

ATTACHMENT B2

ECDT MEETING SUMMARY

Eastern Corridor Development Team (ECDT) Meeting
Agenda

**Eastern Corridor Development Team (ECDT) Meeting
Presentation**



EASTERN CORRIDOR DEVELOPMENT TEAM

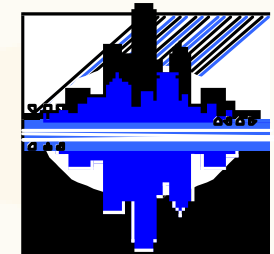
Miami Valley Christian Academy

March 16, 2016

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

Tonight's Objectives

- Discuss the role we hope you will play
- Update you on the status of the major segments of the Eastern Corridor Program
- Discuss next steps for Segments II and III, Red Bank to I-275/SR 32
- Get your feedback on our next steps for Segments II and III

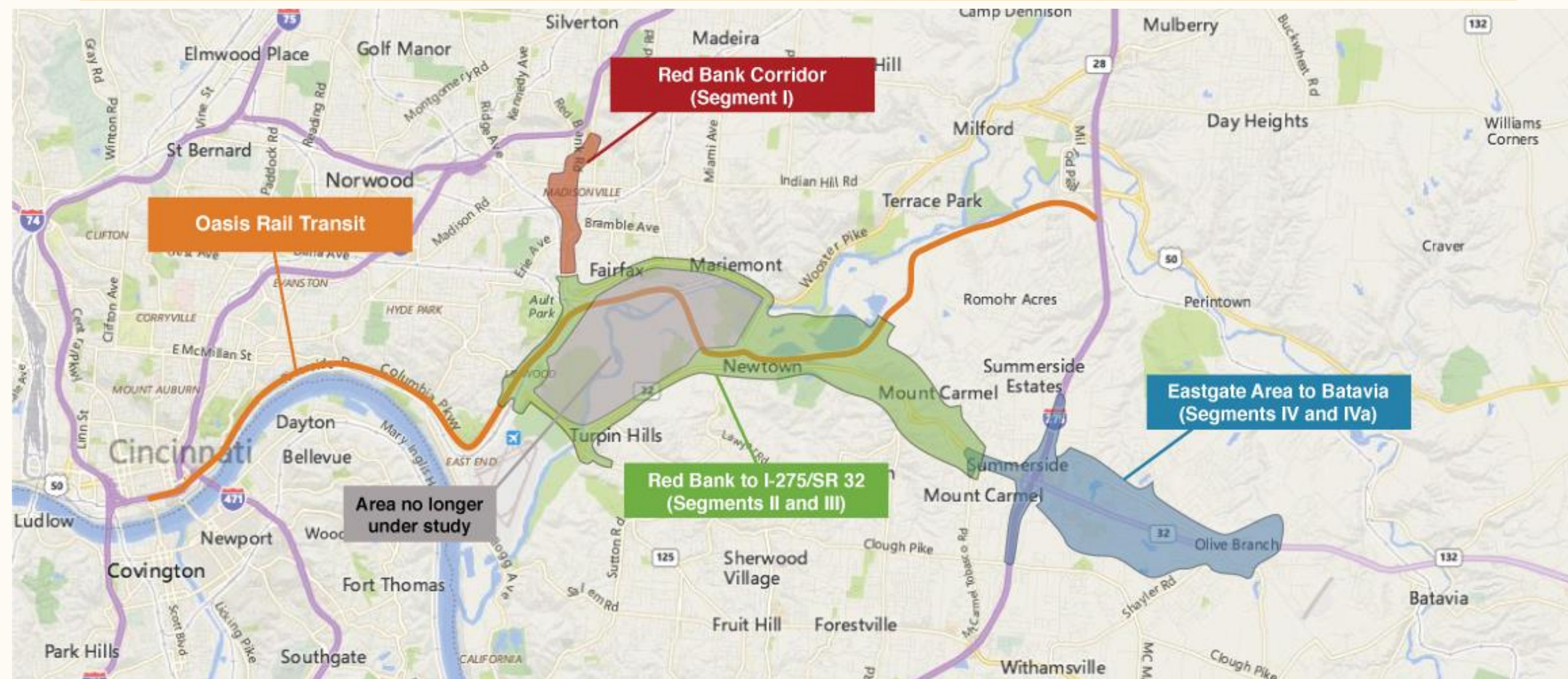


Your Role

- Represent your community/organization and its interests in discussions relating to Eastern Corridor studies and desired outcomes
- Provide Eastern Corridor updates to your community/organization, share information materials
- Bring community/organizational questions, concerns, comments back to the Eastern Corridor Program team
- Assist with outreach and notification efforts



The Eastern Corridor Study/Project Areas



Oasis Rail Transit

- Introduces new rail-based travel option between Cincinnati and Milford (17 miles)
- Recently completed studies identified:

Alignment alternatives

Initial service options

Ridership estimates

Preferred vehicle technology

Station location recommendations

Conceptual bus feeder routes

Financing needs and strategies

Opportunities to support improvements for bicyclists and walkers

Planning-level capital estimates

Operations & Maintenance cost estimates

Options for next steps

- Results indicate that the project is worthy of advancement



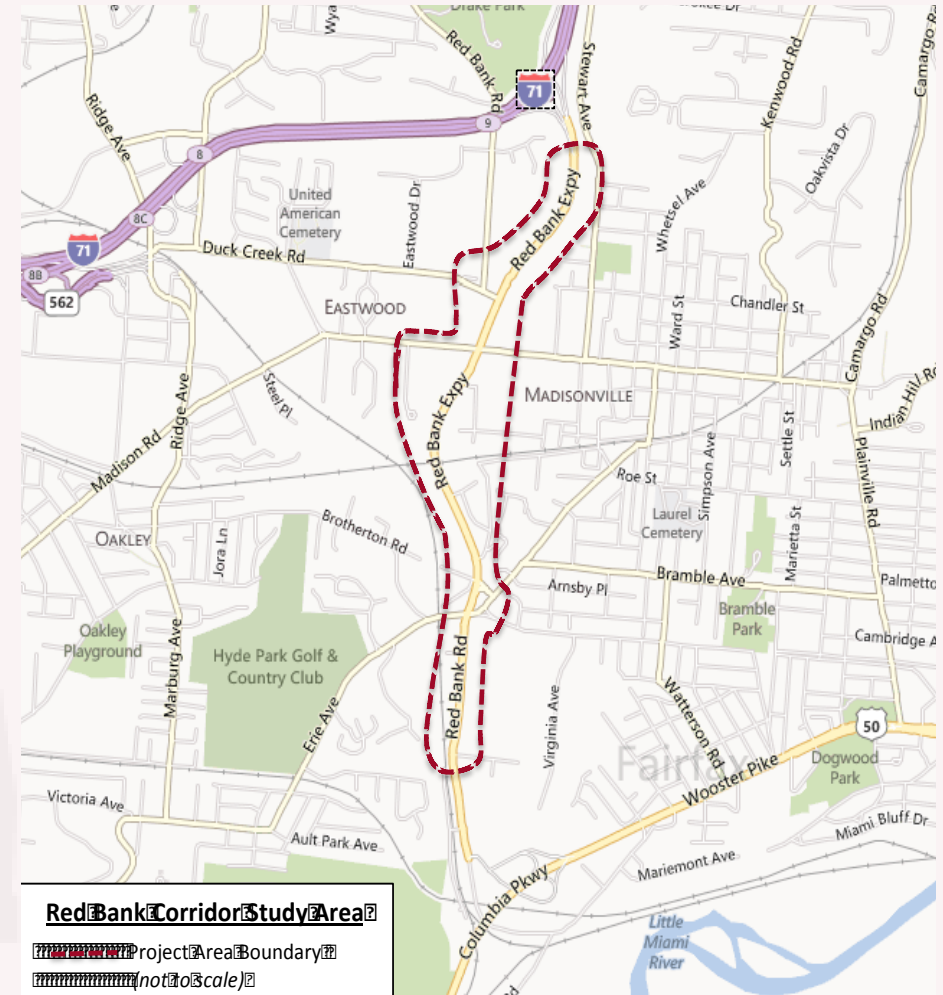
Oasis Rail Transit

- Open House meetings were held at end of February
- Project is now well-positioned for a local sponsor to advance project to next phase of study (FTA Project Development)
- Further information is available on Oasis Public Involvement page of EC website:
www.EasternCorridor.org



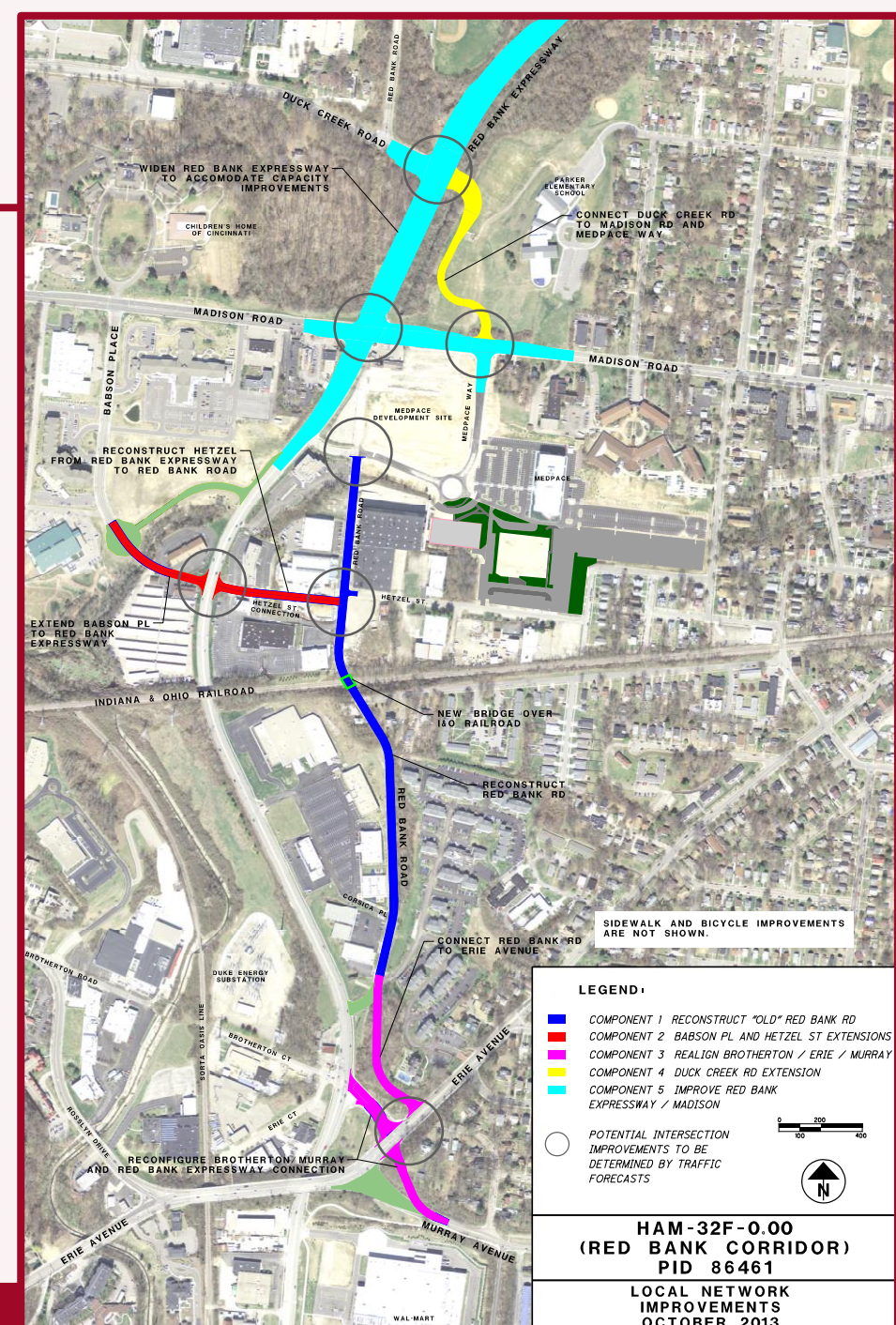
Segment I: Red Bank Corridor

- A Preferred Alternative was vetted by community and approved by ODOT in January of 2014
- Five components:
 - Duck Creek Extension to Madison Road at Medpace Way
 - Reconstruction of Old Red Bank Road
 - Babson Place and Hetzel Street Extensions
 - Red Bank Expressway and Madison Road Intersection Improvements/Red Bank Expressway Widening
 - Realignment of Brotherton Road, Erie Avenue and Murray Avenue/connecting Red Bank



