

ATTACHMENT B3

SUMMARY OF FOCUS AREA WORKSHOPS

ANCOR/SR 32 Hill

Focus Area Workshop Summary



Ohio Department of Transportation, District 8
505 South State Route 741
Lebanon, OH 45036
(513) 932-3030

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

- 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

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



Segments II and III Focus Area Workshop

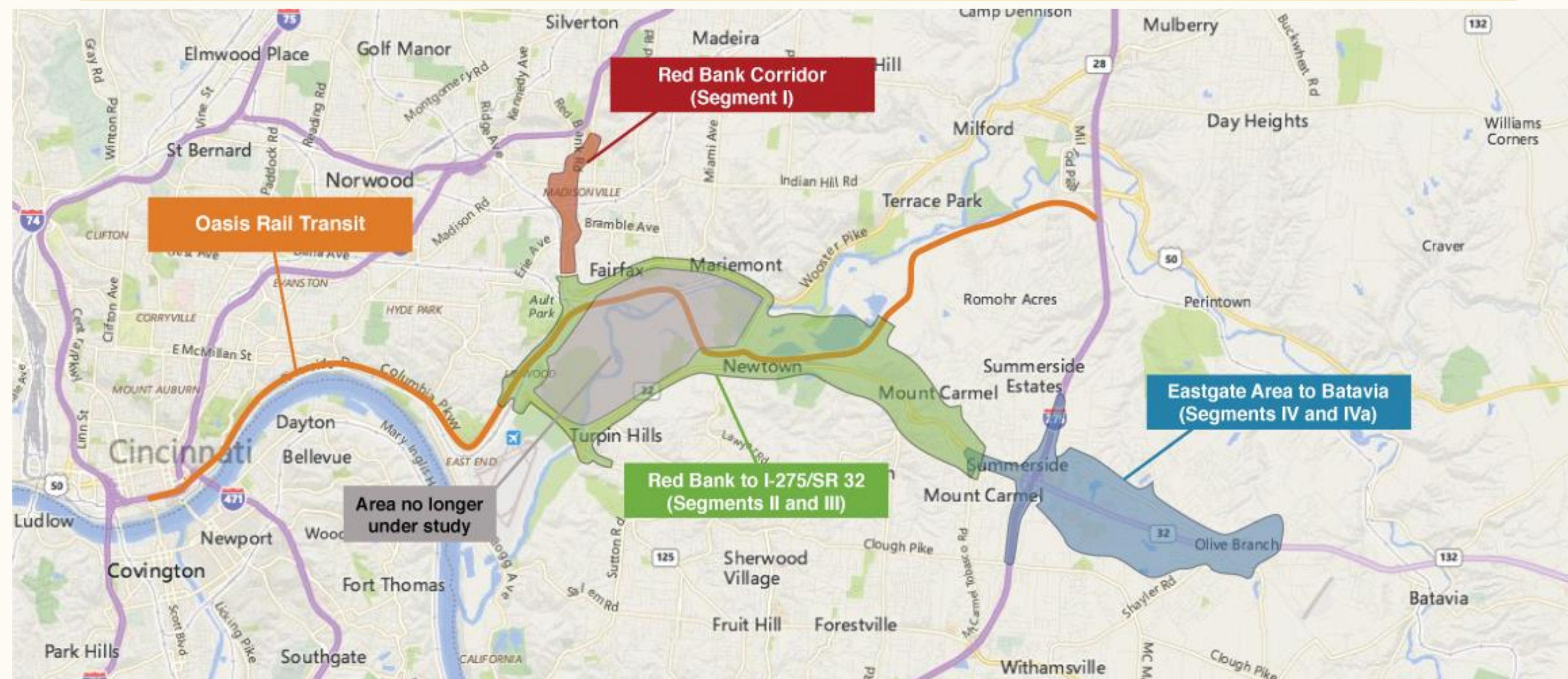
ANCOR/SR 32 Hill Area

Anderson Center

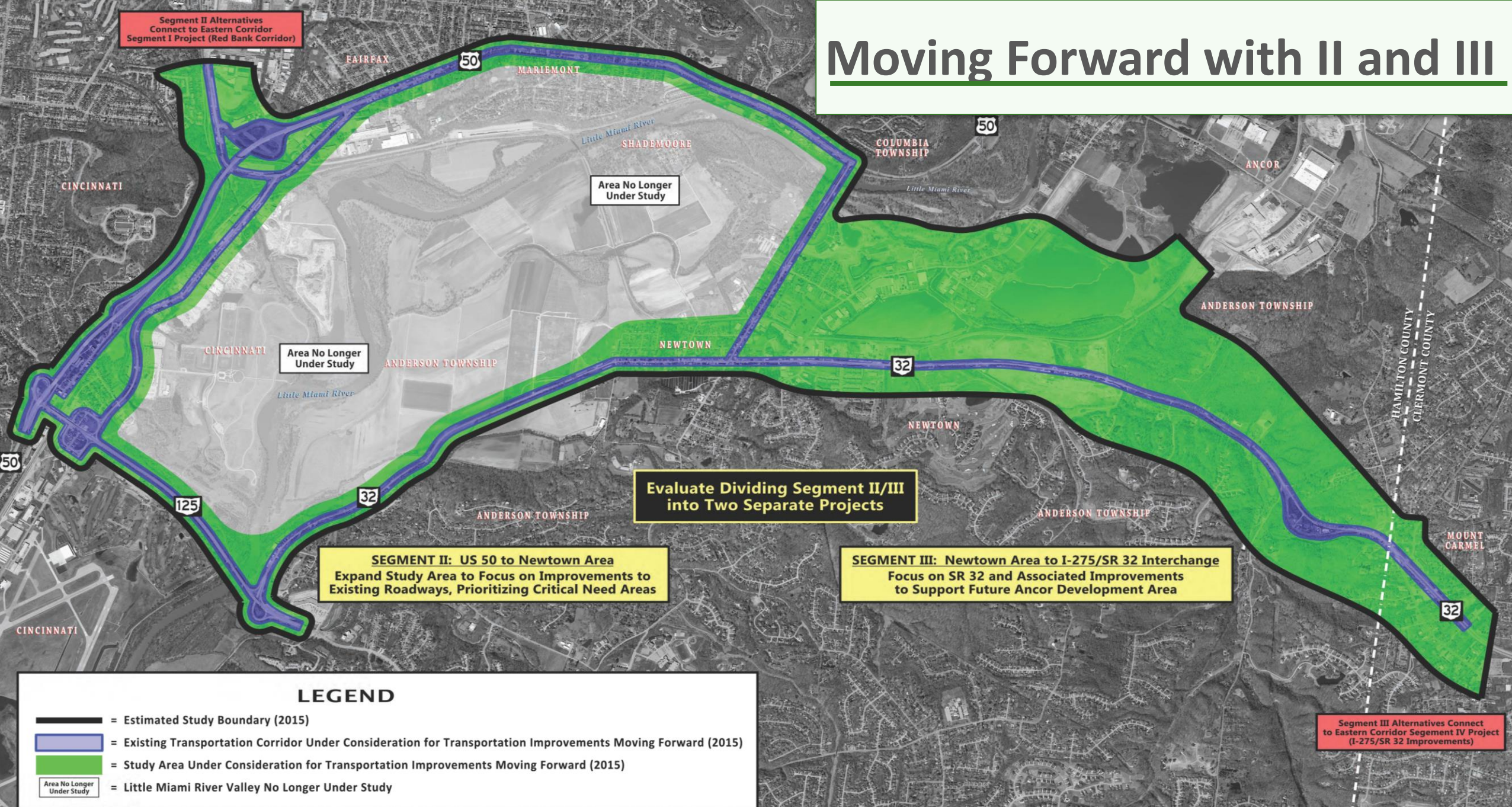
April 27, 2016

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

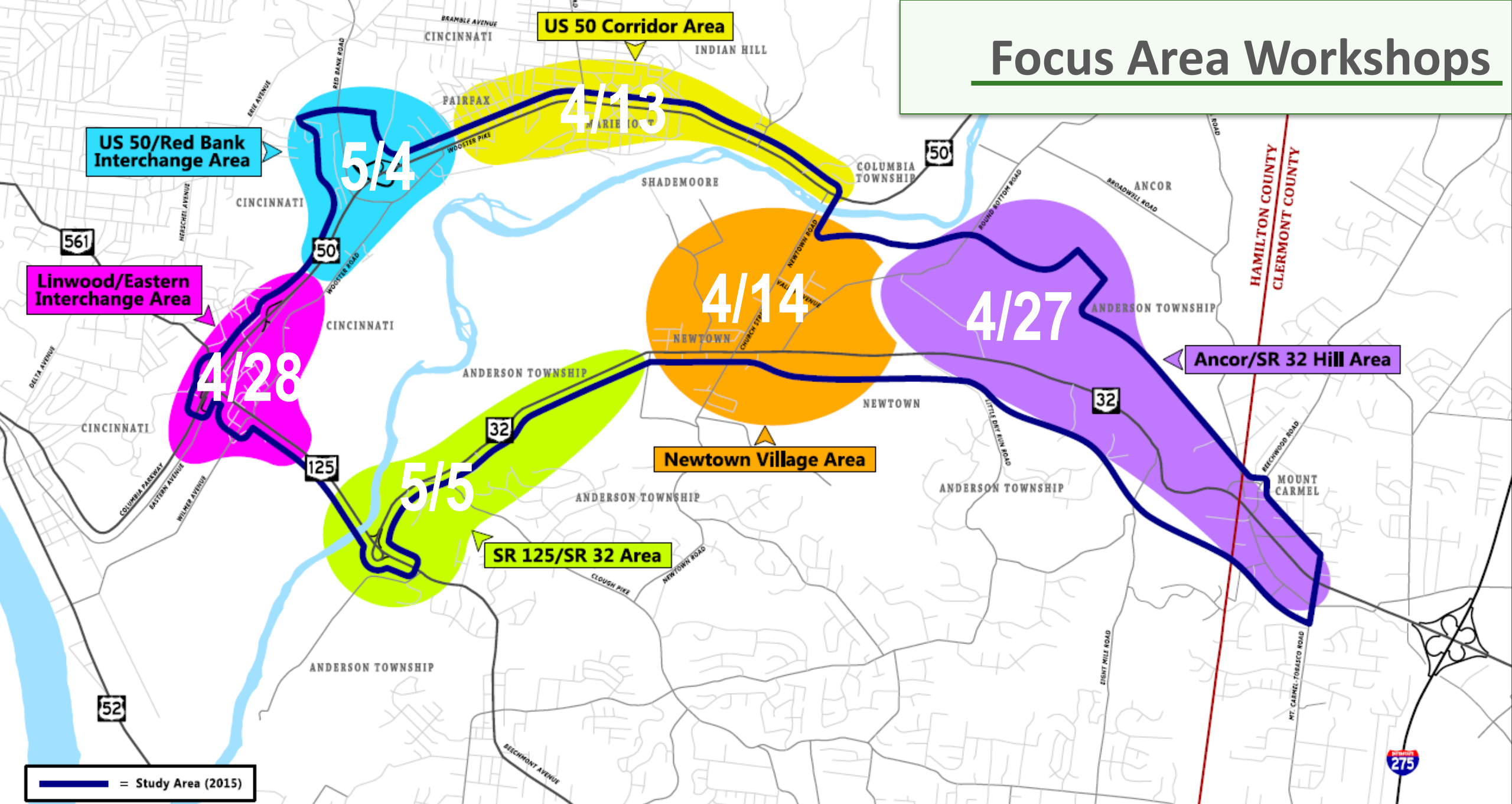
What is the Eastern Corridor Program?



Moving Forward with II and III

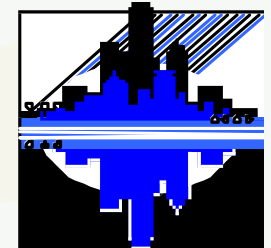


Focus Area Workshops

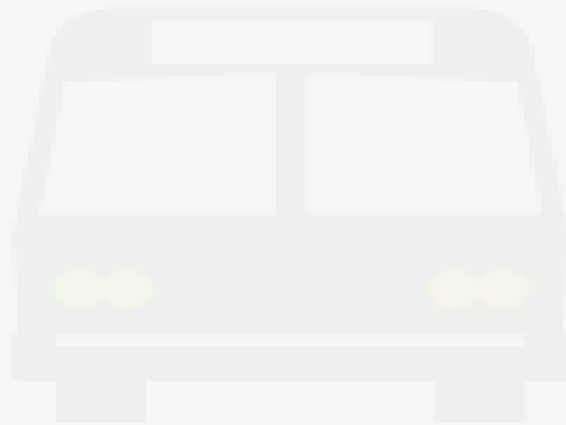
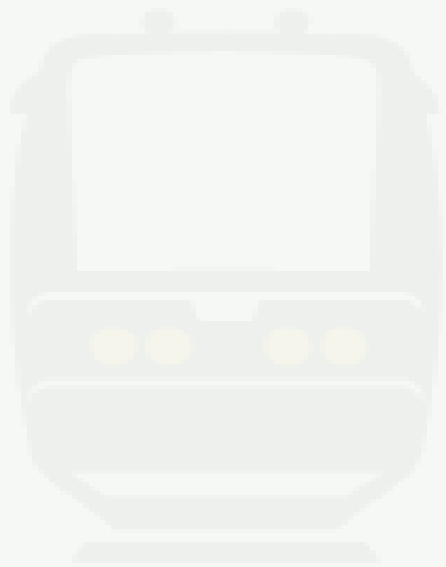


Tonight's Objectives

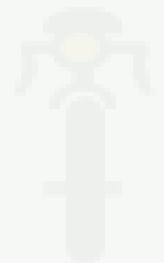
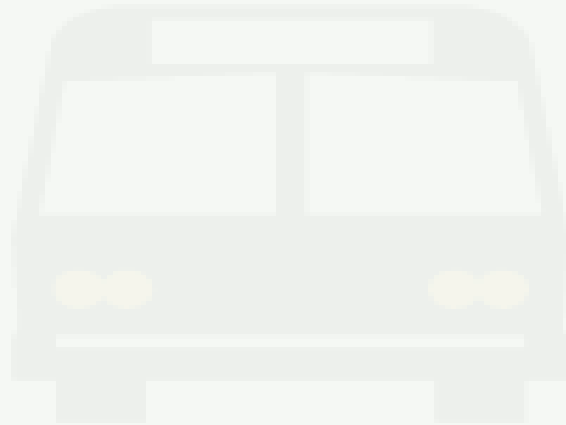
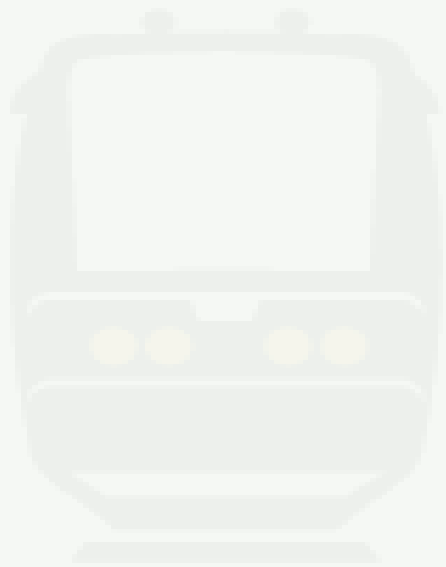
- Learn about transportation needs and community values from community members
- Explain ODOT's new approach to addressing transportation needs in this area
- Understand how the community evaluates trade-offs between transportation benefits and other values such as cost, environmental impacts and benefits,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



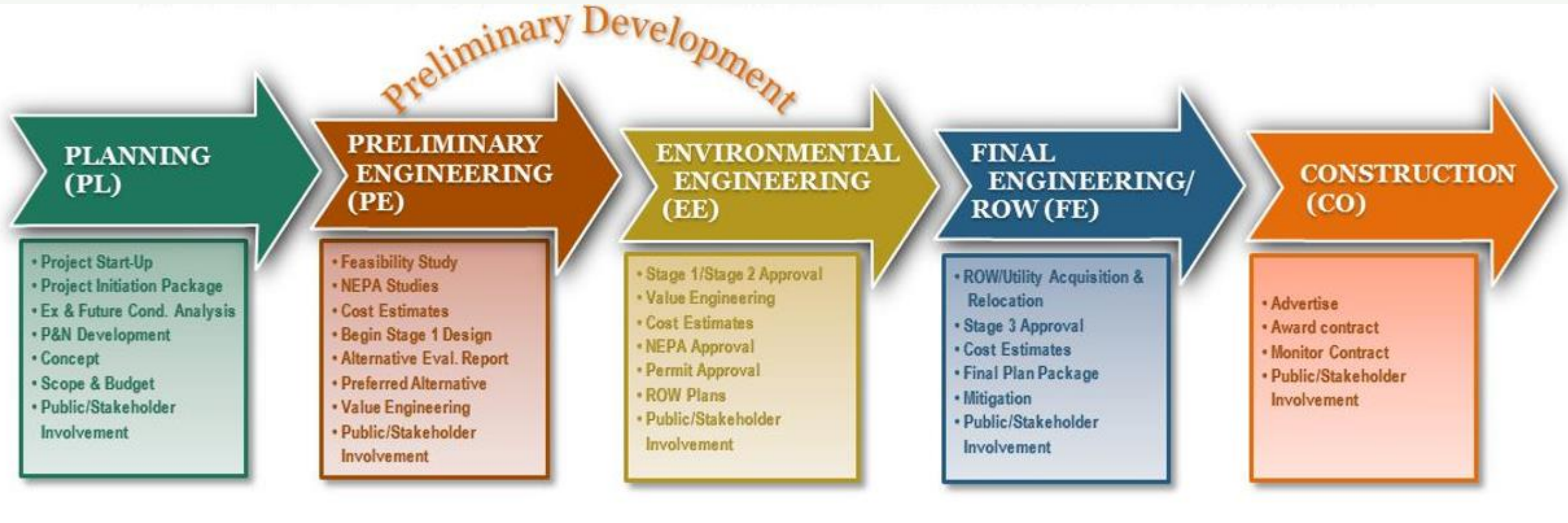
Opening Exercise



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

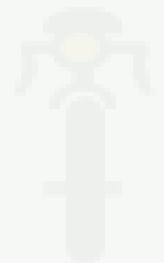
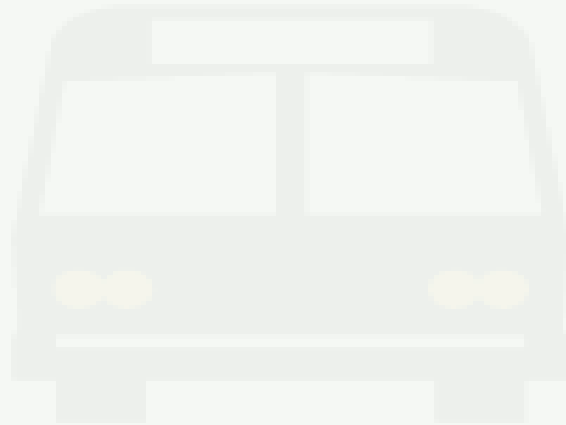
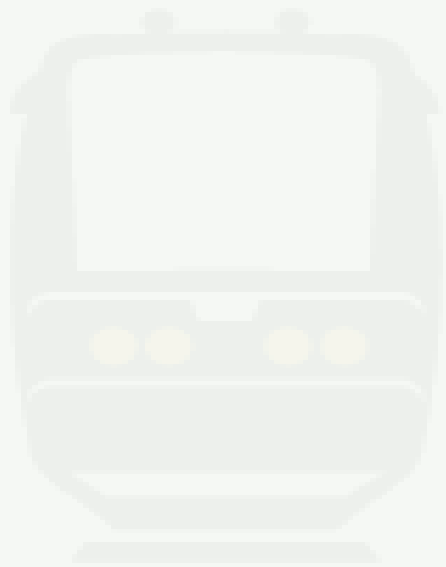
- Transportation Alternatives (TA)
- Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality (CMAQ)



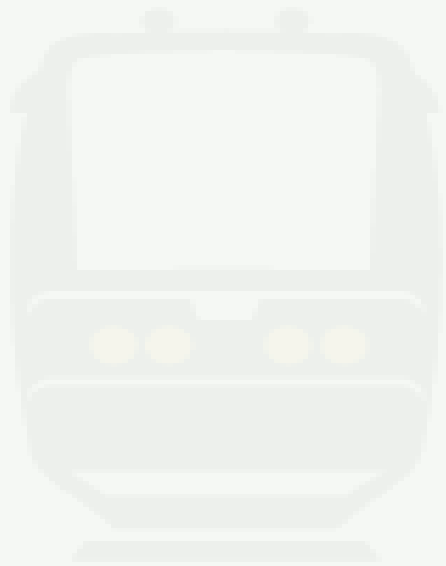
- Highway Safety Improvement (HSIP)
- Safe Routes to School (SRTS)
- Major New (TRAC)

Work Session:

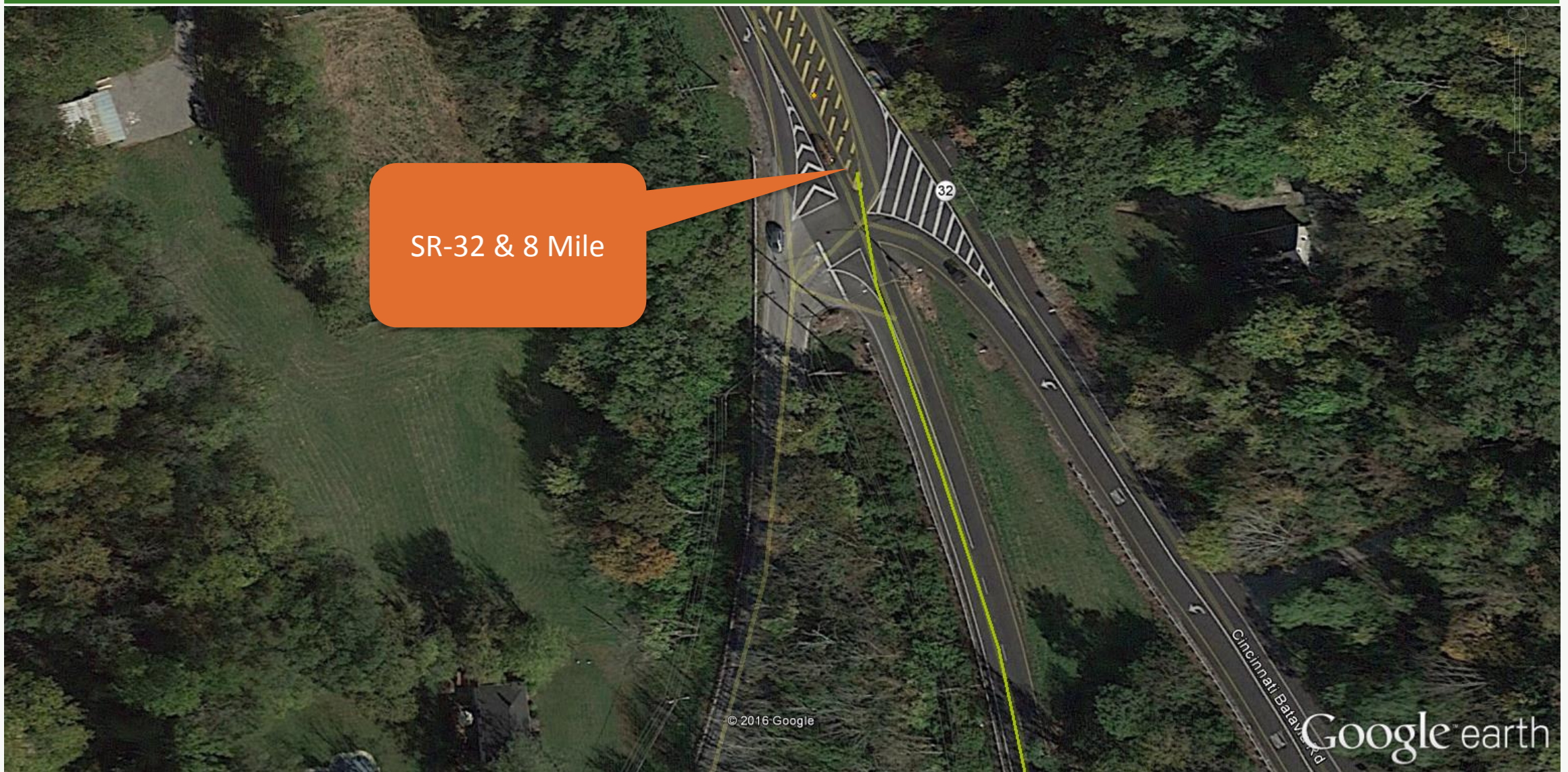
Community Values and Priorities



Work Session: Transportation Needs



Safety



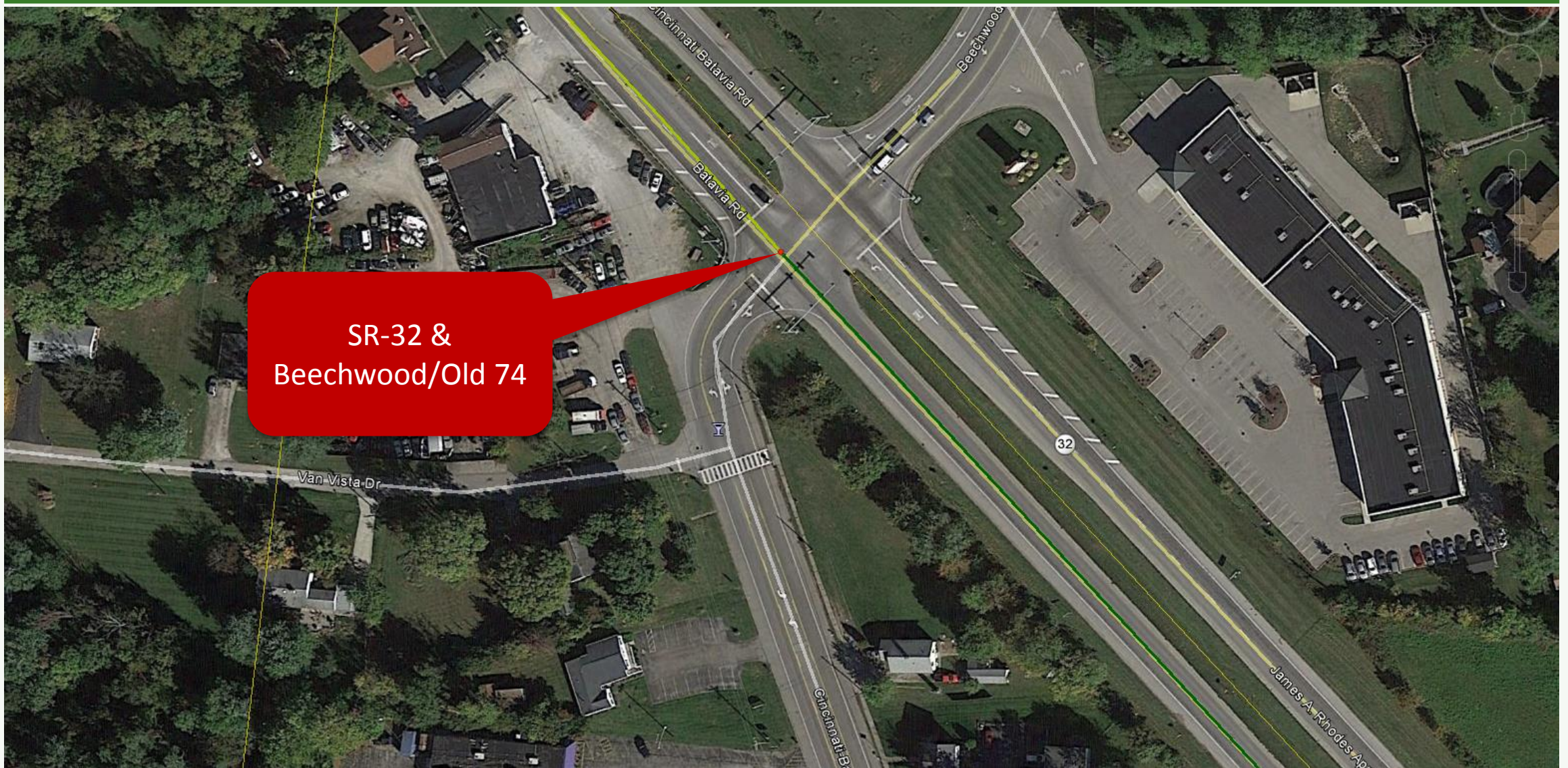
SR-32 & 8 Mile

Safety

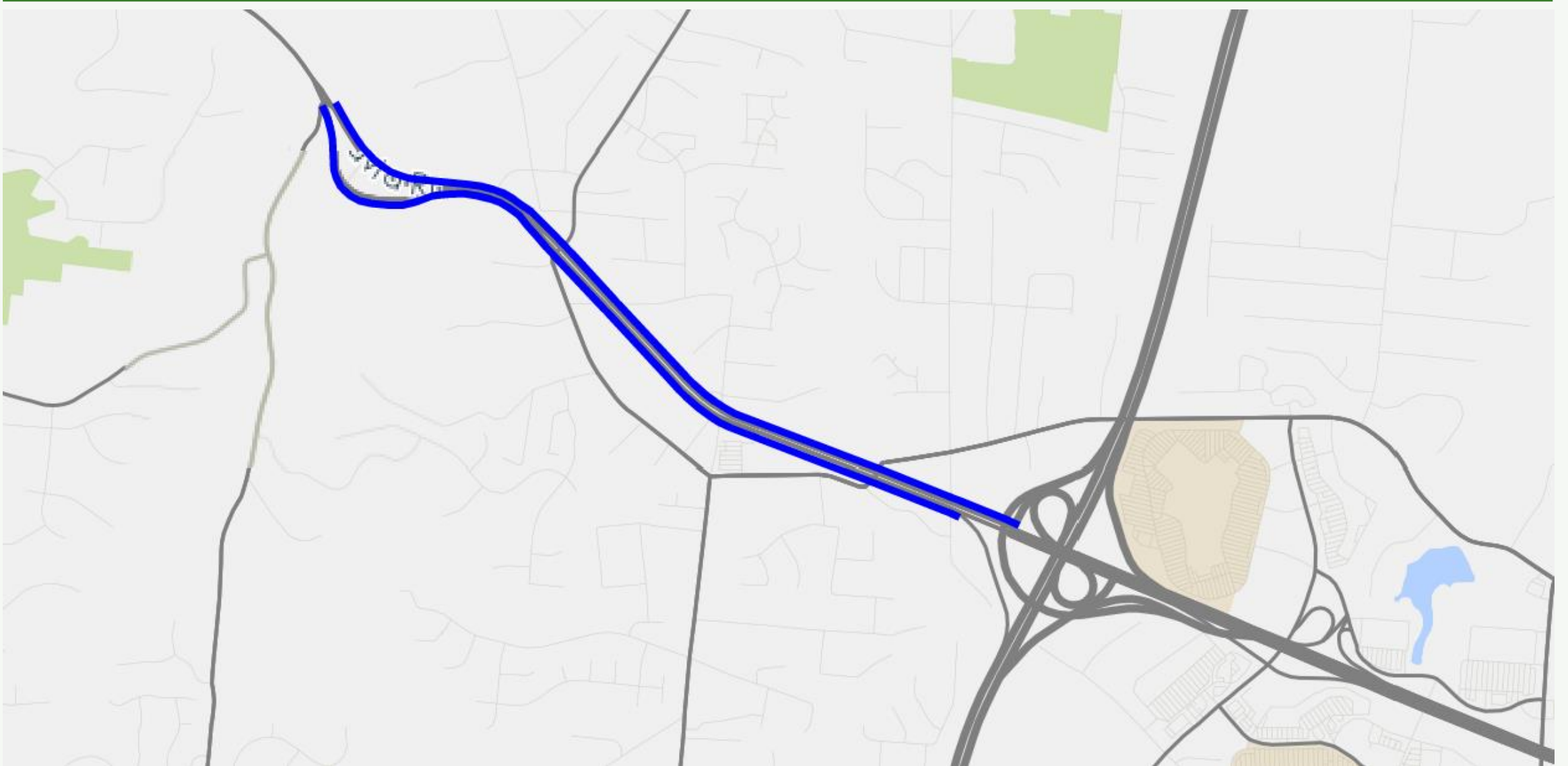


SR-32 Hill
Sections

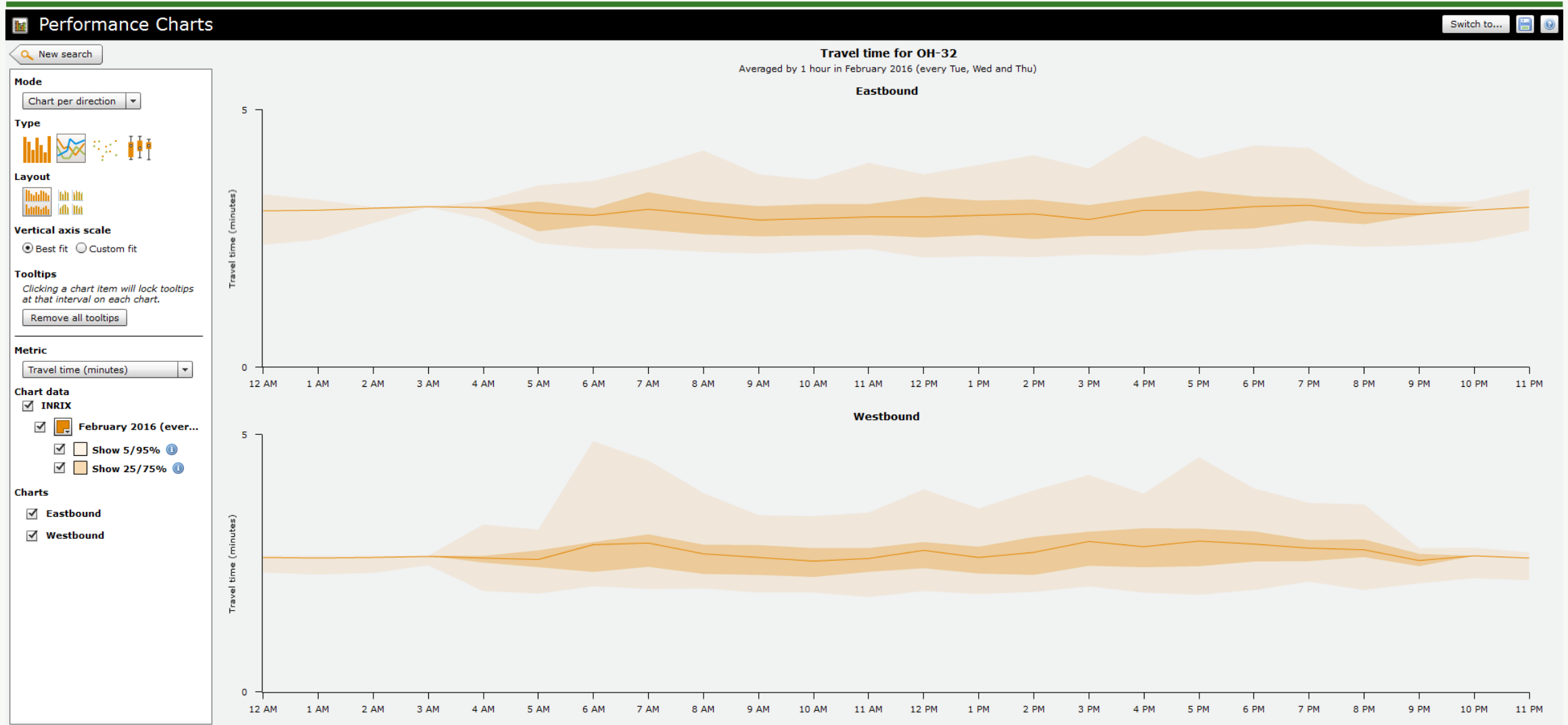
Safety



Traffic Flow



Travel Time



Speed

Performance Charts

Switch to...

