

Public Involvement Comment Summary

Bethany Road
PID 81986
Warren County, Ohio

November 7, 2008



Bethany Road Improvement Project PID 81986
Public Involvement Meeting
July 31, 2008

Public Comment Summary

Public input for the Bethany Road project occurred on Thursday, July 31, 2008. Representatives from the Warren County Engineers Office (WCEO), Ohio Department of Transportation (ODOT) and KZF, Inc. held an Open House Public Meeting at the Mason Early Childhood Center in Mason, Ohio from 4:30 to 7:30 pm. A total of 81 persons signed in at the public meeting and included a mixture of residents of Warren County and local public representatives. 19 people filled out comment sheets, 81 people sent letters/emails expressing comments, 3 people placed phone calls to ODOT to provide comments, and 7 people provided comments through the web form on ODOT's website (64 of the emails were sent because of maintenance period on web form).

General comments included:

- o There is a need for safety improvements and possibly a traffic signal at Pinnacle Drive.
- o Widening to a 3-lane section (one through in each direction and a center two-way left-turn lane) is necessary because of increased traffic volumes; a future 5-lane section (2 through lanes in each direction and a center two-way left-turn lane) is not desired and strongly opposed.
- o The 55 mph speed limit between Butler-Warren Road and Ivy Grove Court needs to be reduced for safety reasons. Safety reasons include entrances and exits of all access points which involve high levels of risk and the proposed sidewalk/ bike path not suitable for use with existing speed limit.
- o Bike path/sidewalk a positive and necessary component of project because of the active lifestyle of local community residing along Bethany Road.
- o The proposed Bethany Road is located too far north between Meadowbrook Lane and City of Mason Corp. Line, subjecting homeowners on the north side of the roadway to more direct impacts compared to the subdivision on the south side of the roadway. Impacts related to roadway location include proposed sidewalk too close to homes, loss of property due to right-of-way acquisition, vehicle and foot traffic to impact livelihood of residents on north side of Bethany Road.

110 comments are summarized as follows:

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TYPE OF COMMENT		COMMENT	NAME	RESPONSE
Pinnacle Drive Safety Improvements	16 Comments	We're glad some of the dangerous curve will be straightened.	Anonymous 1	No response required.
		I'm sure you're familiar with the dangerous "S" curve near Arbor Creek that has been the source of several accidents over the years. Now new homes are being constructed on the top (east) side of the curve which would preclude proper straightening of the road to accommodate 3 lanes, let alone a bike path and sidewalk.	Rob Anthony	Response "A" : Existing preliminary design for Pinnacle Drive Intersection and surrounding vertical/horizontal roadway curves reduces the dip and flattens the curve. These improvements will increase sight distance at the curve and intersection.
		I also agree that the curve and bridge over Little Muddy Creek needs improvement as well.	Robert Barnthouse	Please see the above response "A".
		The curve in the road near Pinnacle also gets a bit tricky. If a person is traveling west on Bethany and needs to turn left on Melampy Creek OR Ivygrove....they need to get to the top of each hill and check well for oncoming traffic before they make the left turn...if cars or trucks are traveling 55mph, we feel there will be many unsafe conditions and or accidents.	Ann Begley	Please see the above response "A". The vertical alignment will be improved for increased sight distance.
		I think shaving the hill and straightening the curve near Pinnacle Drive ought to help improve safety and reduce the accidents that occur there because of the improved line of sight. However, I access Bethany Road from Pinnacle and I am concerned that with these changes it will also be more difficult to make left turns from or onto Pinnacle because oncoming traffic will tend to go faster than the posted speed limit with the proposed changes.	John Bennett	Please see the above response "A". A Left turn lane for eastbound traffic is being added with project.
		I am curious to know the number of reported accidents along the Bethany curve between Pinnacle Dr. (part of Crooked Tree) and Meadowbrook Lane? Our house backs up to this curve and I would guess there is an average of 12-15 wrecks on the curve per year, based on the crashes that I can hear from my house. I'm not sure how many wrecks are reported, but it happens quite often. With the proposed changes I believe this curve will become a larger accident zone. How are these changes a good decision? Who will benefit? It certainly will not be any homeowners who live off Bethany Road...or any driver who races into the guardrail. ¹	Janna Shaffer Bruce; Brad Glass; Shirley A. Schmidt; Kavitha and Jay Thumma; Jodi Zellner	Please see the above response "A". Improved alignment will create safer roadway. Since 2005, there have been 18 reported accidents at the Pinnacle Lane and Meadowbrook Lane Intersections.
The winding curve after Pinnacle is very hazardous already and it is very difficult for those of us traveling east on Bethany Rd turning left onto Ivygrove Lane due to the steep hill and the obstructive view from oncoming traffic.	Joe Cerone	Please see the above response "A". In the redesign, the roadway is being brought to ODOT design standards to increase sight distance		

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				and reduce obstructive views caused by existing roadway design. ²
		Mr. Cravens also had concerns with the Bethany Road/Pinnacle intersection. He stated that he could not tell from the displays, but it looked like something was going to be done there.	Mark Cravens	Please see the above response "A".
		The intersection of Pinnacle at Bethany Road is extremely dangerous.	Mary Means	Please see the above response "A".
		The curve at Bethany Road and Pinnacle is a safety issue. Before any construction should be done, that should be addressed.	Jeanne Palmer	Please see the above response "A".
		I would like to "put in a vote" for the following: 1. Straighten the "S-curve" between Parkside* and Cherrybrook. Dangerous! 2. Between Crooked Tree/Parkside and Cherrybrook Bethany Road is dangerously hilly and curvy at the "S" curve between the neighborhoods of Crooked Tree/Parkside and Cherrybrook. If not already included, please add plans to straighten the "S" curve. Already, people OFTEN cross the yellow line ... especially trucks! I see it EVERY week. I've even seen a pickup truck "lose it's load" as stuff flew out the back (turned out it was 2 teenagers, who hadn't properly secured the wood platforms they were carrying & had to keep dashing out into the road to retrieve it, as people slowed down and waited). The up/down hills on the S-curve are scary when it's slick with rain/ice and sort-of-cleared snow. I worry that my kids school bus, or my own vehicle, could slide into the creek there - I hope the railing would hold! What about new teenage drivers, taking that curve too fast, especially at night and/or in bad weather?	Kathy Stanek	Please see the above response "A".
		My concern involves Pinnacle Lane. Pinnacle is a feeder onto Bethany Road. Pinnacle is not a friendly place for those on foot or bike. Please consider extending hike/bike path/ sidewalk onto Pinnacle Road. The Bethany Road Improvement will attract a lot of foot/bike traffic from the Crooked Tree subdivision. Without an improvement to Pinnacle Lane, many other safety issues will arise. These issues will mostly involve young people.	Tammy Trenaman	Please see the above response "A". Bike path on Pinnacle Drive not within the scope of this project.
3-lane/Future 5-lane	18 Comments	Also, I am opposed to making Bethany a five lane road. Why is that needed and why is it in the future plans? I thought this had already been discussed and defeated previously. If that were to happen I believe that we will see much heavier usage by commercial vehicles as well as private vehicles. I also think the speed limit will then go	John Bennett	Response "B" : After further review, design remains as 3-lane roadway and right-of-way will be reduced to what is needed to provide for 3 lanes, bikeway, and sidewalk.

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		to 55 mph. It will be a nightmare to access Bethany Road. It'll turn into another Cincinnati-Dayton Road. I think this would be a big mistake!		
		Again, I want to reiterate that my husband and I, though a bit saddened, understand the county's need to work on the stretch of road and do the three lane widening. However, I would also state that research shows that increasing the lane and traffic potential increases the traffic – not vice versa. So, we don't support at all the proposal to increase this stretch of road to 5 lanes eventually. If you leave it at three, alternate routes (Brewer, Tylersville, and Hamilton – Mason roads) will be shared between commuters.	Sandra Combs	Please see the above response "B".
		<p>COMMENT GIVEN AFTER RESPONSE BY NEIL TUNISON: For what it is worth I would like to lend my voice as strongly as I can to those who have expressed concern about any further widening of Bethany Road beyond what will be done in 2011. This is a residential road and should not be seen as a super highway or east/west connector. There are too many subdivisions built along this road now and future expansion to 5 lanes will take a serious bite out of the property at current community entrances (i.e. Heritage Pointe, Cherrybrooke, etc.) along Bethany Road. As I said in my previous e-mail, any further expansion beyond what will occur in 2011 will only harm the property values by bringing unwanted (and unneeded) air pollution, noise pollution, increased truck traffic, increased speed limits which will pose a danger to young children and older adults whose families live in the affected roadway, etc. Additionally, residents affected by future expansion will be forced to cross two lanes of highway to get in or out of their subdivisions which can pose a serious danger as well.</p> <p>I completely disagree with the need for a possible east/west connector on Bethany Road. I also cannot understand what the expansion of the Liberty Interchange has to do with Bethany which is a mile or more to the north. Perhaps a better connector would be to expand the lanes of Hamilton/Mason to 4 lanes to the east past the Butler/Warren intersection.</p> <p>Is Butler County going to expand its portion of Bethany Road (from CinDay to Butler Warren) to 5 lanes? I have heard of no plans to do that and would like to know about it. I see no reason to consider expanding Bethany further on our side of the county line especially</p>	Lou and Paula Dabbelt	Please see the above response "B". View Appendix A for speed clarification. Bethany Road (within Butler County) outside scope of this project, for information on plans of expansion, contact the Butler County Engineer's Office at (513) 867-5744.

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		<p>if Butler County has no plans to do the same. Additionally, expanding the road to 5 lanes in Butler will most likely require replacement of the bridge over I-75 which has just been refurbished as two lanes.</p> <p>Mr. Tunison, consider me a resident who is highly opposed to any further expansion along Bethany Road beyond 2011 and one who will actively seek to alter any plans or efforts to bring about that expansion.</p> <p>PREVIOUS COMMENT SUBMITTED: What is the purpose of purchasing "right of way" for up to "5 lanes" in case of future development? How much of the total amount to be spent on the project to begin in 2011 is the purchase of this right of way land? Define "5 lanes." Is this 5 lanes in addition to what is there now and the planned turn lane? In 2005 at several public hearings on Bethany Road, it was made clear by those of us who live on or near the road, that this was to be considered a "residential" road and not a thoroughfare of 4/5 lanes which would increase truck traffic, pollution and other problems the residents did not want. Having said that, why are we spending tax payer dollars to purchase "right of way" if the residents do not see the need and clearly expressed that they don't want it? The only conclusion I can draw is that you are purchasing that land with an intention to widen the road further which is something no one along the road wants to occur. I have heard all the talk and read the statistics about increased traffic and congestion if something like five lanes is not put in on Bethany over the years. This is a bogus issue as I have lived within a stones throw of the Butler-Warren/Bethany intersection for over 4 years and have never witnessed such terrible congestion.</p> <p>I wish to convey my sincere opposition to any consideration of future plans to expand Bethany Road to five lanes beyond the expansion plans set to begin in 2011. I have no problem with the current expansion plans to three lanes including a turn lane. In the summer of 2005 it was made quite clear to planners, elected officials, etc., that families living along Bethany Road consider it to be a "residential" street and do not want or need a five lane east/west connector through our portion of Warren County. This type of expansion should have been foreseen and planned long before current subdivision build out had begun. I oppose any further</p>		

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		expansion beyond three lanes because I sincerely believe it will harm property values, cut large portions of land away from already existing local community entrances, create excessive noise and air pollution, result in increased (and unwanted) truck traffic and other vehicle traffic, result in increased speed limits which will pose a danger to young families living in these subdivisions as well as older residents and force residents living along Bethany to cross two lanes of traffic to enter or leave their subdivisions instead of one which will be a further road hazard to residents.		
		I am very concerned about the Long Term Expansion to 5 Lanes: The expansion of Bethany Road to 5 lanes will dramatically increase the road traffic and noise associated with our neighborhood. The added traffic will ultimately require the addition of stop lights for all the neighborhoods and simply over commercialize a residential area of our city.	Phil Evans	Please see the above response "B".
		I know the bridge on Bethany Road down by Cincinnati Dayton Road had the columns extended out to handle more lanes in the future. So, I am afraid this is a baby step to "sell" the idea to the residents and then the 5 lanes will just be pushed in later.	Amanda & Bill Hamilton	Please see the above response "B".
		No to 4 or 5 lane road in future ... 3 lanes are fine	Kern Hoffmaster	Please see the above response "B".
		Three lane ok- no more lanes!	Pat Johoski	Please see the above response "B".
		The new road improvement necessary for the future amount of traffic that is going to be expected, but three lanes is plenty since there is no industry in this area.	Dan Kamm	Please see the above response "B".
		If anyone stands before you and tells you that the widening of Bethany Road is not needed until 2031, they are completely misinformed, have not spent any time on Bethany Road during morning and/or evening hours, and should not receive any credence for the opinion that they hold. They are simply misguided by a total lack of understanding of the traffic situation on Bethany Road. I wonder when the study that said it would be needed by 2031 was taken. Certainly not within the last 4-5 years. I have been driving Bethany Road every morning and evening to State Route 741 and on to I-71 for the past 12 years. The traffic has changed so much and the travel time has more than doubled. In fact, the backups at the 4-way stops and the light at 741 are so bad that I no longer can afford the time to go that way. While I understand the growth to the Mason and Warren County area, I fail to understand	Mary Means	Please see the above response "B". After federal review, the Right-of-Way acquisition was adjusted from 5-lanes to 3-lanes due to funding eligibility.