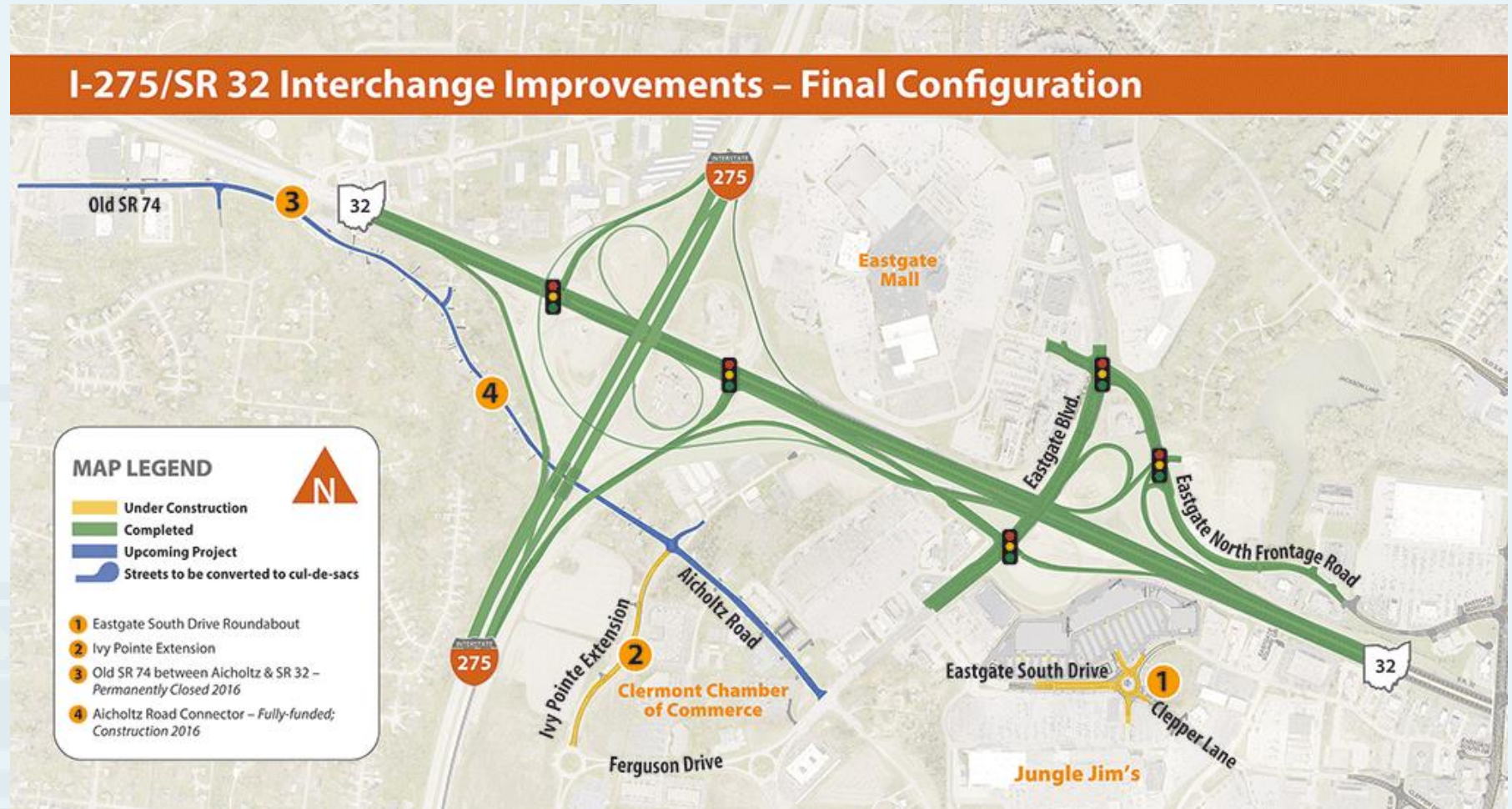
Segment I: Red Bank Corridor

- Duck Creek Connector construction will begin this year
- Utilizing remaining available funds to develop worst case work limits for remaining components
- Remaining components can be advanced separately or jointly depending on funding



Segment IV: I-275/SR 32 Interchange

- COMPLETE – Fall 2015
- Represents the most significant change to traffic patterns in the I-275/Eastgate area



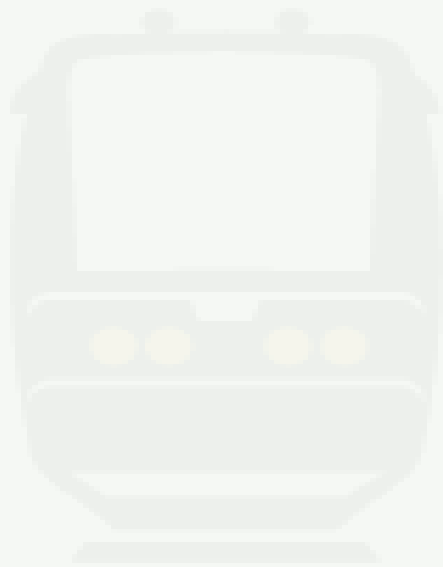
Segment IVa: Eastgate to Batavia

- Preferred Alternative was vetted by community and approved in July 2015
- CCTID to advance local network components
- ODOT is seeking funding for mainline components

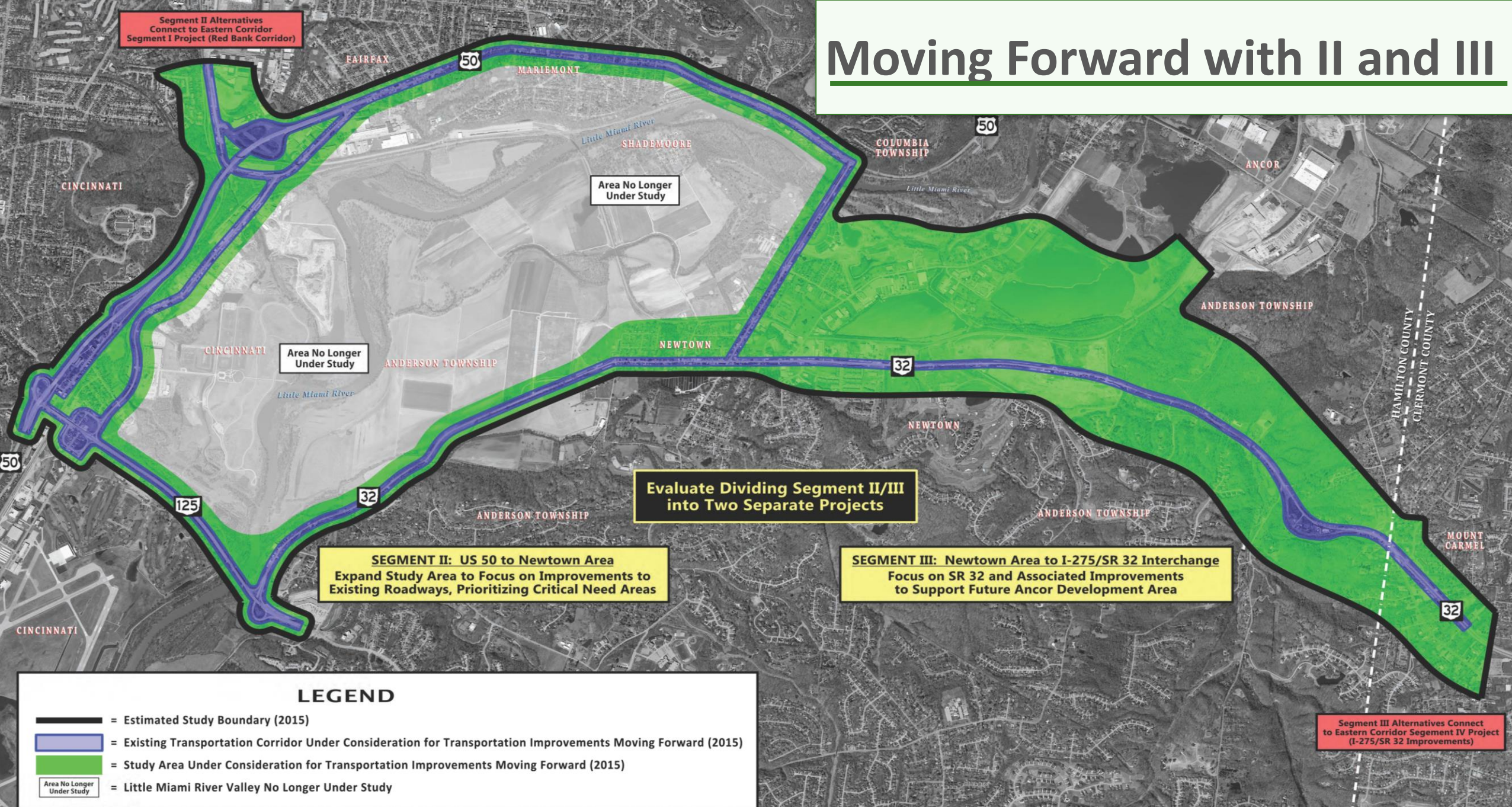


Next Steps

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



Moving Forward with II and III



How are we moving forward?

