

FEASIBILITY STUDY

Little Miami Scenic Trail Extension Alternatives
Spring Hill Extension (PID 114496)
And Pocahontas Extension (PID 114497)

ATTACHMENT H

Table H-1 Summary of Stakeholder Meetings
Virtual Public Open House Summary Report



Table H – 1
Little Miami Scenic Trail Extension Alternatives
Spring Hill Drive Extension (PID 114496)
Pocahontas Avenue Extension (PID 114497)

Stakeholder	Meeting Attendees	Meeting Date	Meeting Summary
Kroger Real Estate	ODOT Stephanie Otten Taylor Webster Suzanne Enders Great Parks Tim Zelek Ben Helmes Kroger Real Estate Craig Huffman Stantec Paul Durham Caroline Ammerman	June 23, 2022	<p>Kroger has concerns about the Alternative 1 which crosses the fuel center drive.</p> <p>Kroger asked if stop signs could be installed at the fuel center drive, requiring the trail users to stop. ODOT will look into this.</p> <p>The Project Team developed an alternative alignment that crossed behind the fuel center; it was less desirable due to its steep grade (11%) on 180 feet of path, which makes it a safety concern.</p> <p>Further coordination is required with Kroger Real Estate (which owns the property) and Kroger Grocery (which owns the building).</p>
Mariemont Promenade	ODOT Stephanie Otten Suzanne Enders Taylor Webster Columbia Township Melissa Taylor Mariemont Promenade Shannon Lachenman Great Parks Ben Helmes Village of Mariemont Chris Ertel Stantec Caroline Ammerman	July 15, 2022	<p>The Promenade is supportive of the project and would like the trail to be on the south side of US 50. They see benefits to the stores and restaurants with the increased foot traffic that the trail will bring.</p> <p>Shannon had concerns about impacts to the private utilities near the driveway entrance to the shopping center. But she noted that these impacts could be coordinated and mitigated during final design and construction and should not impact the overall feasibility of the trail.</p> <p>Shannon also indicated that the acquisition of a 7' strip to build the trail on the south side of US 50 in front of the Promenade would not be an issue.</p>

Table F – 1
Little Miami Scenic Trail Extension Alternatives
Spring Hill Drive Extension (PID 114496)
Pocahontas Avenue Extension (PID 114497)

			<p>ODOT will draft a letter to each tenant in the Promenade to explain the project; it will be translated into Chinese and Spanish.</p>
Village of Mariemont	<p>ODOT Stephanie Otten Taylor Webster Tommy Arnold Great Parks Ben Helmes Village of Mariemont Chris Ertel Stantec Caroline Ammerman</p>	July 15, 2022	<p>Duke has an easement on part of the path in the switchback section of the trail. Project team needs to confirm that there will be no utility impacts.</p> <p>The Project Team will discuss the project with Mariemont Library and Mariemont High School.</p>
Mariemont Schools	<p>ODOT Stephanie Otten Taylor Webster Great Parks Ben Helmes Village of Mariemont Chris Ertel Mariemont Schools Lance Hollander Stantec Paul Durham Caroline Ammerman</p>	July 21, 2022	<p>A portion of the trail will be on Mariemont School property and will require R/W from the high school. ODOT will send Lance a map of the project alternatives and a description of the project to share with Mariemont's School Board.</p>
Mariemont Library	<p>Village of Mariemont Chris Ertel Mariemont Library Molly DeFosse</p>	August 19, 2022	<p>The Library is supportive of the project as long as Mariemont is in favor of the trail.</p>

COLUMBIA CONNECTOR TRAIL

PID 114496 & 114497



Cincinnati, Ohio

PUBLIC INPUT SUMMARY REPORT

*Prepared for
ODOT District 8
December 2022*

Prepared by:

RASOR
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OHIO DEPARTMENT OF
TRANSPORTATION

Executive Summary

Great Parks of Hamilton County (Great Parks), Columbia Township, and the Village of Mariemont, in cooperation with the Ohio Department of Transportation (ODOT), are proposing to complete a shared-use path, the Columbia Connector trail, to link the existing Little Miami Scenic Trail (LMST) to the future Mariemont Connector trail at Pocahontas Avenue.

The purpose of the proposed shared-use path is to address pedestrian and bicycle connectivity issues along US 50/Wooster Pike between the Columbia Connector trail to the east and Pocahontas Avenue to the west. The path will:

- Improve pedestrian and bicycle connectivity between residential communities in Mariemont and Columbia Township to the local and regional trail system.
- Improve connectivity for bicyclists and pedestrians traveling along US 50/Wooster Pike who want to visit businesses located along the south side of the road.

The proposed shared-use path has been separated into two sections for project development, review, and funding purposes:

- Spring Hill Connection – Sponsored by Great Parks, this section extends between the Columbia Connector Trail and the intersection of US 50/Wooster Pike, Spring Hill Drive and Miami Run, located between McDonald's and the Kroger fuel station.
- Pocahontas Connection – Sponsored by Great Parks, Columbia Township and the Village of Mariemont, this section extends between the intersection of US 50/Wooster Pike, Spring Hill Drive and Miami Run and the area just north of the Mariemont Public Library on Pocahontas Avenue.

Public Open Houses

On Oct. 19, 2022, the Ohio Department of Transportation, in coordination with Great Parks, Columbia Township, and Mariemont, launched a virtual Open House to share information about the proposed Columbia Connector Trail and to gather input from the public regarding which alternatives they prefer and why.

The Virtual Open House was accessed through a project website developed and managed by the project team using the Public Input platform and was open for review and comment for 45 days. Because the open house was virtual, participants could visit the site at their convenience, any time of day, during the comment period. They were also able to spend as much time as they liked reviewing information and there was no limit on how many times they could visit the site. Appendix A: Open House Materials contains documentation of the Open House website and the content shared on its pages.

Questions were embedded throughout the pages of the Virtual Open House site and visitors had the option to answer the questions or move on to review additional content. The Public Input platform tracked participants' responses by IP address and while they were able to change the answers they provided, they weren't able to take the survey multiple times.

The Virtual Open House was complemented by an in-person meeting that was held at the Mariemont Elementary School on Nov. 3, 2022, from 5 pm to 7 pm. Like the virtual session, the in-person meeting was held as an open house and visitors were invited to stop by at their convenience any time during the meeting hours.

At the in-person meeting, participants were invited to review exhibits highlighting the project and the route alternatives under consideration (the exhibits shared at the in-person meeting were the same exhibits featured on the virtual Open House site). Project team members were available to discuss the proposed project in greater detail and answer questions. Participants were provided with a fact sheet about the project and a hardcopy version of the questions that were embedded into the virtual meeting site. All participants were encouraged to complete either the hardcopy comment form or visit the Public Input site to submit their responses online. Materials shared at the in-person meeting are documented in Appendix A: Open House Materials.

Notification

A comprehensive notification effort was implemented to inform the community about the project and invite their review and feedback regarding the proposed alternatives. Notification efforts included:

News Release: A release describing the project, its purpose, and the upcoming public review and input opportunities was distributed on Oct. 19, 2022 by ODOT District 8. The release was sent to local print, television and radio news outlets. A copy of the release is provided in Appendix B: Notification Materials.

Eblast: An eblast highlighting the proposed project and the upcoming public review and input opportunities was distributed on Oct. 19, 2022 to more than 1,650 individuals who subscribed to Eastern Corridor email updates. A copy of this eblast is provided in Appendix B. A reminder eblast which contained the same content was distributed on Nov. 3, 2022.

Social Media: Posts highlighting the project and public input opportunities were shared on ODOT District 8's Facebook and Twitter platforms on the dates listed below. Copies of the posts are provided in Appendix B.

- Oct. 24
- Oct. 31
- Nov. 3
- Nov. 23

Cincinnati Enquirer Ad: A quarter-page, full-color ad promoting the open houses was printed in the Cincinnati Enquirer on Wednesday, Oct. 19, 2022 and on Oct. 26, 2022. A copy of the ad as well as an image of its placement in the paper is included in Appendix B.

Open House Flyer: An 8.5"x 11" flyer was created and posted at 11 high-traffic locations in the Village of Mariemont and the business district in the study area. A copy of the flyer and a list of placement locations are provided in Appendix B.

Yard Signs: Weather-resistant yard signs (similar in size to residential for sale signs) were placed along key biking routes within the study area and along nearby shared-use paths. An image of the yard sign, a list of placement locations, and photos of the signs are provided in Appendix B.

Participation & Input Received

Nearly 2,800 people visited the Virtual Open House during the public review and comment period. Of these, 340 answered one or more of the questions embedded throughout the site and together, offered nearly 500 comments. Fifty-six community members signed in at the Nov. 3 in-person Open House. Because some visitors opted not to sign in, the number of attendees was closer to 60 to 65. Of these, 33 completed the hardcopy question form. The project team entered the responses provided on the hardcopy forms into the Public Input response system so that all data received could be tabulated and analyzed together.

Following is a summary of the key findings gathered from the input received from the community:

- Most respondents live (98%) and work (99%) in the Greater Cincinnati-Northern Kentucky region, with a concentration of respondents living and/or working near the project area. A majority of respondents are interested in the project either because they live in the area (69%), regularly bike or walk through the area (62%), and/or are frequent users of the regional shared-use trail system (61%).
- For the Spring Hill section, 87% of respondents said they would be more likely to use Alternative 1, which runs parallel to the Little Miami River along an old railroad bed and would be located behind Kroger and other nearby businesses. When asked why, respondents most often said they perceived this option to be safer (127 mentions out of 224 comments; 56%). They also said Alternative 1 would be more scenic (102 mentions, 46%) and there would be less conflicts with vehicular traffic (77 mentions, 34%). Some said they preferred Alternative 1 because its estimated cost is lower than Alternative 2 (27 mentions, 12%).
- For the Pocahontas section, approximately 62% of respondents said they would be more likely to use Alternative 1, which runs parallel to the south side of US 50/Wooster Pike. When asked why, respondents most often cited its lower cost (42 mentions out of 132 comments; 32%). Many (23 mentions, 17%) also felt that crossing US 50 at the Mariemont Promenade is safer (and some said it would also provide better access to nearby businesses), and that Alternative 1 has fewer conflict points or crossings (16 mentions, 12%), which contributes to a perception that Alternative 1 is the safer option.
- Approximately 90% of respondents said that adding the shared-use path would encourage them to ride a bike or walk in the area more often.
- When asked what the project team should keep in mind as it selects a preferred alternative, respondents offered a variety of responses, but many centered on making the safety of users, particularly students and young children, a priority (16 mentions out of 98 comments; 16%); considering the needs of those on bicycles as well as those using other light transport vehicles (scooters, skateboards, wheelchairs) when planning the street crossings (12 mentions, 12%); and build the new shared-use path as soon as possible as many felt the stated timeline was too long (12 mentions, 12%).

The following pages present the feedback received through both the Virtual Open House and In-Person public meeting input opportunities.

Public Input Received

Three hundred and forty people answered questions embedded throughout the Virtual Open House site. Another 33 people submitted comments to the questions using a hardcopy version of the comment form provided at the in-person public meeting. Responses received via the hardcopy comment form were entered into the digital Public Input system so that all data received could be tabulated and analyzed together. Feedback gathered through the Public Input platform and hardcopy comment forms is summarized below.

In addition, three emails were submitted directly to ODOT Project Manager, Stephanie Otten. These emails focused on encouraging ODOT to consider using an abandoned trolley bed that parallels US 50/Wooster Pike on its north side as an alternative alignment for the bike path. Copies of the emails received are included in Appendix C: Comments Received.

ODOT's responses to comments and questions received are provided in Appendix C.

Comments Received Through Virtual and Hardcopy Comment Forms

Question 1: **Where Do You Live?**

Number of responses received: 95

Thirty-eight zip codes were reported for this question, the majority of which (98%) were from the Greater Cincinnati-Northern Kentucky region. The most frequently occurring zip codes were:

- 45227 (29)
- 45208 (9)
- 45202 (8)
- 45226 (5)
- 45242 (5)

A full list of all zip codes reported is provided in Appendix C: Comments Received.

Question 2: **Where Do You Work?**

Number of responses received: 95

Thirty-eight zip codes were reported for this question, the majority of which (99%) were from the Greater Cincinnati-Northern Kentucky region. The most frequently occurring zip codes were:

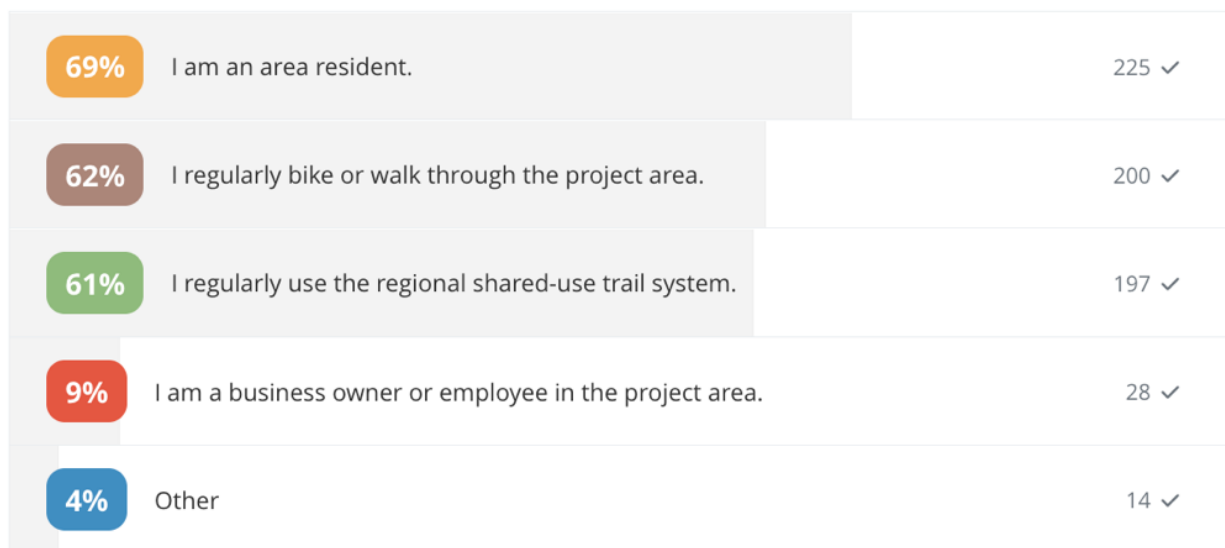
- 45227 (29)
- 45208 (9)
- 45202 (8)
- 45242 (5)

A full list of all zip codes reported is provided in Appendix C: Comments Received.

Question 3: What is your interest in the project?

Number of responses received: 325

For this question, respondents were able to select multiple answers. The most frequently occurring responses was “I am an area resident” (69%). The second-most frequently occurring response was “I regularly walk or ride my bike through the area” (62%), followed closely by “I regularly use the regional shared-use trail system” (61%). This indicates that the questionnaire reached its prime target, which are people who live in the project area and/or are most likely to use the shared-use path. Figure 1 shows the distribution of responses to this question.

Figure 1. Responses to Question 3: “What is your interest in this project?”

Responses provided for “Other” included:

1. I occasionally use the shared-use trail system
2. I lead the newly formed Clermont County Hike-Bike-Paddle Committee
3. My school aged children regularly walk and bike from Columbia Twp to Mariemont and Fairfax
4. interested in cycling as a lifestyle choice and expanding my ability to bike for errands, to restaurants etc.
5. transportation planner; & land-use/transportation planner.; I am a land-use/transportation planner.

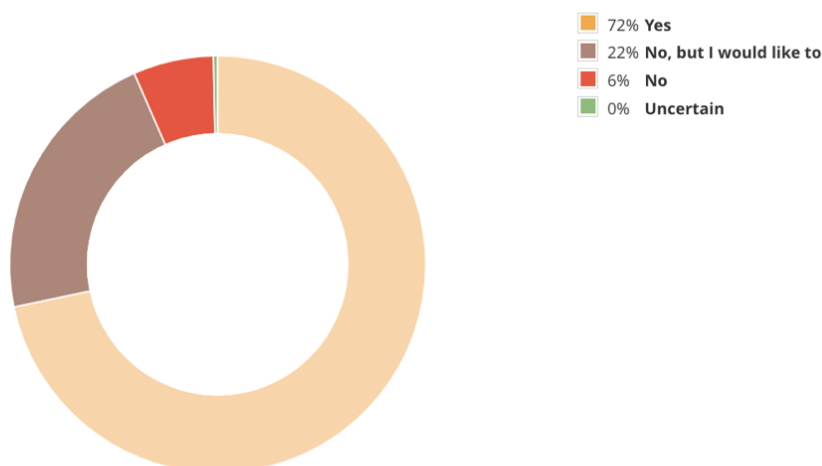
Note: The comments above are presented as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.

Question 4: Refer to the project area map above. Do you walk or ride a bike within this area?

Number of responses received: 304

This question followed a map highlighting the project area. A majority of the respondents (72%) said that they did walk or ride a bike in the project area. Another 22% said that while they don’t now, they would like to. The full distribution of responses is shown in Figure 2 on the next page.

Figure 2. Responses to Question 4: “Do you walk or ride a bike within this area?”

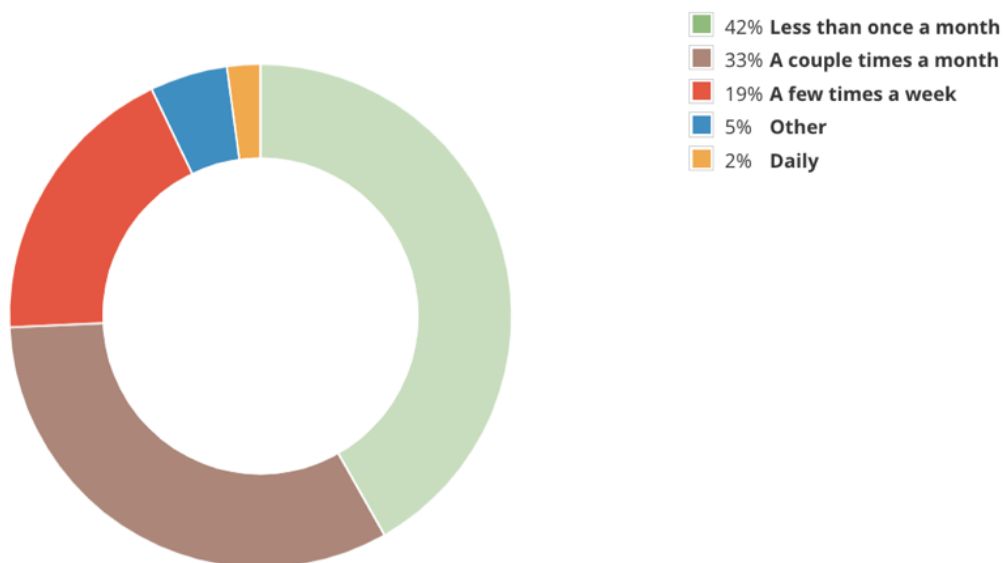


Question 5: **How often do you ride a bicycle through the project area?**

Number of responses received: 280

Approximately 54% of respondents said they ride a bike through the project area at least once a month. This indicates that a majority of respondents are familiar with the challenges of traveling through the area on a bike. The full distribution of responses is shown in Figure 3.

Figure 3. Responses to Question 5: “How often do you ride a bicycle through the project area?”



Responses provided for “Other” included:

1. Avoid area due to lack of safety from traffic
2. Future once in a while
3. I don't bike on wooster because I feel it's too dangerous. I only bike down by 50w and headed east or on Murray path.
4. I don't ride a bike.
5. I walk, not bike
6. Never
7. Never
8. Never
9. Never
10. Never
11. None
12. none; never
13. walk

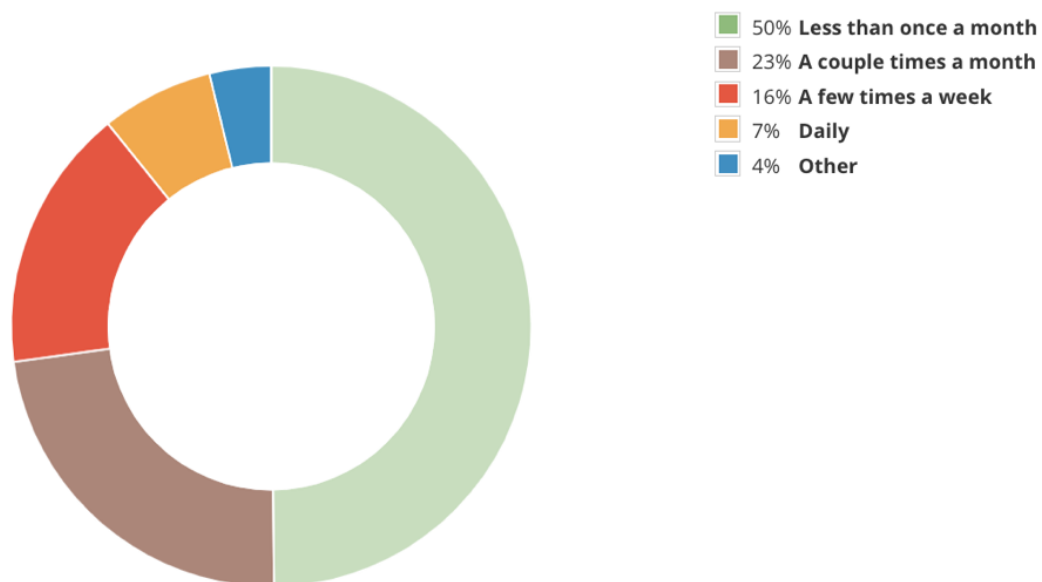
Note: The comments above are presented as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.

Question 6: **How often do you walk through the project area?**

Number of responses received: 287

Nearly half of the respondents to this question said they walk through the project area at least once a month. The full distribution of responses is shown in Figure 4 below.

Figure 4. Responses to Question 6: “How often do you walk through the project area?”



Responses provided for “Other” included:

1. Do not walk through this area
2. I do not walk through this area. I am an avid cyclist
3. I never walk this area
4. never
5. NEVER
6. never
7. Never
8. Never walk.
9. Not currently safe or comfortable enough to even consider it
10. Only ride through.

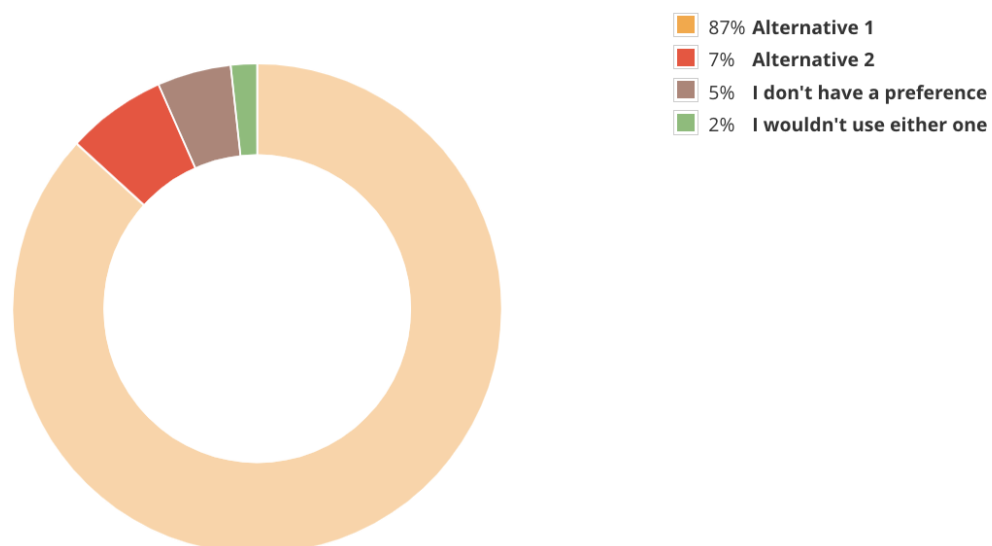
Note: The comments above are presented as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.

Question 7: Which of the two Spring Hill Alternatives would you be most likely to use? Why?

Number of responses received: 287

A majority of respondents (87%) said that they would be more likely to use Alternative 1, which primarily runs parallel to the Little Miami River along an old railroad bed. Figure 5 below shows the full distribution of responses. When asked why, respondents most often cited safety as their rationale for selecting Alternative 1 (127 mentions out of 224 comments; 56%). They also said that Alternative 1 would be more scenic (102 mentions; 46%) and that there would be less conflicts with vehicular traffic (77 mentions, 34%). Others said they preferred Alternative 1 because its estimated cost is lower than Alternative 2 (27 mentions, 12%).

Figure 5. Responses to Question 7: "Which of the two Spring Hill alternatives would you be most likely to use?"



Why?

Number of responses received: 224

Respondents were invited to provide an open-ended response to the question “Why?” All responses were reviewed in detail and were categorized by theme. Figure 6 shows the distribution of themes identified. Table 1 provides a brief description of each theme using words submitted by respondents. Multiple themes were often identified within a single response, therefore, the number of counts documented exceeds the number of responses received. Following the table are responses that couldn’t easily be categorized by theme (Miscellaneous Responses) or contained a suggestion. All responses are documented in full in Appendix C.

Figure 6. Distribution of themes for Question 7: “Which of the two Spring Hill alternatives would you be most likely to use? Why?”

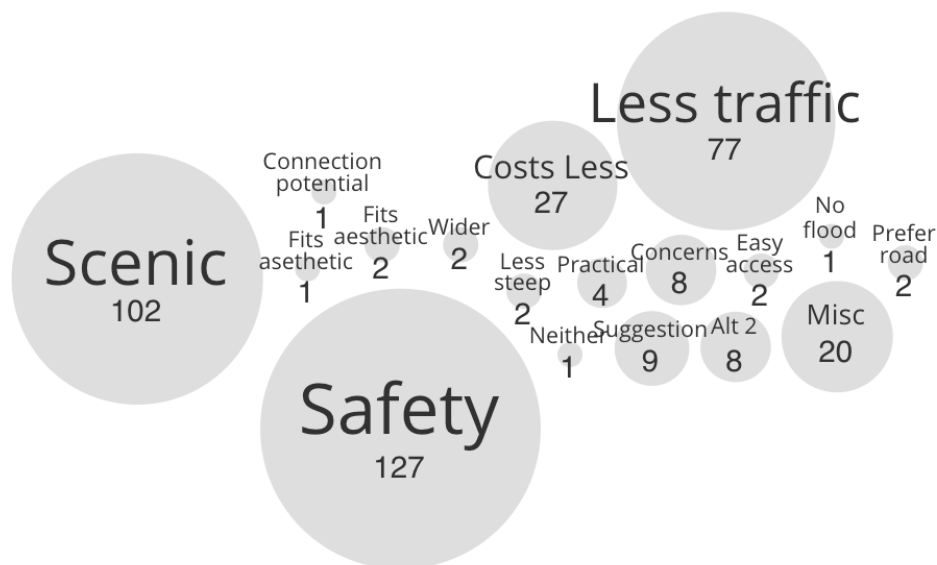


Table 1. Themes and descriptors for “Why” responses in Question 7: “Which of the two Spring Hill alternatives would you be most likely to use?”

Theme	Count	Descriptors
Safety	127	<p>Is safer, has fewer road crossings; sight distance is a concern; has fewer conflict points; keeps bikes/pedestrians away from traffic; keeps walkers, runners, bicyclists further away from US 50; is safer for kids, families, pushing strollers; minimizes crossings at dangerous intersections; less car/bike interaction; the light at the high school seems better equipped to handle bike/ped traffic than the light at Spring Hill/Miami Run</p> <p>[Comments are in reference to Alt 1]</p>

<i>Scenic</i>	102	Is more scenic; retains character of existing trail; keeps the path close to the river; is cleaner; less exhaust from cars; stays off the street longer; is closer to the river; is prettier [Comments are in reference to Alt 1]
<i>Less traffic</i>	77	Is removed/farther away from traffic on US 50; less noise [Comments are in reference to Alt 1]
<i>Costs Less</i>	27	Overall cost is less; offers better return on investment; is best balance of costs; get better bang for the buck; is more cost effective [Comments are in reference to Alt 1]
<i>Concerns</i>	8	There's a steep hill on the driveway next to Kroger; surprised about grade; crossing is frequented by delivery drivers, fuel center users, distracted drivers; concerned about flooding and personal safety; safety concerns for Alt 2 with residents entering/exiting Spring Hill; concerns about speeding. [Comments are in reference to Miami Run/Spring Hill section]
<i>Alternative 2 (Alt 2)</i>	7	Offers better access to businesses and buses; keeping path on main road and using existing trail makes more sense; provides better access for those living behind Walgreens to schools, libraries, friends; less chance of flooding [Comments are in reference to Alt 2]
<i>Practical</i>	4	Is most practical; makes most sense [Comments are in reference to Alt 1]
<i>Easy access</i>	2	Easy to access [Comments are in reference to Alt 1]
<i>Less steep</i>	2	Grade is less [Comments are in reference to Alt 1]
<i>Prefer road</i>	2	Prefer riding in road with traffic
<i>Wider</i>	2	The path for Alternative 1 is two feet wider than Alternative 2
<i>Connection Potential</i>	1	Appears to have potential to connect to other shared paths/areas
<i>Fits Aesthetic</i>	1	Has similar feel to Little Miami Trail [Comment is in reference to Alt 1]
<i>Neither</i>	1	There are already options for biking and walking; I prefer no impacts

No flood

- | | |
|---|---|
| 1 | Flooding will rarely be a concern
[Comment is in reference to Alt 2] |
|---|---|

The following comments are presented as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.

Miscellaneous Responses

1. Alternative 2 - more useful access to bus stops and businesses
2. Too many driveway crossings and busy intersection at Walton Creek in alt 2. Connection to Walton Creek not important to me, but could also be achieved with access from alt 1 path to parking lot east of Kroger.
3. I currently live in Mariemont Landing which is behind the Kroger Gas station. This route connects directly to the end of my street.
4. The pink is the way to go for safety logistics away from 50 as much as possible. Runners walkers and bikers can stop get something to eat or drink at McDonald's, Kroger's or at 50 West
5. I would use this to bike from my house to Kroger and other local businesses to eliminate much of the need for routine driving.
6. Greater separation from traffic and more logical continuation of existing spur
7. Less traffic at bottom of Spring Hill
8. It appears to better accommodate walkers & bikers
9. FAR safer alternative for cyclists. (I disagree with the posterboard assessment of the path along the very heavy traffic road being low stress!!! As a cyclist, riding near those cars is VERY high stress!!!)
10. People will be more likely to use. Scenic.
11. Keeps the trail as close to the river. Minimizes exposure to "direct" exhaust from vehicles.
12. Being fully separated from traffic seems like a much more enjoyable, safer, and more scenic route. I'd prefer this alternate regardless but it's nice that it won't disrupt traffic during construction and costs less than Alternative 2.
13. Because I think a bike path that goes down rembold is a complete waste of Mariemont s green space . It brings no business to Mariemont and Mariemont is a walking community.
14. 1 is superior; If walkers/cyclists wanted to visit businesses, they can use existing sidewalk.
15. Avoids dangerous curb cuts.
16. Fewer conflicts with automobiles on this alternative. The Kroger driveways that the trail would cross on alternative 2 are extremely busy. Also alternative 1 would be more quiet and have better air (fewer car exhaust). Finally, if a trail would ever be continued along
17. I would use the path on Wooster if it is built but prefer the one that wasn't given as a choice which is the Pocahontas connection. That has more continuity with the existing trail. The trail going along the Miami is probably good for bicyclists but it is taking walkers way out of the way. If it is built I would use it infrequently.
18. More access to stores

19. It is better to limit the distance along route 50
20. Alt 2 is not much better than riding on the side of the road. Alt 1 has a park atmosphere. Access to business is not an issue- If I want to ride to businesses, I have the expectation of dealing with cars.

Suggestions

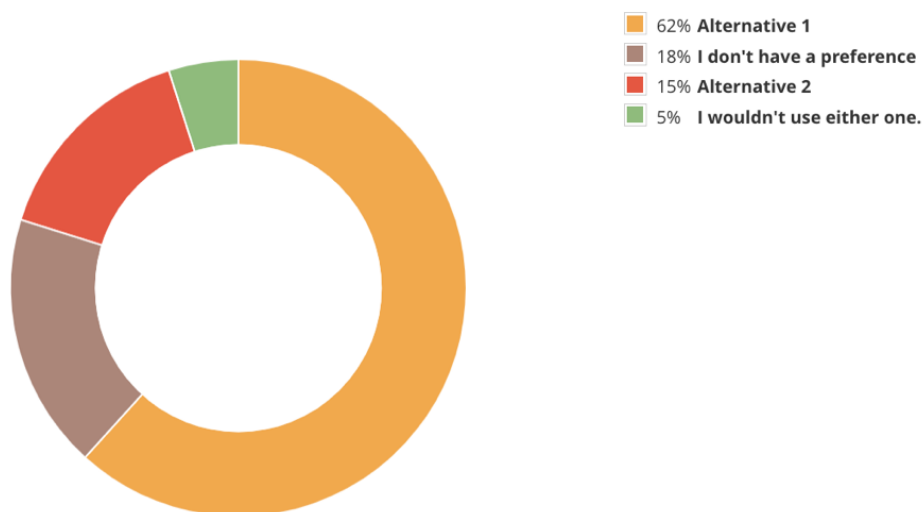
1. I am very worried as a walked and driver about crossing in front of Kroger gas station and McDonald's. I have crossed on foot, and It is a difficult 4-way intersection. Drivers block each other and it is difficult to see around large vehicles. If the curb cut in the Krogers lot east of McDonald's could somehow releave car and human interaction, it would be even better.
2. I believe it is wise to connect bike lanes with the Metro buses. It is very forward thinking if we want people to feel like they can get anywhere in the city without using a car and feel safe doing it.
3. Best to not cross at McDonald's and the Kroger gas exit and entrance as it is very congested there best to cross up at the New exit for the High school and the promenade at the light and close the exit of the promenade on the west side
4. My preference is to provide a safe location for bicycles and pedestrians. This area is too congested with cars and trucks. Biking up the hill at a slow speed causes dangerous passing incidents. I'd also like a pedestrian bridge to serve 50West instead of that dangerous crosswalk.
5. I prefer Alternative # 1 because it's more scenic and away from the traffic of Route 50. However, I'm concerned about the trail crossing Miami Run near the entrance of Mariemont Landing. There are delivery drivers, fuel center users, Mariemont Landing residents and the future residents of Sanctuary Cove that use this roadway hundreds of times per day. I have personally witnessed lots of people either distracted or going over the 15 MPH speed limit. I always use extreme caution when walking, biking, or driving in this area. I want the trail users to be safe. I encourage the planners to use every precaution possible such as multiple signs, bright painting on the road, stops signs and other warning signs on the trail, and possible rumble strips on the road and trail.
6. Use the utility right of way, or the old traction line. Please keep everything as much as possible.
7. I prefer the one that crosses Route 50 at the Promenade or high school. I don't like the crosswalk. Should be an overpass for walkers, bikes, kids. Keep everyone off Route 50 - speed issues coming down the hill or up. People will speed. Going behind Krogers is 100% the best solution. Stay off Wooster Pike.
8. Wish it would run *behind* the Kroger gas station to avoid a car-bike conflict point. Fewer conflict points and separation from traffic make it a better option
9. The pink one is safer and more scenic. It fits in better with what the rest of the trail north of it looks like too. Although Kroger would have to clean up the back of their store and put some security lights up if they don't have any now. Signs and paint for the crossings and on the trail would be good.