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		the inability to improve the roads to keep up with the volume of people moving into the area. The widening of Bethany has been on the 'table' for many, many years. It is just unfortunate that those people who built homes along the road did not have the forethought or the interest to investigate the future of the area surrounding their neighborhoods, including Bethany Road. If they had taken any time, they would have seen that this project was always planned. If the hue and cries of a few homeowners can impede the progress of our county then this is a shame for the planning engineers and an unacceptable excuse for the project not to proceed.		
		I am opposed to a 5-lane road.	Jeanne Palmer	Please see the above response "B".
		I am fine with widening the road to three lanes, as I have seen a tremendous increase in road traffic in our seven years here and realize that such an improvement will be needed.	Anne Pellot	
		Please only buy the "right-of-way" for 3 lanes, if the traffic study indicates that only 3 lanes are needed. Please notify me when this decision is made	Robert Pettibone	Please see the above response "B".
		Do not want more than 3 lanes	Philip Renner	Please see the above response "B".
		Expanding the road to 3 lanes, the bike lane and the sidewalk – all good. I worry that they are still going to try and make Bethany a connector between I-71 and I-75. I do not want Bethany to become a connector between the highways.	Kristen Sigward	Please see the above response "B".
		This proposal is not only not safe for those of us that live here but is going to drive our property values into the ground- I pay \$8000 a year in property tax and my house is going to be next to a "highway" My house and everyone else's is certainly going to be considered "prime real estate."	Wendy A. Simmons	Please see the above response "B".
		The readiness for five lanes is great.	Mark Sivik	Please see the above response "B". After federal review, the Right-of-Way acquisition was adjusted from 5-lanes to 3-lanes due to funding eligibility.
		Thank you for this project our family is in favor of this and the possible 5 lane expansion.	Debbie Speed	
		I would like to "put in a vote" for the following: a 3-lane road is fine, however, please, never a 5-lane road! Residential!	Kathy Stanek	Please see the above response "B".
Sidewalk/Bike Path	26 Comments	We're especially excited about the sidewalk!	Anonymous 1	

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		The addition of a bike path would be welcomed by the dozens of cyclists I see on Bethany on the weekends	Rob Anthony	
		My concern is the proposed sidewalk that would be on the north side of Bethany Road. As I mentioned, I live right on Bethany Road and not in one of the subdivisions. My house is already close to the road and a sidewalk combined with the road widening will greatly reduce my front yard. I doubt the need for a sidewalk. The majority of people that live around Bethany Road live in one of the many new subdivisions. The subdivisions already have adequate sidewalks for walking.	Robert Barnthouse	Response "C" : Design has been revised based upon public input. No sidewalk will be included in final design on the north side of Bethany Road between Meadowbrook Lane and the City of Mason Corporation Limit. The existing designed bike path on the south side of Bethany Road and the sidewalk on the north side of Bethany Road between Butler-Warren Road and Meadowbrook Lane will remain.
		No sidewalks on the north side. Bike path can act as sidewalk and path on south side. There are 15 houses on north side and do not need a sidewalk.	John & Jane Buhrlage	Please see the above response "C".
		If bike paths and sidewalk are part of the plan, these improvements would improve the safety for those who use Bethany Road and should be kept as part of the plan.	Cathee Casanta	Please see the above response "C".
		I support the addition of walk/bike paths	Phil Evans	
		We need the sidewalk and bike lane as it is very dangerous when trying to walk or bike to another neighborhood.	Alan F Greggo	Please see the above response "C".
		There should be a connecting bike path at the intersection of Hickory Woods Drive and Bethany. There is an existing path on the east side of Hickory Woods that could be connected to the proposed path on Bethany. If not, it will be very dangerous for someone to get on to the Bethany path at Hickory Woods. It is very busy intersection and no one should have to enter traffic there.	Matt Guion	Connecting bike path to existing bike path on Hickory Woods Drive will be studied further and addressed during the final design stage.
		No to... sidewalks on the north side. A bike path on south side is enough.	Kern Hoffmaster	Please see the above response "C".
		Change the design to position either a bike path or sidewalk on the South side of the road directly adjacent to the south side of the ROW, if either is desirable at all. The desired action is to install neither. The current design shows a bike path on one side of the road (South) and sidewalk on the other (North). There are many reasons to change the design to install neither or at minimum either a bike path or a sidewalk, but not both, on the South Side of the	Martha & Dowell Howard	Please see the above response "C". Bethany Road (within City of Mason) outside scope of this project, for information on bike path connection in the future, contact the City of Mason at (513) 229-8520.

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		<p>road and none the North. Use: There is very likely to be essentially no use of a bike path or sidewalk along Bethany Rd. Period. There is no where to the East of the Parkside subdivision entrance where anyone would want to go. The most likely destination of people wanting to use a sidewalk is to Mason, and the Parkside subdivision is well connected with sidewalks and bike paths to Mason already. If it is felt that people from subdivisions West of Parkside would benefit by a sidewalk or bike path to the Parkside entrance, then build it from Butler Warren Rd to Parkside entrance on the South side of Bethany Rd, but not beyond.</p> <p>Residents on the North side of the road have no use for a sidewalk. These residents don't want a sidewalk taking up part of their front yard. The homes are occupied by long time Mason / Deerfield Township residents who have essentially no children. These houses rarely change hands and the most recent was sold to a neighbor. We have no children at home at 5600 & 5526 Bethany, and only 1 house to the West of the houses near the road has 2 very small children. The sidewalks would connect to nothing and no one would have a reason to use them.</p> <p>Bethany Rd will get busier when it is widened, as wider roads attract traffic. Parents will increasingly discourage their children from going out to bike paths / sidewalks along a busy road. Who wants to take a walk along a busy road when there is plenty of room in the quieter Parkside and other adjacent subdivisions?</p> <p>In fact since the meeting on July 31, Dowell Howard has been observing bike traffic in Parkside subdivision itself. He has observed that less than 50% of bike riders seen opt to use the bike path, including Mom and Dad with kids. They are riding in the street, a number without helmets. Even with a bike path, people in Parkside are ignoring its existence.</p> <p>The current design showing a sidewalk on the North side of the road does not consider how any prospective users, as few as they may be, would access the sidewalk from the South side of the road. (Remember no one on the north side will be using this for years to come). There will be no crossing signals and 'inviting' children to cross a busy road is a recipe for disaster. Some one will get killed or</p>		

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	<p>seriously maimed / injured. It is not a question of 'if'; it is a question of 'when'.</p> <p>It was mentioned that the bike path would connect the Miami to Miami trail. This is not of interest to current residents, nor will to be to serious bikers. Casual bikers and kids could care less. Serious bikers use the road, not bike on paths by roads. At present, these are the only bikers you see on Bethany Rd. Casual bikers and those seeking a family outing would much rather bike along abandoned rail lines which have been turned into bike paths such as the scenic Little Miami path going through Loveland. Mason residents interested in a family outing typically have a bike rack and would rather drive to one of these destinations, rather than bike along a 'busy' road.</p> <p>We're sorry, but we live here and have for almost 20 years. Why should we give up land and endure potential problems for someone who wants to bike on some trail? Bottom line, there are plenty of scenic paths, many of which are totally underused except on certain weekends.</p> <p>No sidewalks or bike path on the North Side of the Bethany Rd. 5600 & 5526 Bethany and certain other properties along Bethany road lie in Deerfield Township, and for good reason. These residents don't want city regulations, sidewalks, street lights, etc. This why the Mason annexation proposal was defeated several years ago. The current Bethany Road widening design forces city type amenities on people who don't want them. Additionally, incorporating these amenities takes up more of their front yards and land. We don't want to pay for them, now or in the future. This is an imposition on people who want to be left alone to live quietly on their property.</p> <p>Sidewalks have a habit of finding their way into tax assessments. Our property has no use for sidewalks and we do not want to pay for them now or in the future, especially when few to no one will use them. We do not, nor do the other residents North of Bethany Rd in this section want to be assessed now or in the future for useless sidewalks.</p> <p>Our property, The Elms Farm, is an agri-business focused on the breeding and sales of miniature donkeys worldwide. Our miniature</p>		

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	<p>donkeys are renowned for their friendliness and gentleness. Some of our individual animals are valued at \$10,000 or more. Building a sidewalk or bike path along the North side of the road invites people to pet, feed, or otherwise disturb our breeding animals. Unknowledgeable disturbance can cause pregnant animals to abort or have other problems. Additionally, people not familiar with animals may have food scents on their hands which invite the donkeys to sample the 'proffered goods'. This could lead to children getting bit inadvertently as the donkeys are attracted to the interesting smell of food. This clearly creates liability issues for us. Until now, this has not been an issue since there is no place to pull off the road in a car, and the lack of bike path and/or sidewalk on the North side of the road discourages foot traffic. We like it that way.</p> <p>We have had problems in the past with people disturbing / injuring our animals. Bike paths /sidewalks increase this possibility as it brings people in closer proximity to our livestock. In the event a sidewalk would be built on the North side of the road, we will be forced to take protective measures which may include automatic gates, posting with appropriate multiple signage, double fencing, or possibly chain link or solid walls, high fences, security systems with monitoring, and first time trespasser prosecution. We are prepared to install the appropriate deterrents to protect our breeding business. The building of either a sidewalk or a bike path will necessitate a drastic security improvement. No option is ruled out. We do not want to bear the expense of installing the protective measures, however, we will if necessary. The likely outcome is that our property road frontage will not be as attractive as it currently is. We will not accept potential liability issues without providing adequate deterrents.</p>		
	Bike trail on south side with no crosswalk between is a recipe for disaster. Children using the sidewalks and bike trail will want to cross the street – how will they do this safely?	Pat Johoski	The addition of crosswalks to be determined in detail design stage.
	I don't think sidewalks are necessary on the north side of Bethany Road.	Dan Kamm	Please see the above response "C".
	Am I correct in my understanding that the Warren County Engineer's office is in charge of determining if a bike lane is safe on Bethany road from the portions intersecting Butler-Warren all the	Amy Longfellow	Bike path will be built to AASHTO standards for separation from roadway, not county determining. ³

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		way to Mason Montgomery?		
		My husband bikes on Bethany to and from work everyday and my girls and I bike three nights a week to the Mason Community Center and safety is our main concern.	Teresa Hardin Nguyen	Bike path will be built to AASHTO standards. ³
		I think the bike path is fine. No one will use the sidewalk and the few that do, can't they share with the bikes? It's not like there is a constant stream of either.	Jeanne Palmer	Please see the above response "C".
		Concerns include necessity of sidewalk-the layout of housing means very few people walk or bike along Bethany	John Palmer	Please see the above response "C".
		The proposed bike path would be a welcome addition to a residential community	Sherri Ten Pas	
		I am also thrilled to be getting walking/biking paths as our family has avoided walks and bike rides because Bethany road is simply too dangerous (high speeds, no shoulders).	Anne Pellot	
		If you intend to include a bike path, for purposes of safety for our child and others, please reduce limit to 35 MPH and disallow semi-trucks from using this road.	John and Jayanthi Peters	View Appendix A for clarification.
		no sidewalk on north side of Bethany Road	Philip Renner	Please see the above response "C".
		We are very grateful that a bike path is being constructed, as it will definitely increase bike traffic and promote healthy exercises. With 3 teens, it will be put to good use.	Herren and Luis Rueda	
		I am excited about the bike path and the ability to walk or ride bikes in the community, instead of just staying in the neighborhood.	Nancy Schulman	
		Expanding the road to 3 lanes, the bike lane and the sidewalk – all good.	Kristen Sigward	
		Bike trail - big thumbs up	Dominika Sulek	
		She wanted to know if sidewalks were going to be added on Pinnick Road (Pinnacle Lane). <i>Additional Comment given after phone call with Nick:</i> As an avid runner and mother of five children, I am thrilled with the proposed improvements on Bethany Road, especially the bike path. My concern involves Pinnacle Lane. Pinnacle is a feeder onto Bethany Road. Pinnacle is not a friendly place for those on foot or bike. Please consider extending hike/bike path/ sidewalk onto Pinnacle Road. The Bethany Road Improvement will attract a lot of foot/bike traffic from the Crooked Tree subdivision. Without an improvement to Pinnacle Lane, many other safety issues will arise. These issues will mostly involve young people.	Tammy Trenaman	The construction of a sidewalk on Pinnacle Lane is outside the scope of this project.

