

I-75 & Millikin Road Interchange
Virtual Open House Feedback Summary
Dec. 8, 2021

Virtual Open House Overview

On Aug. 23, 2021, Liberty Township, in partnership with the Butler County Transportation Improvement District (TID) and the Ohio Department of Transportation (ODOT), launched a virtual public open house to provide information and solicit feedback related to the potential new interchange project at I-75 and Millikin Road.

More specifically, the purpose of the virtual open house was to:

- (1) Provide an update on project status, including previously-completed work, current status, and upcoming milestones;
- (2) Solicit public feedback on improvement concepts; and
- (3) Encourage the public to provide feedback on potential improvement options.

Participation

When the virtual open house closed on Sept. 30, 2021, the webpage had received 3,507 views. Five hundred and seventy-seven people responded to survey questions, leaving 7,196 responses and 1,092 comments.

Feedback received from the public was reviewed by the project team and used to inform the project development process.

Generally, concerns related to balancing greenspace and development, prioritizing safety, improving existing roadways, and protecting residential character. Respondents also acknowledged that infrastructure investment follows population trends and plans for a new interchange are in response to the need to ensure that local infrastructure meets the needs of a growing population.

Comments included, but were not limited to, the following themes:

I. Roadway & Travel Safety

- Attention should be given to improving existing intersections with sight distance issues and signal timing problems
- Minimize sprawl that leads to overcrowded roadways
- Consider truck traffic impacts

Discussion:

The new interchange will improve safety by reducing traffic on the adjacent roadways more than if the interchange was not constructed. This reduction in traffic is expected to lower the potential for crashes along the adjacent streets and at the intersections along Cincinnati Dayton Road and Butler Warren Road. Also, intersections within the project area are evaluated as part of the planning process and additional opportunities to improve safety and traffic flow are identified. Signal timing adjustments, enhanced signage, and sight distance improvements will be incorporated into project plans.

At the interchange, multiple safety improvements will be implemented, including deceleration lanes at the exit ramps and long acceleration lanes at the entrance ramps along I-75. Guardrail, lighting, and clear signage will be used to improve protection of roadside elements, visibility, and way finding to allow drivers to remain focused on the roadway.

Project analysis shows that trucks are expected to favor using the interchange rather than utilizing the local street system to get to the Millikin Road corridor. Truck traffic is expected to be reduced along portions of Butler Warren Road and Cincinnati Dayton Road as these vehicles will be able to access the Millikin Road corridor directly from the new interchange that would be constructed.

II. Greenspace & Connectivity/Quality of Life

- Support for bike and pedestrian safety improvements that may accompany planned changes
- Support for improvements to overall connectivity within the project area, including multi-use paths, sidewalks, and trails
- Concerns regarding preservation of greenspace and sensitivity to environmental resources within the community, e.g., wildflowers, solar panels, etc.

Discussion:

In addition to supporting current traffic needs and planning for future travel demands, the potential project at I-75 and Millikin Road is also an integral component of Liberty Township's [Comprehensive Vision Plan](#), which included significant public review and comment regarding things like mobility, pedestrian access, economic vitality, and other quality of life considerations.

The interchange project will be compatible with the township's plan for allocation of greenspace, public spaces, and pedestrian and bicycle connectivity within the region. Opportunities for improved connections throughout the project corridor will be evaluated and included in the overall interchange plan.

Also, this project follows the National Environmental Policy Act (NEPA) process, which was put into place to establish a comprehensive framework for protecting the environment. The NEPA process will be adhered to throughout design and construction of the interchange improvements. (More information about NEPA can be found at <https://www.epa.gov/nepa/what-national-environmental-policy-act>.)

III. Residential Concerns

- Protecting residential character – stability of local neighborhoods and not being cut throughs during construction or otherwise
- Property values
- Privacy and sound

Discussion:

Pending funding and approval of a new interchange, local project partners will work with the construction team to identify appropriate restrictions to minimize disruption to local travel patterns throughout construction.

IV. Other

- Cost
- Support for thorough planning – don't do something now that has to be redone later

Discussion:

The project team is following the standard process for new interchange projects as identified by state and federal transportation agencies, which identifies anticipated traffic demand for the next 20 years.