New search

Mode
Chart per direction

Type
Line

Layout
Line

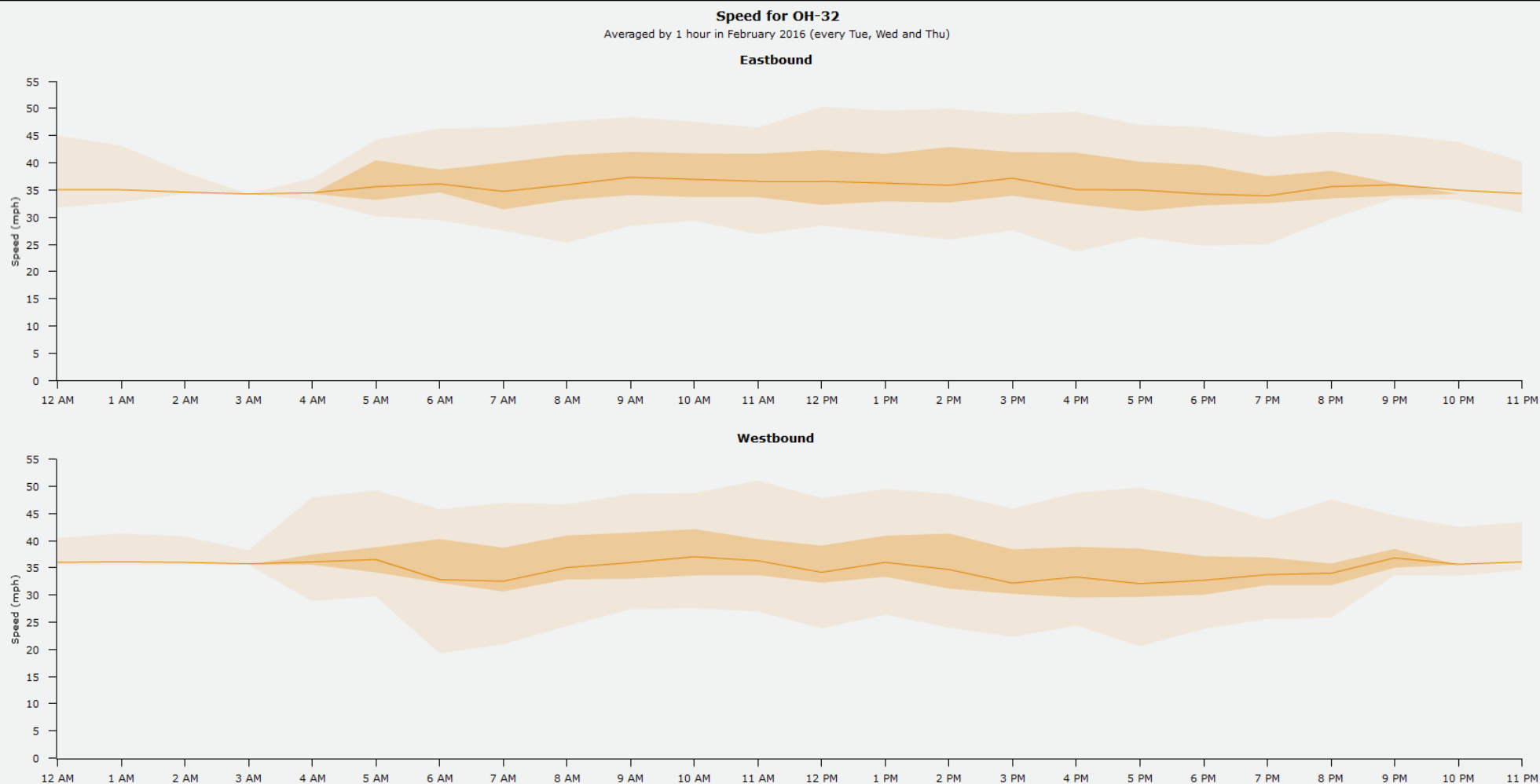
Vertical axis scale
☒ Best fit ☐ Custom fit

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

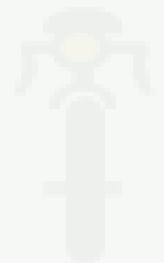
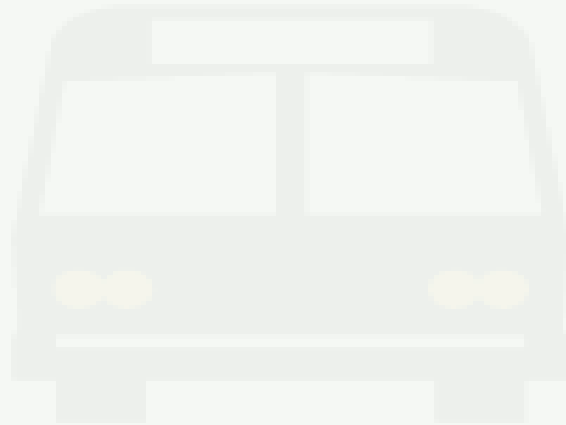
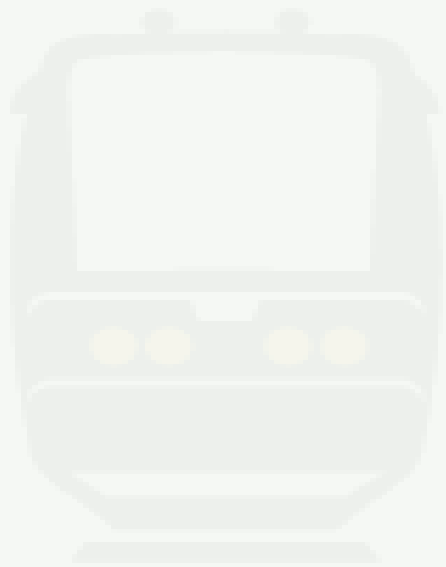
Metric
Speed (mph)

Chart data
☒ INRIX
☒ February 2016 (ever...
☒ Show 5/95%
☒ Show 25/75%

Charts
☒ Eastbound
☒ Westbound




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

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EasternCorridor@EasternCorridor.org

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To search, type and hit enter

Home

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

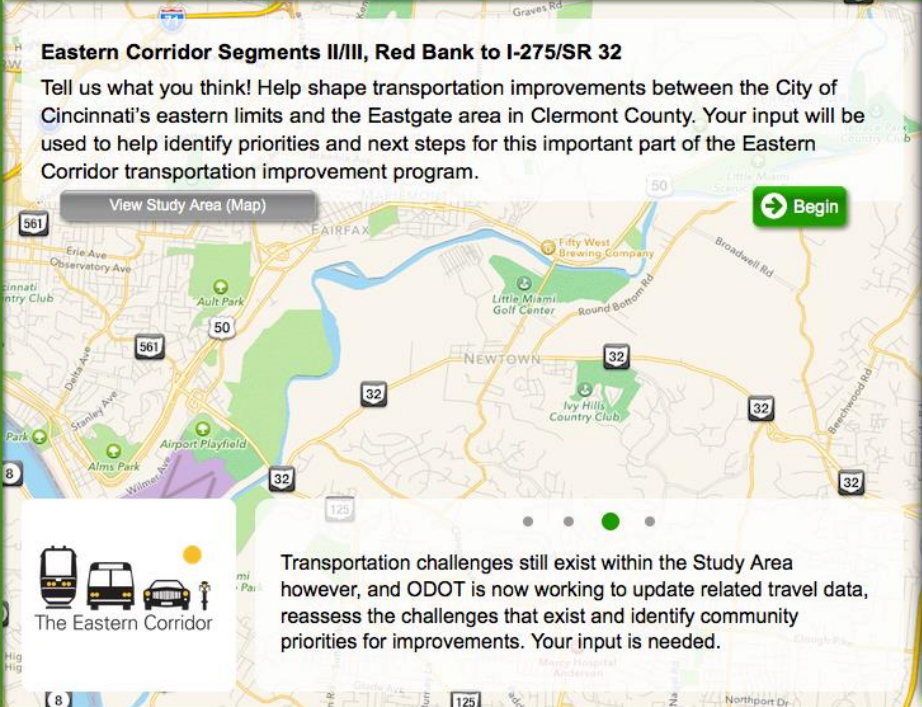
Welcome

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](#)



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

Travel Time Consistency and Duration



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

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



www.EasternCorridor.org

EasternCorridor@EasternCorridor.org

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

EASTERN CORRIDOR

Ancor / 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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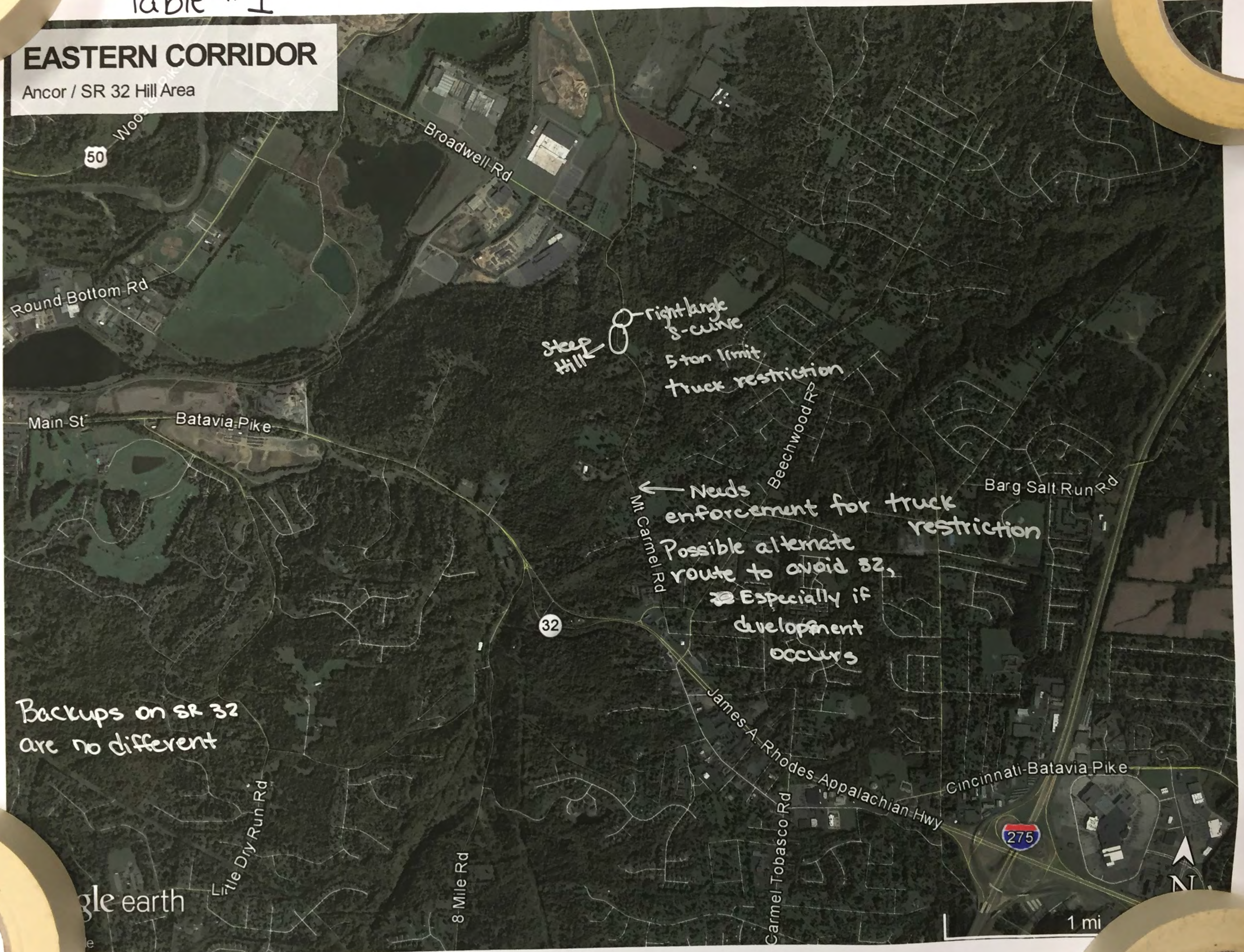
8 Mile Rd

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 Header

Road 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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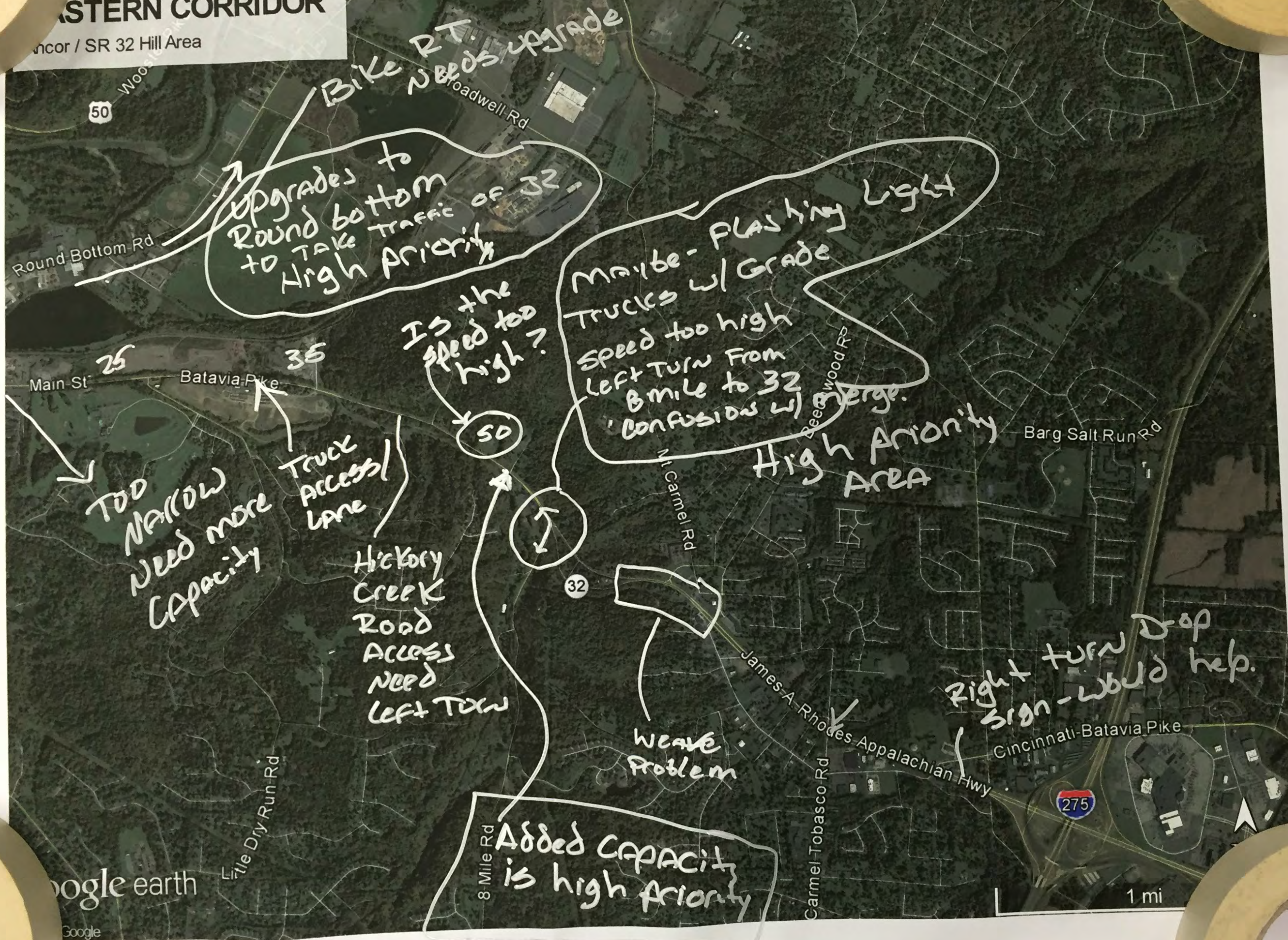
Added capacity is high priority

1 mi

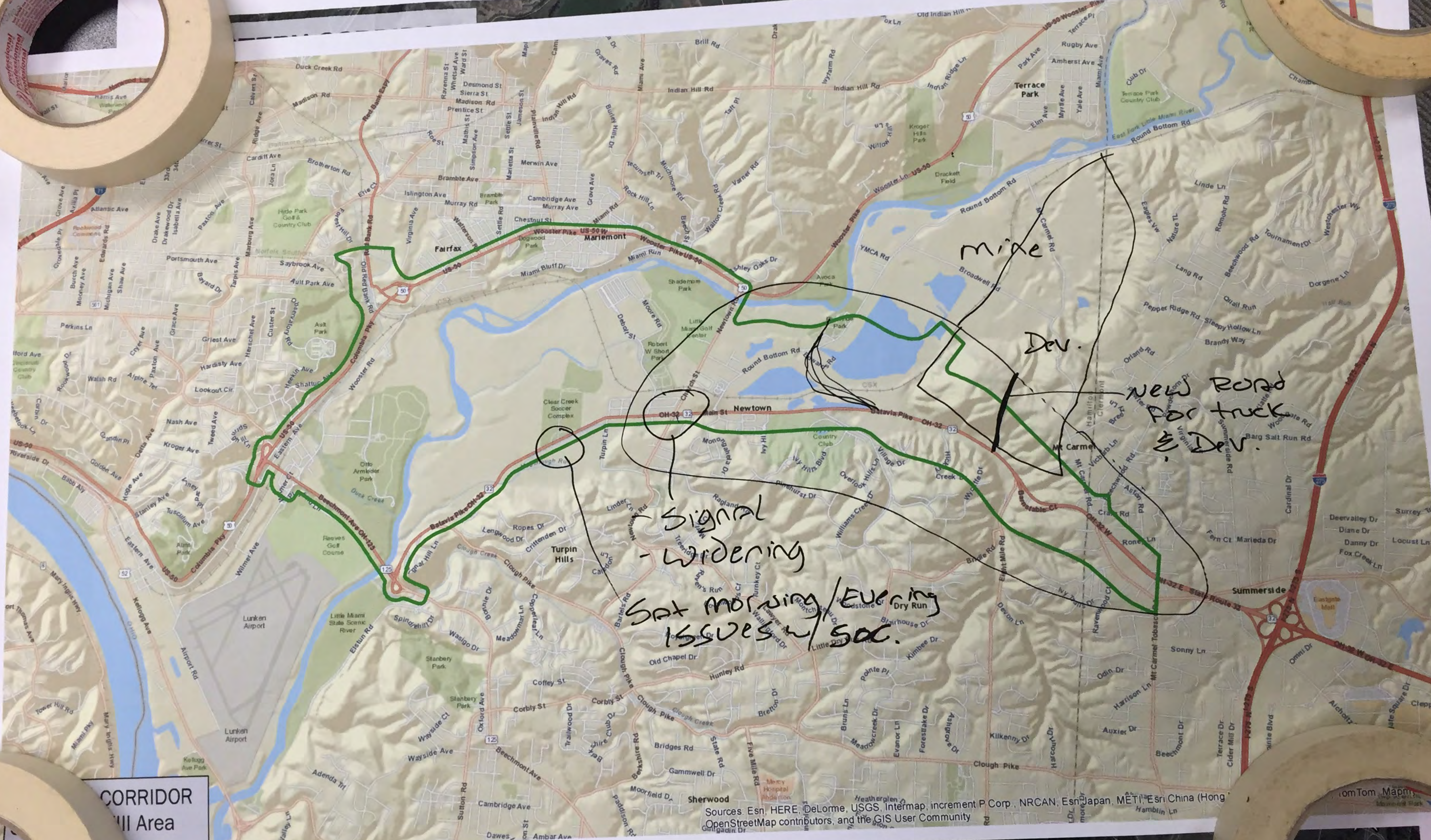
EASTERN CORRIDOR

Anchor / SR 32 Hill Area

Tim #4



Tim #4
Tim #4

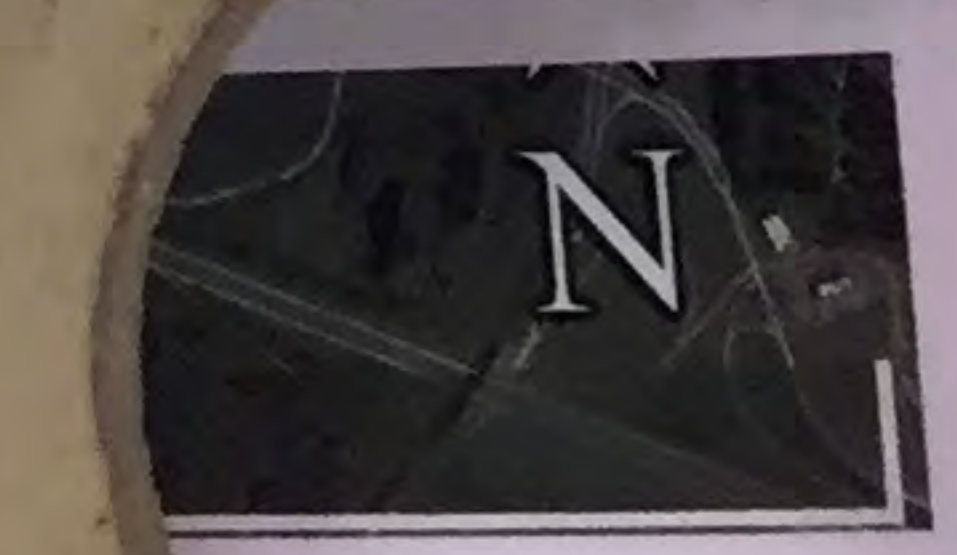


CORRIDOR
Mill Area

Google earth
© 2016 Google

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

© 2013



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

Scenic removal

Build 4A

EAS
Segr
RIDOR
Area

Google earth

© 2016 Google

8 Mile Rd

275

1 mi

N

Newtown Village Area
Focus Area Workshop Summary



Ohio Department of Transportation, District 8
505 South State Route 741
Lebanon, OH 45036
(513) 932-3030

Newtown Village Focus Area Workshop
Thursday, April 14, 2016, 6:00 – 8:00 p.m.
Miami Valley Christian Academy
6830 School Street, Newtown

Workshop Summary

This ODOT public workshop focused on community and transportation issues within Newtown Village and the surrounding area. It was attended by 16 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:

- 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 Segments II and III, which previously included the possibility of realigning SR 32 through the Little Miami Valley. ODOT is no longer pursuing that alternative. Instead, we are focusing on improving existing roads.
- The first step is to revisit the Purpose and Need. This includes gathering public input and analyzing traffic and crash data.
- We are hosting six focus area workshops to gather public input. The objectives of these workshops are to:
 - 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 about setting priorities

Mr. Arnold also recognized a project partner who was in attendance, Ted Hubbard, Hamilton County Engineer.

Mr. Arnold introduced Carri Hulet, a facilitator with The Consensus Building Institute (CBI). She invited the participants to move into small groups around tables and to introduce themselves to one another by giving their name and saying what brought them to the meeting. Ms. Hulet also reviewed the agenda.

Project Development Overview

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

Key points from Mr. Arnold's presentation:

- 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.
- Ohio is a "Home Rule" state. ODOT maintains interstates and state and US routes outside of municipalities, but cities and villages control roads within their boundaries. For example, Newtown has jurisdiction over SR 32. Villages can enter into agreements with ODOT to share responsibilities (such as maintenance).
- 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 right now. It will be a priority to secure funding as we move along in the project development process.

Community Values and Priorities

Ms. Hulet then explained that participants would be able to provide their feedback at the tables in two sessions. First, on community values and priorities, then on transportation needs. Each table included five to eight participants, in addition to one or two project team members who were there to help facilitate the discussion and take

notes. Some participants also volunteered to take notes and “report” on his or her small group’s discussion to the rest of the group.

Ms. Hulet invited each small group to talk about what they love about Newtown and the surrounding areas. She explained that their answers to this question would help identify the values and priorities that future transportation improvements should seek to support and enhance. She 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:

- History of the Village
- Small town feel and its’ potential
- Environmental assets like the valley, hills, trails, and the Little Miami River.
- Accessibility to downtown, Eastgate, Kenwood.
- Diversity of wildlife, the river, the lake
- Walkable.
- Has a nice golf course.
- Good local businesses.
- Lots of potential to open up the bike trail.
- Diverse housing: moderate to high end houses
- Town Hall renovation

Ms. Hulet concluded by saying this list of 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 expressed here.

Transportation Needs

Doug Thompson, a facilitator with CBI, 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?” He encouraged them to think about the trouble spots in their 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 again. They shared:

- The morning traffic east to west is bad. In the afternoon it's west to east. .
- The one lane in Fairfax, along with the traffic lights, is a problem. People get stopped from Kroger to the Mariemont line when headed west.
- Intersection of Church and Main needs better signal timing.
- Because the main intersection (Church and Main) is not 90 degrees, it is hard to know what's supposed to happen.
- Concerns about not having enough bicycle and pedestrian facilities.
- On SR 32, the speed limit outside the village is a too fast for the amount of pedestrian and bicycle facilities, business entries, and park entrances
- There is a problem at 8-mile and Little Dry Run intersection with SR 32.
- There are conflicts at the Burger Farm and Garden Center entrance and exit.
- Problems coming south on Newtown Road toward Turpin High School.
- Anderson and Clermont County traffic cutting through Newtown to get to Kenwood or Downtown Cincinnati
- We need an ANCOR access road
- More bike and pedestrian facilities so we can connect across the Little Miami Valley. (Newtown and Anderson County Township could partner to seek funding)
- Fix the lights and have smart lights.
- Bus services (BRT) is a great idea.
- Coordinating the signals between Mariemont, Fairfax, and Newtown.
- In my view, low impact things we can do that would be really great. We don't want to change our community. Rush hour is minimal, 30 minutes, then easy to even walk across the street.

Mr. Thompson thanked everyone for their participation and asked whether anyone had additional thoughts. One participant expressed frustration with any level of attention on transportation in or around Newtown. He said, "If we don't have the money for it, why talk about it?" He said there are so many other projects that need money and that Newtown's traffic problems aren't nearly bad enough to spend money on fixing. Mr. Arnold responded by saying that ODOT believes there is value to be gained by making some improvements in the area, but is being careful not to overcommit itself. He said the Department would re-scope at critical milestones to make sure money is being spent wisely. Tim Hill added that in the past the Department would take on a \$500 million project to fix all the traffic problems with one massive project, but that's not how things work anymore. ODOT's mentality is to fix what we have first.

The Mayor asked what the Village of Newtown can do to help ODOT complete its work. Mr. Arnold said everything they're doing is helpful and what we need the most is to get the word out about these workshops and the survey. He also said when it comes time to make improvements, the villages and the state will have to work together to deliver the project, particularly if the project dollars are coming from a safety fund.

Another participant asked what ODOT is doing to get feedback from the elderly or others who don't have computers. Mr. Arnold said these meetings are the best way for people without computer access to provide input and to that end they have advertised them using print flyers posted around town, as well as electronic announcements.

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 time 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.
- 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:

Tony Carlfeldt
Tom Caruso
Chris Curran
Terry Fairley
Ted Hubbard
Mark Kobasuk
Joseph Kuehnle
Cheryl McConnell
Bob Park
Tim Selnick
Dee Stone
Tom Synan
Curt Tiettmeyer
Jeff Wallace
Lynn Woodward
Daryl Zornes

Project Team Members in attendance:

Tom Arnold, ODOT
Tammy Campbell, ODOT
Tim Hill, ODOT
Heather McColeman, ODOT
Caroline Ammerman, Stantec
Steve Shadix, Stantec
Kaity Dunn, Rasor Marketing
Communications
Monica Humphrey, Rasor Marketing
Communications

Meeting Facilitators:

Carri Hulet, CBI
Eric Roberts, CBI
Doug Thompson, CBI

**Newtown Village
Focus Area Workshop
Presentation**



Segments II and III Focus Area Workshop

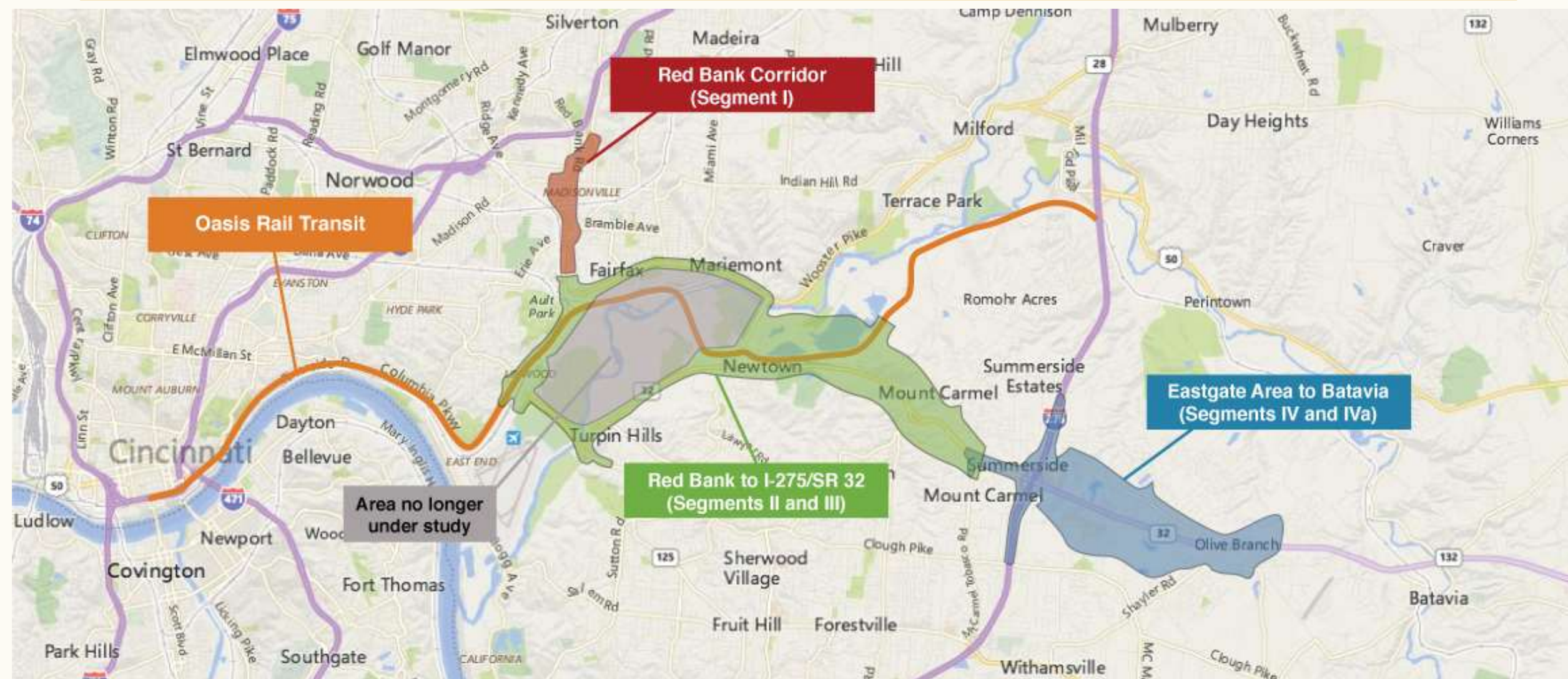
Newtown Village Area

Miami Valley Christian Academy

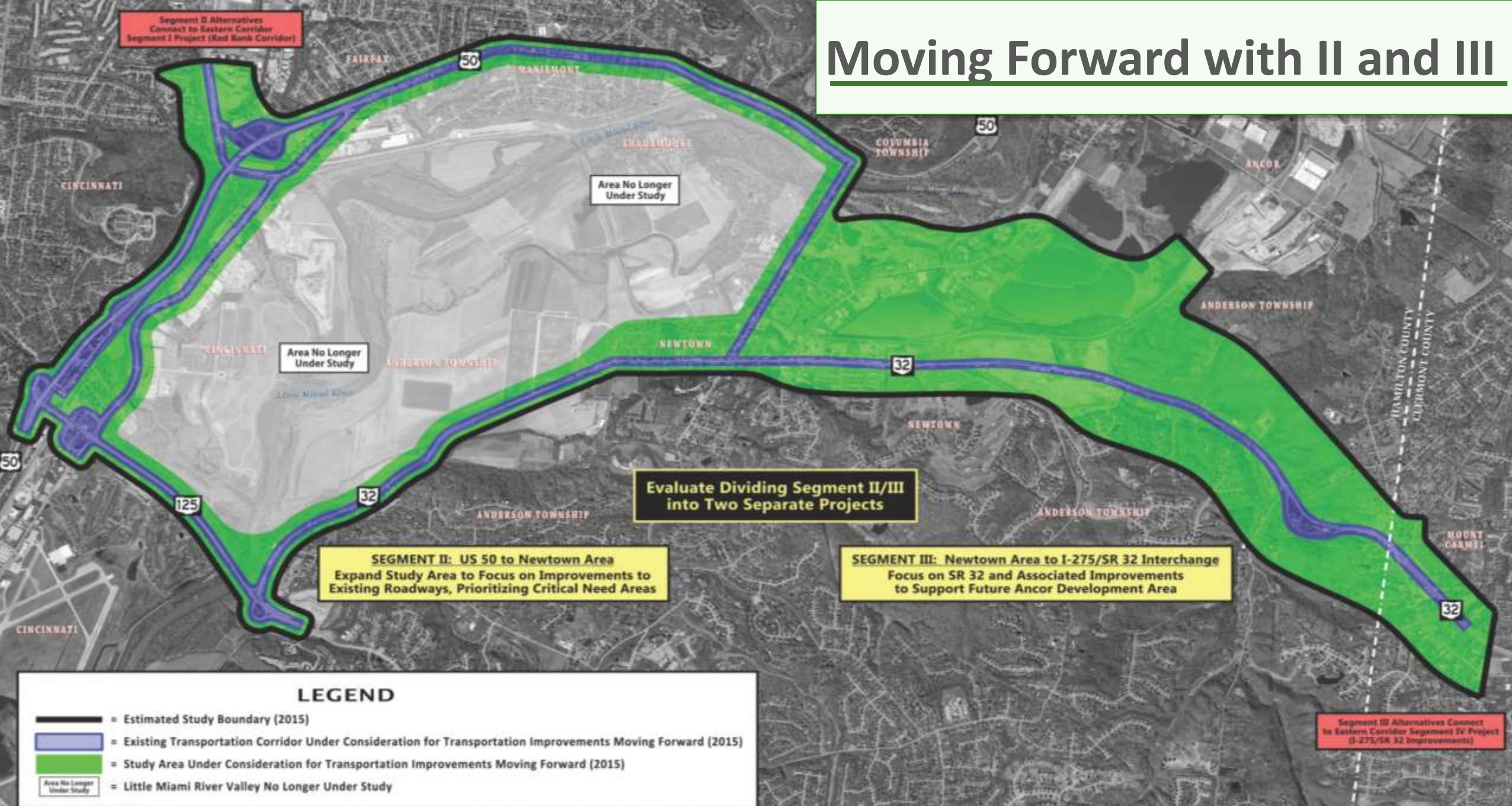
April 14, 2016

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

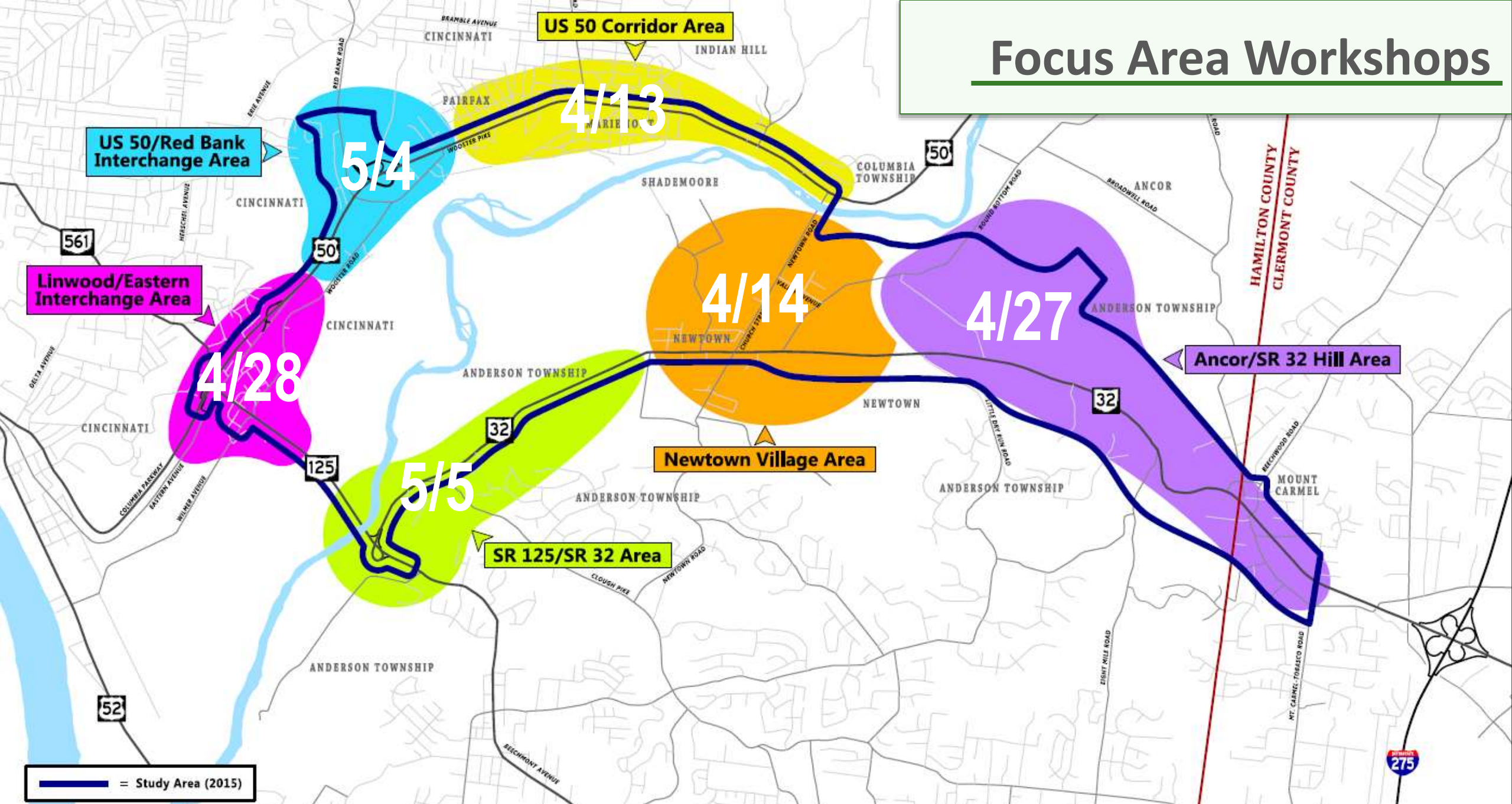
What is the Eastern Corridor Program?