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		Second, based on the images at http://www.co.warren.oh.us/engineer/future_road/bethany.htm (specifically diagram 3) it appears that the standard distance of 20' between the road and the bike path is reduced to near 0 at the Little Muddy Creek bridge. Am I reading this correctly? If so, why is this and how can this be considered safe?	Michael Wielonski	Bike path will be built to AASHTO standards. ³
Statements of Support	29 Comments	Looks great – we'll be very happy with the results.	Anonymous 1	
		I live on the north side of Bethany Road. I can understand the need for the improvements that have been proposed. Bethany Road does need to be widened to accommodate the increased traffic level.	Robert Barnthouse	
		Overall I thought the proposed improvements to Bethany Road were very good.	John Bennett	
		I accept the decision to increase the road to 3 lanes and add the bike path and sidewalk	Janna Shaffer Bruce	
		I think the lane expansion is probably necessary and the bike path/sidewalk will be welcome additions	Jim Burris	
		It is our understanding that a widening of Bethany Road is in the works, making Bethany 3 lanes and adding a bike trail. That sounds fine with us.	James and Cynthia Burton	
		I must agree with Ms. Bruce that some of the changes outlined are definitely improvements. The bike path could be a terrific plus for the area and the introduction of a 3rd lane will definitely improve conditions for traffic flow.	Joe Cerone	
		I am in support of a road improvement project to enhance the local infrastructure	Phil Evans	
		I understand the fundamental need to improve East-West routes within Mason and think that widening of the road and providing sidewalks/bike path is a reasonable idea. I also think the straightening of the curve between Pinnacle Dr. (Pinnacle Lane) and Meadowbrook Ln. is an excellent idea.	William A. Gatto	
		I accept the decision to increase the road to 3 lanes and add the bike path and sidewalk	Brad Glass	
		I think the proposed improvements are excellent and long needed. We need this as soon as possible.	Alan F Greggo	
		I think making a turn lane, adding a bike path, a sidewalk and grade changes will be quite and (quite an) improvement to Bethany Road	Amanda and Bill Hamilton	
		The widening to 3 lanes, adding a median, and adding a bike path are needed. I do not believe you will hear many complaints for	Craig Kallach	

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	these improvements.		
	Solid plan-fixing the area around Muddy Creek will improve safety.	Pave Lamornthe	
	I think that the widening of the road & the bike trail are great additions	Stephanie Marino	
	Thank you for your continued interest in our community. Please push forward with these much needed and anticipated project. Please fast-track this important project!	Teresa Hardin Nguyen	
	I believe that the widening of the road will be beneficial to the area	Kevin Norman	
	I am in full agreement that Bethany Road needs to widened, straightened and leveled	Amy & Nicholas Palermo	
	I have reviewed the proposed update of Bethany road in Warren County and I think the improvements are a good idea.	Brian Pellot	
	I truly like the addition of the walking and biking paths. I also like that you addressed the curve near Pinnacle.	Barbara Rojas	
	I would say that I am fine with the fact that you are widening the road to three lanes. I think it is a great idea for a bike trail.	Christy Rush	
	I accept and can understand the decision to increase the road to 3 lanes and add the bike path and sidewalk	Shirley A. Schmidt	
	I accept the decision to increase the road to 3 lanes and add the bike path and sidewalk	Phiroza Setna	
	I think everything looks good	Kristen Sigward	
	This is a well needed improvement and is needed sooner than later.	Mark Sivik	
	I am in favor of the expansion and improvement. We have a safety factor involved in amount of traffic in our subdivision and adjoining subdivisions. If there is an emergency we have 2 lanes for approximately 2000-3000 people to evacuate the area. I know 50 people's property is affected but safety should be more important. We have benefited greatly for the entrance into our sub-division Pinnacle Lane. With the Bethany Road improvements this will help with coming into Pinnacle Lane and leaving Pinnacle Lane. We worry about if the improvements and expansion are not made that traffic on Bethany will become more of a problem.	Debbie Speed	
	I accept the decision to increase the road to 3 lanes and add the bike path and sidewalk	Kavitha and Jay Thumma	
	I like it! Looks much safer than what we have. How much increased traffic is expected?	Sheila Watson	According to the most recent certified traffic report provided by ODOT an average of 15,000

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				vehicles/day is expected by 2031. ⁴
		I accept the decision to increase the road to 3 lanes and add the bike path and sidewalk	Jodi Zellner	
Traffic Signal	3 Comments	A traffic Light at Pinnacle Drive (6200 Bethany Road) would be a great improvement.	Frances H. Gilbert	Response "D" : KZF prepared a signal warrant analysis on 4/14/08 and received a concurrence letter from ODOT dated May 29, 2008 stating a traffic signal is not warranted after the redesign. Signal warrants will continue to be investigated during the final design phase of project development.
		I would like Pinnacle to be considered for a stop light. (If there is only 1 stop light & subdivisions are not connected it will only benefit the subdivision where the light would be.)	Steven Marsteller	Please see the above response "D".
		I also think there needs to be a light at Bethany and Butler-Warren and Bethany and Mason-Montgomery.	Kristen Sigward	Preliminary design for the Butler-Warren Road Improvements project includes a traffic signal at the intersection of Bethany Road and Butler-Warren Road. The intersection of Bethany Road and Mason-Montgomery Road (within City of Mason corporation limit) is outside the scope of this project. For information on plans for a traffic signal in the future, contact the City of Mason at (513) 229-8520.
R/W and Negative Effects to property	7 Comments	Is the county or the State of Ohio planning to replace the landscaped mounds and trees that will be removed in acquiring the right of way needed?	Frances H. Gilbert	Compensation for privately owned landscaping will be addressed during right-of-way acquisition discussions. Preliminary design does not remove mounds.
		Reposition the North — South location of Bethany Rd to the South to be in accordance with the deeded right of way (ROW) and previous road easements granted as part of the Parkside Subdivision PUD. The position requested would be the in the center of the existing easement. The current easement extends 60 ft to the South and 30 feet to the North of the existing road centerline. The	Martha & Dowell Howard	Response "E" : Design has been revised by realigning roadway to the middle of the right-of-way (that includes right-of-way dedicated through City of Mason) east of Meadowbrook Lane, based upon

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	<p>new road position would be 15 feet South of the existing road centerline.</p> <p>The proposed North — South positioning of the centerline of the Bethany Rd project does not consider agreements made during the authorization of the Parkside PUD at Mason City Council meetings. Dowell Howard worked with the developer and the neighbors located on the North side of Bethany Rd West of 5526 & 5600 Bethany for the developer to provide a 60 foot easement to the South to allow for future widening of Bethany Rd.</p> <p>A substantial portion of the rationale included the fact that any widening of Bethany Rd would take a considerable part of the front yards of houses located close to the road and consume fields in use, or available for future use, at The Elms Farm. The objective of seeking this easement was to allow a future wider Bethany Rd to have its centerline to the South of the present location.</p> <p>Part of the rationale for having more easement on the south of Bethany was to prevent having to disturb the cemetery across from the Parkside entrance. There are unmarked graves within the current easement.</p> <p>The Bethany Rd widening proposal presented does not position the widened Bethany Rd in the center of the current easement. Although the parties developing the design may not have been aware of the above fact, it seems strange that one would not position the road in the center of the easement, especially when front yards of a number of houses would be compromised. The desired action would be to reposition the road which is clearly in the best interests of the residents.</p> <p>Change ROW to a Maximum width of that of a typical non divided Ohio Highway (100 feet)</p> <p>The Right of Way typical maximum width for a non divided Ohio Highway is 100 feet or less. Bethany Rd is not a numbered route. We own a farm on Ohio Rt. 72 near Sabina and the ROW on that Ohio highway is 100 feet or less. Regardless of how much traffic will eventually come onto Bethany Rd, 100 feet should be the absolute maximum width. If traffic increases beyond that carrying load Ohio DOT and Warren County should seek a divided route through a non populated area. Neil Tunison is well aware of the options North of Bethany Rd. Currently the ROW in this portion of Bethany Rd is 90</p>		<p>public comment, resulting in reduction of impacts to properties directly north of Bethany Road.</p> <p>During the SWWCTS, a Boulevard Style road design was ruled out because of public input.⁵</p> <p>Compensation for impacts to property owners will be negotiated during right-of-way acquisition.</p>

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	<p>feet, which would mean an extra 5 feet per side.</p> <p>There is no reason for Bethany Rd to look like a city road. We are in the County. We want to remain in the county.</p> <p>This road is a county expansion with Ohio DOT & Federal help — not a City of Mason project. We don't want fancy plantings in the middle of the road now or never. There is no reason why this road should be any wider than a typical Ohio route with a speed limit of 55 MPH (the speed is lower here). Include the drainage ditch within the proposed 100 foot easement discussed in this input document.</p> <p>The proposed drainage easement on the North side of the road lies outside the easement. This is clearly unacceptable. The drainage easement should be within the easement.</p> <p>If need be, move the road ROW moved further South. Re-contour the barrier mound on the south side of Bethany Rd if you have to move the road further South to accommodate this. While the mound provides a barrier, changing its contour or position or slope slightly does not affect the residents livelihood, the way taking a long strip of our farm land out of production does.</p> <p>We simply can't afford to give up more land for a drainage ditch outside the easement. We have long amount of road frontage and the land required substantial. We are land constrained as it is. You must find a way to include this in our proposed maximum 100 foot ROW.</p> <p>Include in estimate money to replace the 3 board fence as constructed, This fence is constructed with specifications above the typical board fence specifications due to wind loading & long life desirability. The fence to be rebuilt as per specifications or money allocated remitted to be directed for high security fencing described above at our option. This option applies to 5600 & 5526 properties. Please be advised that the 3 board fence seen along Bethany road along the 5600 address boundary is constructed with specifications far above the typical wooden fence construction. The reason is to provide a wind resistant fence with a 20 plus year life that keeps the animals safely inside their pastures. The details of the current fence construction are:</p> <ol style="list-style-type: none"> a. Line Posts: Hand selected & individually inspected 5-6" treated CCA preservative posts 8 feet long, 0.8 treatment level 		

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		<p>on 7.5 foot centers. No post less than 5" diameter at narrowest end acceptable. No bent b bowed posts. This is far superior to the posts at the local farm store.</p> <p>b. Gate Post: Posts minimum 7-8" or larger for gate hanging posts. No post less than 7" diameter at narrowest end acceptable. No bent I bowed posts.</p> <p>c. Treated popular fence boards, hand selected & individually inspected upon construction to be free of splits, knots I defects. (Roughly 60% of the boards in a typical board bundle will pass)</p> <p>d. Nails 3 per fastening point, nailed at an angle on mid posts, with 2 at butt joints, all to be at minimum 0.131 diameter, 16 ga. GALVANIZED. Air nailing acceptable, but head sinkage not more than 1/16" inch.</p> <p>e. Line posts at least 38" deep secured with one and one half (1.5) 80 lb bags of Sackrete or stronger concrete, wheelbarrow mixed, or mixed in hole (no dry concrete adds), minimum 24 hour hardening prior to backfill. Concrete to not be higher than 8" down from ground level.</p> <p>f. Gate posts at least 38" deep secured with two (2) 80 lb bags of Sackrete or stronger concrete, wheelbarrow mixed, or mixed in hole (no dry concrete adds), minimum 24 hour hardening prior to backfill. Concrete to not be higher than 8" down from ground level because frost will heave the post out of the ground if it comes closer to the surface.</p> <p>g. Prime painted by BRUSH (No spraying) after 3 months weathering with Porter Paints best exterior house primer (currently —\$40/gallon). Two finish coats Porter best exterior house paint, (currently around \$34 I gallon), these coats to be brushed on posts, brush or roller on boards, run free.</p> <p>h. Galvanized wire filled gates to be used with 2 way latches; Tarter Gate manufactured latches or better</p> <p>5526 Property Fencing was built to the same specifications, however; 4 x 4 posts were used. Dowell Howard provided specification information to the then current 5526 residents who constructed the fence. For replacement fencing, if replacement and not high security fencing is</p>		

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		<p>chosen by us, we will pay the difference between using the 4 x 4 posts and the 5-6 inch posts (Note: gate posts were 6x6's so cost for 7-8" flat faced posts should be about the same.) Project should include funds to replace any plantings with like size and specific type (genus — species) of plantings positioned in accordance with road ROW in existence at 1992. Trees and plantings were specifically located outside the specific ROW in existence in 1992 to be sure that future widenings would not threaten them. In fact, we discussed ROW issues with the Warren County Engineer's office at the time. If you disregard our 100 foot ROW maximum request, the project should include replacing previous plantings. Some of the trees planted are native Ohio species, not easily obtainable in every nursery. This is why we desire the same specific genus — species replacement versus a generic tree.</p>		
		<p>When Parkside Subdivision was built there was a 60' right-of-way put on the south side of Bethany Road for the event the road would be widened it would be south side and not on the north side, that is in the minutes of a meeting when they first talked about Bethany Road widening.</p>	Dan Kamm	Please see the above response "E".
		<p>As a homeowner in the Meadowbrook Estates Subdivision on the north side of Bethany Road I feel the road expansion and additional sidewalk have negative effects specific to our subdivision. Since the homes of Meadowbrook Estates directly face Bethany Road, there will be a significant increase in road noise, and reduced safety, privacy and security. The decreased frontage will also have a negative effect on our home's livability and future property values. The expansion plan should be developed so as not to adversely affect any of the residents. I strongly recommend that the Warren County Engineer's Office and ODOT consider adding 3-4 foot tall grass berms or mounds north of the side walk between the sidewalk and the homes. This would be very beneficial in addressing the above issues at a minimal cost.</p>	Gary Kestin	Noise analysis being conducted. Pending outcome/recommendation of analysis, abatement will be determined.
		<p>Concerns include center line of right-of-way should be shifted south from Hickory Woods east toward Mason Line. The current proposal comes very close to the houses on the north side and tree lines.</p>	John Palmer	Please see the above response "E".
		<p>When Parkside was built the City of Mason had Parkside leave green space on south side of Bethany Road. So when Bethany is</p>	Philip Renner	Please see the above response "E".

