

ANCOR/SR 32 Hill Focus Area Workshop
Wednesday, April 27, 2016, 6:00 – 8:00 p.m.
Anderson Center
7850 Five Mile Road, Anderson Township

Workshop Summary

This ODOT public workshop focused on community and transportation issues in the Ancor/SR32 Hill area (includes SR 32 from Newtown to I-275 and the ANCOR/ Broadwell Road industrial area of Anderson Township). It was attended by 26 participants from the area and surrounding communities. This was one of six similar public workshops addressing different focus areas in the region.

Welcome and Introductions

Tommy Arnold, ODOT Project Manager for Segments II and III of the Eastern Corridor, welcomed participants and opened the workshop. He then gave a presentation to explain the purpose of the workshop in the context of the Eastern Corridor Program. A copy of the presentation is attached.

Key points from Mr. Arnold's presentation included:

- The Eastern Corridor Program is an active series of regional transportation improvement studies and projects in varying stages of planning, construction and completion. The Program has four core segment areas: Segment I (Red Bank Corridor), Segments II and III (Red Bank Corridor to the I-275/SR 32 Interchange), Segments IV and IVa (Eastgate Area to Batavia) and the Oasis Rail Transit project. Tonight we are talking about Eastern Corridor's Segments II and III, which previously included the possibility of realigning State Road 32 (SR 32) through the Little Miami Valley. ODOT is no longer pursuing that alternative; instead, Segments II and III projects will focus on improving existing roads to meet transportation needs.
- The first step is to revisit the Purpose and Need. This includes analyzing traffic and crash data, as well as gathering public input. To gather public input, ODOT is conducting an online survey and we are hosting six focus area workshops. The objectives of these workshops are to:
 - Learn about transportation needs and community values from community members

Eastern Corridor Implementation Partners

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

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

- Explain ODOT's new approach to addressing transportation needs in this area
- Understand how the community evaluates trade-offs between transportation benefits and other values such as cost, environmental impacts and benefits, cultural and historical resources
- Identify views about setting priorities.

Mr. Arnold recognized the project partners in attendance, Martha Kelly (City of Cincinnati) and Todd Gadbury (Hamilton County Engineer's Office). He then introduced Doug Thompson, a facilitator from The Consensus Building Institute (CBI). Mr. Thompson reviewed the agenda and invited the participants to introduce themselves to one another by giving their name and saying what brought them to the meeting.

Project Development Overview

Mr. Arnold reviewed the project development process (see the presentation for details).

Key points from Mr. Arnold's presentation included:

- Our interstates are sometimes congested, and similar to other big cities, we cannot simply build more roadways to reduce the congestion. Instead, ODOT is looking at ways to maximize the use of the existing road network. ODOT plans to pilot "hard shoulder running" in two locations, one of which will be on a portion of I-275. Hard shoulder running is a concept that converts the shoulder to a usable lane during rush hour to alleviate congestion without requiring new construction.
- ODOT's project development process consists of five phases. For Segments II and III, we are in Phase 1, Planning, during which we are revisiting the Purpose and Need for transportation improvements within the study area. From the information gained, ODOT will identify potential projects to address the identified needs. Some will advance quickly through the preliminary engineering and environmental engineering phases (Phases 2 and 3, respectively); others take longer. Larger, more complex projects take five to seven years to go through the process. Medium-sized projects that do not require any property acquisition can take three to five years, and very small projects can be done in as little as a year.
- Project sponsors will be determined by which entity retains jurisdiction over a road. Ohio is a "Home Rule" state, which means ODOT maintains interstates and state and US routes outside of municipalities, but cities and villages control roads within their boundaries. For example, Mariemont has jurisdiction over US 50. Villages can enter into agreements with ODOT to share responsibilities (such as maintenance) with ODOT.
- We currently have funding for the first phase (planning) and some for preliminary design and environmental studies, but we don't have funding to build. Securing funding will be a priority as we move through the project

development process. Funding could be secured through ODOT's Highway Safety Improvement Program or the Safe Routes to School Program. The Ohio-Kentucky-Indiana (OKI) Regional Council of Governments may also have access to funding.

Participants asked the following questions. Responses are *italicized*:

- How long will it take to go from Purpose and Need to construction? *There is no good answer at this point. This effort will likely result in multiple projects of varying complexity, and different projects will take more or less time to move through the project development process.*
- When and how do you determine the cost estimates? *We update cost estimates at every key milestone. We'll initially identify preliminary cost estimates when we draft alternatives, including projected costs due to inflation.*

Community Values and Priorities

Mr. Eric Roberts, a facilitator from CBI, explained that participants would have two opportunities to provide input on two different topics during small group discussions. The first discussion topic would relate to community values and priorities, and the second concern transportation needs. Each small group included five to eight participants, in addition to one or two project team members who facilitated the discussion and took notes. Some participants also volunteered to take notes and to "report" on his or her small group's discussion to the rest of the group.

Mr. Roberts invited each small group to talk about what they love about the ANCOR/SR 32 Hill area (or, if more appropriate, the region as a whole) and why they love it. He explained that their answers to this question would help identify the values and priorities that future transportation improvements should seek to support and enhance. He also emphasized that the public can have the greatest impact on a project at this stage of its development – not later during the construction phase when all of the important decisions have already been made.

After the small group discussions, a participant from each table reported back to the large group. The participants said they love these aspects of the area:

- Aesthetically pleasing
- Feels like country close to the city; quick access to the city
- Rural/country living
- More of a clean slate
- Economic development/job creation, a mix of residential/industrial vision, jobs (have some, need more)
- Balance economic development with environmental protection.
- Natural environment, greenspace, country setting, parks, old forest, beautiful creeks (Little Dry Run), wildlife and flora, topography.

- Protecting greenspace
- Little Miami River
- Consideration of floodplains
- Recreation (Parks)
- Improve accessibility
- Bike paths-connectivity
- Environmental Sustainability: Alternative mass transportation: rail, bus
- Important considerations when getting around the area: Safety, accessibility, and traffic flow

Several participants noted the multiple overlaps among the lists at the different tables. One participant commented that this area had been overlooked for too long and deserved the opportunity to have transportation improvements implemented.

Mr. Roberts concluded by saying these values and priorities can be developed into criteria for decision-making throughout the rest of the project development process. When communities have to make trade-offs (between, for example, less congestion and more walkability), they can weigh them in the balance using the values and priorities identified during the small group discussion.

Transportation Needs

Mr. Thompson introduced the next topic of conversation. He asked the groups to discuss what comes to mind when they think about concerns with transportation in this area. He asked, “What is your pet peeve?” and encouraged them to think about the trouble spots in the area, and to note them on maps of the area that were provided to each table. Copies of the maps annotated at the workshop are attached.

After the small groups had time to discuss the questions, Mr. Thompson asked them to report out. They shared the following:

- Participants noted that several groups discussed concerns about Eight Mile Road. Some suggested the traffic on Eight Mile Road is an issue for 2-3 hours per day, and that it is hard to turn left off of SR 32 onto Eight Mile Road when traffic is heavy. Others suggested traffic congestion is more than just a few hours per day. It was suggested that opportunities for safe biking should be considered. Specific comments about safety at the Eight Mile Road and SR 32 interchange included:
 - Left turn from 8 Mile Road onto SR 32 is a concern
 - Speed on SR 32 is high (55 mph) outside of Newtown with reductions within the Village (down to 25 mph). Consider lowering speed limits outside the Village too.
 - Add a truck lane

- People do not feel safe with the continuous right turn from Eight Mile onto SR 32. Trucks merge quickly into this continuous lane as they want to be on the right going up the hill.
 - Grade of the hills (jake brake and traffic noise), Straighten SR 32 to lessen the steepness of the hill. Add 300-400 feet for deceleration.
 - Realignment going up the hill should be considered
 - Weave on eastbound approach is a concern
 - Litter just west of the intersection is a concern
 - Need a larger area for the intersection
- Adding “relief lanes” on SR 32 and Round Bottom Road would be good. “Relief lanes”, like at I-275 and Beechmont Avenue, help traffic flow and drivers who are turning right.
- Consider how to use Round Bottom Road as a way to decrease truck traffic and access the bypass. Route trucks onto Round Bottom Road, and add dedicated bike lanes.
- There are too many diesel trucks and diesel fumes being spewed into the valley; we need less idle time for trucks taking left hand turns from Valley Avenue onto Round Bottom Road. New development should not bring new trucks; it should address or mitigate air quality concerns.
- A priority is access from the Broadwell/ANCOR area out to SR 32 and up the hill to 275, and getting trucks out of the Village.
- When going east bound on SR 32 headed to northbound I-275 and you pass Bells Lane and Midas and arrive at the new traffic light: this area could be widened and put up a barrier wall so motorists wanting to go onto the ramp to northbound I-275 do not have to stop at the light. Also add more green time to the traffic light.
- Outside of the focus area, the key points of congestion are the Beechmont Levee connection with SR 32, and bottlenecks on Fairfax.
- Improve or add bus access to SR 32 and, related to relief lanes idea, add relief lanes or turn-offs for school buses or other vehicles that stop frequently.
- Traffic congestion on Clough Pike in the mornings and evenings. Clough Pike is an alternate route for traffic but it is a very small road that was originally built in 1803.
- The center turn lane on SR 32 stops too quickly; On the east side of Newtown extend the center turn lane to help traffic flow better. Maybe widen the road a bit. Add capacity to SR 32.
- Hickory Creek Road needs a stoplight for turning.
- Mt. Carmel-Tobasco Road – right turn lane, signage sooner on west bound SR 32 for right turn only.
- There is heavy congestion during soccer games. Intersection widening could be done at traffic lights at Main (SR 32) and Church Street. Also lengthen the left turn lane onto Church Street.