Question 8: Which of the two Pocahontas alternatives would you be most likely to use? Why?

Number of responses received: 243

Approximately 62% of respondents said they would be more likely to use Alternative 1, which runs parallel to the south side of US 50/Wooster Pike, from the US 50/Miami Run/Spring Hill intersection up to the Mariemont Promenade before crossing US 50 to Mariemont Way. Another 18% did not have a preference. Figure 7 shows the full distribution of responses. When asked why, respondents most often cited its lower cost as their rationale for selecting Alternative 1 (42 mentions out of 132 comments; 32%). Many (23 mentions, 17%) also felt that crossing US 50 at the Mariemont Promenade is safer (and some said it would also provide better access to nearby businesses), and that Alternative 1 has fewer conflict points or crossings (16 mentions, 12%), which contributes to a perception that Alternative 1 is the safer option.

Figure 7. Distribution of responses for Question 8: “Which of the two Pocahontas alternatives would you be most likely to use?”

**Why?**

Number of responses received: 132

Respondents were invited to provide an open-ended response to the question “Why?” All responses were reviewed in detail and where possible, were categorized by theme. Figure 8 shows the distribution of themes identified. Table 2 lists each theme identified and the number of times it was mentioned. It also includes a brief description of each theme using words submitted by respondents. Multiple themes were often identified within a single response, therefore, the number of counts documented exceeds the number of responses received. Following the table are responses that couldn't easily be categorized by theme (Miscellaneous Responses) or contained a suggestion. All responses are documented in full in Appendix C.

Figure 8. Distribution of themes for Question 8: “Which of the two Pocahontas alternatives would you be most likely to use? Why?”

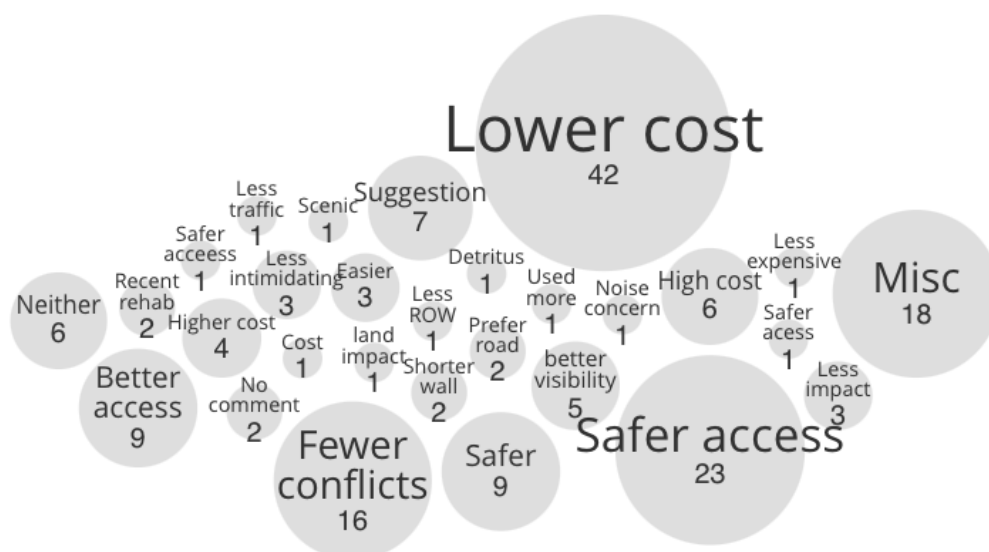


Table 2. Themes and descriptors for “Why” responses in Question 8: “Which of the two Pocahontas alternatives would you be most likely to use?”

Theme	Count	Descriptors
Lower Cost	42	Costs significantly less; lower cost may help speed up project; difference in money could be used for other bike path projects; is more cost-effective [Comments are in reference to Alt 1]
Safer Access	23	(Responses pertain to crossing US 50 at the Promenade) Crossing at Promenade seems to be safer; is best place to cross; crossing at Pocahontas or the high school intersection would improve visibility and safety concerns; this area has less traffic; traffic moves slower at the top of the hill; the intersection at McDonald’s [US 50/Miami Run/Spring Hill] is scary; people often run light at US 50/Miami Run/Spring Hill intersection [Comments are in reference to Alt 1]
Misc	19	
Fewer Conflicts	16	Has fewer conflict points/crossings; seems safer due to fewer conflicts [Comments are in reference to Alt 1]
Better Access	9	The road crossing next to Promenade improves access to stores; provides better access to businesses on south side of Wooster Pike [Comments are in reference to Alt 1]

<i>Safer</i>	9	Seems safer in general; appears safer due to distance between cars and shared use path is greater [Comments are in reference to Alt 1]
<i>High Cost</i>	6	Cost is too high; benefit doesn't increase with cost; seems unnecessary; acquiring funding could delay construction [Comments are in reference to Alt 2]
<i>Neither</i>	6	Concern with attracting strangers to the high school; paths will have too much impact; they are redundant of other bike paths; wouldn't use either one because they are too close to traffic; Wooster Pike is dangerous [Comments are in reference to Alt 1 and Alt 2]
<i>Better Visibility</i>	5	Straight route provides better visibility [Comments are in reference to Alt 1]
<i>Easier</i>	3	Easier to construct; construction of Alt 2 will experience complications; easier to ride on the south side [Comments are in reference to Alt 1]
<i>Less Impact</i>	3	Has less impact on surrounding area; less impact to existing traffic [Comments are in reference to Alt 1]
<i>Less Intimidating</i>	3	Seems safer; large retaining wall on one side [of Alt 2] with traffic on the other is daunting; [Comments are in reference to Alt 1, then Alt 2]
<i>No Comment</i>	2	No comment was provided
<i>Prefer Road</i>	2	Would prefer to keep path on US 50, but use a road diet to add protected lanes
<i>Recent Rehab</i>	2	Sidewalk on north side was recently rebuilt; rebuilding north side would waste previous investment [Comments are in reference to Alt 2]
<i>Shorter Wall</i>	2	Has a shorter retaining wall; less impact to trees [Comments are in reference to Alt 1]
<i>Detritus</i>	1	Sidewalk on north side is constantly a mess of debris and mud [Comments are in reference to Alt 2]
<i>Land Impact</i>	1	Alt. 2 has a bigger impact on the land
<i>Less ROW</i>	1	Less right-of-way is needed, fewer owners [Comments are in reference to Alt 2]
<i>Noise Concern</i>	1	High retaining wall may reflect noise to those on path [Comments are in reference to Alt 2]

Scenic	1	Path is more scenic [Comment is in reference to Alt 1]
Used More	1	Will likely get used more often [Comment is in reference to Alt 1]

The following comments are presented as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.

Miscellaneous Responses

1. I would prefer alternative 2 but not sure that over double the cost justifies missing one vehicle intersection at the east end of the promenade (which I don't think has too much traffic.
2. I don't have a strong preference one way or the other with regards to the design of either Alternative. But what I really want is for CROWN to be completed as soon as possible. Doubling the cost for alternative 2 seems totally unnecessary, and the last thing I want is for this leg of the project to be delayed for funding reasons, or for this project to unnecessarily take away money that could be used on other CROWN trails. Alternative 1 is the winner. And Alternative 2 runs along a recently rehabilitated sidewalk - no need to touch that. It'd be nice to fixup the sidewalk on the south side of 50 by means of Alternative 1.
3. Do not like Wooster w/heavy traffic, no crosswalk option near Kroger & Prom to let you know if it's safe to cross. Driver too fast & not paying attention when turning into Kroger.
4. I already use the current alternative
5. Alternative that doesn't preclude LRT!
6. Either side of the road is dangerous because of the heavy traffic.
7. No crossings
8. It is a little hard to envision what this will look like. And I am not familiar with the area enough to judge.
9. Come on south side of Wooster
10. Leans toward Alt2 because it goes with the flow of traffic but it's a hill on both sides of the street
11. same as above
12. Feels like Alternative 2 because not right up against a wall. hillside Also lower cost
13. seems as if they are pretty much the same. Both involve crossing Wooster Pike
14. As I mentioned in the above comment [Use the utility right of way or the old traction line. Please keep everything as much as possible], keep everything as much as possible off of Rt 50.
15. Same side as river.
16. [Alternative 2] Crosses road more naturally near kroger rather than following along 50 and then crossing.
17. I don't see why one would be better than other
18. Alternative 2, putting the trail below a wall looks to be a clean-up problem.
19. Cost

Suggestions

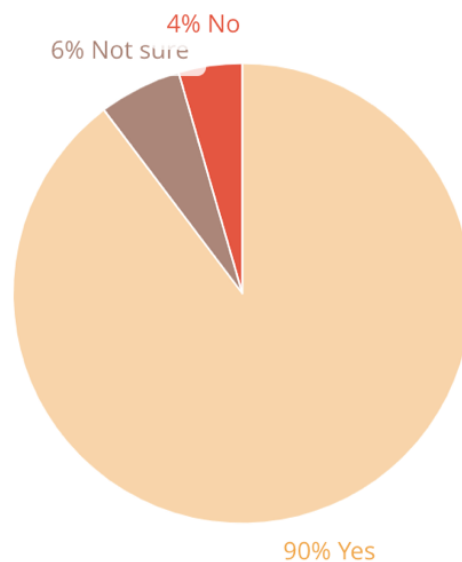
1. Agree with also evaluating US 50 along this route for improvements. The pedestrian crossing at Fifty West Brewery is an eyesore and clearly a hazard. Some combination of road diet, turn lanes, added medians, and bump outs likely could maintain traffic flow (at a lower speed limit), make the area more attractive and safer for everyone.
2. Coming from Kroger's the most logical way to go would be to avoid going straight across at the light at Spring hill as traffic going east down the hill on 50 sometimes cars try to make the light and don't stop think that would be a dangerous way of going. Best to build a wall along the street go up west along the road and go across where the new driveway to the High School is today. Less confusion there. Also where the existing exit from the Promenade is now west should be blocked. The only exit and entrance into the Promenade should be at the traffic light.
3. The heavy traffic especially trucks on this road is dangerous to anyone that close to it on the sidewalk. There is an alternative - resclaim and restore the trolley line roadbed that runs parallel to alternative 2 but up the hill away from the road. This trolley line roadbed starts at Walton Creek and climbs gradually to Pocahontas. Parts of roadbed need restoration and 2 overpasses need to be built, but this route would be a tremendous asset and blend in with the rest of the trail. Most of all, it would be SAFE for all users, easier to walk and bike because it is a gradual slope.
4. I prefer alternative # 1 for the Pocahontas section. The existing walkway already there is in poor shape and rebuilding this to a trail would be a significant improvement to the many people that already use this area for walking, running, and biking. I do realize that a retaining wall would need to be built below the trail for 125 feet. This will likely result in the removal of existing trees and vegetation, so I think part of the project should include adding trees, shrubs, etc on the Mariemont Landing side of the new retaining wall.
5. I would like to suggest building a higher wall at the condos to allow for the trail to move farther away from the road. I suspect some kind of fencing will be needed along the trail at the wall to prevent falls. I believe this is more reasonable than trying to create more space at the base of the hill with a taller wall on the north side.
6. Access from our home to schools, library, other neighborhoods is more convenient and less road crossing. The land on that side of Wooster will likely need to be retained at some point anyway. Using the funds while they are available would be useful to residents in the school district in the long run. That said, Alternative 1 would be appealing IF the crossing of Wooster occurred beyond the high school driveway (closer to the library) since traffic to and from the school can be very heavy at times.
7. I would look into both options, but as narrower one way paths. If I am traveling west, I would cross over to the orange route. If I am going east, I would use the green one. That is what direction the cars expect bicycles to be traveling. But the existing sidewalks could be left there and just widen them a little like 2' more if possible without doing the retaining wall part.

Question 9: Would adding this shared-use path encourage you to walk or ride your bike in this area more often?

Number of responses received: 223

The majority of respondents to this question (90%) said that adding the shared-use path would encourage them to ride a bike or walk in the area more often. Only four percent said it would not. The distribution of responses is shown in Figure 9.

Figure 9. Distribution of themes for Question 10: “Is there anything we should keep in mind as we begin to identify a preferred alternative route for each section of this project?”



Question 10: Is there anything we should keep in mind as we begin to identify a preferred alternative route for each section of this project?

Number of responses received: 98

Respondents provided a wide variety of suggestions for the project team to keep in mind when selecting a preferred route for the new shared-use path. Some concepts were mentioned multiple times. The distribution of themes is illustrated in Figure 10. Table 3 lists each theme identified and provides a brief description of each using words submitted by respondents. Following the table are responses that couldn't easily be categorized by theme (Miscellaneous Comments). All responses are documented in full in Appendix C.

Figure 10. Distribution of themes for Question 10: “Is there anything we should keep in mind as we begin to identify a preferred alternative route for each section of this project?”

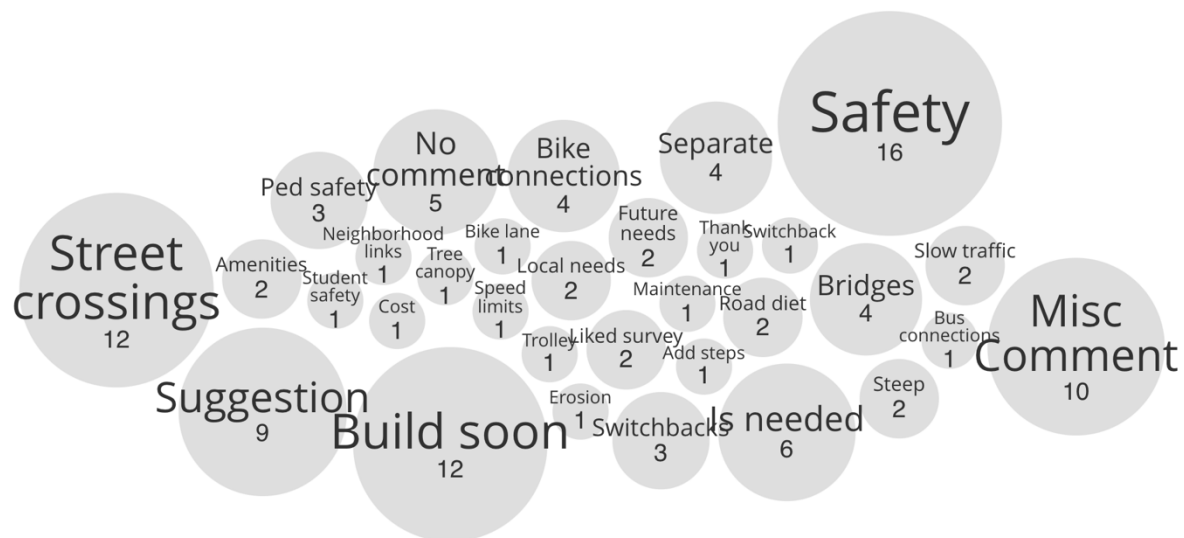


Table 3. Themes and descriptors for Question 10: Is there anything we should keep in mind as we begin to identify a preferred alternative route for each section of this project?

Theme	Count	Descriptors
<i>Safety</i>	16	Safety should be considered top priority; safety should guide route selection; consider the safety of students; consider the safety of younger riders
<i>Street crossings</i>	12	The needs of those on bikes should be considered as part of crosswalk design (consider wise waiting areas, easy signal triggers, priority signal phasing); use detectors to manage traffic signal phasing; Milford trailhead is an example of poor (too short) signaling for bikes, pedestrians; crosswalk safety needs to be improved (consider islands, warning grooves); prioritize cyclists, pedestrians at crossings; make sure signals are visible; prioritize crosswalk safety improvements; consider needs of Light Individual Transport (LIT) methods (scooter, skateboard, wheelchairs)
<i>Build soon</i>	12	Build the path as soon as possible; timeline is too long
<i>Is needed</i>	6	Have been hoping for these paths for a while; respondents are excited that a path will be built
<i>Bike connections</i>	4	Connecting to Murray Trail and Wasson Way is important; the trail to Murray will be of little good if the Fairfax bike path is not completed in a similar timeframe; will the Pocahontas route be changed if Hiawatha Avenue/Murray Road route isn't chosen for Mariemont Connector?

Theme	Count	Descriptors
<i>Bridges</i>	4	Consider constructing a pedestrian bridge over US 50
<i>Separate</i>	4	Separate vehicles from those not in vehicles; keep biking/walking away from traffic and commercial property
<i>Switchbacks</i>	3	Not a fan of switchbacks; would prefer a straighter path; consider switchbacks for uphill traffic only (downhill traffic can use sidewalk); put switchback behind library because it's safer and allows bikes and traffic to be separated
<i>Ped safety</i>	3	Safe movement of people outside cars should be prioritized over movement of cars; traffic and safety of pedestrians and bikes should be considered
<i>Slow traffic</i>	2	Slow traffic down on US 50 with beautification project with islands
<i>Road diet</i>	2	A road diet would open space for on-street bicycle facilities; is less costly than a retaining wall (which are subject to landslides)
<i>Liked Survey</i>	2	Liked the survey experience
<i>Future needs</i>	2	Consider future needs – connectivity, mass transit
<i>Amenities</i>	2	Add garbage cans and benches
<i>Local needs</i>	2	Prioritize local community needs over those passing through
<i>Steep</i>	2	The hill is steep, some bicyclists will have to walk their bike up the hill; elevation change may be a deterrent

Other suggestions included:

- Consider how surrounding neighborhoods will access the trail
- Consider adding a tree canopy
- Keep the bike lane on Wooster heading east (it's easy to get moving too fast going downhill)
- Connecting to bus lines is important
- Add steps at switchback
- Safety and cost should guide route selection
- Consider using the old trolley bed
- Consider maintenance needs
- Consider adding speed limits for bikers
- Keep path away from high school; student safety is a priority
- Prioritize the Spring Hill section
- Consider future possibility of continuing bike route behind Mariemont Crescent onto Bluff
- Adding a crosswalk/crossing light on the south side of Wooster at the Promenade
- Use more than grass as a buffer between the road and sidewalk

- Make the path dog friendly
- Consider erosion issues
- Make it safer to cross Wooster; add a longer light
- Consider safety of walkers on the path (bikers tend to dominate)
- Partner with the Mariemont Branch library to engage the community and promote plan to the public.

Miscellaneous Comments

The following comments are presented as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.

1. Mariemont was created as a planned community and was meant to encourage healthy living with walking connected areas. When making a decision we should not focus on poor choices and money wasted in the past but focus on the future generations of people who will live here. The Kroger area was specifically not integrated into the community and has created an urban sprawl area with no place for pedestrians. We have shot our selves in the foot with no room to expand. This path is a bandaid fix to a poorly planned shopping area.
2. This proposal requires too many rt 50 crossings, the drunk crossing at 50west is bad enough for traffic as it is
3. rollerbladers. think twice before adding rumble strips or blind turns. rollerbladers are not speed demons on hills. bikers more apt to be. and also Mother Nature. what looks like a nothing little section of quiet solitude prime for human enjoyment is a restricted thin corridor for natural life to navigate our ongoing lust for more more more. the river is right next to this proposal! very close
4. I walked the route today along Murray at the High School down the duke power line route past the library. There is room to put a path there. I know it is hard to work with Duke and the cost to move a pole is like \$200K per each pole but only need to move 2 of them. Mariemont residents don't want any part of going that way but then again after the last meeting
5. this wont be a popularly used trail by many, the elevation change (westbound hill) is the big deterrent
6. I walked the murray path today and it was cold. So I went down the duke power lines behind the library there is room to put a path there. I know working with Duke is hard and it may not work but two power poles will need to be removed for a cost of \$200K each, I already asked that question in a meeting. I know after the last meeting Mariemont residents don't want the path going that way or any way according to a few of them the old ones who don't want change but this could be a possibility if Duke would approve
7. This will be widely used and much safe than the path on the street. I often see drivers use the bike lane to turn right at Walton Creek Rd towards PNC Bank
8. Shared use paths are dangerous, I'm sad that this is the only alternative to putting bike riders in danger that the city is willing to invest in.
9. Please don't go with alternative #1 or #2
10. Too many cars pulling in and out of Spring Hill with too many traffic stops
11. How scary it is to currently bike/walk along RT 50
12. Excellent survey! Props to whoever built the functionality of this survey.

13. Yes, agree. The online user survey is very user friendly!
14. As 50 West will tell you, traffic rips through this area. A beautification project with islands to slow down traffic might be considered. This looks awesome and as a cyclist, I'm very encouraged.
Thanks!

Question 11: **Please use this space to share any additional comments.**

Number of responses received: 48

For Question 11, respondents provided nearly 50 additional comments. All responses were reviewed and categorized into the themes. The distribution of themes is illustrated Figure 11, below. Table 4 provides a brief description of each theme using words submitted by respondents. Following the table are responses that couldn't easily be categorized by theme (Miscellaneous Comments) or contained a question. All responses are documented in full in Appendix C.

Figure 11. Distribution of themes for Question 11: "Please use this space to share any additional comments."



Table 4. Themes and descriptors for Question 11: "Please use this space to share any additional comments."

Theme	Count	Descriptor
Excited	7	This is great! It will help revolutionize non-vehicle travel on east side; is a wonderful enhancement to pedestrian and cyclist safety in the area
Viable alternative	6	Biking and walking should be encouraged; they're a viable alternative to keep congestion from worsening; with these improvements, I'd commute by bike more often; these travel options are more affordable; these support safer travel; this will improve the walkability of our area
Don't widen road	5	Don't widen the road; add more dedicated bike lanes; consider reducing the number of traffic lanes (road diet)

Theme	Count	Descriptor
<i>Build soon</i>	5	Proceed as quickly as possible; we need this now, not four years from now
<i>Connect system</i>	3	Need to connect shared-use trails to downtown Cincinnati; connect Anderson "up the hill" to the network; complete the 2012 bike plan
<i>Ped Bridge</i>	2	Consider building a pedestrian bridge/walkway or underpass across Wooster
<i>Concerns</i>	2	There's too much traffic at Kroger entrance; retaining walls will cause erosion problems
<i>Priorities</i>	1	Prioritize connecting the Ohio River Trail to the Oasis Rail Transit corridor and to downtown
<i>Alt Modes</i>	1	Encourage use of alternative modes of transportation, not capacity increases
<i>Widen Wooster</i>	1	Widen Wooster leading to Armleder Park; include bike lanes
<i>Reduce trucks</i>	1	Reduce heavy and commercial truck traffic in Mariemont
<i>Need council resolution</i>	1	Mariemont needs to make a resolution outlining its stance on the proposed path extension
<i>Access to Kroger</i>	1	Provide shared-use path access to Kroger to give safe access for those who don't have cars
<i>Not needed</i>	1	The impacts of these proposed paths are too high; there are plenty of other options for bike/ped travel instead
<i>Replace trees</i>	1	Replace trees removed or damaged by project
<i>Traction line</i>	1	Please use the old traction line

The following comments are presented as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.

Miscellaneous Comments

1. this does not pan out in actuality, most cyclists detest the existing paths due to the slower wider multi-use pedestrians impeding their rides, so they stick to the streets causing the same for the motorized traffic, ironic [This comment was in response to someone else's comment]
2. Roads are too wide. Need more alternatives
3. # One alternative is clearly safer
4. All alternatives better than riding on Wooster
5. I really like the side by side comparisons you set up. It made it easier to compare
6. I commute on Wasson Way/The Murray Path to work at the library, but many people who work from home still use the trail for recreational purposes, even if only on weekends.

Question

1. I would wonder if the study captures the "work from home" changes in commuting since covid. My company is cutting office spaces in Half due to people working from home. I personally do not commute anymore and the company owners are looking to divest in office space.

Question 12: If you would like to stay up-to-date on our progress, please enter your email address below. We will send updates by email as they become available.

Number of responses received: 69

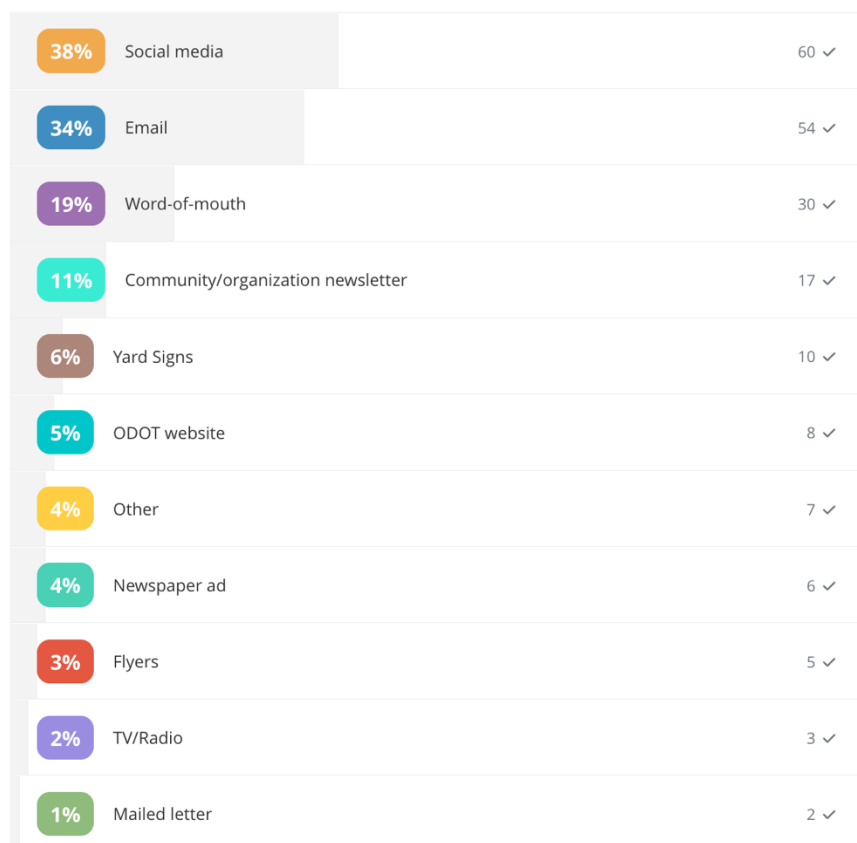
Sixty-nine people provided their email address. The list of addresses is not included in this report to protect respondents' privacy but has been recorded and shared with ODOT.

Question 13: How did you hear about this Open House? (Check all that apply)

Number of responses received: 158

The most frequently-cited sources for hearing about the Open House included social media (38%), email (34%) and word-of-mouth (19%). Figure 12 shows the distribution of responses.

Figure 12. Distribution of responses for Question 13: "How did you hear about this Open House?"



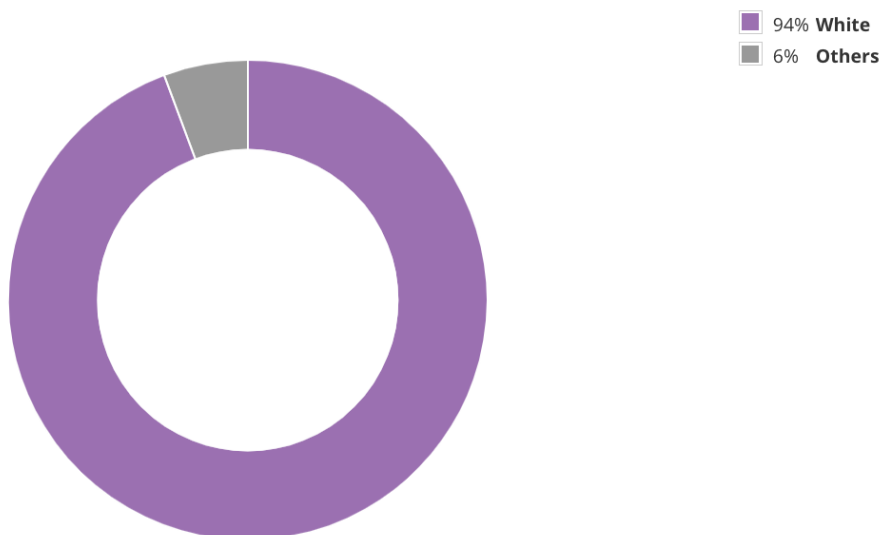
Four people provided answers for "Other." These included:

- Online search
- UrbanOhio.com
- Google News
- WVXU article

Question 14: **What is your race?**

Number of responses received: 141

Figure 13. Distribution of responses for Question 14: "What is your race?"



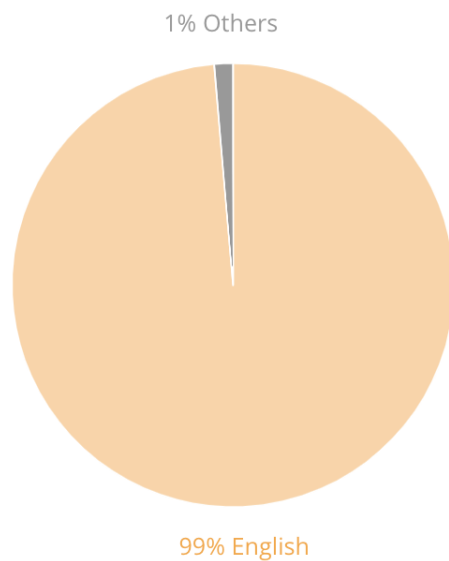
Four people provided answers "Other." These included:

- Irrelevant
- It's a shame you are asking this
- human
- Human

Question 15: **What is the primary language spoken in your home?**

Number of responses received: 146

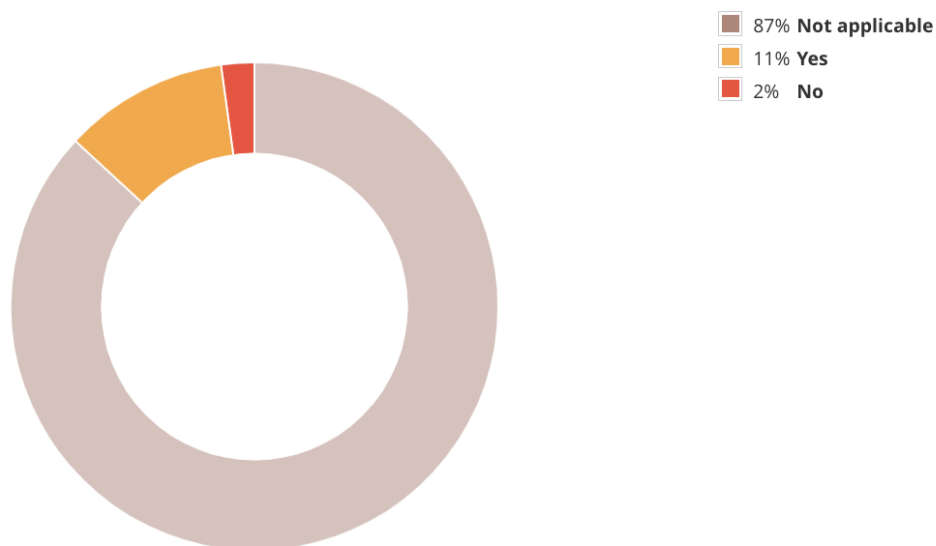
Figure 14. Distribution of responses for Question 15: “What is the primary language spoken in your home?”



Question 16: **Was the project information translated into other languages appropriately?**

Number of responses received: 137

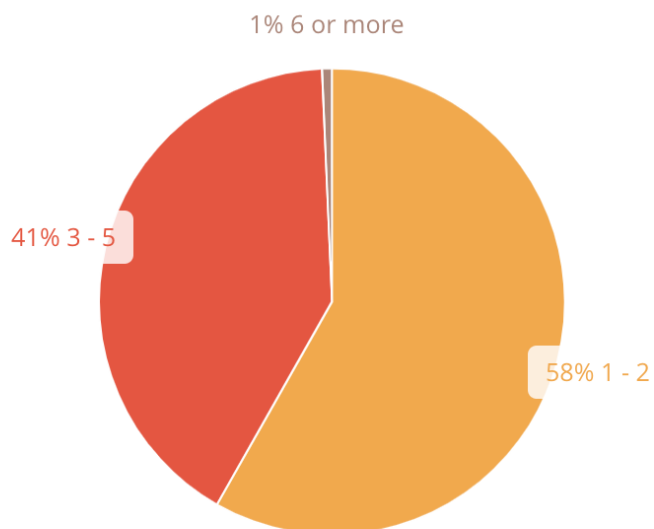
Figure 15. Distribution of responses for Question 16: “Was the project information translated into other languages appropriately?”



Question 17: **How many people live in your household?**

Number of responses received: 146

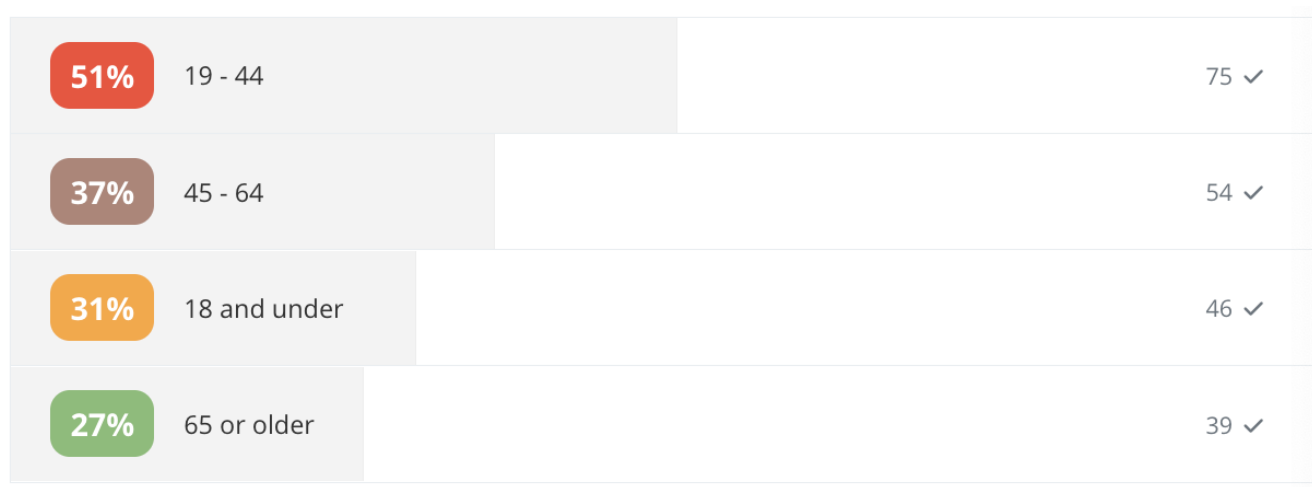
Figure 16. Distribution of responses for Question 17: “How many people live in your household?”