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		widened, it would be all done on south side to keep north house from getting any closer to road.		
		I own a property bordering with Bethany Road along the proposed improvement area, within Cherrybrook community. I currently have a berm and a set of trees behind my property that provide visual, noise protection, and privacy between my home and Bethany road. I am concerned that the improvement will eliminate the trees, and the vertical alignment of Bethany Road will render the berm meaningless. I am in favor of the project, but don't want to lose my visual, noise, and privacy benefits either, nor have it significantly impact the property value of my home. I would like to see the Bethany improvement project increase the size of the berm behind my house, and replace the trees it knocks down so I can retain as many of my current benefits post project completion.	Hector Roman	Noise analysis being conducted. Pending outcome/recommendation of analysis, abatement will be determined. Compensation for privately owned landscaping will be addressed during right-of-way acquisition discussions.
Aesthetics	2 Comments	It would also be great to include center islands where there are no turns occurring. This would further mesh into the design of the thoroughfares in Mason.	Mark Sivik	During the SWWCTS, a Boulevard Style road design was ruled out because of public input. ⁵
		Lastly, was there any thought given to landscaping the middle lane where turn lanes are not present similar to how the Tylersville Rd and Mason Montgomery Rd improvements were implemented? I think this would add a lot of aesthetic value to the area.	Michael Wielonski	During the SWWCTS, a Boulevard Style road design was ruled out because of public input. ⁵
Sight Issues	1 Comment	In the 7 years we have lived here, I have almost been rear-ended numerous times while trying to turn left onto Ivy Grove. I will actually be relieved if the widening of Bethany Road will permit a left turn lane for westbound traffic turning into Ivy Grove, as this has become a dangerous intersection between the speed limit and the sight issue on the hill (when you are traveling westbound on Bethany the rise in the hill prevents the driver from having a clear view). My greatest concern, however, is the sight issue for westbound traffic at Ivy Grove. I hope that the state can give some consideration to correcting the sight issue at the intersection when it begins work to widen the road. With an expectation of higher traffic patterns and the posting of the 55 mph speed limit, this intersection will become even more dangerous. It would also help if the right turn lane for eastbound traffic could be extended by a car length. When attempting to turn right onto Ivy Grove, I frequently observe impatient drivers utilize the westbound lane to pass a car which is	Barb Tesorero	Please see the above response "A". View Appendix A for speed clarification.

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		slowing in preparation for the turn.		
Other Road Concerns	4 Comments	Our property has a creek; I must pull my lawn tractor out on to the road to cut the other side. The road is covered by three police departments: Mason- they are on the street four to five times a day. They do the best job. Deerfield TWP- They drive by about two to three times a month. State- They fill out accident reports only. The street in front of house is in the township, but both sides of are in Mason.	John & Jane Buhrlage	The request for more patrols will be forwarded to the appropriate enforcement agencies.
		The hill that is to be restructured is now dangerous because there is a blind spot where you can't see who is coming from the opposite direction and people speed through their like it is a superhighway. This will make it safer.	Alan F Greggo	
		I also think the entrances to Crooked Tree via Pinnacle and into Arbor Creek via Melampy Creek Lane are dangerous due to them being staggered. I think the combined factors of these two entrances and a hilly and curvy road equals disaster (also a new entrance is being added east of Pinnacle). I think that Melampy Creek Lane should be made into a cul-de-sac since the entrance to the subdivision via Ivy Grove is so close. The subdivision isn't large enough to require two entrances.	Amanda & Bill Hamilton	Please see the above response "A".
		Reduce road lane width from 12 feet to 10 feet. A road width of 12 feet is excessive for a road such as Bethany Road in a 3 lane situation. The maximum allowable width of conveyances without a permit is 8.5 ft per Ohio DOT regulations. A widened Bethany Rd with a turn lane of 3 times ten (10 feet) should be wide enough. A wider road is not necessary and consumes more valuable land, especially with respect to our farm. Our grass pastures are valuable to us as a food source for our livestock. When acreage is removed from our farm for easements/road widening, we have no way to replace the pasture which is a highly functional part of our property. We take pains to maintain the grass so that it provides fodder for our animals. Losing acreage from the combined properties takes a large amount of pasture out of production. We will have to replace that food source with purchased hay, incurring a perpetual additional expense into the future. Ensure the road design, including any shoulder on the South side of the road, allows for semi tractor & 53 foot semi trailer ingress I	Martha & Dowell Howard	Final design must meet the ODOT and Federal Standards for road width. (12 feet) Design will include turn movements for this drive. Project will be completed per ODOT Construction and Material Specifications. No additional cost to owner. Enforcement of traffic law is under the police authority, not part of project. View Appendix A for clarification on truck zone jurisdiction.

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		<p>egress from 5600 Bethany. As the Elms Farm ships across North America and beyond, large animal or hay hauling rigs / drop decks regularly enter these ingress / egress points. On one occasion, a specially permitted hauler with a 66 foot load entered one of our field entrances. This capability must be maintained. Permit points for the 5526 entrance, and the 2 field ingress / egress points were obtained from the Warren County Engineers Office. These points were constructed according to the Warren County specifications and inspected. It is unknown if the 5600 entrance had a permit as it has been there for 150 plus years, but it does have the properly sized culvert. All points, if disturbed, need to be re-built according to the current code with not less than the current width and flare. Plantings and fences around 5600 and 5526 to be replaced and mailboxes to be relocated. Ensure design includes land re-contouring and fill to create a similar entrance to that on the 5600 Bethany Property. The 5600 flared entrance with a level ingress / egress area equal to the existing must be maintained. This allows adequate flat stopping / starting area for mid sized rigs prior to turning on Bethany Rd. The flares on the sides of the paved driveway are constructed with 12" deep excavation with large crushed limestone rock from Melvin Stone Quarry compacted and then covered with 304 (1.5" to dust) compacted to maintain the weight of loaded semis. An equivalent level entry point with flares needs to be reinstalled with equivalent weight carrying capability. A wider road will attract more trucks, including semis, some equipped with exhaust braking. Post large signs (larger than present), that this is not a through truck route & and inform county & city police to patrol the road for violators The wider road will attract more trucks, especially with GPS units being now widely used. This should not be a truck route. We need strongly worded signs and police patrols to back this up. As a concerned resident, we have previously identified violators and informed police of license numbers. Appropriate follow-up occurred. Frankly, we don't have time to do this for a large number of violating vehicles.</p>		
Drainage	1 Comment	The drainage ditch along 5526 Bethany Rd was not properly	Martha & Dowell	Roadway drainage will be designed

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		reconstructed following the burial of a number of forced sewer lines and various road improvements creating drainage issues. Properly construct the drainage ditch in front of 5526 Bethany to alleviate drainage issues caused by improper design/contouring. Previous contractors also neglected to remove a tree whose stump remains in this area. The work which resulted in the current problem occurred prior to our ownership of the 5526 Bethany property. The previous owners did not follow-up following construction efforts to have the issues fixed.	Howard	per ODOT specifications.
Construction Trespassing — Ground disturbance	1 Comment	During construction, all construction vehicles and equipment must stay within the specified ROW and not trespass beyond the ROW boundary. This means even by 6 inches! Heavy vehicles or skids compact ground which inhibits pasture growth. Once disturbed, ground compaction is difficult or impossible to remedy. Therefore, it is imperative that no vehicles, skids trespass beyond the ROW boundary. This may mean that some work be completed by hand adjacent to the boundary. This should be taken into consideration. There will be no incursions. We may install temporary fences to enforce this. We are serious about this point. We have seen too many incidences of incursions on road projects due to carelessness or lack of attention.	Martha & Dowell Howard	All work will be done within construction limits. If temporary easement needed for grading, will be informed and compensated. No work will extend beyond proposed construction limits.
Statements of Disapproval	2 Comments	I see your need, but not convinced of it. I see the population growth, but maintain that the work should have been done prior to building up the Bethany Corridor. We all spent good money building these homes and now poor planning on your part is going to impact property values. Spend this money fixing Tylersville or Fields-Ertel.	Beau Loker	The Bethany Road Improvement project is one of eight high priority projects identified by the SWWCTS. The timing and initiative of this project has progressed as funds have been identified.
		Everyone that bought homes along this did that believing that it would stay the rural road that it is; we did not anticipate that someone in the state would believe that it would make a good "highway". I do not believe that it is a good proposal nor do many citizens that live along the road. There truly does not seem a viable reason that this proposal should be approved. If you lived in one of the sub-divisions along Bethany would you approve this proposal? We knew when we moved here that it would take longer to get to the freeway, either freeway. And that was one of the reasons that we chose to buy our house here.	Wendy A. Simmons	The proposed widening of Bethany Road is to improve safety and traffic operations.
Communication	2 Comments	How much notice are you "required" (by law or regulation) to give	Lou and Paula Dabbelt	View Appendix B for response to

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		<p>residents with regard to input on projects like this? It seemed to me that notice of a public meeting to gain input was rather short. I believe it was no more than 2 or 3 days? I believe that a project like this should require not less than two weeks notice - one each week prior to the meeting in several media outlets.</p> <p>I think another meeting should be held now that most people are in-town, and with more adequate notice. Or even better, in lieu of another meeting, that STILL might not be convenient for many people (i.e. with work, kids in extra-curricular, etc); wouldn't it be more effective to mail a letter to all the homeowners in the affected neighborhoods along Bethany? Detailing exactly what is being proposed (i.e. which would also help avoid misconceptions). These issues affect safety, congestion/people's time, and property values. For the millions being spent on the project, a couple-hundred in stamps would be well worth the investment, and hopefully minimize future complaints, and more importantly, future accidents. For example, why is it that we are hearing about this via circulated emails?! I do seem to recall mention of the meeting in the Pulse Journal, however, I could not go to the meeting; prior commitment. I did not hear the alarming details in the Pulse Journal though, that I have heard circulated in the emails below (55 mph, 5-lanes eventually, "through trucks allowed"). I also could not read/open all the diagrams on the website. Despite having a DSL internet connection, the diagrams took too long to open, and the 1-2 that I waited for, the writing was too small &/or I didn't fully understand the drawings anyway (too technical for the average, busy, layperson).</p>		<p>this comment given on 8/7/08.</p> <p>View Appendix B for response.</p>
Traffic Noise	1 Comment	<p>I live in Cherrybrook, on a street well off Bethany. Although I can't hear it from inside my house, when I get my morning newspaper off my driveway at 6am, I can clearly hear (lots) of traffic, I'm assuming from 75 (definitely sounds like "large-truck"/18-wheeler noise). A 3-lane Bethany, with speeds of 35-40 mph, and "no through trucks" should not increase traffic-noise substantially (IMHO). However, I would think a 3- to 5-lane Bethany, with speeds of 50+mph, plus allowing 'through trucks', would substantially increase traffic, and therefore substantially increase traffic noise. Plus, obviously, greatly increase the potential for accidents/decrease safety along this</p>	Kathy Stanek	View Appendix A for speed clarification.