Moving Forward with II and III

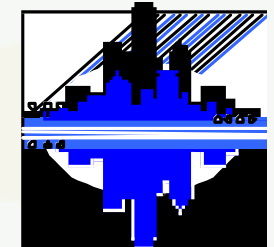


Focus Area Workshops

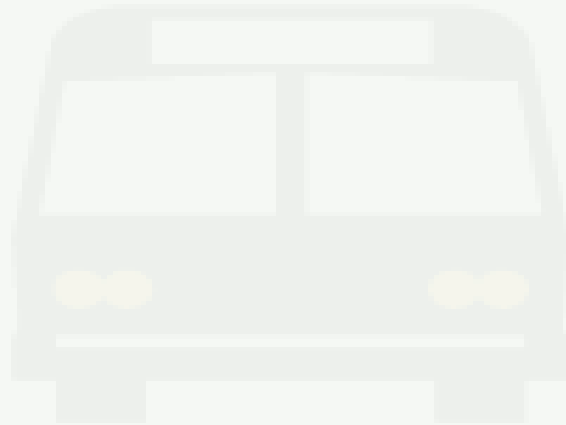
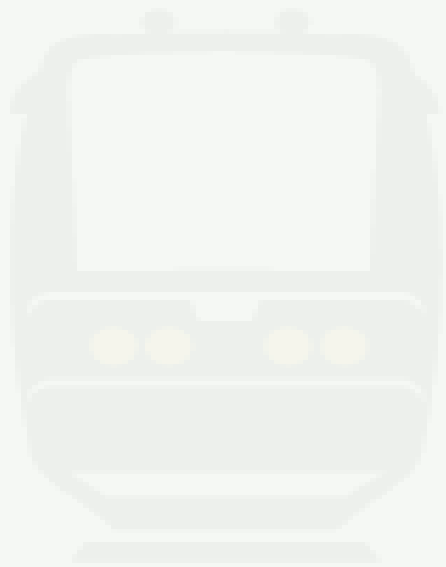


Tonight's Objectives

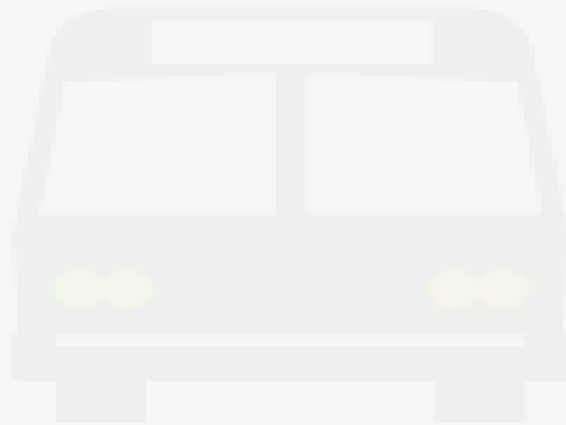
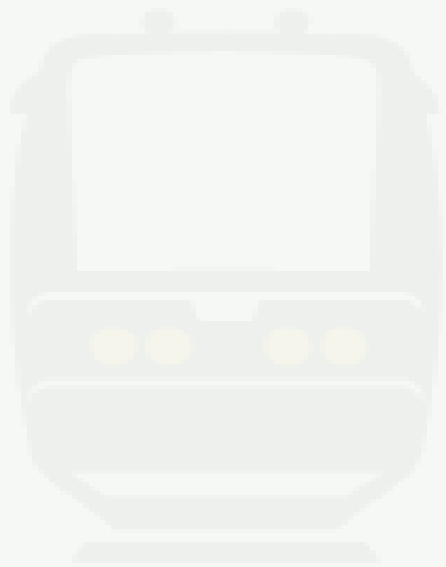
- Learn about transportation needs and community values from community members
- Explain ODOT's new approach to addressing transportation needs in this area
- Understand how the community evaluates trade-offs between transportation benefits and other values such as cost, environmental impacts and benefits,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



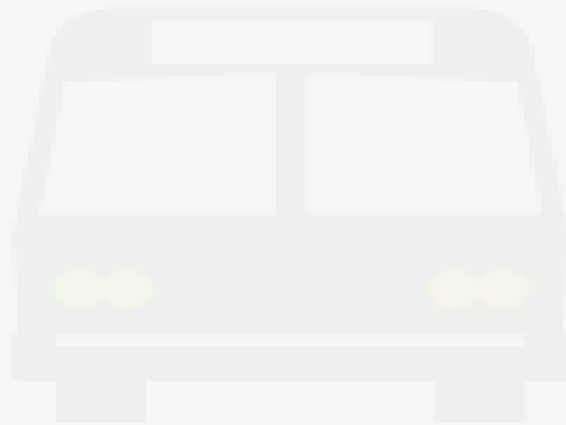
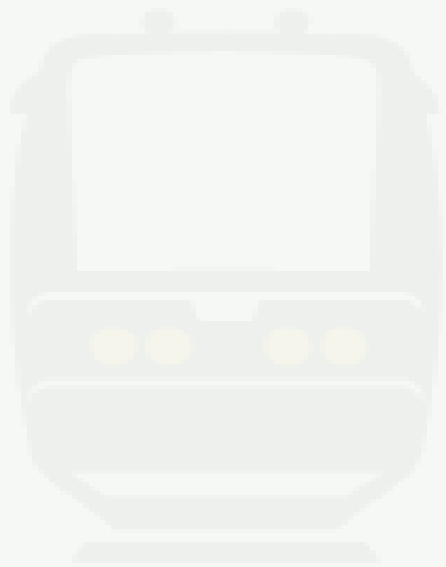
- Transportation Alternatives (TA)
- Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality (CMAQ)



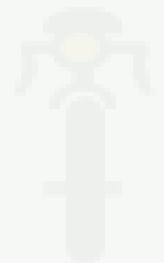
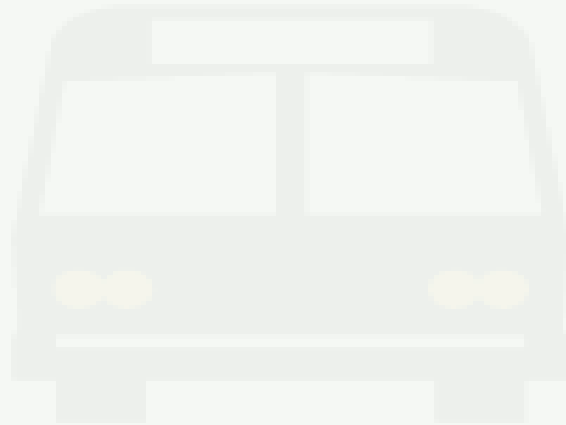
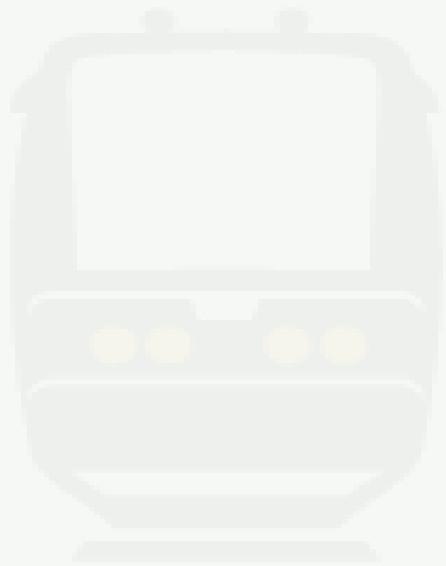
- Highway Safety Improvement (HSIP)
- Safe Routes to School (SRTS)
- Major New (TRAC)

Work Session:

Community Values and Priorities



Work Session: Transportation Needs



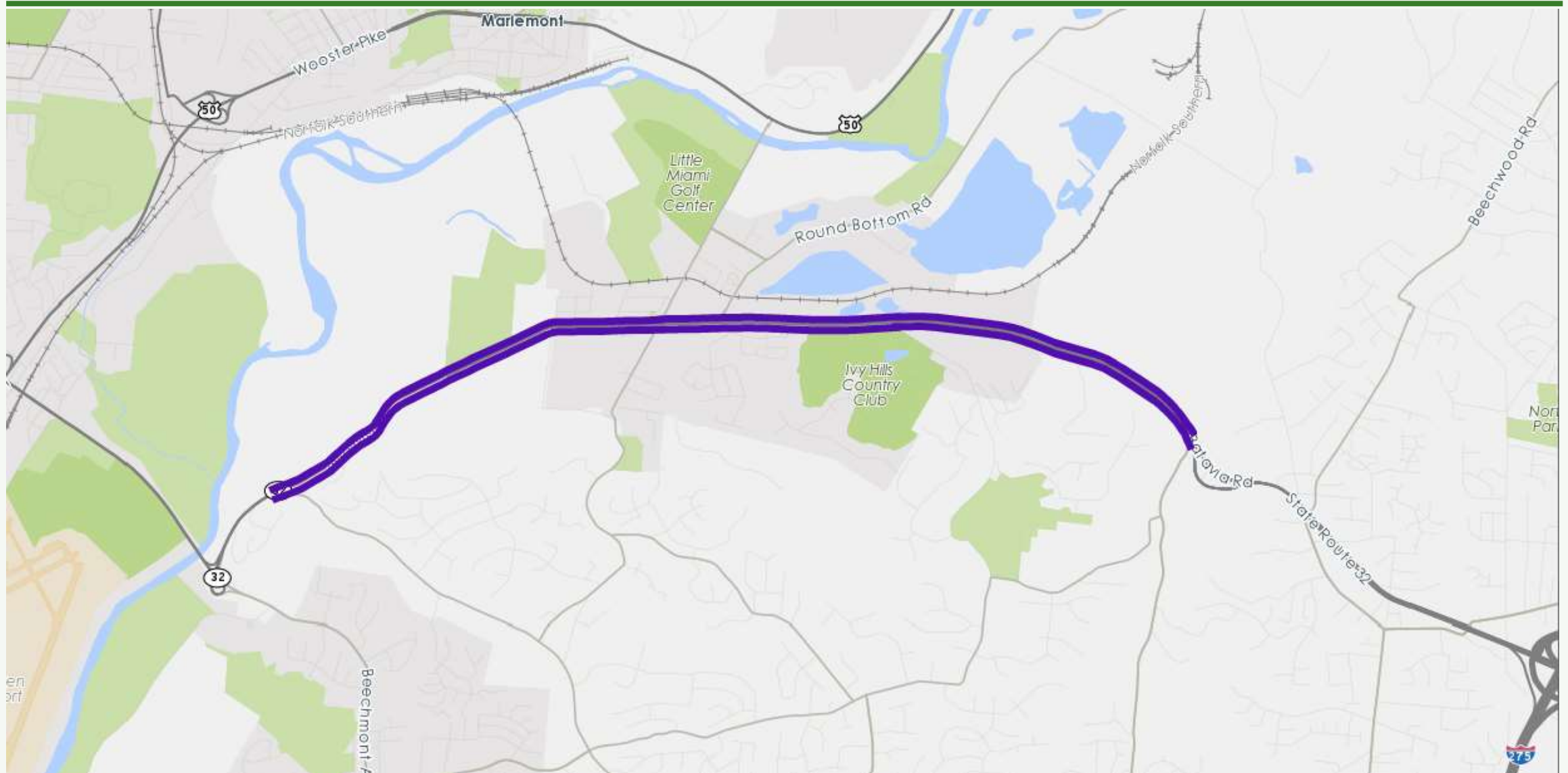
Safety



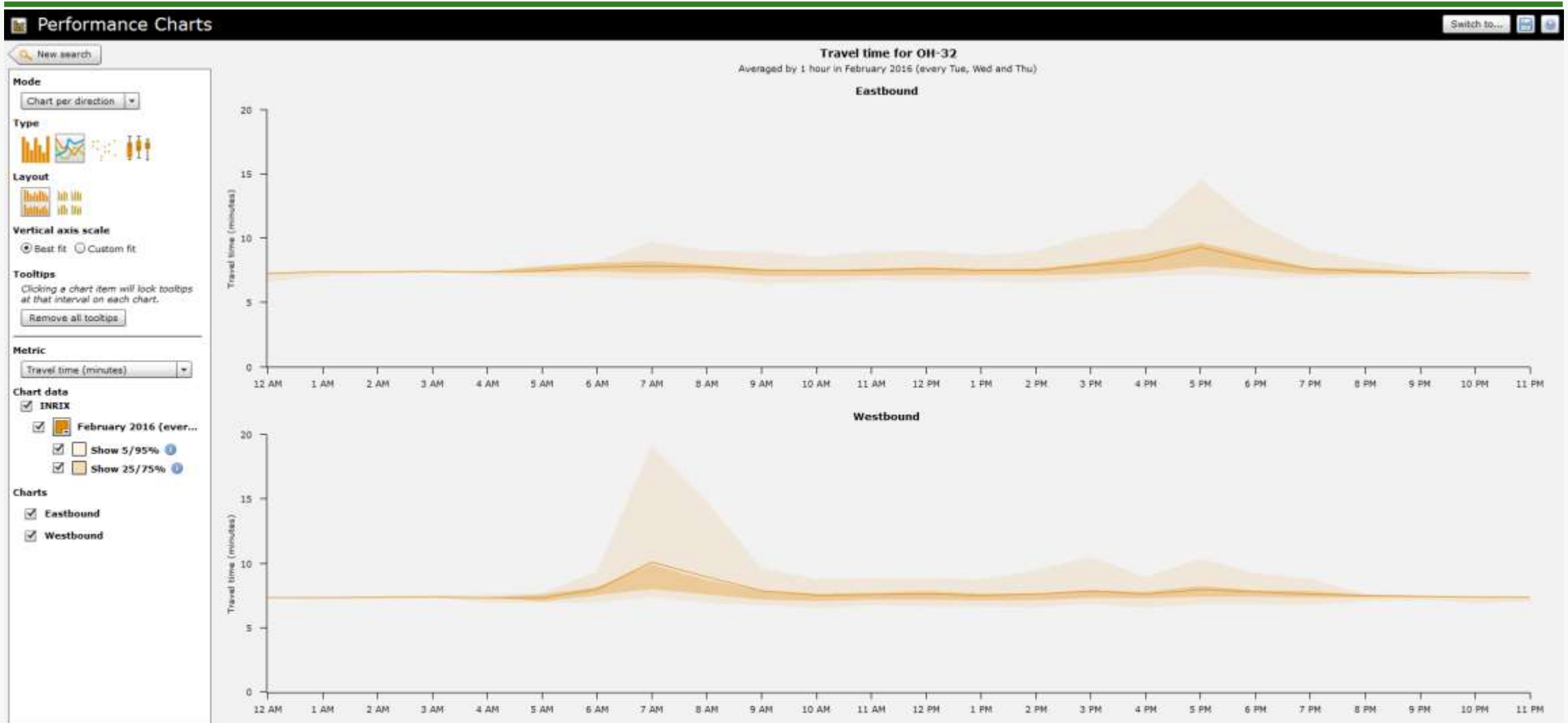
Safety



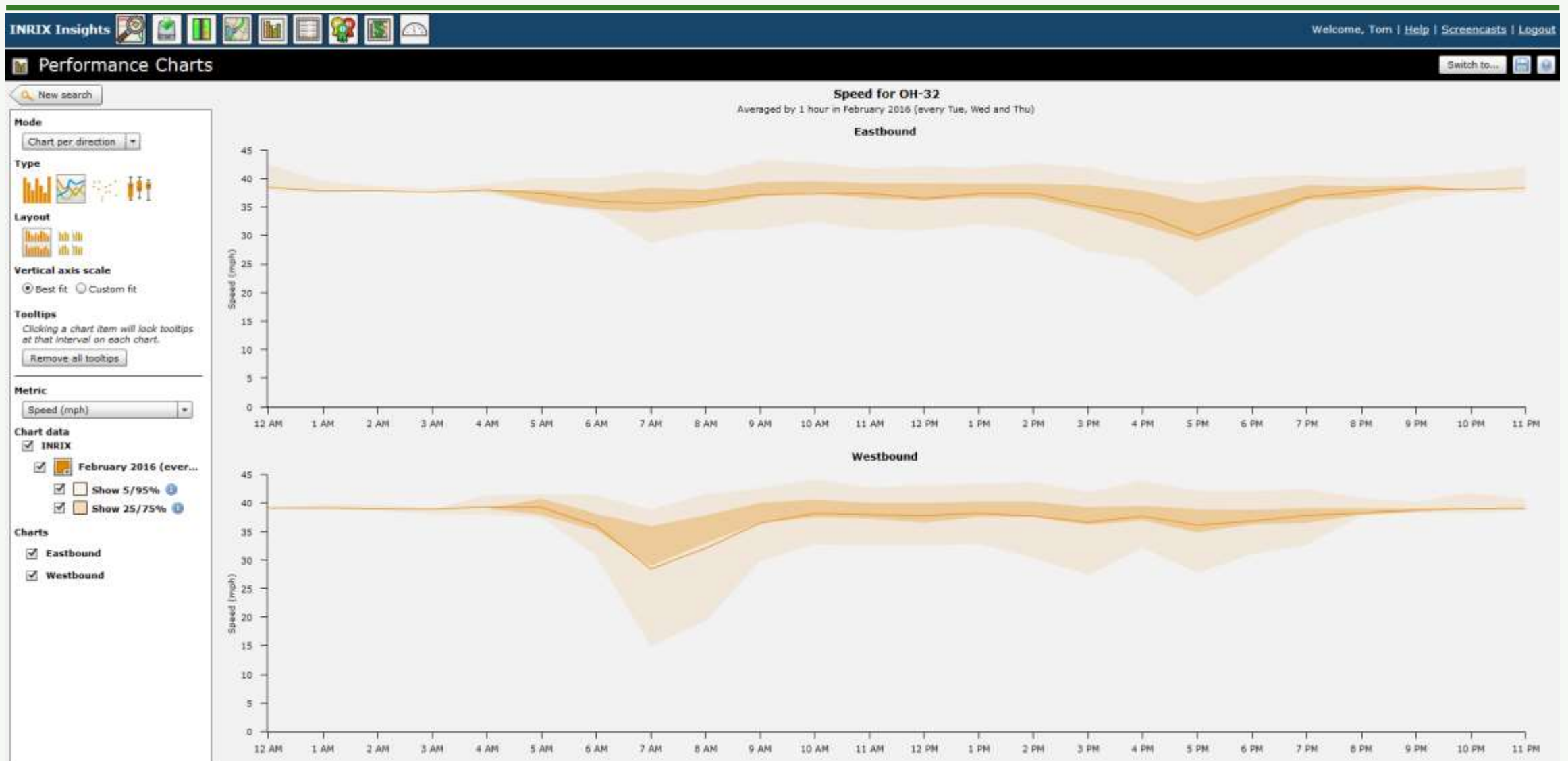
Traffic Flow



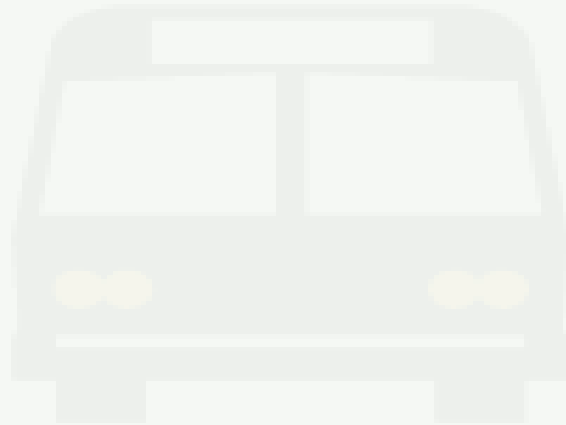
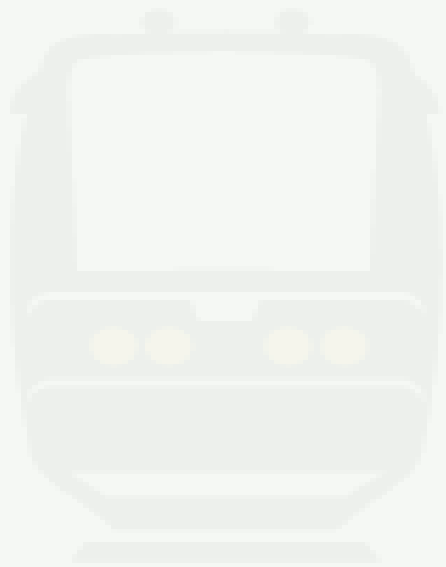
Travel Time



Speed



Workshop Wrap Up



Public Engagement

www. EasternCorridor.org

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 Overview
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 Projects
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 News
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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

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

Home

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](#)

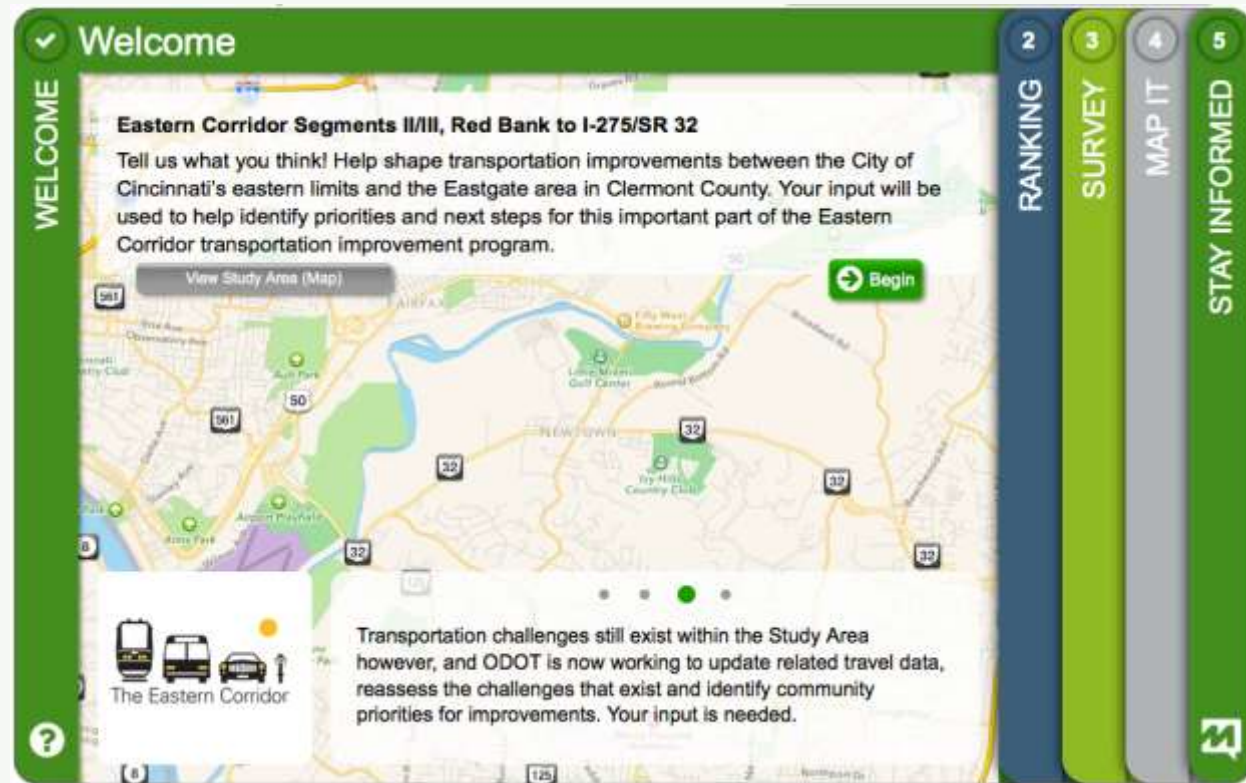
[Materials from the August 6 Public Meeting for the SR 32 Improvements are now posted](#)

[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



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)

B3-72

www.EasternCorridor.org



www.EasternCorridor.org

EasternCorridor@EasternCorridor.org

**Newtown Village
Focus Area Workshop
Annotated Maps**

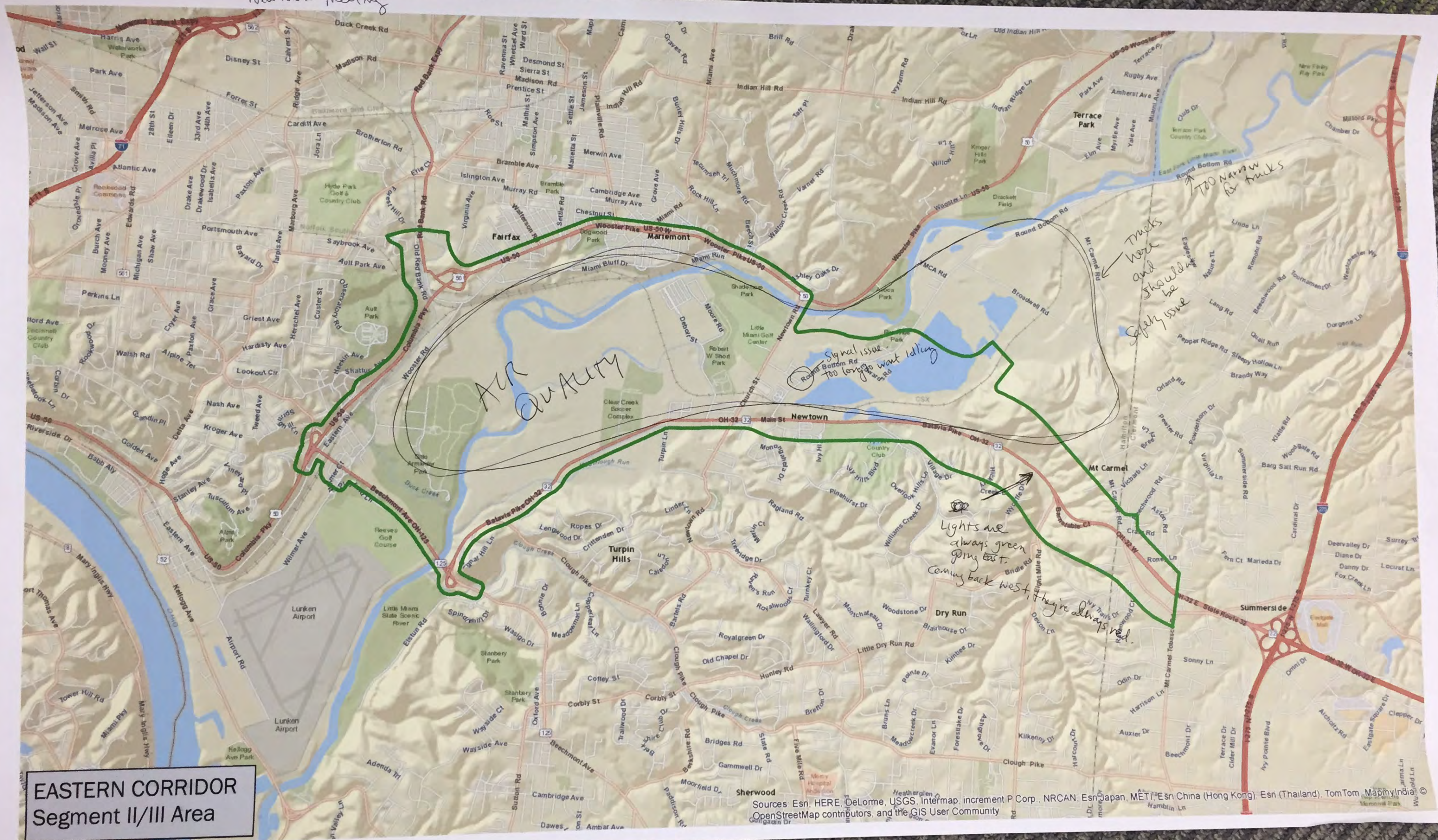
THE CHAIRMAN

EASTERN CORRIDOR

Newtown Village Area



Newtown Meeting



EASTERN CORRIDOR

Newtown Village Area

tommy

congested
right turn
lane

SMART
LIGHT

SMART
LIGHT

SMART
LIGHT

RETIAL
CENTER
RIGHT
TURN

TIGHT
RIGHT
TURN

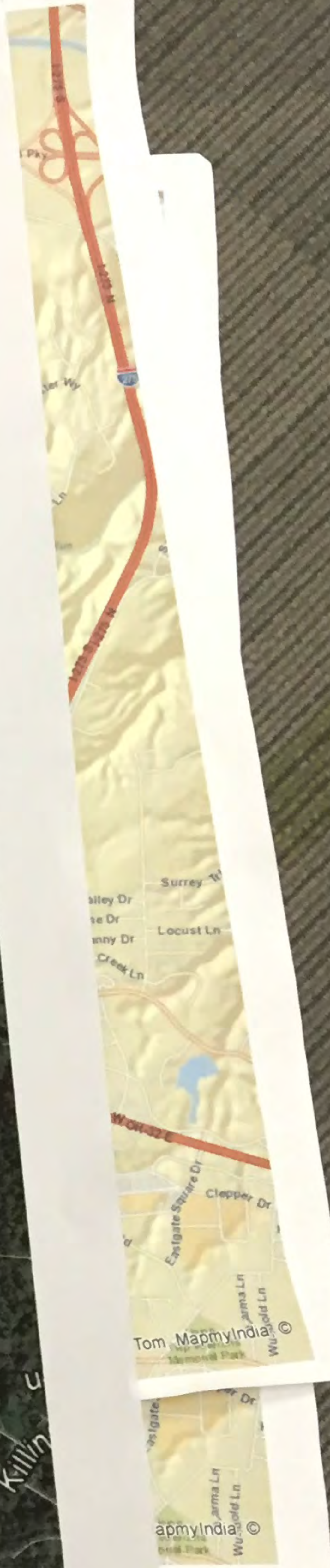
CENTER
LANE

Google earth

© 2016 Google

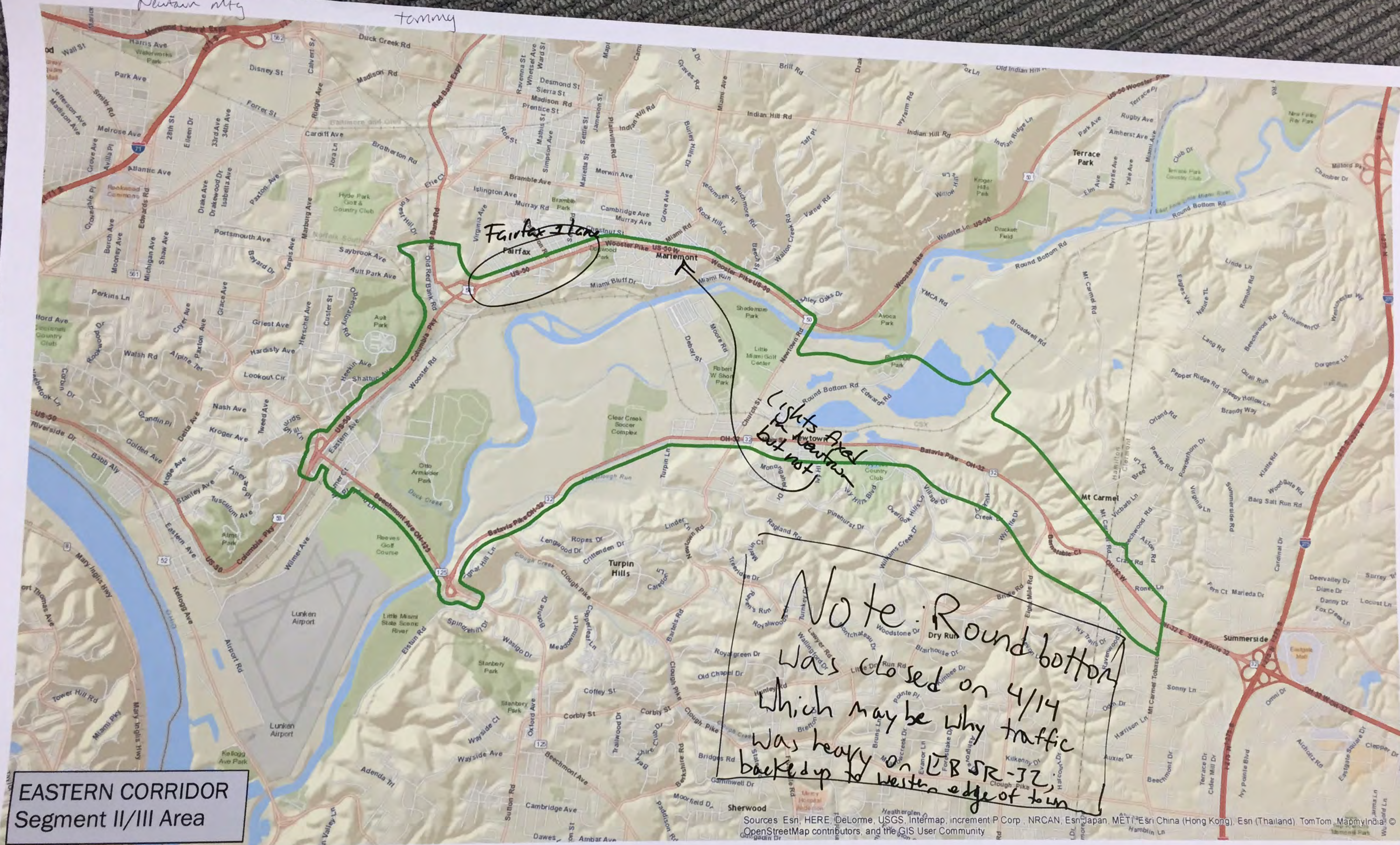


4000 ft



Newtown Mtg

Tommy



SR 125/SR32

Focus Area Workshop Summary



Ohio Department of Transportation, District 8
505 South State Route 741
Lebanon, OH 45036
(513) 932-3030

SR 125/SR 32 Focus Area Workshop
Thursday, May 5, 2016, 6:00 – 8:00 p.m.
Mt. Washington Recreation Center
1750 Beacon Street, Mt. Washington

Workshop Summary

This ODOT public workshop focused on community and transportation issues in the SR 125/SR 32 area (this includes the Beechmont Levee / SR 32 interchange and SR 32 east to the Village of Newtown). It was attended by 15 participants from the area and surrounding communities. This was the last 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, opened the workshop by welcoming participants and introducing himself and other members of the workshop planning team. He stressed that community feedback and engagement is critical to the success of the Eastern Corridor project. He then presented on the purpose of the workshop in the context of the Eastern Corridor program. Slides and detailed notes from Mr. Arnold's presentation are available on the Eastern Corridor website. 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 Route 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 to improving existing roads in Segments II and III is to establish the Purpose and Need. This includes analyzing traffic and crash data, and gathering public input. To gather public input, ODOT is conducting an online survey and is hosting six focus area workshops. The objectives of these workshops are to:
 - 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 about setting priorities.

Mr. Arnold also recognized a project partner who was in attendance, Martha Kelly with the City of Cincinnati.

Next, Toby Berkman and Carri Hulet, workshop facilitators from the Consensus Building Institute (CBI), introduced themselves, explained the role of the facilitation team, and reviewed the agenda for the workshop. Mr. Berkman noted that CBI would be producing a workshop summary that would be available online. He then broke the participants into three small groups and provided them with a few minutes to introduce themselves and get to know each other.

Project Development Overview

Mr. Arnold presented on ODOT's project development process, how ODOT's current focus on Purpose and Need in Segments II and III fits into the process, and how input from the communities can influence the process. See the presentation slides for details.

Key points from Mr. Arnold's presentation:

- 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.
- Ohio is a "Home Rule" state. ODOT maintains interstates and state and US routes outside of municipalities, but cities and villages control roads within their boundaries. For example, Newtown has jurisdiction over SR 32. Villages can

enter into agreements with ODOT to share responsibilities (such as maintenance).

- 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 right now. It will be a priority to secure funding as we move along in the project development process.

Community Values and Priorities

Ms. Hulet from CBI led the participants through a small group work session. In their small groups, participants created a list of key community values and priorities that contribute to their quality of life in this area. Each small group then shared its list with the larger group.

The groups noted the following community values and priorities:

- A desirable downtown area
- There are nice, walkable sidewalks. The business district and neighborhoods as a whole are very walkable, although there are opportunities for more walkability.
- The community changes at a relatively slow rate. This means in places like Anderson Township, the Mount Washington Business District, and elsewhere, there is a nice mix of new and old. When you look at neighborhoods and buildings, there is history.
- The neighborhoods are accessible. You can get anywhere you need to go very quickly, whether it be downtown, the airport, Kenwood, or even the Red Bank corridor. You might encounter a traffic jam but you can get where you are going within 20 minutes. A lot of thought was put into the roads 40 to 50 years ago when they were developed. SR 32 and I-275 provide a nice, quick, direct drive into the city.
- Attractive parks, nature, and recreation options
- Beautiful natural features like farms, hills, and green spaces, as well as the Little Miami River.
- Great local festivals
- There are nice, compact business districts that are close to everything.
- People care about each other. They are welcoming and friendly, and family-focused. This is unique for a city. People who come here tend to want to stay in this area.
- People work at a medium pace. The community is in "the middle" with its attitudes, development, and lifestyle.
- The scenic view through the valley on SR 32
- The towns are clean and small. The area is really a collection of small towns.
- The towns are close to city but have a suburban feel. When you arrive you feel like you are getting away from the city.

- There are wonderful churches, and park spaces, and the Mt. Washington Recreation Center that members of community raised money to build.
- Great schools
- There is an eclectic housing stock, and a huge spectrum of housing choices and costs. There are very expensive houses down to \$75,000 houses. Some streets are very quiet while others have more of a city feel.
- Good transit (and opportunities to expand it)

Ms. Hulet brought this first work session to a close by noting the importance of understanding community values and priorities before discussing the details of potential projects. It is key to understand what the community cares about and why before making specific transportation decisions. When ODOT decides whether and how to address specific traffic needs, it can use the values and priorities that the communities have articulated in these sessions as criteria by which the impacts and benefits of potential projects can be evaluated.