- Another way to address soccer game congestion is to add an alternate route and widen Round Bottom Road, and add a new road for mine truck traffic.
- Mount Carmel Road is a safety issue. Despite the five-ton limit, there are lots of big tractor-trailers going up and down the road.
- Previous alignment through the valley – A participant expressed concern that the alignment through the valley is not proceeding. He said the focus should be on getting people east and out to the highway. He noted the congestion is on both ends of the route, at Eastgate and in Newtown, not so much in this particular area.
- Multi-modal transport – A participant suggested that multi-modal transportation will be needed to solve issues since roads won't solve every issue. He suggested that ODOT look at bus rapid transit (BRT) and rail options to alleviate congestion, encourage development of ANCOR, and move workers from Cincinnati into ANCOR for employment opportunities. This would also alleviate pollution concerns, he added.

Mr. Thompson thanked everyone for their participation and noted some of the themes in their responses. He acknowledged that the feedback had a nice mix of local and regional thinking, and noted that these meetings wouldn't be needed if the solutions were easy and obvious.

Closing

Mr. Arnold closed the workshop with a few key points (see the presentation for details):

- This is a regional project. As we go through the workshops, we are looking for local fixes that add up to overall improvement in the region. To identify those local fixes, we'll compile and analyze the public input from the meetings and the survey, and the traffic and safety data to create the purpose and need document.
- Mr. Arnold shared some preliminary data and analysis on crash locations and travel times to illustrate the kind of data ODOT will be using to help establish purpose and need. He noted that ODOT is one of the first states in the country to adopt safety methodologies that compare the number of crashes expected at a site to the number of crashes that actually occur. In response to a question, he noted that the severity of a crash could be flagged in the program. He also showed an example of Operation Based Data that will be used to help calculate how long it will take to travel from one location to another. This data is similar to the data that Google and other GPS devices use to calculate how long it will take you to travel from one place to another.
- The immediate next steps include these public workshops (six in total) and an online survey. All of the workshops are open to the public, and the Segments II and III online survey (located at www.EasternCorridor.org) will be open until

mid-June for any additional input that participants want to provide. The survey has a mapping function that enables you to drop a pin at a specific location and include a comment on it (Please comment! The pin is not helpful without an explanation of the problem.)

- Over the summer, ODOT will process all that we've heard and analyze updated traffic counts. This information will be used to develop the Purpose and Need statement, which will be then shared with the public for review and response in a public meeting to be held this fall. We expect to begin developing alternatives to address transportation needs outlined in the Purpose and Need report by the end of the year.
- Mr. Arnold encouraged folks to visit www.EasternCorridor.org for more information, including historical data, information on current meetings, and the link to the current online survey.

Mr. Arnold thanked participants for their time and their thoughtful contributions, and adjourned the meeting.

Meeting Participants:

Nathan Alley
Ken Burger
Barbara Christman
Dennis Connair
Virginia Cox
Steve Feagins
Todd Gadbury
Jay Gohman
Walter Haag
Ruth Hardy
Sherrie Heyse
Martha Kelly
Pinky Kocoshin
Bob Maffeo
Andy Moran
Mike Niehaus
Kevin O'Brien
Richard Porter
Cailey Radcliffe
Heidi Rutenschroer
Rusty Schuermann
Dee Stone
Steve Sievers
Steve Tugend
Annie Wilkerson (Rep. Wenstrup)
Lynn Woodward

Project Team Members in attendance:

Jackie Anarino, ODOT
Tom Arnold, ODOT
Tim Hill, ODOT
Heather McColeman, ODOT
Caroline Ammerman, Stantec
Steve Shadix, Stantec
Monica Humphrey, Rasor Marketing
Communications

Meeting Facilitators:

Eric Roberts, CBI
Doug Thompson, CBI

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 11, 2015, and executed by FHWA and ODOT.