Question 18: **What are the age ranges of those living in your household? (Check all that apply)**

Number of responses received: 147

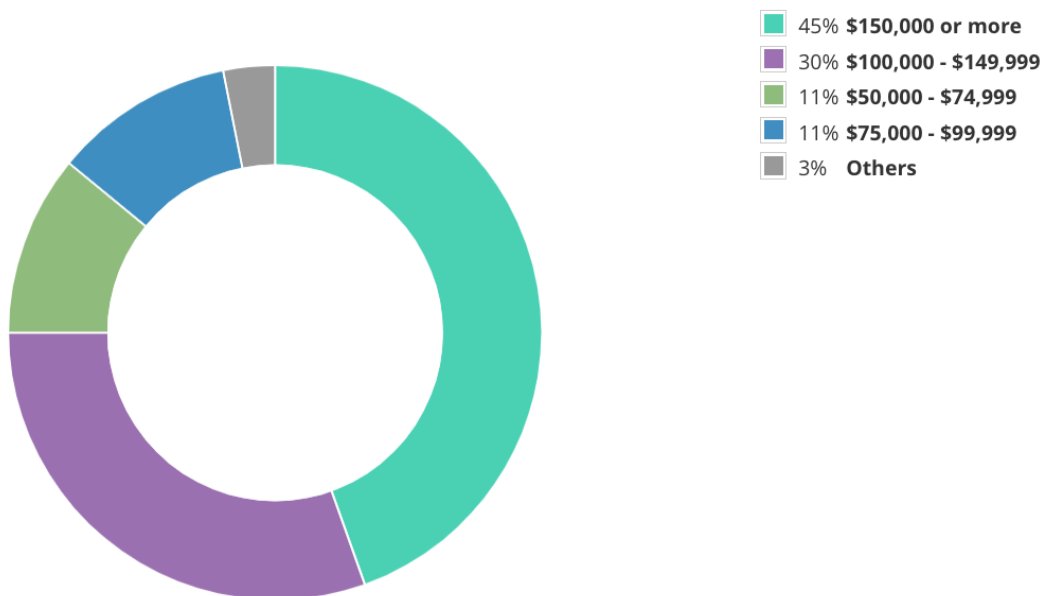
Figure 17. Distribution of responses for Question 18: “What are the age ranges of those living in your household?”



Question 19: **What is your household income?**

Number of responses received: 128

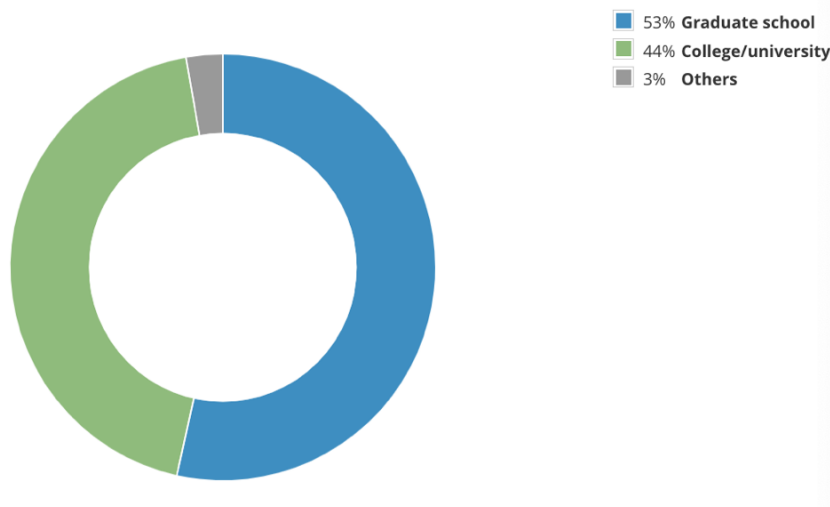
Figure 18. Distribution of responses for Question 19: “What is your household income?”



Question 20: **What is the highest level of education completed by members of your household?**

Number of responses received: 144

Figure 19. Distribution of responses for Question 20: “What is the highest level of education completed by members of your household?”



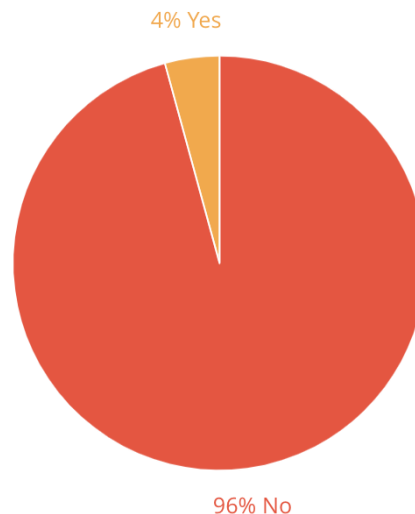
Two people provided answers “Other.” These included:

- Professional school
- MD

Question 21: **Do any individuals living in your home have a physical or mental impairment that substantially limits one or more major life activities?**

Number of responses received: 141

Figure 20. Distribution of responses for Question 21: “Do any individuals living in your home have a physical or mental impairment that substantially limits one or more major life activities?”



Question 23: **Please suggest additional ways you think ODOT can improve the inclusiveness of our public outreach efforts.**

Sixteen people answered this question. Their responses are documented below. Note that the comments are presented as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.

1. I can't think of any ways
2. I discovered the November 3rd meeting was taking place on the 2nd from a flyer at the hardware store. It was not posted on our Village calendar. I believe if you want to improve the inclusiveness of public outreach, notifications should be on our calendar and email distribution lists more than 24 hours prior to the meeting.
3. I noticed several signs in the project area with a QR code that leads to this site.; This survey was well-designed the overall plan for the Columbia Connector is very well defined. Thank you!
4. Make safety a priority for everyone. Enforce the same traffic rules on bicycles on the public roads as are for cars.
5. Mariemont is a lovely neighborhood. Please don't change anything.
6. More public meetings
7. N/a
8. Na
9. No. Thanks for reaching out.
10. ODOT might want to make up some signs and post them near where the project will potentially happen and a link for public input.

11. Thank you for the survey. From a policy point of view, I oppose funding dedicated to new high-maintenance trails, while existing infrastructure is in such poor condition. Bike facilities should be included with every road/bridge restoration project, to the extent possible but please prioritize the existing network-- especially commercial and freight connections.
12. This survey was helpful, I would have loved to join the meetings as well but missed them.
13. Traffic connect to Madisonville!
14. Ummm, these last 8 questions, did the Census not work or something?
15. Use Social Media, especially FaceBook. Join local groups, such as Milford neighborhood group.
16. Provide a consistent message and good communication. The Little Miami State Park trail closure at Kings Mills was poorly considered and communicated. Initially, the statement was that no detour would be provided. Then, a detour was laid out, but not communicated.

Appendices

Appendix A: Open House Materials

Appendix B: Notification Materials

Appendix C: Comments Received

Appendix A: Open House Materials

Public Input Site Content

Columbia Connector Project Exhibit

Project Fact Sheet (English and Spanish versions)

Comment Form (Downloadable)

ODOT NEPA Assignment Brochure

Photos from the In-Person Open House

Appendix A: Open House Materials

Public Input Site Content



Columbia Connector Trail (PID 114496 and PID 114497)

Great Parks of Hamilton County (Great Parks), Columbia Township, and the Village of Mariemont, in cooperation with the Ohio Department of Transportation (ODOT), are proposing to complete a shared-use path, the Columbia Connector trail, to link the existing Little Miami Scenic Trail (LMST) to the future Mariemont Connector trail at Pocahontas Avenue.

Public involvement is an important part of the development of this connection project and input from the community will help guide decision-making. ODOT's goal for this virtual Public Open House is to share information about the project and gather your feedback regarding the alternatives under consideration.

HOW THIS VIRTUAL OPEN HOUSE WORKS

This site is a self-guided tour through a series of tabs that highlight key information about the proposed shared-use path connection and the proposed route alternatives. Opportunities are provided on each tab for you to share your thoughts. Your comments will be visible for others in the community to see as well, unless you opt to hide your comments by clicking on the associated toggle. This Virtual Open House will be open for comment 24 hours a day through December 2, 2022. Visit as often as you'd like and please share it with your friends and neighbors.

Begin by reviewing the **OVERVIEW** discussion in the section below. To advance between tabs, click on the green **CONTINUE** button located at the bottom of each page. You can also move between pages by clicking the tabs located at the top of the discussion section. If you would like to view larger versions of any of the images or charts, simply click on them. Copies of project materials and related reports are posted under the **DOCUMENTS** section, located on the right-hand side of the screen.

If you need interpretation or translation services or other reasonable accommodations to participate in this Virtual Open House, review materials, or provide comment, please contact Taylor Webster, E.I., Environmental Project Manager, at (513) 933-6597 or Taylor.Webster@dot.ohio.gov.

Introduction

In recent years, ODOT has conducted comprehensive transportation analyses and gathered extensive public input regarding transportation improvements needed to make travel safer and easier through Segments II and III of Greater Cincinnati's Eastern Corridor region. This area includes the Village of Mariemont, portions of Columbia Township and the Village of Newtown. More information about the Eastern Corridor Program and Segments II and III is provided on the last tab of this Open House.

Among the many recommendations that came out of these Eastern Corridor study efforts was the concept of constructing a shared-use path to make travel safer and easier for pedestrians and bicyclists traveling between residential areas in Mariemont and Columbia Township and the Little Miami Scenic Trail (LMST), as well as going to businesses along US 50/Wooster Pike, particularly those on the south side of the road.



A shared-use path is a paved trail specifically designed for pedestrians and bicyclists and is physically separated from vehicular traffic. Above is a picture of the shared-use path near Lunken Airport (source: Cincinnati-oh.gov).

Great Parks, Columbia Township and Mariemont have partnered with ODOT to manage project development and construction for this shared-use path connection. ODOT recently conducted a Feasibility Study for the proposed shared-use path, which identified and evaluated several route alternatives. Now, we are sharing the draft Feasibility Study with you for review and input before it's finalized. The

feedback you share is important and will be used to help guide the selection of a preferred route alternative that will be advanced for further design development and construction.

To ensure your comments are considered during this alternative review process, we request that they be submitted by **December 2, 2022**. You can share comments through this website, at the November 3 meeting, or using one of these other options:

Email: Stephanie.Otten@dot.ohio.gov
(mailto:Stephanie.Otten@dot.ohio.gov)

Phone: (513) 933-6584

Mail: Attn: Stephanie Otten, P.E.

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

Where do you live? (List your zip code)

Where do you work? (List the zip code)

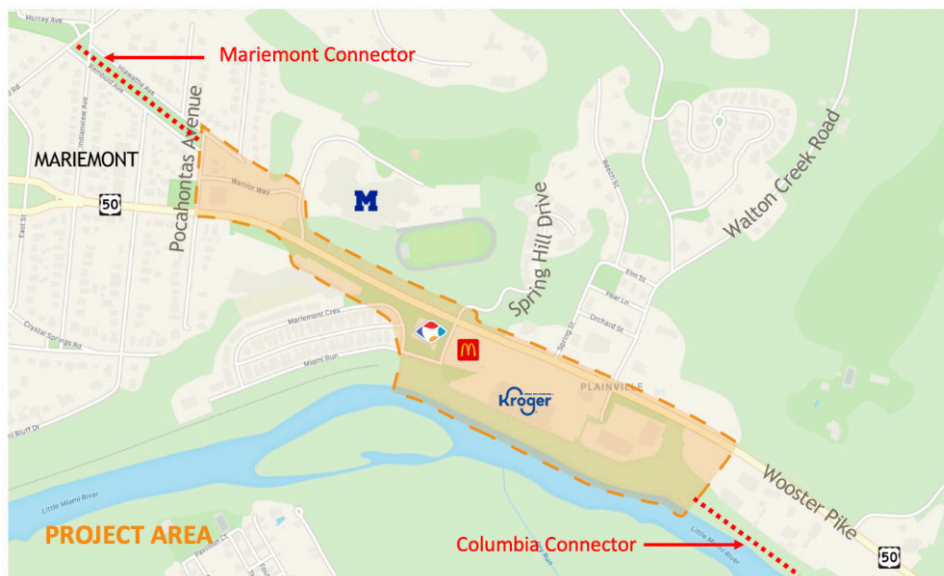
What is your interest in this project?

- ☐ I am an area resident.
 - ☐ I am a business owner or employee in the project area.
 - ☐ I regularly bike or walk through the project area.
 - ☐ I regularly use the regional shared-use trail system.
 - ☐ Other
-

Purpose & Need

PURPOSE & NEED

The purpose of the proposed project is to improve pedestrian and bicycle connectivity along US 50 between the Columbia Connector trail (behind Fifty West Brewing Company) to the east and Pocahontas Avenue to the west. Below is a map that shows the study area for the project.



Connectivity to Shared-Use Trails

There is a need to improve pedestrian and bicycle connectivity between residential communities in Mariemont and Columbia Township to the local and regional trail system. This new shared-use path, which is a vital segment in the CROWN (Cincinnati Riding or Walking Network), will connect Mariemont and Columbia Township with the Little Miami Scenic Trail (LMST) and to Greater Cincinnati's regional trails and Downtown Cincinnati. These regional trails include the Murray Path, Wasson Way, Ohio River Way trail, Mill Creek Greenway Trail, Canal Bikeway, Lunken Airport Trail, and the Otto Armleder Memorial Park Trail.

Connectivity to Businesses

There is also a need to improve connectivity for bicyclists and pedestrians traveling along US 50/Wooster Pike who want to visit businesses located along the south side of US 50. Currently there is a sidewalk on both sides of US 50 between the Walton Creek intersection at the project's eastern terminus and the western terminus at Pocahontas Avenue. Through this section, however, bicyclists are expected to share the road with vehicles and are not separated from vehicular traffic. Having a dedicated bike/pedestrian path would improve safety for those traveling along this road.



Photo of existing bike lane and sidewalk on US 50/Wooster Pike, looking west.

Feasibility Study

Over the past several months, ODOT has conducted a Feasibility Study to identify and evaluate several route alternatives for the new shared-use path. This path, which completes the Columbia Connector trail, has been separated into two sections for review and funding purposes. Both sections are sponsored by Great Parks with support from Columbia Township and the Village of Mariemont. These sections are (east to west):

Spring Hill Connection– This section extends from where the Columbia Connector trail currently ends at Walton Creek to the intersection of US 50/Wooster Pike, Spring Hill Drive, and Miami Run, located between McDonald's and the Kroger fuel station.

Pocahontas Connection– This section extends between the intersection of US 50/Wooster Pike, Spring Hill Drive, and Miami Run and the area just north of the Mariemont Public Library on Pocahontas Avenue.

Both of these sections, shown in the map below, are discussed in detail on the following pages. ODOT and Great Parks have identified a preliminary preferred route alternative within each of these sections, however, they are seeking public input on the alternatives developed before making a final decision.



Refer to the project area map above. Do you walk or ride a bike within this area?

- ☐ Yes
- ☐ No
- ☐ No, but I would like to
- ☐ Uncertain

How often do you ride a bicycle through the project area?

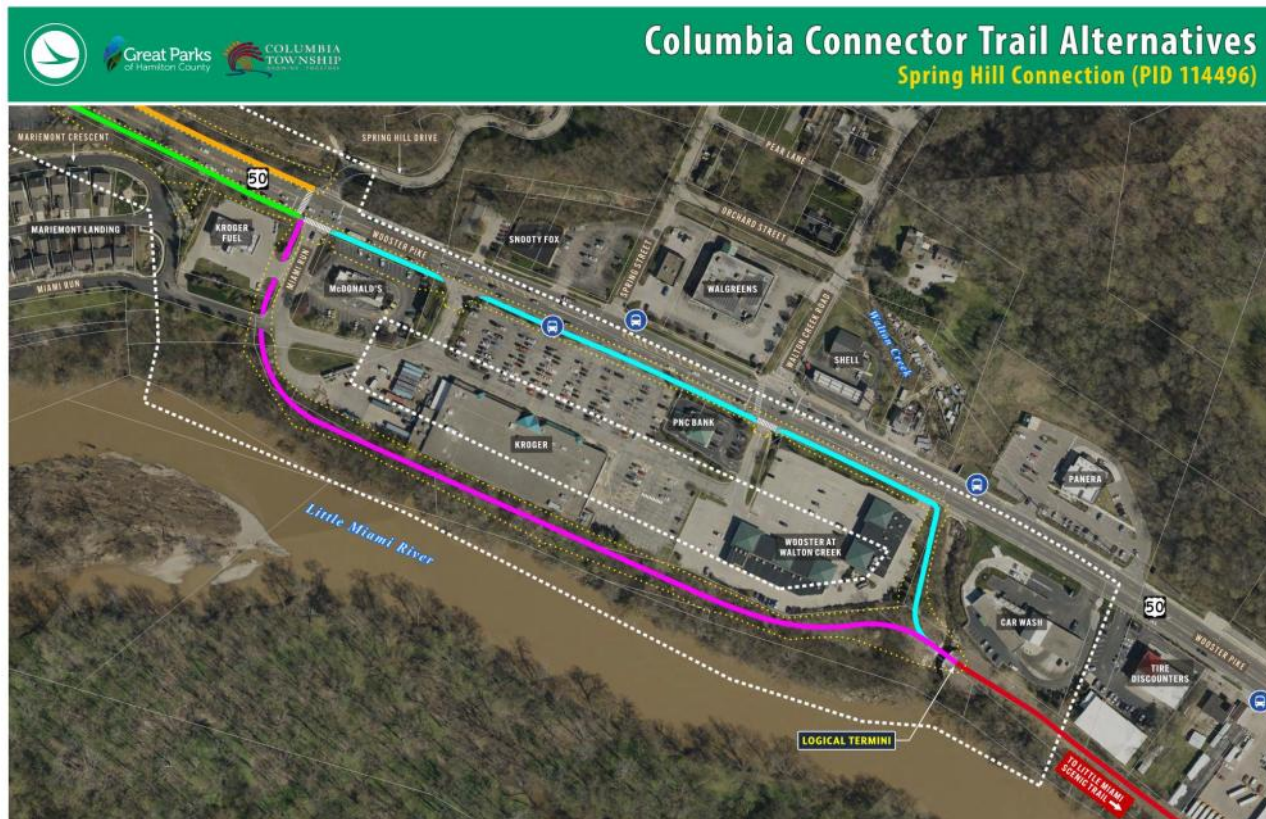
- ☐ Daily
- ☐ A few times a week
- ☐ A couple times a month
- ☐ Less than once a month
- ☐ Other

How often do you walk through the project area?

- ☐ Daily
- ☐ A few times a week
- ☐ A couple times a month
- ☐ Less than once a month
- ☐ Other

Spring Hill Connection

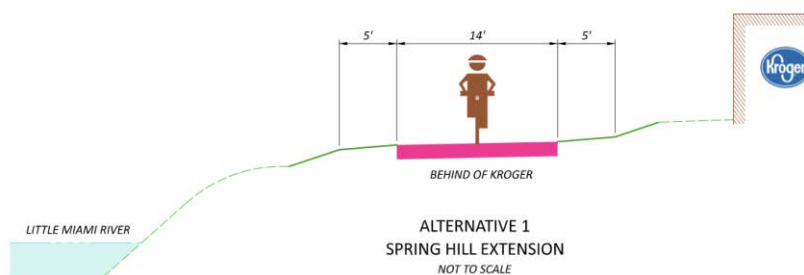
SPRING HILL CONNECTION



Route alternatives for the proposed Spring Hill Connection include:

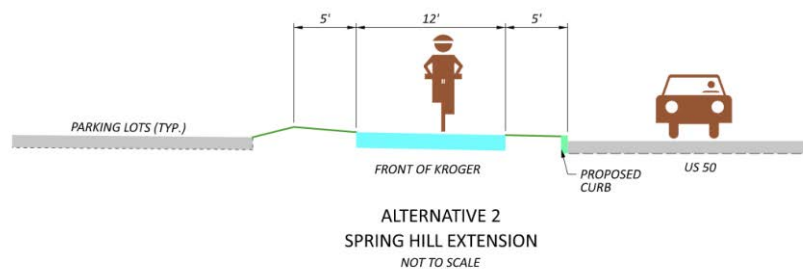
- Alternative 1 (Shown in Pink)** – This alternative extends the Columbia Connector trail over Walton Creek and follows an alignment parallel to the Little Miami River along an old railroad bed behind Kroger. The alignment then curves away from the Little Miami River along the west side of Miami Run and ends at the intersection US 50/Wooster Pike, Miami Run, and Spring Hill Drive. The proposed shared-use path would be 14 feet wide. Considerations of this alternative include the following:
 - This alternative would be more scenic than Alternative 2 as it is along the bank of the Little Miami River and further away from traffic and related noise on US 50/Wooster Pike.
 - This alternative would be subject to flooding during extremely large storm events (30-year storms)
 - This alternative contains two potential bicycle/pedestrian conflict points with automobiles – one crossing of Miami Run (an unsignalized road) that leads to the Mariemont Landing residential

community and one crossing of the Kroger Fuel Center driveway, located along Miami Run.



Shown above: A typical section of the Spring Hill Connection, Alternative 1, on the bank of the Little Miami River.

- Alternative 2 (Shown in light blue)** – This alternative extends the Columbia Connector trail over Walton Creek and immediately turns northwest toward US 50/Wooster Pike. The path then runs parallel to the south side of US 50/Wooster Pike and ends at the US 50/Miami Run/Spring Hill Drive intersection. The proposed shared-use path would be 12 feet wide along US 50 and 14 feet wide everywhere else. Considerations of this alternative include the following:
 - A 4.5-foot grass buffer strip would be provided between the shared-use path and US 50.
 - This alternative would directly connect to more Metro bus stops.
 - This path would be accessible to and from Walton Creek Road via a signalized crosswalk.
 - This alternative would be subject to flooding during extremely large storm events (50-year storms)
 - This alternative contains four potential bicycle/pedestrian conflicts with automobiles. These include two signalized crossings along US 50/Wooster Pike (at Walton Creek Road and Miami Run) and two unsignalized commercial driveways along US 50/Wooster Pike.



Shown above: A typical section of the Spring Hill Connection, Alternative 2, along US 50/Wooster Pike.

The shared-use path for both Spring Hill alternatives would be paved asphalt. In areas where the route runs adjacent to a road, the path would be separated from the road with a 4.5-foot-wide grass buffer. Each alternative would require the construction of a bridge over Walton Creek. Key elements of the two alternatives are summarized in the chart below:

SPRING HILL CONNECTION Alternative Comparison Chart			
	No Build Alternative	Alternative 1	Alternative 2
Improves Bicycle and Pedestrian Connectivity	No	Yes	Yes
Level of Traffic Stress for Bicyclists	Medium Stress	Very Low Stress	Very Low Stress
Path Width	N/A	14 ft	12 ft along US 50 14 ft elsewhere
Vertical Grade (5% is the ADA standard)	Existing is slightly over 5%	7% -10% along Miami Run (approx. 200 ft)	Slightly over 5% on the west end
Separated from Traffic	No	Yes	Yes
Bike/Ped Conflict Points with Vehicles	In road bicycle lanes. Sidewalk crosses Miami Run and 3 commercial driveways (1 signalized)	Crossing of Mariemont Landing (Miami Run) Crossing of Kroger Fuel Center driveway	Crossing of Miami Run Crossing of 3 commercial driveways (1 is signalized)
Other considerations	N/A	Trail flooded during a 30-year recurrence interval storm	Trail flooded during a 50-year recurrence interval storm A small retaining wall would be needed to reduce impacts to the McDonald's parking lot
Environmental Impacts	None	Minimal impacts expected to streams, wetlands, and endangered species.	Minimal impacts expected to streams, wetlands, and endangered species.
Amount of Right of Way (ROW) Needed	None	0.73 acres of permanent and/or temporary ROW required from 4 owners	0.67 acres of permanent and/or temporary ROW required from 6 owners
Traffic impacts during construction	None	No full closures anticipated; vehicular and pedestrian access will be maintained at all times	Daily single lane closures on US 50 during construction Temporary closure of multiple parking spaces at McDonald's Pedestrian detours on sidewalks
Preliminary Cost Estimates	N/A	Construction: \$1.66M Utility: \$0 ROW: \$548K Total: \$2.2M	Construction: \$1.92M Utility: \$206K ROW: \$499K Total: \$2.62M

Click here (<https://publicinput.com/Customer/File/Full/ae42c39c-a4b0-4cd9-be5a-ac8d7b308ac2>) to view a more detailed chart evaluating the Spring Hill Extension alternatives.

A No Build Alternative has also been evaluated for the Spring Hill Connection as part of the Feasibility Study. Under this scenario, the proposed shared-use path would not be built. The results of this evaluation are also shown in the detailed evaluation chart (<https://publicinput.com/Customer/File/Full/ae42c39c-a4b0-4cd9-be5a-ac8d7b308ac2>).

Project Cost Estimates

The cost estimate provided in the table above includes the cost of the shared-use path improvements and costs associated with utility relocations and right-of-way acquisitions.

Environmental Impacts & Cultural Impacts

The Spring Hill Connection is not expected to have significant adverse environmental impacts and there are no anticipated impacts to properties listed on or eligible for the National Register of Historic Places (NRHP). It is anticipated that the project would require the completion of a Categorical Exclusion document, the lowest level of environmental analysis, to receive environmental clearance under the National Environmental Policy Act.

Funding

Currently, over \$3 million in construction funding has been secured including nearly \$2.8 million in federal grant funding and a \$300,000 contribution from the Cincinnati Riding or Walking Network (CROWN) capital campaign. ODOT will work with Columbia Township, Mariemont, and Great Parks to identify additional federal, state, and local funding sources.

Which of the two Spring Hill Alternatives would you be most likely to use?

- ☐ Alternative 1
- ☐ Alternative 2
- ☐ I don't have a preference
- ☐ I wouldn't use either one

Why?

Pocahontas Connection

POCAHONTAS CONNECTION

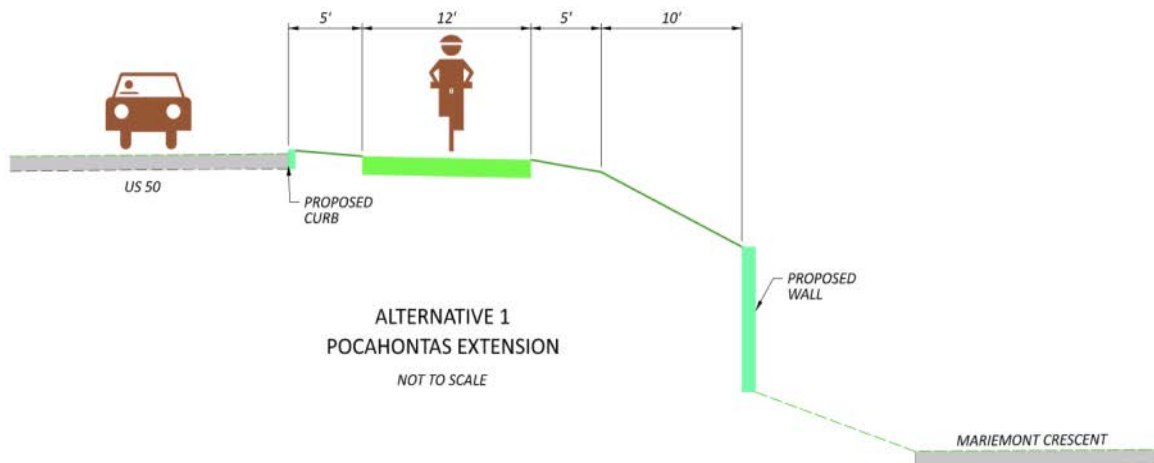


Route alternatives for the Pocahontas Connection include:

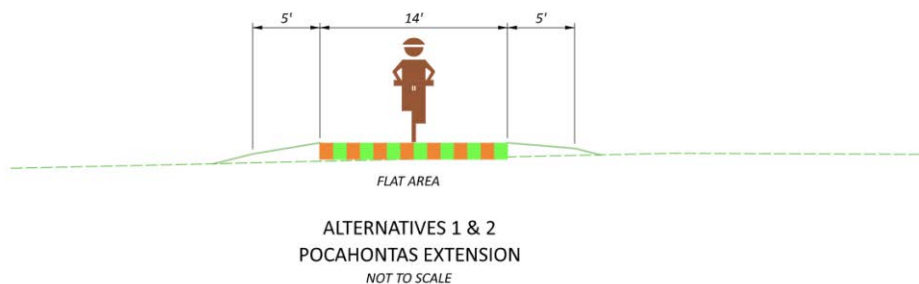
- **Alternative 1 (Shown in green)** – This alternative begins at the US 50/Miami Run/Spring Hill Drive intersection and runs parallel to the south side of US 50/Wooster Pike up to the Mariemont Promenade. There, it crosses to Mariemont Way, travels up the hill using a switchback pattern (to reduce steepness) to Warrior Way, and follows a utility corridor located on the north side of the library to Pocahontas Avenue. The proposed shared-use path would

be 12 feet wide along US 50 and 14 feet wide everywhere else. Considerations of this alternative include the following:

- This alternative requires a retaining wall between the shared-use path and the Mariemont Landing Condominiums.



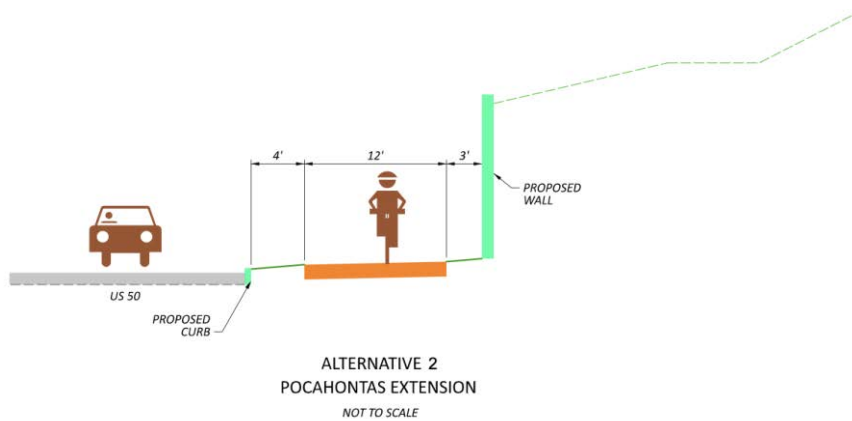
Shown above: A typical section of the Pocahontas Connection, Alternative 1, along the south side of US 50/Wooster Pike.



Shown above: A typical section of the Pocahontas Connection, along the combined portion of Alternatives 1 and 2.

- **Alternative 2** (Shown in **orange**) – This alternative also begins at the US 50/Miami Run/Spring Hill Drive intersection and immediately crosses to the north side of US 50/Wooster Pike and runs parallel to the road. On the west side of Mariemont Way, the path travels up the hill using a switchback pattern (to reduce steepness) to Warrior Way and follows a utility corridor on the north side of the library to Pocahontas Avenue. The proposed shared-use path would be 12 feet wide along US 50 and 14 feet wide everywhere else. Considerations of this alternative include the following:

- This alternative requires an extensive and costly retaining wall behind the shared-use path to hold up the hillside.



Shown above: A typical section of the Pocahontas Connection, Alternative 2, along the north side of US 50/Wooster Pike.

The shared-use path for both alternatives would be made of paved asphalt. In areas where the route runs adjacent to a road, the path would be separated from the road with a 4.5-foot-wide grass buffer. Key comparison points of the two alternatives are summarized in the chart below:

POCAHONTAS SHARED-USE PATH CONNECTION Alternative Comparison Chart			
	No Build Alternative	Alternative 1	Alternative 2
Improves Bicycle and Pedestrian Connectivity	No	Yes	Yes
Level of Traffic Stress for Bicyclists	Medium Stress	Very Low Stress	Very Low Stress
Path Width	N/A	12 ft along US 50 14 ft elsewhere	12 ft along US 50 14 ft elsewhere
Separated from Traffic	No	Yes	Yes
Bike/Ped Conflict Points with Vehicles	Bicyclists share lanes with vehicular traffic	Crossing of US 50, Mariemont Way, and Warrior Way Crossing of the Mariemont Promenade driveway	Crossing of US 50, Mariemont Way, and Warrior Way
Other considerations	N/A	Requires a 125 ft long 9 ft high retaining wall between Mariemont Crescent and US 50	Requires a 900 ft long and 10 ft high retaining wall between Spring Hill Drive and Mariemont Way
Environmental Impacts	None	Minimal impacts expected to streams, wetlands, and endangered species.	Minimal impacts expected to streams, wetlands, and endangered species.
Amount of Right of Way (ROW) Needed	None	1.8 acres of permanent and/or temporary ROW required from 6 owners	1.3 acres of permanent and/or temporary ROW required from 4 owners
Traffic impacts during construction	N/A	Daily lane closures of the outside lane of eastbound traffic Pedestrian detours on sidewalks	Daily lane closures of the outside lane of westbound traffic Pedestrian detours on sidewalks
Preliminary Cost Estimates	N/A	Construction: \$2.15M Utility: \$66K ROW: \$926K	Construction: \$5.74M Utility: \$256K ROW: \$979K

Click here (<https://publicinput.com/Customer/File/Full/f1fb6c48-0a6b-48a0-90ee-275f63aa8199>) to view a more detailed chart evaluating the Pocahontas Extension alternatives.

A No Build Alternative has also been evaluated for the Pocahontas Connection as part of the Feasibility Study. Under this scenario, the proposed shared-use path would not be built.

Project Cost Estimates

The cost estimate provided in the table above includes the cost of the shared-use path improvements and costs associated with utility relocations and right-of-way acquisitions.

Environmental Impacts & Cultural Impacts

The Pocahontas Extension is not expected to have significant adverse environmental impacts. Although the Village of Mariemont is a National Historic Landmark, the research performed up to this point finds that the project does not impact this

designation. It is anticipated that the project would require the completion of a Categorical Exclusion document, the lowest level of environmental analysis, to receive environmental clearance under the National Environmental Policy Act.

Funding

Currently, over \$3 million in construction funding has been secured including nearly \$2.8 million in federal grant funding and a \$300,000 contribution from the Cincinnati Riding or Walking Network (CROWN) capital campaign. ODOT will work with Columbia Township, Mariemont, and Great Parks to identify additional federal, state, and local funding sources.

Which of the two Pocahontas alternatives would you be most likely to use?

- ☐ Alternative 1
- ☐ Alternative 2
- ☐ I don't have a preference
- ☐ I wouldn't use either one.

Why?

Next Steps

NEXT STEPS

Public comments received through this virtual Open House will be reviewed and incorporated into the Feasibility Study.

Spring Hill Connection

At this time, Alternative 1 is the preferred option for the Spring Hill Connection. Great Parks will select which alternative will ultimately be advanced for detailed design and construction based on the results of engineering and environmental studies, as well

as public comments received during the project review period. ODOT will continue to work with Great Parks to identify funding sources, complete designs, and to construct the project. Construction is expected to begin in 2026.

Pocahontas Connection

At this time, Alternative 1 is the preferred option for the Pocahontas Connection. Great Parks, Columbia Township, and Mariemont will select which alternative will ultimately be advanced for detailed design and construction based on the results of engineering and environmental studies, as well as public comments received during the project review period. ODOT will continue to work with these local sponsors to complete designs and to construct the project. Construction is expected to begin in 2026.

Would adding this shared-use path encourage you to walk or ride your bike in this area more often?

- ☐ Yes
- ☐ No
- ☐ Not sure

Is there anything we should keep in mind as we begin to identify a preferred alternative route for each section of this project?

