



Frequently Asked Questions

Over the past several months, the study team has met with community members and public officials to listen to concerns and answer questions about the Interstate 71 (I-71) Crossroads Regional Transportation Study. The questions in these frequently asked questions (FAQ) reflect themes heard most often during that outreach. This FAQ provides explanations about what the study is evaluating, how information is being collected, and how public input is helping shape the ongoing planning effort.

Study Purpose & Scope

QUESTION: What is the purpose of the I-71 Crossroads Regional Transportation Study?

ANSWER: The study is a planning effort – not the start of the design phase of any particular improvement. It evaluates current and future transportation conditions along the I-71 corridor and connecting crossroads to identify infrastructure improvements that reduce congestion, enhance safety, and improve how drivers access homes, businesses and key destinations within the study area.

QUESTION: Is a specific solution or interchange already decided?

ANSWER: No. The study is beginning with a “blank slate” and is not focused on a single solution or location. A range of improvements to the roadway network will be evaluated.

QUESTION: Does this study mean construction will occur?

ANSWER: No, this phase does not include design or construction. Completing the study and making recommendations does not guarantee construction of any of the alternatives. If a specified improvement is recommended to move forward as a project, it would require additional approvals and funding.

Traffic Data & Safety

QUESTION: How was traffic data collected?

ANSWER: Cameras were used to count vehicles, cyclists, and pedestrians at key intersections on weekdays in late September and early October of 2024 and 2025. Counts were reviewed in 15-minute intervals to identify the busiest overall hour for the study area, even though individual intersections may reach their peak at different times. Additional counts and a more detailed traffic model will be completed in the future phases of this study.

QUESTION: Why does congestion sometimes seem worse than shown?



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ANSWER: The study team heard from many residents that traffic can feel much heavier than what was shown in the study materials, especially during mid-afternoon, shopping periods, or outside traditional rush hours.

Traffic can vary a lot from day to day and even hour to hour, so no single day of observation will perfectly capture every busy moment. Factors like driver behavior, blocked lanes, signal issues, or emergency-vehicle preemption can also cause temporary backups that aren't related to overall traffic volumes. When intersections are already operating near capacity, even a small disruption can create a noticeable delay.

To better understand these patterns, the study team reviewed helicopter, drone, and traffic-camera footage taken during the same September–October 2025 period. These wide-area observations were used to check for long-lasting queues—especially those over 15 minutes—which would indicate that traffic counts were missing “unmet demand.” The team did **not** observe queuing of that magnitude at the locations reviewed.

Some locations may still *feel* more congested than they appear in aerial images. For example, on Royalton Road (SR 82) westbound between the I-71 exit and Howe Road, drivers often end up stopping at both intersections, sometimes for more than one signal cycle. Because this short stretch is frequently full in every lane, it can give the impression of heavier congestion even when it is operating as expected for its current design.

QUESTION: How is safety evaluated in the study?

ANSWER: Safety is evaluated in two main ways. First, the team checks which intersections and road segments appear on Ohio Department of Transportation's (ODOT) statewide safety priority lists. This helps show how streets in the study area compare to similar roads across Ohio and whether any locations stand out for having unusually high crash patterns. Second, the team reviews crash data for all major roads in the study area. They look at the types of crashes, how often they happen, how severe they are, and where they occur most often. This helps identify locations where improvements could reduce the number or severity of crashes.

Growth & Development

QUESTION: How does the study account for future growth?

ANSWER: The analysis uses regional forecasts that incorporate population, employment, and land-use assumptions through the 2050 planning horizon. These forecasts come from NOACA, not the study team, who prepares the regional long-range plan. Their plan, weNEO 2050+ Long Range Plan, was adopted in June 2025. The plan identifies how employment and population are expected to change within the region, and those assumptions are built into the traffic forecasts used for this study.

QUESTION: Is development outside the study area considered?



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ANSWER: Yes. Development outside the study area is included in the regional travel model using land use and growth assumptions from the weNEO 2050+ Long Range Plan, which looks ahead to 2050. This broader regional context helps capture travel patterns that affect the I-71 corridor, even when trips begin or end outside the study area.

The travel demand model is updated periodically as new information becomes available. For this study, the team worked with NOACA staff to reflect residential subdivisions approved since the 2020 Census in the Traffic Analysis Zones (TAZs) within and near the study area, including Liverpool and Columbia Townships.

Solutions & Alternatives

QUESTION: What types of solutions are being considered?

ANSWER: A wide range of options is being evaluated within the study area, including operational improvements to existing roads and traffic signals, upgrades to local roads, Royalton Road (SR 82), and Center Road (SR 303), modified or new interchange access for I-71.

QUESTION: Are non-interchange solutions being considered equally?

ANSWER: The study considers a range of improvements for reducing delay, including non-interstate corridor improvements and network strategies, as well as I-71 interchange improvements. Each option will be evaluated using the same metrics to determine how well it addresses congestion and delay, as well as its costs and potential impacts to ensure consistency during the evaluation process.

QUESTION: Will community impacts be considered?

ANSWER: Yes. The study will evaluate how each alternative could affect nearby properties—such as whether right-of-way is needed—and how traffic conditions may change on local roads. This includes looking at potential increases or decreases in traffic on neighborhood streets, access changes, and property impacts that could result from implementing roadway improvements.

NOACA and ODOT recognize that impacts to private property are personal, especially when they involve the possibility of relocation. Understanding these impacts is an important part of comparing alternatives.

Public Involvement & Decision-Making

QUESTION: How will final recommendations be selected?

ANSWER: Recommendations for potential improvements will be developed collaboratively by the Stakeholder Advisory Group, local jurisdictions, NOACA, and ODOT with the goal of



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achieving a broad, cross-jurisdictional consensus on a locally-preferred alternative that a project sponsor or sponsors could take to the next step in project development.

QUESTION: How is public input used?

ANSWER: Public comments help inform the development and evaluation of alternatives throughout the study. The comments confirm needs, identify concerns, share insights, allow for suggestions, and anticipate problems that planning team may otherwise not know about or could possibly overlook.

QUESTION: Will there be more opportunities to provide input?

ANSWER: Yes. Additional opportunities for public engagement will occur as alternatives are evaluated and refined. The planning team is preparing to update the public at a meeting in early June to present preliminary alternatives, where the public will be encouraged to provide feedback on the team's analysis and recommendations. A third meeting is anticipated in Fall 2026 where the team will make its final recommendations to study stakeholders.