Transportation Needs

Next, Mr. Berkman from CBI led participants through a second work session. This session focused on how regional and local transportation networks could be improved. In their small groups, participants worked directly with local and regional maps, discussing areas where they thought improvements could be made. In setting up the conversation, Mr. Berkman suggested that participants could start by noting their “pet peeves” regarding traffic in the area. He also suggested that they think about tying their discussion of local issues to regional needs. Given ODOT’s mandate to solve regional problems while addressing local needs, it could be persuasive to ODOT if a potential local project would have regional impacts. Copies of the maps annotated at the workshop are attached.

After participants discussed these issues in small groups, representatives from each small group shared items from their list with the larger group. They highlighted the following transportation issues, organized by area of focus:

- Big picture issues
 - Even though there will not be a highway through the valley, there still need to be connections to get downtown or to I-71, so it is possible to easily go from neighborhood to neighborhood. The intersections need to be cleaned up to create a safer system with better flow.
 - Overall we could be doing more to create walkability. A number of sidewalks end or feel unsafe, in particular in Mt. Washington, and should be improved.
 - SR 32/Beechmont and the other side of the levee need to connect directly to Columbia Parkway, downtown, and possibly Red Bank. Those are the bottlenecks for traveling west. The Linwood and Madisonville connections also should be a focus.

- There should be more directional signs.
- Getting to uptown is difficult.
- Overall, we need good, safe access to attract developers and promote economic development.
- Beechmont Avenue (SR 125)
 - The system from SR 32 to Beechmont Levee should be looked at together.
 - Traffic flow along Beechmont Avenue from Elstun Road to Burney Lane should be improved.
 - Overall, there are numerous accidents as you approach the hill on Beechmont, primarily during peak hours.
 - There is currently work being done on a traffic study about the “chicken lane” or center turn lane on Beechmont, which has caused a lot of crashes. This will be an item of discussion at next Mt. Washington community council meeting.
 - There should be consistency with the number of lanes going up or down the hill on Beechmont. Currently, there is a center turn lane and then not a lane, which causes problems as people transition to and from the turn lane sections.
 - The reduction of two lanes into one in is a choke point.
 - The bike lane going up the hill on Beechmont make it impossible to put in a complete turn lane, and compromise traffic safety.
 - It might be possible to use the Metro buses (near UDF) so that bike riders could safely put their bikes on buses and ride up the hill. That would increase space for the turn lane (because the bike lane could be removed) while still facilitating biking.
 - There may need to be a left turn arrow from Sutton onto Beechmont (if one is not already there).
 - There should be a left turn lane at Beacon and Beechmont. Currently, the lack of a turn lane backs up everything.
 - The truck traffic on Beechmont conflicts with bikes and cars
 - The lack of sidewalks in certain places on Beechmont is unsafe.
 - The area at Wilmer/Wooster is especially confusing. It looks like you can turn left there, but you cannot.
 - There should be more destination signs to provide clarity.
- SR 32/SR 125 interchange
 - The merge onto westbound Beechmont Levee from SR 32 is dangerous.
 - The SR 32/SR 125 interchange is a strange design and should be reconfigured.
 - At times the ramps flood and then you have no access to SR 32 under SR 125.
 - Visibility on the ramps at SR 125 and SR 32 should be improved.
 - A second exit lane from eastbound SR 125 to SR 32 would be helpful.
- Biking, Transit, and Walkability

- More should be done to expand public transportation options to connect regional points of interest.
- SORTA has talked about getting more point-to-point service by adding smaller shuttles. It would be helpful to increase Metro by adding smaller shuttles, similar to campuses.
- Overall, there should be improved bus access and stops.
- Link smaller business districts together through transit.
- Have a transit center at the bottom of the hill, so long-distance commuters would enjoy fewer stops.
- There should be more bus rapid transit (BRT) routes. For example, there should be BRT on Madison so people can get to the hospitals.
- The bike trail should be completed into downtown.
- There could be a connection with the Little Miami Trail to cross the river, since there is a trail on both sides. There could also be connections to the east and into the business district, and in areas that line up with bus stops so people can have a multi-modal commute.
- Link the Little Miami Bike Trail with Armleder and Lunken trail (Beechmont over the Little Miami River), to facilitate biking.
- There could be a shared use path connection between the business district and the Little Miami Scenic Trail, behind the Speedway.
- There should be more off-road trails, not just sidewalks.
- There are no sidewalks on SR 125 between SR 32 and Ranchvale.
- Need connections from Saddleback to SR 32 and Clough to SR 125.
- Additional problems and suggestions
 - There are bottlenecks on SR 125 at Amelia
 - There should be improvements to the Clough Pike interface with SR 32 to address safety issues
 - There are traffic queuing issues at Clough and SR 32
 - Better pavement markings on the bridge over the Little Miami River
 - The “S” curves on SR 32 by the sod farms are an issue
 - The speed near the soccer fields on SR 32 is unsafe

Mr. Berkman wrapped up this second work session by noting that it was encouraging to hear participants articulate not only traffic problems, but also ideas for solutions.

Closing

Mr. Arnold closed the meeting with a final presentation (see the presentation slides for details). He made the following key points:

- 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, ODOT will 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 (Tommy encouraged survey takers to “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.

One participant added a final comment suggesting that the controversy over building a road through the Little Miami River Valley may have damaged the Eastern Corridor brand. The name “Eastern Corridor” may create negative feeling for some in the communities. The participant suggested that ODOT might consider using different names for different, specific areas. A representative from ODOT confirmed that when specific projects have been identified and begin to move forward, it may make sense to give them specific, project-focused names.

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

Meeting Participants:

Nathan Alley
Tom Caruso
Chris Curran
Pat Curran
Jon Doucleff
Susan Doucleff
David Haldeman
Dick Hewitt
Wade Johnston
Rich Jordan
Martha Kelly
Andy Moran
David Peterson
Adam Wissman
Greg Wissman

Project Team Members in attendance:

Jacqueline Annarino, ODOT
Tom Arnold, ODOT
Tim Hill, ODOT
Charlie Rowe, ODOT
Caroline Ammerman, Stantec
Steve Shadix, Stantec
Laura Whitman, Rasor Marketing
Communications

Meeting Facilitators:

Toby Berkman, CBI
Carri Hulet, CBI

**SR 125/SR 32
Focus Area Workshop
Presentation**



Segments II and III Focus Area Workshop

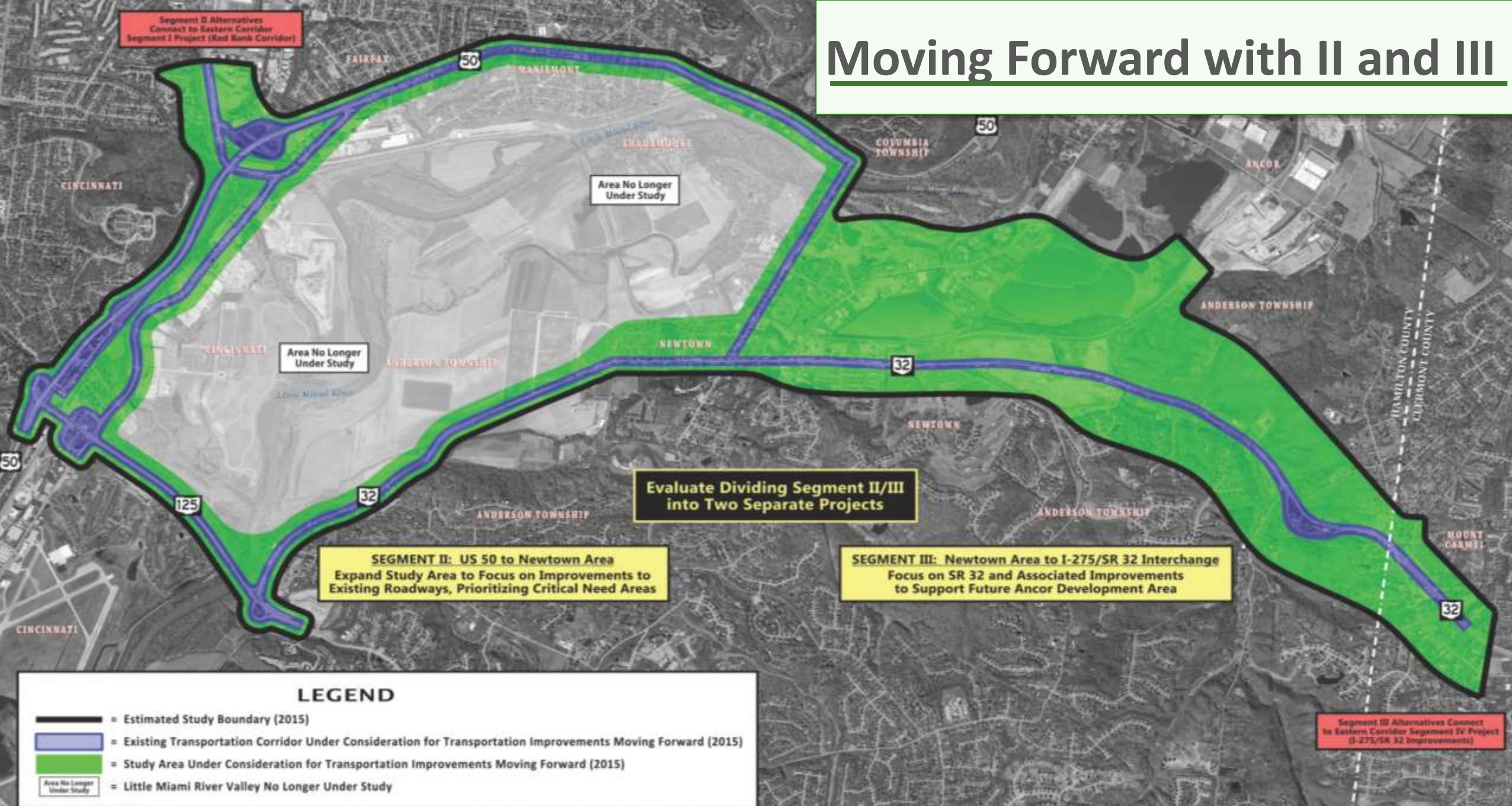
SR 32 & SR 125 Interchange Area

Mt. Washington Recreation Center

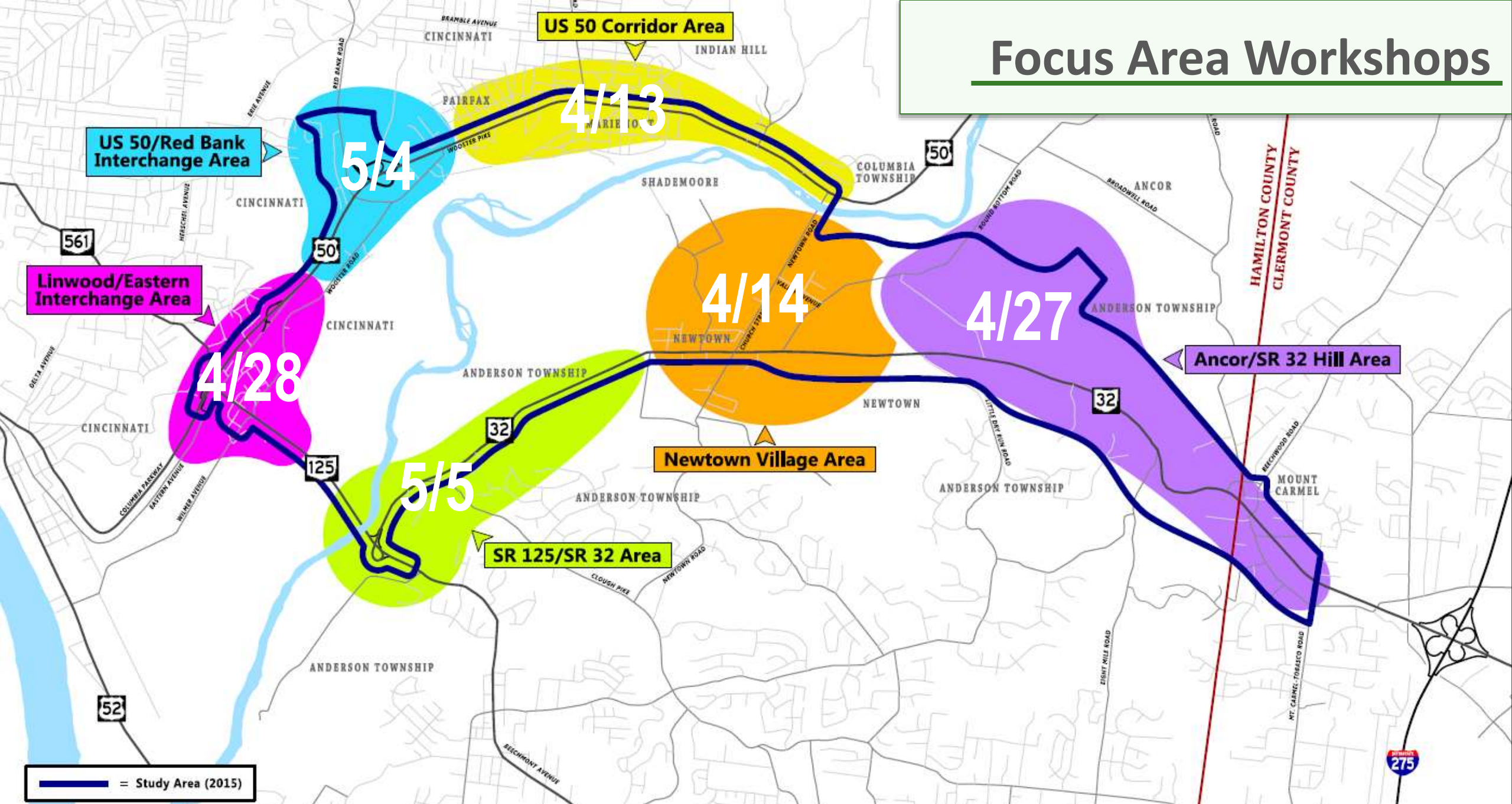
May 5, 2016

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

Moving Forward with II and III

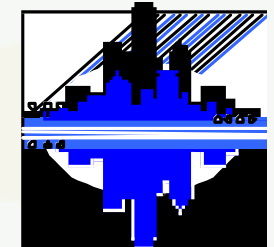


Focus Area Workshops

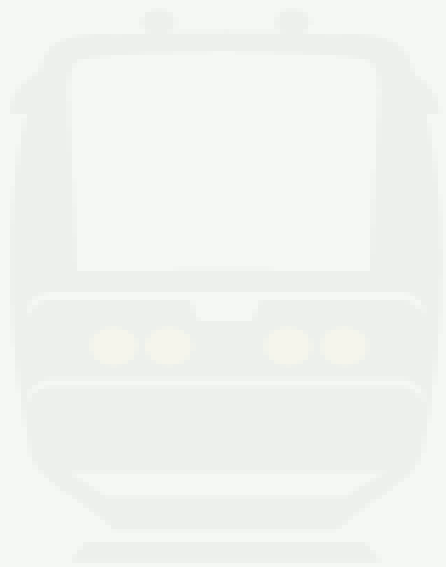


Tonight's Objectives

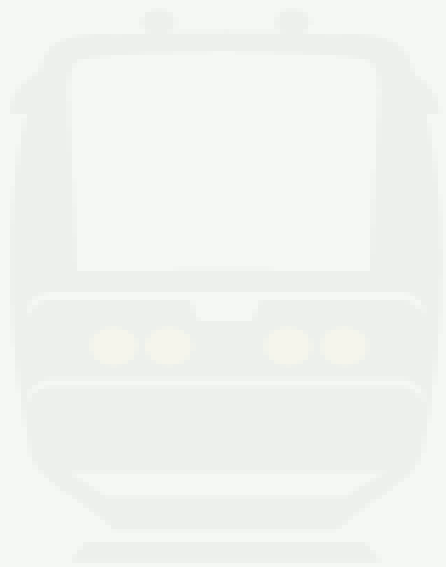
- Learn about transportation needs and community values from community members
- Explain ODOT's new approach to addressing transportation needs in this area
- Understand how the community evaluates trade-offs between transportation benefits and other values such as cost, environmental impacts and benefits,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



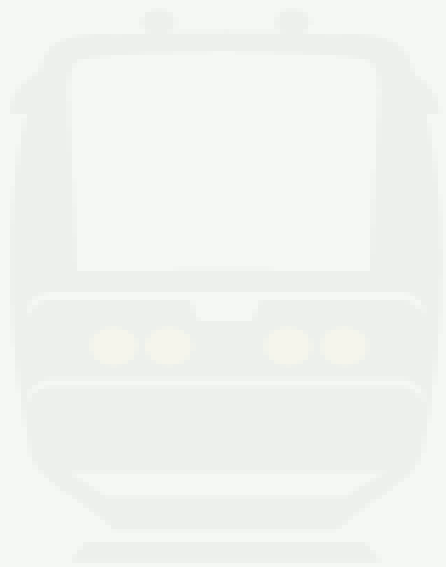
- Transportation Alternatives (TA)
- Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality (CMAQ)



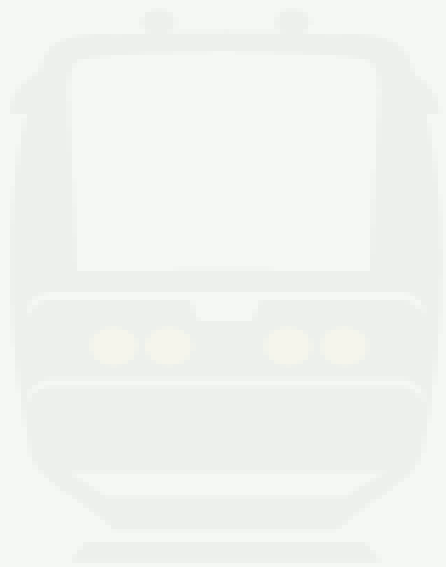
- Highway Safety Improvement (HSIP)
- Safe Routes to School (SRTS)
- Major New (TRAC)

Work Session:

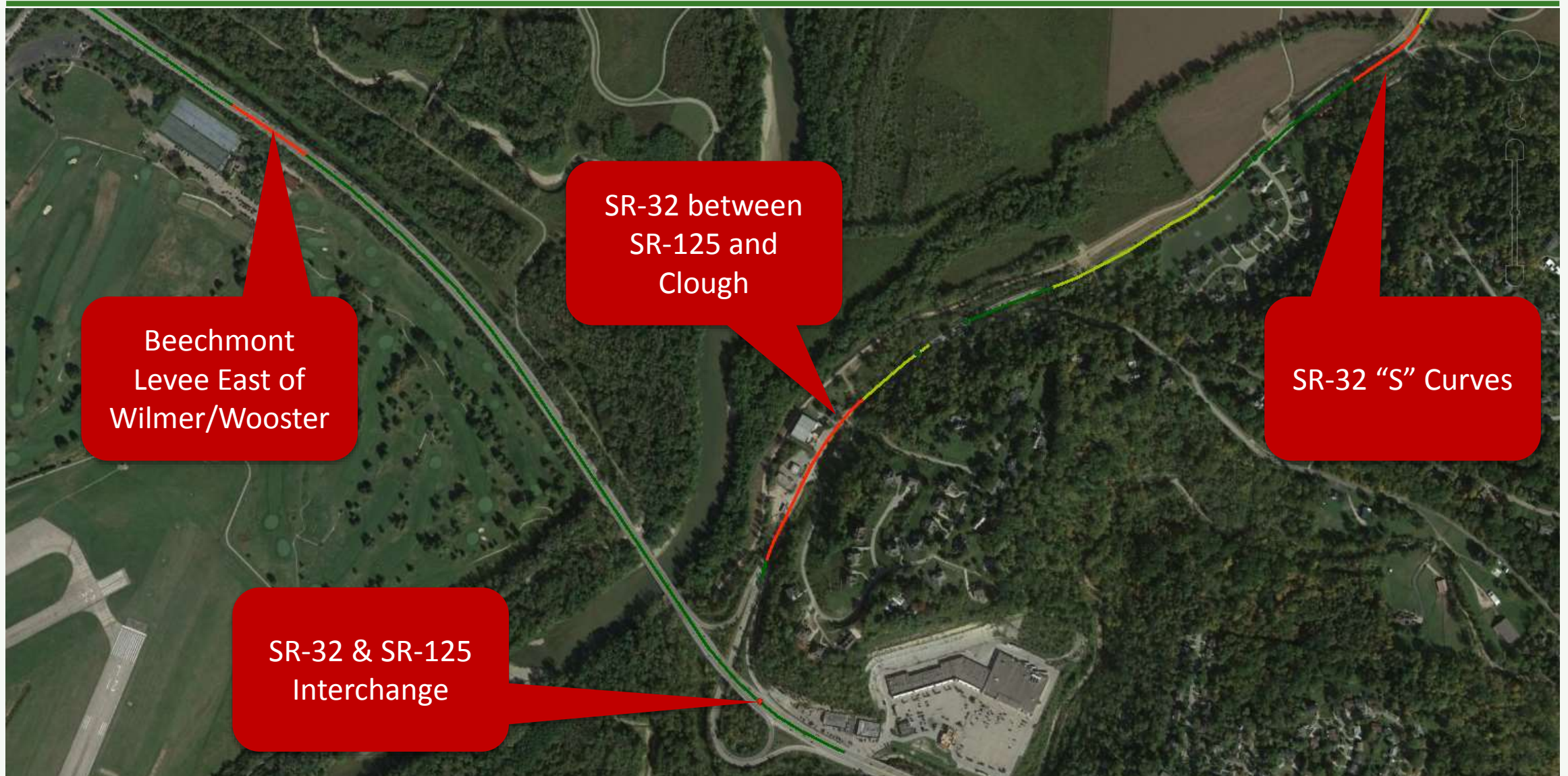
Community Values and Priorities



Work Session: Transportation Needs



Safety



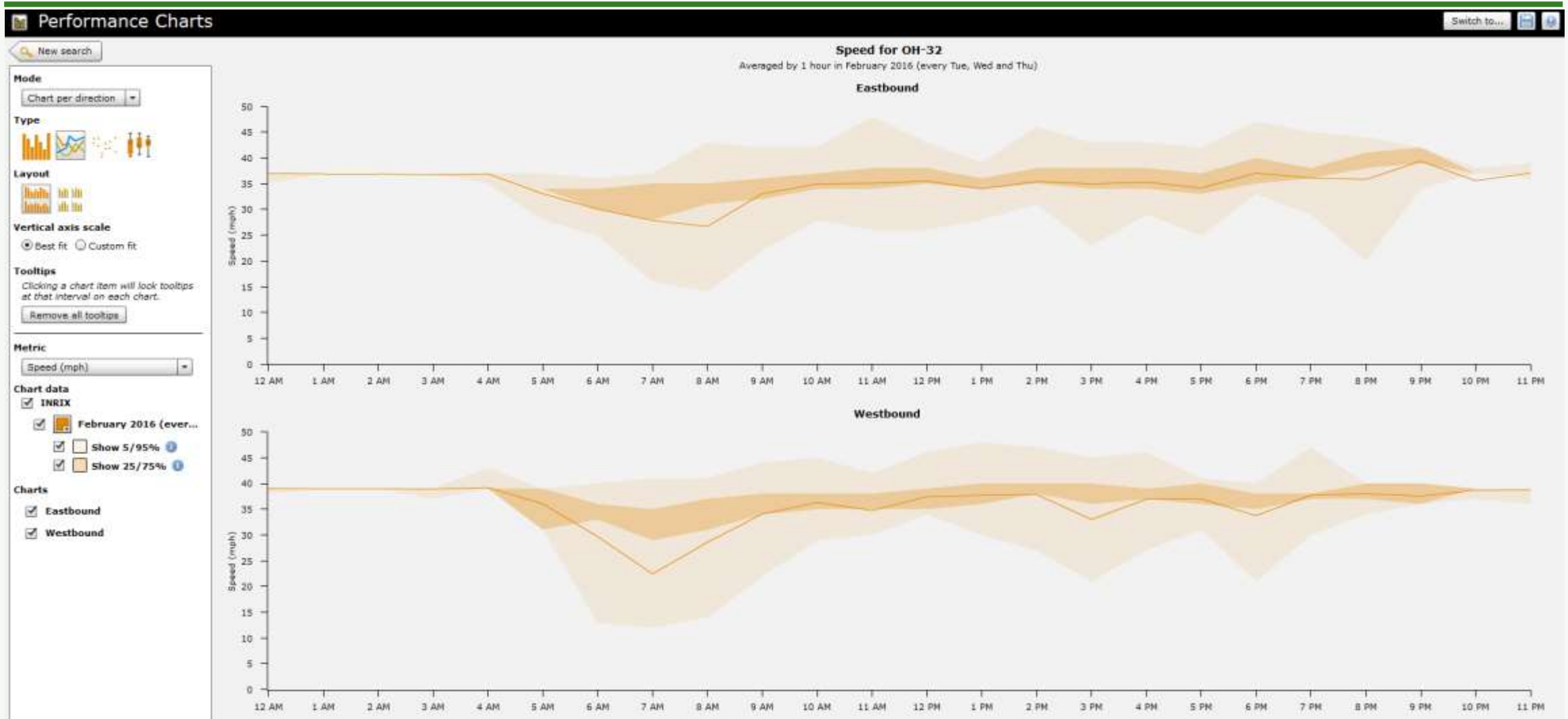
Traffic Flow: SR 32



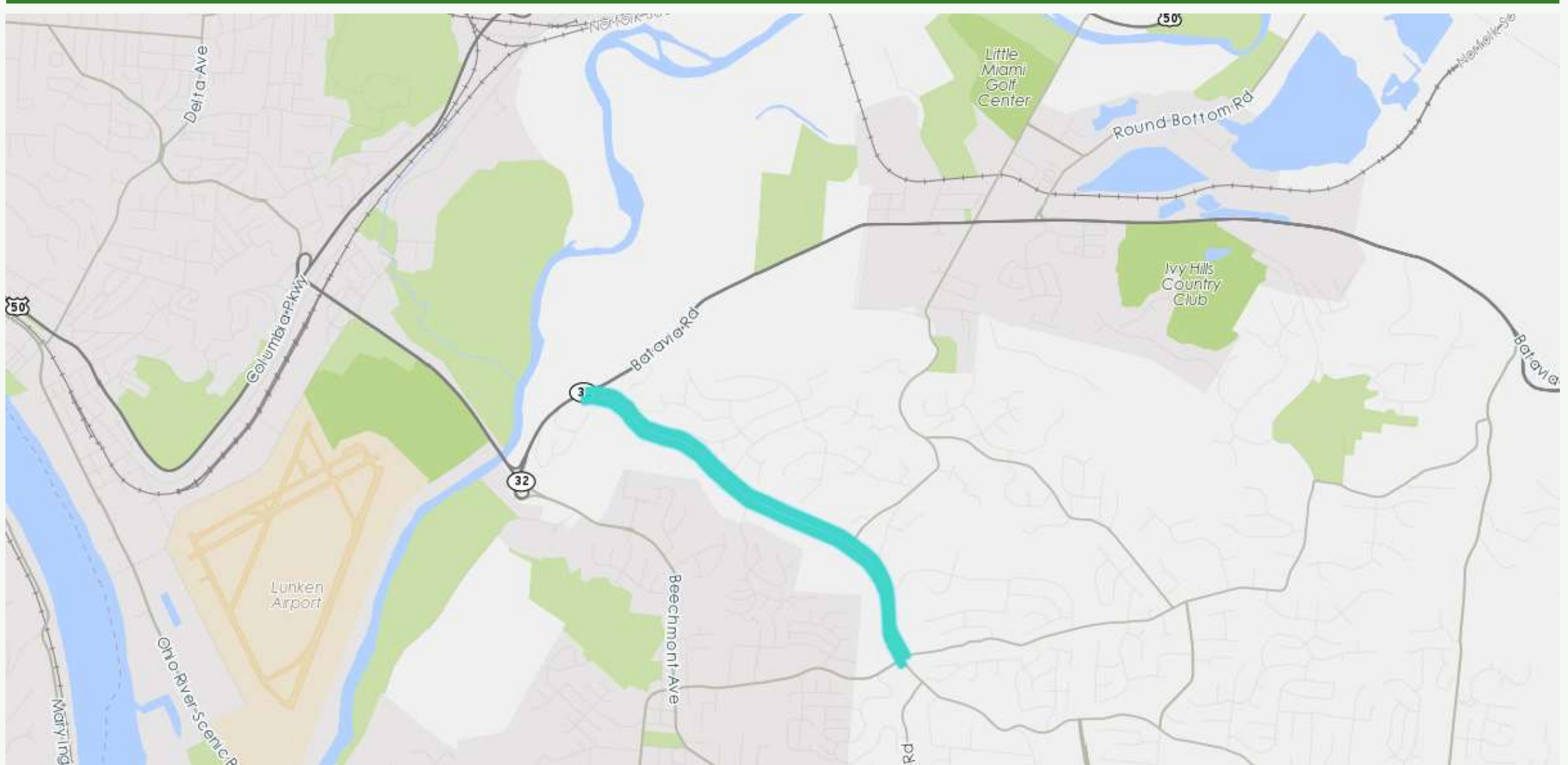
Travel Time: SR 32 from SR-125 to Clough