Eastern Corridor

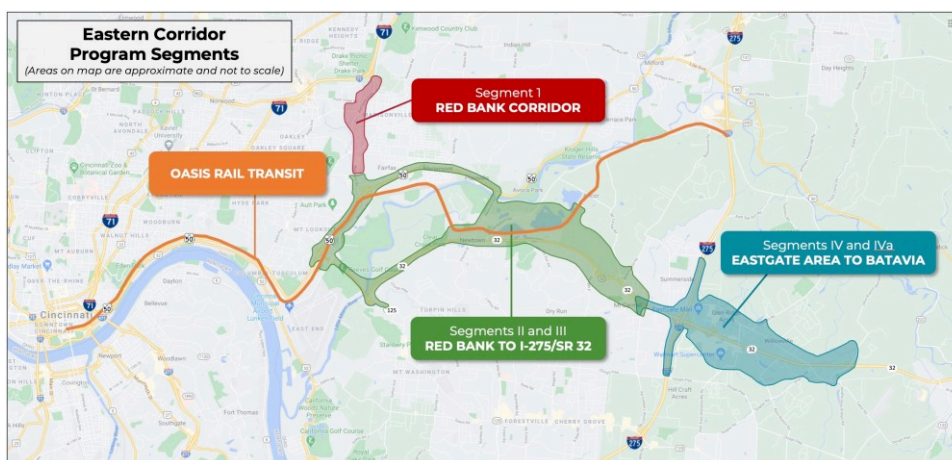
EASTERN CORRIDOR

The shared-use path connection currently being planned for eastern Mariemont and Columbia Township is part of the Eastern Corridor Program (<https://easterncorridor.org/>). The Eastern Corridor Program is a series of transportation improvement projects being implemented across the eastern half of the Greater Cincinnati region to:

- Ease vehicular congestion

- Improve mobility and access for motorists, bicyclists, and pedestrians
- Support economic development

Mariemont and portions of Columbia Township are located in Segments II and III of the Eastern Corridor, which extends between the Red Bank Corridor (Segment I) and the I-275/SR 32 Interchange in the Eastgate area of Clermont County (Segment IV). Segments II and III include US 50/Wooster Pike, SR 125 (Beechmont Avenue), and SR 32. This area is highlighted in green on the map below.



DEVELOPMENT OF PROPOSED TRANSPORTATION IMPROVEMENTS

Within Segments II and III, ODOT worked in close coordination with local community representatives, planners, and interest groups to evaluate and prioritize transportation needs, and to develop and evaluate possible solutions that:

- Focus on improving the transportation network
- Balance transportation needs with community values and available resources

After receiving input from the community following a 2018 public meeting, ODOT released a Conceptual Alternatives Implementation Plan (<https://easterncorridor.org/projects/red-bank-to-i275-sr32-segments-ii-and-iii/documents/>) in 2019 that identified and prioritized 68 recommended transportation improvement projects for the Segments II and III study area.



Included in the plan were recommendations for the proposed shared-use trail project now being developed to make biking and walking easier and safer along US 50/Wooster Pike between Pocahontas Avenue and Newtown Road.

Please use this space to share any additional comments you may have.

Thank You!

Thank you for taking the time to review this material and provide us with your thoughts. We appreciate your participation as the input we receive from the public plays an important role in helping shape projects like this one.

If you would like to stay up-to-date on our progress, please enter your email address below. We will send updates by email as they become available.

Email

How did you hear about this Open House?

- ☐ Social media
- ☐ Flyers
- ☐ Yard Signs
- ☐ Mailed letter
- ☐ Email
- ☐ Word-of-mouth
- ☐ Newspaper ad
- ☐ Community/organization newsletter
- ☐ TV/Radio
- ☐ ODOT website
- ☐ Other

Before you go, we have just a few final questions. Your responses will be extremely helpful in helping us ensure the fairness and equity of ODOT's public involvement process. Your answers will be kept confidential and separate from any personally identifiable information so that your responses will remain anonymous. These questions are not listed in any particular order.

What is your race?

- ☐ American Indian or Alaskan Native
- ☐ Asian
- ☐ Black or African American
- ☐ Hispanic or Latino
- ☐ Native Hawaiian or Other Pacific Islander
- ☐ White
- ☐ I prefer to self-describe

What is the primary language spoken in your home?

- ☐ English
- ☐ Spanish
- ☐ Chinese
- ☐ Other

Was the project information translated into other languages appropriately?

- ☐ Yes
- ☐ No
- ☐ Not applicable

How many people live in your household?

- ☐ 1 - 2
- ☐ 3 - 5
- ☐ 6 or more

What are the age ranges of those living in your household? (Check all that apply)

- ☐ 18 and under
- ☐ 19 - 44
- ☐ 45 - 64
- ☐ 65 or older

What is your household income?

- ☐ Less than \$10,000
- ☐ \$10,000 - \$24,999
- ☐ \$25,000 - \$49,999
- ☐ \$50,000 - \$74,999
- ☐ \$75,000 - \$99,999
- ☐ \$100,000 - \$149,999
- ☐ \$150,000 or more

What is the highest level of education completed by members of your household?

- ☐ Elementary school
- ☐ Middle school
- ☐ High school
- ☐ College/university
- ☐ Graduate school
- ☐ Other

Do any individuals living in your home have a physical or mental impairment that substantially limits one or more major life activities?

- ☐ Yes
- ☐ No

Please suggest additional ways you think ODOT can improve the inclusiveness of our public outreach efforts.

Sidebar Content

PROJECT CONTACT

Stephanie Otten, P.E., Project Manager

ODOT District 8

505 South State Route 741

Lebanon, OH 45036

513.933.6584

Stephanie.Otten@dot.ohio.gov (<http://Stephanie.Otten@dot.ohio.gov>)

ACCESS ASSISTANCE

We want to ensure that everyone has equal opportunity to review project information, provide comment, and ask questions. If anyone has difficulty accessing the online virtual Open House, we will email or mail copies of the meeting materials and exhibits, or can discuss them by phone or in person. Requests for these alternate review methods can be submitted to Taylor Webster using one of the following methods:

Mail

Taylor Webster

Environmental Project Manager

505 South State Route 741

Lebanon, OH 45036

Email

Taylor.Webster@dot.ohio.gov (<mailto:Taylor.Webster@dot.ohio.gov>)

Phone

513.933.6597

DOCUMENTS

[Columbia Connector Project Exhibit \(https://publicinput.com/Customer/File/Full/15cdd16a-5865-4a68-a0be-8a1aee17a218\)](https://publicinput.com/Customer/File/Full/15cdd16a-5865-4a68-a0be-8a1aee17a218)

[Project Fact Sheet \(https://publicinput.com/Customer/File/Full/982c792b-f24b-4b27-8946-01489d994ce9\)](https://publicinput.com/Customer/File/Full/982c792b-f24b-4b27-8946-01489d994ce9)

[Comment Form \(Downloadable\) \(https://publicinput.com/Customer/File/Full/ca51dc40-a9ca-462a-8733-beef763f7a0b\)](https://publicinput.com/Customer/File/Full/ca51dc40-a9ca-462a-8733-beef763f7a0b)

[Draft Feasibility Study August 2022 \(https://publicinput.com/Customer/File/Full/f23fd92f-8d64-4105-be85-22ecbf43afb0\)](https://publicinput.com/Customer/File/Full/f23fd92f-8d64-4105-be85-22ecbf43afb0)

[ODOT NEPA Assignment Brochure \(https://publicinput.com/Customer/File/Full/c2dad01b-6a05-46d1-b820-1c4617f0cb8e\)](https://publicinput.com/Customer/File/Full/c2dad01b-6a05-46d1-b820-1c4617f0cb8e)

TIMELINE

COMPLETE

Prepare Draft Feasibility Study

LIVE

Public Review Feasibility Study

October/November 2022

PLANNED

Select Preferred Route Alternatives

December 2022

PLANNED

Complete Detailed Design & Environmental Studies

2023 - 2025

PLANNED

Right of Way Acquisition

2024-2025

PLANNED

Construction

2026-2027

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 14, 2020 and executed by FHWA and ODOT. For more information, please visit ODOT's NEPA Assignment Portal by clicking here (<http://www.transportation.ohio.gov/wps/portal/gov/odot/programs/nepa-odot/nepa-assignment-documentation>).

Name

Email

Address

Appendix A: Open House Materials

Columbia Connector Project Exhibit



Connection to Spring Hill Drive (PID 114496) and Pocahontas Avenue (PID 114497)



Appendix A: Open House Materials

Project Fact Sheet (English and Spanish versions)



Columbia Connector Trail - Spring Hill Drive Connection and Pocahontas Avenue Connection

Great Parks of Hamilton County (Great Parks), Columbia Township, and the Village of Mariemont, in cooperation with the Ohio Department of Transportation (ODOT), are proposing to complete a shared-use path, the Columbia Connector trail, to link the existing Little Miami Scenic Trail to the future Mariemont Connector trail at Pocahontas Avenue.

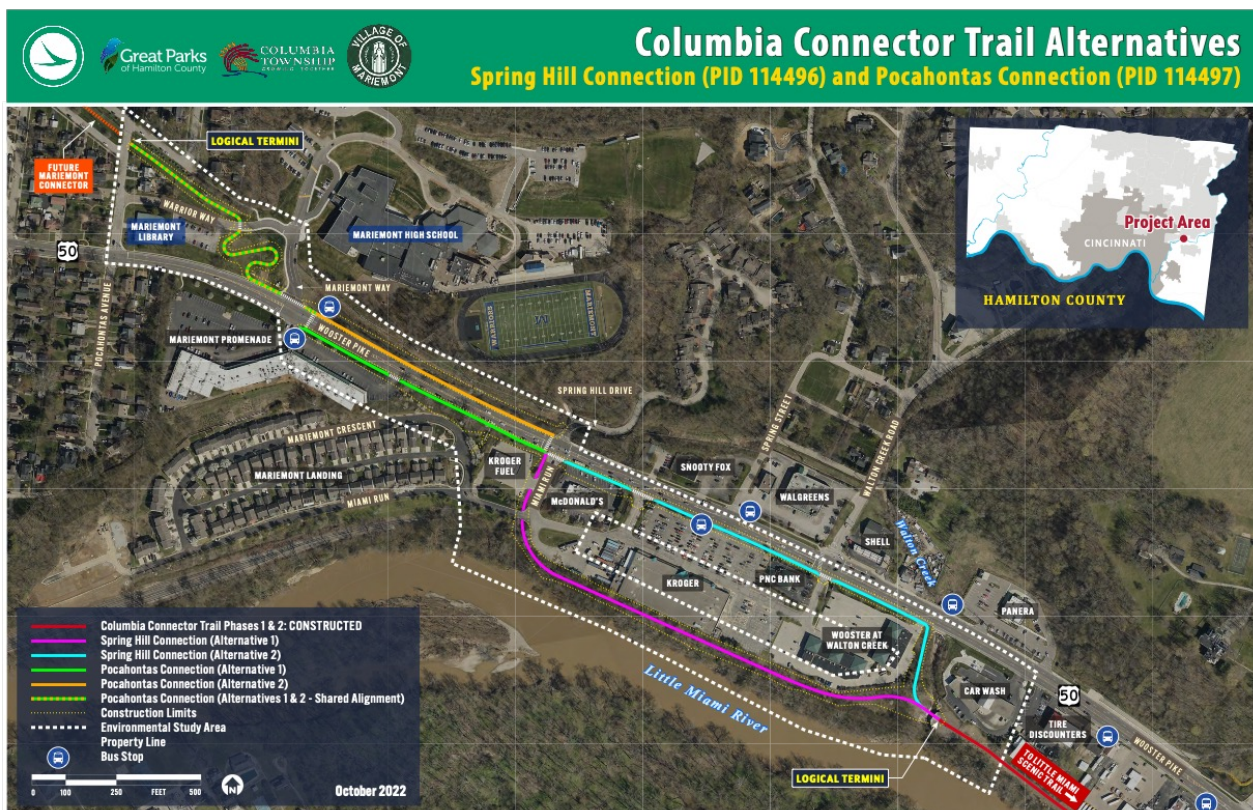
The purpose of the proposed shared-use path is to address pedestrian and bicycle connectivity issues along US 50/Wooster Pike between the Columbia Connector trail to the east and Pocahontas Avenue to the west. The path will:

- Improve pedestrian and bicycle connectivity between residential communities in Mariemont and Columbia Township to the local and regional trail system.
- Improve connectivity for bicyclists and pedestrians traveling along US 50/Wooster Pike who want to visit businesses located along the south side of the road.

Shared-Use Path Sections

The proposed shared-use path has been separated into two sections for project development, review, and funding purposes:

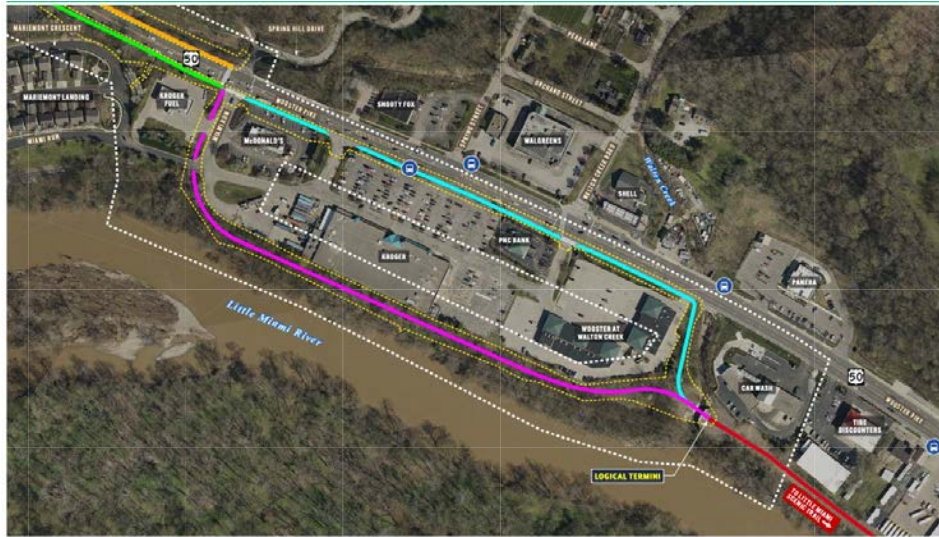
- **Spring Hill Connection** – Sponsored by Great Parks, this section extends between the Columbia Connector Trail and the intersection of US 50/Wooster Pike, Spring Hill Drive and Miami Run, located between McDonald's and the Kroger fuel station.
- **Pocahontas Connection** – Sponsored by Great Parks, Columbia Township and the village of Mariemont, this section extends between the intersection of US 50/Wooster Pike, Spring Hill Drive and Miami Run and the area just north of the Mariemont Public Library on Pocahontas Avenue.



An Eastern Corridor Program Project

This shared-use path project stems from Eastern Corridor Program transportation improvement study efforts. Among the many recommendations that came out of these studies was the concept of constructing a shared-use path to make travel safer and easier for pedestrians and bicyclists traveling between residential areas in Mariemont and Columbia Township and the Little Miami Scenic Trail (LMST), as well as going to businesses along US 50/Wooster Pike, particularly those on the south side of the road.

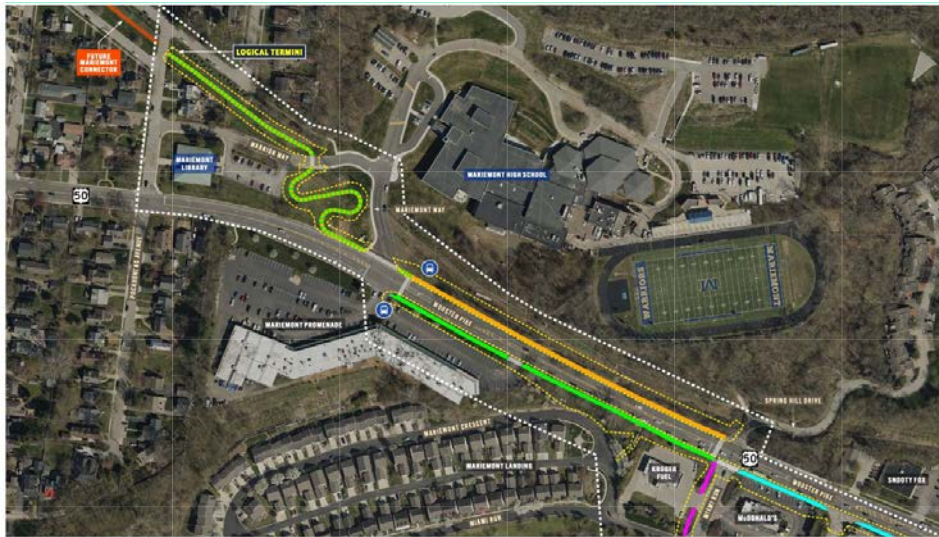
SPRING HILL CONNECTION ROUTE ALTERNATIVES



Alternative 1 – Shown in **pink**, this path extends the Columbia Connector trail over Walton Creek and runs parallel to the Little Miami River along an old railroad bed behind Kroger. The alignment then curves away from the river along the west side of Miami Run and ends at the intersection of US 50/Wooster Pike, Miami Run, and Spring Hill Drive. Total estimated cost: \$2.2M

Alternative 2 – Shown in **blue**, this path extends the Columbia Connector trail over Walton Creek and immediately turns northwest toward US 50. The path then runs parallel to the south side of US 50 and ends at the intersection of US 50, Miami Run, and Spring Hill Drive. Total estimated cost: \$2.6M.

POCAHONTAS CONNECTION ROUTE ALTERNATIVES



Alternative 1 - Shown in **green**, this path begins at the intersection of US 50, Miami Run, and Spring Hill Drive and runs parallel to the south side of US 50 up to the Mariemont Promenade. There, it crosses to Mariemont Way, travels up the hill using a switchback pattern to Warrior Way, and follows a utility corridor located on the north side of the library to Pocahontas Avenue. Total estimated cost: \$3.1M.

Alternative 2 - Shown in **orange**, this path begins at the intersection of US 50, Miami Run, and Spring Hill Drive and immediately crosses to the north side of US 50 and runs parallel to the north side of the road. On the west side of Mariemont Way, the path travels up the hill using a switchback pattern to Warrior Way and follows a utility corridor on the north side of the library to Pocahontas Avenue. Total estimated cost: \$7.0M.

NEXT STEPS

These projects are currently in the design development phase of ODOT's Project Development Process. Using the results of current study efforts and public input received, Great Parks, Columbia Township, and the Village of Mariemont will confirm a preferred route alternative for each section of the shared-use path by the end of 2022. ODOT will work with these local partners to identify funding, complete designs, and construct the projects. Construction is expected to take place in 2026.

FUNDING

Currently, over \$3 million in construction funding has been secured, including nearly \$2.8 million in federal grant funding and a \$300,000 contribution from the Cincinnati Riding or Walking Network (CROWN) capital campaign. ODOT will work with Columbia Township, Mariemont, and Great Parks to identify additional federal, state, and local funding sources.

QUESTIONS AND COMMENTS

Public input is an important part of the project development process and provides valuable feedback that helps inform decision-making throughout all phases of development. We welcome your questions and comments any time and can be reached online, through mail, email, and by phone:

Stephanie Otten, ODOT Project Manager

ODOT District 8
505 South State Route 741
Lebanon, Ohio 45036

Stephanie.Otten@dot.ohio.gov
513.933.6584

**Comments should be submitted by
December 2, 2022.**

FOR MORE INFORMATION

www.PublicInput.com/ColumbiaConnector



*The environmental review, consultation and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated 06/06/2018, and executed by FHWA and ODOT.
(PID 114496 & 114497)*



Sendero conector de Columbia - Conexión con Spring Hill Drive y Pocahontas Avenue

Great Parks del condado de Hamilton (Great Parks), Columbia Township y la villa de Mariemont, en colaboración con el Ohio Department of Transportation (ODOT), han propuesto construir un camino de uso compartido, el sendero conector de Columbia, que comunique el sendero panorámico de Little Miami con el futuro sendero conector de Mariemont en Pocahontas Avenue.

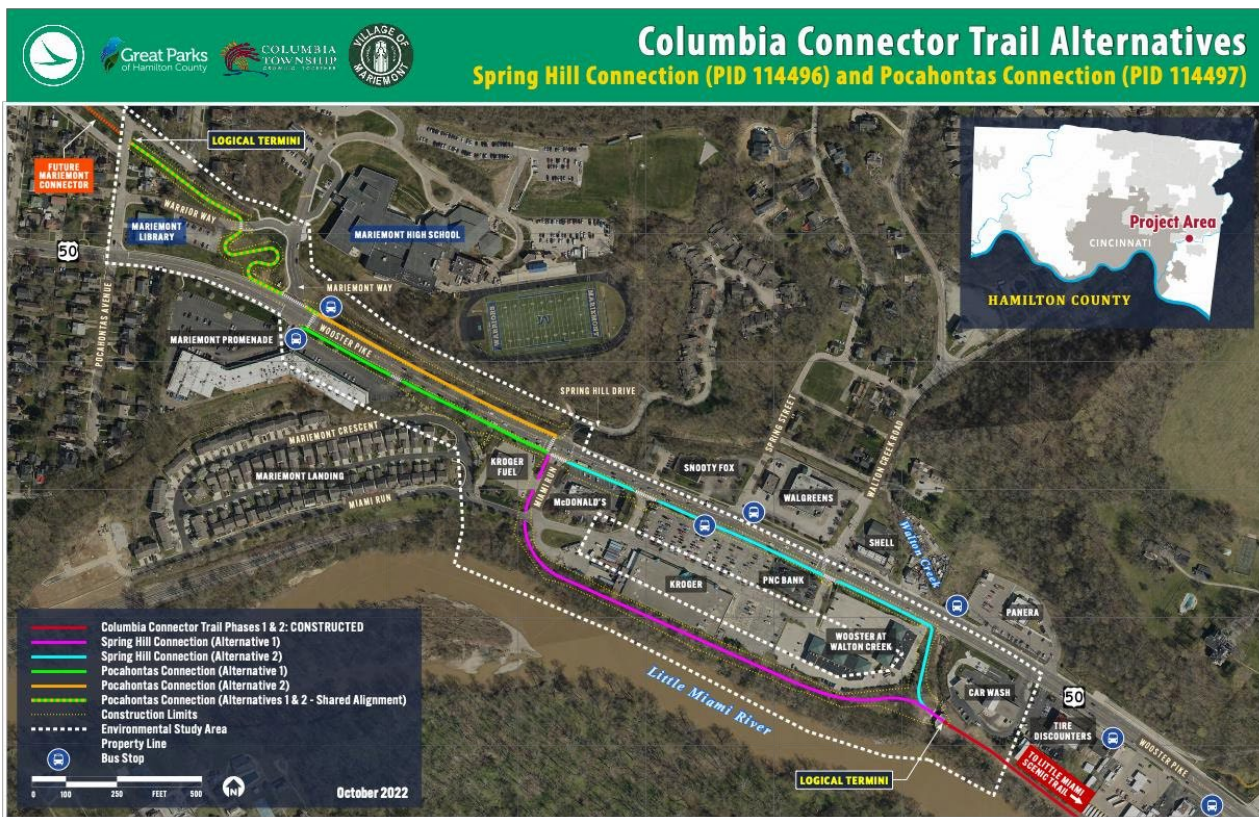
El propósito del camino de uso compartido propuesto es resolver los problemas de conexión de los peatones y ciclistas que se trasladan a lo largo de la carretera US 50/Wooster Pike, ubicada entre el sendero conector de Columbia hacia el este y Pocahontas Avenue hacia el oeste. El camino:

- Mejorará las opciones de conexión de los peatones y ciclistas que se trasladan entre las comunidades residenciales de Mariemont y Columbia Township y el sistema de senderos local y regional.
- Mejorará las opciones de conexión de los ciclistas y peatones que se trasladan a lo largo de la carretera US 50/Wooster Pike y quieren visitar los comercios ubicados en el lado sur del camino.

Secciones del camino de uso compartido

Por motivos de desarrollo, revisión y financiamiento del proyecto, el camino de uso compartido propuesto se ha dividido en dos secciones:

- **Conexión en Spring Hill:** esta sección está patrocinada por Great Parks y se extiende desde el sendero del conector de Columbia hasta la intersección de la carretera US 50/Wooster Pike con Spring Hill Drive y Miami Run, ubicada entre McDonald's y la estación de combustible de Kroger.
- **Conexión en Pocahontas:** esta sección está patrocinada por Great Parks, Columbia Township y la villa de Mariemont y se extiende desde la intersección de la carretera US 50/Wooster Pike con Spring Hill Drive y Miami Run hasta el área ubicada al norte de la biblioteca pública de Mariemont en Pocahontas Avenue.



Un proyecto para el Programa del Corredor del Este

Este proyecto para el camino de uso compartido se deriva de los esfuerzos para estudiar las mejoras de transporte para el Programa del Corredor del Este. Entre las múltiples recomendaciones que surgieron de estos estudios se encuentra el concepto de construir un camino de uso compartido para facilitar un traslado más seguro y sencillo para los peatones y ciclistas que viajan entre las áreas residenciales de Mariemont y Columbia Township y el sendero panorámico de Little Miami (LMST), así como para aquellos que se trasladan hacia los comercios ubicados a lo largo de la carretera US 50/Wooster Pike; especialmente los que están ubicados en el lado sur del camino.

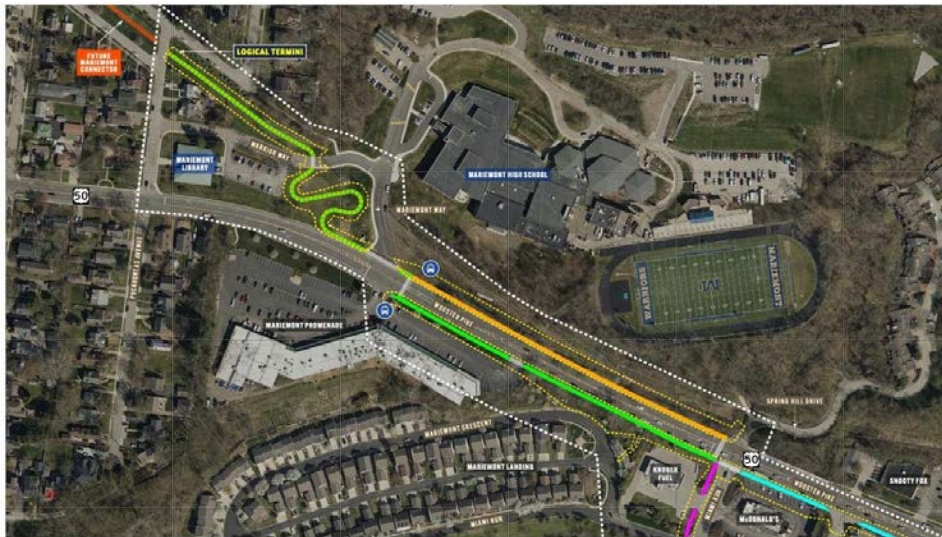
ALTERNATIVAS PARA LA RUTA DE CONEXIÓN EN SPRING HILL



Alternativa 1 (resaltada en **rosado**): este camino extiende el sendero del conector de Columbia sobre Walton Creek y continúa paralelo al río Little Miami, a lo largo de las antiguas vías del ferrocarril ubicadas detrás de Kroger. Posteriormente, el recorrido se desvía del río en una curva que se extiende a lo largo del lado oeste de Miami Run y culmina en la intersección de la carretera US 50/Wooster Pike con Miami Run y Spring Hill Drive. Costo total estimado: \$2.2 millones.

Alternativa 2 (resaltada en **azul**): este camino extiende el sendero del conector de Columbia sobre Walton Creek y gira inmediatamente hacia el noroeste en dirección a la carretera US 50. Posteriormente, el camino se extiende paralelo al lado sur de la carretera US 50 y culmina en la intersección de la US 50 con Miami Run y Spring Hill Drive. Costo total estimado: \$2.6 millones.

ALTERNATIVAS PARA LA RUTA DE CONEXIÓN EN POCAHONTAS



Alternativa 1 (resaltada en **verde**): este camino parte de la intersección de la carretera US 50 con Miami Run y Spring Hill Drive y se extiende paralelo al lado sur de la US 50 hasta llegar a Mariemont Promenade. Una vez allí, cruza hacia Mariemont Way, sube por la colina y se desvía hacia Warrior Way para luego seguir por un corredor de servicios públicos ubicado en el lado norte de la biblioteca hacia PocaHontas Avenue. Costo total estimado: \$3.1 millones.

Alternativa 2 (resaltada en **naranja**): este camino parte de la intersección de la carretera US 50 con Miami Run y Spring Hill Drive, e inmediatamente cruza hacia el lado norte de la US 50 y se extiende paralelo al lado norte del camino. Después sube por la colina por el lado oeste de Mariemont Way y se desvía hacia Warrior Way para luego seguir por un corredor de servicios públicos ubicado en el lado norte de la biblioteca hacia PocaHontas Avenue. Costo total estimado: \$7.0 millones.

PRÓXIMOS PASOS

Actualmente, estos proyectos se encuentran en la fase de diseño para el proceso de desarrollo del proyecto del Ohio Department of Transportation (ODOT). A través de los resultados obtenidos de los estudios actuales y la opinión del público, Great Parks, Columbia Township y la villa de Mariemont confirmarán cuál es la ruta preferida para cada una de las secciones del camino de uso compartido, antes de que culmine el año 2022. El ODOT trabajará en conjunto con estos aliados de la localidad para identificar el financiamiento, finalizar el diseño y llevar a cabo los proyectos. Se espera que la construcción comience en el año 2026.

FINANCIAMIENTO

En este momento, se cuenta con \$3 millones de financiamiento para la construcción, incluidos casi \$2.8 millones de una subvención federal y una contribución de \$300,000 de la campaña de recaudación de capital de la Red de Ciclismo o Caminata de Cincinnati (CROWN). El ODOT trabajará con Columbia Township, Mariemont y Great Parks para identificar fuentes adicionales de financiamiento federal, estatal y local.

PREGUNTAS Y COMENTARIOS

La opinión del público es una parte importante del proceso de desarrollo del proyecto y proporciona comentarios valiosos que nos ayudan a tomar decisiones informadas para todas las fases de desarrollo. Todas sus preguntas y comentarios son bienvenidos en cualquier momento. Puede contactarnos en línea, por correo postal, correo electrónico y teléfono:

Stephanie Otten, gerente de proyecto del ODOT

ODOT District 8
505 South State Route 741
Lebanon, Ohio 45036
Stephanie.Otten@dot.ohio.gov
513.933.6584

Deberá enviar sus comentarios a más tardar el 2 de diciembre de 2022.

PARA OBTENER MÁS INFORMACIÓN

www.PublicInput.com/ColumbiaConnector



El ODOT cumple o ha cumplido con las revisiones ambientales, de consultoría y otras acciones requeridas según las leyes ambientales federales correspondientes y acordes con la sección 327 del título 23 del Código de los EE. UU. y un memorando de entendimiento del 12/14/2020 acordado entre la Federal Highway Administration (FHWA) y el ODOT. (PID 114496 & 114497)

Alternativas para el sendero del conector de Columbia

Appendix A: Open House Materials

Comment Form (Downloadable)

Name: _____

Mailing address: _____

Email address: _____ Phone: _____

Contact information is not required but will ensure you receive a response to any questions you have.

☐ Please sign me up to receive periodic email updates (be sure to provide your email address).

Where do you live? (List your zip code)

Where do you work? (List the zip code)

What is your interest in this project? (Select all that apply)

- ☐ I am an area resident ☐ I am an area business owner or employee ☐ Other:
☐ I regularly bike or walk through the project area
☐ I regularly use the regional shared-use trail system

Do you walk or ride a bike through the project area?

- ☐ Yes ☐ No ☐ No, but I'd like to ☐ Uncertain

How often do you ride a bicycle through the project area?

- ☐ Daily ☐ A few times per week ☐ A couple times month ☐ Less than once a month
☐ Other

How often do you walk through the project area?

- ☐ Daily ☐ A few times per week ☐ A couple times month ☐ Less than once a month
☐ Other

Would adding this shared-use path encourage you to walk or ride your bike in this area more often?

- ☐ Yes ☐ No ☐ Not sure

Which of the two Spring Hill Alternatives would you be most likely to use?

- ☐ Alternative 1 ☐ Alternative 2 ☐ I don't have a preference ☐ I wouldn't use either one

Why?

Which of the two Pocahontas Alternatives would you be most likely to use?

- ☐ Alternative 1 ☐ Alternative 2 ☐ I don't have a preference ☐ I wouldn't use either one

Why?

Is there anything we should keep in mind as we begin to identify a preferred alternative route for each section of the proposed shared-use path?

Please use this space to share any additional comments you may have.

How did you hear about the Columbia Connector Trail open houses? (Select all that apply)

- ☐ Social media ☐ Mailed letter ☐ Yard signs ☐ Email ☐ Flyer
☐ ODOT website ☐ Newspaper ad ☐ TV/Radio ☐ Newsletter ☐ Word-of-mouth
☐ Other:

Your responses to the following questions will be extremely helpful in helping us ensure the fairness and equity of ODOT's public involvement process. Your answers will be kept confidential and separate from any personally identifiable information so that your responses will remain anonymous. These questions are not listed in any particular order.

What is your race?

- ☐ American Indian or Alaskan Native ☐ Asian ☐ Black or African American
☐ Native Hawaiian or Other Pacific Islander ☐ Hispanic or Latino ☐ White
☐ I prefer to self-describe:

What is the primary language spoken in your home?

- ☐ English ☐ Spanish ☐ Chinese ☐ Other:

Was the project information translated into other languages appropriately?

- ☐ Yes ☐ No ☐ Not applicable

How many people live in your household?

- ☐ 1 - 2 ☐ 3 - 5 ☐ 6 or more

What are the age ranges of those living in your household? (Check all that apply)

- ☐ 18 and under ☐ 19 - 44 ☐ 45 - 64 ☐ 65 or older

What is your household income?

- ☐ Less than \$10,000 ☐ \$10,000 - \$24,999 ☐ \$25,000 - \$49,999 ☐ \$50,000 - \$74,999
☐ \$75,000 - \$99,999 ☐ \$100,000 - \$149,999 ☐ \$150,000 or more

What is the highest level of education completed by members of your household?

- ☐ Elementary school ☐ Middle school ☐ High school ☐ College/University
☐ Graduate school ☐ Other

Do any individuals living in your home have a physical or mental impairment that substantially limits one or more major life activities?

- ☐ Yes ☐ No

Please suggest additional ways you think ODOT can improve the inclusiveness of our public outreach efforts.

**COMMENTS DUE BY
Dec. 2, 2022**

Comments may be submitted by:

- Mailing this completed form to Stephanie Otten, Project Manager, ODOT District 8, 505 S. SR 741, Lebanon, OH 45036, or
- Completing the online comment form at www.PublicInput.com/ColumbiaConnector, or
- Sending an email to Stephanie.Otten@dot.ohio.gov, or
- Calling Stephanie Otten at 513.933.6584

Appendix A: Open House Materials

ODOT NEPA Assignment Brochure

The Ohio Department of Transportation (ODOT) has assumed the Federal Highway Administration's responsibilities under the National Environmental Policy Act (NEPA).

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated June 6, 2018, and executed by FHWA and ODOT.

If you have questions or concerns, please contact:

Jacque Annarino

NEPA Assignment Coordinator
Ohio Department of Transportation
Office of Environmental Services
1980 W Broad St, Mail Stop 4170
Columbus, OH 43223
614-466-1484
OES@dot.ohio.gov

Or visit the NEPA Assignment webpage at:

<http://www.dot.state.oh.us/NEPA-Assignment/>

Last Updated: 7/16/18

NEPA Assignment and ODOT

What you need to know about ODOT's Assumption of the Federal Highway Administration's responsibilities under the National Environmental Policy Act





What is NEPA Assignment?

Under NEPA Assignment, ODOT is responsible for all environmental decisions, regulations, and laws that require review, reevaluation, consultation, or other actions related to the approval of highway projects in Ohio.

Since ODOT was granted this responsibility by the Federal Highway Administration (FHWA), ODOT now acts as a federal agency from an environmental standpoint.

Environmental review will take less time to complete since documents will no longer be sent to FHWA for review and approval.

Under the NEPA Assignment program, ODOT has assumed all of FHWA's responsibilities for environmental review, interagency consultation, and other environmental related actions in Ohio.

ODOT is now the contact for all environmental transportation issues in Ohio.

Who will make sure ODOT is in compliance?