- Discuss Project Development Process
- Outline public engagement strategy



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.)*

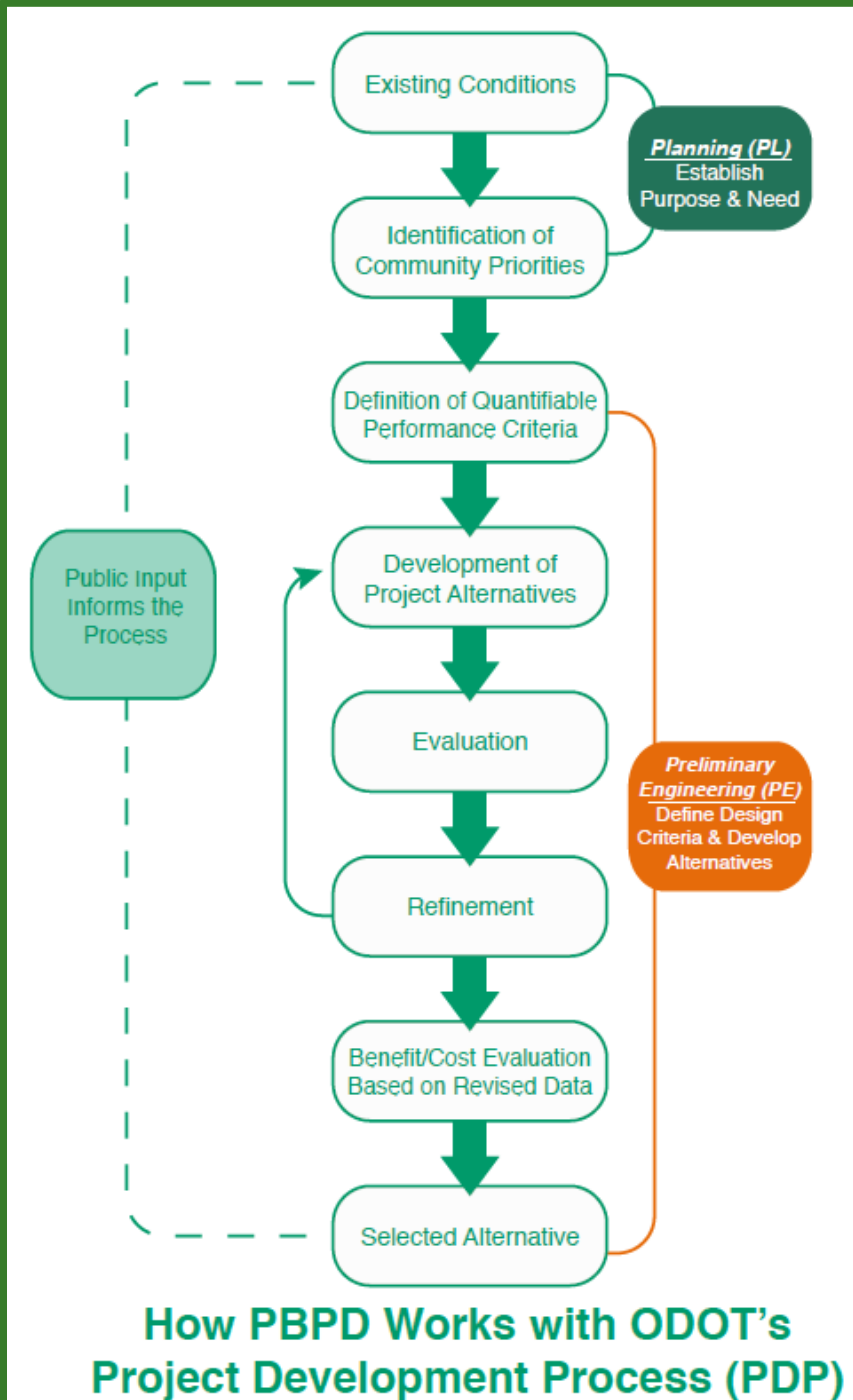


PLANNING
(PL)

Preliminary Engineering

- The PE phase is hallmarked by alternative development
- ODOT intends to use a new principle called Performance Based Practical Design (PBPD)

PRELIMINARY
ENGINEERING
(PE)




Environmental Engineering through Construction

Preliminary Development



Public Engagement

www.EasternCorridor.org



The Eastern Corridor

[Home](#) [Overview](#) [Background](#) [Projects](#) [Documents](#) [Public Involvement](#) [News](#) [Contact Us](#)

[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

[Contacts](#) [Feedback](#)


Home

Oasis Rail Transit Open House materials are now available on the [Oasis Rail Transit Public Involvement page](#) of this website.

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

[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](#)

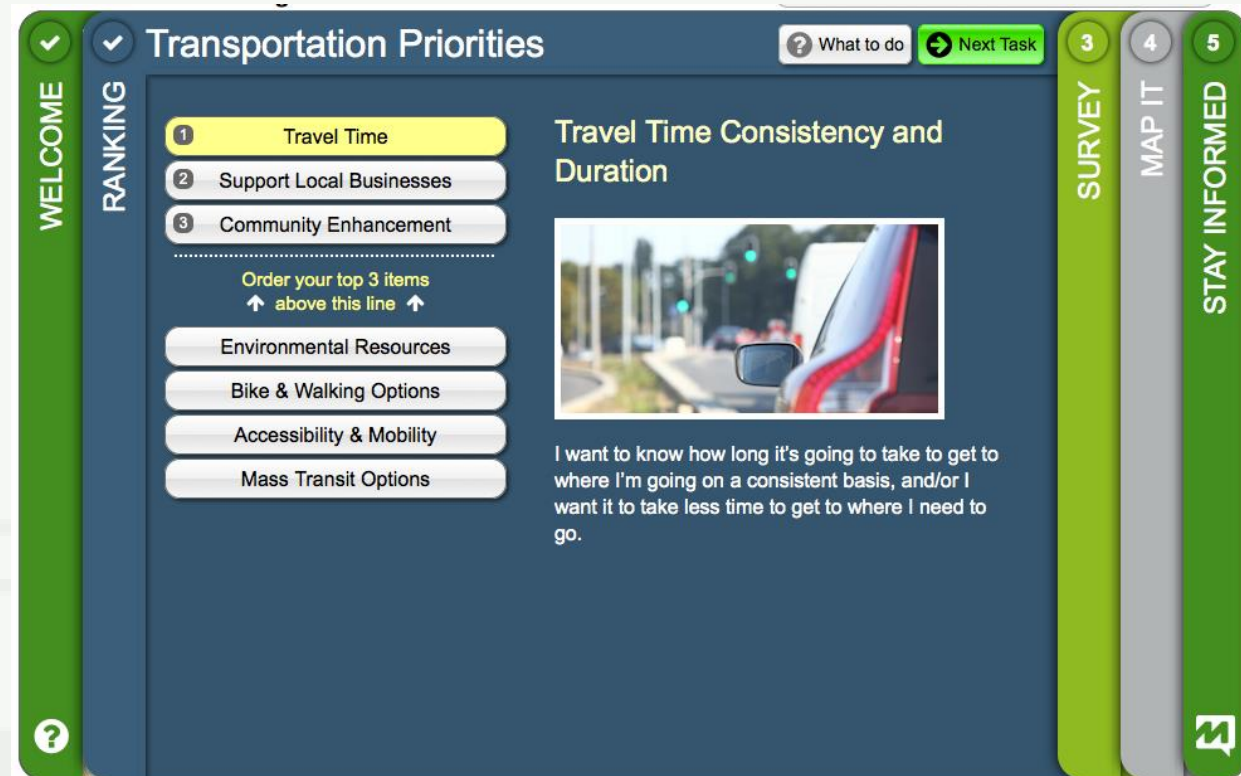
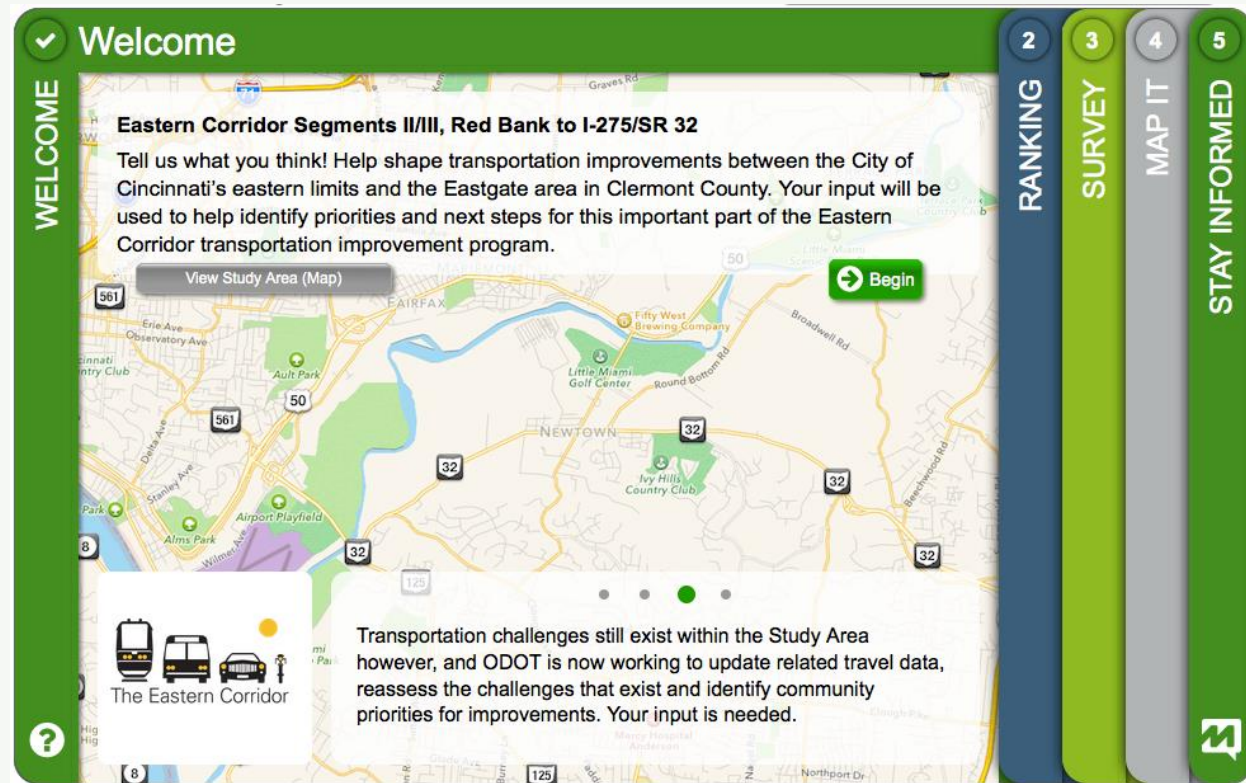
[Materials from the Public Open House held Tuesday, June 9, to discuss improvements to the portion of SR 32 that extends from Eastgate Boulevard to Olive Branch-Stonelick Road are now posted](#)

The Eastern Corridor Website

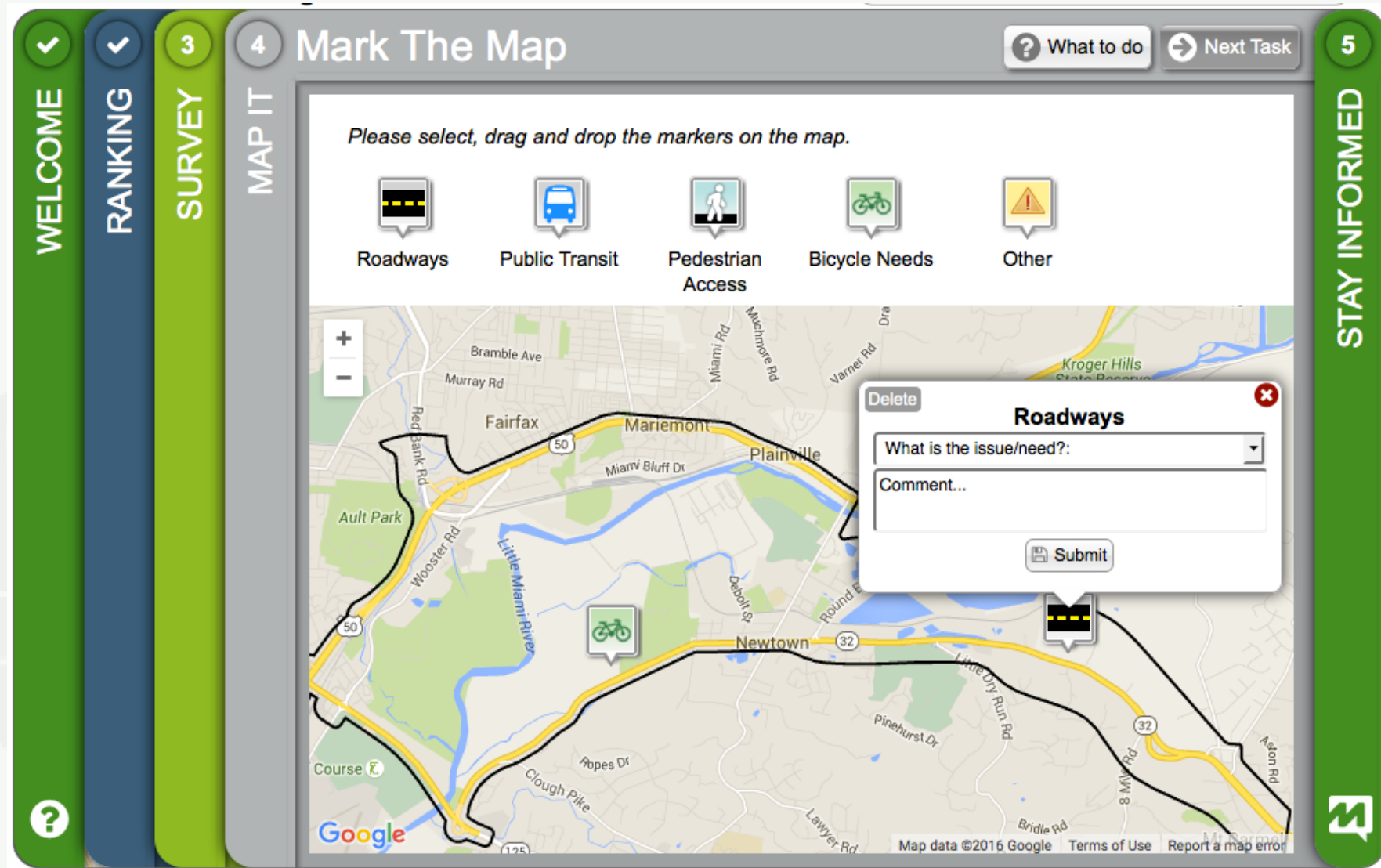
This website contains information about current and past Eastern Corridor Program development efforts. Questions and feedback can be shared any time by sending an email to EasternCorridor@EasternCorridor.org or by calling the Eastern Corridor Telephone Line at (513) 888-7625.