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Safety	1 Comment	<p>residential corridor. This affects our property values, plus safety.</p> <p>Last but not least, and most importantly --- safety.</p> <p>1) Try to make a left turn out of Cherrybrook onto Bethany during morning rush hour (at the current speeds). You'll be sitting there awhile.</p> <p>Now think about a school bus, full of kids, trying to make a left turn during morning rush hour. Think about that school bus trying to make that left when it's raining. What about when the roads are slightly slick from ice, sleet, snow, but not so slick that school is delayed/canceled?</p> <p>Now think about that bus doing the things above if the speed limit is 55mph, there's big trucks rumbling towards them ... fast, and the bus driver is just trying to get the kids to school on time. And, as you know, when the speed limit is 55mph, many drivers think that means 65-70mph, while they're on their cell, applying make-up, drinking their coffee & eating breakfast, and texting. Hmmm ... real safe for the kids on the bus, huh? Would you want YOUR kids on that bus?!</p> <p>2) Although it's not a "senior-living community" many people living in the Heritage Pointe/Inverness condo neighborhood, next to Cherrybrook, are over 60 yrs old. It is very near the intersection of Butler-Warren Rd and Bethany Rd. I've heard that Butler-Warren will be getting a traffic light at that intersection eventually (great - it's much needed). My mother-in-law lives there. Although many residents are probably great drivers, I'm sure some are more "cautious", slower-driving, and "hesitant" drivers (i.e. my mother-in-law). Also not exactly the safest of situations, especially at a 55mph speed limit, with through-trucks, and the resulting expected increase in traffic.</p>	Kathy Stanek	View Appendix A for speed clarification.
Speed Limit on Bethany Road	16 Comments	<p>The 55 MPH speed limit should be re-examined if you are going to be putting a bike path and sidewalk alongside a road where a vehicle can travel at speeds in excess on 50+ MPH. This just doesn't make sense for the safety of the bikers and pedestrians biking or walking along Bethany. Bikes & pedestrians are not allowed to walk along freeways but it's OK to walk along a country road where the speed limit is just as high? That just doesn't make sense and puts people's lives at risk.</p>	Greg Anselmi	<p>Response "F": As part of the project, WCEO performed a traffic speed study and determined that the speed limit on Bethany Road should be 45 mph between the City of Mason Corporation Line and Ivy Grove Court. From Ivy Grove Court to Butler-Warren Road the speed limit is an unposted speed limit of 55</p>

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				mph per the prima-facie speed limitations set forth in section 4511.21 of the Ohio Revised Code.
		I have heard that the speed limit is 55mph now but is not advertised. That speed is unsafe to enter and exit the residential neighborhood. It is already hard to leave Ivygrove, turning left on Bethany now.	Ann Begley	Please see the above response "F".
		Please note that in my opinion, 55 miles per hour on Bethany Road is excessive. A speed of 45 miles per hour would be more appropriate due to the many entrances to subdivisions and individual homes along this street.	Jennifer Bokovoy	Please see the above response "F".
		Although I do understand that the speed limit on the Butler-Warren side is currently 55, it is not well know as there no signs posting the limit (just the "end of 45") sign just past Pinnacle Drive. The speed limit along the entire road should be 35 as it is entirely residential. I cannot even understand while the road currently changes speeds. A 35 MPH speed limit and continuing to disallow truck through traffic is safer for all families in this area and more consistent with the rest of the Mason residential areas.	Jim Burris	Please see the above response "F".
		I would be in full support of the Project if the Speed Limit could be reduced to 45MPH in all areas. Has there been any consideration to reducing the Speed Limit from 55 to 45. Is there any particular reason why it is necessary to have a 55 MPH Speed limit in this area?	Mark Cravens	Please see the above response "F".
		In Savannah Smith's email she states that the "factors used to set the reduced speed limit have not changed" may be true at this time. But, when you expand Bethany Road, that will be a factor change due to pedestrians using the bike path and sidewalks. Then it will need a new ODOT reviewed speed study. You cannot have traffic going 55 or even 45 people that near the road. I think you should commit to requesting a new speed study once the expansion is done.	Amanda & Bill Hamilton	Please see the above response "F".
		Lower Speed limit to 35 MPH Since the road will carry an increased traffic load, the speed limit should be reduced to 35 MPH to improve safety and reduce environmental noise pollution. Bethany road has become increasing noisy due to repaving with a different surface finish than previously used and noisier tire tread designs now used on many vehicles. As	Martha & Dowell Howard	Please see the above response "F".

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		the new road will be closer to houses, something should be done to help reduce vehicular noise.		
		If the residents along Bethany road wish to see the speed limit reduced from 55mph on the stretch of road from Butler-Warren to Ivy Grove, should we be petitioning the ODOT directly?	Amy Longfellow	Please see the above response "F".
		I believe that the speed limit of this road should be made 35 mph all the way across. There are too many residents who need to safely enter and exit Bethany into their subdivisions and/or driveways. 55 mph - especially at dusk/night or during inclement weather - is just too fast for this area. Please me and my husband as two residents who would like to see a safe speed of 35 mph be implemented along the length of Bethany.	Amy & Nicholas Palermo	Please see the above response "F".
		The speed limit of 55 mph is too high. This is a residential road with many driveways and development entrances.	Jeanne Palmer	Please see the above response "F".
		<p>I believe the speed limit of 55 mph from Butler-Warren to Ivy Grove Lane is TOO FAST. There are three entrances to subdivisions in close proximity, and this speed limit will cause an unsafe condition as to entering and exiting these subdivisions. Also, there is a bike and walking path along this road so it is very concerning to think of vehicles traveling at this speed next to the paths. This is a highly residential area so this speed limit is not necessary!</p> <p>Additional Comment given in response to statement by WCEO: I believe factors have changed that require an additional speed study. You will be putting in a bike and walking path along this road. Also, it doesn't pass the logic test that the speed limit on a residential road should be 55 mph. Obviously; this speed limit creates an unsafe condition and must be addressed.</p>	Barbara Rojas	Please see the above response "F".
		I am a parent to 5 children and am concerned with the 55mph speed on Bethany Road after the completion of the widening. I would like to support the 35 mph speed limit, which should be a safer alternative to the bike path and walking trial.	Nancy Sakelios	Please see the above response "F".
		<p>**Thank you for clarifying the speed limit issue and the truck issue. I would still very much like your office to consider reducing the speed limit to 35 for those reasons mentioned. How do we request you to consider a "speed study" and a "no through trucks" regulation?</p> <p>Adjusted comment from previous comment given below in</p>	Joan and Robert Seay	Please see the above response "F".

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		MISINFORMED		
		I appreciate the efforts your office has already made in petitioning for a lower speed limit. I hope if the opportunity is available, your office will continue to petition the state for a residential speed limit on Bethany Rd. Current traffic often flows at well over the current 55 mph limit.	Barb Tesorero	Please see the above response "F".
		I'm not sure what criteria needs to be met to "justify" another speed study, but the volume of traffic traveling on Bethany Road has increased substantially in the last couple of years. It is becoming increasingly more difficult to find large enough gaps in oncoming traffic to safely exit both the Cherrybrook and Northridge subdivisions which lie within the 55 m.p.h. zone, especially for school buses which accelerate at a slower rate. Please advise me as to the criteria needed to pursue another speed study for our area.	Val Venere	Please see the above response "F". A section will be provided on the WCEO website giving the criteria needed to perform a speed study. ⁶
		I agree with some others who have concerns about the speed limit between Butler-Warren and Ivy Grove of 55 mph. I would like to see that reduced to 35mph because once there are bike paths and side walks on each side of Bethany there will be a fair amount of pedestrian traffic, especially kids, near the road. Slower speeds will give drivers more reaction time and reduce the chance for accidents and injuries.	Michael Wielonski	Please see the above response "F".
MISUNDERSTOOD Speed Limit on Bethany Road and Removal of "No Through Trucks" sign	63 Comments	Please reconsider changing the proposed truck route near Bethany to no truck	Anonymous 2	View Appendix A for clarification.
		We are really concerned about the proposed speed limit increase on Bethany. It would be very dangerous for our kids and cause lots of disturbance. We would like to see at 35kmp.	Kavitha Allam	View Appendix A for clarification.
		Do we really expect a trucker who turns down Bethany because ODOT removed the "No Thru Trucks" sign to suddenly stop when they encounter the "No Thru Trucks" put up by Mason? A great deal of controversy could be avoided simply by keeping up the signs for "No Thru Trucks" for the county maintained portion of Bethany.	Greg Anselmi	View Appendix A for clarification.
		I could honestly see Bethany becoming more like Butler-Warren, where there are turn lanes as needed (in front of entrances to Heritage Club and Four Bridges), but no more. And why would there need to be a 55 mph speed limit? I don't know of a 55 mph speed limit anywhere else in the entire city of Mason! Tylersville,	Rob Anthony	View Appendix A for clarification.

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	<p>which is 90% industrial and 5 lanes wide, isn't even 55 mph. From Cincinnati-Dayton to US-42, Bethany is nearly all residential, and now there's even an elementary school opening this fall. Turn lanes would serve to make it safer and allow for better traffic flow, but raising the limit to 55 will result in even more accidents. Trucks have no business on Bethany. The businesses on Mason Montgomery are easily accessible from 741 via I-71. I strongly object to allowing trucks and raising the speed limit. They just LOWERED the speed limit to 35 mph on parts of Bethany, as it is!</p>		
	<p>Don't waste our tax dollars putting in a bike lane if you are going to allow semi-trucks to travel on Bethany. No one with children will use it. It will be a death lane. NO THANKS!!!!!! Who's making these decisions? Obviously, someone who does not live off of Bethany road.</p> <p>I have to accelerate onto Bethany from our subdivision with the speed limit at 45. If anyone took the time to clock the travelers, you would discover, they are already going 55! There is no need to increase the legal limit.</p> <p>I don't understand why you want to make an area that brings high property taxes to the county and turn it into an area that is undesirable to live due to the new dangers of your proposal. Semi Trucks and increased speed???</p>	Brenda Bagby	View Appendix A for clarification.
	<p>concerned with speed limits being raised to 55 mph; (2) concerned with semis being able to use Bethany Rd.; (3) thinks speed limit of 55 mph will endanger kids</p>	Sharon Bailey	View Appendix A for clarification.
	<p>I was reviewing the proposed project plans for Bethany Road Improvement on the Warren County website and have a big concern about the 55MPH speed limit on Bethany from Butler Warren to Ivy Grove Lane. This is an extremely fast speed limit for entering and exiting the communities on Bethany in this area and will be very dangerous for those using the new bike trail. Why not end the 55MPH speed limit at Butler Warren? That makes much more sense.</p> <p>Also, I'm very concerned about using Bethany as a through lane for Semi-trucks. Isn't Tylersville better equipped to handle this traffic as well as having easier access from the highway?</p>	Todd Borgerson	View Appendix A for clarification.
	<p>I oppose the 55mph speed limit and the removal of the "No Through Trucks" sign. Bethany Road is 100% residential between Butler-</p>	Janna Shaffer Bruce	View Appendix A for clarification.

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	<p>Warren and Mason-Montgomery Roads. A speed limit of 55 miles per hour seems crazy to me for a residential area. Where else in Mason is there a 3 lane road with a 55mph limit? Do we have any roads besides the highway with this type of speed posted? Why would I ever send my kids out to the new bike path knowing the cars will be traveling at that rate of speed? And then you say you want to allow through trucks on this road? Again, I question the logic. We do not want to see large trucks traveling down our 100% residential area, let alone at 55 mph. Tylersville Rd. and Rt. 42 are blocks away and can certainly handle those trucks.</p>		
	<p>The speed limit in the first meeting was to be 35. Now it's 45, but nobody goes 45, it's more like 55 to 60. We would like to invite someone from OKI or whoever, to try pull on gout of our driveway between 5:30-9:00 AM and 4:30-6:30 PM. We had at one time signs (hidden driveway), but they were taken down. Why?</p>	John & Jane Buhrlage	View Appendix A for clarification.
	<p>The increase of the speed limit to 55 mph and the proposed use of the road by semi-trucks worries us. This is a road completely surrounded by residential areas. We would not deem it safe enough for our family to use the bike trail if the speed limit is 55 and/or semis were allowed to travel on it. How quickly a car can veer off the road at 55 is of concern as is allowing semis to travel on a road with as sharp a turns as are in the S-curve near Arbor Creek and Crooked Tree subdivisions. This area has proven to be an area of concern because of the steep inclines that go into and out of the curve. There is also limited visibility in certain parts of this curve that already make it dangerous. We cannot see a semi navigating that stretch of road successfully, especially in bad weather. Already we have cars that can't keep to their side of the road at the present speed limit.</p> <p>We respectfully request that the 55 mph speed limit and the use of the road by semi-trucks be stricken from this proposal. We concur with the Warren County Engineer, Neil Tunison, that a speed limit of 35 mph for the length of Bethany be established.</p>	James and Cynthia Burton	View Appendix A for clarification.
	<p>When we bought our house here 1 year ago we were aware of the widening of Bethany. We most certainly didn't know about the speed limit going up to 55 mph or that semi-trucks would have access to this road. My husband and I STRONGLY DISAGREE with these considerations. It makes NO sense to me at all to raise</p>	Susan and Michael Bush	View Appendix A for clarification.