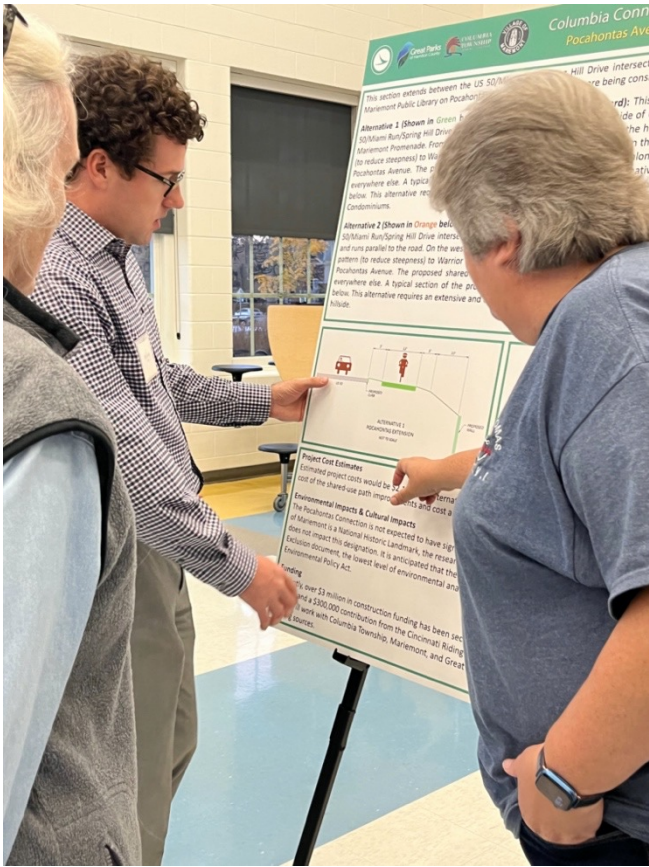
FHWA will perform audits twice a year for the first two years, and once a year the following two years (or as defined by FHWA) to ensure ODOT is complying with NEPA laws/regulations and the Memorandum of Understanding.

Benefits of NEPA Assignment

- Less taxpayer money will be spent per project due to a faster environmental review process
- Projects can begin construction sooner, meaning the public can benefit from transportation improvements sooner
- Lower inflation costs due to earlier construction dates
- Environmental coordination can be completed in less time without compromising compliance with federal and state laws
- The money saved annually can be rolled back into the transportation program in Ohio for more improvements

Appendix A: Open House Materials

Photos from the In-Person Open House





Appendix B: Notification Materials

News Release

Eblast

Social Media Posts

Cincinnati Enquirer Ad

Open House Flyer

Yard Signs

Appendix B: Notification Materials

News Release



Shared-Use Path Proposed To Complete The Columbia Connector, Link To Mariemont Connector

Open Houses Scheduled to Share Route Alternatives

Lebanon, Ohio (October 19, 2022) - As part of continued improvements stemming from the Eastern Corridor Program, the Ohio Department of Transportation (ODOT), in cooperation with Great Parks of Hamilton County (Great Parks), Columbia Township, and the village of Mariemont, is proposing to complete a shared-use path, the Columbia Connector trail, to link the existing Little Miami Scenic Trail to the future Mariemont Connector Trail at Pocahontas Avenue. Public review and input opportunities are being held both online and in person starting October 19, 2022:

Virtual Open House

Oct. 19, 2022 - Dec. 2, 2022

www.PublicInput.com/ColumbiaConnector

• • •

In-Person Open House

Thursday, Nov. 3, 2022 | 5 pm - 7 pm

Mariemont Elementary School

6750 Wooster Pike

“The goal for this proposed share-used path is two-fold,” said Stephanie Otten, the project manager from ODOT District 8. “First, we’re looking to make it easier and safer for people who walk and ride bicycles from residential areas in Mariemont and Columbia Township to access businesses along Wooster Pike. Secondly, we’re looking to better connect people from these and other neighborhoods with the Little Miami Scenic Trail and the regional trail system.”

The proposed shared-use path has been separated into two sections for project development, review, and funding purposes:

- **Spring Hill Connection** - Sponsored by Great Parks, this section extends from the

current terminus of the Columbia Connector trail at Walton Creek to the intersection of US 50/Wooster Pike, Spring Hill Drive, and Miami Run, located between McDonald's and the Kroger fuel station.

- **Pocahontas Connection** - Sponsored by Great Parks, Columbia Township, and the village of Mariemont, section extends between the intersection of US 50/Wooster Pike, Spring Hill Drive, and Miami Run and the area just north of the Mariemont Public Library on Pocahontas Avenue.

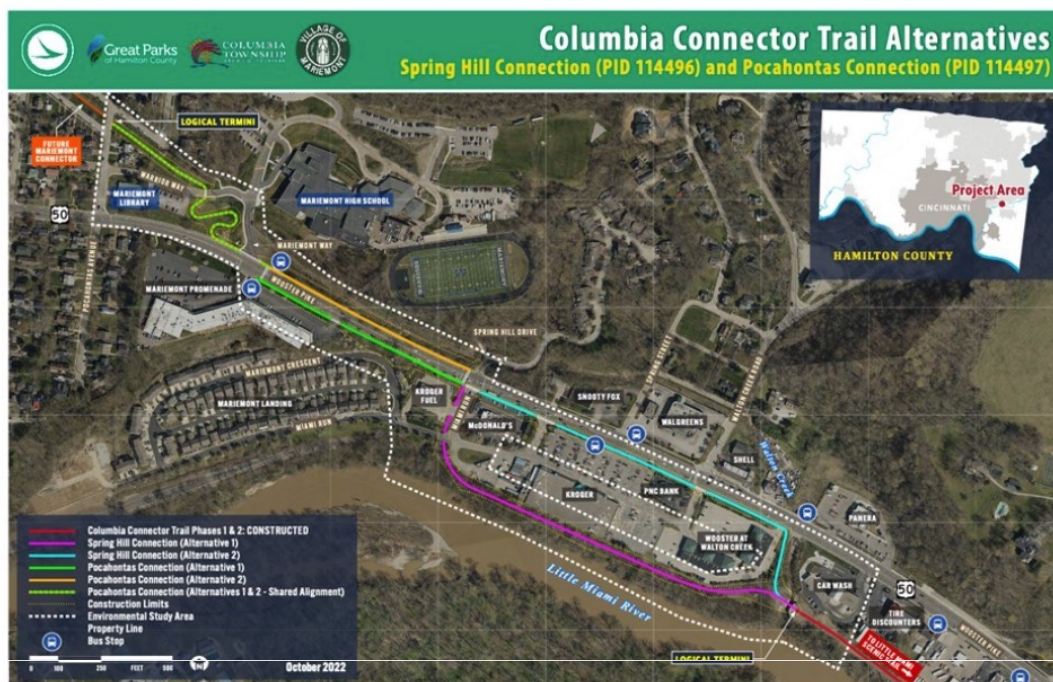
Several route alternatives have been developed and will be shared with the public for review and input during virtual and in-person open houses. Comments should be submitted by Dec. 2, 2022, and can be shared online, at the in-person open house, or by email, mail, or phone to:

Stephanie Otten, P.E., Project Manager
ODOT District 8 • 505 South State Route 741 • Lebanon, OH 45036
(513) 933-6584 • Stephanie.Otten@dot.ohio.gov
PublicInput.com/ColumbiaConnector

Once completed, the proposed path will extend the Columbia Connector trail to the future Mariemont Connector trail. Together, these paths will open up a new arm of the regional shared-use trail system, which includes the Little Miami Scenic Trail, Murray Path, Wasson Way, Ohio River Way trail, Mill Creek Greenway trail, and Canal Bikeway, all of which are part of the Cincinnati Riding or Walking Network (CROWN), as well as the Lunken Airport Trail and the Otto Armleder Memorial Park Trail.

###

Any individuals needing interpretation or translation services or other reasonable accommodations to participate in the open houses, review project materials, or provide comment should contact Kathleen Fuller at (513) 932-3030. Public participation is encouraged without regard to race, color, sex, age, national origin, or disability.



The image above shows the study areas for the Columbia Connector Trail Alternatives.

###

MEDIA CONTACTS:

[Kathleen Fuller](#), 513-933-6517

[Liz Lyons](#), 513-933-6534



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This email was sent to laura@gorasor.com using GovDelivery Communications Cloud on behalf of: Ohio Department of Transportation · 1980 W. Broad St. · Columbus, OH 43223



Appendix B: Notification Materials

Eblast

Subject: Open Houses Scheduled to Discuss Columbia Connector Completion

Date: Wednesday, October 19, 2022 at 3:02:57 PM Eastern Daylight Time

From: Eastern Corridor

To: easterncorridor@easterncorridor.org



**Join us for virtual and in-person Open Houses
to learn more about the**

PROPOSED COMPLETION OF THE COLUMBIA CONNECTOR TRAIL

**VIRTUAL OPEN HOUSE - Open now!
October 19, 2022 - December 2, 2022**

[**Click to visit our Virtual Open House**](#)

**IN-PERSON OPEN HOUSE
November 3, 2022 | 5:00 pm - 7:00 pm
Mariemont Elementary School
6750 Wooster Pike | Cincinnati, OH 45277**

Great Parks of Hamilton County (Great Parks), Columbia Township, and the Village of Mariemont, in cooperation with the Ohio Department of Transportation (ODOT), are proposing to complete a shared-use path, the Columbia Connector trail, to link the existing Little Miami Scenic Trail to the future Mariemont Connector trail at Pocahontas Avenue.



The purpose of the proposed shared-use path is to address pedestrian and bicycle connectivity issues along US 50/Wooster Pike between the Columbia Connector Trail to the east and Pocahontas Avenue to the west. The path will:

- Improve pedestrian and bicycle connectivity between residential communities in Mariemont and Columbia Township to the local and regional trail system.
- Improve connectivity for bicyclists and pedestrians traveling along US 50/Wooster Pike who want to visit businesses located along the south side of the road.

The proposed shared-use path has been separated into two sections for project development, review, and funding purposes: The Spring Hill Connection and the Pocahontas Connection. Several route alternatives have been developed for each section and will be shared with the public for review and input during the open house sessions.

ABOUT THE OPEN HOUSES

ODOT is hosting open houses for the public to review the proposed route alternatives in detail and share comments with members of the project team.

YOUR INPUT IS IMPORTANT

Feedback can be submitted by responding to questions placed throughout the material presented on the [virtual Open House site](#). Questions and comments can also be shared by email, mail, or phone by contacting:

Information shared through both open house formats will be the same. The [virtual open house](#) is a self-guided tour through exhibits highlighting the route alternatives and is accessible now - stop by at your convenience!

Stephanie Otten, P.E., Project Manager
ODOT District 8
505 South State Route 741
Lebanon, OH 45036

Stephanie.Otten@dot.ohio.gov
(513) 933-6584

Comments should be submitted by Dec. 2, 2022.

Individuals needing interpretation or translation services or other reasonable accommodations to participate in the Open House, review project materials, or provide comment should contact Kathleen Fuller at (513) 932-3030. Public participation is encouraged without regard to race, color, sex, age, national origin, or disability.

AN EASTERN CORRIDOR PROJECT



For more information, visit EasternCorridor.org.



PIDs 114496 & 114497

ODOT - Eastern Corridor | 505 South State Route 741, Lebanon, OH 45036

[Unsubscribe](mailto:unsubscribe@easterncorridor.org) [easterncorridor@easterncorridor.org](mailto:unsubscribe@easterncorridor.org)

[Update Profile](#) | [Constant Contact Data Notice](#)

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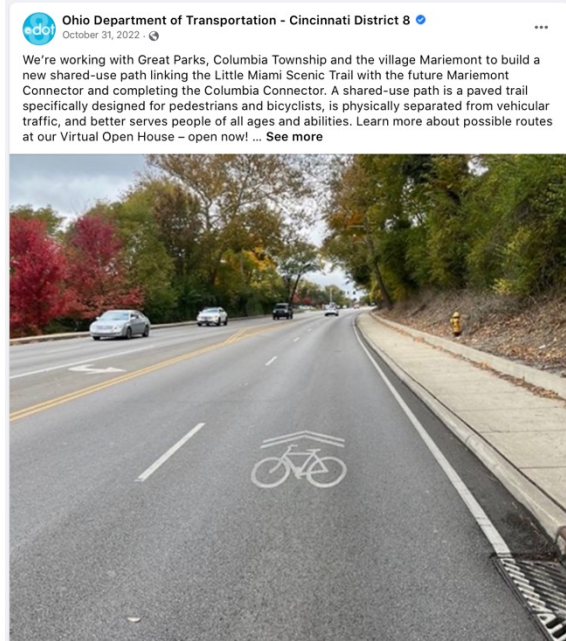


Try email marketing for free today!

Appendix B: Notification Materials

Social Media Posts

Columbia Connector Trail PI Summary Report - PID 114496 & 114497 - December 2022



These same posts were shared on ODOT Cincinnati's Twitter page on the same dates.

Ohio Department of Transportation - Cincinnati District 8
November 3, 2022 · 🌐

We will be in Mariemont tonight for an in-person public meeting to discuss the completion of the Columbia Connector trail! Join us anytime between 5 pm and 7 pm at the Mariemont Elementary School (cafeteria), 6750 Wooster Pike. For more information, visit us at www.PublicInput.com/ColumbiaConnector

WE'RE COMPLETING THE COLUMBIA CONNECTOR TRAIL
Learn More at our Upcoming Open Houses

Virtual
October 19, 2022 - December 2, 2022
www.PublicInput.com/ColumbiaConnector

In-Person
November 3, 2022 | 5 pm - 7 pm
Mariemont Elementary School
6750 Wooster Pike | Cincinnati, OH 45227

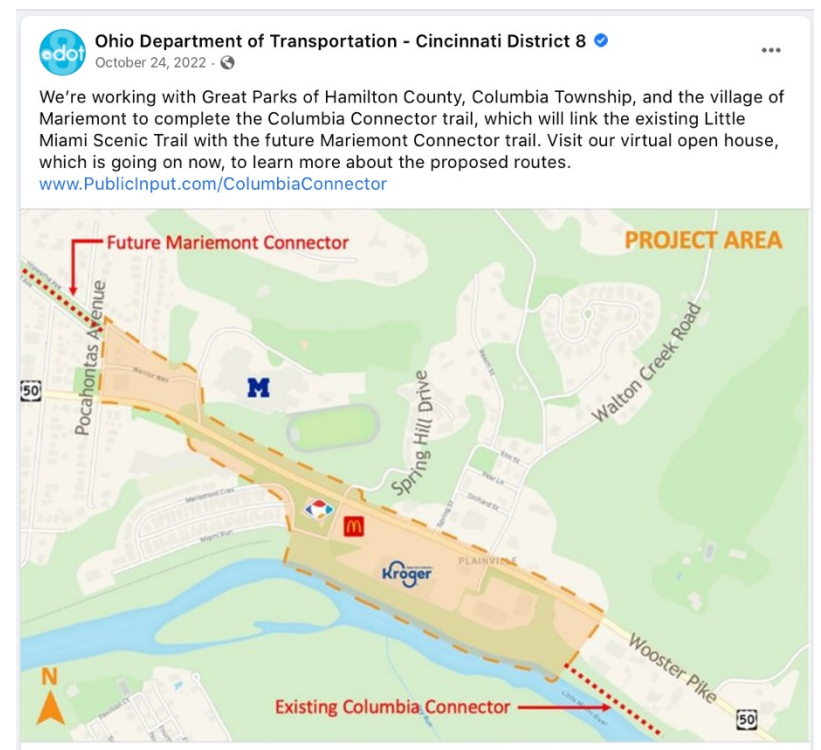
Great Parks of Hamilton County, Columbia Township, and the Village of Mariemont, in cooperation with the Ohio Department of Transportation (ODOT), are proposing to complete a shared-use path, the Columbia Connector Trail, to link the existing Little Miami Scenic Trail to the future Mariemont Connector trail at Pocahontas Avenue. Learn about route alternatives under consideration and provide your input through our virtual and in-person open houses.

Public input is important and will help determine which alternatives will be advanced for further development. Comments are due by Dec. 2, 2022 and can be shared online or by mail, phone, or email:

Stephanie Otten, Project Manager
ODOT District 8 • 505 South State Route 741 • Lebanon, OH 45036
Stephanie.Otten@dot.ohio.gov • (513) 933-6584
www.PublicInput.com/ColumbiaConnector

Individuals requiring interpretation or translation services or other reasonable accommodations to participate in the Open House, review materials, or provide comments are asked to contact Kathleen Fuller at (513) 933-6584. Public participation is encouraged without regard to race, color, sex, age, national origin, or disability.

PID 114496/114497



Appendix B: Notification Materials

Cincinnati Enquirer Ad

WE'RE EXTENDING THE COLUMBIA CONNECTOR TRAIL

Learn More at Our Upcoming Open Houses

Virtual

October 19, 2022 - December 2, 2022

www.PublicInput.com/SpringHill

In-Person

November 3, 2022 | 5 pm - 7 pm

Mariemont Elementary School

6750 Wooster Pike | Cincinnati, OH 45227

(PID 114496/114497) Great Parks of Hamilton County, Columbia Township, and the Village of Mariemont, in cooperation with the Ohio Department of Transportation (ODOT), are proposing to complete a shared-use path, the Columbia Connector trail, to link the existing Little Miami Scenic Trail to the future Mariemont Connector trail at Pocahontas Avenue. Learn about route alternatives being considered and provide your input through our virtual and in-person open houses.

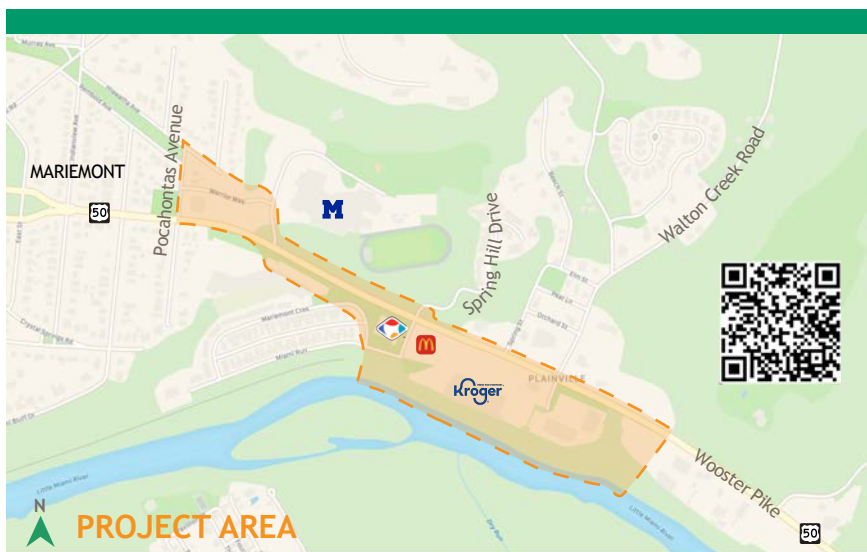
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Stephanie Otten, Senior Project Manager

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

Stephanie.Otten@dot.ohio.gov • (513) 933-6584

www.PublicInput.com/SpringHill



Burrow

Continued from Page 1A

As the principal of Eastern Elementary School in rural Meigs County, Robin understands the systemic challenges plaguing Appalachian Ohio all too well. As the mother of an NFL player whose athletic prowess and pregame fashion style dominate headlines, she could not be more thrilled that her son is dedicating his energy to philanthropy.

"He realized he had this platform and genuinely believes everyone should do good," she said. "As a mom, I'm just so proud of him for recognizing that responsibility to do good."

Sitting on the back patio of the Ohio University Inn last week, Robin and Jimmy mused about the future of the foundation.

"We see this firsthand," she said. "There are skyrocketing levels of anxiety, depression, and since the pandemic children are not able to focus or deal with conflict as well. We're trying to build back this self-efficacy piece."

Even when he was a third-string quarterback at Ohio State University, early in his college career, Joe was fearless in speaking out for what he believed in, his parents said.

team has previously negotiated with partners to set aside financial contributions for the Athens County Food Pantry and the Joe Burrow Hunger Relief Fund. Now, some of that money will go toward the foundation, Robin said.

But the first order of business, they explained, will be paying outstanding medical bills for 20 families nominated by a mental health care provider whose children are in treatment at Cincinnati Children's Hospital Medical Center.

Addressing children's mental health is a key tenet for Robin especially, who in addition to her job as an elementary school principal also serves as a board member on the Appalachian Children's Coalition, an advocacy organization dedicating to serving kids in the region.

"We see this firsthand," she said. "There are skyrocketing levels of anxiety, depression, and since the pandemic children are not able to focus or deal with conflict as well. We're trying to build back this self-efficacy piece."

Even when he was a third-string quarterback at Ohio State University, early in his college career, Joe was fearless in speaking out for what he believed in, his parents said.

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In January 2017, Joe took to Twitter to express his frustration over student-athletes inability to earn money for playing sports, years before the NCAA approved an interim name, image and likeness (NIL) policy.

"I mean, we were a little worried, back then. It was controversial," Robin said.

Both Burrow parents know their son is under a sharp microscope, but fear of rocking the boat has never really bothered Joe, his father explained.

"Joe's shown a willingness to speak out when it's important," Jimmy said. "He doesn't push sand on Twitter every day. We may not always agree with his stance on things, but we agree with his passion."

Admittedly, there are people who say Joe Burrow should stick to playing football, Jimmy said. But the elder Burrow does not believe his son acting on his values conflicts with his ability to score touchdowns.

"These are not knee-jerk reactions," Jimmy said. "Joe thinks speaking out will help others make decisions and inspire action."

WE'RE EXTENDING THE COLUMBIA CONNECTOR TRAIL

Learn More at Our Upcoming Open Houses

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www.PublicInput.com/SpringHill

In-Person

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Appendix B: Notification Materials

Open House Flyer

WE'RE COMPLETING THE COLUMBIA CONNECTOR TRAIL

Learn More at our Upcoming Open Houses

Virtual

October 19, 2022 - December 2, 2022
www.PublicInput.com/ColumbiaConnector

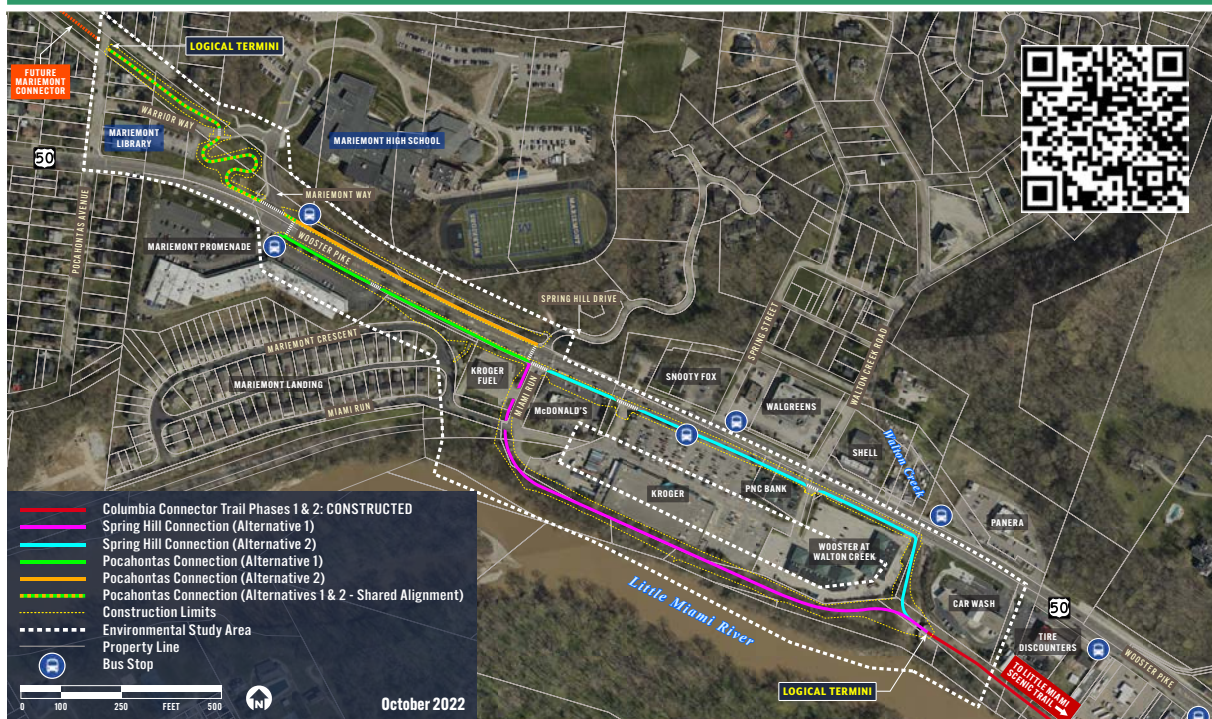
In-Person

November 3, 2022 | 5 pm - 7 pm
Mariemont Elementary School
6750 Wooster Pike | Cincinnati, OH 45227

Great Parks of Hamilton County, Columbia Township, and the Village of Mariemont, in cooperation with the Ohio Department of Transportation (ODOT), are proposing to complete a shared-use path, the Columbia Connector Trail, to link the existing Little Miami Scenic Trail to the future Mariemont Connector trail at Pocahontas Avenue. Learn about route alternatives under consideration and provide your input through our virtual and in-person open houses.

Public input is important and will help determine which alternatives will be advanced for further development. Comments are due by Dec. 2, 2022 and can be shared online or by mail, phone, or email:

Stephanie Otten, Project Manager
ODOT District 8 • 505 South State Route 741 • Lebanon, OH 45036
Stephanie.Otten@dot.ohio.gov • (513) 933-6584
www.PublicInput.com/ColumbiaConnector



Individuals requiring interpretation or translation services or other reasonable accommodations to participate in the Open House, review materials, or provide comments are asked to contact Kathleen Fuller at (513) 932-3030. Public participation is encouraged without regard to race, color, sex, age, national origin, or disability.

PID 114496/114497

Appendix B: Notification Materials

Yard Signs

Join us at an upcoming open house to learn about the **COLUMBIA CONNECTOR TRAIL**



VIRTUAL OPEN HOUSE

Oct. 19, 2022 - Dec. 2, 2022

PublicInput.com/ColumbiaConnector

IN-PERSON OPEN HOUSE

Nov. 3, 2022 | 5pm - 7pm

Mariemont Elementary School
6750 Wooster Pike

Comments due by Dec. 2, 2022.



Share your thoughts on proposed route alternatives for the new shared-use path that will connect the Columbia Connector trail to the future Mariemont Connector trail.



Yard Sign Distribution Locations

1. Avoca Park Trailhead
2. Bass Island Trailhead
3. Sections of Little Miami Scenic Trail (LMST)
 - a. Route 32 trailhead at 5030 Batavia Road (Next to Speedway)
 - b. Intersection of Armleder-Lunken Connector and LMST (new Beechmont Connector trail)
 - c. Lunken Airport Loop Trail in the vicinity of the south parking lot (Farmer's Market lot) of Wilmer Avenue
4. Columbia Connector Terminus
 - a. At intersection with LMST
 - b. Fifty West entrance
 - c. At west end
5. Mariemont Landing Entrance (on Great Parks Property)
6. Madison Place Coffee



Appendix C: Comments Received

Comments Submitted on the Virtual Open House Site

Email Correspondence

Traction Line Alignment Alternative Tech Memo

Responses to Comments Received

Appendix C: Comments Received

Comments Submitted on the Virtual Open House Site

Question 1: Where do you live?

Zip Code	Count
45227	29
45208	9
45202	8
45226	5
45242	5
45040	2
45069	2
45140	2
45217	2
45220	2
45236	2
41011	1
41015	1
41042	1
41048	1
41099	1
43219	1
45011	1
45103	1
45150	1
45206	1
45207	1
45209	1
45213	1
45215	1
45219	1
45221	1
45223	1
45224	1
45229	1
45230	1
45238	1
45241	1
45243	1
45244	1
45248	1
45249	1
45255	1

Question 2: Where do you work?

Zip Code	Count
45227	29
45208	9
45226	5
45242	5
45217	2
45220	2
45236	2
45206	1
45207	1
45209	1
45213	1
45215	1
45219	1
45221	1
45223	1
45224	1
45229	1
45230	1
45238	1
45241	1
45243	1
45244	1
45248	1
45249	1
45255	1

Question 3: What is your interest in this project?

The comments included below are presented exactly as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.

	Comment	Upvotes	Themes
1	I occasionally use the shared-use trail system	0	Recreation
2	I lead the newly formed Clermont County Hike-Bike-Paddle Committee	0	Recreation
3	My school aged children regularly walk and bike from Columbia Two to Mariemont (and Fairfax)	0	Cycling, Walking
4	My school aged children regularly walk and bike from Columbia Twp to Mariemont and Fairfax	0	Cycling, Walking
5	interested in cycling as a lifestyle choice and expanding my ability to bike for errands, to restaurants etc.	0	Cycling
6	transportation planner	0	Job-related
7	& land-use/transportation planner.	0	Job-related
8	I am a land-use/transportation planner.	0	Job-related

Question 4: Refer to the project area map above. Do you walk or ride a bike within this area?

This was a closed-end question; no space was provided for open responses.

Question 5: How often do you ride a bike through the project area?

The comments included below are presented exactly as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.

	Comment	Upvotes	Themes
1	Never	0	I don't
2	Never	0	I don't
3	Never	0	I don't
4	I walk, not bike	0	walk

5	none	0	Misc
6	never	0	I don't
7	Never	0	I don't
8	Avoid area due to lack of safety from traffic	0	I don't
9	Never	0	I don't
10	walk	0	walk
11	Future once in a while	0	Future
12	I don't bike on wooster because I feel it's too dangerous. I only bike down by 50w and headed east or on Murray path.	0	I don't
13	Never	0	I don't
14	0	0	I don't
15	None	0	I don't
16	I don't ride a bike.	0	I don't

Question 6: How often do you walk through the project area?

The comments included below are presented exactly as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.

	Comment	Upvotes	Tags
1	I do not walk through this area. I am an avid cyclist	0	I don't
2	Never	0	I don't
3	I never walk this area	0	I don't
4	Not currently safe or comfortable enough to even consider it	0	I don't
5	never	0	I don't
6	NEVER	0	I don't
7	never	0	I don't
8	Do not walk through this area	0	I don't
9	Never walk.	0	I don't

10	Never	0	I don't
11	Only ride through.	0	I don't
12	No comment provided	0	No comment

Question 7: Which of the two Spring Hill Alternatives would you be most likely to use? Why?

The comments included below are presented exactly as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.