Public Engagement

<https://easterncorridorinput.metroquest.com/>

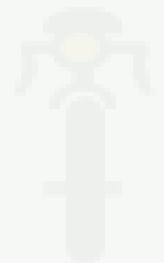
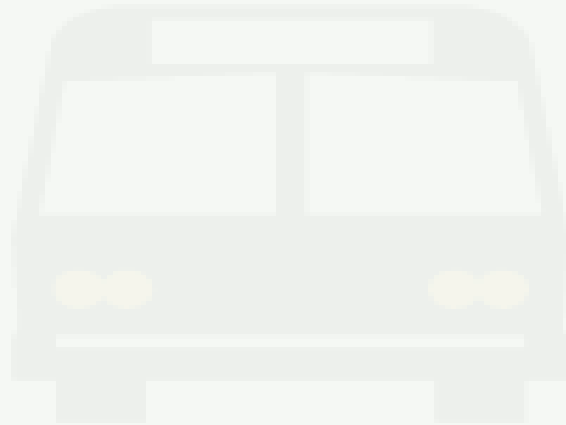
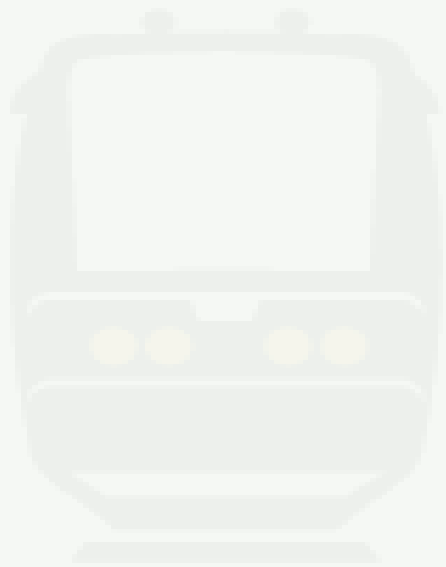


Public Engagement

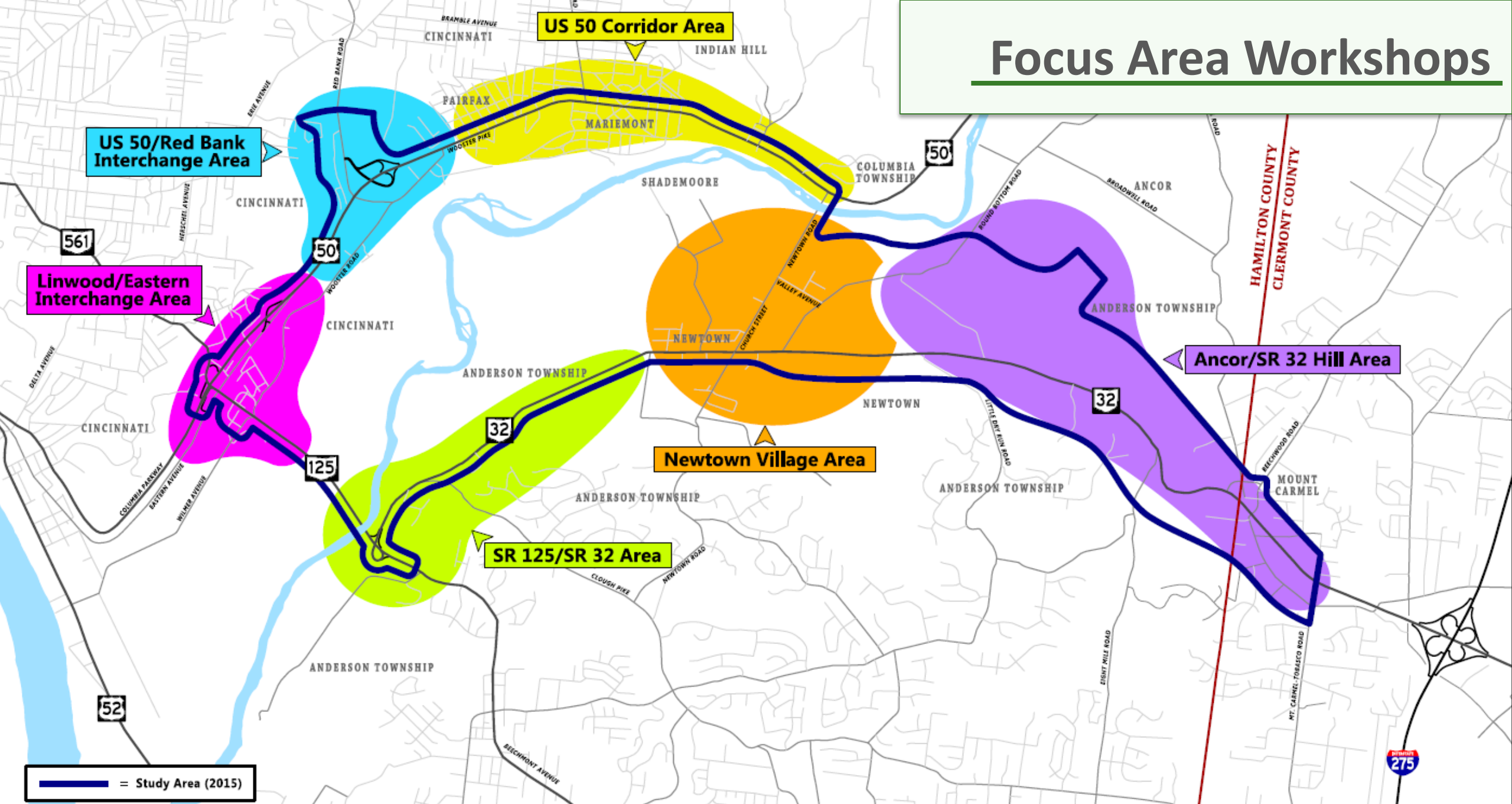


Six Focus Area Workshops are proposed in April and May

Focus Area Workshop Planning



Focus Area Workshops



Tentative Focus Area Workshop Details

Wednesday, April 13
US 50 Corridor Area
Mariemont High School
1 Warrior Way, Mariemont 45227

Municipalities/Community Councils
Village of Fairfax
Village of Indian Hill
Village of Mariemont
Village of Terrace Park
Columbia Township

Area Specific Interest Groups
Mariemont Preservation Foundation

Thursday, April 14
NEWTOWN VILLAGE AREA
Miami Valley Christian Academy
6830 School Street, Newtown 45244

Municipalities/Community Councils
Anderson Township
Village of Newtown

Business Interests
Newtown Business Association

Area Specific Interest Groups
Anderson Township Transportation Advisory
Committee
Shademoore Park
Horizons Community Church

Wednesday, April 27
ANCOR/SR 32 HILL AREA
Anderson Center
7850 Five Mile Road, Anderson Twp. 45230

Municipalities/Community Councils
Anderson Township
Union Township
Village of Newtown

Business Interests
Clermont County Chamber of Commerce
Anderson Area Chamber of Commerce

Area Specific Interest Groups
Anderson Township Transportation Advisory Committee
Mt. Carmel Baptist Church

Thursday, April 28
LINWOOD/EASTERN INTERCHANGE AREA
Cardinal Pacelli School
927 Ellison Avenue, Mt. Lookout 45226

Municipalities/Community Councils
City of Cincinnati
Columbia Tusculum Community Council
East End Area Council
Hyde Park Neighborhood Council
Linwood Community Council
Mt. Lookout Community Council

Business Interests
Cincinnati Business Committee
Hyde Park Business Association
Mt. Lookout Business Association

Area Specific Interest Groups
Cincinnati Environmental Advisory Council
Cincinnati Public Schools
Cincinnati Recreation Commission
Lunken Airport Oversight & Advisory Board

Wednesday, May 4
US 50/Red Bank Interchange Area
R.G. Cribbett Recreation Center
5903 Hawthorne Ave, Fairfax 45227

Municipalities/Community Councils
City of Cincinnati
Linwood Community Council
Village of Fairfax
Village of Mariemont
Columbia Township

Business Interests
Cincinnati Business Committee
Cincinnati Environmental Advisory Council
Virginia Avenue Businesses

Area Specific Interest Groups
Red Bank Community Partners Committee

Thursday, May 5
SR 125/SR 32 Area
Mt. Washington Recreation Center
1750 Beacon Street, Mt. Washington 45230

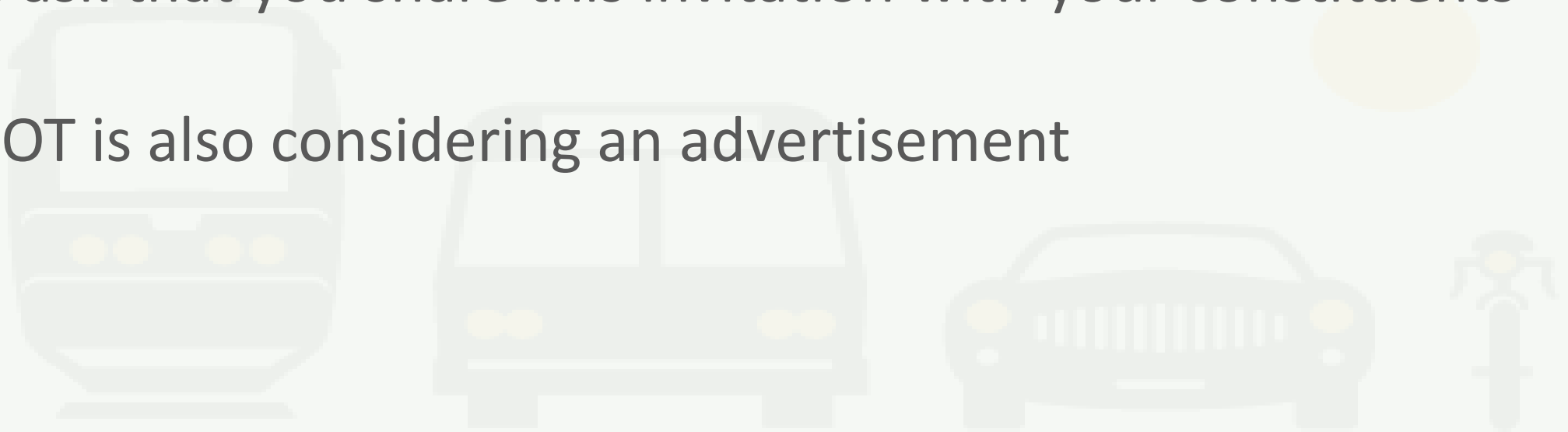
Municipalities/Community Councils
Anderson Township
Mt. Washington Community Council
City of Cincinnati