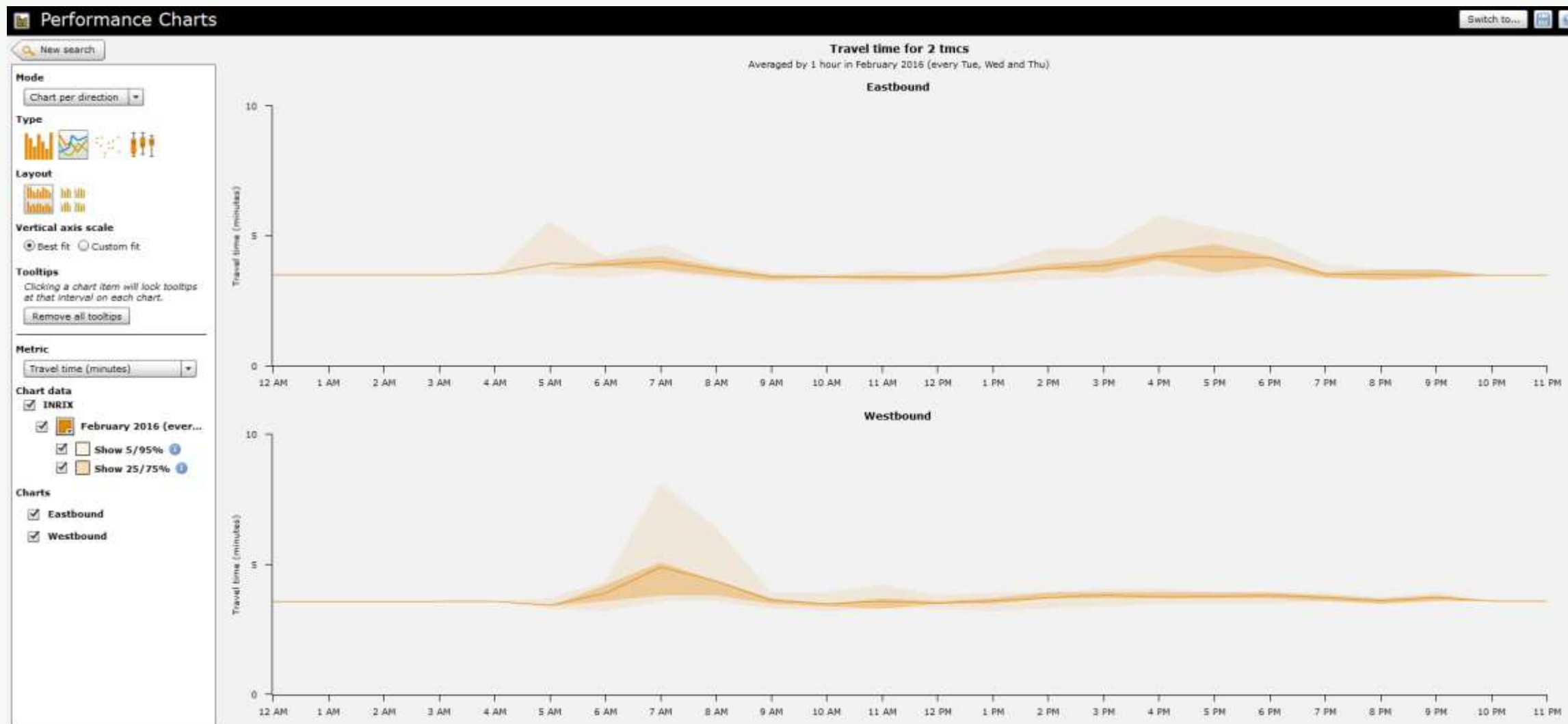
Speed: SR 32 from SR-125 to Clough



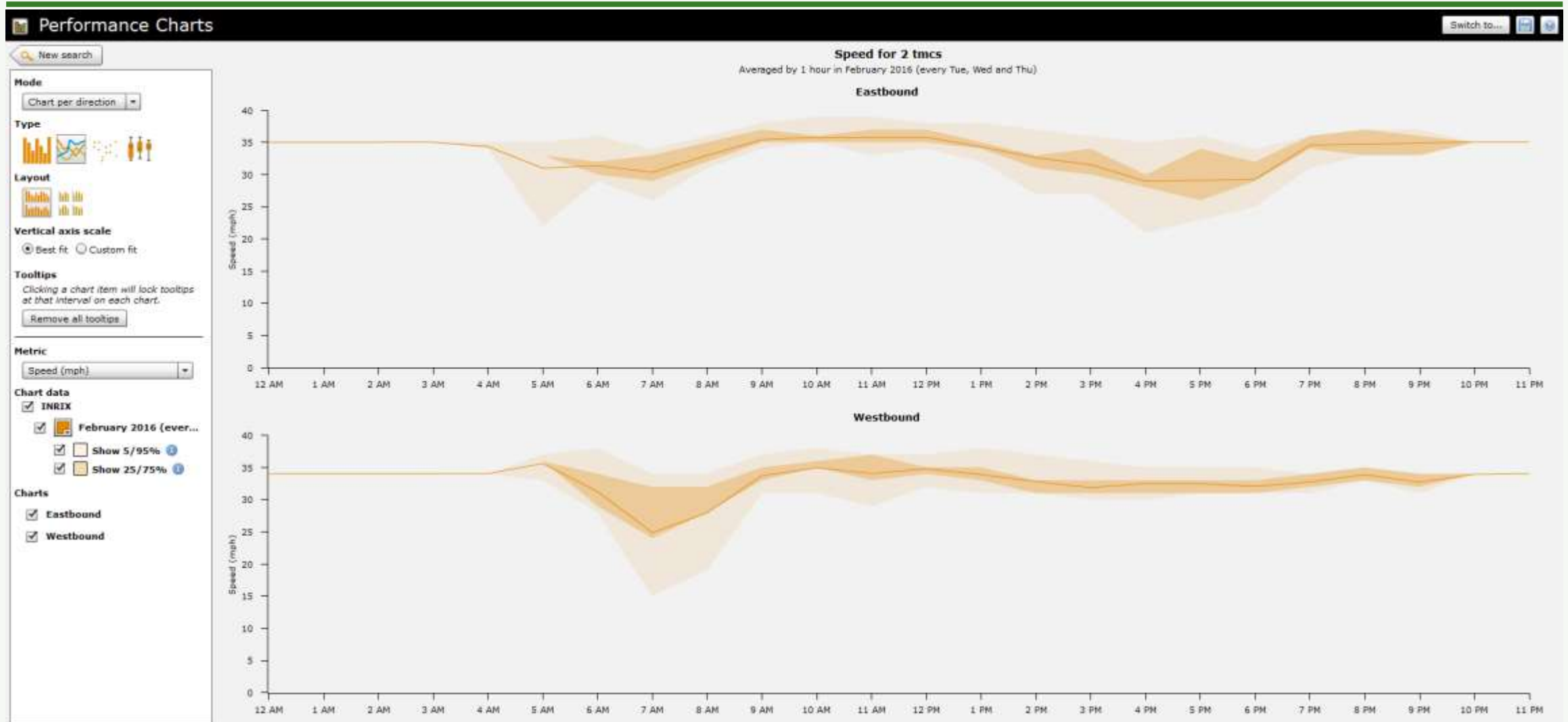
Traffic Flow - Clough



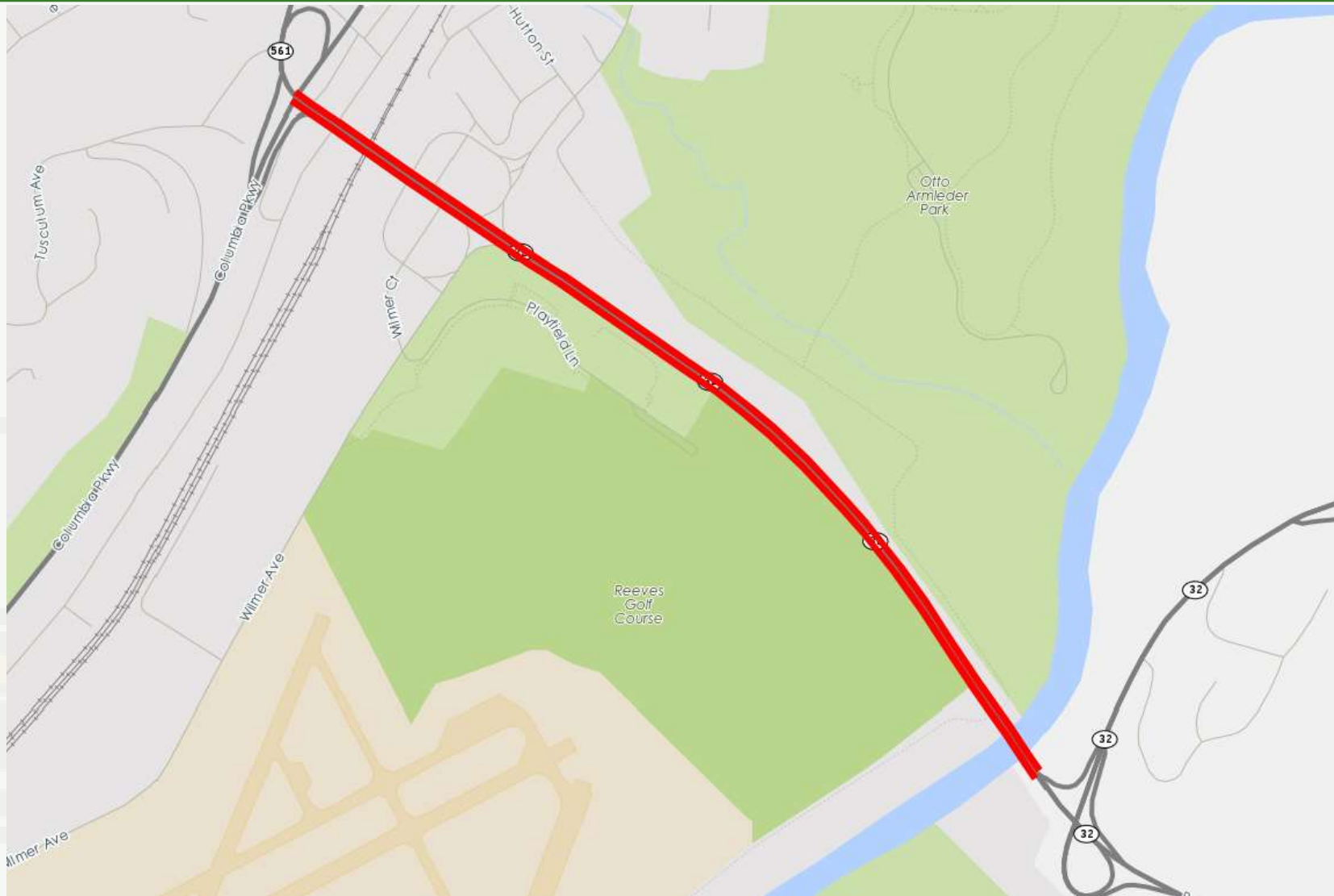
Travel Time - Clough



Speed Clough



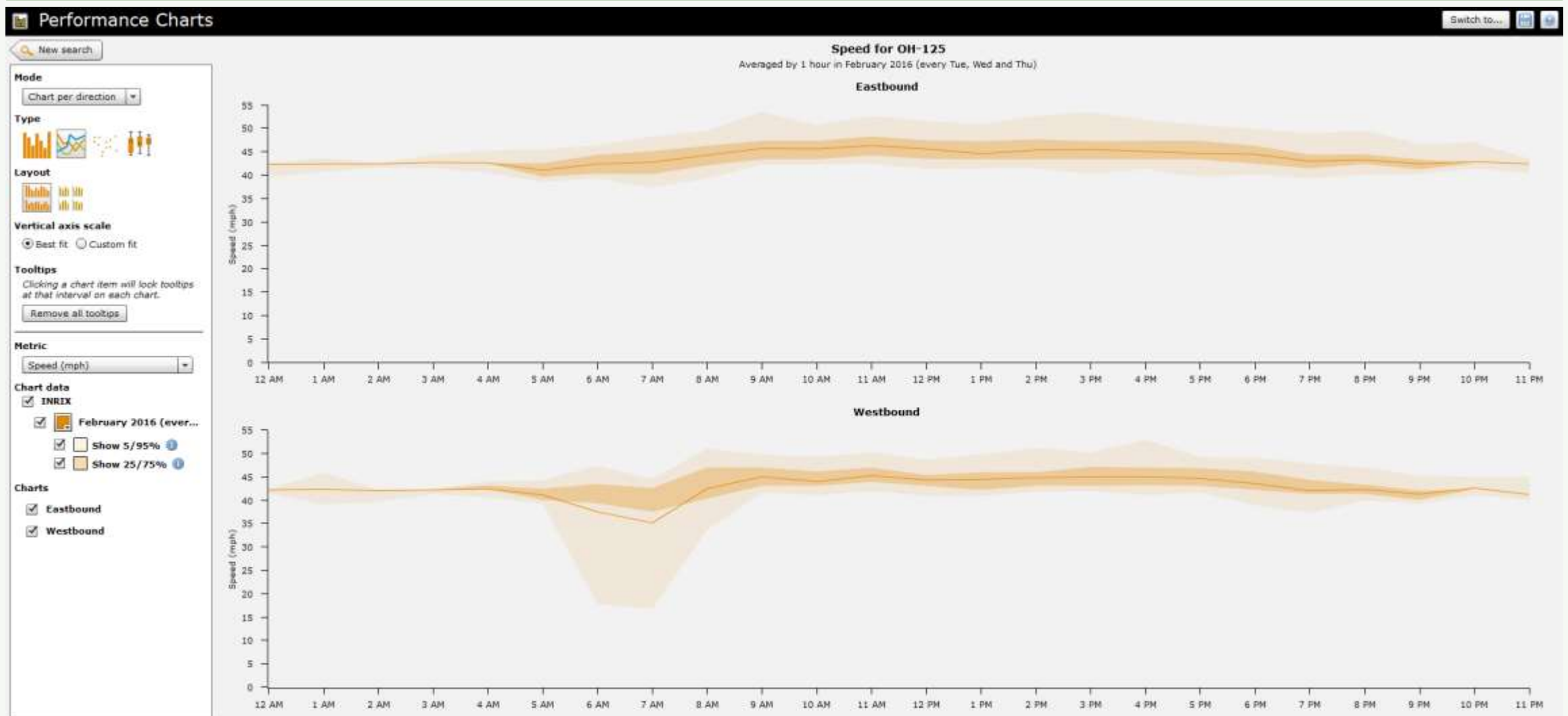
Traffic Flow – Beechmont Levee



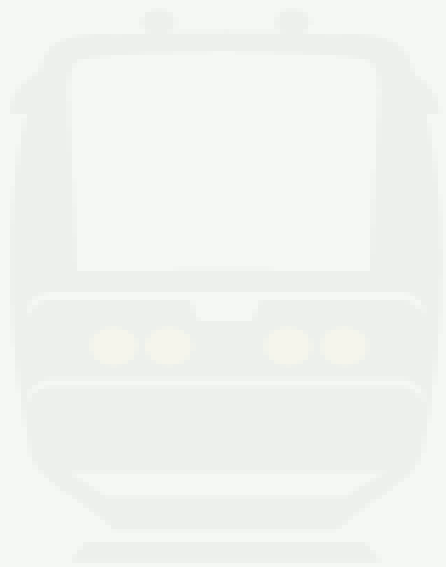
Travel Time: Beechmont Levee



Speed: Beechmont Levee




Workshop Wrap Up



Public Engagement

www. EasternCorridor.org



The Eastern Corridor

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To search, type and hit enter

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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Home

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](#)

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

[New Davis 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](#)

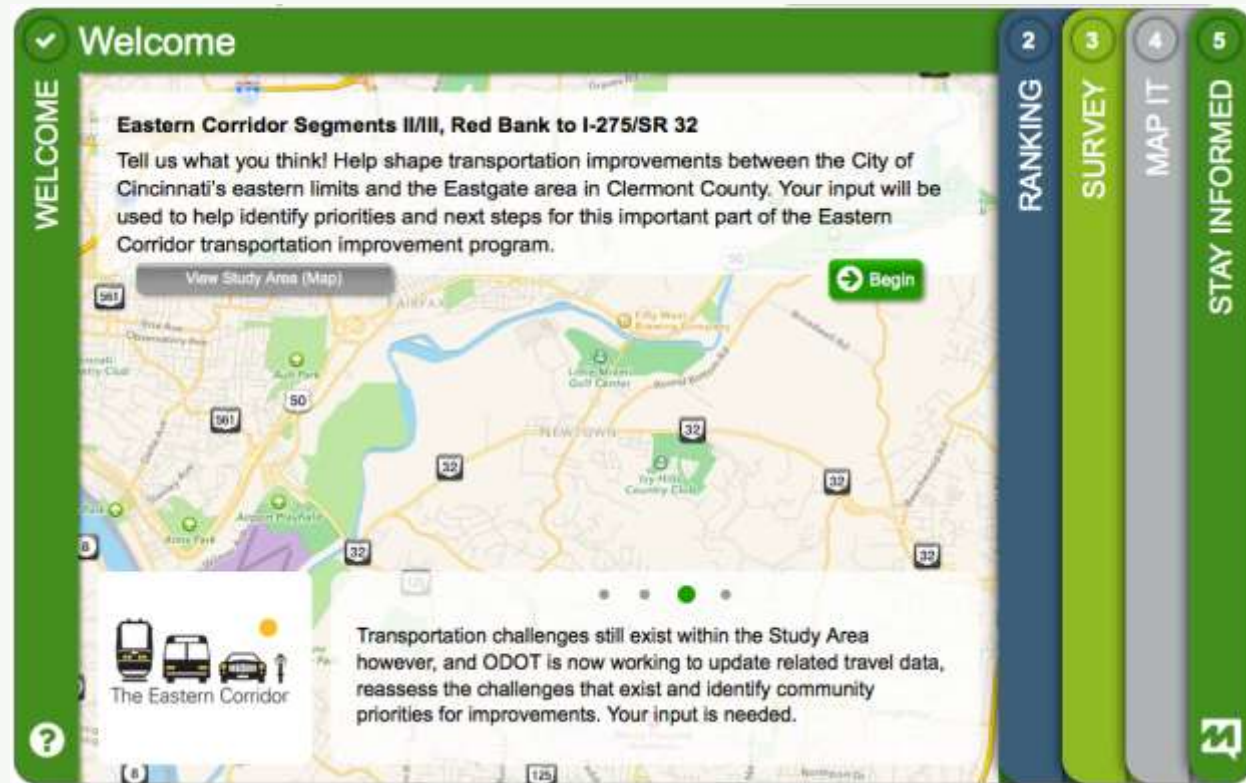
[Materials from the August 6 Public Meeting for the SR 32 Improvements are now posted](#)

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

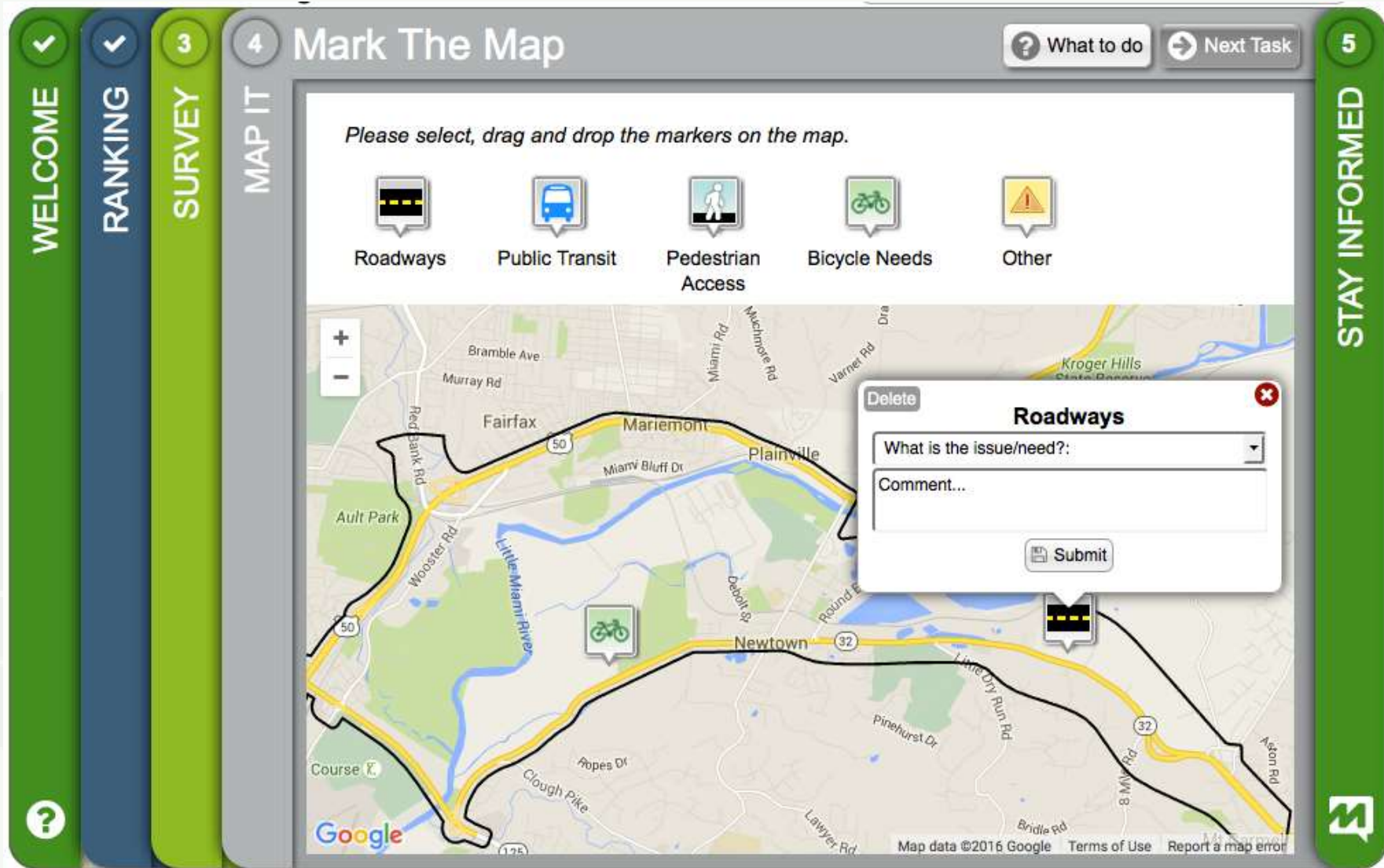
The Eastern Corridor Website

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



Public Engagement





www.EasternCorridor.org

EasternCorridor@EasternCorridor.org

SR 125/SR 32
Focus Area Workshop
Annotated Maps

EASTERN CORRIDOR

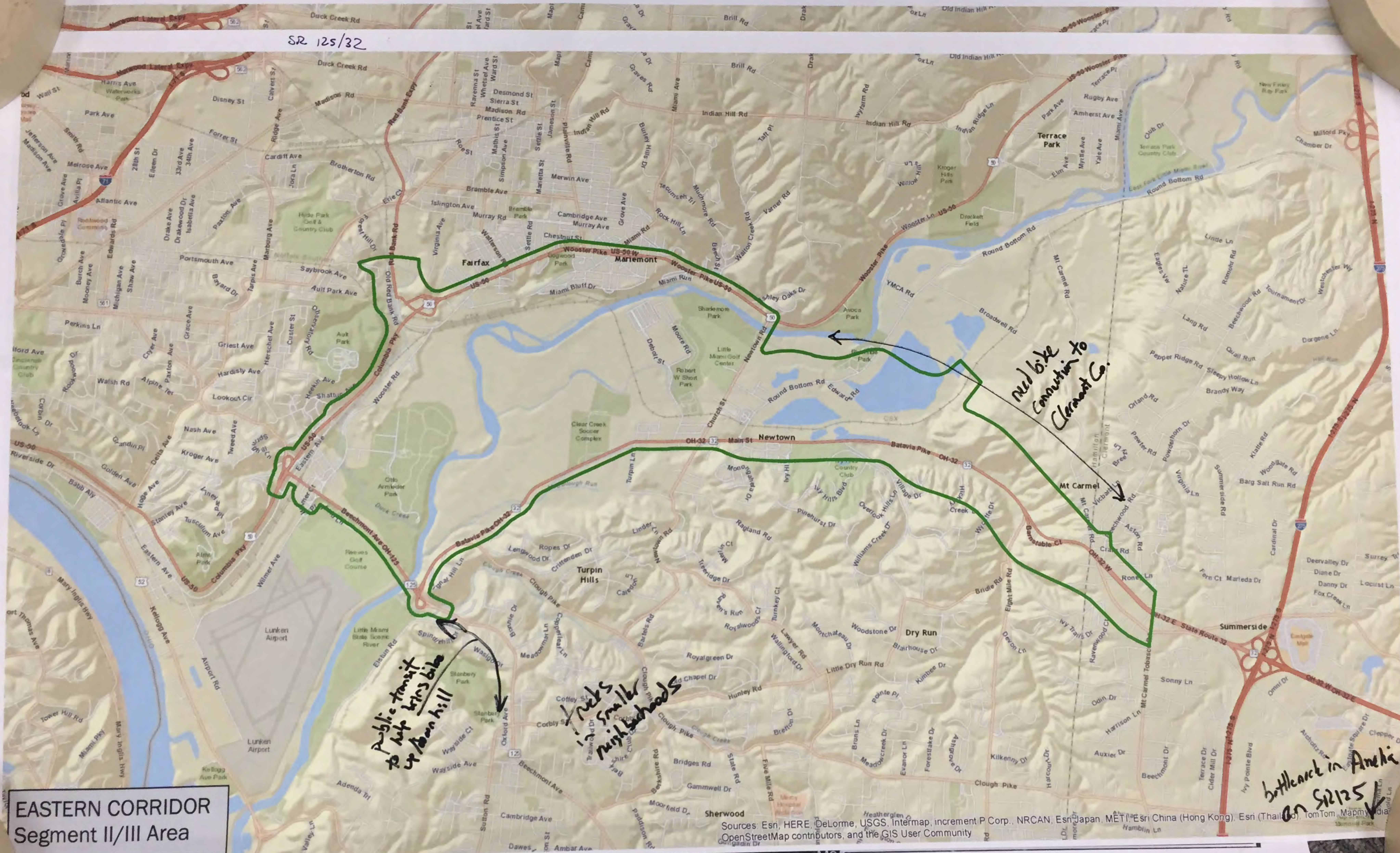
SR 125 / SR 32 Area



B3-1000
from road
up to hill

EASTERN CORRIDOR

SR 125/32



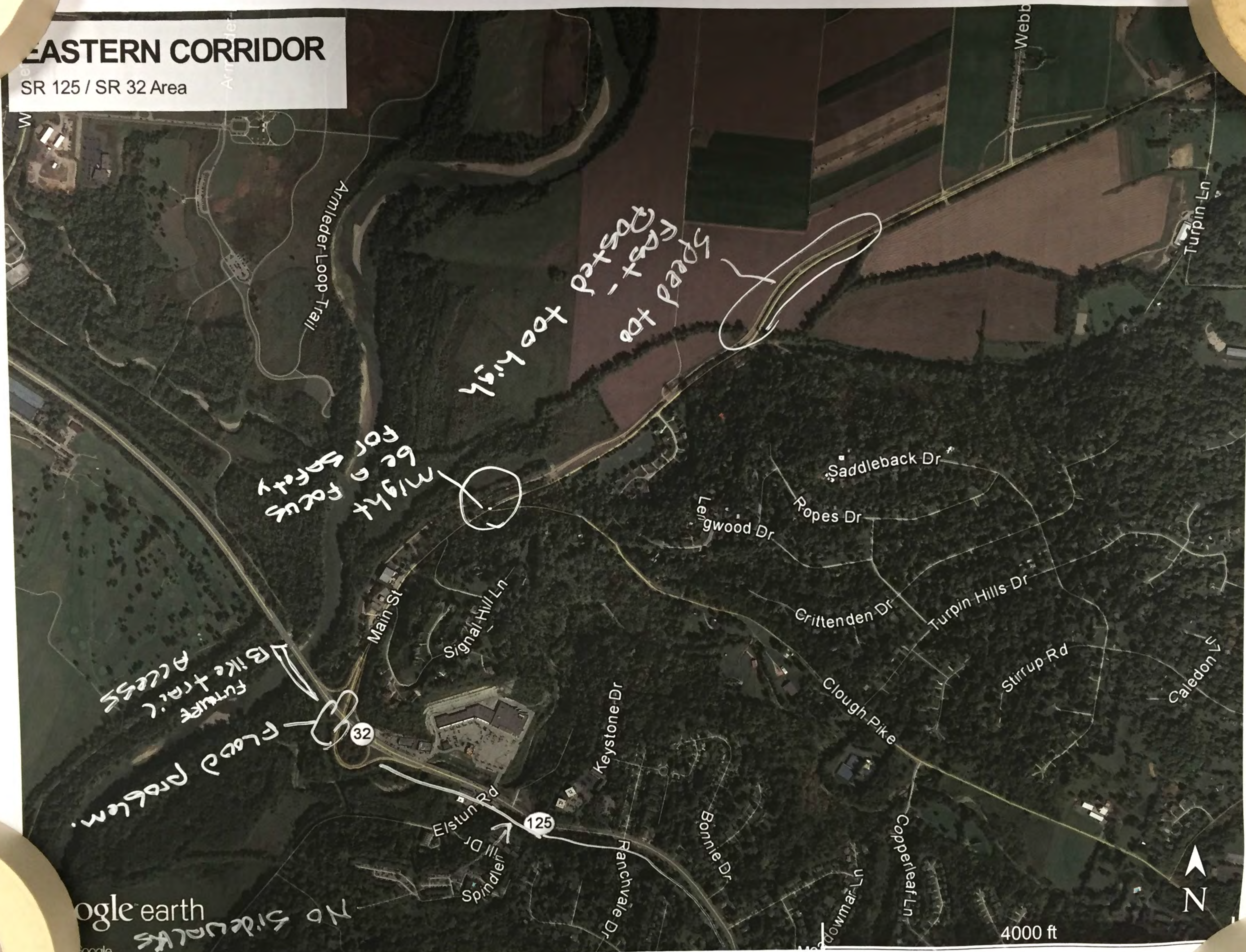
EASTERN CORRIDOR
Segment II/III Area

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

bottomland in Amelia
on SR125

EASTERN CORRIDOR

SR 125 / SR 32 Area



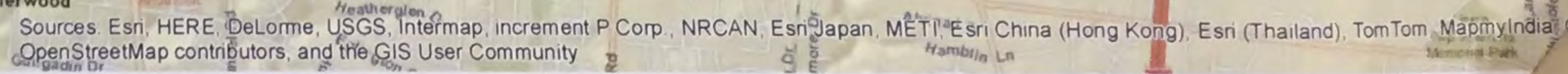
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SR 125/32

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NO TXN
Cane
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A191
Priority
Adenda Tri
in the
& Beachmont

SR 125 / SR 32 Area

SR 125 / SR 32 Area

EASTERN CORRIDOR
 125 / SR 32 Area

Handwritten notes and markings on the map include:

- Need to improve merge** (near the intersection of SR 32 and SR 125)
- landslides** (along SR 32)
- smooth road/ramp** (near the intersection of SR 32 and SR 125)
- better visibility** (near the intersection of SR 32 and SR 125)
- new connection** (between SR 32 and SR 125)
- city clough for** (near the intersection of SR 32 and SR 125)
- smooth right turn lane queues in AM** (near the intersection of SR 32 and SR 125)
- bike/ped access** (near the intersection of SR 32 and SR 125)
- Extend Turpin?** (near the intersection of SR 32 and SR 125)

Map labels include:

- Armleder Loop Trail
- Main St
- Signal Hill Ln
- Elston Rd
- 125
- Keystone Dr
- Boulevard
- Clough Pike
- Crittenden Dr
- Turpin Hills Dr
- Stirrup Rd
- Caledon St
- Saddleback Dr
- Popes Dr
- Clough Pike
- 125
- SR 32



Google™ earth

Digitized by Google

4000 ft

use the track!

Updated
Newtown
2.9 mi
in Newtown

could not
find
the
place
521 & 25
4th St
125

to get a car
from a city

EASTERN CORRIDOR
Segment II/III Area

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

Linwood/Eastern Interchange
Focus Area Workshop Summary



Ohio Department of Transportation, District 8
505 South State Route 741
Lebanon, OH 45036
(513) 932-3030

Linwood/Eastern Interchange Focus Area Workshop

Thursday, April 28, 2016, 6:00 – 8:00 p.m.

Christ the King Parish Center

927 Ellison Avenue, Mt. Lookout 45226

Workshop Summary

This ODOT public workshop focused on community and transportation issues in the Linwood/Eastern Interchange area (includes west end of Beechmont Levee, Beechmont Circle, Columbia Parkway interchange and Wooster Road). It was attended by 14 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 Route 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 to improving existing roads in Segment II/III is to establish the Purpose and Need. This includes analyzing traffic and crash data, and gathering public input. To gather public input, ODOT is conducting an online survey and is hosting six focus area workshops. The objectives of these workshops are to:
 - 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 about setting priorities.

Mr. Arnold recognized the project partners in attendance, Florence Parker, Ohio-Kentucky-Indiana (OKI) Regional Council of Governments, Todd Gadbury, Hamilton County Engineer's Office, and Martha Kelly, City of Cincinnati.

Mr. Arnold 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 ODOT's 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 left hand 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. Bigger, 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.

- We currently have funding for the first phase (planning) in Segments II/III and some for preliminary design and environmental studies, but we don't have funding to build right now. 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 OKI Regional Council of Governments may also have access to funding.

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 would 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 the group to talk about what they love about their community 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 and less so later during the construction phase when all of the important decisions have already been made.

The participants said they love these aspects of the area:

- Families/strength of the community
- Picturesque: shopping, housing, parks, recreation, while moving people
- Suburban feel and aesthetics
- Diversity of parks and number of parks; variety of recreation opportunities
- Some biking opportunities (but missing public transportation options)
- Generally defined communities with traditional origins; unique neighborhoods.
- Public and pedestrian access; clean and not trashy.
- Clermont County growing though still rural; would benefit from increased east-west access
- Areas growing faster than road network, which results in backups and bottlenecks
- Safe area with low crime rate
- Respect for community councils
- Communities have pride in "our streets and neighborhoods" and we complete beautification projects voluntarily

- Strong community character with older historic homes

Mr. Roberts concluded by saying these values and priorities can be developed into a list of 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 participants to discuss the following question in small groups: What comes to mind when they think about concerns with transportation in this area? He asked, “What is your pet peeve?” and encouraged participants 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 some of the highlights of the conversations. They shared the following trouble spots and pet peeves:

- The SR 32, Wooster Pike, Beechmont Avenue/Circle area and connectivity between US 50, Eastern Avenue, Wooster/Wilmer
 - This area is confusing in terms of pedestrian, bikes, and cars on Beechmont Levee
 - Motorists in the area would benefit from signage to help people get from SR 32, as you come across Beechmont Avenue, to get to I-71 or vice versa.
- Getting off of Columbia Parkway while headed eastbound, exiting on the Beechmont exit to turn left onto Linwood Avenue is terrifying—like playing the game “Frogger.”
- There is a point on Linwood Avenue where children cross the road from a Metro bus drop off. There are no signals and no crosswalk; it is dangerous.
- Eastern Avenue between Linwood Avenue and US 50 is treated mostly as an on and off ramp. People drive too fast to get onto US 50. It would be great to have a solar radar sign to remind people of their speed.
- Revamp the geometrics and add distance for merging at the SR-32 and Beechmont Avenue interchange
- The ramps at the interchange with Linwood Avenue and Columbia Parkway could be updated with longer ramp tapers.
- There is no connectivity between Columbia Parkway, Eastern Avenue and Wilmer Avenue.
- Old Wooster is flood-prone. An additional bike lane connection would be useful.

- Old Wooster is not bike friendly due to the dirt and debris left in the road by industry in the area.
- Traffic on Hershel – can we divert people by giving them a way to get to I-71 so they don't come up Linwood to get on Hershel? Maybe add traffic calming on Hershel to reduce speed and deter it from being a cut-through street.
- Congestion in downtown Newtown is an issue. We referred to the "Newtown Bypass" the area if driving westbound on SR 32, then up Round Bottom Road (using Valley Avenue and Round Bottom Road)—this area is confusing to get over to SR 32, and very congested.
- Need bike connections in Mariemont to get to the Little Miami Trail.
- We'd like to revamp Mount Lookout Square traffic signals. The signal cycle is too fast and causes congestion.
- Pedestrian crossings at Mount Lookout Square would be good.
- A direct ramp connection from Beechmont Levee up to US 50 would help people get to Red Bank Road and then to I-71.

Mr. Thompson thanked everyone for their participation and noted the many similar themes in their responses. He asked if there were any other points to amplify now.

Participants made the following comments or asked the following questions:

Biking – There is statewide bike route planning in this area, although some of it is guerilla designation. Mr. Arnold said ODOT would work with local jurisdictions to pass resolutions to identify Official Ohio State Bike Routes. For instance Old Wooster is shown as Ohio Bicycle Route 1 even though it is not bike friendly.

- Biking Traffic Counts – OKI is not completing bike traffic counts as part of the 2040 plan. It is difficult to count bicyclists on the street. On separated paths, lasers can be used to count bikes as they pass. A participant commented that the system, as currently designed, discourages bike use. There is insufficient connectivity and nice routes.

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, ODOT will 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 (Tommy encouraged survey takers to “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. Fluegemann provided an update about the Oasis Line in response to a question asked about the status of the project: ODOT has enough information to show it has feasibility and has identified estimated capital costs, operating costs, and ridership, which looks to be on par with other commuter rail lines in operation. It will cost roughly \$300 million (in today’s dollars). *{Actual estimated costs range from \$278,500,000 to \$325,600,000 depending on the alternative chosen, as shown in the Oasis Rail Conceptual Alternative Solutions Report, Feb 2016}*. ODOT is now ready to turn the project over to the local partners and policy makers to decide whether and how to pursue or implement it. Revenue streams must be identified to cover the capital and operational costs. If funding is secured through the Federal Transit Administration, they will require 50% of the costs be paid with local funds. Martha Kelly, City of Cincinnati, said the City believes the Oasis Line is very important and could connect to a regional rail plan. She expressed hope that a regional coalition would take the lead to move the Oasis Line forward. A participant suggested creating the Oasis Line on a singular track would not be worthwhile.
- 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
Suzanne Arnold
Tom Arnold
Owen Burke
Jim Coppock
Caroline Duffy
Todd Gadbury
Bob Hedlesten
Martha Kelly
Florence Parker
Dan Prevost
Tony Raab
Cailey Radcliffe
Maia Tountcheva

Project Team Members in attendance:

Jackie Anarino, ODOT
Tom Arnold, ODOT
Andy Fluegemann, ODOT
Caroline Ammerman, Stantec
Jesse Binau, Stantec
Steve Shadix, Stantec
Laura Whitman, Rasor Marketing
Communications

Meeting Facilitators:

Eric Roberts, CBI
Doug Thompson, CBI

**Linwood/Eastern Interchange
Focus Area Workshop
Presentation**



Segments II and III Focus Area Workshop

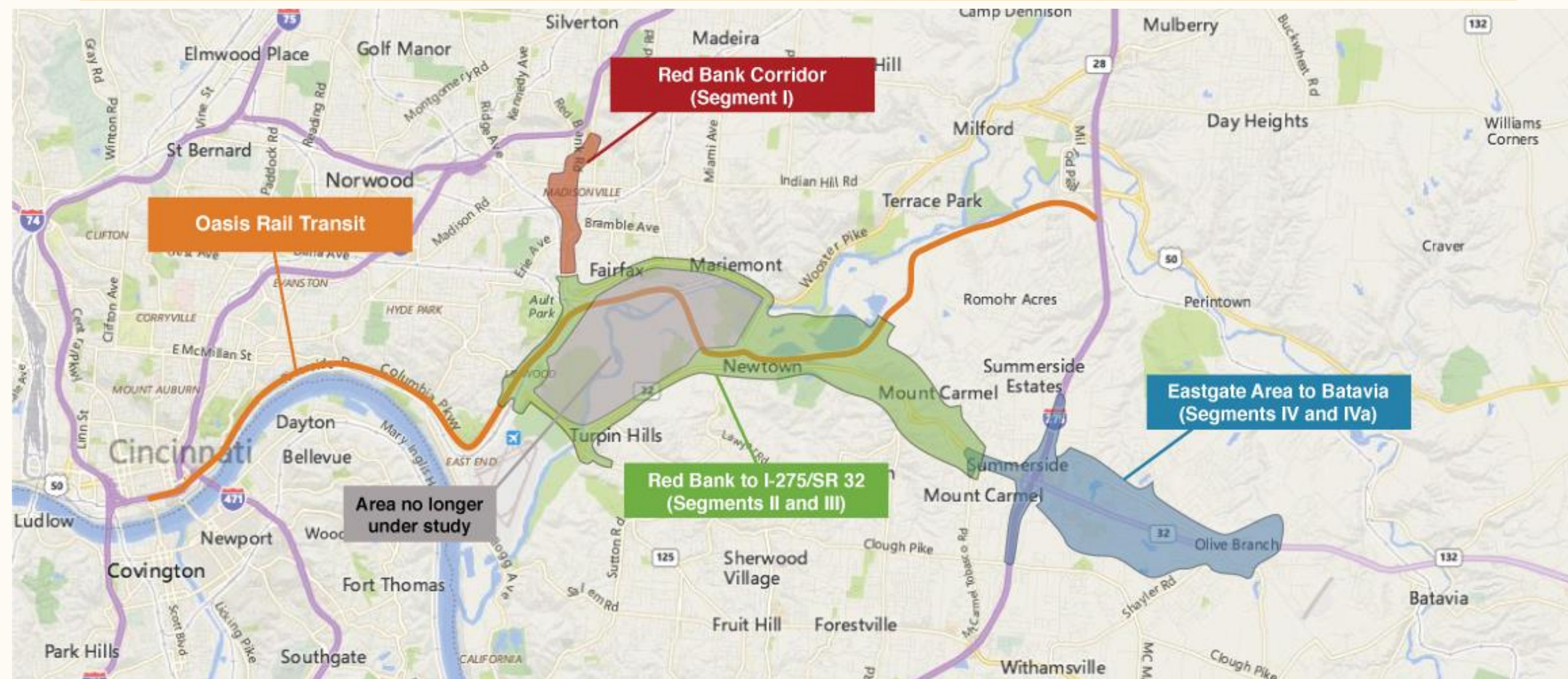
Linwood/Eastern Interchange Area

Christ the King Parish Center

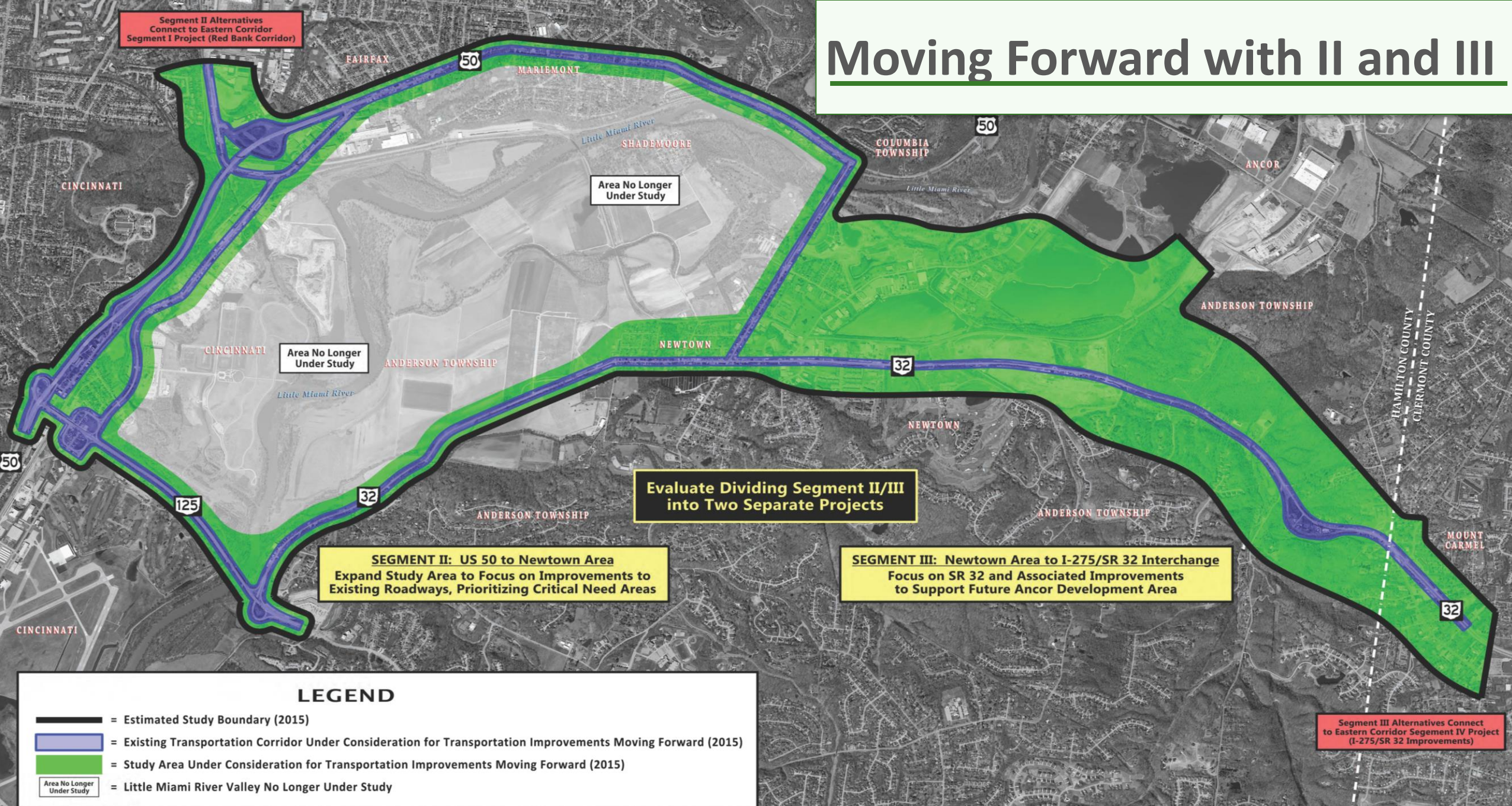
April 28, 2016

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

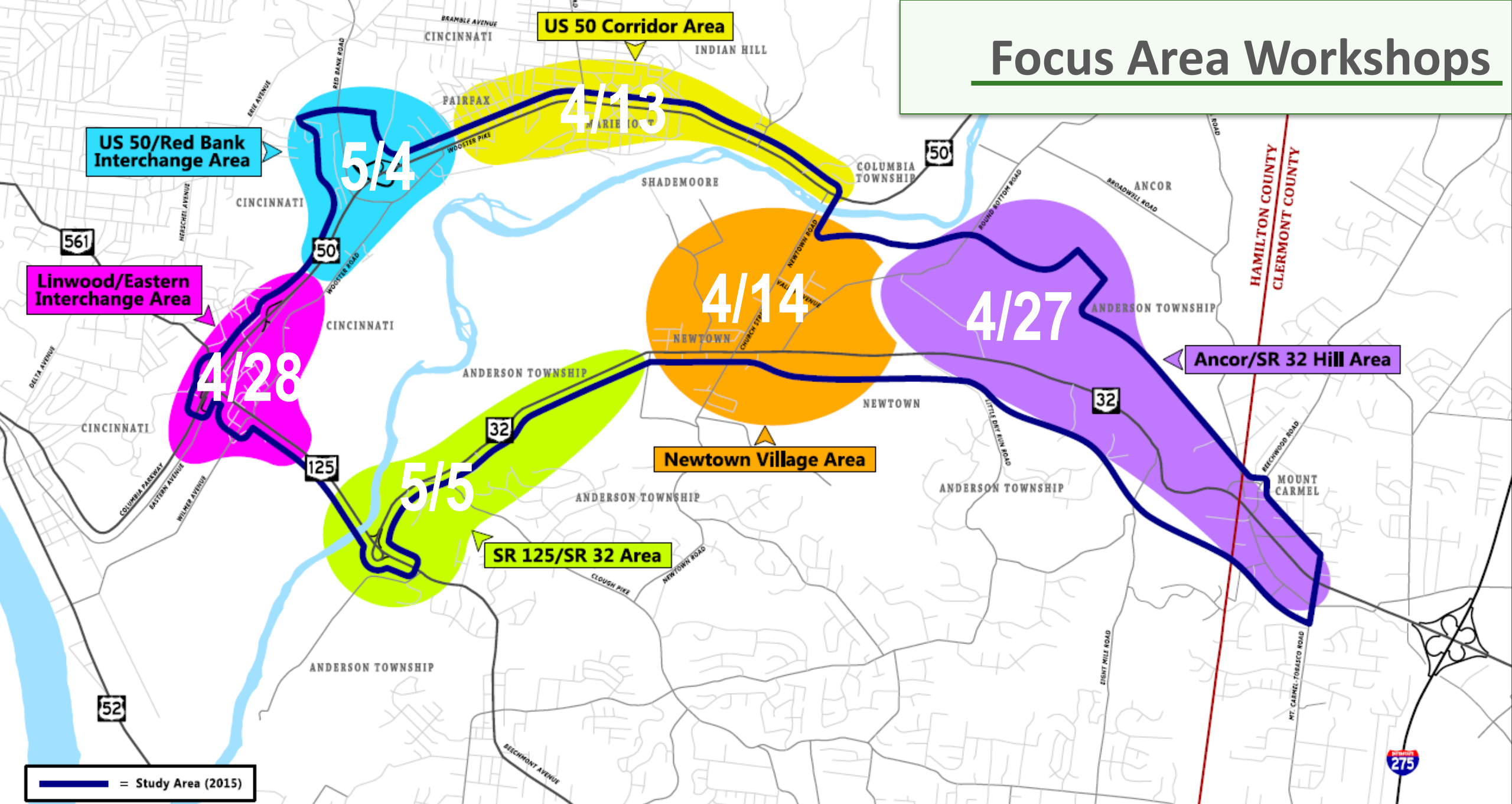
What is the Eastern Corridor Program?