	Comment	Upvotes	Themes
1	It's much more scenic and the intersections with traffic are two that are close together.	1	Scenic, Safety
2	less conflicts with traffic in and out of businesses....the grade on alt 1 is a concern though	1	Safety, Concerns
3	I like that its more scenic and away from traffic	0	Scenic, Less traffic
4	I don't have much biking experience. I would prefer a scenic route rather than possible conflicts with cars.	0	Scenic, Safety
5	fewer road crossings	1	Safety
6	Safer	3	Safety
7	Scenic, further from US 50 for the most part, safer, fewer crossings	16	Scenic, Less traffic, Safety
8	Away from traffic on Route 50. Scenic.	18	Scenic, Less traffic
9	Ultimately, both should be built but alt 1 is likely to have the higher near-term ROI	2	Costs Less
10	I have ridden my bike the entire length of the Ohio to Erie trail (which is fantastic!). I can speak from experience that the fewer automobile intersections you have, the better off everyone is. Running the path in front of Kroger has what appears to be two intersections where pedestrians/cyclists would interact with automobiles - not good. In addition, I imagine the scenery down in the woods behind Kroger is, or has the potential to be, much better than along the side of the road in Alternative 2.	12	Less traffic, Scenic
11	More scenic with fewer conflicts with automobile traffic, lower cost.	1	Scenic, Safety, Costs Less
12	Away from traffic/road.	1	Less traffic
13	Away from traffic on Route 50. Scenic.	1	Less traffic, Scenic

	Comment	Upvotes	Themes
14	Too many driveway crossings and busy intersection at Walton Creek in alt 2. Connection to Walton Creek not important to me, but could also be achieved with access from alt 1 path to parking lot east of Kroger.	1	Misc
15	Alternative 1 has more scenic view, while Alternative 2 has more access to businesses.	0	Scenic
16	Farther from the roadway (quieter, more scenic), and fewer intersections with cars. The remaining conflict points are lower stress. The lower cost is a plus. Flooding isn't a concern 99.99% of the time. Surprised about the vertical grading.	1	Less traffic, Scenic, Concerns, No flood, Costs Less
17	The steep hill on the driveway next to the Kroger Fuel facility leading up to Wooster Pike for alternative #1 will be difficult for cyclist to navigate. Cyclists will probably need to clip out or walk bike up hill.	1	Concerns
18	It will reduce number of parking ingress/egress points with retail acces. This will be safer and trail will retain charactor of existing trail.	2	Safety, Scenic
19	Use of natural beauty and serves as an alternative from the sidewalks that are along the road to spread out congestion.	0	Scenic, Less traffic
20	Less contact with traffic	2	Safety
21	Low-stress, more scenic for a longer period of time, fewer conflicts with vehicles.	0	Less traffic, Scenic
22	Keep bikes as far away from cars as possible	2	Safety
23	I live off Walton Creek. Easy access	0	Easy access
24	not on wooster	0	Less traffic
25	Fewer vehicle conflict points. Less expensive	2	Safety, Costs Less
26	Less conflict with traffic. More scenic	0	Less traffic, Scenic
27	Seems safer and certain Amy more scenic. Also cheaper to build	0	Safety, Scenic, Costs Less
28	Safer and more interesting	0	Safety, Scenic
29	Further away from a large road/expressway where cars drive very fast. More scenic. Less expensive. Fewer street crossings.	2	Less traffic, Scenic, Safety, Costs Less
30	Alt 2: Access to businesses and bus line.	1	Alt 2
31	Lower grade.	0	Less steep
32	It's scenic. Lesser possibilities of an accident.	2	Scenic, Safety

	Comment	Upvotes	Themes
33	More distance from road, more scenic	2	Less traffic, Safety
34	Fewer intersections with automobiles	2	Safety
35	More scenic	1	Scenic
36	Scenic. Safer. Away from traffic.	0	Scenic, Safety, Less traffic
37	Safer and less exposure to vehicle traffic. Plus, it less expensive and more scenic. No brainer.	3	Safety, Less traffic
38	Seems safer and less conflicts for walking. Away from 50 and more scenic	3	Less traffic, Scenic, Safety
39	Alternative 1 is a much safer option and also more scenic, quieter than alternative 2.	0	Safety, Scenic, Less traffic
40	The pink one is safer and more scenic. It fits in better with what the rest of the trail north of it looks like too. Although Kroger would have to clean up the back of their store and put some security lights up if they don't have any now. Signs and paint for the crossings and on the trail would be good.	0	Safety, Scenic, Fits aesthetic, Suggestion
41	Scenic away from traffic and fewer bike car issues. Happens to be cheaper too	0	Scenic, Safety, Costs Less
42	Scenic away from traffic and less bile car interaction. Cheaper too.	0	Scenic, Safety
43	Safer, better access to public transportation.	0	Safety, Alt 2
44	Away from traffic	0	Less traffic
45	Alternative is more scenic and probably safer.	0	Scenic, Safety
46	With Alternative 1 there is only one point of access to the trail from this neighborhood. Adding a point of access at Kroger and/or next to the car wash, west of Walton Creek, would make Alt. 2 a clear winner.	1	Alt 2
47	Getting away from the crossings between 50 and the shopping plaza would make it much less stressful when riding through. Access to the shopping plaza would still be available from Miami Run. Ideally could still connect to shopping plaza on east side as well.	0	Less traffic
48	1. Less time being active near the cars is better, 2. It's cheaper 3. It's scenic, 4. Safer with less road crossings	4	Less traffic, Scenic, Safety, Costs Less
49	Alternative 2 - more useful access to bus stops and businesses	1	Alt 2, Misc
50	Alt. 1 would have a significant improvement in biker and walker safety over Alt 2. There are 3 busy intersections plus one minor one - 2 of which would require signals on alt 2 vs. 1 minor (Miami Run entering the housing area) and one somewhat busy (Kroger Fuel) intersection on Alt 1.	0	Safety
51	Alt 1. It is more scenic. It has fewer road crossings. It is farther from Rt 50. Safer.	0	Scenic, Safety, Less traffic

	Comment	Upvotes	Themes
52	Alt 2 is not much better than riding on the side of the road. Alt 1 has a park atmosphere. Access to business is not an issue- If I want to ride to businesses, I have the expectation of dealing with cars.	0	Scenic, Misc
53	Alternative 1 is a no brainer option. It removes cycling / walking / running from the business' of US 50 in that area, which is a multi-lane highway of sorts with tons and tons of traffic. Additionally via Alternative 1, users can access the Kroger and McDonald's business at no additional risk or involvement of traffic. I ride US 50 quite a bit, and even with the bike lane going EAST, it is still very dangerous and busy. Finally, it is a cheaper option and has much less impact on vehicle traffic. Use the Wasson way as an example - they created a path off of the road and it's wonderful.	0	Safety, Costs Less
54	Safer. Lower grade. Fewer crossings.	0	Safety
55	Alt 1 is more removed from car traffic and fewer interactions with cars in and out of parking lots.	0	Less traffic, Safety
56	It is better to limit the distance along route 50	0	Misc
57	More scenic and away from traffic. Path next to the road would look too much like a sidewalk - further cementing the idea to since drivers that bikes should be in sidewalks, not the road. The lower price point is also a huge plus for option 1	0	Scenic, Less traffic, Costs Less
58	Less road crossings, further removed from traffic, more scenic, cheaper	0	Less traffic, Safety, Scenic, Costs Less
59	More access to stores	0	Misc
60	Avoiding car conflicts is essential. More scenic is nice, but not essential in transportation. The 4 opportunities for bicycle and pedestrian conflicts with cars is what should be avoided if possible, and in this case it's possible if option 1 is chosen over option 2	0	Safety
61	Scenic, away from car traffic.	0	Scenic, Less traffic
62	A path with a more scenic view of the little miami sounds better. And safer with no driveway crossings	0	Scenic, Safety
63	Further removed from traffic/fewer automobile intersections. More scenic. Cheaper. Bus riders can still utilize sidewalks to access the path.	0	Less traffic, Scenic, Costs Less
64	PRETTIER! More fun.	0	Scenic, Fits aesthetic
65	Safety. While not sharing the road is safer than nothing, it is still most safe to be further away from a busy street. There are also a lot of kids in mariemont. It is better to not have the chance of a kid losing control and going into traffic	2	Safety, Less traffic

	Comment	Upvotes	Themes
66	Wish it would run *behind* the Kroger gas station to avoid a car-bike conflict point. Fewer conflict points and separation from traffic make it a better option	0	Suggestion
67	Safer for families - less traffic, fewer street crossings	0	Safety, Less traffic
68	Overall option 1 behind the Kroger seems safer and is more in use with how our family would use it; for recreational purposes to connect with the Little Miami Scenic Trail. I have young kids that I would like to ride with and would be more comfortable with a trail far from the road and with as few intersections as possible. I also think it would be more enjoyable if it is along the river and surrounded by trees. I don't think I would use it much if along Route 50 due to proximity to the road, loud traffic and harsh sunlight in warmer months.	0	Safety, Less traffic, Scenic
69	Both are nice, but alternative 1 is cheaper, I'd rather the gov build alternative 1 and use the savings to go to more paths/trails.	0	Costs Less
70	I am very worried as a walker and driver about crossing in front of Kroger gas station and McDonald's. I have crossed on foot, and it is a difficult 4-way intersection. Drivers block each other and it is difficult to see around large vehicles. If the curb cut in the Kroger's lot east of McDonald's could somehow relieve car and human interaction, it would be even better.	2	Safety, Suggestion
71	scenic and safe	1	Scenic, Safety
72	runs behind the businesses instead of up near the road. We can still reach the businesses, but not have to be near cars	5	Less traffic
73	Keeping cyclists off or away from 50 seems safer	2	Less traffic, Safety
74	Safer, more scenic.	1	Safety, Scenic
75	Farther from traffic and more scenic.	0	Less traffic, Scenic
76	Safer. Away from traffic! More scenic.	0	Safety, Less traffic, Scenic
77	I would be happy to have the connector and both have good points and bad points. I like the connection to Walton Creek more and it seems to have a lower flood propensity.	0	Alt 2
78	I would use the path on Wooster if it is built but prefer the one that wasn't given as a choice which is the Pocahontas connection. That has more continuity with the existing trail. The trail going along the Miami is probably good for bicyclists but it is taking walkers way out of the way. If it is built I would use it infrequently.	0	Misc
79	Fewer conflicts with automobiles on this alternative. The Kroger driveways that the trail would cross on alternative 2 are extremely busy. Also alternative 1 would be more quiet and have better air (fewer car exhaust). Finally, if a trail would ever be continued along the little Miami	0	Safety, Scenic, Misc

	Comment	Upvotes	Themes
	River and the Wasson way, alternative 1 would be the better connection compared to alternative 2.		
80	Safety	0	Safety
81	I would prefer to be farther away from US 50 traffic. The grass buffer would not make me feel much safer.	0	Less traffic
82	Less vehicle interactions and more scenic, safer	0	Less traffic, Safety, Scenic
83	I like that it is more scenic and more protected from traffic and noise along 50. I worry a bit about the flooding and grade though. Both seem to be great options and I would be very happy with either!	0	Scenic, Less traffic, Concerns
84	more scenic, less conflict points, more cost effective	0	Scenic, Safety, Costs Less
85	More scenic, safer in my opinion as there is less conflicts with cars, away from road which is always safer. Traffic would get more congested by the amount of conflict.	0	Scenic, Safety
86	Scenic and avoids roadway	0	Scenic, Less traffic
87	We live behind Walgreens and would access the trail from that direction. Not having to cross US 50 to access the trail makes it safer and more convenient for our family. While it may be more scenic for non-residents choosing Alternative 1, those residents accessing the trail several times per week would find Alternative 1 inconvenient. Considering my kids would like to walk to their schools safely, we would appreciate Alternative 2.	0	Alt 2
88	As residents of Columbia Township, living behind Walgreens, we would be thrilled to have Alternative 2 in order to reach our schools, library, and friends throughout the area safely as well as 50 West and the bike trail. While Alternative 1 is more scenic, as residents, we would not get as much practical use out of the trail and would continue to walk along Wooster for our daily needs. Also, considering two new residential developments are going in around Walgreens, Alt 2 would be a huge asset to new families.	0	Alt 2
89	Safer and more scenic	0	Safety, Scenic
90	Avoids dangerous curb cuts.	0	Misc
91	This alternative fits the aesthetics of the Little Miami Trail that it is connecting to.	0	Fits aesthetic
92	The more scenic path behind Kroger feels like a more pleasant and less stressful place for bikers and walkers, with less noise and fewer traffic disruptions.	0	Scenic, Less traffic
93	Best to keep humans separate from traffic for as much as possible; Better quality experience while recreating closer to nature, as well.	0	Scenic, Safety
94	1 is superior; If walkers/cyclists wanted to visit businesses, they can use existing sidewalk.	0	Misc

	Comment	Upvotes	Themes
95	cheaper, less contact with traffic,	0	Costs Less, Less traffic
96	Alternative 2 presents way more possibilities of bicycle/car accidents. I would rather ride in the road with the flow of traffic than use this glorified sidewalk.	1	Safety, Prefer road
97	I think most people going down the hill to the trail from Mariemont would just use the road if you go with alternative 2. It doesn't feel any safer to me being on a trail with more potential intersections to interact with cars. Alternative 1 gives you more safety, and good bang for your buck with improved scenery.	0	Safety, Scenic, Costs Less
98	Because I think a bike path that goes down rembold is a complete waste of Mariemont s green space . It brings no business to Mariemont and Mariemont is a walking community.	0	Misc
99	Safer than alternative 2.	0	Safety
100	Less noise is way better!	0	Less traffic
101	Cleaner trails, less interaction with motor vehicles and driveways.	0	Scenic, Less traffic, Safety
102	No interaction with cars.	0	Less traffic
103	I like that it is farther from traffic but have concerned for flooding and isolation from a personal safety perspective (eyes on the trail). However, a 4.5 foot tree lawn does not seem sufficient to safely separate the trail from traffic on US 50 - especially children.	0	Less traffic, Concerns
104	Alternative 1 is more scenic and more isolated from traffic with fewer crossings.	0	Scenic, Less traffic, Safety
105	Safety from cars	0	Safety
106	Alternative 1 will provide a safer alternative, reducing the number of intersections crossed. The intersections along Alternate 2 route are very busy and drivers are already distracted adding additional traffic to these intersections will only increase the dangers for pedestrians in the area. Also US 50 in this area tends to be congested with car traffic at peak cycling times of 6:00pm - 7:00pm.	0	Safety
107	the regional asset is the river system, let it be leveraged and enjoyed! i don't want to run next to 5 lanes of traffic and intersections. the trail is an escape from it. equally, we feel much safer with our young kids riding away from big traffic.	0	Scenic, Safety
108	Safer	0	Safety
109	More scenic, wider, safer. More in style with the current LMST. More relaxing, closer to nature!	0	Scenic
110	It seems safer and more scenic	0	Safety, Scenic
111	I'd prefer not to ride along Rt. 50, even with a curb - nor cross that many driveways.	0	Less traffic, Safety
112	Safety.	0	Safety

	Comment	Upvotes	Themes
113	Safer with fewer crossings	0	Safety
114	Being fully separated from traffic seems like a much more enjoyable, safer, and more scenic route. I'd prefer this alternate regardless but it's nice that it won't disrupt traffic during construction and costs less than Alternative 2.	0	Less traffic, Safety, Scenic, Misc
115	Scenic nature.	0	Scenic
116	I prefer the scenic route away from the cars.	0	Scenic, Less traffic
117	I feel it is safer and more scenic	0	Safety, Scenic
118	Keeping the path of the main road and utilizing the existing bike trail directly makes more sense to me.	0	Alt 2
119	Safer	0	Safety
120	I like being completely separated from auto traffic plus this path is more scenic.	0	Scenic, Less traffic
121	appreciate the less steep grade. still concerned about all the traffic crossings	1	Less steep, Safety
122	the more distance from automobiles, the better.	0	Safety
123	Makes most sense. Thanks	0	Practical
124	Makes most sense without problem solving regularly	0	Practical
125	Scenic, fewer road crossings, least costly	0	Scenic, Safety, Costs Less
126	Removed from the traffic path	0	Less traffic
127	Keeps the trail as close to the river. Minimizes exposure to "direct" exhaust from vehicles.	0	Scenic, Misc
128	More scenic route, less distance spent next to busy Rt 50 and fewer road/driveway crossings.	0	Scenic, Safety, Less traffic
129	People will be more likely to use. Scenic.	0	Scenic, Misc
130	Keeps trail away from traffic - safer for everyone, and a more scenic trail away from Route 50	0	Less traffic, Safety, Scenic
131	Fewer intersections with cars though having spent alot of time running on the sidewalk of 50/Wooster and driving there to/from Kroger and the gas station, I think it would be quite dangerous to have bikes amongst cars there - there is alot going on between McDonald's, gas station etc. so I may not use this route either.	0	Safety
132	Quieter and more relaxing.	0	Scenic, Less traffic
133	More scenic. Away from traffic	0	Scenic, Less traffic
134	Scenic, away from traffic	0	Scenic, Less traffic
135	More scenic. Less traffic	0	Scenic, Less traffic
136	Less conflict with vehicles. Away from route 50.	0	Safety, Less traffic

	Comment	Upvotes	Themes
137	More scenic and protection from traffic	0	Scenic, Less traffic
138	most practical	0	Practical
139	There is much less car traffic- the Kroger parking area has lots of traffic, in addition to the public streets.	0	Less traffic
140	The multiple crossings of parking lot / auto entryways is very dangerous for Alternative 2. Alternative 1 is greatly preferred because it minimizes crossing these dangerous intersections.	0	Safety
141	Semic, uses old existing right of way of RR track, not harvesting riparian corridor	0	Scenic
142	Not on Wooster Pike	0	Less traffic
143	Either option is good for me. But I suspect children and families with kids might feel more comfortable using Alternative #1.	0	Safety
144	It's further away from 50, more scenic, and has fewer crossings.	0	Safety, Scenic
145	Away from busy traffic on route 50	0	Safety
146	Separated from traffic and more scenic. Also better from a vehicle conflict standpoint as driveways off of 50 are very busy.	0	Safety, Scenic, Less traffic
147	Away from traffic and more scenic	0	Safety, Scenic
148	I prefer Alternative # 1 because it's more scenic and away from the traffic of Route 50. However, I'm concerned about the trail crossing Miami Run near the entrance of Mariemont Landing. There are delivery drivers, fuel center users, Mariemont Landing residents and the future residents of Sanctuary Cove that use this roadway hundreds of times per day. I have personally witnessed lots of people either distracted or going over the 15 MPH speed limit. I always use extreme caution when walking, biking, or driving in this area. I want the trail users to be safe. I encourage the planners to use every precaution possible such as multiple signs, bright painting on the road, stops signs and other warning signs on the trail, and possible rumble strips on the road and trail.	0	Scenic, Less traffic, Suggestion, Concerns
149	They both are acceptable to me as a user and Mariemont resident, but I am a car-free bicycle commuter. So I think either one will work. From a construction disruption standpoint I think the first alternative/pink is better. And safer, actually. I can imagine some crazy car plowing through the grass divider in the second alternative.	0	Safety
150	I feel it offers safe space for experienced riders as well as families.	0	Safety
151	Greater separation from traffic and more logical continuation of existing spur	0	Less traffic, Misc
152	Father away from street traffic.	0	Less traffic
153	Safer.	0	Safety

	Comment	Upvotes	Themes
154	My preference is to provide a safe location for bicycles and pedestrians. This area is too congested with cars and trucks. Biking up the hill at a slow speed causes dangerous passing incidents. I'd also like a pedestrian bridge to serve 50West instead of that dangerous crosswalk.	0	Suggestion
155	I would use this to bike from my house to Kroger and other local businesses to eliminate much of the need for routine driving.	0	Misc
156	It seems like the best balance of costs / impact with the benefits of having fewer crossing risks and a more pleasant / scenic walk or bike through Mariemont.	0	Safety, Scenic, Costs Less
157	more scenic and more safe with kids when pushing strollers or they are scooters. They are used to crossing streets and Wooster living in Mariemont. I would not feel comfortable having them on Wooster for that stretch of time near so many cars. Also the amount of noise on Wooster is not peaceful or enjoyable if you are walking with a partner or group.	0	Scenic, Less traffic, Safety
158	Seems the safest	0	Safety
159	Less traffic	0	Less traffic
160	I believe it is wise to connect bike lanes with the Metro buses. It is very forward thinking if we want people to feel like they can get anywhere in the city without using a car and feel safe doing it.	1	Suggestion
161	Protection from traffic is ideal and this will also help traffic in the end. I view this as a win-win for all and actually less expensive. We rarely find the most cost effective idea to work best and be the safest.	3	Less traffic, Safety, Costs Less
162	It's more scenic but more importantly is safer. Away from speeding traffic.	0	Scenic, Safety
163	Alternative 1 - safer, more scenic, and costs less	0	Scenic, Safety, Costs Less
164	I prefer the path that is further away from busy roadways (US 50)	0	Less traffic, Safety
165	More scenic and away from auto traffic.	0	Scenic, Less traffic
166	Much better to stay off of Wooster Pike as much as possible a very dangerous road. Going behind Kroger's there is plenty of room as that is the old PRR or part of it. It takes all walkers, runners and bikes far off of 50 a very safe route. Along the river is a great route plus everyone has access to Kroger's, McDonalds, or 50 West. Just a win win for the Township.	0	Safety, Less traffic, Scenic
167	Keeps runners walkers and bikes away from route 50 best to stay away from 50 the better. Walking riding or running near the river is far better than by the road	0	Safety, Scenic
168	Best to not cross at McDonald's and the Kroger gas exit and entrance as it is very congested there best to cross up at the New exit for the High school and the promenade at the light and close the exit of the promenade on the west side	0	Suggestion

	Comment	Upvotes	Themes
169	The pink is the way to go for safety logistics away from 50 as much as possible. Runners walkers and bikers can stop get something to eat or drink at McDonald's, Kroger's or at 50 West	0	Safety, Misc
170	Fewer conflicts.	0	Safety
171	I currently live in Mariemont Landing which is behind the Kroger Gas station. This route connects directly to the end of my street.	0	Misc
172	away from traffic. that road is extremely busy all the time	0	Less traffic
173	It is scenic. It should be safer not being along side the street and having to cross over the shopping center entrances.	0	Scenic, Safety
174	I think I would feel safer with more separation between the path and Wooster.	0	Safety
175	Alternative 1 is the more scenic of the two options.	0	Scenic
176	It's safer (off Wooster, not crossing streets & business entries) & more scenic & somewhat less expensive	0	Safety, Scenic, Costs Less
177	Safer (away from Wooster, crosses fewer driveways), more scenic, less expensive.	0	Safety, Scenic, Costs Less
178	More scenic. Feel safer away from traffic. More peaceful. Nature lover not traffic lover.	0	Scenic, Safety
179	Safety	0	Safety
180	I'd prefer the money used elsewhere. The shared use of the road would be sufficient for cycling such a short distance.	0	Prefer road
181	Less automobile conflict	0	Safety
182	Scenic. Away from traffic.	0	Scenic, Less traffic
183	I like the scenic route and it's safer.	0	Scenic, Safety
184	Safety compared to route alongside 50.	0	Safety
185	More scenic. Fewer intersections with cars making it safer. I would plan to use this route for recreation with a child	0	Scenic, Safety
186	I prefer greater separation from traffic and fewer points of conflict. I would happily accept the risk of slightly more frequent flood events to get additional safety benefits.	0	Safety
187	More scenic, fewer conflicts with automobiles	0	Scenic, Safety
188	The path isn't next to the road and has fewer crossings.	0	Less traffic, Safety
189	I like to stay away from traffic as much as possible	0	Less traffic
190	Avoid/mitigate hazards and threats from vehicle traffic along US-50 accessing local business.	0	Safety
191	I like that its more cost effective — also, being behind buildings feels more relaxing than being along road	0	Scenic, Costs Less

	Comment	Upvotes	Themes
192	Less exposure to traffic	0	Safety
193	There would be less exposure to traffic.	0	Safety
194	I would prefer to bike and walk above the river instead of along Wooster Pike / US-50.	0	Scenic
195	Less car traffic crossing the path going into the shopping center.	0	Safety
196	Alternative 1 would be most preferred due to fewer conflicts with drives/streets/automobiles traffic. This is better for everyone involved, plus construction cost appears lower and you get a more scenic location.	0	Safety, Scenic
197	Looking to be a lot safer	0	Safety
198	Safer - Wooster Pike is scary/nighttime is dangerous	0	Safety
199	Safety issues crossing US 50	0	Safety
200	I'm concerned about walk/bike parking in commercial parking lots to use trail reducing use for retail/grocery parking	0	Safety
201	I care about nature, there is already a good alternative to walk & bike, costs involved and construction traffic	0	Neither
202	The whole stretch of Wooster/50 feels very dangerous, It would be nice to have it off the road	0	Safety
203	Fewer road crossings (safer) and more scenic	0	Safety, Scenic
204	Safety concerns with alt #@ for residents exiting/entering Spring Hill	0	Concerns
205	Connects existing path and more scenic - stays off street longer	0	Scenic
206	More scenic, slightly less traffic conflicts, lower cost, wider path	0	Scenic, Safety, Costs Less, Wider
207	Safer/Scenic	0	Scenic, Safety
208	Less traffic at bottom of Spring Hill	0	Misc
209	seems easier and farther from traffic	0	Easy access, Less traffic
210	Away from traffic	0	Less traffic
211	It appears to better accommodate walkers & bikers	0	Misc
212	potential to connect potential future pathing along rail line coming from Mariemont South 80	0	Connection potential
213	Costs less, and no one will be hit by elderly Spring Hill residents at the light	0	Safety, Costs Less
214	more scenic, safer	0	Safety, Scenic
215	I like being away from traffic on US 50/Wooster Pike and also being closer to the river. also lower wst	0	Safety, Less traffic, Costs Less

	Comment	Upvotes	Themes
216	Behind Krogers - makes more sense. Alternative #@ is too dangerous & costly	0	Practical, Safety, Costs Less
217	away from traffic, more quiet, near the river(potentially more shade) hopefully more scenic	0	Less traffic, Scenic
218	Use the utility right of way, or the old thacion[?] line. Please keep everything as much as possible.	0	Suggestion
219	I prefer the one that crosses Route 50 at the Promenade or high school. I don't like the crosswalk should be a overpass for walkers, bikes. Keep everyone off Route 50 - speed issues coming down the hill or up. People will speed. Going behind Krogers is 100% the best solution. Stay off Wooster Pike.	0	
220	I prefer the one that crosses Route 50 at the Promenade or high school. I don't like the crosswalk. Should be an overpass for walkers, bikes, kids. Keep everyone off Route 50 - speed issues coming down the hill or up. People will speed. Going behind Krogers is 100% the best solution. Stay off Wooster Pike.	0	Suggestion, Concerns
221	FAR safer alternative for cyclists. (I disagree with the posterboard assessment of the path along the very heavy traffic road being low stress!!! As a cyclist, riding near those cars is VERY high stress!!!)	0	Safety, Misc
222	Primarily for safety. It presents fewer crossings with vehicles, which would be especially dangerous at parking lot entrances. Secondly, the path is wider by 2 feet, which is great. Thirdly, it would be prettier.	0	Safety, Wider, Scenic
223	[Alt 1] I live on that side of the street :). The light by the high school seems better equipped for this amount of traffic than the light by Spring Hill/Miami Run. Cost is half.	0	Safety
224	I would feel safer and prefer to enjoy the quieter/more scenic route it would provide.	0	Safety, Scenic

Question 8: Which of the two Pocahontas alternatives would you be most likely to use? Why?

The comments included below are presented exactly as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.

	Comment	Upvotes	Themes
1	Less costly.	0	Lower cost
2	Easier to cross & steep drop seems dangerous	0	Safer access, Safer

	Comment	Upvotes	Themes
3	Traveling on the S side of US 50 seems inherently safer than along a 900 ft retaining wall.	1	Less intimidating
4	I would prefer alternative 2 but not sure that over double the cost justifies missing one vehicle intersection at the east end of the promenade (which I don't think has too much traffic.	3	Misc
5	Less impact to the surrounding area. Retaining wall will be shorter in length with less impact to existing trees. Less conflict with utilities. Significantly lower cost.	4	Less impact, Shorter wall, Lower cost
6	easier to cross Rt 50	0	Safer access
7	The new sidewalk that was built on the north side, similar to alt 2, is constantly a mess of tree debris and mud. I fear a widened path and retaining wall would be little better, while also wasting the investment that was already put into rehabilitating and widening that sidewalk just a few years ago.	3	Detritus, Recent rehab
8	<p>I don't have a strong preference one way or the other with regards to the design of either Alternative. But what I really want is for CROWN to be completed as soon as possible. Doubling the cost for alternative 2 seems totally unnecessary, and the last thing I want is for this leg of the project to be delayed for funding reasons, or for this project to unnecessarily take away money that could be used on other CROWN trails. Alternative 1 is the winner.</p> <p>And Alternative 2 runs along a recently rehabilitated sidewalk - no need to touch that. It'd be nice to fixup the sidewalk on the south side of 50 by means of Alternative 1.</p>	2	Misc, High cost, Recent rehab
9	Alternative 1 is a significant savings over alternative 2.	0	Lower cost
10	Cost	0	Misc
11	On its face, Alternative 2 probably seems slightly better with the reduced conflicts, but more than doubling the cost for minimal benefit does not seem worth it, so I prefer Alternative 1. If the trail segment is popular enough, there doesn't appear to be any reason the entry/exit to Promenade could be closed off to make the two paths completely equal in number of conflicts with automobiles, and that seems to me a safer location (mid-hill while entering/exiting more of a neighborhood setting, rather than bottom of hill near car-centric infrastructure) to cross Wooster.	1	Fewer conflicts, High cost, Better access
12	Fewer conflict points with cars, more logical crossing point	0	Fewer conflicts
13	Less expensive	0	Lower cost
14	Takes a little more land but is \$3 million cheaper	0	Lower cost
15	Cheaper and closer to stores	1	Lower cost, Better access

	Comment	Upvotes	Themes
16	Alt #1 Significantly less cost and hopefully means it has a better chance of completing earlier. Downside is it has more traffic crossings which really kill the flow of bicycling and create more unsafe situations.	0	Lower cost
17	There is one additional driveway crossing out of Mariemont Promenade, but that is not heavily used. Most traffic coming out of that shopping center uses the light where Alt1 would cross over Wooster.	0	Better access
18	Fewer conflict points	0	Fewer conflicts
19	Cheaper	0	Lower cost
20	Cost. Seems easier to ride on S side	0	Lower cost, Easier
21	minimize crossing of 50	0	Safer access
22	I would look into both options, but as narrower one way paths. If I am traveling west, I would cross over to the orange route. If I am going east, I would use the green one. That is what direction the cars expect bicycles to be traveling. But the existing sidewalks could be left there and just widen them a little like 2' more if possible without doing the retaining wall part.	0	Suggestion
23	The roadway should be narrowed in this section to a road diet and the bike path should be a separated bike path on former driving lanes.	1	Prefer road
24	I agree with the comment that suggests road diet and protected on street bike lanes along 50 as preferable, which could possibly even cover the portion up the hill instead of the switchback while maintaining a similar grade.	1	Prefer road
25	Cost and safty. Both are 12" wide along US 50. Alt 1 at least has a little buffer and the needed retaining wall is only 125 ft vs. 900 ft. Safety wise crossing Wooster at the Mariemont Promenade vs. at Miami Trace actually makes more sense. Cars are going slower up there vs. 45 - 50 by they time they hit Miami Trace coming down the hill.	0	Lower cost, Safer access
26	alternative 2, putting the trail below a wall looks to be a clean-up problem.	0	Misc
27	Don't have to cross US 50.	0	Safer access
28	If the path is not on the downhill (eastbound) side of highway 50, almost no cyclists coming down 50 from the road (e.g. those not already on the connecting from the trail in town) will cross traffic to use the path going down the hill. Thus, I feel if the goal is to remove all cyclists from the road, Alt 1 would better fulfill this goal and would be more highly utilized.	2	Used more
29	lower cost and seems safer.	0	Lower cost, Safer
30	Cheaper, road crossing is next to strip mall so would make that more accessible potentially	1	Lower cost, Better access

	Comment	Upvotes	Themes
31	Allows folks to cross at a safer intersection. The intersection by McDonald is scary	1	Safer access
32	Orange. The pink is the better option and it would allow spaced crossings where the green option would force 2 crossings back to back in an L shape to get to the switch back portion of the path	0	Fewer conflicts
33	cheaper	0	Lower cost
34	It is more expensive, but will limit the automobile intersections. Appears to be safer option,	0	High cost, Fewer conflicts
35	I don't see why one would be better than other	0	Misc
36	Less vehicle intersection, less chance of falling down a hill, fewer owners and less ROW land needs	0	Fewer conflicts, Less ROW
37	Similar paths, alt 1 has significantly lower cost	0	Lower cost
38	I prefer alternative 2 because it seems safer; fewer crossings and don't have the risk of young kids accidentally biking down the hill or down the wall. However, it is significantly more expensive and I don't think the cost difference makes it worth it. So, I am saying no preference, and if there are not strong opinions I would go with the less expensive option.	0	Fewer conflicts, Higher cost
39	Both are nice, but alternative 1 is significantly cheaper, put the savings to more paths/trails.	1	Lower cost
40	cost	0	Lower cost
41	with the Ohio bike trail completing to downtown from the existing feed through Newrown, this seems redundant	0	Neither
42	easier to get to businesses. Option 2 does not provide anything that options 1 does not.	0	Better access
43	Alt 2 reduces cyclist crossing points with 50, but Alt 1 would be fine and seems less expensive and more likely to be completed earlier.	0	Fewer conflicts, Lower cost
44	Alternative 1 less expensive for a similar result.	0	Lower cost
45	Even though I would prefer alternative 2 because it has fewer conflicts with automobiles, I selected alternative 1 because of the lower cost.	0	Fewer conflicts, Lower cost
46	Lower cost	0	Lower cost
47	less costly, more scenic with ability to look over the valley from the path	0	Scenic, Lower cost
48	If cost were not a consideration, option 2 is the clear winner for me due to less turns (more natural crossing of 50) and one less vehicle traffic crossing. But, it is hard to justify the significant cost difference and I would much rather have option 1 than nothing given that is a very scary section of the road for cyclists	0	Fewer conflicts, Higher cost

	Comment	Upvotes	Themes
49	smaller retaining wall, more cost effective	0	Lower cost, Shorter wall
50	Crosses road more naturally near kroger rather than following along 50 and then crossing.	0	Misc
51	Access from our home to schools, library, other neighborhoods is more convenient and less road crossing. The land on that side of Wooster will likely need to be retained at some point anyway. Using the funds while they are available would be useful to residents in the school district in the long run. That said, Alternative 1 would be appealing IF the crossing of Wooster occurred beyond the high school driveway (closer to the library) since traffic to and from the school can be very heavy at times.	0	Fewer conflicts, Suggestion
52	I would Prefer the alt 2 with less street crossing. the money is going to be spent on something somewhere anyway so I would prefer it was spent in a way that helped my life and reduced my chances of getting run over.	0	Fewer conflicts
53	I think version 1 offers the best point for crossing 50. The crossing intersection is far less busy than the Version 2 crossing at the Kroger fuel station. A small downside of this version is the parking lot exit that will cross the path. But I think this would still be the better route.	0	Safer access
54	Too much impact to the existing area in Mariemont.	0	Neither
55	don't use this area	0	Neither
56	I would like to suggest building a higher wall at the condos to allow for the trail to move farther away from the road. I suspect some kind of fencing will be needed along the trail at the wall to prevent falls. I believe this is more reasonable than trying to create more space at the base of the hill with a taller wall on the north side.	0	Suggestion
57	Easier access to businesses on the Southside of 50. Less costly retaining wall.	0	Better access, Lower cost
58	These both seem like terrible options. Why are we wanting to our thousands of strangers right next to our high school??!!!	0	Neither
59	The uphill grade on Option 1 is slightly less steep, plus it is the less expensive option and I'd rather minimize costs to help speed approvals.	0	Lower cost
60	Same side as river.	0	Misc
61	Provides better access to businesses on South side of 50. Crossing 50 at the intersection by MHS seems safer than crossing 50 by the gas station.	0	Better access, Safer access
62	Less impact to existing traffic.	0	Less impact
63	access to businesses	0	Better access

	Comment	Upvotes	Themes
64	Alt 1 due to expense.	0	Lower cost
65	I believe traffic is traveling slower at the top of the hill where Alt. 1 crosses Rt 50. This would make the crossing safer. Alt 1 is less expensive and does not require the retaining wall which drives expense and probably also adds to construction duration.	0	Safer access, Lower cost
66	More open	0	better visibility
67	The Spring Hill side of Wooster at the traffic light already has poor visibility for Spring Hill residents. Bikers would be much easier to see on the south side of 50 between Kroger Gas and High School light.	0	better visibility
68	Less interaction with traffic and auto crossings.	0	Fewer conflicts
69	No comment	0	No comment
70	Crossing US50 at the intersection of Spring Hill and US50 is not safe as visibility coming out of Spring Hill onto US50 is significantly reduced due to the embankments on either side of the Spring Hill. Visibility issues have already caused accidents and near misses. Crossing at this intersection would be fraught with safety issues. A better alternative is to cross US50 at the Mariemont High School light or the Pocahontas intersection light would provide much better visibility and a safer environment for bikers.	0	better visibility, Safer access
71	The routes are similar. The increased cost of Alternative 2 is the only main differentiating factor.	0	Higher cost
72	Safer	0	Safer
73	Easier from a construction and cost standpoint.	0	Lower cost, Easier
74	I prefer alternative # 1 for the Pocahontas section. The existing walkway already there is in poor shape and rebuilding this to a trail would be a significant improvement to the many people that already use this area for walking, running, and biking. I do realize that a retaining wall would need to be built below the trail for 125 feet. This will likely result in the removal of existing trees and vegetation, so I think part of the project should include adding trees, shrubs, etc on the Mariemont Landing side of the new retaining wall.	0	Suggestion
75	Cost! They are both pretty similar for me as a cyclist and walker, so the only big difference I see is the cost and the potential for water/icing from the school hillside in the seond/ orange alternative. The difference in money could be used better at a different section of the bike system.	0	Lower cost
76	Not much difference between the two, so cost may be the deciding factor	0	Lower cost
77	Less driveways to cross over.	0	Fewer conflicts

	Comment	Upvotes	Themes
78	Retaining wall is expensive for option2, and increases noise reflection from the road to those on the path.	0	Higher cost, Noise concern
79	I don't love either but since this one is less money I'm going with alternative 1	0	Lower cost
80	It is a little hard to envision what this will look like. And I am not familiar with the area enough to judge.	0	Misc
81	I honestly would use either but alternative 1 seems to be smart choice simply based on cost. I bike here regularly and I am always nervous and either option would be a huge win in safety.	0	Lower cost
82	No crossings	0	Misc
83	Either side of the road is dangerous because of the heavy traffic.	0	Misc
84	The heavy traffic especially trucks on this road is dangerous to anyone that close to it on the sidewalk. There is an alternative - resclaim and restore the trolley line roadbed that runs parallel to alternative 2 but up the hill away from the road. This trolley line roadbed starts at Walton Creek and climbs gradually to Pocahontas. Parts of roadbed need restoration and 2 overpasses need to be built, but this route would be a tremendous asset and blend in with the rest of the trail. Most of all, it would be SAFE for all users, easier to walk and bike because it is a gradual slope.	0	Suggestion
85	Alternative 1 - cost and as someone who walks and runs this stretch, much safer to cross 50 at the promenade than spring hill	0	Lower cost, Safer access
86	Less impact on surrounding areas, lower cost	0	Less impact, Lower cost
87	Crossing at Mariemont Way might be safer than Spring Hill?	0	Safer access
88	Coming from Kroger's the most logical way to go would be to avoid going straight across at the light at Spring hill as traffic going east down the hill on 50 sometimes cars try to make the light and don't stop think that would be a dangerous way of going. Best to build a wall along the street go up west along the road and go across where the new driveway to the High School is today. Less confusion there. Also where the existing exit from the Promenade is now west should be blocked. The only exit and entrance into the Promenade should be at the traffic light.	0	Suggestion, Safer access
89	Far better crossing there and the wall is most definitely needed	0	Safer access
90	Far better way to get across 50	0	Safer access
91	Alternative that doesn't preclude LRT!	0	Misc
92	Both are on an extremely high angle section of US50. The biggest concern is about safety which 5' between the curb and the edge of the 14' wide section of path is much more than what	0	Safer

	Comment	Upvotes	Themes
	currently exists with the sidewalks that are currently in place for walkers and much better safety for cyclists who at the moment are sharing the road with vehicles.		
93	alt 1 is significantly cheaper. i would rather cross 50 by the high school than down by kroger, which is near the bottom of the hill, where people are more likely to speed and run red lights, making that intersection more dangerous.	0	Lower cost, Safer access
94	Alternative 1 on the Pocahontas Connection: less money / less intensive with minimal retaining wall / straight shot (a good thing for visibility reasons) if matched to preference of along route 50 (blue line) from previous selection	0	Less expensive, Less intimidating, better visibility
95	Agree with also evaluating US 50 along this route for improvements. The pedestrian crossing at Fifty West Brewery is an eyesore and clearly a hazard. Some combination of road diet, turn lanes, added medians, and bump outs likely could maintain traffic flow (at a lower speed limit), make the area more attractive and safer for everyone.	0	Suggestion
96	I have no comment.	0	No comment
97	I think it's safer to cross Wooster at the Promenade/School than at McDonalds/Kroger fuel - less traffic in & out. Also way less expensive.	0	Lower cost, Safer access
98	Cost since options are so similar	0	High cost
99	Avoid more costly retaining wall	0	High cost
100	Easier access to businesses. I wouldn't like the big wall on one side of me with traffic on the other.	0	Better access, Less intimidating
101	I like that alternate 1 is less expensive — I currently do use Alternate 2 for walking	0	Lower cost
102	1) Cost - the significantly higher cost of Alt. 2 without commensurate benefits argues strongly against it. 2) Safety - The stop light at the crossing of Wooster Pike / US-50 at Miami Run and Spring Hill Drive is frequently run by those driving down the hill from the highway's intersection at Mariemont Way. Those drivers generally appear to be speeding. The stop light is also run on occasion by those driving up the hill.	0	High cost, Safer access
103	Less street/car traffic crossings.	0	Fewer conflicts
104	I see very little difference between the 2 alternatives except cost and land impact thus preference is for Alternative 1.	0	Lower cost, land impact
105	Also looking safer	0	Safer
106	safer	0	Safer

	Comment	Upvotes	Themes
107	Pocahontas or Mariemont HS intersection would improve visibility & safety concerns	0	Safer access, better visibility
108	I already use the current alternative	0	Misc
109	Do not like Wooster w/heavy traffic, no crosswalk option near Kroger & Prom to let you know if it's safe to cross. Driver too fast & not paying attention when turning into Kroger.	0	Safer access, Misc
110	It would be the most cost effective one. Other than that, I don't have a preference	0	Lower cost
111	Come on south side of Wooster	0	Misc
112	safer	0	Safer
113	Leans toward Alt2 because it goes with the flow of traffic but it's a hill on both sides of the street	0	Misc
114	Alternative 1 is less expensive	0	Lower cost
115	slightly less traffic conflict	0	Fewer conflicts
116	Safer	0	Safer
117	less traffic	0	Less traffic
118	Cheaper - they seem about the same so to cheaper	0	Lower cost
119	same as above	0	Misc
120	*Best place to cross Wooster Pike *Anticipate addtl complications in construction for alternative 2	0	Safer access, Easier
121	costs less - not as dangerous	0	Lower cost
122	Fels like Alternative 2 because not right up against a wall.hillside Also lower wst	0	Misc
123	Again, safer & less dangerous	0	Safer
124	too close to traffic	0	Neither
125	safety coming down from Spring Hill into bikers, speeding & traffic	0	Safer access
126	seems as if they are pretty much the same. Both involve crossing Wooster Pike	0	Misc
127	As I mentioned in the above comment [Use the utility right of way or the old thacion line. Please keep everything as much as possible], keep everything as much as possible off of Rt 50.	0	Misc
128	Stay off Wooster Pile. I was on teh MPFD when I was younger. Saw many bad accidents on 50. People killed. All we need is one person (kid) hit by a car, that we don't need.	0	Neither
129	[Alt 1] The crossing point across US 50 is further from the crazy cars in and out of stores, and is not in the middle stretch of a dangerous hill - more chance of Alt. #1 being a place where car drivers might be more aware of walkers/bikers.	0	Safer access

	Comment	Upvotes	Themes
130	It would move the Wooster Pike crossing further away from the busiest portion of the shopping area - making it much safer.	0	Safer access
131	I live on that side of the street :). The light by the high school seems better equipped for this amount of traffic than the light by Spring Hill/Miami Run. Cost is less than half.	0	

Question 9: Would adding this shared-use path encourage you to walk or ride your bike in this area more often?