**ANCOR/SR 32 Hill
Focus Area Workshop
Presentation**





Segments II and III Focus Area Workshop

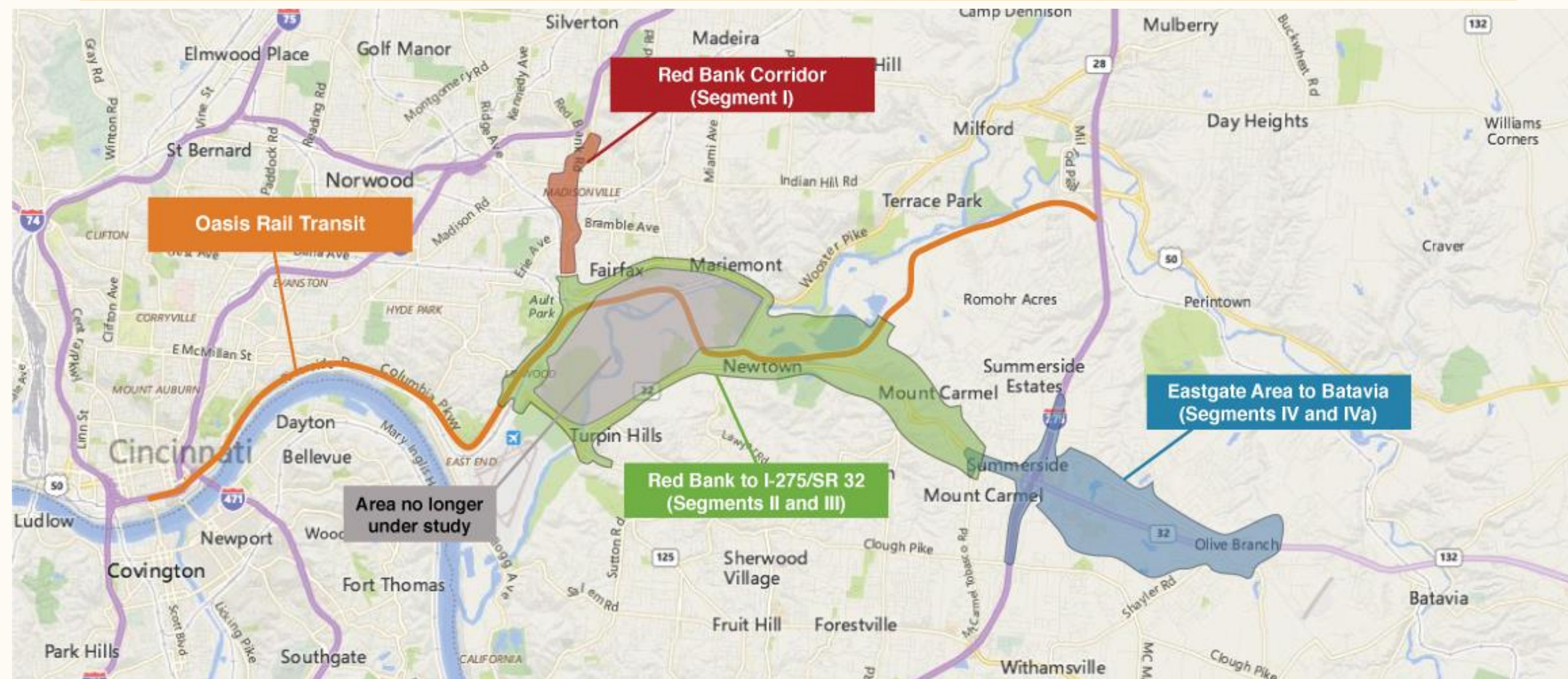
ANCOR/SR 32 Hill Area

Anderson Center

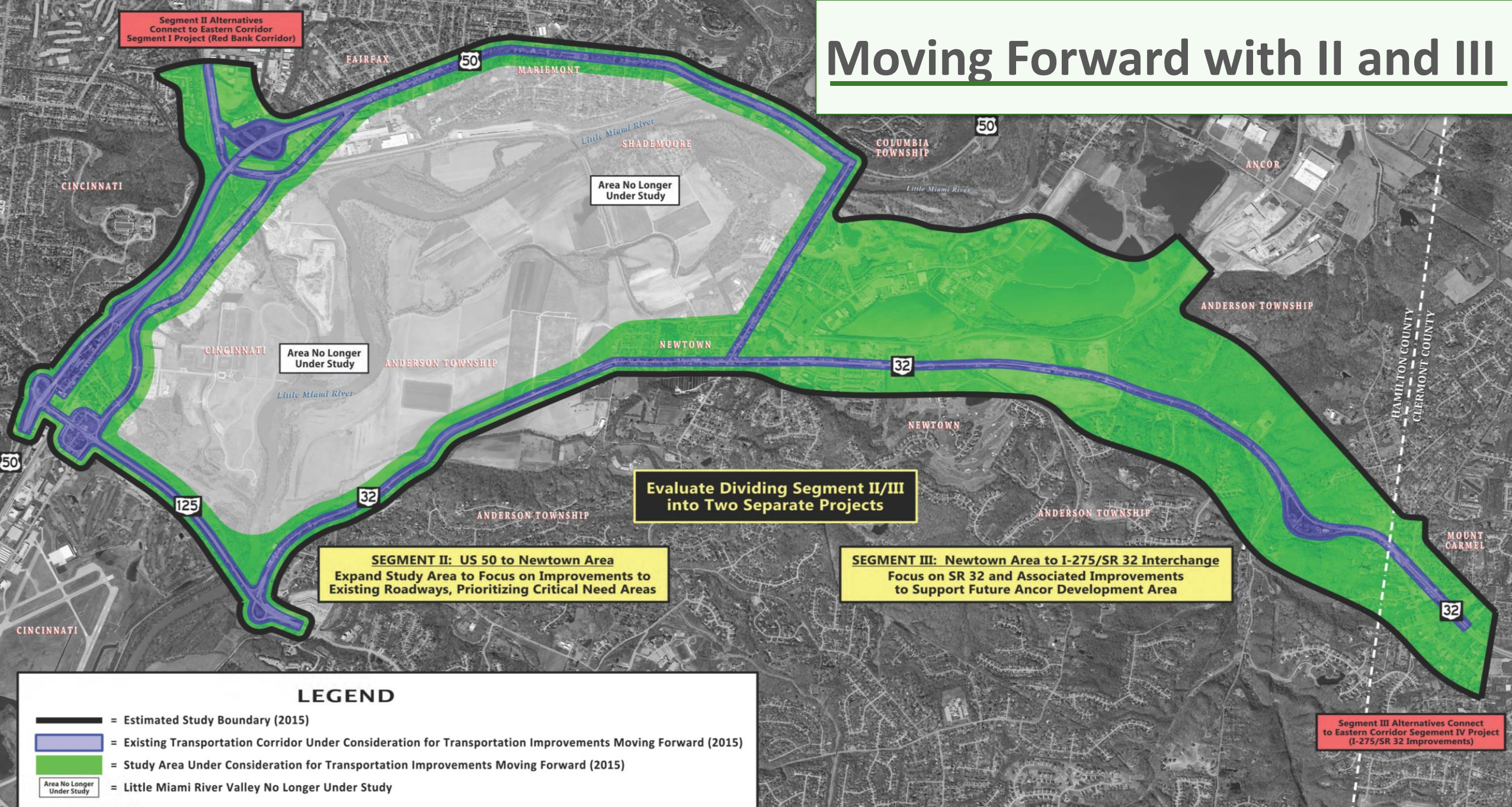
April 27, 2016

6:00 p.m. to 8:00 p.m.

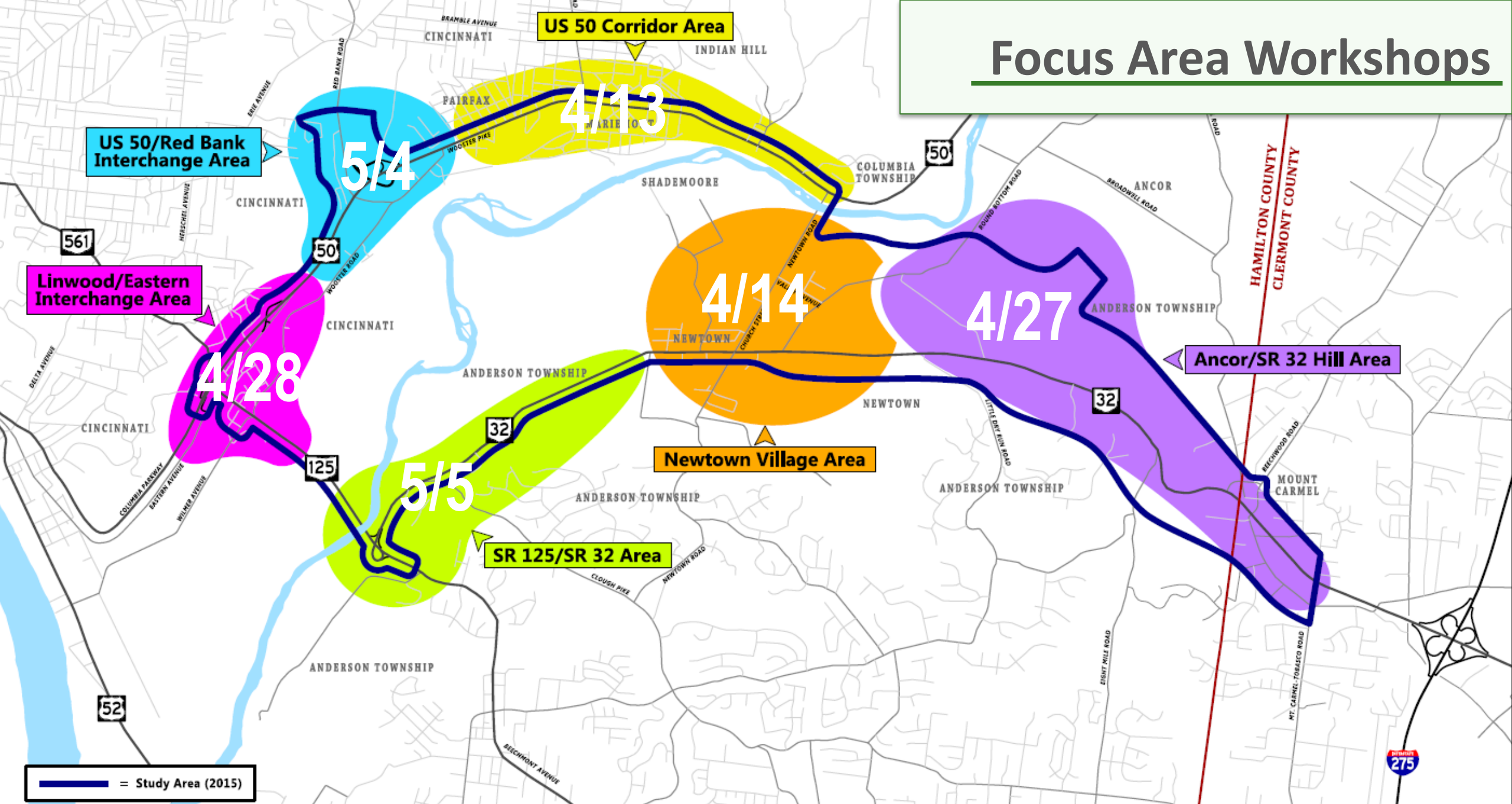
What is the Eastern Corridor Program?



Moving Forward with II and III

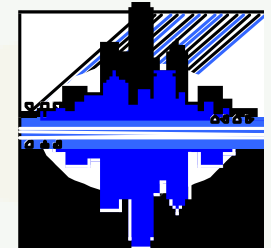


Focus Area Workshops

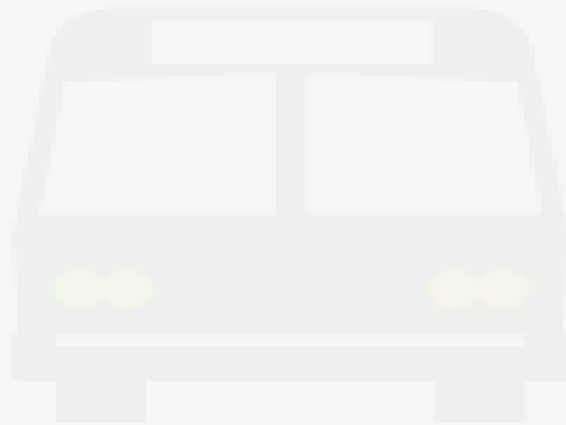
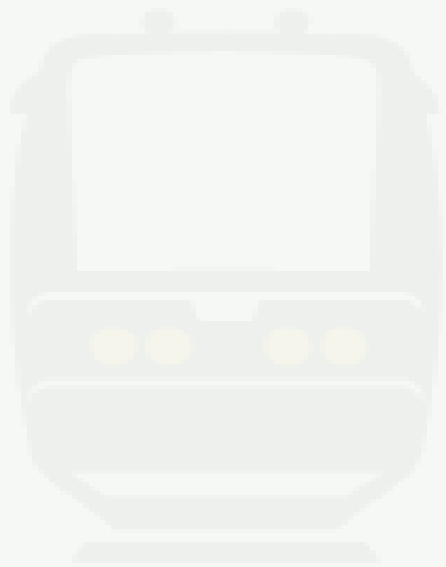


Tonight's Objectives

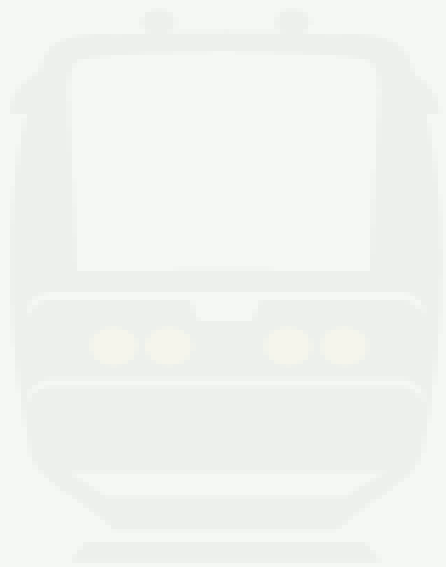
- Learn about transportation needs and community values from community members
- Explain ODOT's new approach to addressing transportation needs in this area
- Understand how the community evaluates trade-offs between transportation benefits and other values such as cost, environmental impacts and benefits, cultural and historical resources
- Identify views for setting priorities