Moving Forward with II and III

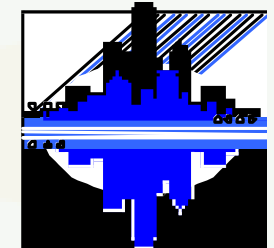


Focus Area Workshops

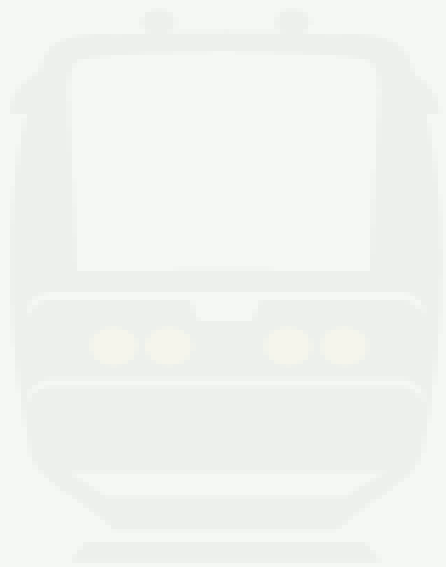


Tonight's Objectives

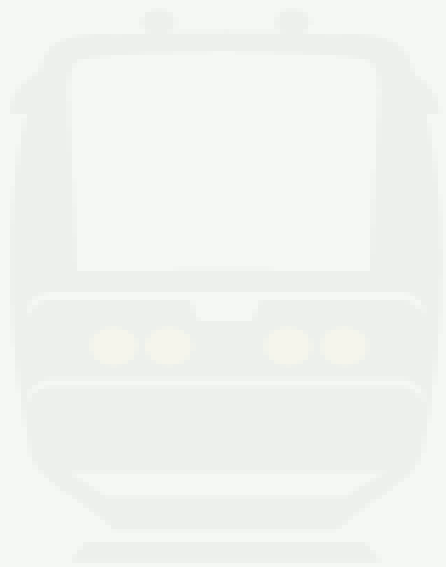
- Learn about transportation needs and community values from community members
- Explain ODOT's new approach to addressing transportation needs in this area
- Understand how the community evaluates trade-offs between transportation benefits and other values such as cost, environmental impacts and benefits,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

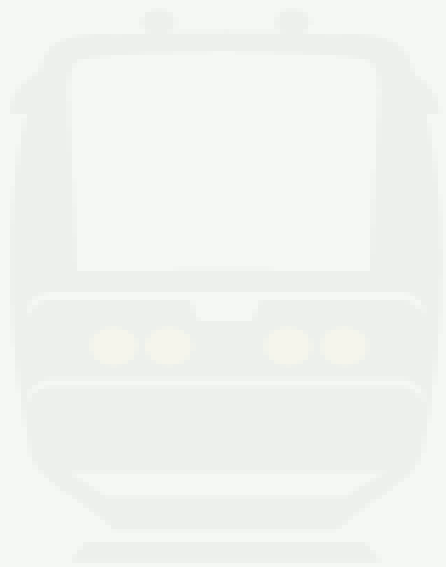
- Transportation Alternatives (TA)
- Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality (CMAQ)



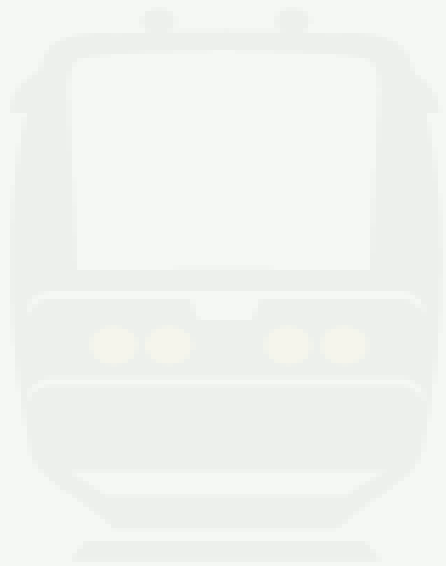
- Highway Safety Improvement (HSIP)
- Safe Routes to School (SRTS)
- Major New (TRAC)

Work Session:

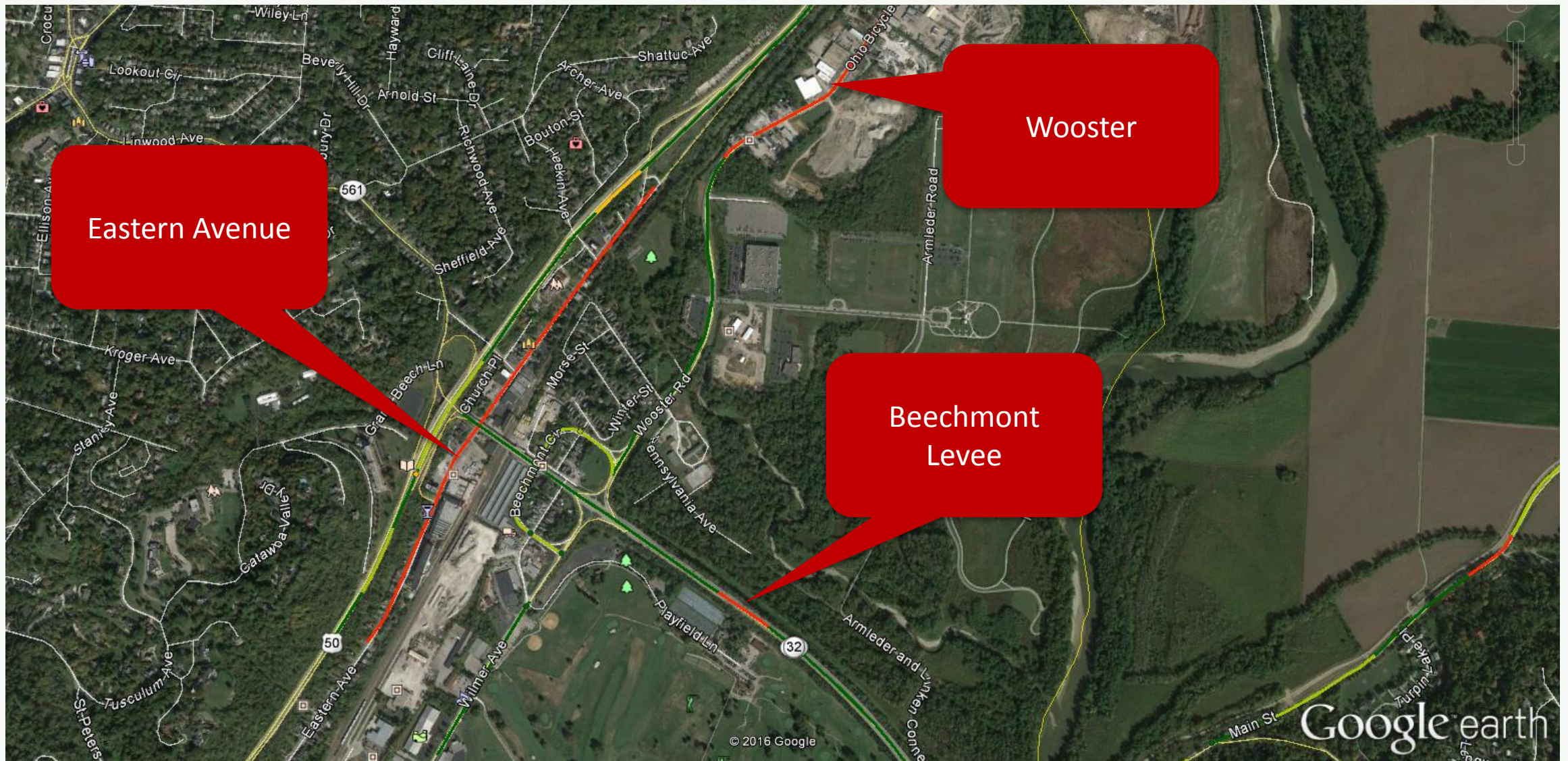
Community Values and Priorities



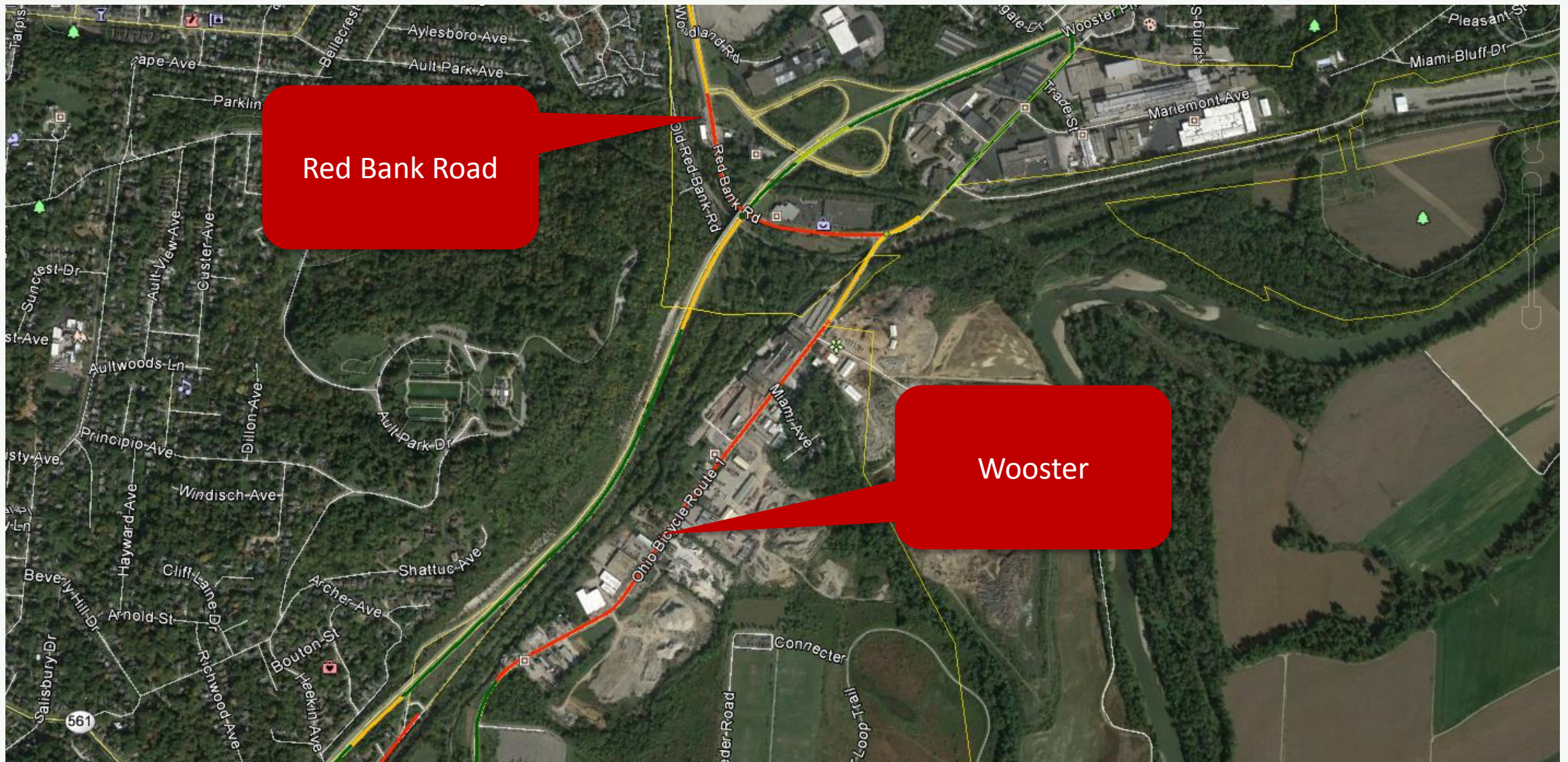
Work Session: Transportation Needs



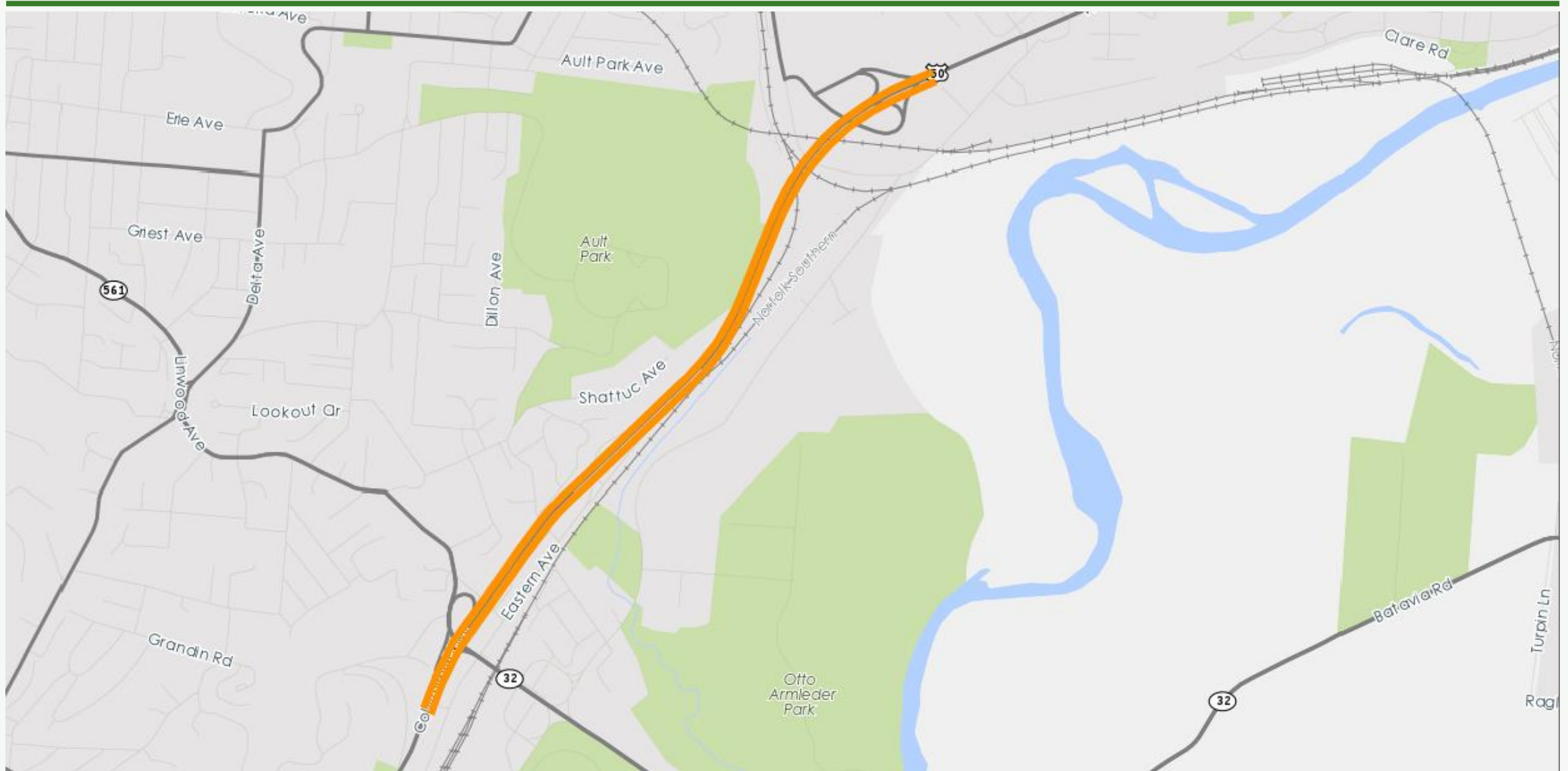
Safety



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%

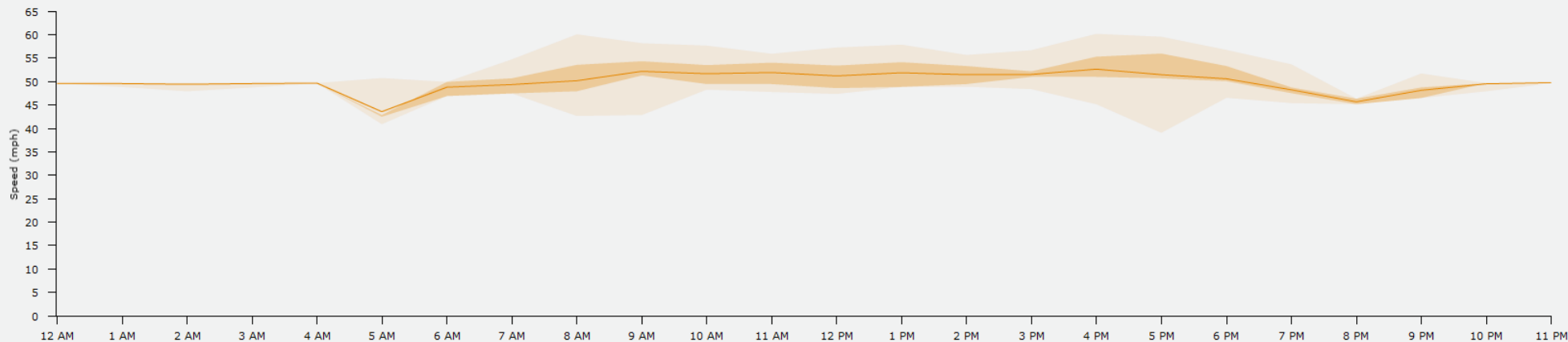
Charts

- ☒ Eastbound
- ☒ Westbound

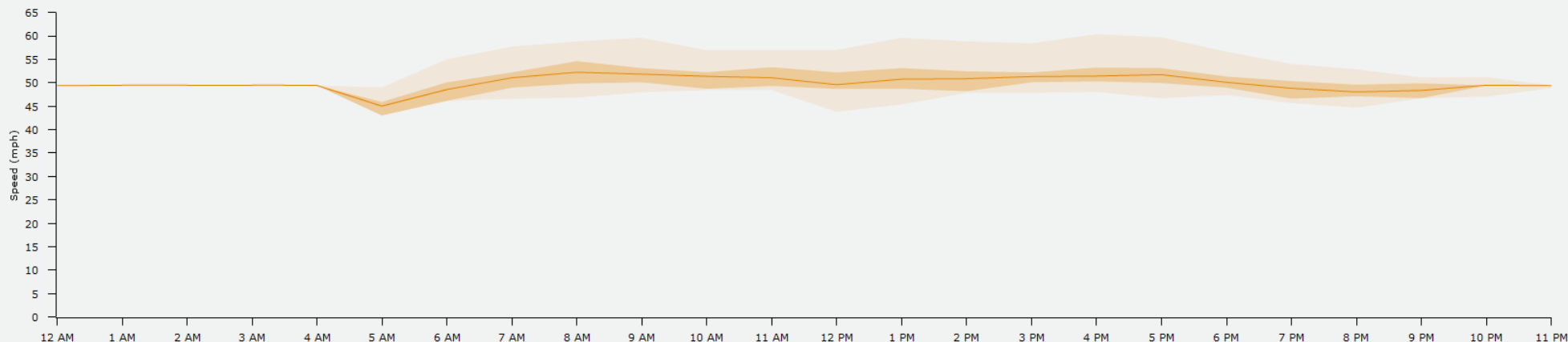
Speed for US-50

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

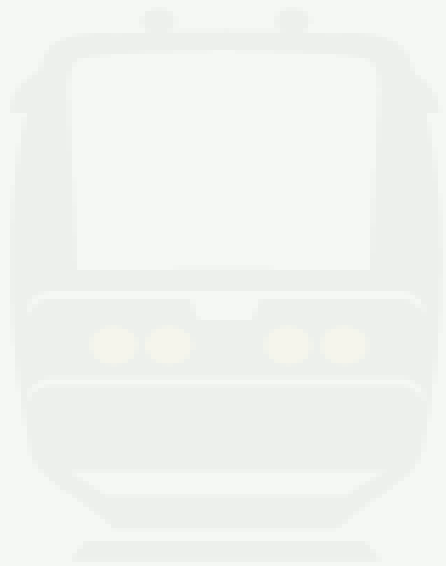
Eastbound



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

Home

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

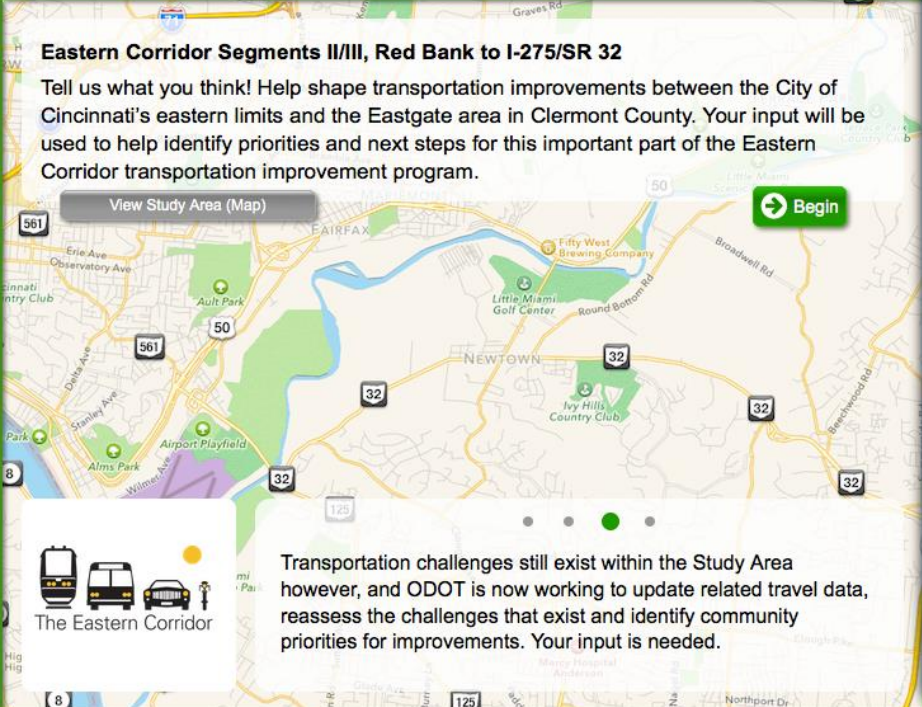
Welcome

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](#)



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

Travel Time Consistency and Duration



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

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.

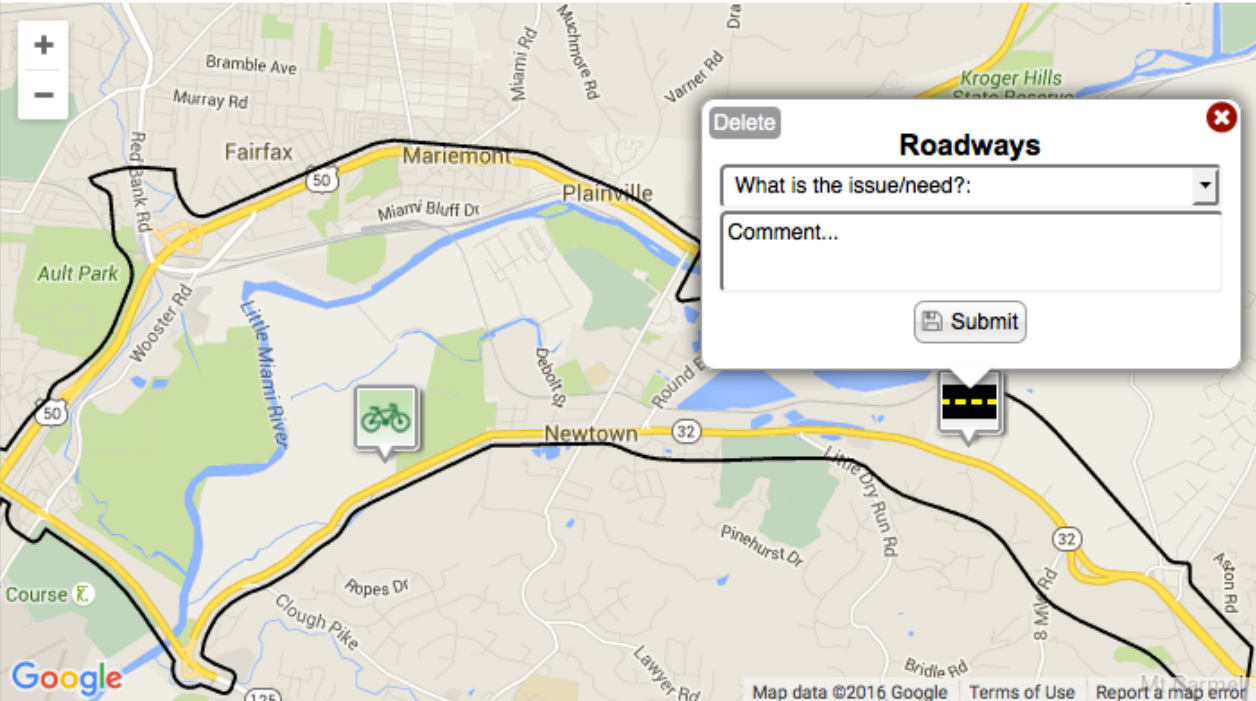
Roadways

Public Transit

Pedestrian Access

Bicycle Needs

Other



Delete

Roadways

What is the issue/need?:

Comment...

Submit

Map data ©2016 Google Terms of Use Report a map error



www.EasternCorridor.org

EasternCorridor@EasternCorridor.org

**Linwood/Eastern Interchange
Focus Area Workshop
Annotated Maps**

EASTERN CORRIDOR

Linwood / Eastern Interchange Area



4000 ft

N

STEVE

EASTERN CORRIDOR

Linwood / Eastern Interchange Area

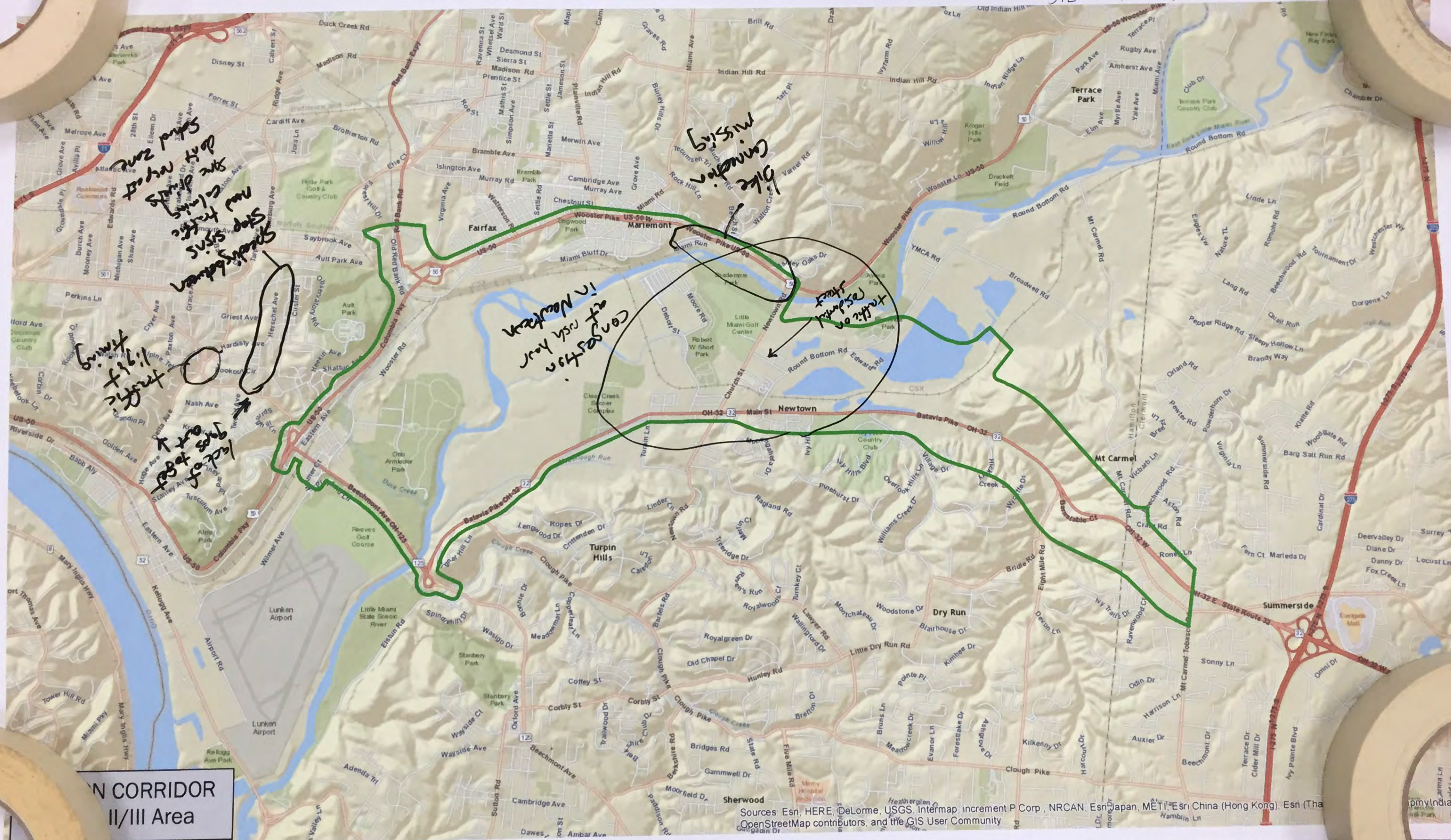


google earth

4000 ft

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STEVE SHAPIRO



N CORRIDOR
II/III Area

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

mpmyIndia

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EASTERN CORRIDOR

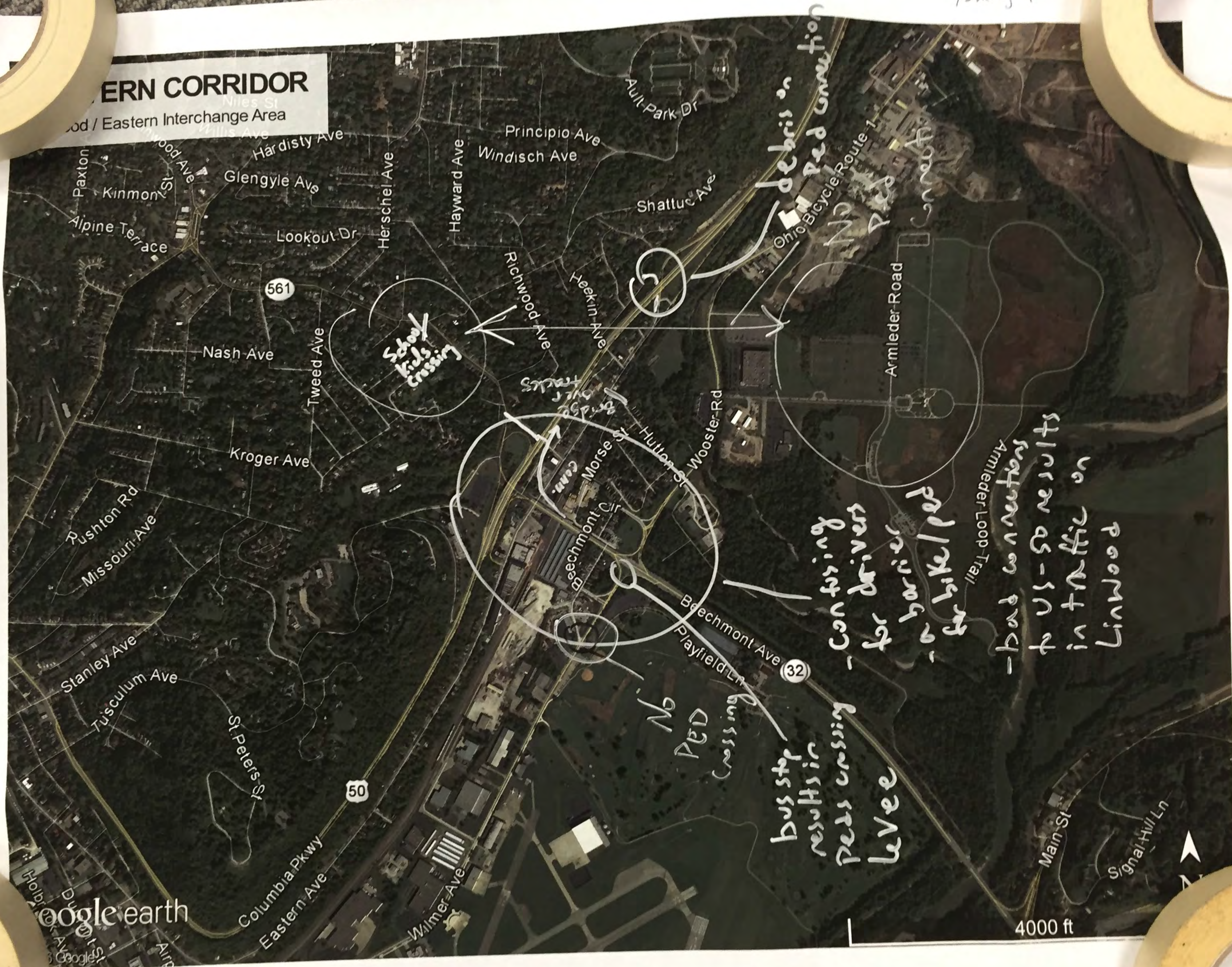
Linwood / Eastern Interchange Area



ERN CORRIDOR

od / Eastern Interchange Area

Tommy G

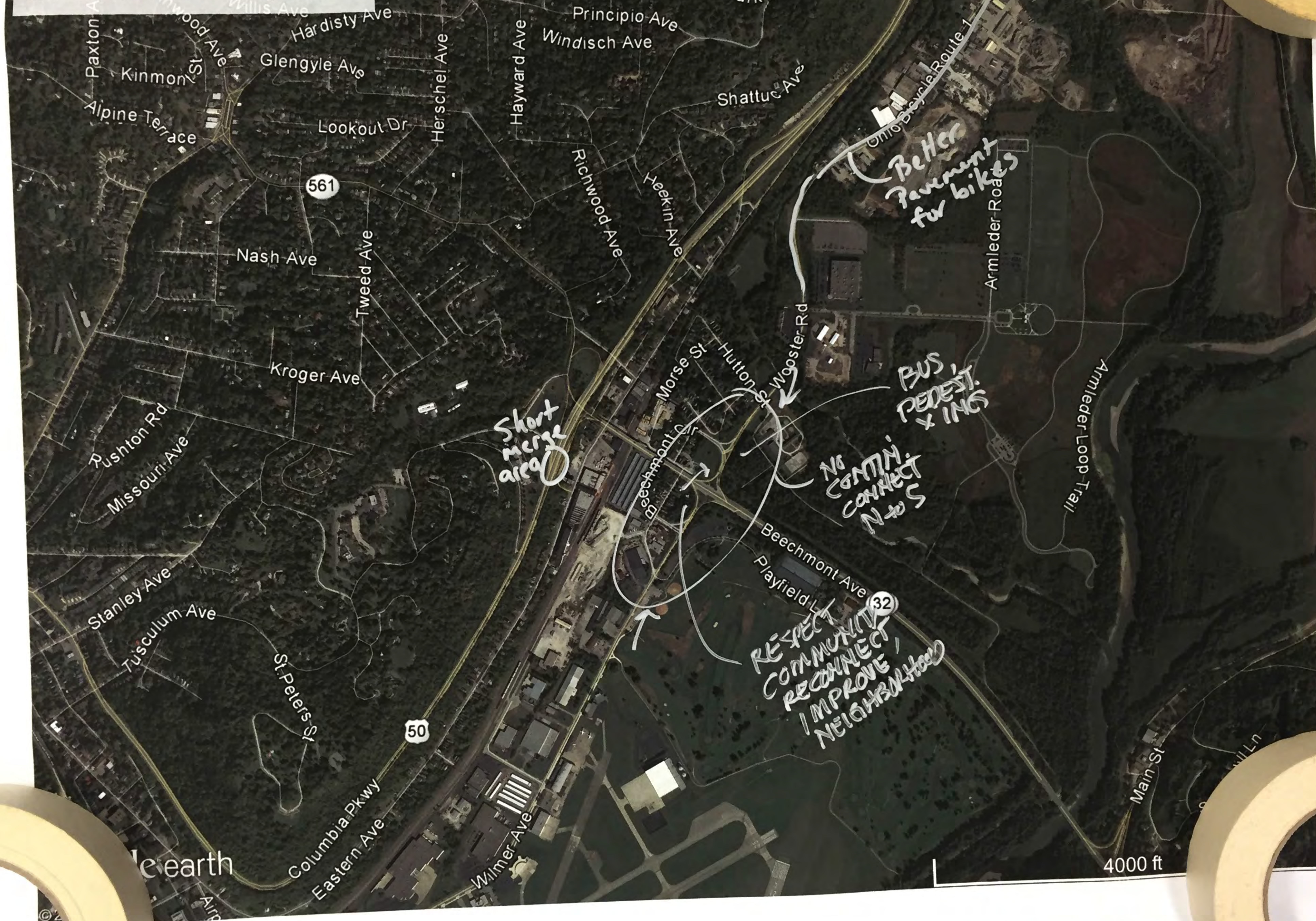


Google earth

4000 ft

EASTERN CORRIDOR

Linwood / Eastern Interchange Area



Jan 4

22:14 PM
105-50

PALE
CONCRETE

CORRIDOR
VIII Area

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

*Dedline of
bus service
over years*

Tommy

EASTERN CORRIDOR
ment II/III Area

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

MapmIndia ©

US 50/Red Bank Interchange
Focus Area Workshop Summary



Ohio Department of Transportation, District 8
505 South State Route 741
Lebanon, OH 45036
(513) 932-3030

US 50/Red Bank Interchange Focus Area Workshop

Wednesday, May 4, 2016, 6:00 – 8:00 p.m.
R.G. Cribbet Recreation Center
5903 Hawthorne Avenue, Fairfax 45227

Workshop Summary

This ODOT public workshop focused on community and transportation issues in the US 50/Red Bank Interchange area. It was attended by 15 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, opened the workshop by welcoming participants, and introducing himself and other members of the workshop planning team. He stressed the importance of the Eastern Corridor project and his excitement at getting feedback from the community. He then gave a presentation to explain the purpose of the workshop in the context of the Eastern Corridor Program. Slides and detailed notes from Mr. Arnold's presentation are available on the Eastern Corridor website. 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 Route 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 to improving existing roads in Segments II and III is to establish the Purpose and Need. This includes analyzing traffic and crash data, and gathering public input. To gather public input, ODOT is conducting an online survey and is hosting six focus area workshops. The objectives of these workshops are to:
 - 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 about setting priorities.