This was a closed-end question; no space was provided for open responses.

Question 10: Is there anything we should keep in mind as we begin to identify a preferred alternative route for each section of this project?

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	Comment	Upvotes	Themes
1	I've been hoping for these paths for a while. I don't currently ride along here due to sharing with traffic on Wooster Pike and would use both connectors regularly.	7	Is needed
2	Traffic & safety of pedestrians & bikers, future possibilities of continuing bike route behind Mariemont Crescent onto Bluff	1	Suggestion
3	Please consider adding tree canopy inside of any new or existing grass buffers	3	Tree canopy
4	As 50 West will tell you, traffic rips through this area. A beautification project with islands to slow down traffic might be considered. This looks awesome and as a cyclist, I'm very encouraged. Thanks!	5	Slow traffic, Thank you
5	How the surrounding neighborhoods will access the trail should always be considered and planned for.	3	Neighborhood links
6	I'm not a fan of the switchbacks behind the library. I'd rather see a straighter path follow Wooster all the way up the hill to Pocahontas.	11	Switchbacks, Street crossings

	Comment	Upvotes	Themes
	The street crossings are also important in that they should not be treated like simple pedestrian crossings. The geometry doesn't usually work for cyclists if they're transitioning from street to path, the beg button to change the signal is usually hard to reach from a bike, and gates/chicanes to try to slow down cyclists, pedestrians, scooters, and wheelchair users will only discourage use. This is all magnified when the intersection is on a slope. Generous open waiting areas, easy triggering of traffic signals (perhaps even induction detector loops or beam sensors), and priority signal phasing are paramount.		
7	I would like to see switchbacks for uphill traffic ONLY and straight for downhill use. Spot on with signal triggering!	1	Switchbacks, Street crossings
8	Great idea --- "Generous open waiting areas, easy triggering of traffic signals (perhaps even induction detector loops or beam sensors), and priority signal phasing are paramount."	0	Street crossings
9	<p>Make it happen as soon as possible. I ride my bike through this area on the N side sidewalk (road is too unsafe) and feel like a second class citizen.</p> <p>I'm surprised that the timeline is so long. 2027? Certainly this project can't take 5 years! I know I don't understand everything that goes into making this happen, and the project includes a bridge and a retaining wall - structures you can't just throw together. I just hope you pursue every means for speed.</p> <p>I'll echo other's comments about the need for a tree canopy & other landscaping. But that's near the end of the project, and something the community can pitch in to complete.</p>	8	Build soon
10	Completion ASAP will be a huge asset to the community. I used to live just north of this area and if this path were in place then, I would have ridden it regularly, but the hill plus traffic up/down Wooster was too much of a barrier. I would occasionally take the plunge and still do, but couldn't convince less confident riders to join me with the current status.	3	Build soon
11	Five years to do this project is absolutely absurd. If it takes that long to build a half mile of bike path, then we have absolutely no hope of averting climate change	5	Build soon
12	Several additional Light Individual Transport (LIT) methods in use these days including e-assist and unassisted scooters, skates/boards, wheelchairs, etc.	1	Street crossings
13	If bridges can be built it would be a huge asset to the trail. I've seen many other places across the country add bridges over roads. Obviously an added cost so maybe it could be completed at a later date but bridges make it flow better and much safer.	3	Bridges

	Comment	Upvotes	Themes
14	Shared use paths are dangerous, I'm sad that this is the only alternative to putting bike riders in danger that the city is willing to invest in.	0	Misc Comment
15	This will be widely used and much safer than the path on the street. I often see drivers use the bike lane to turn right at Walton Creek Rd towards PNC Bank	0	Misc Comment
16	Get it done!	1	Build soon
17	I would prioritize the Spring Hill Connection and crossway safety improvements. And while I know projects take time to get going, it seems like this should get done before 2026.	1	Street crossings, Build soon, Suggestion
18	Columbia Parkway in this section has speeding issues and a road diet from Pocahontas to the Newtown Bridge would make it more comfortable to the bicyclist and pedestrians as the traffic would slow down. The operation of the roadway may be slower, but there are other crossings at Spring Street and Walton Creek Road that would also benefit from a slower travel speed as pedestrians cross there as well. The excess pavement could be used for the bike lane. The crossing of Columbia Parkway should be at the signalized intersection that already has pedestrian features. The road diet is less costly than building a retaining wall along a hillside that has a known history of landslides. Building retaining walls is just asking for trouble.	5	Road diet, Slow traffic
19	This stretch of road is massively overbuilt to accommodate fast movement of cars for a couple of brief "rush hour" windows on weekdays. Safe movement of people outside of cars should be prioritized over fast movement of cars. A road diet could open up space for on-street protected bicycle facilities and tree lawns and would improve safety for all users.	4	Ped safety, Road diet
20	Safety crossing Wooster pike should be enhanced. Just putting up signs / flashing lights will not be enough. Islands, narrowing of lanes, warning grooves to slow down should be considered. Also connecting this trail to the Murray Trail and the Murray Trail to the Wasson Trail really have to be thought through next.	3	Street crossings, Bike connections
21	Observe how badly the bike/pedestrian crosswalk signals work at the Milford Trailhead. Because the Button inserts the crossing signal at only one place in the entire cycle, pedestrians/bikes have to wait so long that they and vehicle traffic ignore the crosswalk lights. Also, the Vehicles get no visual clue that the crosswalk signal is turned on.	3	Street crossings
22	Keep in mind that the hill climb is a little difficult so some riders will have to walk their bike up the hill.	0	Steep
23	no	0	No comment
24	I prefer switchbacks behind library rather than following Wooster because it's safer. The more bicyclists are kept away from traffic, the better	0	Switchback, Separate
25	I'd like to see these trails completed sooner	3	Build soon

	Comment	Upvotes	Themes
26	Kids' safety. This neighborhood consists largely of families and safety should be the first priority. And also what can we do to have this built quickly? 5 years of lane closures sounds unnecessary.	0	Safety, Local needs, Build soon
27	this wont be a popularly used trail by many, the elevation change (westbound hill) is the big deterrent	0	Steep
28	This proposal requires too many rt 50 crossings, the drunk crossing at 50west is bad enough for traffic as it is	1	Misc Comment
29	in the section with the switchback, add steps for those of on foot who want a shorter walk.	1	Add steps
30	Safety for younger riders	0	Safety
31	This is great work, and very, very important! I've been hoping to see this for years! I hope you will proceed as quickly as you can.	2	Build soon, Is needed
32	This is a much needed and appreciated addition to the community! I am very excited to see this area become more bike and pedestrian friendly! I do agree with others though about concerns about making some of the turns and crossings (esp. 50) more bike friendly especially given how fast and wide this section of 50 is	1	Is needed, Street crossings
33		0	No comment
34	Since it is the residents of Columbia Township and surrounding communities that would be using this path on a daily or weekly basis, I think it's important to respect their needs for safety and usability. With more non-residents accessing the area near our school, I hope the safety of the students is a top priority.	0	Local needs, Safety
35	Mariemont was created as a planned community and was meant to encourage healthy living with walking connected areas. When making a decision we should not focus on poor choices and money wasted in the past but focus on the future generations of people who will live here. The Kroger area was specifically not integrated into the community and has created an urban sprawl area with no place for pedestrians. We have shot our selves in the foot with no room to expand. This path is a bandaid fix to a poorly planned shopping area.	1	Misc Comment
36	The switchbacks should be for uphill use only with a second straight path for the downhill. Downhill switchbacks on a very narrow path are dangerous to traffic coming up the switchbacks and don't even work well for riders going downhill.	1	Switchbacks
37	Excellent survey! Props to whoever built the functionality of this survey.	2	Liked survey
38	Yes, agree. The online user survey is very user friendly!	0	Liked survey
39	Keep the path away from the high school.	0	Safety
40	no	0	No comment

	Comment	Upvotes	Themes
41	Prioritize cyclists & pedestrians at crossings. We need to make cars stop for them, not the other way around.	2	Street crossings
42	Determine the safest crossing at any signalized intersection - it is generally on the right side of any major side street. Consider a signal phase that could allow the left turn from the site while the bikes are moving, with all right turn traffic stopped. Ensure proper lane use on the side street and NTOR for any trail crossing the side street.	0	Street crossings
43	I would recommend partnering with the Mariemont Branch library as far as engaging with the community and promoting the plan to the public.	1	Suggestion
44	Making sure signals are prioritized and very visible to cars, not just a painted crosswalk	1	Street crossings
45	the duration of this project seems silly. this could a 24 month project.	0	Build soon
46	Why are we steering the bike trail to the high school? Seems unsafe to have so many strangers loitering around	0	Student safety
47		0	No comment
48	The bike lane on Wooster heading east should be kept in addition to this project. It's easy to get going too fast for a shared use path when biking down the hill on Wooster	2	Bike lane
49	Timeline should be sped up. We need safer roads	0	Build soon
50	It looks like the Pocahontas Connection route assumes that the Hiawatha Avenue/Murray Avenue route will be selected for the Mariemont Connector. Nothing has been decided for the Mariemont Connector. Will the Pocahontas Connection be modified if a different Mariemont Connector route is selected?	0	Bike connections
51	If the Mariemont bike path connection to the Fairfax bike path is not completed in a similar time frame, this project will have little impact. Until it is connected to Wasson Way via the Fairfax path, the Columbia Connector essentially goes nowhere.	0	Bike connections
52	Keep in mind the reality that these paths are high-speed race tracks for the biker crowd. One of these days, if it hasn't happened already, some walker is going to get run over. If there are speed restrictions, the bikers may go back to the streets to battle with the cars.	0	Speed limits
53	Can we address the issue with the CROWN path, where it intersects with the 6-way stop at Murray Ave? It's currently very tricky to cross to continue on to Murray. How will this be addressed when the paths are connected? The 6-way stop is a traffic nightmare, even without pedestrians crossing.	0	Bike connections
54	Garbage can and bench placement would be nice	0	Amenities

	Comment	Upvotes	Themes
55	Add garbage cans and benches	0	Amenities
56	Very excited to see this project come to fruition!	0	Is needed
57	I love the idea of this new trail regardless of which options get chosen! My main concern is the trail crossing near the entrance of Mariemont Landing. I have 2 primary concerns. First is the auto traffic that use this area so please ensure everything possible is done to minimize risk of accidents and pedestrian injury. My second concern is the existing erosion issues in this Mariemont Landing front entrance area. The trail will pass close enough to the drainage area that is overdue for repair and currently has a steep drop off.	0	Ped safety, Erosion
58	Please make decisions that allow it to be used year round....ice, rain, snow, etc. Will it be cleared regularly and who will have responsibility for that? Fairfax does a overall great job maintaining their section of Murray Trail...neat and trash free, but they don't clear a path when it snows. We ride when it snows, which then packs it down to ice. So some days we end up on Murray Road in the winter. How will all that work on the proposed sections?	0	Maintenance
59	Emphasize separation from traffic as much as possible. I have seen a number of cyclists hit in this area.	0	Separate
60	improve safety by separating cars and trucks from bicycles and pedestrians.	0	Separate
61	safety for the riders/walkers---wooster is a very very busy street	0	Ped safety
62	I see that people comment on choosing one alternative over another for cost purposes and using the savings to add more trails elsewhere. As much as I want to save money and have more trails, I caution against that type of mentality because once a choice has been made, we will live with it for years to come. It is best to choose the alternative that will be enduring and meet our vision of why we need these trails instead of saving money. I am all for scenic bike trails but we can't overlook the need to view cycling as functional. We want people to ride to work and play. Being connected to the bus lines is critical for a long term vision of what cycling will be in our city as well as connecting bikes to businesses and shopping. Cycling can and should replace car driving for many city dwellers. Bikes and cars will have to coexist. We keep wanting to keep them as separate as possible. How can we make that happen?	1	Bus connections
63	This connection is so important and a huge step in completing the loop. I bike often and dread this route on US50 even though it is quite short. If the funding is there for option 1 then we should get the ball rolling!	0	Build soon
64	Serious investigate my suggestion of using the trolly railbed. It would be a cheaper alternative and safer for the users.	0	Trolley

	Comment	Upvotes	Themes
65	I walked the route today along Murray at the High School down the duke power line route past the library. There is room to put a path there. I know it is hard to work with Duke and the cost to move a pole is like \$200K per each pole but only need to move 2 of them. Mariemont residents don't want any part of going that way but then again after the last meeting	0	Misc Comment
66	I walked the murray path today and it was cold. So I went down the duke power lines behind the library there is room to put a path there. I know working with Duke is hard and it may not work but two power poles will need to be removed for a cost of \$200K each, I already asked that question in a meeting. I know after the last meeting Mariemont residents don't want the path going that way or any way according to a few of them the old ones who don't want change but this could be a possibility if Duke would approve	0	Misc Comment
67	Do not preclude future mass transit options.	0	Future needs
68	Please consider the clearest path between the Wasson Way trail and the Little Miami Scenic trail. The unused railroad section next to Mariemont Landing, and stretches as the overpass, over US50 going West, would provide for additional safety and greater ability for travel via cycling or running for those who want a greener alternative to commuting.	0	Future needs
69	rollerbladers. think twice before adding rumble strips or blind turns. rollerbladers are not speed demons on hills. bikers more apt to be. and also Mother Nature. what looks like a nothing little section of quiet solitude prime for human enjoyment is a restricted thin corridor for natural life to navigate our ongoing lust for more more more. the river is right next to this proposal! very close	0	Misc Comment
70	No comment	0	No comment
71	Really excited to see this project get done.	0	Is needed
72	There is currently no crosswalk/crossing light on the south side of Wooster at the Promenade. Too bad this wasn't added when that intersection was reconfigured. Crossing the drive into the Promenade is dangerous, drivers pay no attention to pedestrians. I hope this can be part of the plan.	0	Suggestion
73	Please add detectors to change the traffic signal phase when trail users are approaching.	0	Street crossings
74	I currently bike in the area. I am excited for these upgrades because riding up-hill on 50W feels very dangerous certain times of day. This past year I've been riding Wasson Way even though I prefer the Little Miami Trail because the riding on 50 feels uninviting.	0	Is needed
75	Safety and cost should guide the route selection.	0	Safety, Cost
76	Just that very anxious to have this up and running ASAP	0	Build soon

	Comment	Upvotes	Themes
77	Please make dog friendly!	0	Suggestion
78	Erosion issues on hill by promenade and Miami Run need considered	0	Suggestion
79	Separation of uses - bike/walking from commercial property & this from traffic	0	Separate
80	Please don't go with alternative #1 or #2	0	Misc Comment
81	Wooster - more than grass as a buffer between road & sidewalk	0	Suggestion
82	Safety!!!!	0	Safety
83	Pedestrian and bicyclist safety should be high priority	0	Safety
84	safer crossing Wooster! Long Light!	0	Safety, Suggestion
85	Too many cars pulling in and out of Spring Hill with too many traffic stops	0	Misc Comment
86	How scary it is to currently bike/walk along RT 50	0	Misc Comment
87	pls, pls make it so walkers are treated equally on these paths. As it is now, bikers demonstrate dominance and act like it's their privilege only	0	Suggestion
88	Safety, cost	0	Safety
89	all routes suffer from a on grade crossing of Wooster Pike. There should be a bridge or underpass of the options go across at light at McDonalds	0	Bridges
90	My personal opinion is the farther away from US 50/Wooster Pk, the better from a safety standpoint. I have ridden my bike on Wooster Pike and do not feel safe with cars whipping by	0	Safety
91	Safety of bikers & cars, The intersection at Spring Hill already is dangerous w/out adding bikers	0	Safety
92	As a cyclist, a dogwalker on the trail, safety & interaction with vehicle traffic is a big consideration	0	Safety
93	Safety, Rt-50. But the part behind the business district is correct.	0	Safety
94	Bridge of some type over route 50. Yes it will be more expensive but much safer.	0	Bridges
95	Stay off Wooster Pike. I was on the MPFD when I was younger. Saw may bad accidents on 50; people killed. All we need is one person (kid) hit by a car. That we don't need.	0	Safety
96	Currently, due to the inherent danger to cyclists in riding along/near US 50, we always put our bikes in the car and drive to a parking lot along the bike trail to ride. The Alt 1 connector would allow us to more comfortably and safely leave the car at home and just ride to the path.	0	Safety
97	There is an opportunity to expand the network of safe (away from vehicular traffic) paths. Spring Hill #1 and Pocahontas #1 fit that criteria better.	0	Safety

	Comment	Upvotes	Themes
98	One gentleman here brought up the point of an overpass over the road. Would like to see cost analysis of something like this to limit pedestrian traffic/potential accidents crossing Wooster Rd and make more accessible for those using the path.	0	Bridges

Question 11: Please use this space to share any additional comments.

The comments included below are presented exactly as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.

	Comment	Upvotes	Tags
1	The only way to ease traffic congestion is to encourage mode shift. Any capacity improvements will just result in more trips by auto, removing any congestion relief.	2	Alt modes
2	Any plans that widen or add vehicle lanes, increase speeds, or "improve" intersections only encourage more traffic and reckless driving. Only shifting to non-driving modes and implementing better land-use planning will reduce traffic.	5	Don't widen roads
3	We must continue making biking and walking viable modes of transportation. Other than frequent transit -- for which the Eastern Corridor is without -- the only way to prevent congestion from worsening is with walking and biking. Every car trip adds to congestion, even quick trips up the street.	1	Viable alternative
4	No more widening lanes to increase the max speed if traffic.	10	Don't widen roads
5	Stop making roads wider. Start adding more dedicated bike lanes asap	11	Don't widen roads
6	Do more, complete the 2012 bike plan.	0	Connect system
7	I would prioritize connecting the Ohio River Trail to finish the Oasis Rail Transit part first all the way to downtown. Even if the path has to be built through the woods south of US50, that would be what I would get done first.	6	Priorities
8	You keep describing these projects as if they are separate trails. What we need is one connected trail that connects downtown Cincinnati to the rest of the World. I can ride my bicycle on dedicated trails all the way from Clermont County to Xenia, and from there to Dayton. Please look at the trail system in and around Dayton to see what is possible. It is embarrassing that I can ride from Milford to Dayton on trails, but not to Cincinnati. The Beechmont Connector is an	1	Connect system

	Comment	Upvotes	Tags
	excellent addition, and was money well spent. We need to complete the job to Cincinnati. The synergy comes when there is a continuous park-like trail connecting Cincinnati to the Little Miami State Park bike trail.		
9	Roads are too wide. Need more alternatives	0	Misc
10	More connected and safe bike trails their are, the more people who prefer biking to driving will move to this area, the healthier and happier everyone will be!	1	Excited
11	this does not pan out in actuality, most cyclists detest the existing paths due to the slower wider multi-use pedestrians impeding thier rides, so they stick to the streets causing the same for the motorized traffic, ironic	0	Misc
12	Reduce heavy and commercial traffic through Mariemont. During rush hour, the bike paths are unsafe.	1	Reduce trucks
13	Thank you for seeking public opinion. I agree with some comments below overall route 50 could be more pedestrian/biking friendly. Our elementary school and peoples' homes are located along this road, and all to-often people dangerously speed through them. (Side note: This is especially true with the Porsche dealership nearby and people going for test drives.) We LOVE the little Miami bike trail as a family, but the hardest part is getting there - at the moment we are not comfortable biking along route 50 so we must put on bike racks and fit the bikes in our car, and often doesn't end up happening with all of the logistics. Also, I would hope this could encourage more walking generally to the businesses. We would love to walk from Mariemont to the businesses along 50. We are members of LA fitness and it seems silly to drive, but we do. We attend Dance Coalition and it would be so nice to bike or walk there. My dad would walk to Ace Hardware daily with a nicer walking trail. And we could walk to Kroger for some light grocery shopping. I think overall this would help improve health and wellbeing of the communities and the businesses.	0	Viable alternative
14	This is a wonderful enhancement to pedestrian and cyclist safety in this area! This is very important work. I hope you will proceed as quickly as you can.	0	Build soon, Excited
15	Please consider reducing the number of traffic lanes in this area regardless of which shared use route is decided. The speeding and the many large trucks driving through makes this area dangerous and uncomfortable for all types of commuters. When assessing this project for safety, the road and the current traffic should be heavily considered.	0	Don't widen roads
16	Keep up the good work! And also figure out a way to connect Anderson "up the hill" to the network.	0	Connect system

	Comment	Upvotes	Tags
17	Let's proceed as quickly as possible! the existing expansion of the murray bike path is well-used	1	Build soon
18	I would wonder if the study captures the "work from home" changes in commuting since covid. My company is cutting office spaces in Half due to people working from home. I personally do not commute anymore and the company owners are looking to divest in office space.	1	Question
19	I commute on Wasson Way/The Murray Path to work at the library, but many people who work from home still use the trail for recreational purposes, even if only on weekends.	2	Misc
20	Please widen Wooster Road (and include bike lanes) leading to Armleder Park to enhance accessibility to that vital trailhead.	1	Widen Wooster
21	I am happy to see connections and extensions to existing trails.	0	Excited
22	Like the new Beechmont Connector, this will help revolutionize pedestrian, bicycle, as well as skateboard/scooter travel on the East Side!	1	Excited
23		0	No comment
24	I already use US50 to get to the LMST in Newtown. Although I wouldn't use it more often, I would definitely safer.	0	Viable alternative
25	NO more road widening-it only increases speed.	1	Don't widen roads
26	We need safer roads and more options for pedestrains/cyclists now, not 4 years from now.	1	Build soon
27	I am 100% support moving forward with this project as quickly as possible. This a great way to improve the quality life for residents, visitors and people passing through our community!	1	Build soon
28	None at this time other than Mariemont council should put on add a resolution to be put on the record are they for extending the path or against extending not the route or for or against extending the path.	0	Need council resolution
29	Do not preclude future LRT options.	0	Viable alternative
30	<p>Stop making automobiles the main mode of transportation. Poor people who can't afford cars/insurance/gas cannot get to their appointments/jobs as it is: just ask Wheels or ChangingGears (non-profits that KNOW this problem because they work to resolve this problem).</p> <p>Offer more green alternative paths! Work more on shared use (bike/walk/run) paths! Make efforts to design travel around the city to REDUCE our city's carbon footprint.</p> <p>I'd rather have the city spend more money on buses that are all electric. If you have to pour more concrete, do it in a way that we're reducing our carbon footprint (paths for bike/walk/run), not increasing our carbon footprint or facilitating a future increase of our carbon footprint.</p>	0	Viable alternative

	Comment	Upvotes	Tags
31	I live in 45227 and work in 45206 — with these improvements I would definitely bike commute through here more often; and I really enjoy dining options in Mariemont and I would frequent those restaurants more frequently.	0	Viable alternative
32	# One alternative is clearly safer	0	Misc
33	It's a very exciting project for our community that I know my neighbors are excited about!	0	Excited
34	Cincinnati has plenty of options to walk /ride bikes safely. This would damage nature and be very costly	0	Not needed
35	Walkway bridge over Wooster - I'm sure it's costly	0	Ped Bridge
36	I hope there will be path access to businesses like Kroger and the shopping center. It will keep safe access to groceries for people who don't have cars.	0	Access to Kroger
37	All alternatives better than riding on Wooster	0	Misc
38	Make sure that you replace trees that are removed or damaged by the project	0	Replace trees
39	I look forward to the project being completed.	0	Excited
40	see above	0	Bridge
41	I really like the side by side comparisons you set up. It made it easier to compare	0	Misc
42	too much traffic & blind spots by Kroger entrance	0	Concerns
43	we are excited to see the growth & extension of the Little Miami trail. recently to Lunken/Armleder & beyond and now this upcoming development!	0	Excited
44	Please use the old traction line. These walls they are planning will cause major problems. Remember the problems that Mariemont Promenade had and condo's at the bottom of the hill.	0	Concerns, Suggestion, Traction line
45	Bridge of some type over Route 50. Yes it will be expensive but much safer.	0	Ped Bridge
46	Bridge of some type over Route 50. Yes it will be more expensive but much safer.	0	
47	Please proceed and build as soon as possible!! I disagree with the assessment that Spring Hill Alternative #2 is low stress. Crossing so many vehicle in/out paths would be very high stress and dangerous dealing with distracted drivers.	0	Build soon
48	One gentleman here brought up the point of an overpass over the road - would like to see cost analysis of something like this to limit pedestrian/potential accidents crossing Wooster Pike and make more accessible for those using the path.	0	Bridge

Question 12: If you would like to stay up-to-date on our progress, please enter your email address below. We will send updates by email as they become available.

Sixty-nine people provided their email address. The list of addresses is not included in this report to protect respondents' privacy but has been recorded and shared with ODOT.

Question 13: How did you hear about this Open House? Responses received for "Other."

	Comment	Upvotes
1	WVXU article	0
2	Google News	0
3	UrbanOhio.com	0
4	Online search	0

Appendix C: Comments Received

Email Correspondence

Email Correspondence with S. Sabo

From: Sabo Family <sabos5@yahoo.com>
Sent: Sunday, November 13, 2022 4:18 PM
To: Otten, Stephanie <Stephanie.Otten@dot.ohio.gov>
Subject: Columbia Connector

Dear Ms. Otten

I regret missing the November 3 meeting because I have a serious alternative to the two routes paralleling the hill on Rt 50. Are you aware that there is an abandoned trolley roadbed paralleling 50 to the north. It starts at Walton Creek Rd and ends at the Mariemont HS driveway. It shows as a faint line on your photo map. You are making a serious mistake if you don't investigate this alternative. I have left comments on your meeting questionnaire. I have lived in this neighborhood for 69 years and would be happy to walk the ground with one of your associates.

Syd Sabo
513-607-0189

From: Stephanie.Otten@dot.ohio.gov <Stephanie.Otten@dot.ohio.gov>
Sent: Monday, November 14, 2022 8:00 AM
To: Sabo Family <sabos5@yahoo.com>
Subject: RE: Columbia Connector (HAM114496)

Good Morning Syd,

When scoping the project, we discussed adding an alternative that would follow the old trolley roadbed on the hill north of Wooster Pike between Warrior Way and Spring Hill. Duke Energy has a high-powered transition line running through the trolley bed. Duke does not allow paths to run alongside their transmission lines. Additionally, when shared use paths are on their own alignment, not paralleling a roadway, they are required to have a 5% maximum grade. Meeting this maximum grade for the path would be challenging in the Spring Hill Drive area as there is significant elevation change. For these reasons, this alternative was eliminated early on.

I appreciate your feedback on this project. At the end of the comment period we will read through all comments that were submitted and provide a response.

Stephanie Otten, P.E.

Senior Project Manager

ODOT District 8

505 South S.R. 741 Lebanon, Ohio 45036

513.933.6584

transportation.ohio.gov



From: Sabo Family <sabos5@yahoo.com>
Sent: Monday, November 14, 2022 9:17 AM
To: Otten, Stephanie <Stephanie.Otten@dot.ohio.gov>
Subject: Re: Columbia Connector (HAM114496)

Stephanie

Thank you for your response. I wonder how they got permission to build the Murray bike path since it runs through the high-powered transmission line corridor for a mile?

Also what is the grade of the hill on Rt 50. It seems to be to be steep. Bicyclists have a problem getting up it.

Thank you

Syd

From: Stephanie.Otten@dot.ohio.gov <Stephanie.Otten@dot.ohio.gov>
Sent: Thursday, January 5, 2023 2:57 PM
To: Sabo Family <sabos5@yahoo.com>
Subject: RE: Columbia Connector (HAM114496)

Good Afternoon Syd,

It looks like I never closed the loop on this email chain. We will soon be posting a memo to the [project website](#) which provides an analysis of the traction line corridor. See the Documents section to view the memo.

I spoke with the Village of Fairfax Administrator who explained that the property where the Murry Path is currently was once owned and maintained by Duke. Duke offered the property to the Village to alleviate their maintenance responsibility. A path was constructed which was negotiated as part of the land transfer. Duke later upgraded their overhead electric lines after the path was constructed. The Murry Path is essentially grandfathered in due to the manner and order in which infrastructure was constructed. We have reached out directly to Duke to ask if the 25' offset requirement could be reduced for the Columbia Connector, and we were told that wouldn't be acceptable.

The existing grade on US 50 is about 5%.

Stephanie Otten, P.E.

Senior Project Manager

ODOT District 8

505 South S.R. 741 Lebanon, Ohio 45036

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Email Correspondence with M. Ayer

From: Matt Ayer <matt@ayerquality.com>

Sent: Monday, November 28, 2022 12:07 PM

To: Benjamin Helmes <bhelmes@greatparks.org>; Otten, Stephanie <Stephanie.Otten@dot.ohio.gov>; 'Melissa Taylor' <Melissa@columbiatwp.org>

Subject: RE: Great Parks of Hamilton County - Columbia Connector (CC)

Importance: High

Hi Ben & Stephanie and Melissa,

I chatted briefly with Ben and Stephanie by phone recently, and as a follow-up,

There are a few long-time (60+ years each) area residents who attended the Mariemont Elementary Open House and asked questions about the CC Project.

Their questions centered on how and why the trolley line route was eliminated from consideration when ODOT selected Alternatives 1 and 2, and why the environmental study area did not go further east than shown on the map on the N side of Wooster.

They did not feel that they received satisfactory answers.... They were told (I am getting this second hand) "Duke objected" and "there's not room" and "poles would need to be relocated" and "the grade at Spring Hill Dr is too great."

They have since walked this route a couple times, taken pics and notes, and (not as civil engineers, planners, geologists, etc) have developed a pretty simple concept of how this would be a preferred route safety-wise and a superior trail experience, and that, from their perspective, addresses the reasons they were given. They would like a detailed explanation including a cost estimate to compare to the Alternatives 1 and 2, and/or specifically why this route may be just not feasible for other reasons.

I know these residents... they were not part of the early planning meetings for the CC... but they are rational and reasonable people...

I wonder if it would be possible for ODOT or STANTEC to walk them through the technical reasons this alternative was ruled out. I'd be happy to help facilitate a meeting... I think it would be a time effective way to work through this. It could be on the route itself, or perhaps via TEAMS or Zoom. Perhaps we could answer their questions prior to the comment period ending on December 2. Please let me know if this would be possible, thanks!

Matt

Matthew Ayer
3908 Pocahontas Av
513-335-0059

From: Stephanie Otten <Stephanie.Otten@dot.ohio.gov>

Sent: Wednesday, November 30, 2022 12:29 PM

To: Matt Ayer <matt@ayerquality.com>

Cc: Benjamin Helmes <bhelmes@greatparks.org>; 'Melissa Taylor' <Melissa@columbiatwp.org>

Subject: RE: Great Parks of Hamilton County - Columbia Connector (CC) (HAM)

Good Afternoon Matt,

I'm going to have Stantec take a final look at the old trolley line corridor with the Duke transmission line. We'll need a few weeks to gather more detail before we are ready to release a response to this comment. Thank you for sharing the feedback. I'll be in touch soon.

Stephanie Otten, P.E.