Opening Exercise



Project Development Overview



Project Development Process



Planning

- The first step is to revisit the Purpose and Need of the project
- The Purpose and Need focuses on an understanding of the issues that will need to be addressed by this project
 - *Traffic Data*
 - *Crash Analysis*
 - *Other goals (promote economic vitality, bike/ped accomodations, etc.)*



PLANNING
(PL)

Ohio “Home Rule” Transportation Roles

ODOT



Interstates



U.S. & State Routes
(outside municipalities)

Municipalities

LOCAL ROUTE



including designated U.S. & State Routes
(inside municipalities)

Ohio Turnpike Infrastructure Commission



Counties / Townships

LOCAL ROAD

Local Routes



Funding Options



Ohio • Kentucky • Indiana
Regional Council of Governments

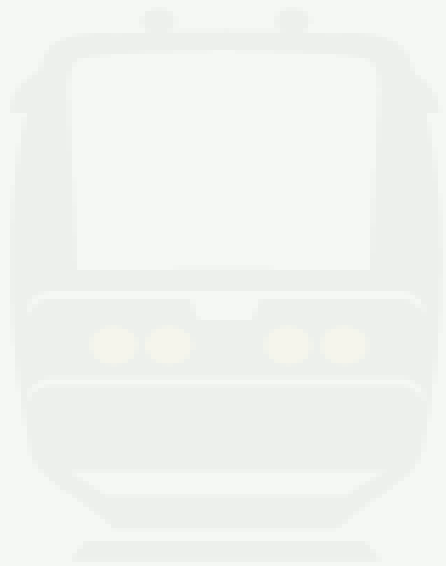
- Transportation Alternatives (TA)
- Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality (CMAQ)



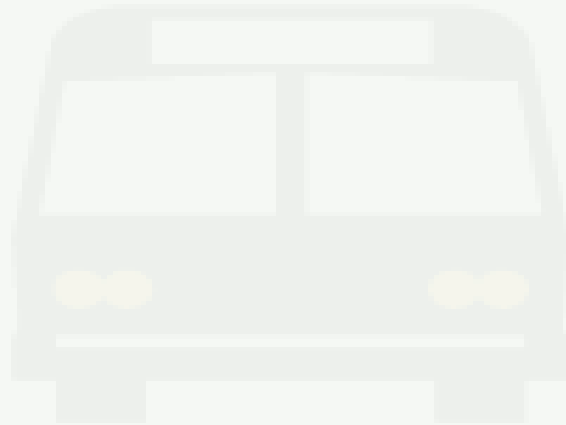
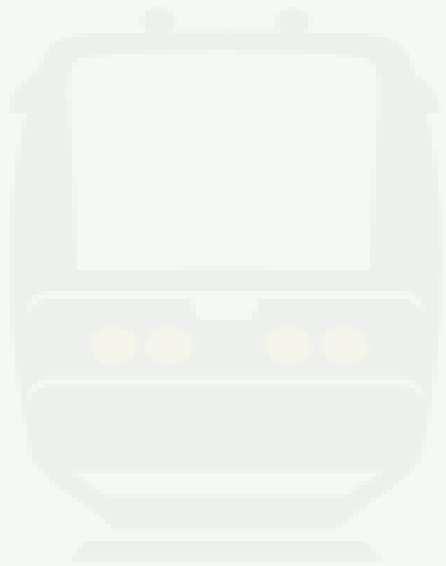
- Highway Safety Improvement (HSIP)
- Safe Routes to School (SRTS)
- Major New (TRAC)

Work Session:

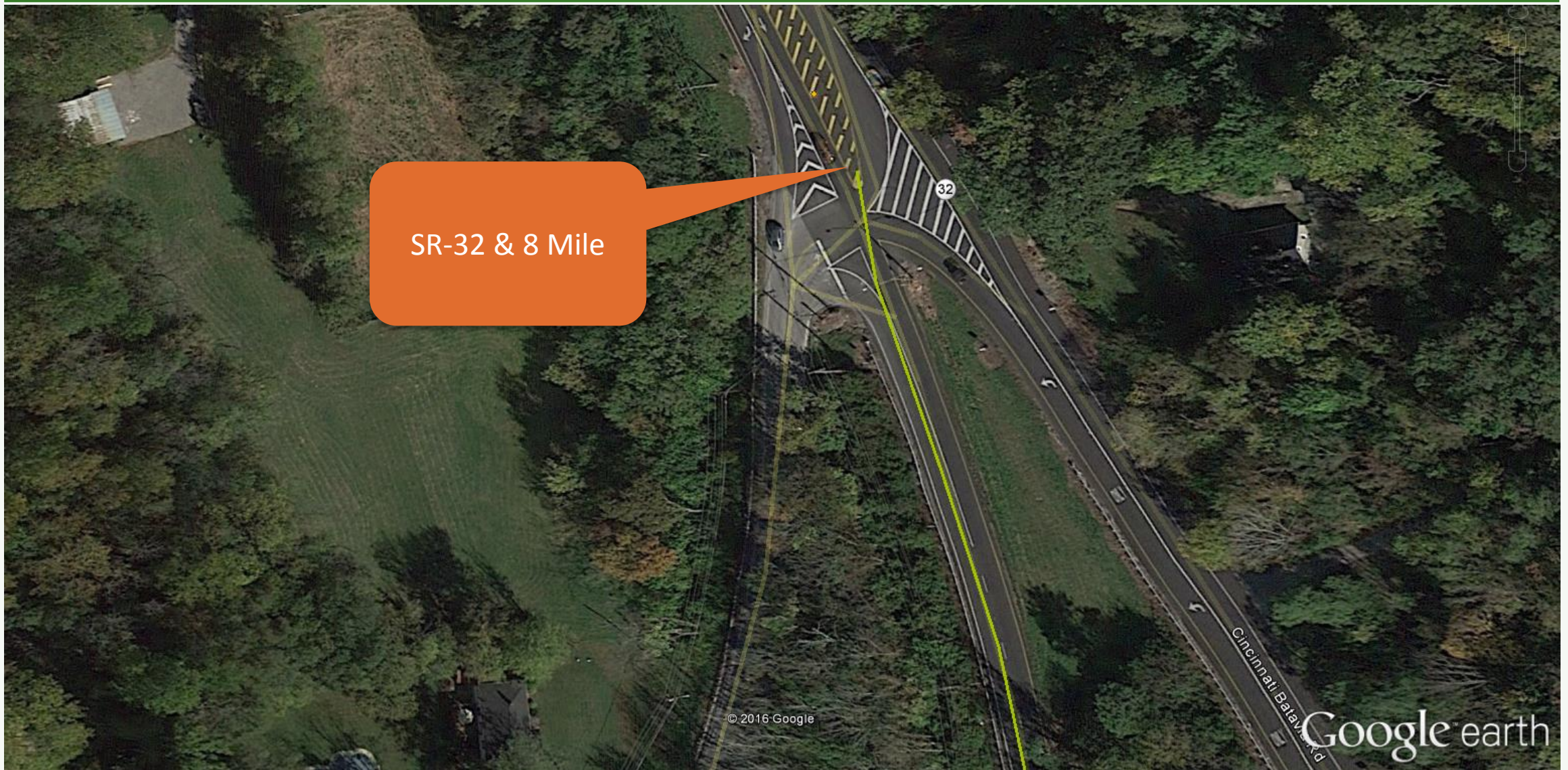
Community Values and Priorities



Work Session: Transportation Needs



Safety

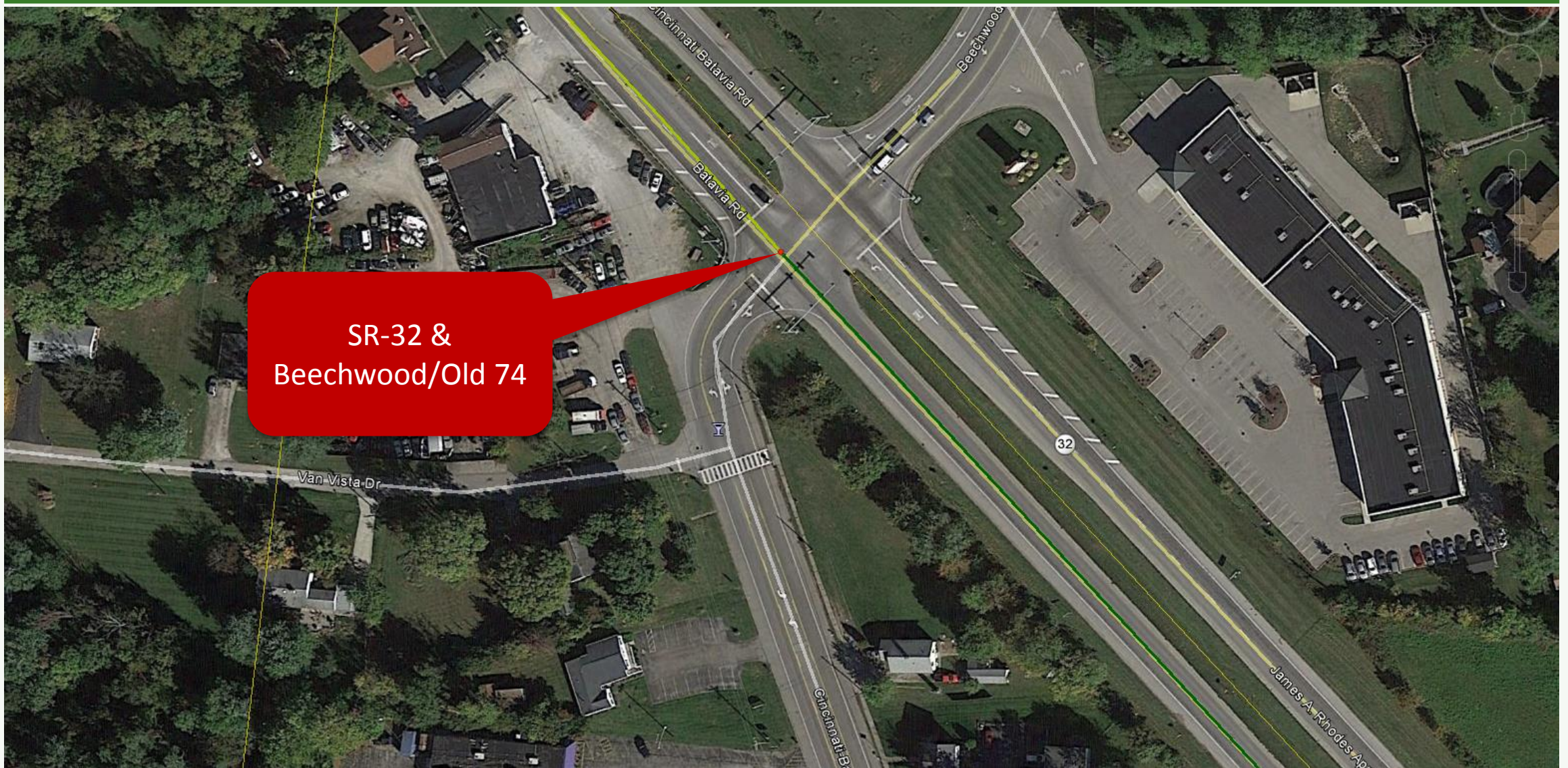


SR-32 & 8 Mile

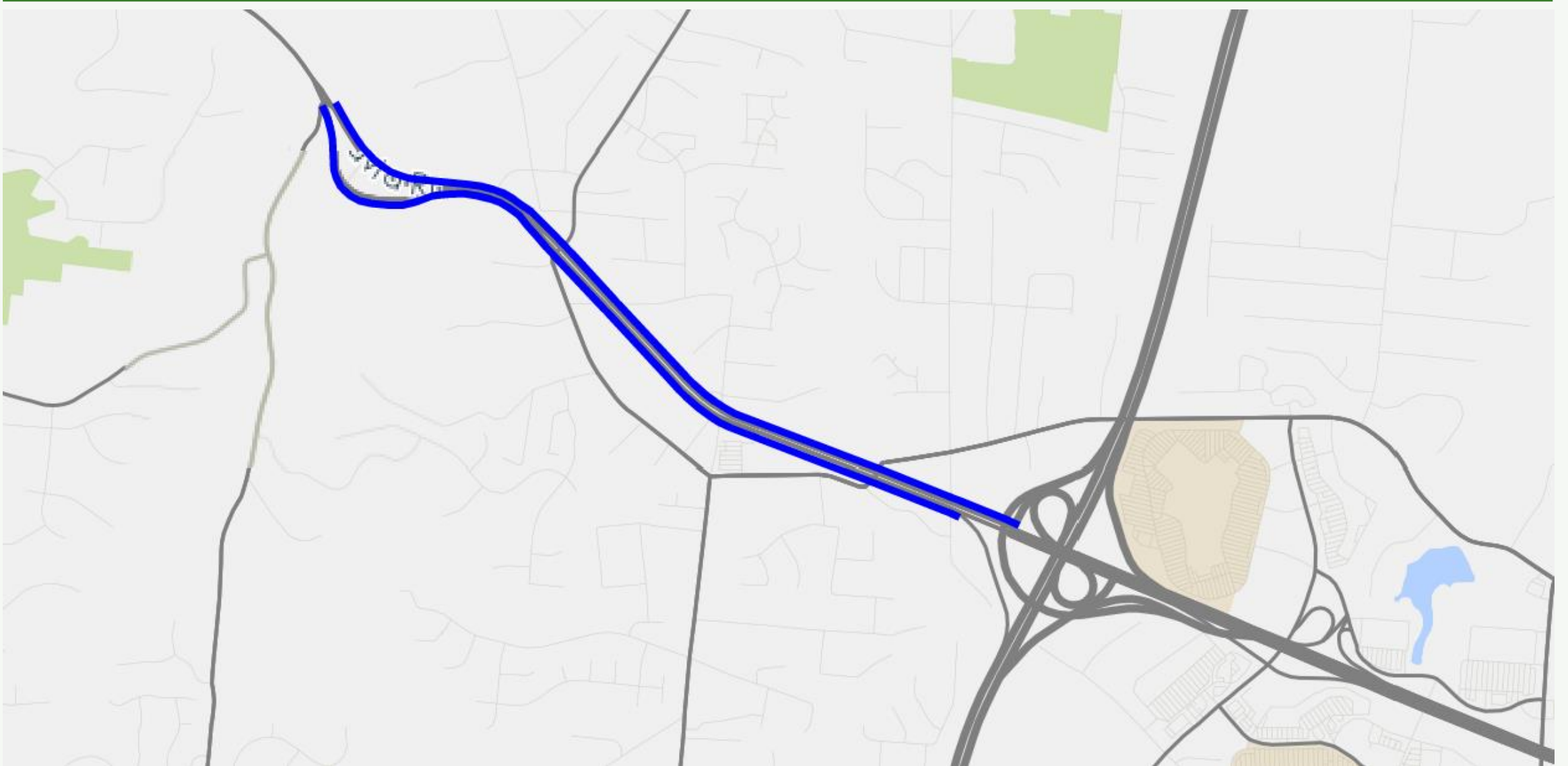
Safety



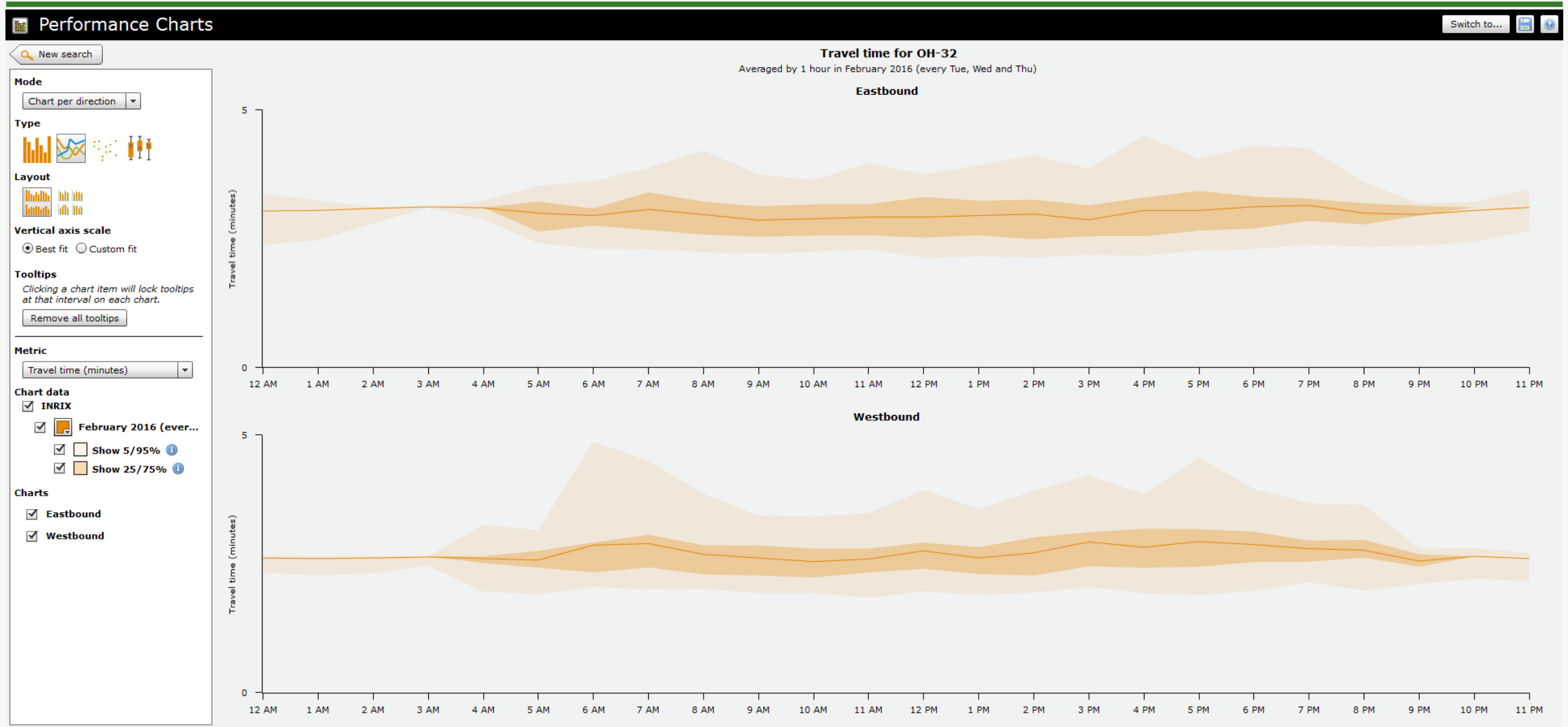
Safety



Traffic Flow



Travel Time



Speed

Performance Charts

Switch to...