Mr. Arnold recognized the project partners in attendance, Florence Parker, Ohio-Kentucky-Indiana (OKI) Regional Council of Governments, and Martha Kelly, City of Cincinnati.

Next, Carri Hulet, workshop facilitator from the Consensus Building Institute (CBI), introduced herself, explained the role of the facilitation team, and reviewed the agenda for the workshop. She noted that CBI would be producing a workshop summary that would be available online. She then broke the participants into two small groups and provided them with a few minutes to introduce themselves and get to know each other.

Project Development Overview

Mr. Arnold presented on ODOT's project development process, how ODOT's current focus on Purpose and Need in Segments II and III fits into the process, and how input from the communities can influence the process. See the presentation slides for details.

Key points from Mr. Arnold's presentation:

- 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.
- Ohio is a "Home Rule" state. ODOT maintains interstates and state and US routes outside of municipalities, but cities and villages control roads within their boundaries. For example, Newtown has jurisdiction over SR 32. Villages can

enter into agreements with ODOT to share responsibilities (such as maintenance).

- 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 right now. It will be a priority to secure funding as we move along in the project development process.

Community Values and Priorities

Ms. Hulet from CBI led the participants through a small group work session. In their small groups, participants created a list of key community values and priorities that enhance their quality of life in this area. Each small group then shared its list with the larger group.

The group's noted the following community values and priorities:

- There are great schools. The Mariemont school district is known as very good and attracts many people.
- Quality emergency services. The police, fire, and EMS services provide a sense of safety.
- Overall the community feels safe and secure.
- The local government runs efficiently and is cost effective. Local government officials are available because it is a small town.
- There are excellent nearby cultural opportunities in the area, including the arts, Music Hall, and sports teams.
- There are nice, unique neighborhood communities with their own identities, town centers, restaurants, and entertainment.
- A small-city feel in a large urban area
- The Fairfax area is walkable. The sidewalks are very well used and within neighborhoods many people walk and bike.
- Quiet neighborhoods, except for rush hour
- The success of various neighborhoods is attracting young, educated people looking for a strong community. They value community and cultural opportunities over big houses.
- People enjoy specific amenities and restaurants, including the Frisch's Mainliner, the Fairfax pool, and Columbia Parkway.
- The neighborhoods are physically beautiful, with a nice clean look and mature trees.
- Diverse community
- Many options to get around, including roadways and the Murray bike path

Ms. Hulet brought this first work session to a close by noting the importance of understanding community values and priorities before discussing the details of potential projects. It is key to understand what the community cares about and why before making specific transportation decisions. When ODOT decides whether and how to

address specific traffic needs, it will need to weigh the impact on community values and priorities.

Transportation Needs

Next, Ms. Hulet led participants through a second work session. This session focused on how regional and local transportation networks could be improved. In their small groups, participants worked directly with local and regional maps, discussing areas where they thought improvements could be made. In setting up the conversation, Ms. Hulet suggested that participants could start by noting their “pet peeves” regarding traffic in the area. She also suggested that they think about tying their discussion of local issues to regional needs. Given ODOT’s mandate to solve regional problems while addressing local needs, it could be persuasive to ODOT if a potential local project has regional impacts. Copies of the maps annotated at the workshop are attached.

After participants discussed these issues in small groups, each small group shared its list with the larger group. In their reports to the large group, the two small groups emphasized very different transportation needs. Participants then realized that one of the groups included residents primarily from Fairfax, while the other group included residents from outside Fairfax, including Anderson and Madisonville, who tend to travel through Fairfax to get elsewhere. Comments from residents outside Fairfax tended to focus on how difficult it is to get to Fairfax or Mariemont, so that people avoid coming there. Comments from the Fairfax group tended to focus on traffic problems within Fairfax itself.

The group from outside Fairfax noted the following transportation problems and needs:

- There is no good way to go from Beechmont Levee to Red Bank Road.
- At the intersection of Red Bank and Wooster, coming out of Linwood, there is a bridge that creates poor alignment in the intersection. If you are driving down Red Bank Road and continuing onto Wooster, it almost feels like you are driving into oncoming traffic. The layout is strange and it should be addressed. The timing of the signals at this intersection should also be improved.
- When you drive on Wooster, sometimes it feels like you are on the wrong road. One problem is the striping of the road, which is hard to see and often disappears.
- Near where the “Old Swallens” building used to be, there is an intersection where you can turn left, and the traffic light is much too long, causing delays.
- There should be better signage on Old Wooster Pike.
- We should emphasize improving the signage to help people learn new ways of getting around. At each intersection, there could be a sign indicating which direction to Fairfax, Madisonville, and elsewhere, to educate drivers and reduce the usage of old routes. The signs should indicate the name of the road, where

you're going and where you are. At US 50 and Red Bank, there should be a sign for Fairfax, not Milford, and a sign for Beechmont Levee.

- The yield sign at Beechmont Circle — for traffic heading from Red Bank on “Old” Wooster Road — seems to target the wrong traffic flow.
- One or two of the streets that have been closed off in Fairfax should be reconnected, potentially including Germania.
- The current traffic pattern has done a disservice to some of the businesses along US 50.
- There should be at least one municipal parking lot on each side of US 50, so that people can park their car once and then walk to local businesses. Newtown did something like this about ten years ago and it has been well received.
- From the perspective of Madisonville residents, if people are coming from the east side of Mariemont and want to get to I-71, it is preferable for them to go from Madisonville Road, to Plainville, to Madison, then to Red Bank, rather than going through Fairfax and the interchange, which bypasses the Madisonville business district entirely. To help with this, Plainville should be made into more of a through street.

The Fairfax group added the following:

- There are a number of signal issues. The timing of the two signals on US 50 in Fairfax and the signals along Red Bank Road/Expressway could be improved. Currently, the traffic often backs up at each red light. There are red light running issues during the PM peak on Meadowlark at Wooster Pike, poor coordination and timing of the signals at Waterson and Meadowlark, long backups at the Madison/Red Bank intersection, and poor signal detection (and alignment) at the Wooster/Red Bank intersection. Overall, poor signal timing in the corridor creates cut-throughs in the surrounding neighborhoods.
- There should be consistent lanes on Wooster Pike all the way through Fairfax and Mariemont, rather than switching from two lanes to one, and then back again. This would prevent people from jockeying for position.
- The bridge where the UDF is located is a bad intersection and gets a lot of congestion.
- The interchange of US 50 and Red Bank Road could be improved significantly. There are a lot of site line and merging issues. There should be an effort to reduce the left and right turns and lane changes to improve the flow.
- Driveways should be consolidated. The curb cuts along Red Bank Road between Fair Lane and Erie Avenue should be removed, especially near intersections. On the east side of Red Bank Road this has already been done.
- Signs should be simplified and improved, especially on Red Bank. We should implement a consistent, simplified vocabulary for signage. We could make local community funding contingent on simplifying signage.
- When Wooster gets backed up, people cut through other streets. We have asked for speed bumps to address cut-throughs. However, any improvements on US-50

to reduce cut-throughs will not work unless there similar improvements are made in Mariemont.

- The improvements to Red Bank were well done.
- There are sight distance issues on Red Bank Road south of Erie (by the new Children's Theatre of Cincinnati), and on Waterson at Duck Creek.
- There is no good pedestrian access from Murray to Walmart.
- US 50 is difficult for pedestrians to traverse.

Participants also added comments on improving alternative modes of transportation:

- Using the Oasis Rail would help residents and commuters bypass many of the problems discussed.
- The path along Murray is great for biking and walking.
- There are buses on US 50 that are well utilized, but none on Red Bank Road.
- There are city stairs in Madisonville from Erie and Brotherton down to Red Bank, by the bus stop to get to Walmart that are well-utilized. Fairfax should put in similar stairs to get down to Walmart, so that people do not have to cross the road at a dangerous place (see sight distance issue noted above near the Children's Theatre).
- There is no good way to get from Fairfax to the Lunken area by bicycle. Bikers on Columbia Parkway get off the ramp and it's scary, and "Old" Wooster Road is not bike-friendly.

Closing

Mr. Arnold closed the meeting with a final presentation (see the presentation slides for details). He made the following key points:

- 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, ODOT will 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 time 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. 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 (Tommy encouraged survey takers to “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 participants 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
Barbara Beezley
Doug Beezley
Susan Brickweg
Luke Brockmeier
Wendy Chalk
Tom Fiorini
Sue Frey
Fred Heyse
Jenny Kaminer
Martha Kelley
Lucy Logan
Kevin O’Brien
Florence Parker
Jeremy Willis

Project Team Members in attendance:

Tom Arnold, ODOT
Tim Hill, ODOT
Heather McColeman, ODOT
Caroline Ammerman, Stantec
Steve Shadix, Stantec
Katie Dunn, Rasor Marketing
Communications

Meeting Facilitators:

Toby Berkman, CBI
Carri Hulet, CBI

**US 50/Red Bank Interchange
Focus Area Workshop
Presentation**



Segments II and III Focus Area Workshop

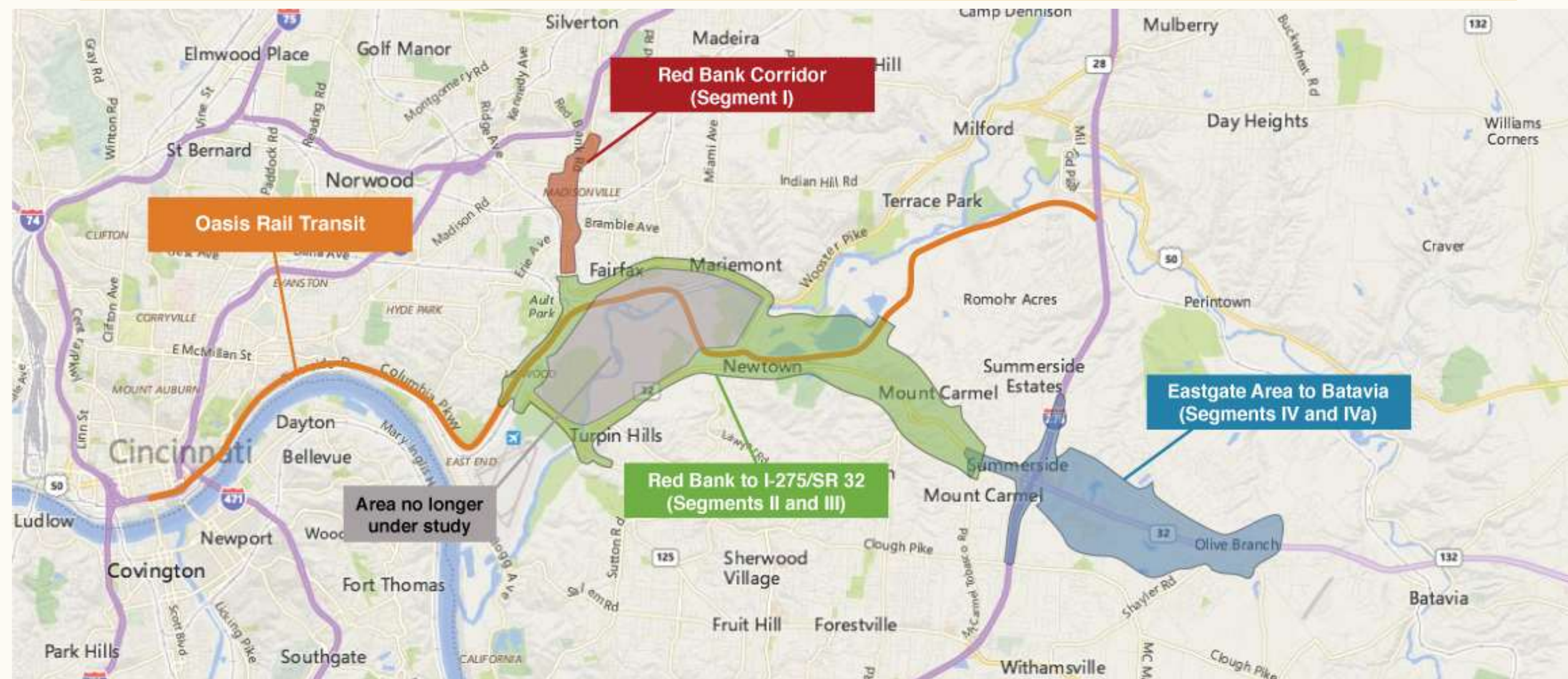
US 50 & Red Bank Interchange Area

R. G. Cribbett Recreation Center

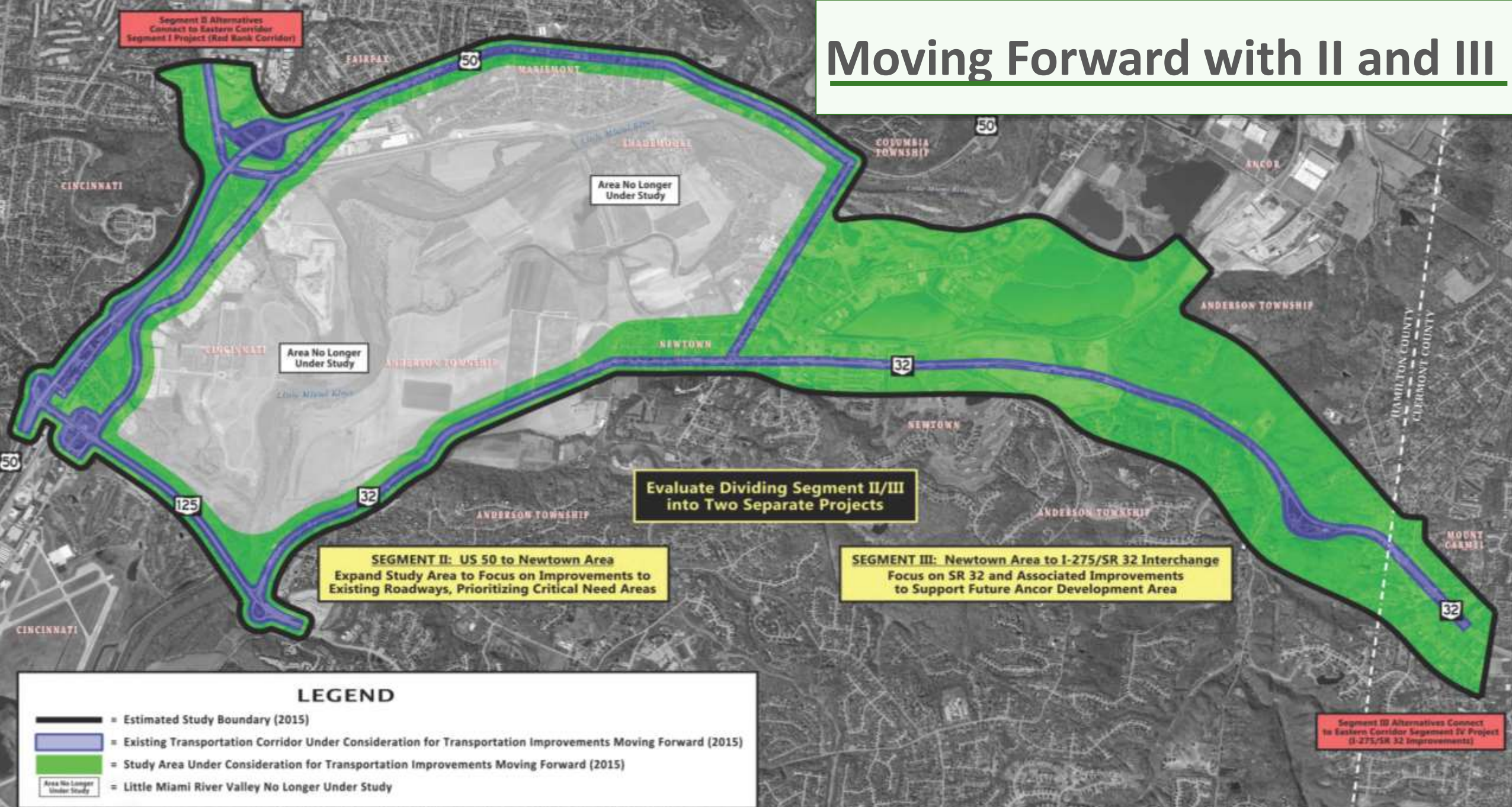
May 4, 2016

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

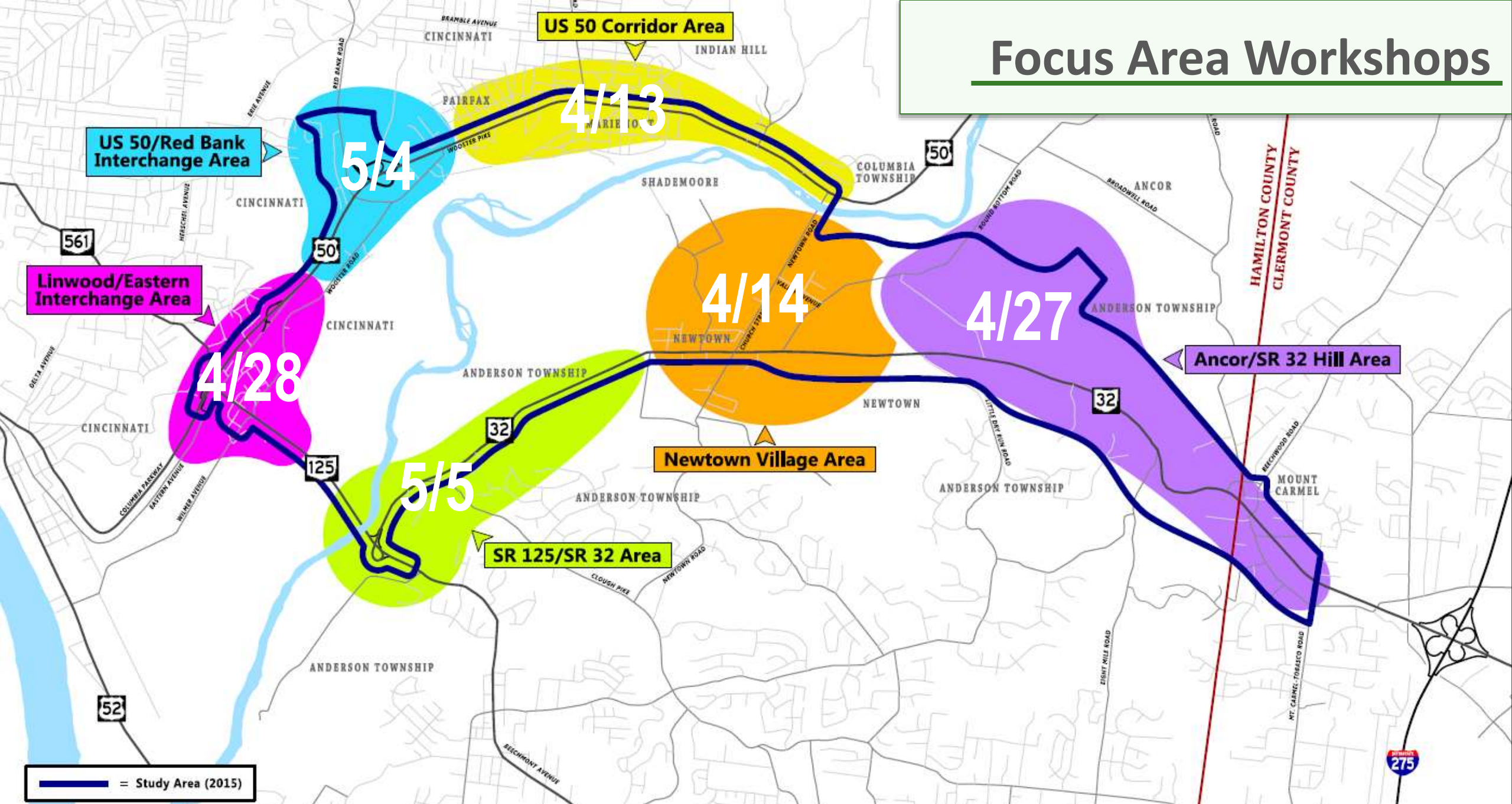
What is the Eastern Corridor Program?



Moving Forward with II and III

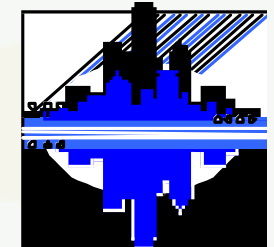


Focus Area Workshops

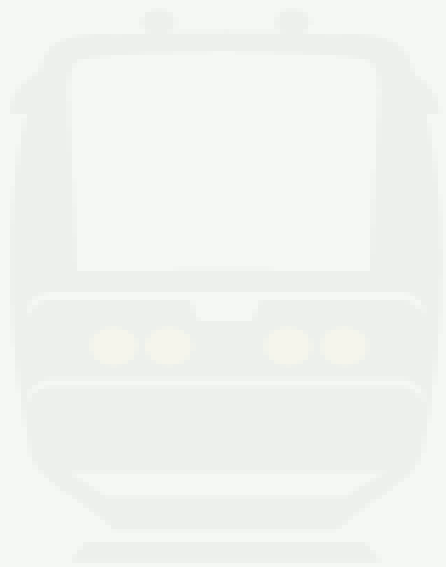


Tonight's Objectives

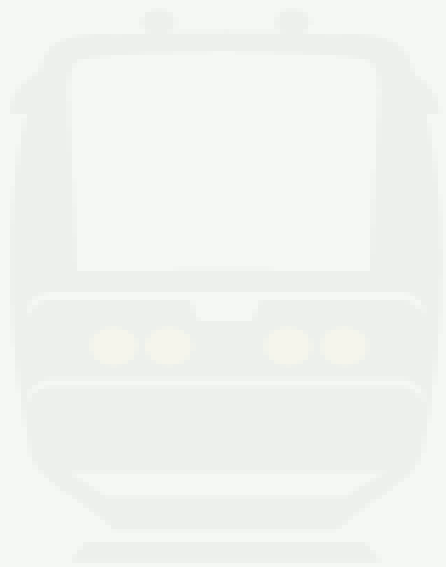
- Learn about transportation needs and community values from community members
- Explain ODOT's new approach to addressing transportation needs in this area
- Understand how the community evaluates trade-offs between transportation benefits and other values such as cost, environmental impacts and benefits,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



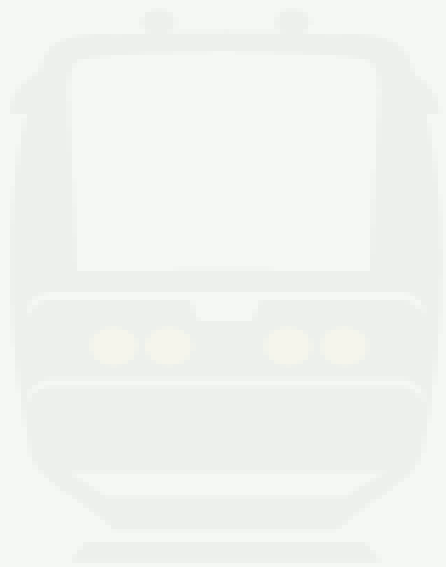
- Transportation Alternatives (TA)
- Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality (CMAQ)



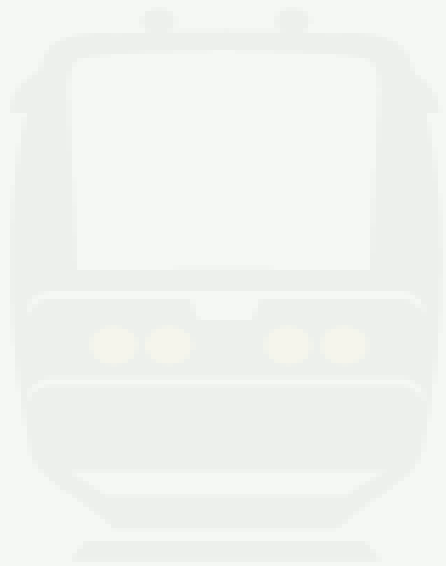
- Highway Safety Improvement (HSIP)
- Safe Routes to School (SRTS)
- Major New (TRAC)

Work Session:

Community Values and Priorities



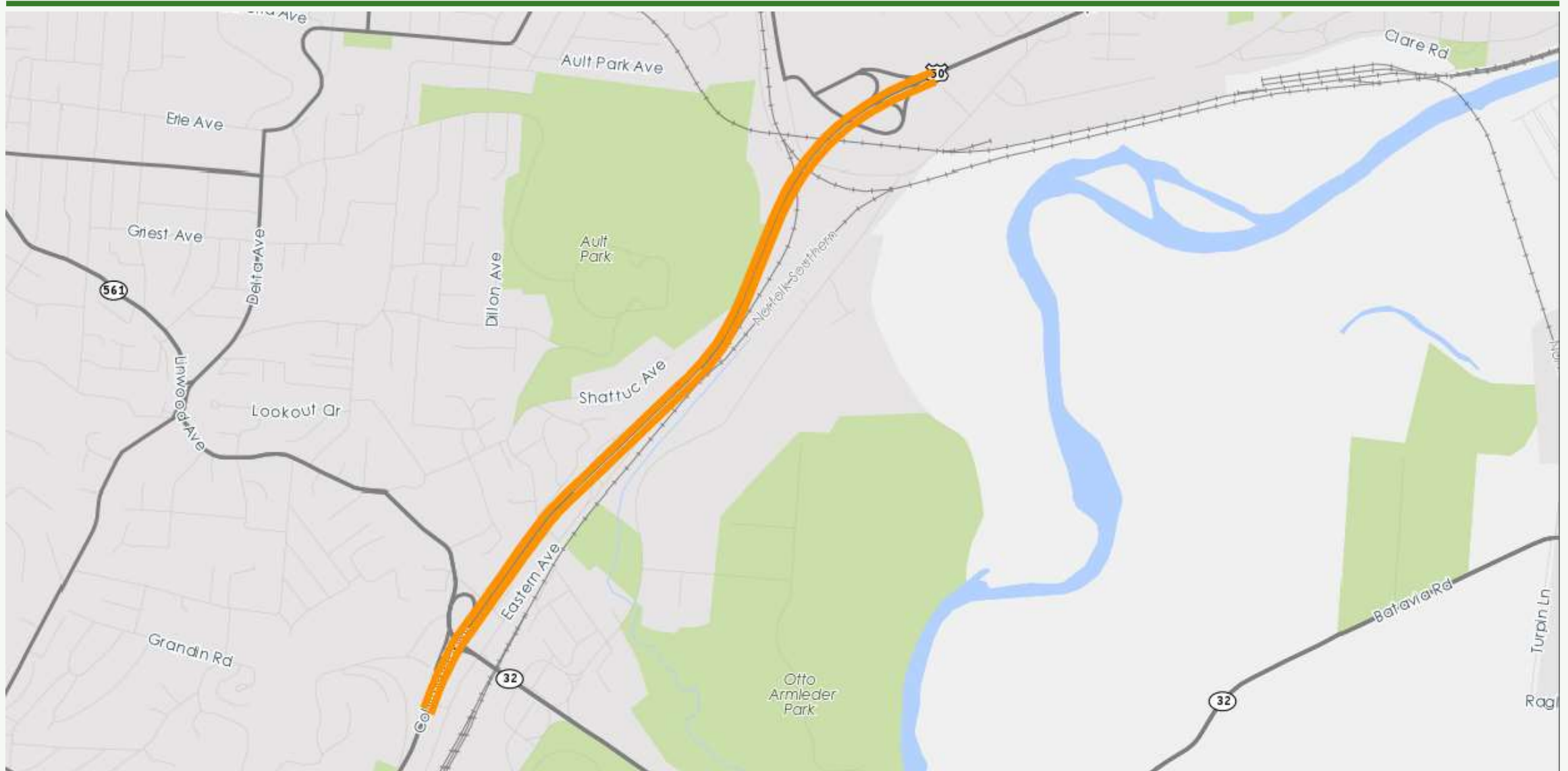
Work Session: Transportation Needs



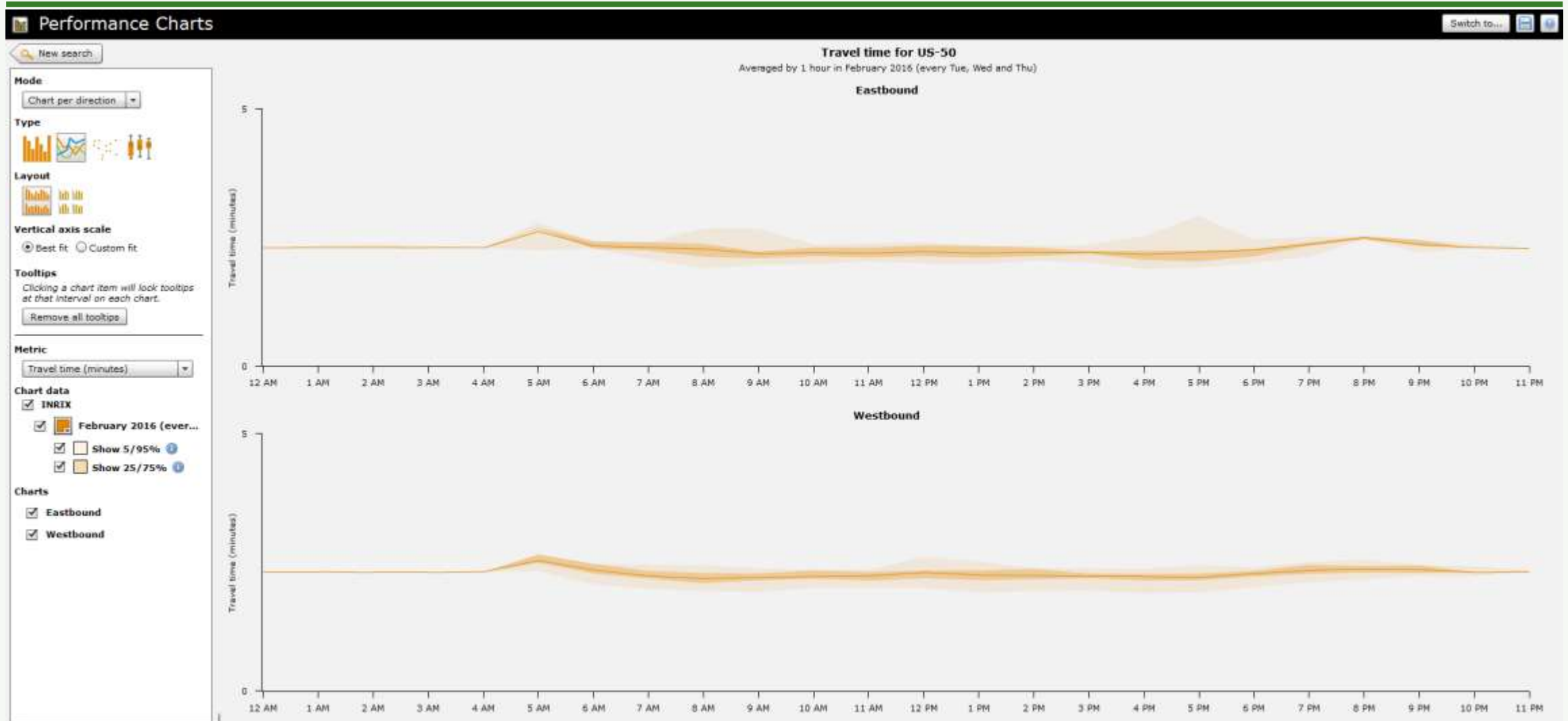
Safety



Traffic Flow



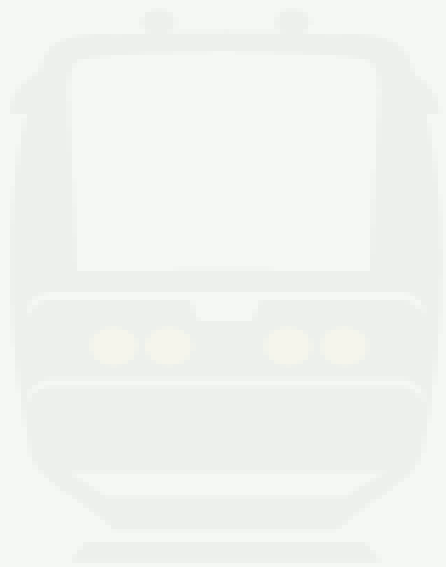
Travel Time



Speed




Workshop Wrap Up



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



Take the survey
CLICK HERE TO BEGIN

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.

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.





