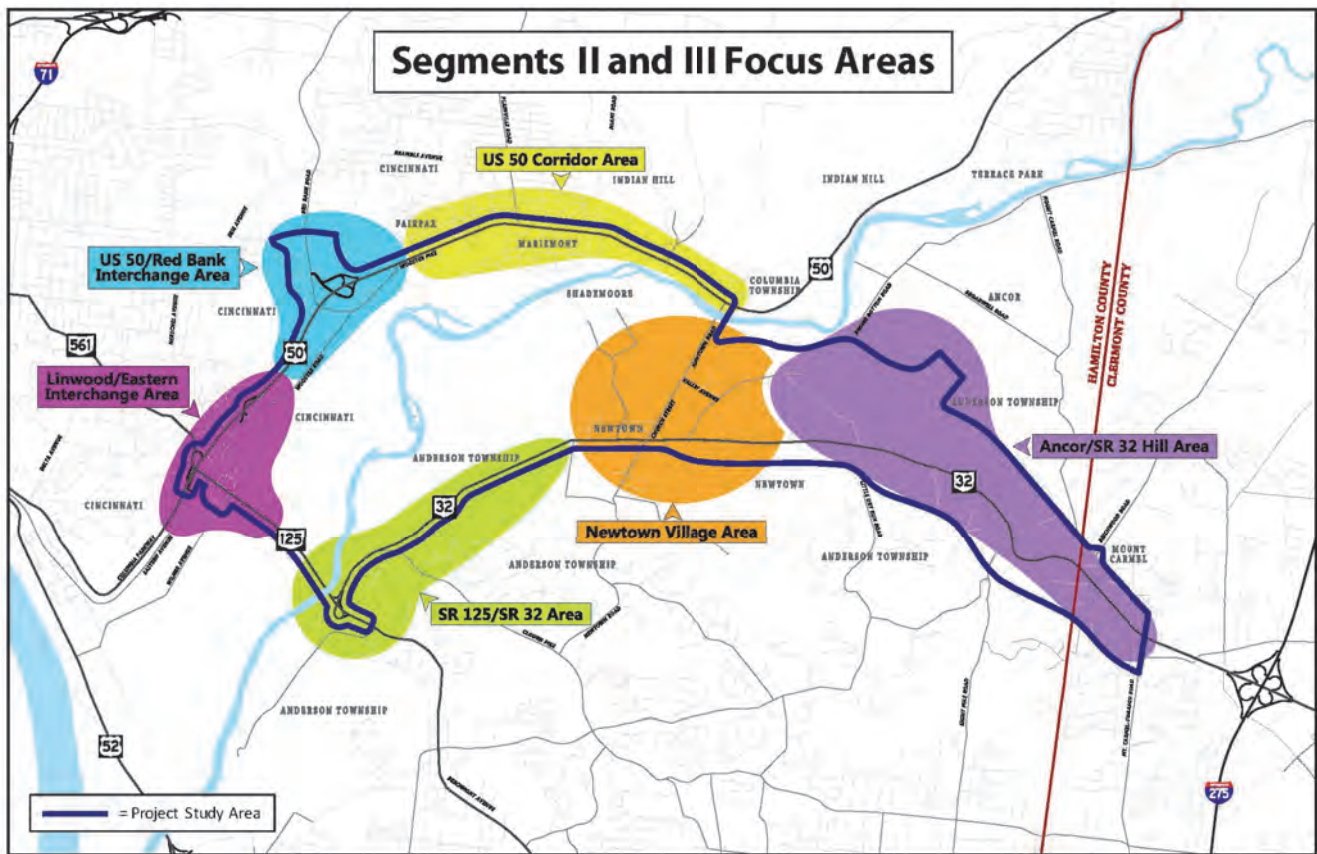
More information about transportation improvements for Eastern Corridor Segments II and III (PID #86462) is available on the Segments II and III (Red Bank to I-275/SR 32) pages of the Eastern Corridor website, www.EasternCorridor.org.

A map of the Study Area is provided on the following page.

#

The Eastern Corridor is a program of integrated, multi-modal transportation investments that, together, will provide essential east-west connectivity for the Greater Cincinnati region. The Program will address critical congestion issues and mobility challenges expected to worsen by 2030. Planned enhancements will improve travel and connections between central Cincinnati and communities extending east through Hamilton County and into western Clermont County. The Eastern Corridor Program is administered by the Ohio Department of Transportation (ODOT) in cooperation with the Federal Highway Administration (FHWA) and the Eastern Corridor Implementation Partners: Hamilton County Transportation Improvement District (HCTID), Clermont County Transportation Improvement District (CCTID), City of Cincinnati, Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Southwest Ohio Regional Transit Authority (SORTA).