New search

Mode

Chart per direction

Type



Layout



Vertical axis scale

Best fit Custom fit

Tooltips

Clicking a chart item will lock tooltips at that interval on each chart.

Remove all tooltips

Metric

Speed (mph)

Chart data

☒ INRIX
☒ February 2016 (ever...

☒ Show 5/95%
☒ Show 25/75%

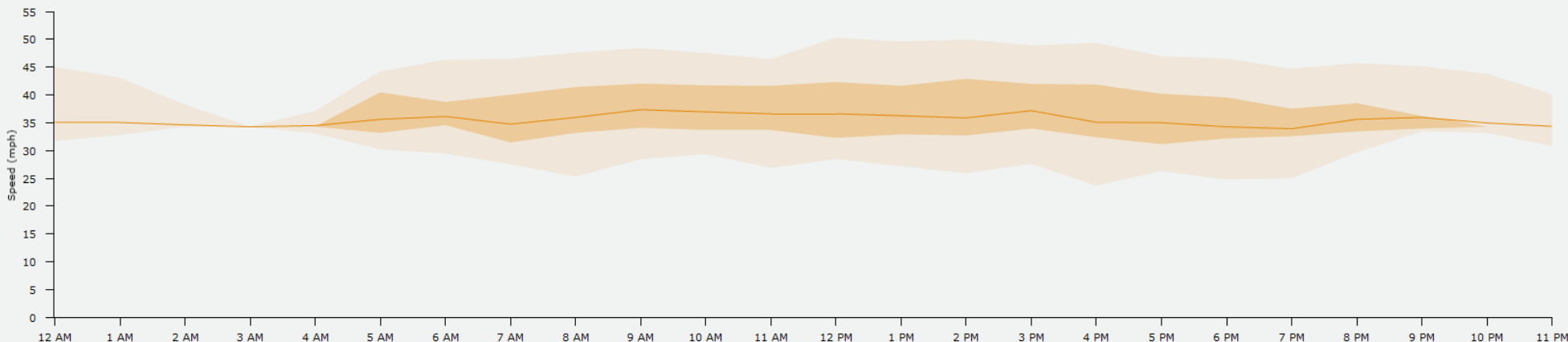
Charts

☒ Eastbound
☒ Westbound

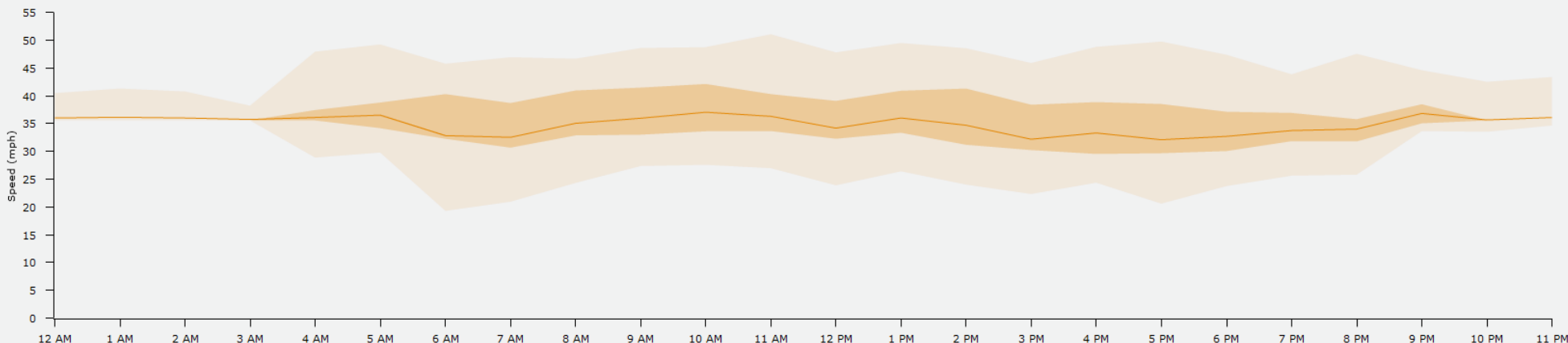
Speed for OH-32

Averaged by 1 hour in February 2016 (every Tue, Wed and Thu)

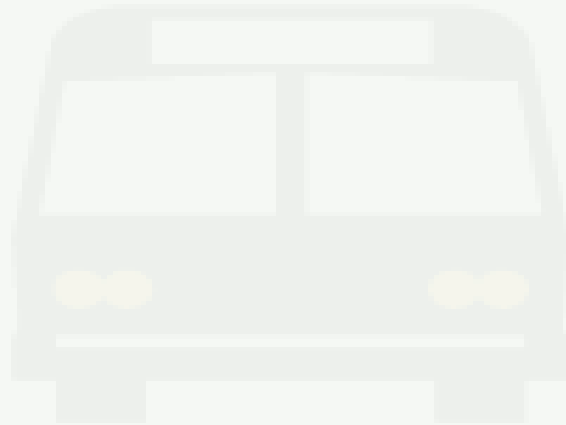
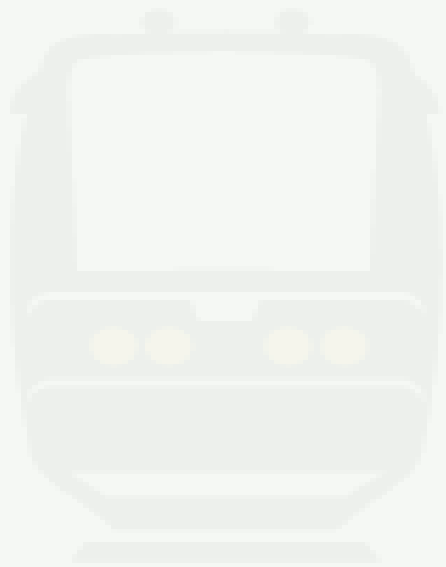
Eastbound



Westbound




Workshop Wrap Up



Public Engagement

www. EasternCorridor.org



The Eastern Corridor

RED BANK CORRIDOR
(SEGMENT I)

RED BANK TO I-275/SR 32
(SEGMENTS II AND III)

EASTGATE AREA TO BATAVIA
(SEGMENTS IV AND IVa)

OASIS RAIL TRANSIT



EASTERN CORRIDOR VIDEO Q&A

Contact Us

(513) 888-7625

EasternCorridor@EasternCorridor.org

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To search, type and hit enter

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JOIN THE DISCUSSION

How do you travel within and through the central Eastern Corridor area? What problems do you experience? What improvements should be made?

ODOT is asking the region to join the discussion about how we can improve travel within and through the Eastern Corridor's [Segment II and III Study Area](#). To help get us started, take a few minutes and share your thoughts using the survey link below. The answers you provide will help shape transportation investments in this region. Survey results will be shared on this website and in a public meeting to be held in September.



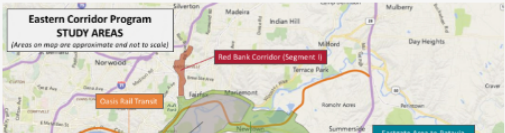
Take the survey
CLICK HERE TO BEGIN

This April and May, ODOT will host six Focus Area Workshops in [the Segment II and III area](#) that are open to the public. Anyone interested is encouraged to come and work alongside ODOT, Hamilton County, Clermont County, the city of Cincinnati, SORTA, and help shape improvements. [Click here to learn more.](#)

THE EASTERN CORRIDOR PROGRAM

Providing essential east-west connectivity for the Greater Cincinnati region

The Eastern Corridor Program is a regional effort that integrates roadway network improvements, new rail transit options, expanded bus service, bikeways and walking paths to improve travel and access between Greater Cincinnati's eastern communities and its central employment, economic and social centers.



Current Updates

[Public input workshops for Segments II and III begin April 14. Click here for more info and the Workshop schedule](#)

[Materials from the latest Eastern Corridor Development Team Meeting are now available](#)

[Oasis Rail Transit Open House materials are now available](#)

[New Oasis Rail Transit Project reports are now posted online](#)

[The Public Involvement Meeting Summary for the August 6, 2015, SR 32 Improvements Public Meeting is now posted](#)

[Materials from the August 6 Public Meeting for the SR 32 Improvements are now posted](#)

[Materials from the Public Information Meeting for the Duck Creek Connector project in Madisonville are now posted](#)

The Eastern Corridor Website

This website contains information about current and past Eastern Corridor Program development efforts. Questions and feedback can be shared any time by sending an email to