Business Interests
Anderson Area Chamber of Commerce

Area Specific Interest Groups
Anderson Township Transportation Advisory
Committee
Lunken Airport Oversight & Advisory Board
Mt. Washington Church of Christ Outreach

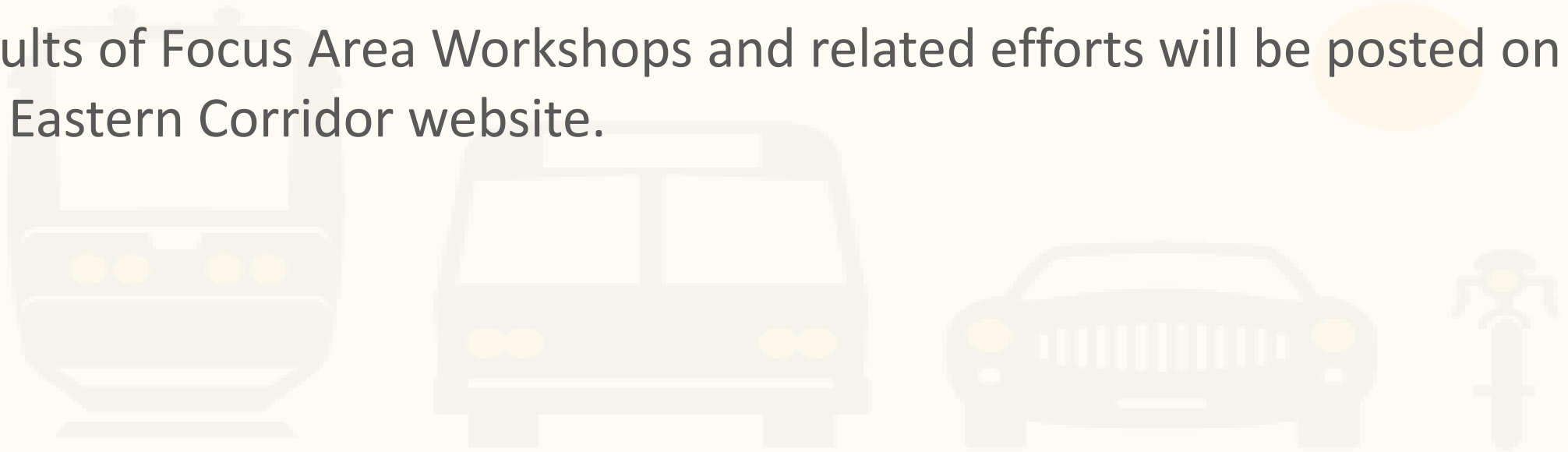
Publicizing the Focus Area Workshops

- Email invitations will be sent to communities, municipalities, business interests, and area specific interest groups
- We ask that you share this invitation with your constituents
- ODOT is also considering an advertisement



Closing Thoughts

- Your voice – and the voice of your friends, neighbors and co-workers – matters. Public involvement shapes everything we do.
- Please help us spread the word and get your community involved.
- Results of Focus Area Workshops and related efforts will be posted on the Eastern Corridor website.





www.EasternCorridor.org

EasternCorridor@EasternCorridor.org

Focus Area Workshop Plan Handout



EASTERN CORRIDOR SEGMENTS II and III

Red Bank to I-275/SR 32 Focus Area Workshops
Tentative Schedule, Locations and Invitation List

(Colors below correspond to the Focus Area Map)

Wednesday, April 13

US 50 CORRIDOR AREA

Mariemont High School
1 Warrior Way, Mariemont 45227

Municipalities/Community Councils

Village of Fairfax
Village of Indian Hill
Village of Mariemont
Village of Terrace Park
Columbia Township

Area Specific Interest Groups

Mariemont Preservation Foundation

Thursday, April 14

NEWTOWN VILLAGE AREA

Miami Valley Christian Academy
6830 School Street, Newtown 45244

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Village of Newtown

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Area Specific Interest Groups

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Advisory Committee
Shademoore Park
Horizons Community Church

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ANCOR/SR 32 HILL AREA

Anderson Center
7850 Five Mile Road, Anderson Twp. 45230

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Union Township
Village of Newtown

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Area Specific Interest Groups

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Mt. Carmel Baptist Church

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Cardinal Pacelli School
927 Ellison Avenue, Mt. Lookout 45226

Municipalities/Community Councils

City of Cincinnati
Columbia Tusculum Community Council
East End Area Council
Hyde Park Neighborhood Council
Linwood Community Council
Mt. Lookout Community Council

Business Interests

Cincinnati Business Committee
Hyde Park Business Association
Mt. Lookout Business Association

Area Specific Interest Groups

Cincinnati Environmental Advisory Council
Cincinnati Public Schools
Cincinnati Recreation Commission
Lunken Airport Oversight & Advisory Board

**Workshops would be held between
6:00 and 8:00 p.m.**

*****Meeting dates and locations are tentative*****

Wednesday, May 4
US 50/RED BANK INTERCHANGE AREA
R.G. Cribbett Recreation Center
5903 Hawthorne Ave, Fairfax 45227

Municipalities/Community Councils

City of Cincinnati
Linwood Community Council
Village of Fairfax
Village of Mariemont
Columbia Township

Business Interests

Cincinnati Business Committee
Cincinnati Environmental Advisory Council
Virginia Avenue Businesses

Area Specific Interest Groups

Red Bank Community Partners Committee

Thursday, May 5
SR 125/SR 32 AREA

Mt. Washington Recreation Center
1750 Beacon Street, Mt. Washington 45230

Municipalities/Community Councils

Anderson Township
Mt. Washington Community Council
City of Cincinnati

Business Interests

Anderson Area Chamber of Commerce

Area Specific Interest Groups

Anderson Township Transportation
Advisory Committee
Lunken Airport Oversight & Advisory Board
Mt. Washington Church of Christ Outreach

OTHER INTEREST GROUPS

The following groups are likely to have interests throughout the Segments II and III Corridor and would therefore be notified of all meeting dates and times:

Agenda 360

Center for Independent Living Options

Cincinnati Cycle Club

Cincinnati Recreation Commission

Cincinnati USA Regional Chamber

Citizens for Civic Renewal

Greater Cincinnati African-American Chamber of Commerce

Greater Cincinnati Hispanic Chamber of Commerce

Greater Cincinnati Coalition for People with Disabilities

Hamilton County Development Corporation

Hamilton County Engineer's Office

Hamilton County Environmental Services

Hamilton County Jobs and Family Services

Hamilton County Park District

Hillside Trust

Inclusion Network

League of Women Voters

Little Miami Conservancy

Ohio River Trail

Ohio River Way

Port of Greater Cincinnati Development Authority

Queen City Bike

REDI Cincinnati

Regional Greenspace Initiative

Rivers Unlimited

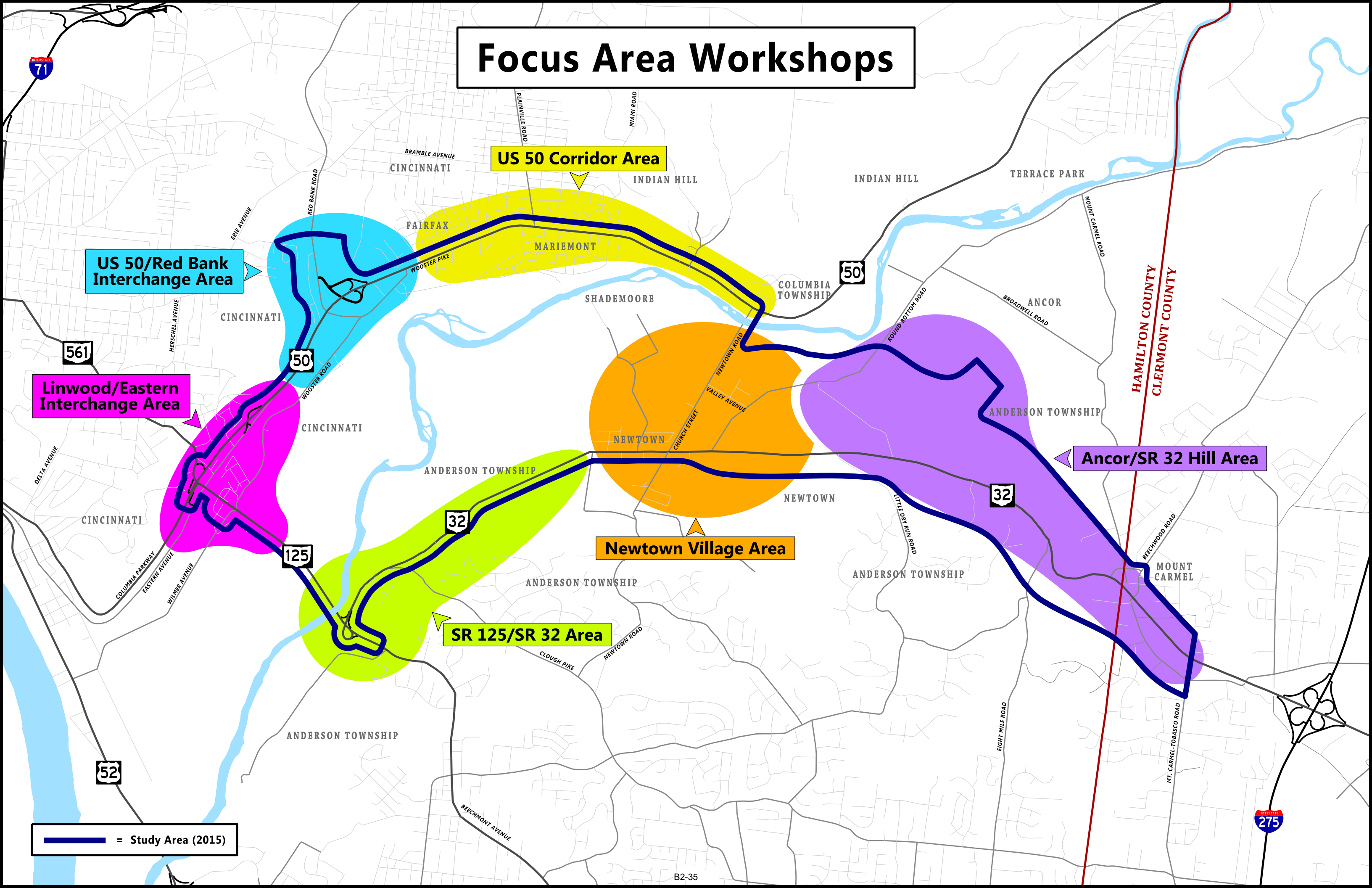
Sierra Club, Miami Chapter

U.S. Fish and Wildlife Service

Urban Appalachian Council

Eastern Corridor Segments II and III
Focus Area Workshops Map

Focus Area Workshops



Linwood/Eastern Interchange Area


US 50/Red Bank Interchange Area

US 50 Corridor Area

Newtown Village Area

SR 125/SR 32 Area

Ancor/SR 32 Hill Area

 = Study Area (2015)

MetroQuest Handout



EASTERN CORRIDOR SEGMENTS II and III

Red Bank to I-275/SR 32 Community Survey

Survey will be open between March 15 – June 15, 2016

What transportation issues are affecting you, your neighbors, your community?