The study area for Eastern Corridor Segments II and III (PID #86462) was divided into six specific focus areas: the SR 125/SR 32 interchange area, the Linwood Avenue/Eastern Avenue interchange area, the US 50/Red Bank Road interchanges, the U.S. 50 Corridor (from Fairfax to Newtown Road), the ANCOR/SR 32 Hill area and the village of Newtown.



FOR IMMEDIATE RELEASE

MEDIA CONTACT:

Laura Whitman
Eastern Corridor Communications Team
(513) 600-2294
EasternCorridor@EasternCorridor.org
www.EasternCorridor.org

EASTERN CORRIDOR PROGRESS CONTINUES AS NEW PROJECT CONCEPTS ARE PRESENTED FOR PUBLIC REVIEW

Open houses are scheduled for this Wednesday and Thursday to gather public input on improvement plans for the area between Red Bank and Eastgate

CINCINNATI (October 22, 2018) – The Ohio Department of Transportation (ODOT), in close coordination with local communities, planners and interest groups, has developed a series of concepts to improve travel and access to employment and other destinations between downtown Cincinnati and Clermont County. Part of an integrated multi-modal program of transportation investments, the Eastern Corridor planning team will present improvement concepts for public input at two open house meetings this week. The public is invited to review design plans and provide feedback on Eastern Corridor Segments II and III, which extend along U.S. 50 and SR 32 from Red Bank and the Beechmont Levee (SR 125/SR 32) to the I-275/SR 32 interchange near Eastgate.

Wednesday, Oct. 24

5 p.m. to 7 p.m.

Miami Valley Christian Academy
6830 School Street
Newtown, OH 45244

Thursday, Oct. 25

5 p.m. to 7 p.m.

R.G. Cribbet Recreation Center
5903 Hawthorne Avenue
Fairfax, OH 45227

“The Eastern Corridor Program is a series of many individual transportation improvement projects being implemented across the eastern portion of the Greater Cincinnati region to help make travel easier and safer,” said Tom Arnold, planning engineer and Eastern Corridor Segments II and III project manager for ODOT District 8. “Projects across the corridor are in varying stages of planning, design, construction and completion. Concepts that will be highlighted at the open house meetings; however, are in the initial planning and design phases.”

Public input continues to provide the foundation for the Eastern Corridor project review process

Working with advisory committees comprised of local elected officials, transportation planning professionals and community and interest group representatives, ODOT has reviewed nearly 150 project concepts to address primary transportation needs identified within the Segments II and III study area.

-more -

Eastern Corridor Implementation Partners

Hamilton County Transportation Improvement District • Clermont County Transportation Improvement District • City of Cincinnati
Ohio-Kentucky-Indiana Regional Council of Governments • Southwest Ohio Regional Transit Authority • Ohio Department of Transportation

The Eastern Corridor Program is administered by the Ohio Department of Transportation in cooperation with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA) and the Eastern Corridor Implementation Partners.

Following three rounds of evaluation, analysis and discussion with the advisory committees, many concepts were eliminated from further review based on evaluation results, projected cost and/or impact concerns. The remaining concepts will be presented at the open house meetings for further public review and input. Following the meetings, ODOT will meet its advisory committees to review comments; refine or eliminate concepts as needed; identify implementation priorities and potential funding sources; and determine lead sponsors for each remaining project. ODOT will compile the results of these discussions and its final recommendations in an implementation plan that will be shared with local jurisdictions and used to guide future project planning.

Future projects will build upon significant investment already made along the corridor.

As they are implemented, these projects will be added to a growing list of Eastern Corridor projects that are now complete. Some of the more recognizable efforts include:

- Construction of the Kennedy Connector in the Madisonville/Oakley area; completed 2013
- Reconfiguration of Eastgate North Frontage Road in the Eastgate area; completed 2013
- Reconstruction of Eastgate Boulevard over SR 32 in the Eastgate area; completed 2014
- I-275/SR 32 Interchange Improvements in the Eastgate area; completed 2015
- Reconnection of Aicholtz Road between Mt. Carmel-Tobasco and Eastgate Blvd.; completed 2016
- Construction of the Duck Creek Connector in Madisonville; completed in 2017
- Intersection improvements at SR 32 & Bells Lane/Old 74 in the Eastgate area; currently under construction
- Addition of an eastbound lane on SR 32 from Gleneste-Withamsville to Stonelick-Olive Branch interchange; currently under construction

In addition, more than 180 smaller-scale roadway projects were identified in earlier stages of Eastern Corridor Program development. The majority of these projects have been completed. Like the concepts proposed for Segments II and III, these projects included signal timing modifications, intersection improvements, minor improvements to existing roads, new park and ride facilities, and the development of new biking and walking trails.