Public Engagement

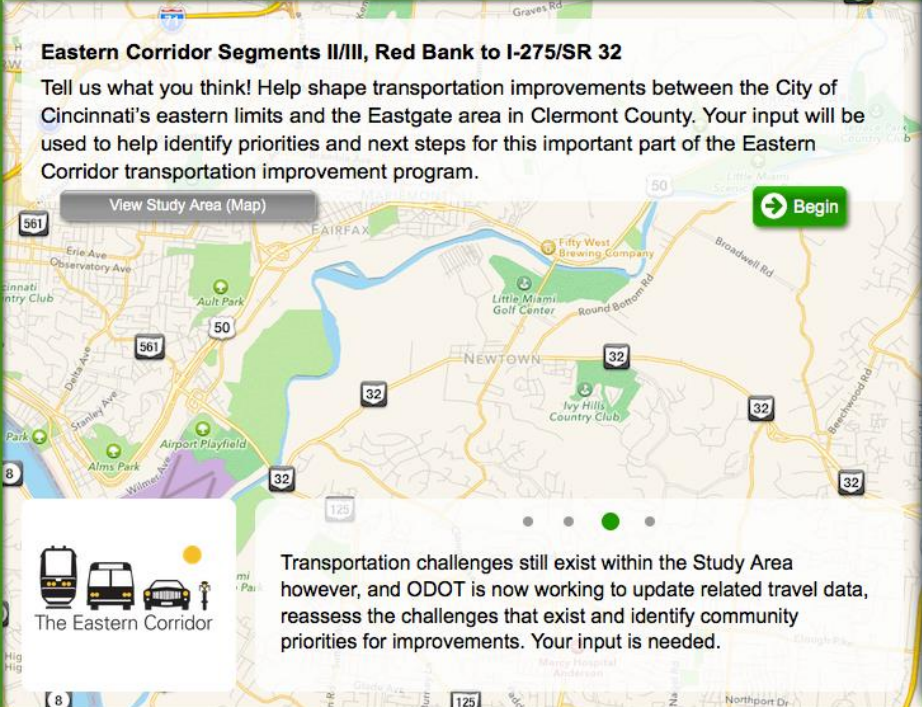
WELCOME


← Welcome

Eastern Corridor Segments II/III, Red Bank to I-275/SR 32
Tell us what you think! Help shape transportation improvements between the City of Cincinnati's eastern limits and the Eastgate area in Clermont County. Your input will be used to help identify priorities and next steps for this important part of the Eastern Corridor transportation improvement program.

[View Study Area \(Map\)](#)

[Begin](#)





The Eastern Corridor

Transportation challenges still exist within the Study Area however, and ODOT is now working to update related travel data, reassess the challenges that exist and identify community priorities for improvements. Your input is needed.

2 RANKING

3 SURVEY

4 MAP IT

5 STAY INFORMED

?

WELCOME

← Transportation Priorities

[? What to do](#) [Next Task](#)

1 Travel Time

2 Support Local Businesses

3 Community Enhancement

Order your top 3 items


↑ above this line ↑

Environmental Resources

Bike & Walking Options

Accessibility & Mobility

Mass Transit Options



I want to know how long it's going to take to get to where I'm going on a consistent basis, and/or I want it to take less time to get to where I need to go.

3 SURVEY

4 MAP IT

5 STAY INFORMED

?

Red Bank to I-275/SR 32 (Segments II and III)

www.EasternCorridor.org

Public Engagement

WELCOME

RANKING

3 SURVEY

4 MAP IT

Mark The Map

What to do

Next Task

5 STAY INFORMED

Please select, drag and drop the markers on the map.

Roadways

Public Transit

Pedestrian Access

Bicycle Needs

Other

What is the issue/need?:

Comment...

Submit

Map data ©2016 Google

Terms of Use

Report a map error

Red Bank to I-275/SR 32 (Segments II and III)

www.EasternCorridor.org



www.EasternCorridor.org

EasternCorridor@EasternCorridor.org

**ANCOR/SR 32 Hill
Focus Area Workshop
Annotated Maps**



Anchor / SR 32 Hill Area

Anchor / SR 32 Hill Area



TABLE 3

RUSH HOUR
BOTTLENECKS

NEED
ACCESS

ORCA

Skinnier lanes
Angle of
overall to types rpl

See
Ann Tom

Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong),
OpenStreetMap contributors, and the GIS User Community

Google earth

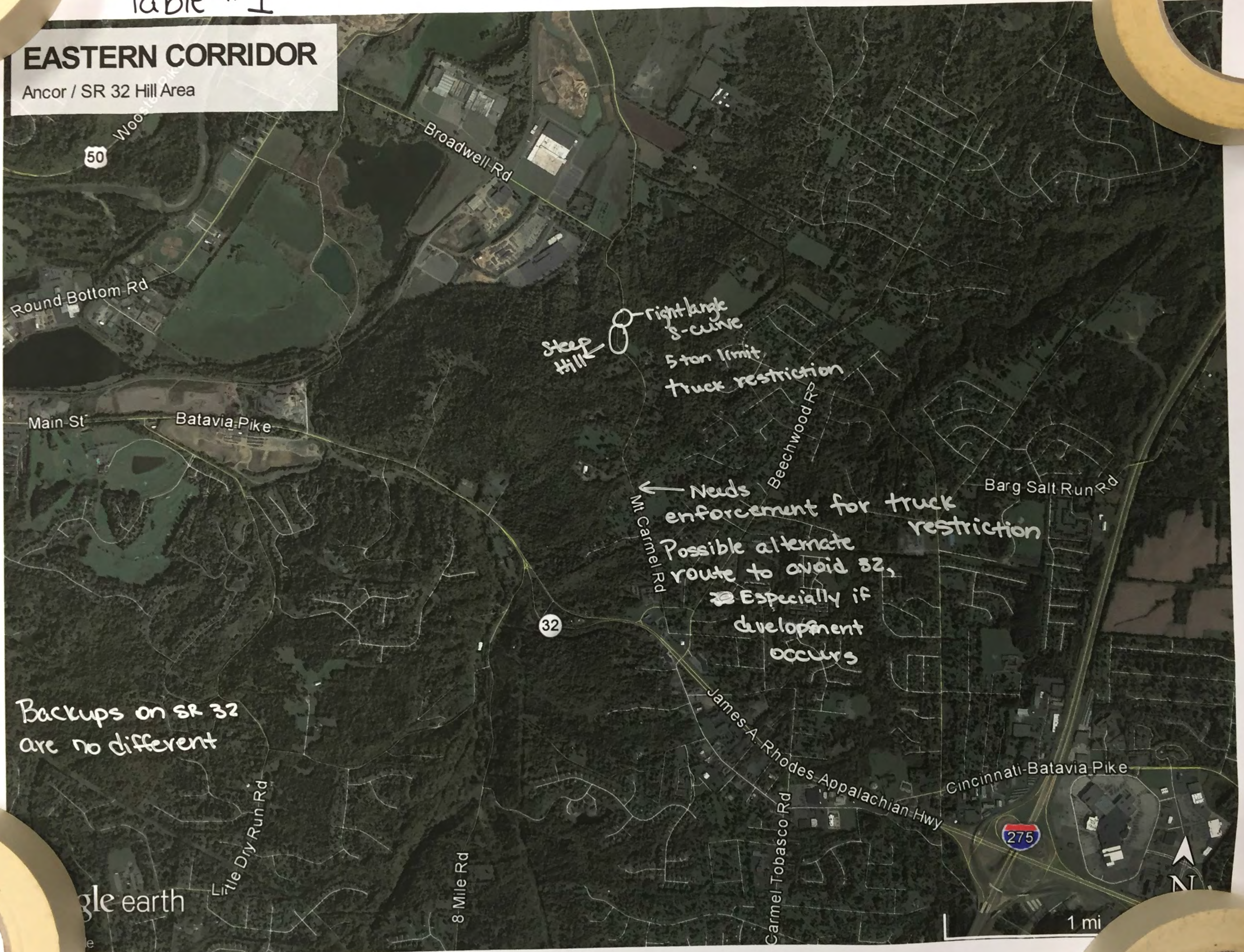
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1 mi

Table #1

EASTERN CORRIDOR

Ancor / SR 32 Hill Area



k #1

*Do not encourage sidewalk / pedestrian activity

Additionally, heavy diesel activity hampers enjoyable walking

TABLE 1 Heather

Read Constrained by River R.R. hard to pass semis

Round bottom can not safely accommodate bikes!

Issues with trucks (Evan's Pavestone)

New Ancor development should incorporate bike facilities
This pattern of traffic is due to avoiding 32/church intersection

Rush hour Backups (2 mile +/-)

Flooding

Short ramp, congestion, crashes

Trucks sit & idle & light - too long!

Extend 3rd lane (TWLTL)

BURGER FARMS - possible sight distance issue - turn lane would help.

Left turn Westbound is worse
Bell intersection lane. Bad crossing - hard to see what the cross traffic & opposing traffic (facing) is going to do.

Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), OpenStreetMap contributors, and the GIS User Community

EASTERN C
Segment II

Google earth

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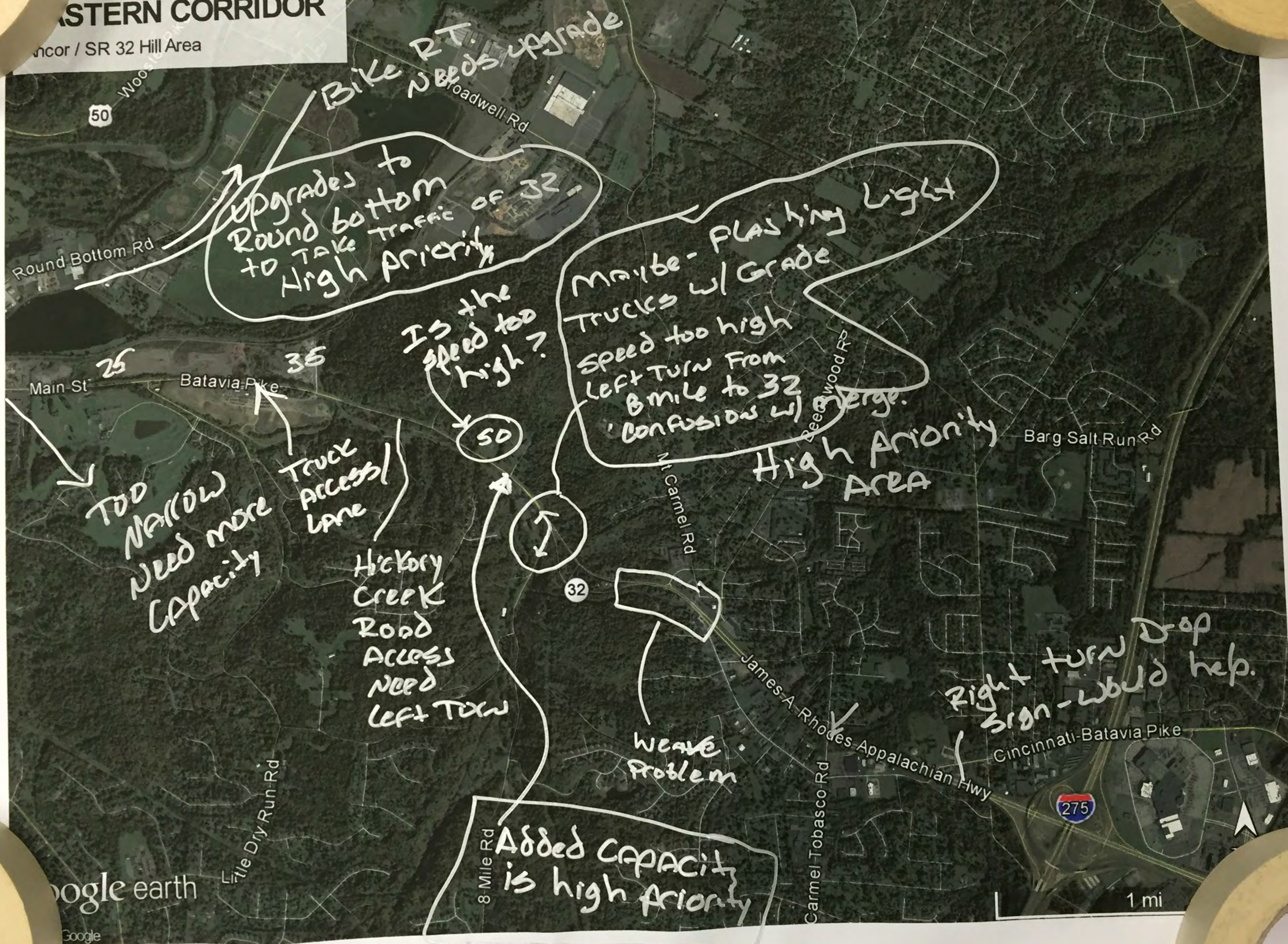
Added capacity is high priority

1 mi

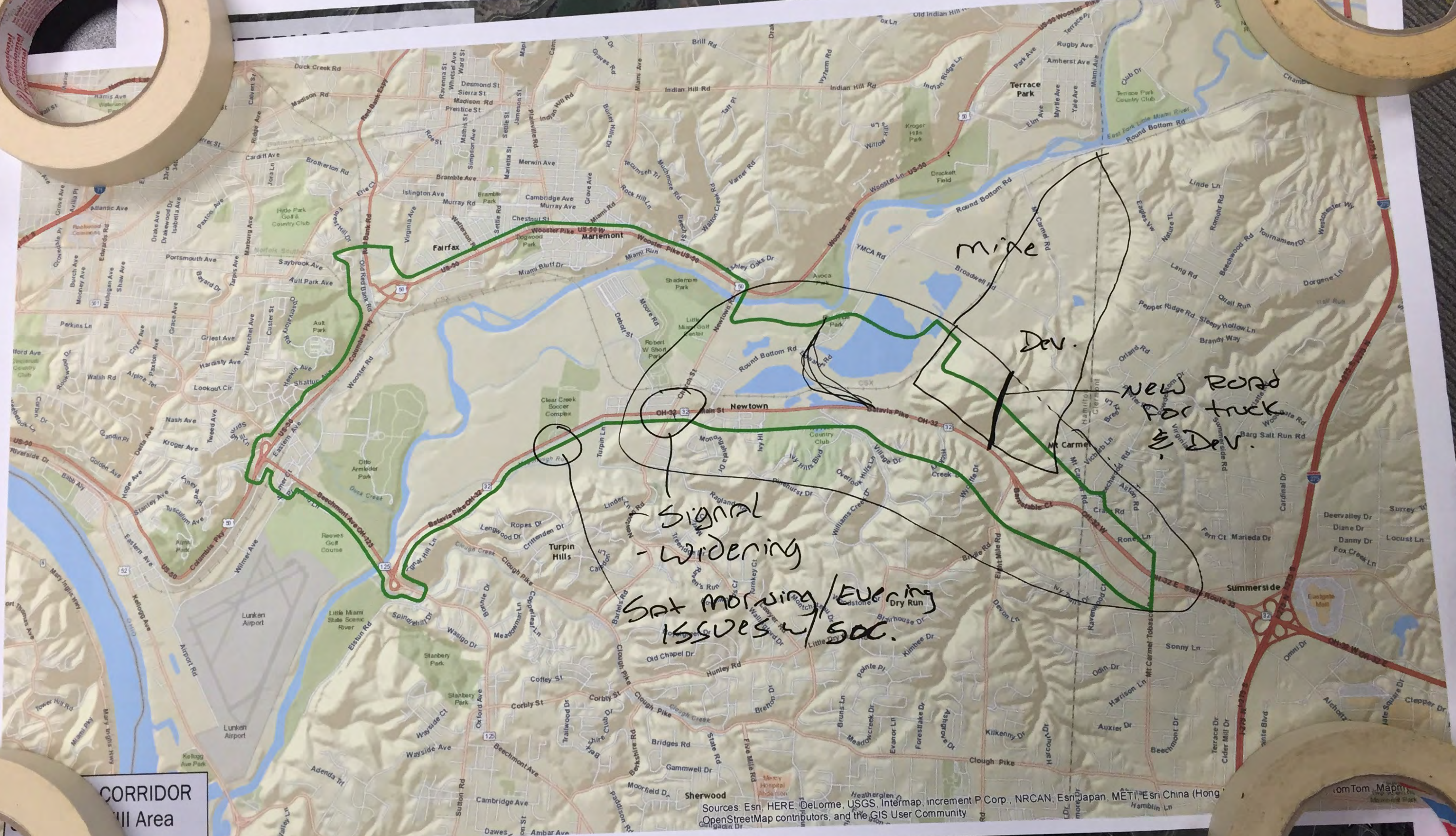
EASTERN CORRIDOR

Anchor / SR 32 Hill Area

Tim #4



Tim #4
Tim #4

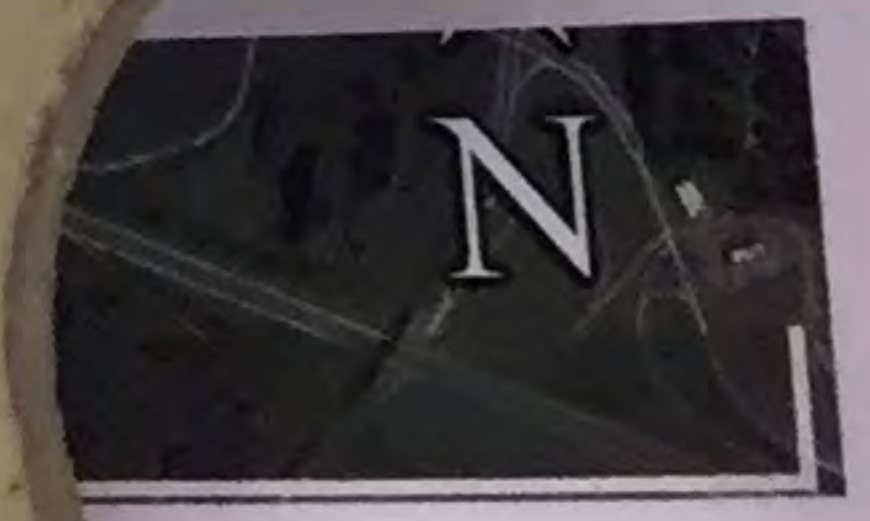


CORRIDOR
Area

Google earth
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8-Mile is high priority

Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Swisstopo, Mapbox, OpenStreetMap contributors, and the GIS User Community



EASTERN CORRIDOR

Ancor / SR 32 Hill Area

50

Woo

Broadwell Rd

Round Bottom Rd

Main St

Batavia Pike

Create pull off for school bus on EB SR-32

Safety - left from 32 to 9 mile
Congestion: left from
tail to SR-32
align lanes

32

Carmel Rd

Beechwood Rd

Barg Salt Run Rd

Need to
cont.
lane

James A. Rhodes Appalachian Hwy

Cincinnati-Batavia Pike

275

8 Mile Rd

Little Dry Run Rd

earth

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TABLE 2 10mm

Need mix of use development
Need more bus service

Worse to use of land

All one continuous lane to reduce backups on exit ramp to signal
Build 4A

Scenic removal
Change

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1 mi