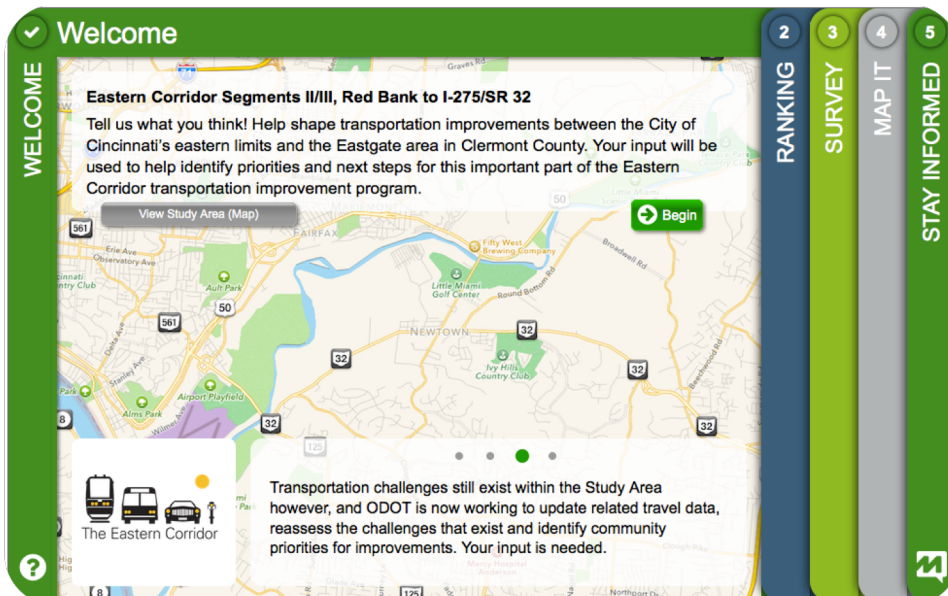
ODOT wants to know - Help us to spread the word and find out!

The Ohio Department of Transportation has decided to no longer pursue realigning State Route 32 through the Little Miami River Valley. But, transportation challenges still exist in the area. Help ODOT pinpoint what improvements are most needed by sharing the following link on your websites, social media posts, on your bulletin boards and in your newsletters:

<https://easterncorridorinput.metroquest.com/>

This link connects to an engaging, interactive survey that gives you and your neighbors a place to voice your thoughts on transportation needs for the Eastern Corridor's Segments II and III Study Area. This area extends from the Red Bank corridor to I-275/SR 32 and encompasses roads in between – including US 50/Wooster Pike, SR 125/Beechmont Levee and SR 32.

ODOT and the Eastern Corridor Program planning team depend on community input to continue shaping transportation improvement priorities and planning efforts. Thank you for your help and support!



Sample Post:

Share your thoughts on travel and commuting along US 50/Wooster Pike, Beechmont Levee, SR 32 and the places in between. ODOT is working to identify transportation improvements needed in these areas and has created an interactive online tool that you can use to tell them about your priorities and how you want to travel through them. Add your voice at:

<https://easterncorridorinput.metroquest.com>

Sample Tweet:

Tell ODOT how you want to travel through our community and what your improvement priorities are:

<https://easterncorridorinput.metroquest.com>

Performance Based Practical Design Handout



Performance Based Practical Design

Providing safe and practical transportation solutions for local communities in a quality-driven environment

What is Performance Based Practical Design?

Performance Based Practical Design (PBPD) is a new, more flexible approach to transportation planning that provides community-based and data-driven solutions to transportation needs. PBPD is recognized by the Federal Highway Administration (FHWA) and an increasing number of state departments of transportation as a valuable tool for making incremental improvements to existing conditions in an environment that is often constrained by available funding, timing, environmental and property impacts and other similar factors.

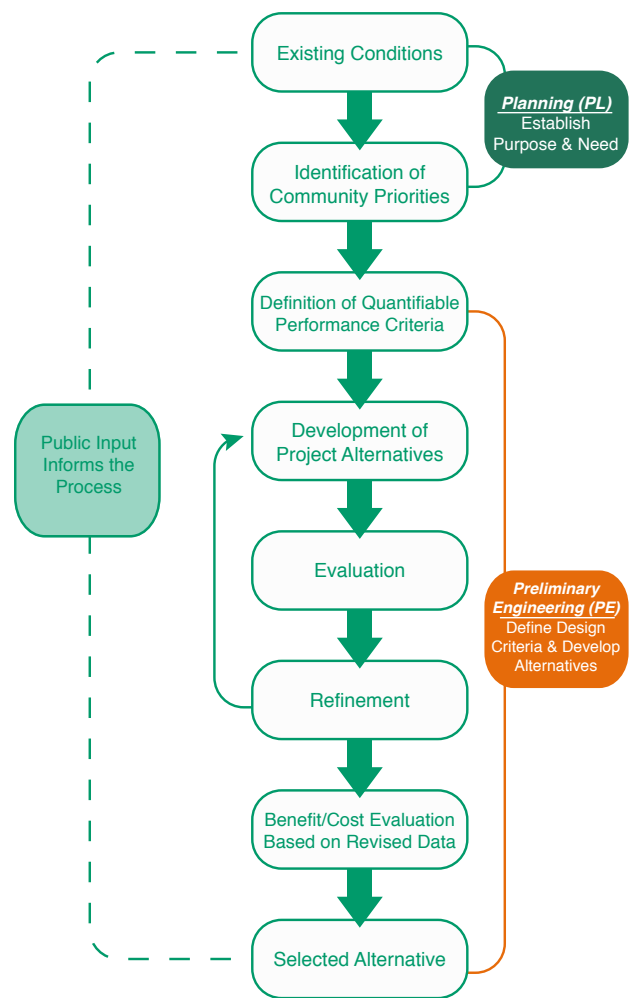
PBPD establishes a framework to solicit and receive community input that shapes cost-effective transportation solutions for local communities by applying data-driven measurements to improve existing roadway conditions. At the heart of the PBPD process is a partnership between local communities and transportation planners who work together to define and develop customized performance criteria and safety-driven solutions to various transportation challenges.

PBPD also places significant emphasis on data collection and evaluation. Throughout the PBPD process, transportation planners review data that enables them to refine their approach to addressing various transportation needs. Benefit-cost analyses weigh various outcomes and impacts of a potential transportation solution. By following the PBPD process, project teams can establish design criteria for a given set of transportation options that has effectively balanced competing needs with the resources available to meet those needs.

What is the difference between traditional project development processes and PBPD?

PBPD allows flexibility in how design standards are applied to a given transportation project. Traditional approaches to transportation projects often start from the point of view of first identifying all reasonable solutions to improving a roadway, then reducing the scope of the work based on cost, schedule, property and environmental impacts, community needs and other similar factors.

A PBPD process approaches transportation projects by first viewing improvements through the lens of the existing conditions, then identifying what solutions can be advanced that improve current conditions within the parameters of available resources and existing constraints.



How PBPD Works with ODOT's Project Development Process (PDP)

What is the role of public involvement in the PBPD process?

Public input is the cornerstone of the PBPD process. Local communities identify problems to be addressed and then work with transportation planners to define priority-driven results. For example, community members might indicate that a specific intersection is consistently congested at certain times of the day and their goal is to see improvements made that will reduce travel times and improve access to local destinations. Another community may indicate that while they do not see current problem areas in their neighborhood, they do not want travel times to worsen in the future as a result of growth that is taking place in their area.

The PBPD process takes this input from communities, incorporates appropriate standards for design and safety, which take into account existing physical and financial constraints, and provides for a data-driven outcome based on performance criteria and informed by the stated needs of the local community.

Transportation agencies using PBPD now have the flexibility to deliver solutions that better balance mobility needs with the needs of preserving and enhancing safety, community and environmental resources.

Why now?

When it comes to transportation, our communities' needs and expectations are changing, and PBPD enables the planning process to change with them.

Important concepts behind PBPD recognize that:

- Safety is the number one priority of any transportation solution and under no circumstance is ever to be compromised
- PBPD does not replace ODOT's Project Development Process. Rather, PBPD principles are incorporated into the process, allowing project development to effectively focus on the purpose and need of the project by using specific performance measures.
- Funding sources and staff resources are increasingly limited
- Our infrastructure is aging and we are facing increasing needs for repair, rehabilitation and replacement
- Transportation improvement designs are increasingly constrained by existing physical, environmental and other factors
- The collection of data used to evaluate the performance of specific designs is becoming more sophisticated and is increasingly reliable



Eastern Corridor Development Team (ECDT) Meeting
Attendee List



Eastern Corridor Development Team Meeting, March 16, 2016

MEETING NOTES – Attendee List

Dee Stone, Anderson Township

Kevin O'Brien, Anderson Township

Carri Hulet, CBI

William Long, Cincinnati Public Schools

Tom Fiorini, Cincinnati Sports Club & Virginia Avenue Business Owners

Martha Kelly, City of Cincinnati, Department of Transportation

Matt Van Sant, Clermont County Chamber of Commerce

Pat Manger, Clermont County Engineer's Office/Clermont County Transportation Improvement District

Larry Fronk, ConnectClermont Transportation Committee

Eric Beck, Hamilton County Engineer's Office

Todd Gadbury, Hamilton County Engineer's Office

Ted Hubbard, Hamilton County Engineer, Hamilton County TID and Hamilton County Engineer
Hamilton County Commissioner Todd Portune, Hamilton County, Ohio

Rusty Schuermann, Hamilton County Transportation Improvement District and Clermont County
Transportation Improvement District

Dan Kasprovicz, Kennedy Heights Community Council

Eric B. Partee, Little Miami Conservancy

Helen Black, Little Miami Conservancy

Luke Brockmeier, Madisonville Community Council

Dan Prevost, Mt. Lookout Community Council

Susan Doucleff, Mt. Washington Community Council

Heather McColeman, ODOT Office of Environmental Services

Tim Hill, ODOT Office of Environmental Services

Andy Fluegemann, ODOT, District 8

Charlie Rowe, ODOT, District 8

Keith Smith, ODOT, District 8

Stefan Spinosa, ODOT, District 8

Tommy Arnold, ODOT, District 8
Don & Judy Mills, Ohio River Way(
Bob Koehler, OKI
Betty Hull, Rasor Marketing Communications
Laura Whitman, Rasor Marketing Communications
Monica Humphrey, Rasor Marketing Communications
Nathan Alley, Sierra Club
Caroline Ammerman, Stantec
Jesse Binau, Stantec
Steve Shadix, Stantec
John McGraw, Union Township Trustee
Karen Hallberg, U.S. Fish & Wildlife Service
Barb Blankemeyer, Village of Fairfax
Sharon Lally, Village of Fairfax
Joe Stelzer, Village of Mariemont
Chuck Short, Village of Newtown
Mark Kobasuk, Village of Newtown
Tom Tepe, Village of Terrace Park

Eastern Corridor Development Team (ECDT) Meeting
Group Exercise Documentation



Eastern Corridor Development Team Meeting, March 16, 2016

MEETING NOTES – Group Exercise Documentation

Group 1:

- What's Missing?
- Cost
- Pollution
- Wildlife impacts
- Aesthetics
- Add value?
- How to speed up the process?
- How to reach interests for regional users?
- Short term & Long term thinking

Group 2:

- Why do you drive through or primary purpose to come to the area?
- What is your greatest frustration when traveling through Eastern Corridor?
- How long is your trip? How often per day?
- Primary mode of transportation?
- Would you consider other forms of transportation?
- Transportation prohibit your decision to travel?
- Which intersection would you like to fix? For safety? For congestion?
- Changes in transportation affect your property value?