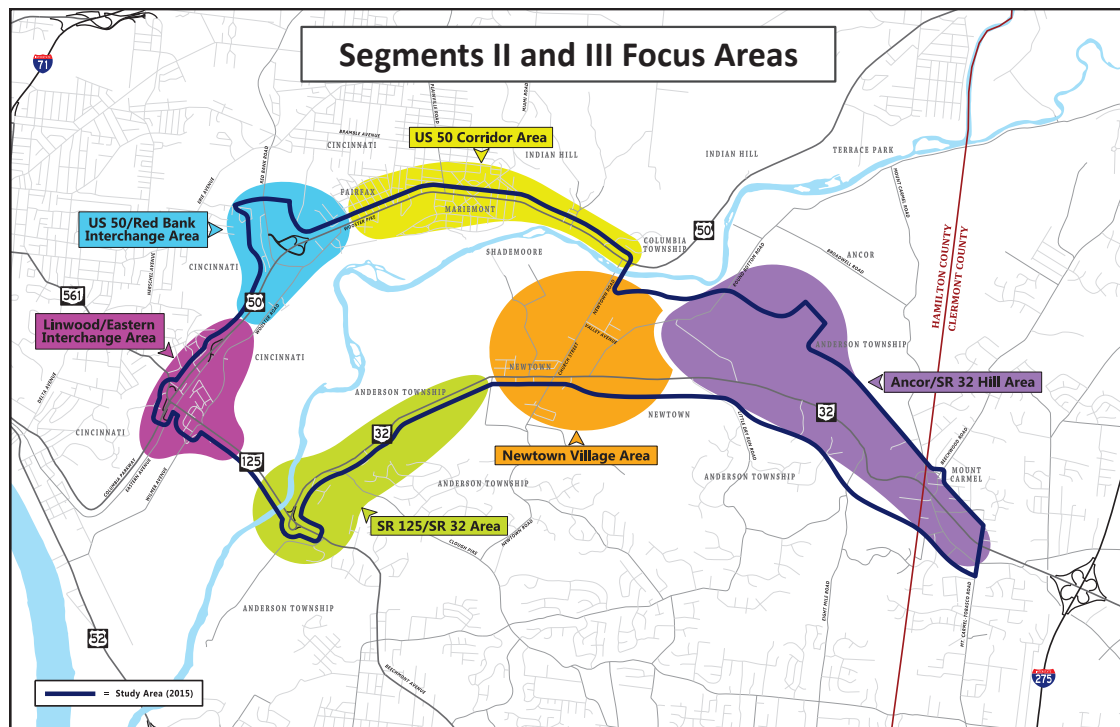
ODOT encourages the public to attend the open houses on Oct. 24 and 25 to weigh in on the most recent improvements being proposed. Attendees can come to either meeting any time between 5 p.m. and 7 p.m. No formal presentations will be held. ODOT project team members will be available to discuss the various concepts and answer questions. In addition to general comments, ODOT is also seeking input regarding any potential social, environmental, historic preservation and economic impacts of the proposed concepts. Feedback received will be used to help develop its final recommendations for implementation.

Open house meeting materials, exhibits and comment forms will be posted on the Eastern Corridor website, EasternCorridor.org, immediately following the meetings for further public review and comment.

Public comments must be submitted to ODOT no later than Sunday, Nov. 25, 2018, to be considered during this phase of planning. Comments can be submitted at the open houses, sent to the project team at EasternCorridor@EasternCorridor.org, submitted through the [Submit Feedback](#) tool on the [Eastern Corridor website](#) or sent to Tom Arnold, ODOT District 8, 505 S. SR 741, Lebanon, OH 45036.

###

The Eastern Corridor is a program of integrated, multi-modal transportation investments that, together, will provide essential east-west connectivity for the Greater Cincinnati region. The Program will address critical congestion issues and mobility challenges expected to worsen by 2030. Planned enhancements will improve travel and connections between central Cincinnati and communities extending east through Hamilton County and into western Clermont County. The Eastern Corridor Program is administered by the Ohio Department of Transportation (ODOT) in cooperation with the Federal Highway Administration (FHWA) and the Eastern Corridor Implementation Partners: Hamilton County Transportation Improvement District (HCTID), Clermont County Transportation Improvement District (CCTID), City of Cincinnati, Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Southwest Ohio Regional Transit Authority (SORTA).



The Eastern Corridor Segments II and III study area is divided into six specific focus areas: the SR 125/SR 32 interchange area, the Linwood Avenue/Eastern Avenue interchange area, the US 50/Red Bank Road interchange area, the U.S. 50 Corridor (from Fairfax to Newtown Road), the ANCOR/SR 32 Hill area and the village of Newtown. Transportation improvement concepts for each focus area will be shared at the open house meetings.