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	<p>the speed limit to 55 mph. Vehicles are turning into neighborhoods up and down this stretch of road. What could possibly be the reason for raising the speed around residential areas with children...and then ALSO considering a bike and walking path? I would not want to walk or ride on a trail with trucks flying by at 55 mph right beside me. (Our children will not be using this path either.) Have safety concerns been addressed concerning these issues? Please listen to Warren County Engineer, Neil Tunison, and all those writing and calling about this issue. It's crucial to the residents (and even non-residents) of this affected area for our highest level of safety. Keep the speed limit at 35 mph and NO SEMI-TRUCKS permitted.</p>		
	<p>Instead of raising the speed limit, the Warren County Engineers Office should drop the speed limit of Bethany to 35 mph, especially when one considers the safety issue of pedestrian and cyclists sharing the road with vehicular traffic. According to the overview of the project, "the project purpose is to...improve safety". Raising the speed limit along Bethany Road will not improve the safety, it will reduce it.</p>	Cathee Casanta	View Appendix A for clarification.
	<p>There are many of us who do not understand the rationale for increasing the speed limit to 55 mph and allowing trucks and semi's to travel through a residential neighborhood. This seems like a dangerous proposition. There are many children that have become friends through Mason schools that live in Cherrybrook, Crooked Tree and Arbor Creek neighborhoods. Furthermore, many of the older kids actually cross Bethany Rd to visit with friends. I have to wonder what a 55 mph speed limit for the short 0.8 mile stretch between Butler-Warren and Ivygrove will actually accomplish for anyone. Has anyone considered the impact to those of us trying to enter Bethany Rd from our neighborhoods with trucks traveling at 55 mph or those afraid to use the bike path?</p>	Joe Cerone	View Appendix A for clarification.
	<p>I just wanted to voice my concern about a 55mph speed limit on Bethany Road. Not only do I think it is unnecessary (why do we need to be driving 55mph through a residential area?), I think it is incredibly dangerous – with so many children in the neighborhoods and school busses going in and out of the subdivisions all day, it makes me very fearful for my children's safety – not only when they're with me but when they're on a bus with a flustered driver</p>	Jennifer Clark	View Appendix A for clarification.

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	<p>who is running late for school. Moreover, I would be a poor parent if I let my children walk on a sidewalk where cars are zooming by 5 feet away at 55mph, so this makes the sidewalks useless! Furthermore, in my opinion, this would be a very poor decision for the township to undertake. There are many townships/cities in our area where people can choose to live that demonstrate a higher level of concern for children, their safety, and their communities, and after Deerfield has done such a nice job of building up, I would think you would/should be concerned that this will slow you down significantly in an already slow market...so I have to question the judgment of our leadership and why they would want to do that? I would love to understand who is driving the speed increase and contact them directly – obviously they a) do not have children or are not concerned about children’s safety, and/or b) do not value building neighborhoods, communities, and drawing new people into the area. (Did I mention that I’m trying to sell my house and think a 55mph main road is a HUGE detractor??) Again, I strongly oppose the 55mph increase.</p>		
	<p>I am extremely concerned with the idea of putting a bike path and sidewalk along the route and then increasing the speed limit to 55 mph. This is a fully residential stretch of road – with both subdivisions and individual lots between Butler-Warren road all the way to 741. There is only one small stretch there and then only on the south side of the road that is not privately owned, residential property. My property is directly affected as it backs up to Bethany Road along the south side. As well, the thought of encouraging people to take a bike path that has semi trucks traveling 55 mph within feet of them is quite nebulous.</p>	Sandra Combs	View Appendix A for clarification.
	<p>Mr. Cravens stated that he had seen many e-mails from neighbors about speed limits being increased with the project (35 mph to 55 mph). He wanted to know if this was correct.</p>	Mark Cravens	View Appendix A for clarification.
	<p>As residents of the Cherry Brook subdivision, we are opposed to semi-trucks being allowed to use Bethany Road as a cut through. While we are pleased with the addition of a bike path, this same addition will encourage children to use the path mere feet away from trucks (and cars) being allowed to travel at 55 mph. The safety issues are obvious. Please note our opposition to the</p>	Ken and Martine Einhorn	View Appendix A for clarification.

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	increased speed limit and truck cut through.		
	I am very concerned about the Increase speed limit of 55 mph: I believe that this increased speed limit will dramatically increase to potential for vehicle accidents as residents exiting Northridge Village onto Bethany Road. I'm especially concerned for the safety of my children as they attend Mason City Schools and ride city school buses. I am in support of the recommendation of Mr. Neil Tunison, Warren County Engineer, that the speed limit on Bethany Road is posted at 35 mph. I am very concerned about the removal of "no through trucks" restriction: The addition of commercial truck traffic on Bethany Road will greatly increase the road hazards and road noise in our neighborhood. I do NOT want Bethany Road to become an "outer loop" connector of I-71 and I-75 for commercial vehicles!!!	Phil Evans	View Appendix A for clarification.
	There are already many accidents on this dangerous strip of road between Mason-Montgomery and Butler -Warren. This is a completely a residential area WHY would you add a lane, put in a bike Path then allow Semi-Trucks at 55 MPH? 55 MPH and truck are way to dangerous, this is the same road that many teenage drivers and school buses are on daily. There are many accidents in front of our neighborhood and Crooked Tree now. Obviously, The person who planned this has no regard for the safety of Mason citizens. The Trucks should be on Tylersville Rd or 42, not a %100 residential area. Please take our concerns to the committee. I trust they will sleep better at night knowing they did everything possible to protect our families.	Nellie Flynn	View Appendix A for clarification.
	I do not agree that the speed limit of these roads should be increased to 55 mph. I think this is a dangerous speed for a road that will now have pedestrian/bike traffic along the side. I also do not agree that commercial traffic from tractor-trailers or other trucks of that class should be allowed to use this route – for similar reasons as point #2.	William A. Gatto	View Appendix A for clarification.
	I feel the speed limit change to 55mph is too fast for a residential area and feel semi trucks should not be able to use Bethany Road. I think this would change the "residential" aspect to our quiet, peaceful, family oriented communities.	Donna Gentz	View Appendix A for clarification.
	I am forwarding this email to voice my concerns of the road	Kennedy Germain	View Appendix A for clarification.

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	<p>widening project and the increased speed limit to 55mph. The speed limit at 45mph is already too high. I am amazed that this is being proposed in such a high residential area. I believe this is unsafe and dangerous. Please add my name to the list of concerned residents.</p>		
	<p>I am concerned about the proposed increased speed limit on Bethany Road. Although a wider road with a turn lane might make it safer, I believe that 55 mph is too high, especially given that semis will be allowed to use the road. This is a highly residential area and there is a lot of cross-street traffic as people turn into their subdivisions. On sections of Bethany Road due to changes in elevation and curves in the road, it will be difficult to see oncoming traffic with enough time to make a safe turn across traffic from a dead stop in a center turn lane. Given the "The project purpose is to reduce congestion and improve safety and mobility along Bethany Road," I strongly urge you to reconsider whether a speed limit of 55 mph would truly improve safety. As it is, the speed limit is rather high for the winding/sloped turn as you pass Pinnacle Lane. I frequently find myself 5 mph under the existing 45 mph speed limit, and I do feel strongly that 35 mph (or perhaps 45 mph following the widening) is most appropriate at this time.</p>	Miriam Gilkinson	View Appendix A for clarification.
	<p>I oppose the 55mph speed limit and the removal of the "No Through Trucks" sign. Bethany Road is 100% residential between Butler-Warren and Mason-Montgomery Roads. A speed limit of 55 miles per hour seems crazy to me for a residential area. Where else in Mason is there a 3 lane road with a 55mph limit? Do we have any roads besides the highway with this type of speed posted? Why would I ever send my kids out to the new bike path knowing the cars will be traveling at that rate of speed? And then you say you want to allow through trucks on this road? Again, I question the logic. I do not want to see large trucks traveling down our 100% residential area, let alone at 55 mph. Tylersville Rd. and Rt. 42 are blocks away and can certainly handle those trucks.</p>	Brad Glass	View Appendix A for clarification.
	<p>I am concerned about the proposed plan to allow semi trucks to use Bethany as a route - and I am even more concerned about the proposed 55 mph speed limit. I understand that Bethany needs to be widened and I think adding a bike trail is great. However, it seems counter-intuitive to add a bike trail to a road where semis</p>	Tammy Gravitt	View Appendix A for clarification. Please see the above response "F" for regulations on speed limits and how speed limits are set.

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	<p>can go 55 mph - that is the same speed limit as some highways. While commercial development is coming to our neighborhoods this is still a highly residential area and I would like to see a ban on semi traffic and a much lower speed limit - 35 mph. Is there any way this plan could be added to the November ballot? This type of proposal seems like something that would be appropriate to hold a vote.</p> <p>As a resident of Mason living in the Arbor Creek subdivision for the past 5 years, I am writing to express my concern and disagreement with the proposed speed limit change to 55mph and taking away the "No Through Trucks" signs, allowing larger trucks to travel on Bethany Rd.</p> <p>We moved to Mason from Fishers, Indiana a northeast suburb of Indianapolis - which was ranked in the top 5 fastest growing areas in the nation the past 10 years - similar to how Mason is expanding now. My point is that I understand infrastructure changes needed to support local growth.</p> <p>What I observed in Fishers (and Carmel IN) area was a strategic plan to keep residential areas protected and increase infrastructure. For example, in high residential areas 3 lane expressways were created situationally, however speed limits remain between 35-45 mph and were consistently enforced by law. Additionally, "roundabouts" were constructed in key areas instead of all stop lights - mainly to keep larger trucks off of these roads, however at the same time, keep speed limits down - which statistics support save more lives.</p> <p>As a father of 5 and with my oldest eligible to drive a motor vehicle in less than two years, I am concerned for her and other residents having to enter/exit our neighborhood on a daily basis on to an expressway with cars and trucks traveling at high speeds. My concern is heightened as you look at the current slope grades and overall topography of Bethany Road. For example, our neighbor's son just received his driver's license and his parents don't allow him to enter/exit our neighborhood except for the lower entrance because of blind spots with the upper entrance. I know that substantial leveling and other changes would need to be made- although possible and convenient on the surface- I believe there are many other options (outside of Bethany Rd - i.e.: further north .5 to 2 miles) where there are less residential areas and still opportunity</p>	<p>Scott R Haffner</p>	<p>Please see above response "A". View Appendix A for clarification.</p> <p>Right-of-way needed for a roundabout resulted in too great of property impacts. An option for a roundabout was thus eliminated.</p>

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	<p>to connect 75 and 71 -as well as good brainstorming of the options I mentioned from Fishers.</p> <p>Finally, these changes are always easier to consider when it is proposed to someone else and not yourself. If you would come out and spend some time in Arbor Creek and the other residential neighborhoods bordering Bethany - drive in and out of them at rush hour and throughout the day and weekends - spend some time here and then look at less developed residential areas north and think about the family, the reason people dwell here, etc....then project options for areas that developers may proactively plan around versus reactively. At a minimum, keeping speed limits down, and larger trucks off the residential streets of our community not only seems logical - but necessary. Consequences are too high and I wouldn't want to be responsible for decisions primarily motivated by convenience</p>		
	<p>Although I am happy about the bike trail, I am very concerned to hear that the speed limit from Butler-Warren to Ivy Grove Lane will be 55mph and the proposal will allow semi-trucks to use Bethany as a through route. I strongly feel that this is too high a speed limit, and it will make entering and exiting my neighborhood (Cherrybrook) much more hazardous. I also feel that such a high speed limit would greatly limit the use of the bike path, especially for younger children. I would therefore greatly appreciate it if you would consider reducing the speed limit.</p>	Nicola Harrington	View Appendix A for clarification.
	<p>I have a hard time understanding the 55 MPH speed limit being proposed for a portion of Bethany Road after being widened to 3 lanes. Raising the speed limit to 55 and allowing truck use is a mistake and not safe for this area. A bike path is a great idea, but having trucks and cars traveling at 55 in the same area makes absolutely no sense. I do not know what the speed limit will be between Cin-Day and Butler Warren, but even if that is proposed to be 55, we are talking about 2-3 miles in total until Ivy Grove with a stop light at Butler Warren. Why the need to be above 35? To save a whopping minute in travel time? It really is a safety and common sense issue. The area proposed for this speed limit is primarily residential. Again, don't understand the thought process.</p>	Craig Kallach	View Appendix A for clarification.
	<p>I was appalled at the thought at having a 55 mph speed zone through what I consider to be a residential neighborhood. How</p>	Michael Kosegi	View Appendix A for clarification.