Group 3:

- When do you travel in the area?
- Do you go through different focus areas?
- What routes do you use? How often?
- How important are bicycle paths in your community?
- What are the problems and where are they?
- What is your opinion of bikes sharing roadways?
- Is speeding a problem?
- Is roadway lighting important/adequate?
- Are bottlenecks a problem?
- What traffic patterns support your business?
- Is your community's emergency response affected by congestion?

Group 4:

- What safety/crash issues are there in your area?
- What slows you down?

- Where do your employees and trucks come from?
- Are you aware of “near misses”? Especially pedestrian crashes?
- Are you willing to pay to fix it? Pay higher taxes?
- Where is growth?
- Is it bad enough to relocate?
- How predictable is your commute to work?
- What modes of transportation do you value?
- What areas would benefit from alternative/new modes? Improvements?

Group 5:

- How would you like to connect Red Bank Road to SR 32?
- What are barriers for you to bike/walk places?
- Where do you experience delays?
- What areas/resources are important to you for avoidance?
- What are your environmental concerns?
- What/where are your safety concerns? (Cars, Bikes, Pedestrians)
- Are there areas that you would like to see grow/develop? Or not?
- In traveling what is your biggest frustration?

Group 6:

- What is the issue regarding transportation and your commute you want addressed?
- What are the specific issues you have in the focus area?
- What low impact solutions do you see could be done?
- What are the biggest bottle necks?

**Eastern Corridor Development Team (ECDT) Meeting
Summary**



Eastern Corridor Development Team

MEETING NOTES

Date/Time: March 16, 2016 / 6:00 P.M. to 8:00 P.M.
Place: Miami Valley Christian Academy
Next Meeting: TBD
Attendees: SEE ATTACHED
Distribution: Attendees, Invitees, Eastern Corridor website

MEETING OBJECTIVES

- Provide a status update on the Eastern Corridor Program
- Explain and answer questions about the design and public engagement approach on Eastern Corridor Segments II and III (Red Bank to I-275/SR 32 Interchange), starting with a fresh look at the purpose and need
- Gain input on the design of six proposed Focus Area Workshops

HANDOUTS

The following materials were distributed at the meeting. Copies of each are posted on the Public Involvement, Recent Activity page of the Eastern Corridor website, under the heading for the March 16, 2016 ECDT meeting (<http://easterncorridor.org/involvement/recent-activity/>):

- ECDT Meeting Agenda
- Eastern Corridor Segments II and III, Red Bank to I-275/SR 32 Focus Area Map
- Tentative Workshop Schedule, Locations and Invitation List
- MetroQuest Overview
- Performance Based Practical Design Fact Sheet

In addition, copies of the ODOT NEPA Reassignment brochure were also made available to attendees for review. A copy of this brochure is available on the ODOT website at <http://www.dot.state.oh.us/NEPA-Assignment/Pages/default.aspx>.

WELCOME AND OVERVIEW

Stefan Spinosa, ODOT District 8 Planning & Engineering Administrator, opened the meeting welcoming attendees and thanking them for coming. He acknowledged Eastern Corridor Partner representatives in attendance and reviewed the objectives for the evening:

- Discuss the role of Eastern Corridor Development Team (ECDT) members
- Provide an update on the status of the major Eastern Corridor Program segments
- Discuss next steps for Segments II and III, Red bank to I-275/SR 32 and gather feedback

Mr. Spinosa explained that the role of ECDT members is to represent the interests of their respective communities/organizations in discussions related to the Eastern Corridor Program, share information materials with their respective communities/organizations, bring questions, concerns and comments back to the Eastern Corridor team and, as needed, assist with outreach and notification efforts.

PROGRAM STATUS AND UPDATES

Mr. Spinosa used a Microsoft PowerPoint presentation to provide status update on the various components of the Eastern Corridor Program. A copy of the presentation is posted on the Public Involvement, Recent Activity page of the Eastern Corridor website, under the heading for the March 16, 2016 ECDT meeting (<http://easterncorridor.org/involvement/recent-activity/>). Key discussion topics included:

Oasis Rail Transit

- A significant number of studies have been recently completed for the Oasis Rail Transit project. Results of the studies indicate that the project is worthy of further advancement.
- The project is now well-positioned for a local sponsor to advance the project to the next phase of study (FTA Project Development). ODOT will continue to be a partner for the project, but will no longer be managing its development.
- Open House meetings were held in February. Copies of meeting materials as well as recently completed reports are available for review on the Oasis Public Involvement and Project Documents pages of the Eastern Corridor website.

Eastern Corridor Segment I: Red Bank Corridor

- A preferred alternative was vetted by the community and approved by ODOT in January 2014.
- Red Bank Corridor Improvements consist of five separate projects, the first of which – the Duck Creek Road Extension to Madison Road at Medpace Way – is being put out for rebid as initial bids came in too high. However, construction is still scheduled to begin this summer.
- Plans for the Babson Place and Hetzel Street extensions are currently being advanced and efforts will continue as long as funding remains available. Remaining funds are being used to develop work limits and complete environmental clearance efforts. Funding for construction has not yet been identified.
- The remaining Red Bank Corridor improvement projects will be advanced when funding becomes available.

Segment IV: I-275/SR 32 Interchange

- The reconstruction of this key Eastern Corridor interchange and related ancillary projects are now complete and operational (as of Fall 2015). These completed projects are all part of the Eastern Corridor transportation improvement program.

Segment IV: Eastgate to Batavia

- A preferred alternative was vetted by the community and approved by ODOT in July 2015.
- Plan development is moving into final design and the project team is wrapping up environmental documentation and clearance efforts.
- Funding has been secured for the design of the SR 32/Bach Buxton Road interchange, however ODOT is still looking for construction funding. Local road improvements to Old SR 74 and Clepper Lane are funded for construction through the Clermont County TID.

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

Following completion of the Eastern Corridor Program status update, Mr. Spinosa turned the presentation over to Tom Arnold, Project Manager for Segments II and III of the Eastern Corridor for ODOT District 8. Mr. Arnold is ODOT's Project Manager for Eastern Corridor Segments II and III, Red Bank to I-275/SR 32. Mr. Arnold stated that he is a lifetime eastside Cincinnati resident and is looking forward to working with local communities and organizations to find solutions that address the region's on-going transportation needs.

Mr. Arnold emphasized that the Eastern Corridor Program is not "dead" and that false perception expressed by some does not accurately represent the status of the Program as a whole. He reiterated that there are many components to the Eastern Corridor Program, all in varying stages of planning, development, construction and completion. Although ODOT determined to no longer pursue the relocation of SR 32 through the Little Miami River Valley last summer, that effort was just one component of the broader Program. He then explained that the transportation problems that the relocation of SR 32 was intended to address still exist. Therefore, ODOT will be moving forward in a few key ways:

- ODOT is revisiting the Purpose and Need for transportation improvements within the Segments II and III Study Area (a copy of the Study Area map was shown as part of the Microsoft PowerPoint presentation)
- ODOT will be working with communities to identify improvements needed along existing local transportation network routes (indicated by the blue areas on the Study Area map). There are also no pre-conceived notions for improvements that need to be made. Tonight's meeting is a kick-off to this process.
- ODOT is considering separating Segments II and III into two individual projects.

Project Development Process Overview

Mr. Arnold provided an overview of ODOT's Project Development Process which is comprised of five primary steps:

- Planning – Identify Purpose and Need. The Purpose and Need focuses on an

understanding on the issues that need to be addressed by the project and includes analyses of traffic and crash data and establishes project goals (such as promote economic vitality, expand bike/pedestrian accommodations, etc.)

- Preliminary Engineering (PE)– Explore feasibility and conduct associated environmental studies. Project alternatives are developed in the PE phase.
- Environmental Engineering – Complete environmental documentation and obtain necessary permits and approvals
- Final Engineering and Right of Way Acquisition – Complete project designs, obtain approvals and acquire the necessary properties
- Construction

(More information about activities performed in each step was provided in the presentation graphics.)

Mr. Arnold acknowledged that the PDP process can often be long and drawn out and said ODOT is always looking ways to expedite the process if possible. As part of that effort, ODOT has applied for and received approval from the Federal Highway Administration to manage National Environmental Policy Act (NEPA) responsibilities within the State of Ohio for environmental review, consultation or other actions required under federal environmental law that pertain to the review or approval of specific highway, railroad, public transportation and multimodal projects. The assigned responsibilities are subject to the same procedural and substantive requirements as previously applied to FHWA. Mr. Arnold stated that the ability for ODOT to manage the associated NEPA responsibilities and approval process should be a step to help expedite the Project Development Process.

Mr. Arnold explained that as part of the Preliminary Engineering (PE) phase of the PDP process, ODOT will be using FHWA's new Performance Based Practical Design (PBPD) approach to develop transportation improvements for Segments II and III. *(A fact sheet about the PBPD approach was distributed to all attendees; a copy of the fact sheet is posted along with other meeting materials on the Eastern Corridor website).*

Mr. Arnold explained that the intent of the upcoming and planning efforts for Eastern Corridor Segments II and III is to:

- Capitalize on the good work already completed
- Update key data (such as traffic counts and crash data)
- Gather feedback from the public that will determine investments to be made

ODOT intends to use this information to revise and update the Purpose and Need Statement for Segments II and III and present it to the public this fall. ODOT also intends to begin developing alternatives to address transportation needs outlined in the Needs Analysis Report by the end of 2016. Public input is key to this effort and critical to its success.

Project alternatives will be developed using the PBPD approach, which will provide the project team the flexibility to develop alternatives that focus on improvements to the existing transportation network and can be developed in consideration of existing constraints. This is a change from ODOT's previous approach which focused more on the adherence to general industry design requirements and allowed less customization to an area's actual needs, physical and environmental constraints and funding limitations. This former approach generally results in

much bigger and more expensive projects.

When discussing the PBPD approach, Mr. Spinoza described the process as choosing between spending limited funding dollars either on a few perfect projects or spending the same funds on more good projects? Upcoming Segment II and III project development efforts will focus on the latter scenario. He also noted that all alternatives developed for Segments II and III will meet safety requirements and the project team will use input gathered from public engagement efforts to develop measures by which proposed alternatives will be evaluated.

Public Engagement Process Overview

Mr. Arnold stated that ODOT has multiple channels in place through which the public can provide input to the Segments II and III planning team. These include:

- The Eastern Corridor website – This resource is robust and contains a significant amount of information. The public can submit comments and questions to the Eastern Corridor team at anytime through the website using the Submit Feedback tool or by sending an email to EasternCorridor@EasternCorridor.org.
- An Interactive, online public feedback tool (developed using MetroQuest software) is now housed on the homepage of the Eastern Corridor website – This online survey tool asks respondents to identify their transportation priorities, asks more detailed questions about the priorities they select, and allows respondents to identify improvements they think are needed within and around the Study Area. Because it is online, people can use it any time, any where. It can also be used on mobile devices. This tool is the primary means through which ODOT will be collecting feedback from the community. As such, Mr. Arnold requested the assistance of the ECDT to help spread the word about the survey and post links to it on their websites and through their social media channels. ECDT meeting participants were given a handout that provided additional information about the survey tool and included sample social media posts that can be used to help inform audiences about the feedback opportunity.
- Focus Area Workshops – ODOT will be hosting a series of six workshops held at different locations throughout the Segments II and III Study Area. Although each workshop will include elements focused on the particular section of the Study Area in which the workshop is located, the primary content and topics to be discussed at each workshop will be the same. Anyone wishing to participate can choose among the six sessions and come to the meeting most convenient for them. Each workshop will tackle the same general questions addressed by the online feedback tool, but in a way that encourages interaction and discussion among participants. Results of all sessions will be posted on the Eastern Corridor website for everyone's review once the workshops have concluded. ECDT meeting participants were provided with a tentative list of meeting locations and dates and a map that identified the different focus areas. Mr. Arnold also requested ECDT members' assistance with helping communicate meeting dates and locations among their respective audiences.