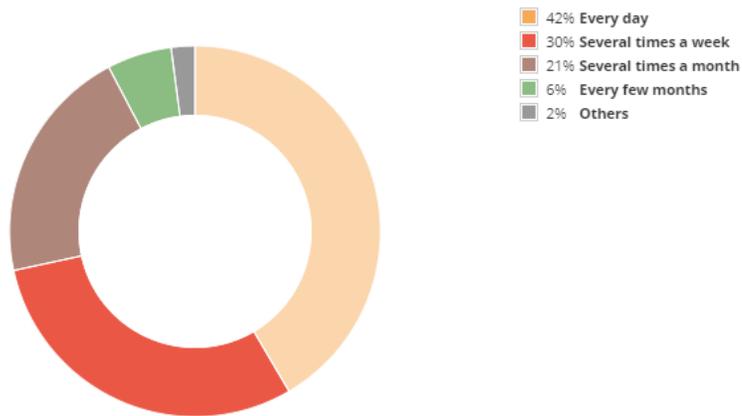
The expected project cost is approximately \$27.1 million, which includes construction of a new interchange and improvements at the adjacent intersections and roadways.

Following is a topline summary of the feedback received during the Virtual Open House:

Participant Travel Through the Study Area

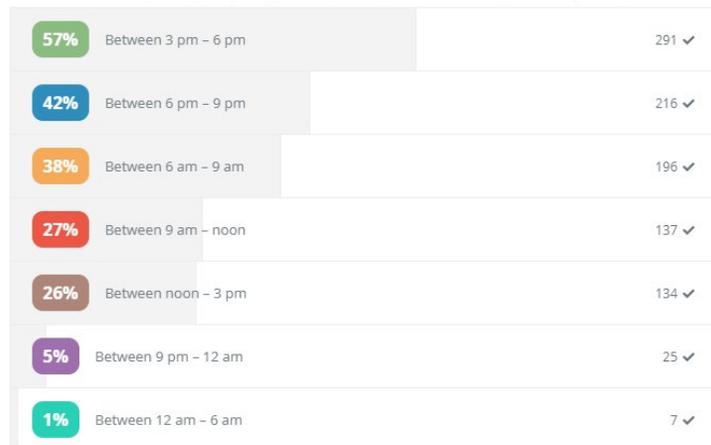
The majority (72%) of respondents travel through the study area everyday or several times a week. When asked to indicate the times of day they most often travel within the study area, participants could select multiple answers and the most often traveled times were afternoon rush hour (3-6 p.m. and 6-9 p.m.) and morning rush hour (6 – 9 a.m.).

How often do you travel through the study area?



532 respondents

What time of day do you **most often** travel within the study area?

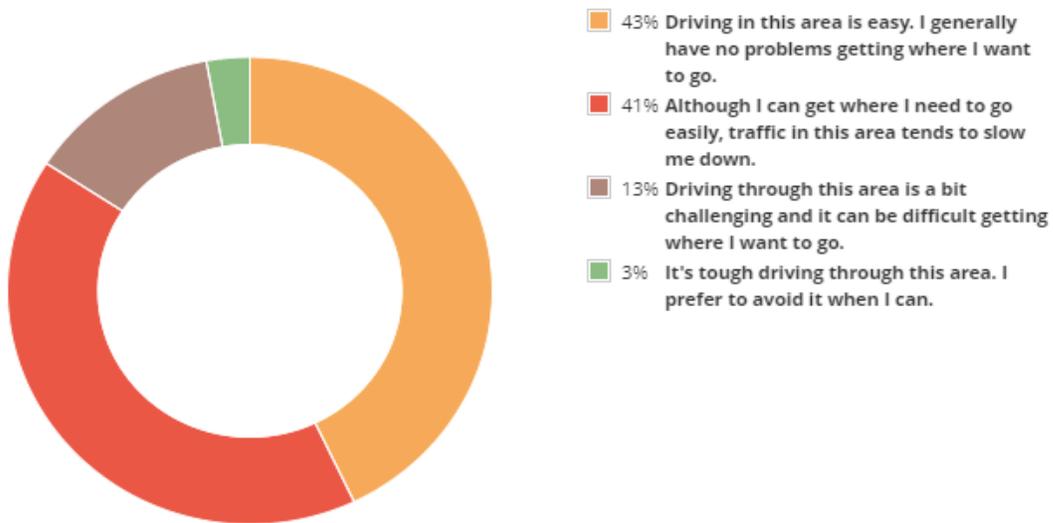


511 Respondents

Existing Conditions

Participants were asked about their experiences driving through the study area, and while some reported to generally have no problems getting to where they want to go, a slight majority reported having some issues ranging from moderate traffic, to having trouble driving through the area.