Senior Project Manager

ODOT District 8

505 South S.R. 741 Lebanon, Ohio 45036

513.933.6584

transportation.ohio.gov



From: Stephanie.Otten@dot.ohio.gov <Stephanie.Otten@dot.ohio.gov>
Sent: Thursday, January 5, 2023 3:03 PM
To: Matt Ayer <matt@ayerquality.com>
Cc: Benjamin Helmes <bhelmes@greatparks.org>; 'Melissa Taylor' <Melissa@columbiatwp.org>
Subject: RE: Great Parks of Hamilton County - Columbia Connector (CC) (HAM114496)

Hello Matt,

I want to let you know that we have posted a memo analyzing the trolley line corridor to the [project website](#). This can be found under the Documents section. We are finalizing our responses to all other public comments and plan on posting these to the project website next week.

Stephanie Otten, P.E.

Senior Project Manager

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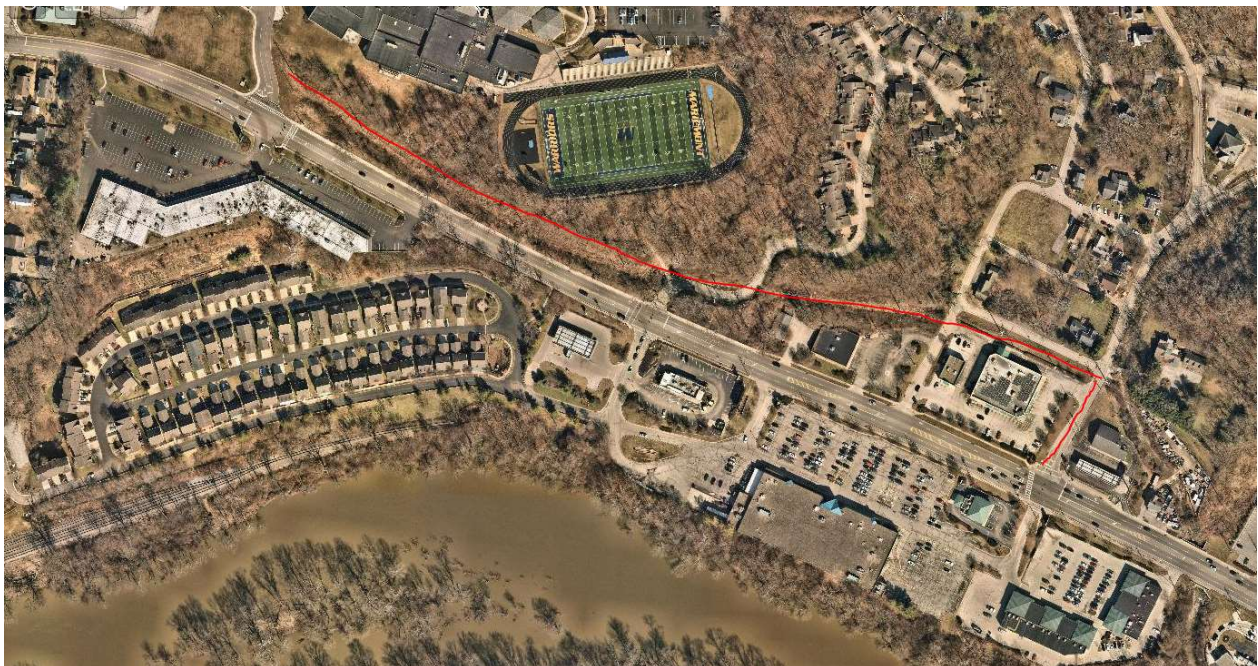
Appendix C: Comments Received

Traction Line Alignment Alternative Tech Memo

To:	Stephanie Otten, PE ODOT, District 8	From:	Paul Durham, PE Stantec Consulting Services, Inc.
Project/File:	Columbia Connector (PID 114496)	Date:	January 4, 2023

Reference: Traction Line Alignment Alternative

On 11/29/2022 ODOT requested that Stantec study an alignment for the Columbia Connector that would follow the old Traction Line as indicated in red in the image below.



This request was made so that the project team could appropriately respond to several comments received from during the public comment period.

The following is a summary of the results of our study:

1 Site Visit:

Stantec visited the site on 12/6/2022 to walk the site, take photos, and measure some existing slopes.

Reference: Traction Line Alignment Alternative



Photo 1: Traction Line Alignment Bench (Looking West)



Photo 2: Traction Line Alignment Bench (Looking East)

Reference: Traction Line Alignment Alternative



Photo 3: Potentially Jurisdictional Wetland (Looking West)



Photo 4: Erosion Issues and Steep Slopes Below Mariemont High School Track/Football Stadium (Looking East)

Reference: Traction Line Alignment Alternative



Photo 5: Existing Erosion Control Measures (Looking West)



Photo 6: Old Concrete Driveway off of Spring Hill Dr. (Looking West)

Reference: Traction Line Alignment Alternative

2 Coordination with Duke Energy:

ODOT staff reached out to Duke Energy to determine the permissibility of constructing a shared-use path along the Traction Line Bench and electric transmission lines.

- Duke Energy generally requires a 25' offset from their equipment. (As noted in the Electric Transmission Right of Way Requirements for Shared-Use Paths/Trails document attached at the end of this memo.)
- ODOT asked for a deviation from Duke's general guidelines on this point, noting that the nearby Murray Path is closer than 25' to the same Duke transmission line.
- Duke will not allow this shared-use path to be closer than 25'. Email documentation is attached at the end of this memo.

3 Engineering Study:

Stantec used the above information, as well as publicly available terrain information, to develop a concept of a trail alignment along the Traction Line.

Horizontal Alignment:

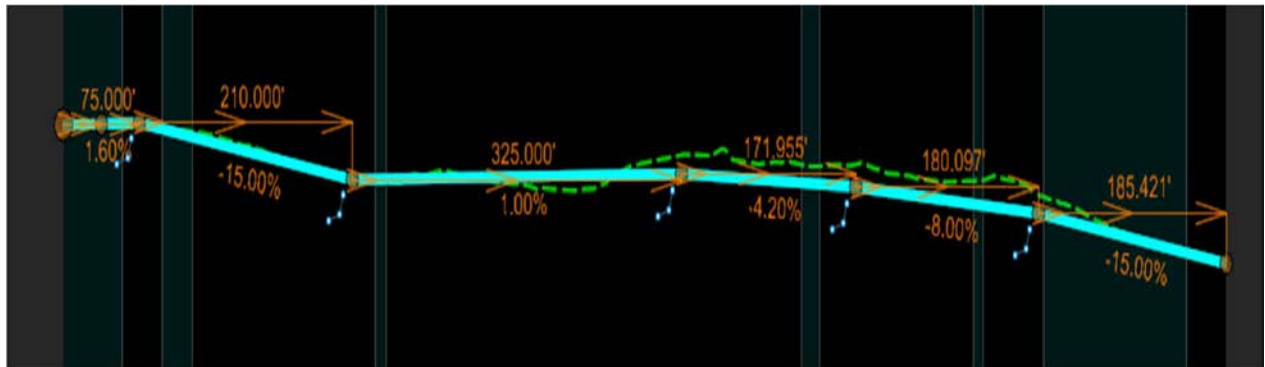
- The alignment was placed 25' away from all Duke Energy transmission pole equipment. This alignment was drawn to the north of the transmission line because a quick analysis showed the north alignment to be more feasible than an alignment between US 50 and the electric transmission line.
- The proposed alignment ends at Spring Hill Drive because of grade challenges to the east of Spring Hill Drive. These are further discussed in the vertical alignment section below.



Reference: Traction Line Alignment Alternative

Vertical Profile:

- A vertical profile was designed to minimize impacts to the existing hillside and to maintain American Disabilities Act (ADA) compliance to the maximum extent possible.
- The existing profile along the utility bench ranges from 5% to 8%. The existing profile coming down to Spring Hill Drive from the utility bench ranges from 7% to 15%.
- A conceptual vertical profile for the Traction Line Alignment is shown below. Note that this profile is 25' to the north of the electric transmission towers and does not represent the profile along the utility bench.

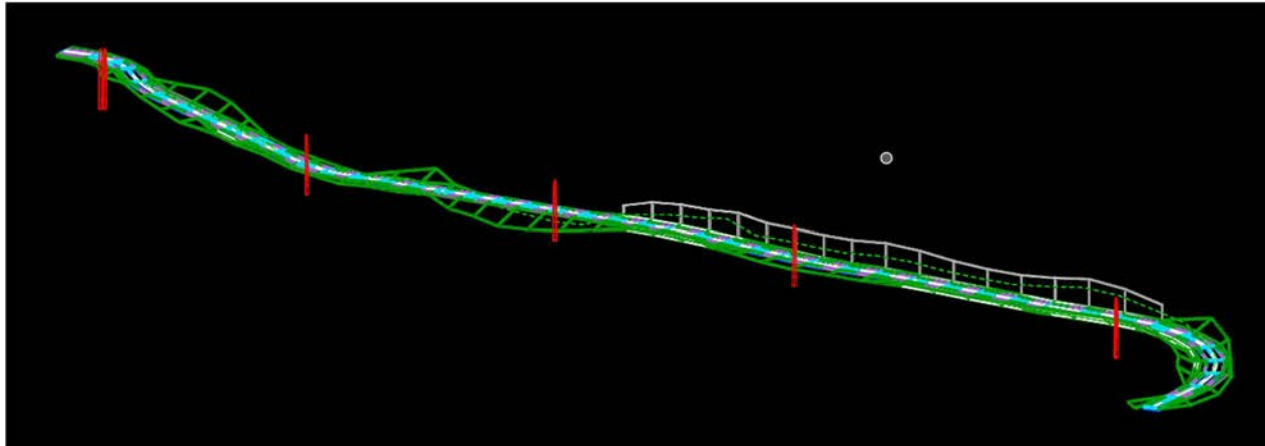


- ADA standards require a 5% maximum running slope. This is outlined in ODOT's *Multimodal Design Guide*, Section 5.3.6. Note that shared-use paths immediately adjacent to roadways can have a running slope greater than 5%, but no more than the adjacent roadway grade.
- The existing elevation difference between the west end of this alignment and the east end of this alignment divided by the length is approximately 6.5%.
- Regarding the grade challenges east of Spring Hill Dr: The existing elevation difference from Spring Hill Drive to Spring St divided between the length between these two points creates a slope greater than allowable to meet ADA guidelines. Constructing a bridge over Spring Street would not solve these grade challenges, it would simply push them farther east.

Reference: Traction Line Alignment Alternative

Modeling:

- A three-dimensional model was developed for the Traction Line Alternative to develop a project cost and establish where retaining walls would be required.
- An isometric view of the model is shown below.
 - Transmission Poles are shown in RED
 - Proposed Retaining Wall is shown in GRAY



Construction Cost:

It is estimated that the construction cost of this, non-ADA compliant alternative, not including Right of Way, would be between \$3,000,000 and \$4,000,000. An ADA compliant design would significantly exceed this cost.

For comparison, the costs of the other alternatives are:

Alternative 1: \$2,158,000

Alternative 2: \$5,744,000

Design Considerations:

- This alternative will require large retaining walls, approximately 540' in total length with an average height of 14' and a maximum height of 20'.
- Three sections of the shared-use path profile significantly exceed maximum slope requirements of the ADA. These sections represent approximately half of the total length of the alignment.
 - Two ~200' stretches have a slope of 15%
 - One ~175' stretch has a slope of 8%

Public agencies cannot construct non-ADA compliant infrastructure projects, therefore this is not a feasible option. Creating an ADA compliant shared-use path would require significantly larger cost, longer and taller retaining walls, substantial fills, relocation of electric transmission poles, and greater right-of-way impacts.

Reference: Traction Line Alignment Alternative

- This alternative may impact the existing detention basin for Mariemont High School.
- The alternative will also require the removal of an existing wall/abutment used for the old traction line just west of Spring Hill Dr. This structure will need to be replaced with a new wall.
- This alternative would require crossing US 50 at the Spring Hill Dr / Miami Run intersection. A trail crossing at this intersection is perceived as less safe than a crossing at Mariemont Way to the west.

4 Summary

An additional analysis of the use of the old Traction Line as a potential alignment for the Pocahontas Extension portion of the Columbia Connector Trail was conducted as a result of public comment received during the public involvement process. This analysis included a site visit, additional coordination with Duke Energy, and an engineering study.

It is our conclusion from this additional analysis that the Traction Line cannot not be considered a feasible alternative for the proposed project for the primary reason that the proposed running slopes on such an alignment would be in significant excess of the maximum allowable slopes per ADA guidelines. Furthermore, the running slopes are also in significant excess of those proposed on both previously presented alternatives for the Pocahontas Extension. The team acknowledges that the Duke Energy requirement to stay 25' away from their electrical facilities significantly adversely impacts the feasibility of this alternative.

Sincerely,

STANTEC CONSULTING SERVICES INC.



Paul Durham PE
Senior Transportation Engineer

DUKE COORDINATION

Electric Transmission Right of Way Requirements for Shared-Use Paths/Trails

This list of Duke Energy's transmission right of way requirements for the co-location of shared-use paths/trails has been developed as a guideline to answer the most frequently asked questions. This should not be considered a comprehensive list of all requirements or factors that may need to be addressed. You should contact the Asset Protection Right of Way Specialist if you have additional questions or concerns. This list of requirements and guidelines is subject to change at any time and without notice. Duke Energy reserves all rights conveyed to it by the right of way agreement applicable to the subject property. An engineering drawing, including topographic grade changes, location of Duke Energy structures and paths/trails must be approved by an Asset Protection Specialist.

Compliance with these Duke Energy Shared-Use Path/Trails requirements, or approval of any such plans by Duke Energy, does not guarantee that other applicable requirements imposed by any local, county, state, federal or other applicable regulatory agency have been satisfied.

Definition: For purposes of this document the term "trail(s)" shall be used to refer to Multi-Use Paths or Shared-Use Paths as defined by the American Association of State Highway and Transportation Officials (AASHTO).

1. The trails must not exceed a total of 12 feet in width, regardless of the surface construction material.
2. A minimum separation of 25 feet is required between the trail and its associated easement, to any Duke Energy electrical facility. This includes, but is not limited to, poles, towers, guy anchor(s), equipment, etc. If the owner of the trail is not the current owner of the fee simple title to the lands underlying Duke Energy's easement, the trail owner shall obtain a legally sufficient easement from the current fee simple title owner and produce said easement to Duke Energy prior to commencing activities within the Duke Energy easement. In the event a private easement is not required, no portion of the trail or shoulder, or associated grading, shall be located within 25 feet of any electrical facility.
3. The owner of the trail shall be responsible for safety and liability associated with its construction or use thereof.
4. Bollards shall be installed per Duke Energy specifications, with Duke Energy locks, where the trailheads connect with roads/streets as to prevent vehicular traffic. Duke Energy may require reinforcement of the trail at specified access points along the corridor for Duke Energy heavy equipment crossings. These trail reinforcement areas shall consist of a 20-foot-long, 12-foot-wide paved area capable of supporting 80,000 pounds with pavement markings indicating "heavy equipment crossing."
5. Culverts shall be installed where the trails cross creeks, ditches, etc. These culverts shall be capable of supporting 80,000 pounds, and shall be a minimum of 20 feet wide. Signage must indicate the maximum load of the crossing at culvert approach.
6. No structures including, but not limited to, lights, signs, benches, exercise equipment, and irrigation systems shall be located within the Duke Energy easement.
7. Planting of vegetation shall adhere to the Right of Way (RW) Restrictions Guidelines for the specific Duke Energy territory. A copy of the RW Restrictions/Guidelines can be obtained from your Asset Protection Specialist.
8. Duke Energy reserves the right to close, without notice, all or a portion of the trail located within the transmission line easement, for any length of time, for construction, maintenance or emergency line operations.
9. Duke Energy will not be held responsible for any damages to the trails due to its operations or any liability based on the use of the trail. Prior to the installation of a shared-use trail, a "Trail Encroachment Agreement", which includes "hold harmless" language, shall be executed with Duke Energy. In addition, deed information of all property owners that the trail affects must be supplied to Duke Energy. Proof that the property owners have signed an easement agreement with the owner of the trail will be required, as applicable.
10. All other Duke Energy electric transmission right of way restrictions/guidelines shall apply to the installation of trails.

We hope this is useful information. If you have additional questions or plan any activity not mentioned above, please contact:

Duke Energy Representative

Phone Number

From: Peters, Benjamin <Benjamin.Peters@dot.ohio.gov>
Sent: Tuesday, December 6, 2022 1:42 PM
To: Otten, Stephanie <Stephanie.Otten@dot.ohio.gov>
Subject: RE: HAM-LMST Spring Hill (HAM114496) - Detail for Trolley Line Response

Stephanie,

Duke reported that while they would prefer to keep a 25' offset from paths to their transmission lines, they could offer some leeway. However, in the case of this trolley path, Duke does not have much room to move their equipment in to work on their lines at this location already, and the installation of a path closer to their lines would mean that they would have to park their equipment on the path whenever they want to work on their lines. Duke fears that the path would have to be closed down any time they wanted to work on their facilities and that their having to move equipment on it could damage it. Therefore, we should assume to stick with the 25' offset. As well, they stated that the estimated cost for relocating one of their transmission poles would be around \$100,000 per pole.

Benjamin Peters, E.I.

Transportation Engineer 2

ODOT District 8

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**OHIO DEPARTMENT OF
TRANSPORTATION**

Appendix C: Comments Received

Responses to Comments Received

ODOT RESPONSES TO COMMENTS RECEIVED

The majority of comments received to the questions in the public open house provided a direct answer to the questions asked and did not require a response. However, some comments received included a suggestion or question, or otherwise warranted a response from ODOT. Those comments are compiled in the tables below and responses from ODOT are provided.

Question 7: Which of the two Spring Hill Alternatives would you be most likely to use? Why?

The comments below are presented exactly as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.

Suggestion	ODOT Response
1. I am very worried as a walked and driver about crossing in front of Kroger gas station and McDonald's. I have crossed on foot, and It is a difficult 4-way intersection. Drivers block each other and it is difficult to see around large vehicles. If the curb cut in the Krogers lot east of McDonald's could somehow releave car and human interaction, it would be even better.	Thank you for your comment.
2. I believe it is wise to connect bike lanes with the Metro buses. It is very forward thinking if we want people to feel like they can get anywhere in the city without using a car and feel safe doing it.	Thank you for your comment. Both alternatives either directly connect or are in close proximity to Metro bus stops.
3. Best to not cross at McDonald's and the Kroger gas exit and entrance as it is very congested there best to cross up at the New exit for the High school and the promenade at the light and close the exit of the promenade on the west side	Thank you for your comment. The location of the US 50 crossing (Miami Run or Mariemont Way) will be based on which alternative is selected for the Pocahontas Extension. Under Alternative 1 the US 50 crossing is at Mariemont Way and under Alternative 2 the crossing is at Miami Run.
4. My preference is to provide a safe location for bicycles and pedestrians. This area is too congested with cars and trucks. Biking up the hill	Thank you for your comment.

Suggestion

ODOT Response

at a slow speed causes dangerous passing incidents. I'd also like a pedestrian bridge to serve 50West instead of that dangerous crosswalk.

5. I prefer Alternative # 1 because it's more scenic and away from the traffic of Route 50. However, I'm concerned about the trail crossing Miami Run near the entrance of Mariemont Landing. There are delivery drivers, fuel center users, Mariemont Landing residents and the future residents of Sanctuary Cove that use this roadway hundreds of times per day. I have personally witnessed lots of people either distracted or going over the 15 MPH speed limit. I always use extreme caution when walking, biking, or driving in this area. I want the trail users to be safe. I encourage the planners to use every precaution possible such as multiple signs, bright painting on the road, stops signs and other warning signs on the trail, and possible rumble strips on the road and trail.

Thank you for your comment. Enhanced traffic control and warning devices such as signs and pavement markings will be considered during the final design of this project.

6. Use the utility right of way, or the old traction line. Please keep everything as much as possible.

Thank you for your comment. The old trolley line alignment was investigated as a possible shared-use path alternative. This analysis, which included a site visit, additional coordination with Duke Energy, and an engineering analysis, concluded that this alignment was not suitable for the proposed shared-use path project since there would be three segments of the trail ranging between 175 ft and 200 ft each which would exceed the maximum slopes allowed by the American with Disability Act (ADA) guidelines. The trail must be compliant with ADA guidelines to receive federal funding. The evaluation of the old trolley line alignment can be found [\[Here\]](#).

7. I prefer the one that crosses Route 50 at the Promenade or high school. I don't like the crosswalk. Should be an overpass for walkers,

Thank you for your comment.

Suggestion	ODOT Response
bikes, kids. Keep everyone off Route 50 - speed issues coming down the hill or up. People will speed. Going behind Krogers is 100% the best solution. Stay off Wooster Pike.	
8. Wish it would run *behind* the Kroger gas station to avoid a car-bike conflict point. Fewer conflict points and separation from traffic make it a better option	This option was considered and eliminated because the grade of the path would exceed the maximum allowed by the American with Disabilities Act.
9. The pink one is safer and more scenic. It fits in better with what the rest of the trail north of it looks like too. Although Kroger would have to clean up the back of their store and put some security lights up if they don't have any now. Signs and paint for the crossings and on the trail would be good.	Thank you for your comment. Details regarding enhanced traffic control and warning devices, including pavement marking and lighting will be developed during final design.

Question 8: Which of the two Pocahontas alternatives would you be most likely to use? Why?

The comments below are presented exactly as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.

Suggestion	ODOT Response
1. I would look into both options, but as narrower one way paths. If I am traveling west, I would cross over to the orange route. If I am going east, I would use the green one. That is what direction the cars expect bicycles to be traveling. But the existing sidewalks could be left there and just	Thank you for your comment. While one-way facilities can work well in some situations for bicyclists, one-way facilities don't make sense for pedestrian use. Since this shared-use path is being designed for both user types, any path designed will need to accommodate two-way pedestrian traffic.

Suggestion	ODOT Response
<p>widen them a little like 2' more if possible without doing the retaining wall part.</p>	
<p>2. Access from our home to schools, library, other neighborhoods is more convenient and less road crossing. The land on that side of Wooster will likely need to be retained at some point anyway. Using the funds while they are available would be useful to residents in the school district in the long run. That said, Alternative 1 would be appealing IF the crossing of Wooster occurred beyond the high school driveway (closer to the library) since traffic to and from the school can be very heavy at times.</p>	<p>Thank you for your comment.</p>
<p>3. I would like to suggest building a higher wall at the condos to allow for the trail to move farther away from the road. I suspect some kind of fencing will be needed along the trail at the wall to prevent falls. I believe this is more reasonable than trying to create more space at the base of the hill with a taller wall on the north side.</p>	<p>Thank you for your comment. More specific details regarding the exact alignment of the shared-use path will be developed during the final design of the project. Fencing will be provided to protect bicyclists and pedestrians from any drop-offs created by retaining walls.</p>
<p>4. I prefer alternative # 1 for the Pocahontas section. The existing walkway already there is in poor shape and rebuilding this to a trail would be a significant improvement to the many people that already use this area for walking, running, and biking. I do realize that a retaining wall would need to be built below the trail for 125 feet. This will likely result in the removal of existing trees and vegetation, so I think part of the project should include adding trees, shrubs, etc on the</p>	<p>Thank you for your comment. Great Parks strives to minimize adverse tree impacts on all projects. Tree planting commitments will also be required by the Ohio Department of Natural Resources because of the project's proximity to the Little Miami River, a National Scenic River. These commitments will be developed as the project progresses.</p>

Suggestion

ODOT Response

Mariemont Landing side of the new retaining wall.

5. The heavy traffic especially trucks on this road is dangerous to anyone that close to it on the sidewalk. There is an alternative - resclaim and restore the trolley line roadbed that runs parallel to alternative 2 but up the hill away from the road. This trolley line roadbed starts at Walton Creek and climbs gradually to Pocahontas. Parts of roadbed need restoration and 2 overpasses need to be built, but this route would be a tremendous asset and blend in with the rest of the trail. Most of all, it would be SAFE for all users, easier to walk and bike because it is a gradual slope.

Thank you for your comment. The old trolley line alignment was investigated as a possible shared-use path alternative. This analysis, which included a site visit, additional coordination with Duke Energy, and an engineering analysis, concluded that this alignment was not suitable for the proposed shared-use path project since there would be three segments of the trail ranging between 175 ft and 200 ft each which would exceed the maximum slopes allowed by the American with Disability Act (ADA) guidelines. The trail must be compliant with ADA guidelines to receive federal funding. The evaluation of the old trolley line alignment can be found [\[Here\]](#).

6. Coming from Kroger's the most logical way to go would be to avoid going straight across at the light at Spring hill as traffic going east down the hill on 50 sometimes cars try to make the light and don't stop think that would be a dangerous way of going. Best to build a wall along the street go up west along the road and go across where the new driveway to the High School is today. Less confusion there. Also where the existing exit from the Promenade is now west should be blocked. The only exit and entrance into the Promenade should be at the traffic light.

Thank you for your comment. Closing the eastern entrance/exit of the Mariemont Promenade Shopping Center is outside the scope of this project.

7. Agree with also evaluating US 50 along this route for improvements. The pedestrian crossing at Fifty West Brewery is an eyesore and clearly a

Thank you for your comment. Additional improvements along US 50 are not being considered as a part of this project.

Suggestion	ODOT Response
hazard. Some combination of road diet, turn lanes, added medians, and bump outs likely could maintain traffic flow (at a lower speed limit), make the area more attractive and safer for everyone.	

Question 10: Is there anything we should keep in mind as we begin to identify a preferred alternative route for each section of this project?

Many comments received for Question 10 outlined similar themes. Rather than address these comments individually, they are addressed by theme in the table below.

Theme	Descriptor	ODOT Response
Excited	This is great! It will help revolutionize non-vehicle travel on east side; is a wonderful enhancement to pedestrian and cyclist safety in the area	Thank you for your comments.
Viable alternative	Biking and walking should be encouraged; they're a viable alternative to keep congestion from worsening; with these improvements, I'd commute by bike more often; these travel options are more affordable; these support safer travel; this will improve the walkability of our area	Thank you for your comment. ODOT actively looks at increasing options for those who travel by bicycle and on foot for most of our projects. Inclusion of these features, however, depends on the project scope, available space, and funding.
Don't widen road	Don't widen the road; add more dedicated bike lanes; consider reducing the number of traffic lanes (road diet)	Thank you for your comment.
Build soon	Proceed as quickly as possible; we need this now, not four years from now	Thank you for your comment. Close to \$3,000,000 of federal funding has been secured to build the project. This money will be released in FY 2026.

Theme	Descriptor	ODOT Response
Connect system	Need to connect shared-use trails to downtown Cincinnati; connect Anderson “up the hill” to the network; complete the 2012 bike plan	Thank you for your comment. This project is a vital segment in the CROWN (Cincinnati Riding or Walking Network) and will connect Mariemont and Columbia Township with the Little Miami Scenic Trail (LMST) and to Greater Cincinnati’s regional trails and Downtown Cincinnati.
Ped Bridge	Consider building a pedestrian bridge/walkway or underpass across Wooster	Thank you for your comment. Both pedestrian bridges and underpasses present significant American Disabilities Act (ADA) compliance and personal security issues. Pedestrian bridges are difficult for bicyclists to use since they involve carrying bicycles up steep staircases. Additionally, a pedestrian bridge would make the trail inaccessible to wheelchairs and therefore, not ADA compliant. An underpass presents a significant cost issue since it involves tunneling under the roadway.
Concerns	There’s too much traffic at Kroger entrance; retaining walls will cause erosion problems	Thank you for your comment. As part of the project development process a full geotechnical analysis will be conducted to direct retaining wall design and ensure slope stability. Stormwater collection systems will be designed as appropriate to prevent erosion from happening as a result of the project.
Priorities	Prioritize connecting the Ohio River Trail to the Oasis Rail Transit corridor and to downtown	Thank you for your comment. It is outside the scope of this project to advance other trail projects in the region. However, by providing this segment in the CROWN (Cincinnati Riding or Walking Network), this project will improve connectivity for bicyclists in the region and encourage the connection of other trail segments.
Alt Modes	Encourage use of alternative modes of transportation, not capacity increases	Thank you for your comment. By providing a shared-use path, this project will encourage biking and walking. Capacity increases of US 50 are not part of the project.
Widen Wooster	Widen Wooster leading to Armleder Park; include bike lanes	Thank you for your comment. The City of Cincinnati is looking at options to connect the Wasson Way trail to Otto Armleder Park as

Theme	Descriptor	ODOT Response
		part of the Wasson Way to Otto Armleder Park trail project (PID 113603).
Reduce trucks	Reduce heavy and commercial truck traffic in Mariemont	Thank you for your comment. The implementation of restrictions to reduce truck traffic in Mariemont is outside the scope of this project.
Need council resolution	Mariemont needs to make a resolution outlining its stance on the proposed path extension	Thank you for your comment. This comment will be relayed to the Village of Mariemont.
Access to Kroger	Provide shared-use path access to Kroger to give safe access for those who don't have cars	Thank you for your comment. The project team will continue to coordinate with Kroger throughout the final design of the project.
Not needed	The impacts of these proposed paths are too high; there are plenty of other options for bike/ped travel instead	Thank you for your comment.
Replace trees	Replace trees removed or damaged by project	Thank you for your comment. Great Parks strives to minimize adverse tree impacts on all projects. Tree planting commitments will also be required by the Ohio Department of Natural Resources because of this project's proximity to the Little Miami River, a National Scenic River. These commitments will be developed as the project progresses.
Traction line	Please use the old traction line	Thank you for your comment. The old trolley line alignment was investigated as a possible shared-use path alternative. This analysis, which included a site visit, additional coordination with Duke Energy, and an engineering analysis, concluded that this alignment was not suitable for the proposed shared-use path project since there would be three segments of the trail ranging between 175 ft and 200 ft each which would exceed the maximum slopes allowed by the American with Disability Act (ADA) guidelines. The trail must be compliant with ADA guidelines to receive federal funding. The evaluation of the old trolley line alignment can be found [Here] .

A number of additional comments received for Question 10 were not easily categorized into themes and are addressed individually in the table below.

Comment	ODOT Response
1. How the surrounding neighborhoods will access the trail should always be considered and planned for.	Thank you for your comment. Users accessing the trail from the east will utilize the Columbia Connector, which will connect to the new trail. The western terminus will tie into the future Mariemont Connector.
2. Please consider adding tree canopy inside of any new or existing grass buffers	Thank you for your comment. The current design does not include street trees; however, landscaping options may be considered by Great Parks when the project advances to final design.
3. The bike lane on Wooster heading east should be kept in addition to this project. It's easy to get going too fast for a shared use path when biking down the hill on Wooster	Thank you for your comment. It is not anticipated that the existing bicycle lanes and shared lanes on US 50 will be impacted by the project.
4. I see that people comment on choosing one alternative over another for cost purposes and using the savings to add more trails elsewhere. As much as I want to save money and have more trails, I caution against that type of mentality because once a choice has been made, we will live with it for years to come. It is best to choose the alternative that will be enduring and meet our vision of why we need these trails instead of saving money. I am all for scenic bike trails but we can't overlook the need to view cycling as functional. We want people to ride to work and play. Being connected to the bus lines is critical for a long term vision of what cycling will be in our city as well as connecting bikes to businesses and shopping.	Thank you for your comment. All alternatives either directly connect or are in close proximity to Metro bus stops.

Comment	ODOT Response
Cycling can and should replace car driving for many city dwellers. Bikes and cars will have to coexist. We keep wanting to keep them as separate as possible. How can we make that happen?	
5. in the section with the switchback, add steps for those of on foot who want a shorter walk.	Thank you for your comment. The existing sidewalks along US 50/Wooster, Mariemont Way, and Warrior Way will remain after the project is constructed. These routes can be utilized for users wanting to avoid the switchbacks.
6. Safety and cost should guide the route selection.	Thank you for your comment.
7. Serious investigate my suggestion of using the trolly railbed. It would be a cheaper alternative and safer for the users.	Thank you for your comment. The old trolley line alignment was investigated as a possible shared-use path alternative. This analysis, which included a site visit, additional coordination with Duke Energy, and an engineering analysis, concluded that this alignment was not suitable for the proposed shared-use path project since there would be three segments of the trail ranging between 175 ft and 200 ft each which would exceed the maximum slopes allowed by the American with Disability Act (ADA) guidelines. The trail must be compliant with ADA guidelines to receive federal funding. The evaluation of the old trolley line alignment can be found [Here] .
8. Please make decisions that allow it to be used year round....ice, rain, snow, etc. Will it be cleared regularly and who will have responsibility for that? Fairfax does a overall great job maintaining their section of Murray Trail...neat and trash free, but they don't clear a path when it snows. We ride when it snows, which then packs it down to ice. So some days we end up on Murray Road in the winter. How will all that work on the proposed sections?	Thank you for your comment. The ongoing maintenance of the trail is being coordinated with the project partners.
9. Keep in mind the reality that these paths are high-speed race tracks for the biker crowd. One of these	Thank you for your comment.

Comment	ODOT Response
days, if it hasn't happened already, some walker is going to get run over. If there are speed restrictions, the bikers may go back to the streets to battle with the cars.	
10. Why are we steering the bike trail to the high school? Seems unsafe to have so many strangers loitering around	Thank you for your comment.
11. I would prioritize the Spring Hill Connection and crossway safety improvement. And while I know projects take time to get going, it seems like this should get done before 2026.	Thank you for your comment. The local project partners have been awarded federal funds for construction starting in FY 2026. In order to qualify for federal funding the project must follow ODOT's project development process and receive environmental approval, a process which dictates the project schedule.
12. Traffic & safety of pedestrians & bikers, future possibilities of continuing bike route behind Mariemont Crescent onto Bluff	Thank you for your comment.
13. There is currently no crosswalk/crossing light on the south side of Wooster at the Promenade. Too bad this wasn't added when that intersection was reconfigured. Crossing the drive into the Promenade is dangerous, drivers pay no attention to pedestrians. I hope this can be part of the plan.	Thank you for your comment. The Mariemont Promenade traffic signal will be modified as a part of this project to accommodate pedestrian and bicycle crossings.
14. Wooster – more than grass as a buffer between road & sidewalk	Thank you for your comment. The current design does not include street trees or other vegetation; however, landscaping options may be considered by Great Parks when the project advances to final design.
15. Please make path dog-friendly!	Thank you for your comment.

Comment	ODOT Response
16. Erosion issues on hill by promenade and Miami Run need considered	Thank you for your comment. As part of the project development process a full geotechnical analysis will be conducted to direct retaining wall design and ensure slope stability. Stormwater collection systems will be designed as appropriate to prevent erosion from happening as a result of the project.
17. Safer crossing Wooster! Long light!	Thank you for your comment. The traffic signals will be modified as a part of this project, as appropriate, to accommodate pedestrian and bicycle crossings.
18. pls, pls make it so walkers are treated equally on these paths. As it is now, bikers demonstrate dominance and act like it's their privilege only	Thank you for your comment.
19. I would recommend partnering with the Mariemont Branch Library as far as engaging with the community and promoting the plan to the public.	Thank you for your comment. A project flier promoting the public and virtual open house was posted in the Mariemont library.

Question 11: Please use this space to share any additional comments.

One question was received in the comments submitted for Question 11. The question and ODOT's response is below:

Question	ODOT Response
1. I would wonder if the study captures the "work from home" changes in commuting since covid. My company is cutting office spaces in Half due to people working from home. I personally do not commute anymore and the company owners are looking to divest in office space.	Thank you for your comment.