FOCUS AREA WORKSHOP PLANNING

Following the overview of upcoming public engagement efforts, Mr. Arnold turned the discussion over to Ms. Carri Hulet of Consensus Building Institute (CBI). Ms. Hulet stated that CBI was engaged by ODOT to help ensure that the many different opinions and views about transportation improvement needs in the Segment II and III Study Area are brought to the table and considered as part of the Project Development Process. She explained that the purpose of the Focus Area

Workshops is to help encourage the public to provide information and engage in discussions about how they prefer to travel within and through the Study Area and what obstacles get in the way.

Ms. Hulet then explained that the remaining portion of the meeting will be focused on obtaining information and input from ECDT members that the planning team will use to better develop the Focus Area Workshops and to obtain feedback on the proposed meeting dates, locations, times, and focus areas.

Team Exercise

Ms. Hulet divided ECDT meeting participants into six different tables and asked them to discuss the following question and record their ideas on the papers provided: "If you were in charge of writing up the Purpose and Need [for this project], and you wanted to get input from your neighbors, what questions would you ask them?"

Following the discussion period, each group presented several of the questions they prepared. Some of the questions are summarized below (a complete list of questions offered by the groups are included as an attachment to these meeting minutes):

- What intersections are most problematic?
- Is roadway lighting an issue?
- What problems do you want the Eastern Corridor Program to resolve?
- What slows you down as you travel within and through the study area?
- Are you willing to pay to fix the problems?
- How much are you will to pay to fix the problems?
- How bad are the problems? Are they bad enough to make you want to move?
- What modes of transportation do you value?
- What areas would benefit most from introducing new transportation modes?
- What locations do you feel are unsafe?
- What is your biggest frustration?
- What problems are we trying to solve?
- What can we do to get the biggest bang for your buck?

After each group presented their questions, Ms. Hulet noted that when the questions are posed to the public, the answers received will all help the planning team zero in on the Purpose and Need for the Segment II and II study effort. She also noted that while there was a wide range of good questions, they also fell under several general discussion topics such as travel mode, problems, safety concerns, and cost. Following her comments, several meeting participants offered additional questions including:

- What about pollution?
- What should the improvements look like?
- What solutions add value for residents and businesses?

Regarding process, some ECDT members asked ODOT to consider the following:

- How do we speed this process up? We've been doing this for 20 years already!
- It appears from the materials provided, that the workshops only focus on the Study Area itself and the people located therein. How will the team encourage input from people who may not live or work in the Study Area but travel through it on a regular basis? Their input is needed as well.
- How do you get the right people to the workshops?

Ms. Hulet stated that the group will discuss some of these questions as part of the publicity discussion, coming up next. But first, she asked the group for feedback regarding the geographic areas encompassed by each Focus Area, the timing of the workshops (day of week, time of day, number of meetings, meeting locations), intended invitees, etc. *(This information was provided on the Focus Area Map and Tentative Schedule, Location and Invitation List handout distributed to meeting participant. Copies of these materials are posted on the Public Involvement, Recent Activity page of the Eastern Corridor website).*

Comments received and responses provided include:

- You can't think of each Focus Area exclusively and hold workshops that are focused only on a single location. Solutions developed for each area all have to work together; you can't have buy in on solutions for one area without knowing about the others. Ms. Hulet responded that though there will be area-specific components discussed at each meeting, the content of each meeting will generally be the same and everyone will have a chance to comment on improvements applicable to other areas. An ECDT member suggested that if that is the case, make sure that information is included in workshop notification materials.
- Add the City of Cincinnati to the invitation list for meetings focused on the Red Bank-related areas.
- Having six meetings may be confusing for the public - having longer meetings across a fewer number of nights may increase participation. Another ECDT member suggested however, that holding more meetings gives people more opportunities to participate.
- ODOT needs to emphasize that people need to think about improvements in this area in two ways: first, as low-build options which will address transportation needs in the near-term but also as long-term improvements that will accommodate future transportation needs and changing conditions such as shifts in economy, population growth, etc.
- The reach of Greater Cincinnati's Eastern Corridor is much broader than just Segments II and III. The handouts shared tonight don't mention outreach to those who travel through Eastgate, along I-471 through Northern Kentucky and into downtown Cincinnati. ODOT needs to broaden its outreach to make sure that feedback from those audiences are also included in this effort.
- Businesses also need to be included in outreach efforts. ODOT should put together two or three quick bullet points highlighting the purpose and content of the meetings so they can quickly determine 1) if they should participate and 2) if they should distribute the information among their employees and encourage their participation. Ms. Hulet noted

that the team has already been discussing outreach tactics along those lines. She also said that in addition to getting their input, ODOT wants to ask local businesses to assist with distributing information about the online feedback tool to their employees and local communications networks.

- The US 50 Corridor Focus Area should be expanded to include the Plainville/Madison road interchange. The expansion of the Medpace campus is creating additional traffic and congestion problems in the area and that needs to be addressed as part of this project.
- If not already included, add the following property owners, businesses and business associations to the notification/outreach lists:
 - Mt. Washington Business Association
 - Ancor area property owners (Martin Marietta, Evans Landscaping, etc.)
 - Cincinnati Eastside Rotary
 - Oakley Community Council
 - NIOSH
 - Cincinnati Parks/Hamilton County Parks (Lunken Playfield, Armleder, etc.)
 - Anderson Township Parks
 - Cincinnati Bike Association
 - Wasson Way
 - Little Miami Trail
- What is the workshop format? Ms. Hulet responded that though the workshops will be open to the public, they will be working meetings.
- What is the focus of the workshops? Ms. Hulet responded that the goals of the workshops are to help establish the purpose and need for transportation improvements within the Study Area, determine what needs to be done and why, and tell ODOT where the problem areas are.
- It would be helpful in these workshops to revisit the transportation improvement decisions made by community representatives 15 years ago and the rationale behind them. Then ask, are these still valid? If not, what's changed? Rather than give the impression of starting again from scratch, let people know that you are building upon an existing foundation. Another ECDT member added that local neighborhoods have changed dramatically since the Eastern Corridor Program first began. ODOT needs to go back to the neighborhoods and revisit their previous priorities.
- Mr. Spinoia mentioned that part of the plan for the Focus Area Workshops is to use feedback received to help establish goals upon which the planning team can develop performance criteria. These criteria will be used to help evaluate the effectiveness of proposed solutions.
 - Traditionally, planners were tasked with looking 40 years out into the future and developing projects to address the anticipated future transportation needs. ODOT can't do this any more because, with very few exceptions, that level of funding is no longer available and projects of that scope are running into too many development roadblocks. By using the PBPD approach, ODOT is changing this

practice so that they now have the flexibility to look at what is needed now and determine project-specific performance criteria. These criteria will help planners and local communities better determine what are acceptable improvements? What are the trade-offs? What are communities willing to live with? The planning team will make decisions about the investments to be made based on the answers to those questions.

- The Hamilton County Engineer's Office used a similar approach for the Colerain Corridor. The County and local community did not have the resources available to develop a project that met traditional design standards. Instead, they developed a smaller, customized, lower-cost project that effectively improved existing conditions. It was not the best solution possible, but it was better than what was there originally and the community has been satisfied with the result.
- In terms of publicity, go to local community council meetings and share information about the upcoming workshops and online feedback tool directly with council members and meeting participants.
- The project team for the Western Hills viaduct project used a real-time push button response system to keep track of feedback received during public meetings. Participants liked this tool as it was engaging and provided them with an immediate picture of the feedback being shared.
- There has been a real tension between those looking at transportation needs from a regional perspective and those looking at them from a local perspective. The different views and the tension associated with each need to be acknowledged on both sides if an effective solution is to be developed.
- When you hold Eastern Corridor meetings, there is a disconnect between your intended purpose and what public thinks your intentions are. You may be truly asking the public for input, but they think that you simply want them to say it's ok for you to do what you want to do. You need to really explain to people that you want to understand their neighborhood goals and that you want to partner with them to develop projects that address local and/or regional transportation needs but at the same time, respect their goals. ODOT's PBPD approach offers a unique opportunity for communities to integrate their goals (such as improvements for bicyclists and pedestrians) into local and regional transportation improvement plans.
- You need to help people understand that there are trade-offs that must be made when deciding between one solution and another. Ms. Hulet asked if anyone had ideas on how to help convey that message. Responses included:
 - Ask people how much money they would be willing to spend out of their own pockets to help fund the projects they are advocating
 - Determine how much money can truly be obtained within the next five to 10 years from local and state governments, and ask if people are willing to spend that money on the projects they are advocating
 - Ask people how long they are willing to wait for their suggested improvements to be made

CLOSING THOUGHTS AND ADJOURN

Before closing the meeting, Ms. Hulet asked if anyone had additional questions or comments. Questions and comments received included:

- We are where we are today because we were trying to address this region's transportation problems in part by constructing a new roadway corridor. If a community doesn't want any transportation improvements made within their immediate area, then we are in a pickle. Columbia Parkway cannot be widened, nor can Riverside or I-471. Other existing roads have similar limitations. We need buses and trains because we can't widen these corridors. There are a lot of jobs in the suburbs...People need to wake up to the fact that if we can't widen these roads or add new ones, what else can we do? There needs to be some recognition of the need for transit within this region.
- An ECDT member asked Ms. Hulet if her contract was available for review and if he could get a copy of it. Ms. Hulet said she would follow up with him after the meeting.
- I struggle with what [ODOT] did in Village of Fairfax, reducing the number of traffic lanes from four to two. That's created even more traffic in an already congested area. Mr. Andy Fluegemann, ODOT District 8 Planning Engineer responded to this statement saying that the lane reduction project in Fairfax was a locally-sponsored project. It was developed by the local community to upgrade out-dated traffic signals and address safety issues and community values. The Village obtained a grant from the Ohio-Kentucky-Indiana Regional Council of Governments to fund the project and ODOT was involved only because federal dollars were included in the funding mix.

Mr. Spinosa concluded the meeting by having present ODOT representatives introduce themselves and their roles:

- Stephan Spinosa, ODOT District 8 Planning & Engineering Administrator
- Tim Hill, ODOT Central Office, Office of Environmental Services (and Community Engagement)
- Heather McColeman, ODOT Central Office, Office of Environmental Services
- Keith Smith, ODOT District 8 Environmental Engineer, Project Manager for Eastern Corridor Segments I, Red Bank Corridor
- Tom Arnold, ODOT District 8, Project Manager for Eastern Corridor Segments II and III, Red Bank to I-275/SR 32
- Charlie Rowe, ODOT District 8, Transportation Engineer, Project Manager for Eastern Corridor Segments IVa, Eastgate to Batavia
- Andy Fluegemann, ODOT District 8 Planning Engineer

The meeting adjourned at 7:45 for smaller group and one-to-one discussions.