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		<p>many seconds would it take a semi-truck traveling 55mph to cross 20 feet into the bike lane? There are cars constantly pulling in / out of the neighborhoods and a 55mph zone would be a disaster. It would simply be too fast. Please reconsider this speed limit to 35 mph and help ensure the safety of my family and my neighbors.</p>		
		<p>As parents of small children living in a residential area, we sincerely believe that allowing trucks and driving at 55 mph on Bethany are dangerous and inappropriate, especially in winter when the roads are slippery. We truly hope that Warren County officials will make the right decisions. Let's keep the safety of the residents a priority!</p>	France Law	View Appendix A for clarification.
		<p>I understand from a neighbor that there is a proposal to increase the speed limit on Bethany Road to 55MPH. If this is indeed the case, I would like to add our family's opinion of dissent. The road is near too many houses and too many kids walk along the green spaces for this to be safe. Additionally, we purchased our house with the appreciation of the quietness of the area. It is distressing to think that the noise and trucks and volume of traffic will increase and diminish our enjoyment of the area. Tylersville Rd is only a short distance away and is ideal for truck traffic. Please reconsider this decision and reduce the speed limit to 45MPH and do not allow this to become a throughway for trucks.</p>	Bruce Lux	View Appendix A for clarification.
		<p>I am highly concerned with the proposal of a 55mph speed limit. It just does not seem reasonable given the surrounding area, which include a number of neighborhoods.</p>	Stephanie Marino	View Appendix A for clarification.
		<p>I can't believe that the speed limit going east past the Ivy Grove intersection is 55 mph going down that hill into that crazy Pinnacle Drive intersection, something needs to change there, lots of close calls at high speeds now. Plus, I can't see thru trucks on that curve either, that road needs to be straightened out for trucks to make that curve, it is hard for a car to make it now.</p>	Tom & Kathleen McElhenny	View Appendix A for clarification.
		<p>I am concerned that the speed limit will be set at 55 mph. For the following reasons: Road will be adjacent to the new bike trail Merging from neighborhoods onto a road at 55 mph will be more dangerous Bethany will have a higher speed limit than Tylersville Rd. (45mph) (which has no turns or hills and no direct sub-division access) Bethany will have a higher speed limit than Butler-Warren Road</p>	Kevin Norman	View Appendix A for clarification.

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	(45mph) (which has no turns or hills) For those reasons, I would set the limit to 45 mph, matching comparable roads in the area.		
	Bethany Road is already dangerous with it's bends and turn, not to mention many on cell phones. I would be shocked to have a bike trail along it, with semi's and regular routed traffic with a 55mph speed limit. This is appalling to even think of since there are so many schools and neighborhoods full of children who will be near this environment. I cringe thinking about a few neighbors that do not watch their kids well and a set of siblings were out on Bethany Road on one instance. Please make sure that it is 35 mph for the safety of kids, please.	Brian and Melissa Pachmayer	View Appendix A for clarification.
	Concerns include proposed 55 mph speed limit	John Palmer	View Appendix A for clarification.
	The speed limit proposed is extremely dangerous. Noise from semi's would also be very disruptive to communities in this area. Please consider a plan that would keep the road to no more than 3 lanes maximum, prevent semi-trucks and keep the speed limit to 35 mph. A bike path on a curvy 55 mph road would be extremely dangerous!	Sherri Ten Pas	View Appendix A for clarification.
	<p>I was stunned, however, to learn that the proposed changes also involve increasing not decreasing the speed limit along this section of the road. Why?? This is a residential area and it is already very difficult to exit our subdivision during heavy traffic periods, i.e. rush hour. A speed limit of 55 mph seems crazy to me for a suburban residential area. I cannot understand what the planners could be thinking. Where else in Mason is there a 3 lane road with a 55 mph limit? Do we have any roads besides the highway with this type of speed posted? Posting a 55 mph limit will mean that many drivers will actually travel at 65 mph or greater, because, let's face it, some try to push that speed limit a bit.</p> <p>An increase to 55 mph in the speed limit will make continuing to live in our neighborhood difficult. We have a number of children and young teens in the neighborhood who will be getting their driver's licenses in the coming years (my children included). I cannot imagine them trying to learn how to drive while encountering interstate type traffic conditions as soon as they try to leave their neighborhood.</p> <p>I realize that part of the motivation for the changes in speed limit and truck traffic is to reduce the traffic volume through downtown</p>	Anne Pellot	View Appendix A for clarification.

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	<p>Mason. However, it is inappropriate to solve the downtown Mason problem by trying to push high speed trucks and other traffic to a residential area like Bethany road. Such a change will destroy the residential character of the area and lead to unsafe conditions. In closing, I would ask that the planning committee rethink this proposal. A speed limit of 35mph or less, and keeping the trucks off this stretch of road, is very important for our families.</p>		
	<p>A speed limit of 55 mph is preposterous and borders on unconscionable. For safety, the current speed limit of 45 should be reduced, not increased.</p> <p>This is a residential area with many entrances and exists. This is already an accident ridden stretch of road. With the increased traffic is difficult to access the road as well. Since there are no plans to reduce the number of cross-streets and since the traffic load will only increase, a higher speed limit will exacerbate the safety issues. The center turn lane would also increase the chances of head-on collisions at such speeds.</p> <p>No other sections of road in all of Mason have a 55mph speed limit. This is obviously due to the nature of the area, increased population and traffic flow. Bethany Road will become much like existing roads in Mason that have a 35mph speed limits.</p> <p>The bike paths will be a great asset to the community. However, with a 55mph speed limit, these paths will be so dangerous and unpleasant that they will become useless.</p> <p>A 55mph speed limit is a significant safety issue for both the residents of the area and transients passing through. I encourage you to lower it in the plans.</p>	Brian Pellot	View Appendix A for clarification.
	<p>We are writing to express our opposition to the proposed 55 mph speed limit for the new Bethany Road project. The 1.5 mile stretch of Bethany Rd. traverses only residential areas. We don't know how many homes access Bethany Rd. but are sure it is in the hundreds (Arbor Creek where we live has 155 homes) and some of those homes are on streets that have no other outlet except Bethany Rd. For those people it is going to be very difficult to exit their neighborhoods when the traffic on Bethany is going 55 mph. We also wonder how we can have a stretch of 1.5 miles with a posted speed limit of 55 mph that suddenly goes to 35 mph when it reaches the Mason Corp. limit. That doesn't make sense to us. It</p>	Phil & Judy Perry	View Appendix A for clarification.

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TYPE OF COMMENT	COMMENT	NAME	RESPONSE
	<p>seems to us that 35 mph through a residential area is plenty fast enough. Tylersville road which is four lane we believe is only 45 mph. How can we have a three lane road posted higher than that? We understand that Bethany Rd. needs to be improved and certainly three lanes will help in handling the increased traffic we have experienced over the past few years, however we do think that to have a posted 55 mph speed limit on a three lane road that is bordered by only residential areas is excessive.</p>		
	<p>My concern with this project is that the proposed speed limit is 55 MPH and semi-trucks would be permitted to access this road.</p>	John and Jayanthi Peters	View Appendix A for clarification.
	<p>Please reduce the speed limit to 45mph between Arbor Creek subdivision and Butler-Warren Road. There is no need to increase the speed limit to 55mph for such a short distance.</p>	Robert Pettibone	View Appendix A for clarification.
	<p>While we think the walking path/bike trail and middle turning lane are all good ideas, changing (or leaving) the speed limit at 55MPH is a huge mistake. We all know that if the speed limit is 55MPH, the cars will go 60-65MPH. The speed limit on Bethany Road should be 45MPH. 35MPH is too slow, but 55MPH is too fast! That rate of speed is unsafe in a residential area.....especially if you're making a walking path and bike trail. We also think that allowing semi-trucks to travel on Bethany is a bad idea. The noise and safety factors are obvious.</p>	Janene & Jerry Rigney	View Appendix A for clarification.
	<p>The semi-truck issue is a concern for me because allowing the trucks through this highly residential area brings a great deal of noise. Currently, trucks occasionally use Bethany at night and it is very loud and disturbs the residents. Also, it is certainly not desirable with a bike and walking path along the road.</p>	Barbara Rojas	View Appendix A for clarification.
	<p>We questioned the logic and intent for posting 55 mph sign and removal of the NO THROUGH TRUCK sign on Bethany between Butler-Warren and Ivygrove. We are 110% against this proposal and certainly fear that this will create major concern with increase accident rate by Pinnacle and at the top of Ivygrove Lane in which we live on. We have enough of moving trucks, construction and lawn care trucks passing in the area already.</p>	Herren and Luis Rueda	View Appendix A for clarification.
	<p>I don't agree with is the fact the semi's are going to be able to use this road and that the speed limit is going to be 55. I have to say that I am not very happy with that. The back of my house faces Bethany Road so that is going to be a big adjustment with viewing</p>	Christy Rush	View Appendix A for clarification.

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TYPE OF COMMENT		COMMENT	NAME	RESPONSE
		more traffic but the last thing I want to hear is a child screaming or finding out they got hit from a semi going 55 miles per house.		
		I am greatly opposed to the 55mph speed limit and the removal of the "No Through Trucks" sign. Bethany Road is 100% residential between Butler-Warren and Mason-Montgomery Roads. A speed limit of 55 miles per hour seems crazy to me for a residential area. Where else in Mason is there a 3 lane road with a 55mph limit? Do we have any roads besides the highway with this type of speed posted? Why would I ever send my kids out to the new bike path knowing the cars will be traveling at that rate of speed? And then you say you want to allow through trucks on this road? Again, I question the logic. We do not want to see large trucks traveling down our 100% residential area, let alone at 55 mph. Tylersville Rd. and Rt. 42 are blocks away and can certainly handle those trucks.	Shirley A. Schmidt	View Appendix A for clarification.
		I was forwarded information about the Bethany Rd. widening project, which includes increasing the speed limit to 55 MPH on a stretch of the roadway. I live in Northridge Village, which, it is my understanding, would be affected by the increase. I have a major concern with such a high speed limit since some back yards abut Bethany Rd., and often kids are playing on the berms near the road. I also believe that leaving and entering the neighborhood into traffic going at such a high speed will not be safe. I am sure that some motorists will go above the stated limit, which would make for very dangerous driving getting out of our neighborhood, especially for teenagers leaving for school in the mornings. I hope this speed limit is reconsidered for safety reasons, as well as increased noise.	Nancy Schulman	View Appendix A for clarification.
		My family is vehemently opposed to lifting the truck ban on Bethany Road between Butler Warren and Ivygrove. With these trucks traveling at 35 mph (that's if they obey the speed limit) it will be almost impossible to see to get out of Cherrybrook because those vehicles will be coming up a hill to a straight away and they will be picking up speed. These subdivisions have many children, who will want to cross the road to get on the bike path, and that will be a disaster in the making. We also would like you to reconsider the speed limit. That road does not need that kind of speed with the many residential subdivisions accessing it. The other side of Bethany across from Butler Warren does not have that speed.	Joan Seay	View Appendix A for clarification.

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TYPE OF COMMENT		COMMENT	NAME	RESPONSE
		<p>We have heard that in the new plan, semi trucks will be permitted to use Bethany Road, and we are opposed to that. We are also opposed to the 55mph speed limit which will be on a section of the road. We feel that this is an unsafe speed limit for a road having numerous subdivisions and homes having to exit and enter onto it. We sincerely hope that the Mason City Council and the Warren County Commissioners would not allow such a speed limit for this type of road. By allowing semi trucks onto Bethany Road, it still appears as if ODOT is trying to force an interstate connector road through a highly residential area, which we are also strongly opposed to.</p>	Troy & Donna Seppelt	View Appendix A for clarification.
		<p>I oppose the 55mph speed limit and the removal of the "No Through Trucks" sign. Bethany Road is 100% residential between Butler-Warren and Mason-Montgomery Roads. A speed limit of 55 miles per hour seems crazy to me for a residential area and I do not want to see large trucks traveling down our 100% residential area, let alone at 55 mph. Tylersville Rd. and Rt. 42 are blocks away and can certainly handle those trucks.</p>	Phiroza Setna	View Appendix A for clarification.
		<p>After the proposed widening, the speed limit would increase to 55 mph on the western end of the project, from the current 45 mph. I feel strongly that 55 mph is excessive for a street in such close proximity to neighborhoods and a safety risk to anyone using the proposed bike path. We hope that this will be reviewed and modified to 35 mph for the entire project. The safety of our families should certainly outweigh the minimal time savings that might be realized by an increase in the speed limit. I hope that the committee will make the correct decision proactively and not be faced with a future situation that could have been avoided by applying common sense.</p>	Shawn Sloan	View Appendix A for clarification.
		<p>I am writing to express my concern as to the proposed increase in speed limit for Butler - Warren to Ivy Rd. stretch to 55 mph and to allow semi trucks to use Bethany. This basically negates the plans to put in a bike trail on Bethany. The increase in speed as well as permitting vehicles with very long braking distances is extremely risky to any cyclist. This situation is the perfect occasion for the Mason administration to listen to it's residents, make judicious decisions and not be</p>	Roberto Soria	View Appendix A for clarification.