Which of the following statements best represent your experience when driving through the study area?



417 respondents

Travel Delay Challenges

The study team had previously identified a number of traffic problems within the study area. Participants were asked to indicate how concerned they were with each previously identified problem. The highest level of concern was for the increasing numbers of vehicles and trucks on local roads, followed by a higher-than average frequency of vehicle crashes, and limited accommodations for pedestrians.

In general, how concerned are you with the following problems that have been identified in the study area?

	Very Concerned	Neutral	Not Concerned
Increasing numbers of vehicles on local roads	66% Very Concerned	25% Neutral	9% Not Concerned
Increasing numbers of trucks on local roads	59% Very Concerned	31% Neutral	10% Not Concerned
A higher-than-average frequency of vehicle crashes	50% Very Concerned	41% Neutral	9% Not Concerned
Limited accommodations for bicyclists	38% Very Concerned	34% Neutral	28% Not Concerned
Limited accommodations for pedestrians	45% Very Concerned	36% Neutral	19% Not Concerned
Limited opportunities for investment that supports responsible growth	41% Very Concerned	45% Neutral	15% Not Concerned

323 respondents

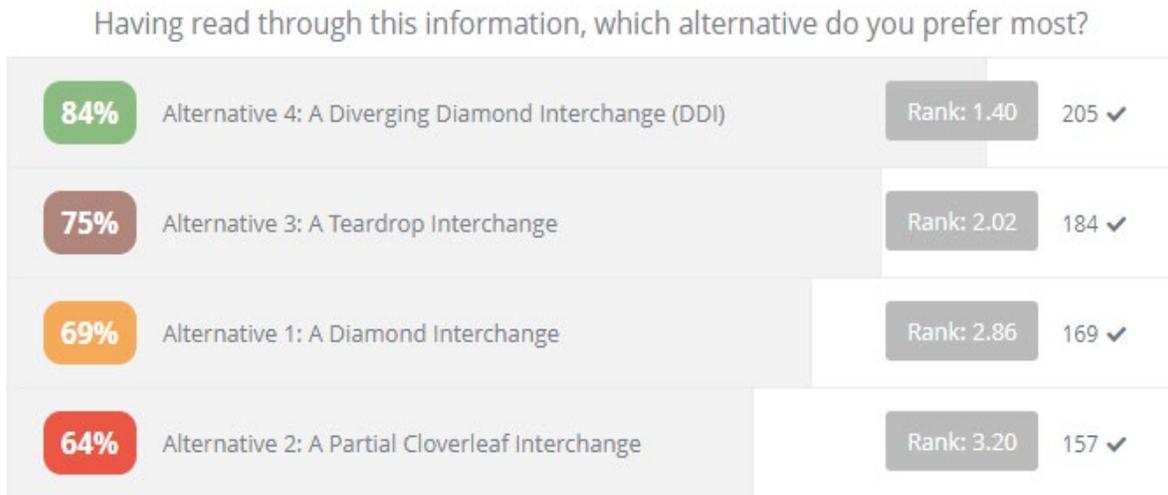
Interchange Alternatives for I-75 and Millikin Road

Respondents were provided information regarding several interchange types and then a slider to use to indicate how well they liked each interchange alternative, based on a scale of 1 to 100, with 1 being "Don't Like At All" and 100 being "Love it!" The Diverging Diamond Interchange was most favorable by average slider score, as well as ranking. Below is a summary of how each alternative was scored and ranked.

Average score of each alternative, based on the slider question:

- Traditional Diamond Interchange averaged a score of 36/100
- Partial Cloverleaf Interchange averaged a score of 26/100
- Teardrop Interchange averaged a score of 56/100
- Diverging Diamond Interchange (DDI) averaged a score of 70/100

Rankings for each alternative, based on the preference question:



244 Respondents

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