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TYPE OF COMMENT	COMMENT	NAME	RESPONSE
	confronted later with a tragedy and a "we told you so" situation.		
	<p>I would like to "put in a vote" for the following: -speed limit on Bethany Rd = 35 mph Ms Smith stated the following in her email below: "On county and township maintained roads where there is no speed limit sign, the speed limit is 55 mph. To reduce speed limits on these roads requires engineering traffic analysis called a speed study that is submitted to ODOT for review as required by Ohio law." In response: 1) How do we get a speed study conducted, & is there a way for residents to "prove" &/or request the speed limit should be 35-40 mph? Almost the ENTIRE road is residential - how can you justify a 55 mph road?! 2) Having moved here from out-of-state in the past year, I took the OH drivers license exam/read the book. I seem to recall it said if no speed limit is posted, the speed limit is 35 mph ... not 55 mph. I don't have my OH driver's license book handy, but could find it if necessary. At 50+ mph, plus 'through trucks', is Bethany going to become the next "Tylersville Road", i.e. a fast gateway between Rte 42 and Cin-Day Road??? Is that the eventual plan?? The widening of Butler-Warren Rd will also attract/facilitate more cars/traffic, plus future development north of Bethany. Further increasing the likelihood that Bethany will become the "next Tylersville Rd" in future years. I would like to "put in a vote" for the following: -maintain the "no through trucks" signs on Bethany</p>	Kathy Stanek	View Appendix A for clarification.
	I do not like the idea of 55 mph speed limit on Bethany vision of semi truck using this road is very scary. Not only that but air pollutions and noise is another concern	Dominika Sulek	View Appendix A for clarification.
	I would like to also express my concern at the removal of the "no through trucks" policy. The stretch of Bethany between Butler-Warren and Mason-Montgomery is completely residential and it is my hope that the state would want to respect it as such.	Barb Tesorero	View Appendix A for clarification.
	As a resident of a neighborhood that is located directly off Bethany Rd., my children would probably use the proposed bike path in theory. However, I would not allow them to do so with such a high speed limit and the addition of semi trucks on the road. I also do	Deborah Thomas	View Appendix A for clarification.

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TYPE OF COMMENT		COMMENT	NAME	RESPONSE
		<p>not like the idea of semi trucks speeding by as I am trying to merge into traffic simply leaving our neighborhood. While I would welcome the addition of the bike/walking path connecting our neighborhoods, I am strongly opposed to the increased speed limit and allowing semi trucks to use the road.</p>		
		<p>I oppose the 55mph speed limit and the removal of the "No Through Trucks" sign. Bethany Road is 100% residential between Butler-Warren and Mason-Montgomery Roads. A speed limit of 55 miles per hour seems crazy to me for a residential area. Where else in Mason is there a 3 lane road with a 55mph limit? Do we have any roads besides the highway with this type of speed posted? Why would I ever send my kids out to the new bike path knowing the cars will be traveling at that rate of speed? And then you say you want to allow through trucks on this road? Again, I question the logic. We do not want to see large trucks traveling down our 100% residential area, let alone at 55 mph. Tylersville Rd. and Rt. 42 are blocks away and can certainly handle those trucks. A speed limit of 35mph and keeping the trucks off this stretch of road is very important for our families.</p>	<p>Kavitha and Jay Thumma</p>	<p>View Appendix A for clarification.</p>
		<p>We are horrified to think that government officials think it is prudent to have a 55 m.p.h. speed limit and allow semi-trucks access to the road. There are too many inexperienced teen drivers, school buses and "mom-mobiles" entering and exiting Bethany Rd. We don't believe vehicles can safely enter Bethany Rd. and get up to speed with other vehicles fast approaching. We firmly believe it would be a hazardous combination to allow high speed limits and semis on this road. Please support a 35 m.p.h. limit and no semi-truck access.</p>	<p>Val Venere</p>	<p>View Appendix A for clarification.</p>
		<p>My first concern is increasing the speed limit to 55 mph. I believe this is entirely too fast for a road that leads to housing developments. There is absolutely no reason to be traveling that fast along the proposed stretch of Bethany Road. The addition of the bike trail is a welcome one, but it is also another reason to maintain the speed limit at 35 mph. I would love to take my family out for a ride on what is sure to be a beautiful path. I would hesitate to do so if the speed limit increases to 55 mph. It simply would not be safe for my family. My second concern is the proposal to allow Bethany Road to be used as a through-way for semi-trucks. Again, the road leads to</p>	<p>Shana Waltz</p>	<p>View Appendix A for clarification.</p>

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TYPE OF COMMENT		COMMENT	NAME	RESPONSE
		housing developments and many houses are right along the roadside. Tylersville is a much more suitable road for large trucks to be traveling on.		
		We strongly object to the speed limit being changed to 55 and 45 mph on Bethany road. We would like the speed limit of Bethany Road to be 35 mph from Mason-Montgomery to Butler-Warren segment of Bethany road. We are residents of Arbor Creek and as it is it is difficult for us to exit our subdivision. Please let us know what else we could do as residents of this area to stop these excessive speed limits being implemented.	Rohan & Naomi Wimalasena	View Appendix A for clarification.
		I am extremely concerned for the safety of all the drivers and with 55MPH being proposed. I need to express my concerns to you. Currently the speed is not followed by many and turning out of the neighborhood now is a concern with the heavy footed drivers. With the addition of the sidewalks, 55mph and semi trucks traveling through it will be hard enough for us adults to navigate let alone the younger generation.	Ruthie Zagrabski	View Appendix A for clarification.
		I oppose the 55mph speed limit and the removal of the "No Through Trucks" sign. Bethany Road is 100% residential between Butler-Warren and Mason-Montgomery Roads. A speed limit of 55 miles per hour seems crazy to me for a residential area. Where else in Mason is there a 3 lane road with a 55mph limit? Do we have any roads besides the highway with this type of speed posted? Why would I ever send my kids out to the new bike path knowing the cars will be traveling at that rate of speed? And then you say you want to allow through trucks on this road? Again, I question the logic. We do not want to see large trucks traveling down our 100% residential area, let alone at 55 mph. Tylersville Rd. and Rt. 42 are blocks away and can certainly handle those trucks.	Jodi Zellner	View Appendix A for clarification.

¹ Individual comments identical and thus combined for response.

² ODOT is an abbreviation for the Ohio Department of Transportation.

³ AASHTO is an abbreviation for the American Association of State Highway and Transportation Officials.

⁴ Certified Traffic Analysis is provided by ODOT based on the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) traffic demand model, which is based on existing infrastructure and future committed projects.

⁵ SWWCTS is an abbreviation for the Southwest Warren County Transportation Study.

⁶ By the end of October 2008, a section of WCEO's website, <http://www.co.warren.oh.us/engineer/>, will provide an explanation of how speed limits are determined.

Based on public comment, several changes have been incorporated into the proposed improvement to Bethany Road.

Response "A"

In response to safety concerns at the Pinnacle Drive Intersection and surrounding vertical/horizontal roadway curves, the existing preliminary design addresses the safety issues by reducing the dip and flattening the curve. These improvements will increase sight distance at the curve and intersection.

Response "B"

In response to public comment, the design will remain as 3-lane roadway and, after further review, right-of-way will be reduced to what is needed to provide for 3 lanes, bikeway, and sidewalk.

Response "C"

In response to public comment, no sidewalk will be included in final design on the north side of Bethany Road between Meadowbrook Lane and the City of Mason Corporation Limit. The existing designed bike path on the south side of Bethany Road and the sidewalk on the north side of Bethany Road between Butler-Warren Road and Meadowbrook Lane will remain.

Response "D"

In response to concerns regarding a need for a traffic signal at Pinnacle Lane, KZF prepared a signal warrant analysis on 4/14/08 and received a concurrence letter from ODOT dated May 29, 2008 stating a traffic signal is not warranted after the redesign. Signal warrants will continue to be investigated during the final design phase of project development.

Response "E"

In response to public comment, the design has been revised by realigning roadway to the middle of the right-of-way, east of Meadowbrook Lane, resulting in reduction of impacts to properties directly north of Bethany Road.

Response "F"

In response to public comment, as part of the project, WCEO performed a traffic speed study and determined that the speed limit on Bethany Road should be 45 mph between the City of Mason Corporation Line and Ivy Grove Court. From Ivy Grove Court to Butler-Warren Road the speed limit is an unposted speed limit of 55 mph per the prima-facie speed limitations set forth in section 4511.21 of the Ohio Revised Code.

Appendix A

Email Response sent out 8/22/08

Dear Bethany Road residents,

The Warren County Engineer's Office is currently in a period of receiving public comment on a proposed improvement of Bethany Road ending today, August 22, 2008. Thank you to Warren County residents for your participation in making our roads safer by providing your input. Our request is that you would please pass on this information to those whom you have contact with regarding the Bethany Road project (neighbors and fellow HOA members).

As comments are being received, our office believes it is necessary to clarify the existing situation on Bethany Road in regards to posted signs and speed limits. This Bethany Road improvement project lies outside Mason City Limits. On county and township maintained roads where there is no speed limit sign, the speed limit is 55 mph. To reduce speed limits on these roads requires engineering traffic analysis called a speed study that is submitted to ODOT for review as required by Ohio law.

Currently the speed limit on Bethany Road from Butler-Warren Road to Ivy Grove Court is not posted and therefore 55 mph. From Ivy Grove Court to the City of Mason limits, the speed limit is set and posted at 45 mph. The reduced speed limit was established in 2007; after an ODOT reviewed speed study of Bethany Road (between Butler-Warren Road and the Mason Corporation limit) only granted a reduced speed limit from Ivy Grove Court to City of Mason limits. Factors used to set the reduced speed limit have not changed in the past year to justify submitting a new request for further lowering.

Within the City of Mason limits, not governed by Ohio law regarding roads other than state highways, Bethany Road's speed limit is set and posted as 35 mph. There are also "No Through Trucks" signs posted on Bethany Road within the City of Mason limits. Both the speed and signage within the City of Mason limits are not within our jurisdiction to change or adjust and will not be involved in the proposed improvements.

For questions relating to the proposed improvements on Bethany Road, providing comments, or the information in this release, please contact me. Thank you again for your involvement in this process.

Savannah Smith

Public Relations Coordinator

phone 513-695-3302

e-mail Savannah.Smith@co.warren.oh.us



Warren County Engineer's Office

105 Markey Road

Lebanon, Ohio 45036

phone 513-695-3301

fax 513-695-3323

Appendix B

Email Response sent out 8/7/08

The Bethany Road project is a federally funded project and we follow project development policies and procedures of the Ohio Department of Transportation. Basically, we are only required to provide notification by a legal notice in a newspaper of general circulation in the county. But we sent letters to adjoining property owners, posted the notice on the county website and prepared press releases as well to get the best turn-out that was cost effective. Here is the time line that exceeds what is mandated.

July 8, 2008

Public Meeting posted on Warren County Engineer's Office website
Resident Notification Letters sent to the attached mailing list

July 16, 2008

Legal Notice – The Enquirer – Classifieds – F1

July 17, 2008

Legal Notice – The Pulse-Journal – Classifieds – C1

July 22, 2008

Press Release – WCEO – Emailed, Faxed, Posted on WCEO website – “Bethany Road Improvement Public Meeting – July 31, 2008”

July 23, 2008

Legal Notice – The Enquirer – Classifieds – F1

July 24, 2008

Legal Notice – The Pulse-Journal – Classifieds – C1

July 25, 2008

Article – Cincinnati.com – “Engineers discuss Bethany Road Project”

July 30, 2008

Article – The Enquirer – Local News – B3 – “Meeting on Bethany Widening”

Article – Cincinnati.com – “Meeting on Bethany Widening”

* The remainder of email has been omitted because of its irrelevancy to the referenced response.

Public Involvement Comment Summary

Bethany Road
PID 81986
Warren County, Ohio

105 Markey Road
Lebanon, Ohio 45036
(513) 695-3301
<http://www.co.warren.oh.us/engineer/>