Contact Us

(513) 888-7625

EasternCorridor@EasternCorridor.org

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



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](#)

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

[New Davis 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

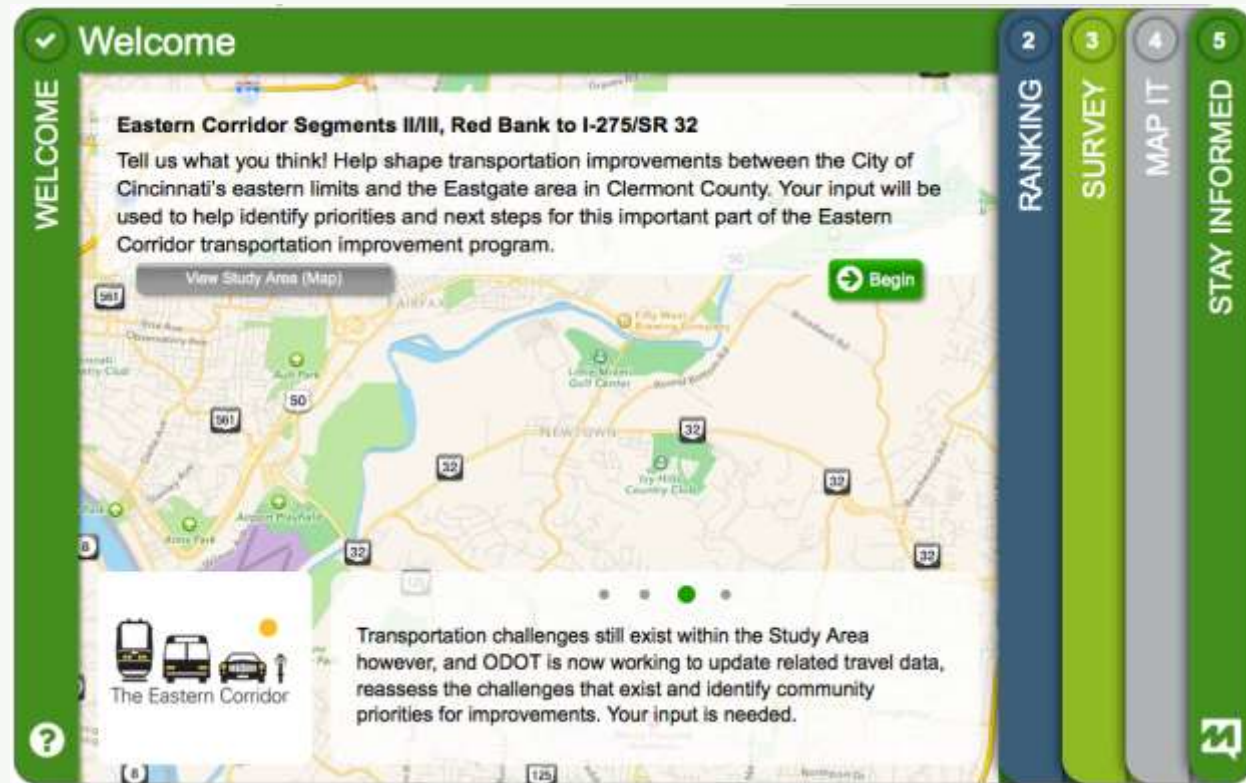
This website contains information about current and past Eastern Corridor Program development efforts. Questions and feedback can be shared any time by sending an email to:

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

B3-192

www.EasternCorridor.org

Public Engagement



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)

B3-194

www.EasternCorridor.org



www.EasternCorridor.org

EasternCorridor@EasternCorridor.org

**US 50/Red Bank Interchange
Focus Area Workshop
Annotated Maps**

EASTERN CORRIDOR

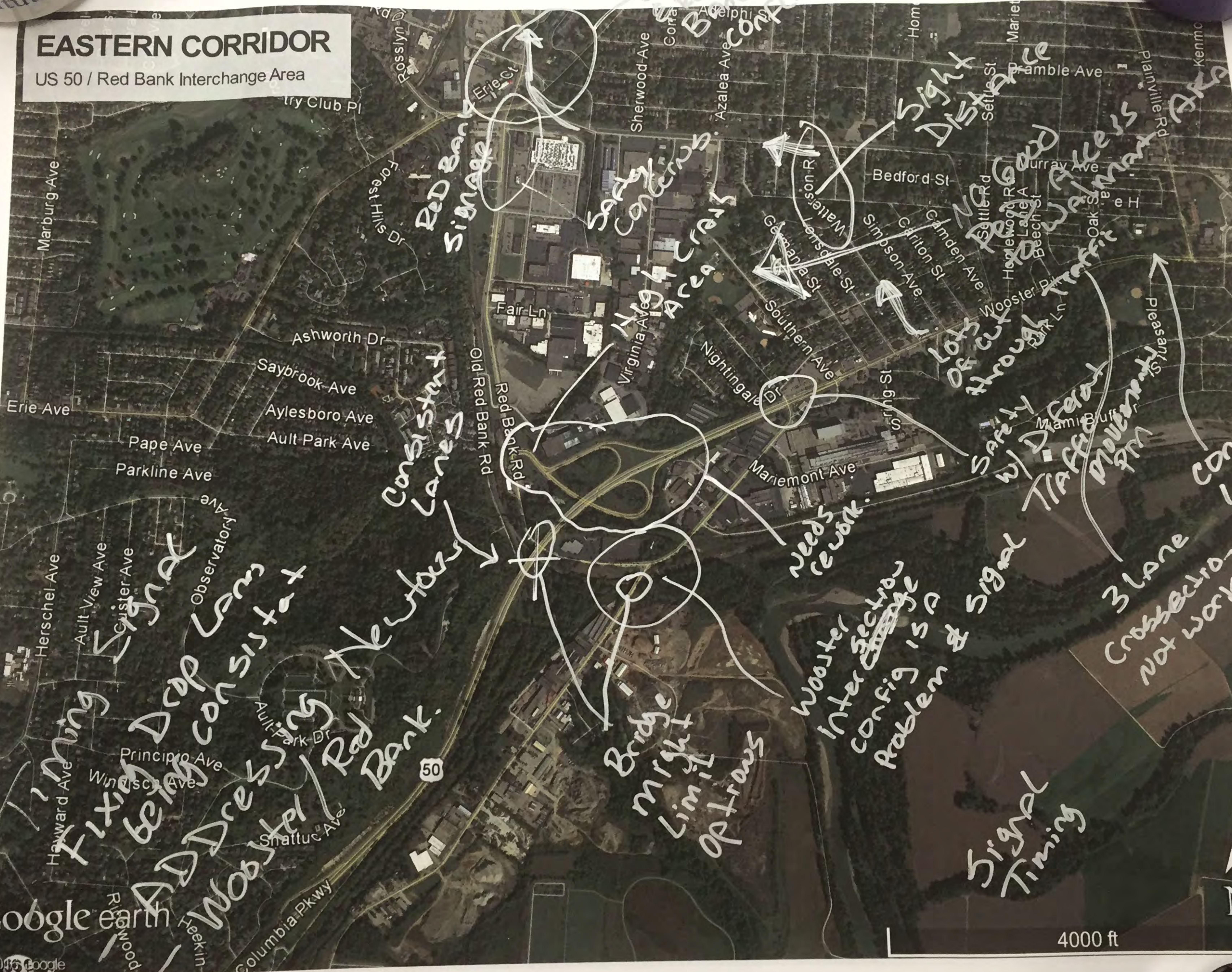
US 50 / Red Bank Interchange Area

Google earth

© 2015 Google

4000 ft

N



stitute, inc.

IRFAX TABLE

EASTERN CORRIDOR

US 50 / Red Bank Interchange Area

Google earth

© 2015 Google

4000 ft

Accident Area
Children's Theater
Motor Officer

Interchange
- sight distance
- confusing

2-way stop
intersections
issues
sight distance

signal timing

N

AIRFAK TABLE

EASTERN CORRIDOR

AIRFAK TABLE



EASTERN CORRIDOR
Segment II/III Area

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

4000 ft

EASTERN CORRIDOR

US 50 / Red Bank Interchange Area

OUTSIDE FAIRFAX



stairs?

Old Red Bank Rd. is a flyin by 97

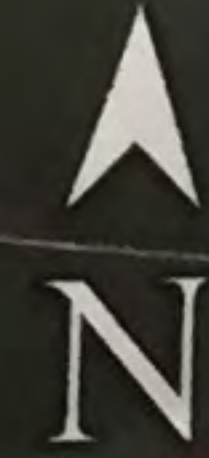
Confusing
no
signage
say "Fairfax"
or "Madisonville"
Mariemont

Red Bank Rd
at by 97

DIFFICULT
LEFT
ONTO
WOOSTER
SIGNAL

Google earth

4000 ft



OUTSIDE FAIRFAX

EASTERN CORRIDOR

US 50 / Red Bank Interchange Area



Google earth

© 2015 Google

N

4000 ft

TABLE

OUTSIDE FAIRFAX



EASTERN CORRIDOR
Segment II/III Area

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

4000 ft

© 2015 Google

US 50 Corridor
Focus Area Workshop Summary



Ohio Department of Transportation, District 8
505 South State Route 741
Lebanon, OH 45036
(513) 932-3030

US 50 Corridor Focus Area Workshop
Wednesday, April 13, 2016, 6:00 – 8:00 p.m.
Mariemont High School
1 Warrior Way, Mariemont

Workshop Summary

This ODOT public workshop focused on community and transportation issues along the US 50 Corridor between Fairfax, Mariemont and portions of Columbia Township. It was attended by 23 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 II 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 Segment I and II, which previously included the possibility of realigning SR 32 through the Little Miami Valley. ODOT is no longer pursuing that alternative. Instead, we are focusing on improving existing roads.
- The first step is to revisit the Purpose and Need. This includes gathering public input and analyzing traffic and crash data.
- We are hosting six focus area workshops to gather public input. The objectives of these workshops are:
 - 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 about setting priorities

Mr. Arnold also recognized two of the project partners in attendance; Butch Gaut from SORTA/Metro and Ted Hubbard, Hamilton County Engineer.

Mr. Arnold introduced Carri Hulet, a facilitator with The Consensus Building Institute (CBI). She invited the participants to move into small groups around tables and to introduce themselves to one another by giving their name and saying what brought them to the meeting. Ms. Hulet also reviewed the agenda.

Project Development Overview

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

Key points from Mr. Arnold's presentation included:

- 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.
- Ohio is a "Home Rule" state. 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).
- 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 right now. It will be a priority to secure funding as we move along in the project development process.

Community Values and Priorities

Ms. Hulet, Consensus Building Institute, explained that participants would be able to provide their feedback at the tables in two sessions. First, on community values and priorities, then on transportation needs. Each table included five to eight participants, in addition to one or two project team members who were there to help facilitate the

discussion and take notes. Some participants also volunteered to take notes and “report” on his or her small group’s discussion to the rest of the group.

Ms. Hulet invited each small group to talk about what they love about their community and the surrounding areas. She explained that their answers to this question would help identify the values and priorities that future transportation improvements should seek to support and enhance. She 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 their community (pertaining mostly to the Mariemont area):

- Calm, predictable traffic gives the area a neighborhood feel throughout.
- Walkable and bike-able.
- Business friendly and supports economic development.
- Real sense of place and “small town feel,” but still so close to the city.
- Beautiful. The tree-lined spaces make it pleasant to look at, even when you’re stuck in traffic.
- There is pride in, and passion for the community.
- The village government is easy to access.
- It is safe.
- Diversity of community: older people, big homes, small homes, renters, and homeowners.
- It is a close-knit, caring community. You feel your kids can go out and the neighbors will watch out for them.
- People volunteer for roles in the local government, including fire department, coaching, etc.
- The schools are high quality.
- There are many wonderful parks.
- The fact that it was a planned community in the 1920s and 30s is a double-edged sword. Some of it needs updating.

Several participants noted the multiple overlaps among the lists at the different tables. Ms. Hulet concluded by saying this list of 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 expressed here.

Transportation Needs

Doug Thompson, a facilitator with CBI, 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?” He encouraged them to think about the trouble spots in their 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 again. They shared:

- The biggest problem is outside the community, where US 50 in Fairfax narrows down to one lane in each direction
- There is a problem where US 50 pinches down from two lanes to one by the library in Mariemont
- Between Fairfax and the east side of Mariemont there is a lot of inconsistency in the way the lanes merge from two to one. Sometimes you merge from the center lane; sometimes from the outside lane. This creates unnecessary backups, is confusing for motorists who don’t know which lane to be in, and is dangerous for bikes on the road.
- People use Hawthorne Road as an alternative to Fairfax, which is a skinny side road. It’s not safe, particularly for school children who frequently walk it.
- The timing of the signals in Mariemont Square needs to be fixed
- The timing of the signals all along US 50 should be coordinated to help ease the flow into Cincinnati during the morning commute, and out to the communities in the afternoon.
- The six-way intersection (at Plainville, Madisonville and Murray) backs up a lot in the morning
- In the afternoon Plainville Road is very congested
- Plainville Road and Indian Hill Road could be a site for a traffic circle (roundabout)
- There is a lot of congestion at Newtown Bridge during the morning and afternoon commutes
- When going to Milford, U.S. 50 drops to one lane in Terrace Park, and then backs up
- There is no uniform vision or maintenance plan for pedestrian and bike facilities – some trails just stop at the municipal line, so you can’t get from one jurisdiction to another. The sidewalk may be for biking in one community, then just for walking in the next. It would be amazing to be able to bike safely all the way into downtown (one suggestion is to use the rail line that passes behind Kroger).
- We need better bus service (and to promote the Oasis rail line)

- Improve SR 32 to reduce traffic on Wooster Pike, especially the traffic that just drives/passes through
- A lot of people cut through Indian Hill to get to the hospitals on I-71 on Shawnee Run. Maybe a traffic circle (roundabout) there could limit back ups?
- No good way to get from US 50 west to I-71
- Make Stewart Road interchange a two-way interchange on I-71 in order to relieve congestion on Red Bank Road

Mr. Thompson thanked everyone for their participation and noted some of the common themes in their responses. He acknowledged that the feedback had a nice mix of local and regional thinking.

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.
- Our 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 you want to give. The survey has a mapping function so you can 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, we'll 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 shared some preliminary data on crash locations and travel time to illustrate the kind of data ODOT will be using to help establish the Purpose and Need (images included in the presentation). After seeing one chart showing travel time a participant asked Mr. Arnold if he had looked at the weather during the period of time he was analyzing. Mr. Arnold said he had not for this example, but said they will consider weather when they use the data for establishing the Purpose and Need.
- Mr. Arnold encouraged folks to visit www.EasternCorridor.org for information. He said the site is a good information resource, contains a significant level of background and project documentation, information on current meetings, public involvement opportunities, as well as a 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
Carol Amateis
Luke Brockmeier
Caroline Duffy
Todd Gadbury
Julia Garley
Butch Gaut
Rick Greiwe
Ted Hubbard
Jenny Kaminer
Michael Tighe
Andy Mauk
Kevin O'Brien
Maggie Palazzolo
Pat Sabo
Ray Sabo
Joe Stelzer
Karen Sullivan
Keith Veavil
Dennis Wolter
Larry Wessel
Nita Wessel
Tim Zelek

Project Team Members in attendance:

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

Meeting Facilitators:

Carri Hulet, CBI
Eric Roberts, CBI
Doug Thompson, CBI

**US 50 Corridor
Focus Area Workshop
Presentation**



Segments II and III Focus Area Workshop

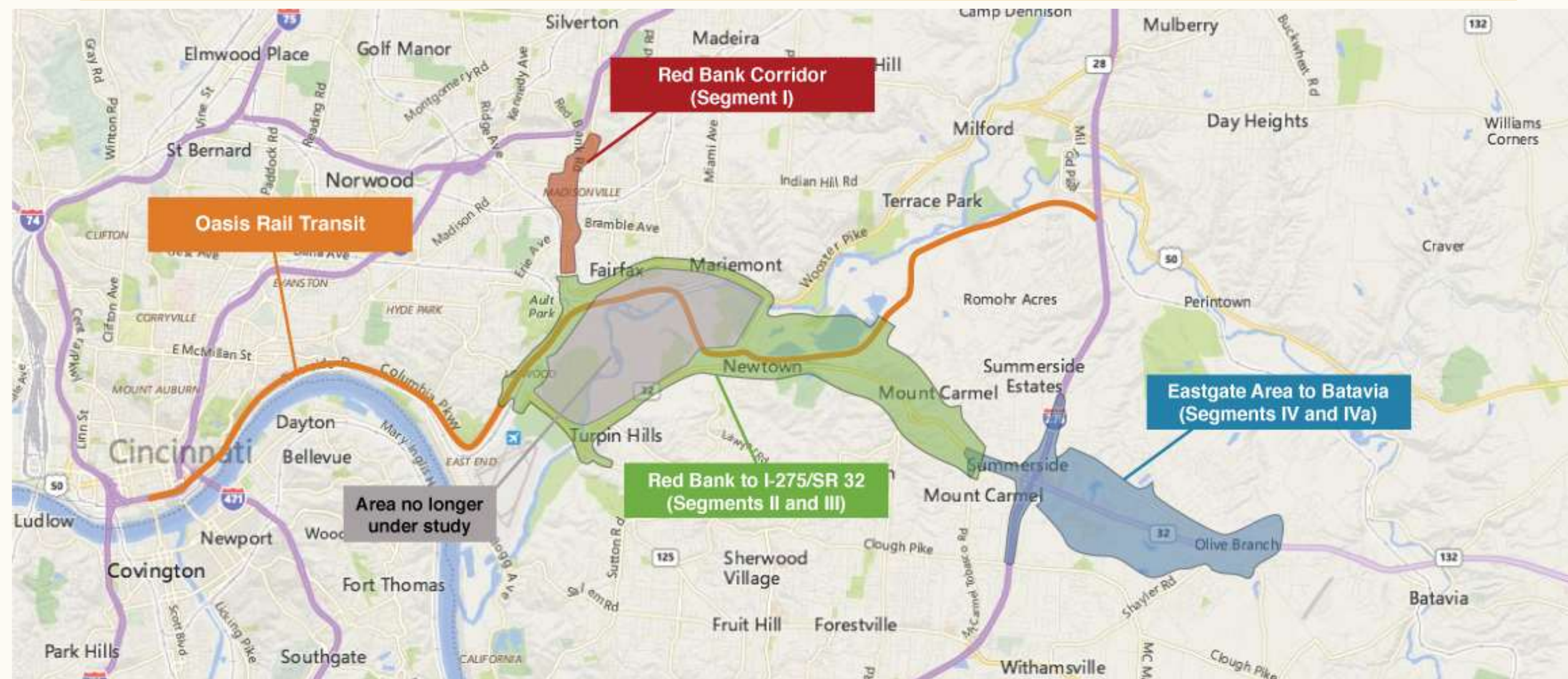
US 50 Corridor Area

Mariemont High School

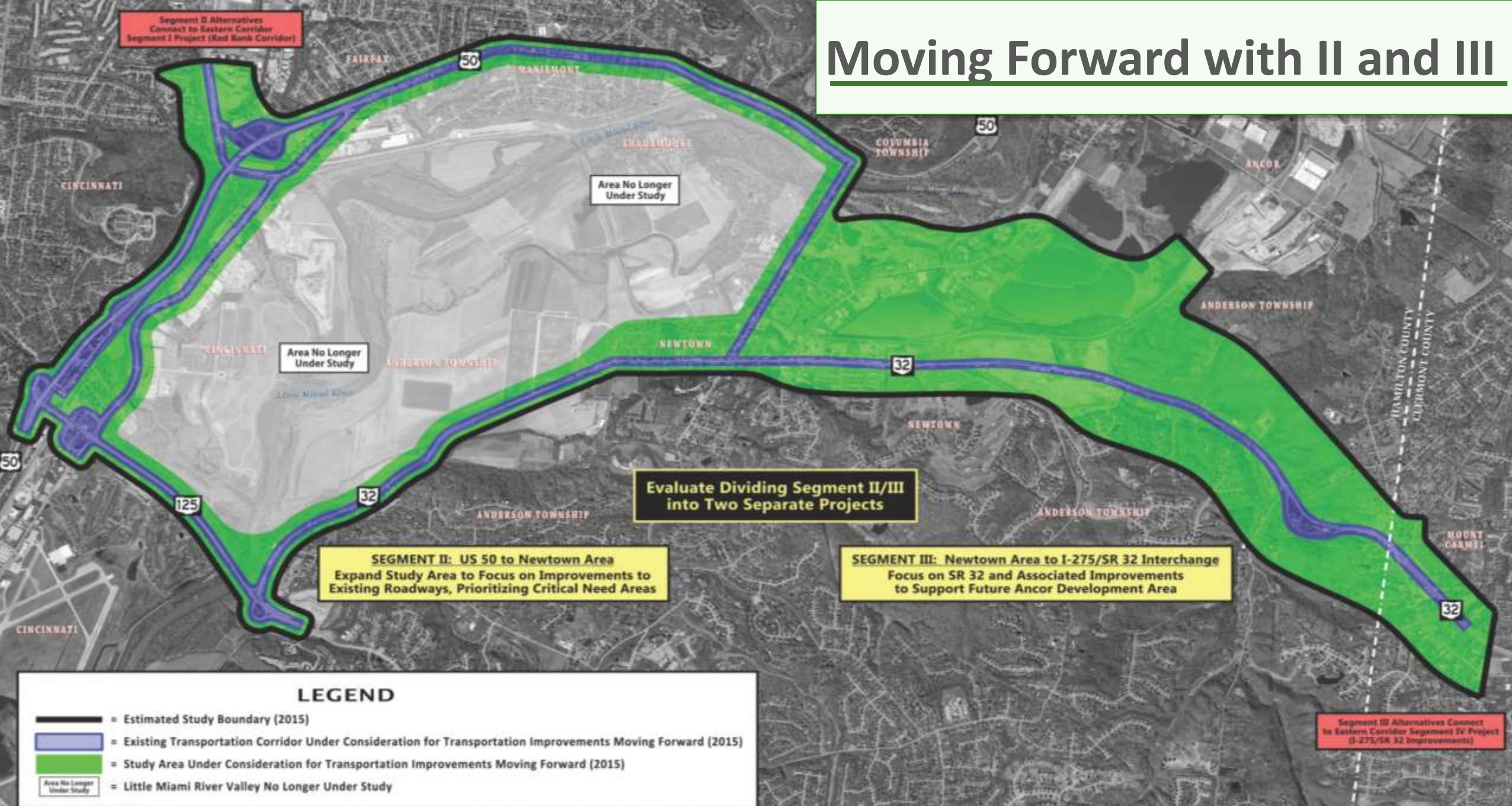
April 13, 2016

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

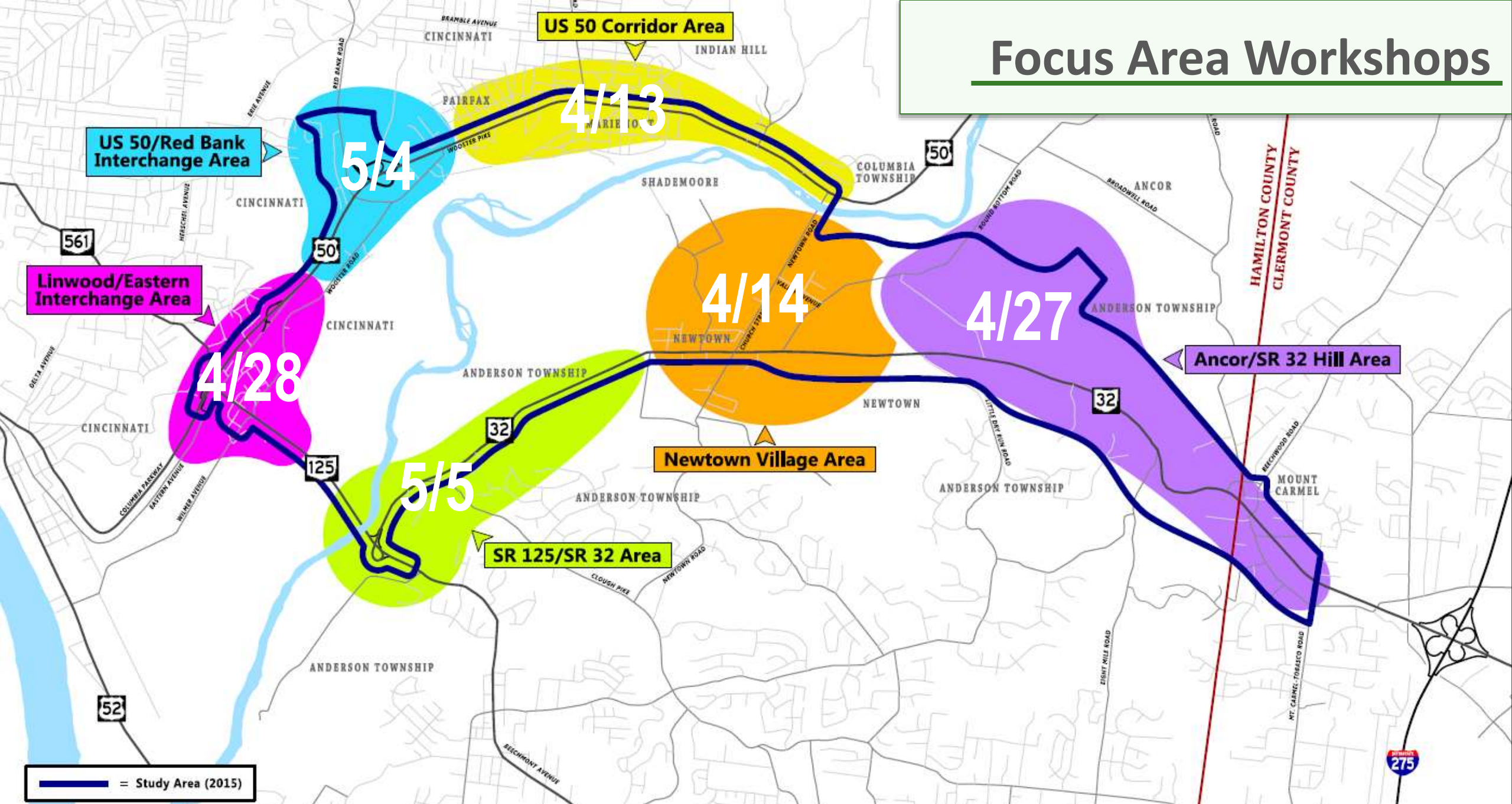
What is the Eastern Corridor Program?



Moving Forward with II and III

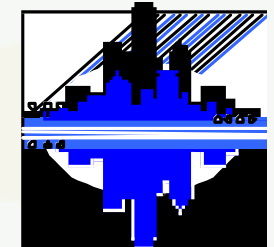


Focus Area Workshops

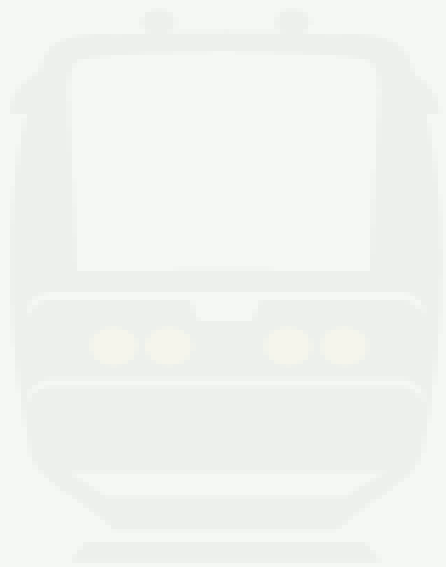


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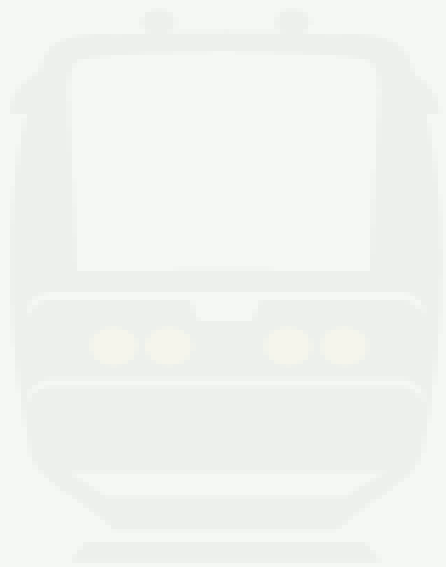
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Opening Exercise



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 - *Crash Analysis*
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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)

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Counties / Townships

LOCAL ROAD

Local Routes



Funding Options



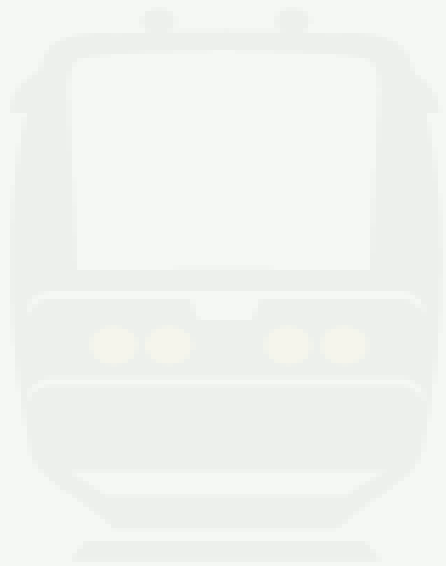
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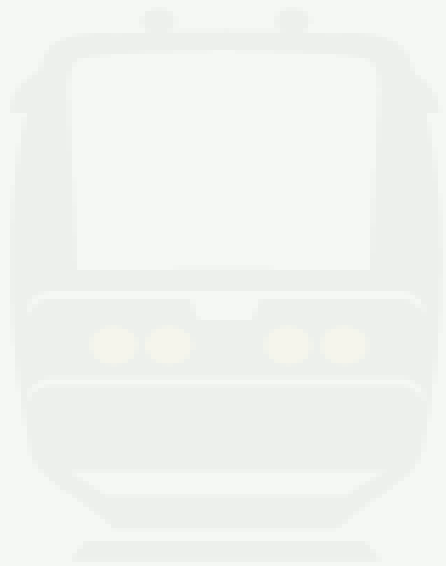
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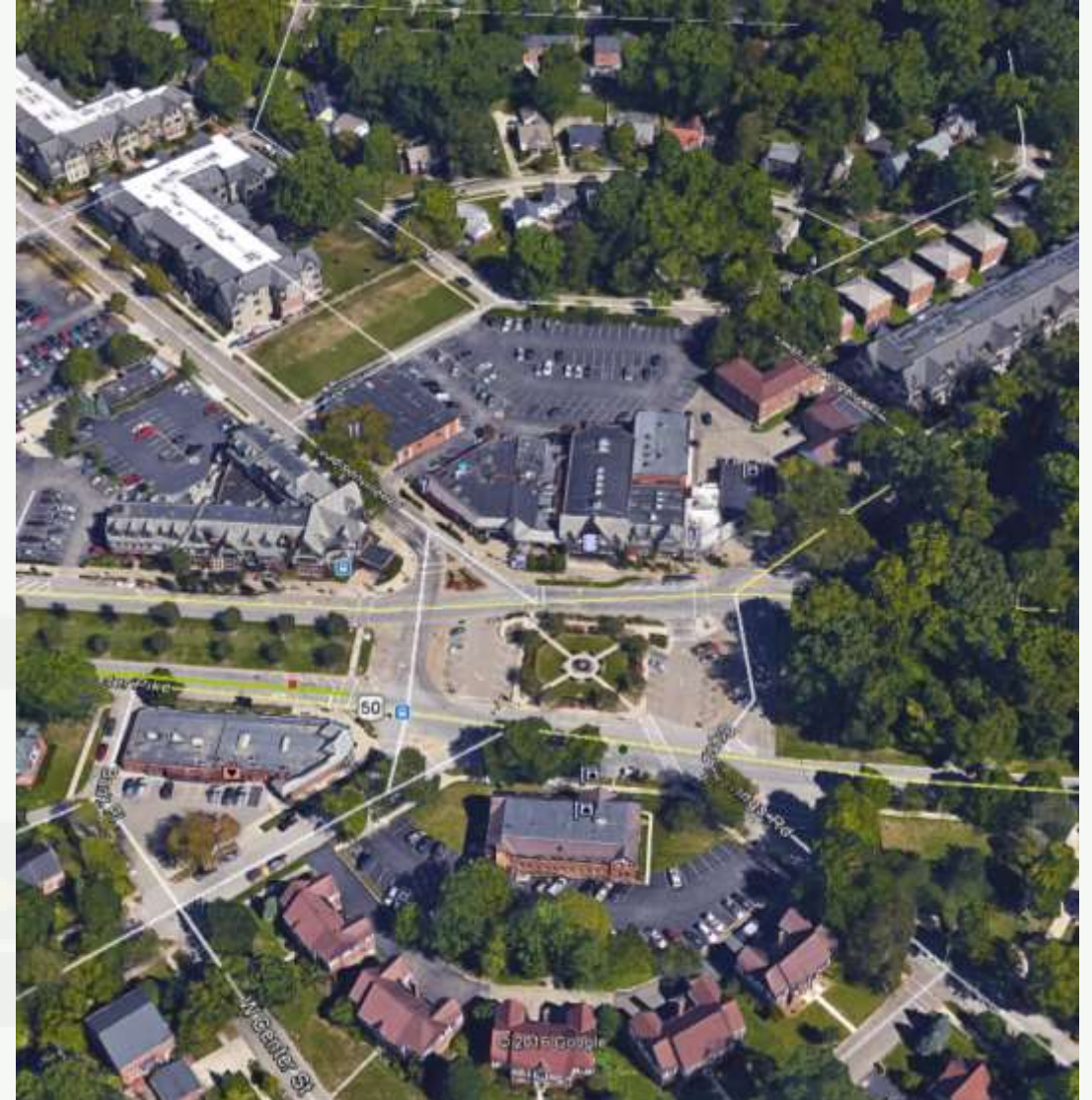
Community Values and Priorities



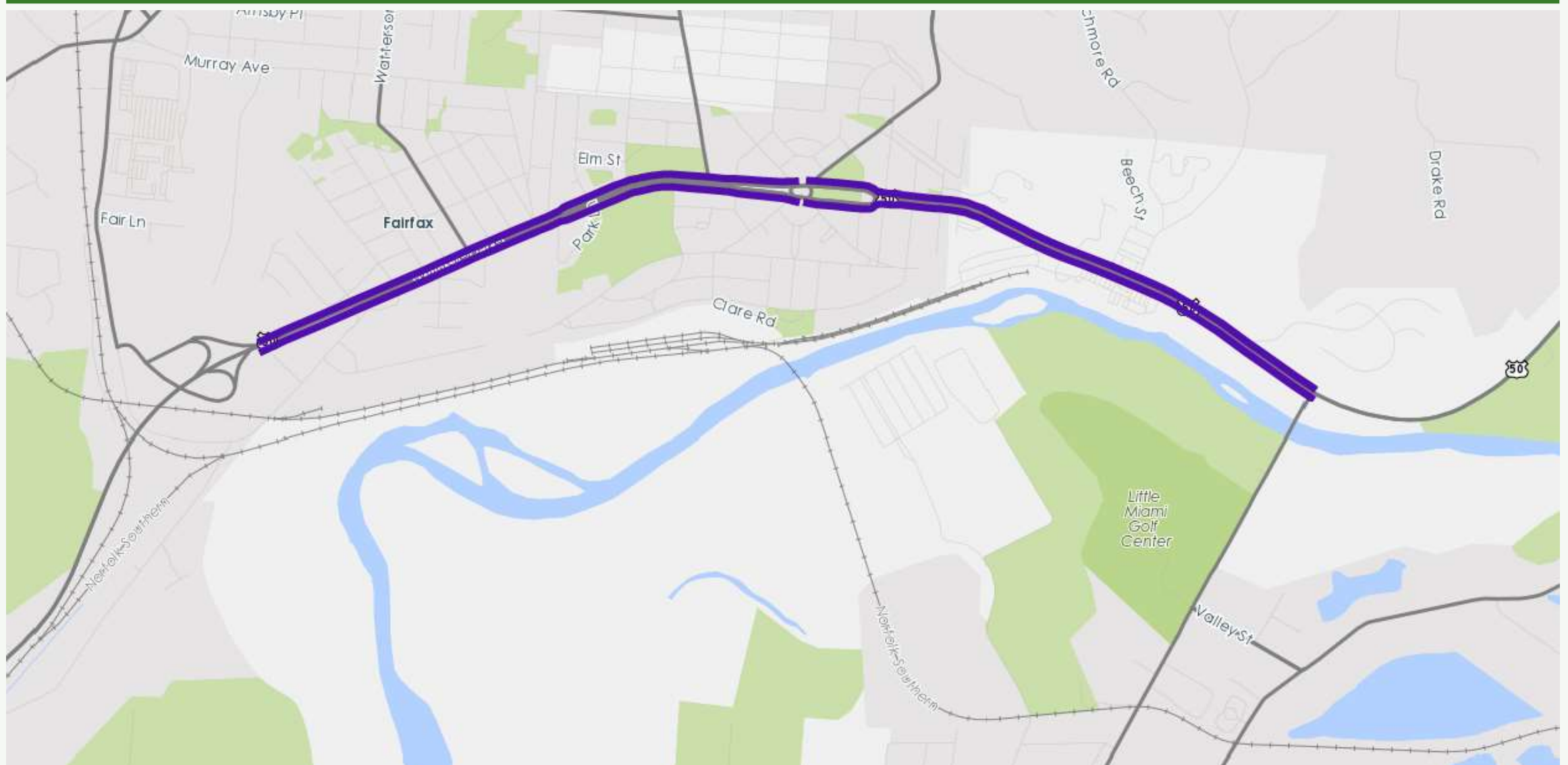
Work Session: Transportation Needs



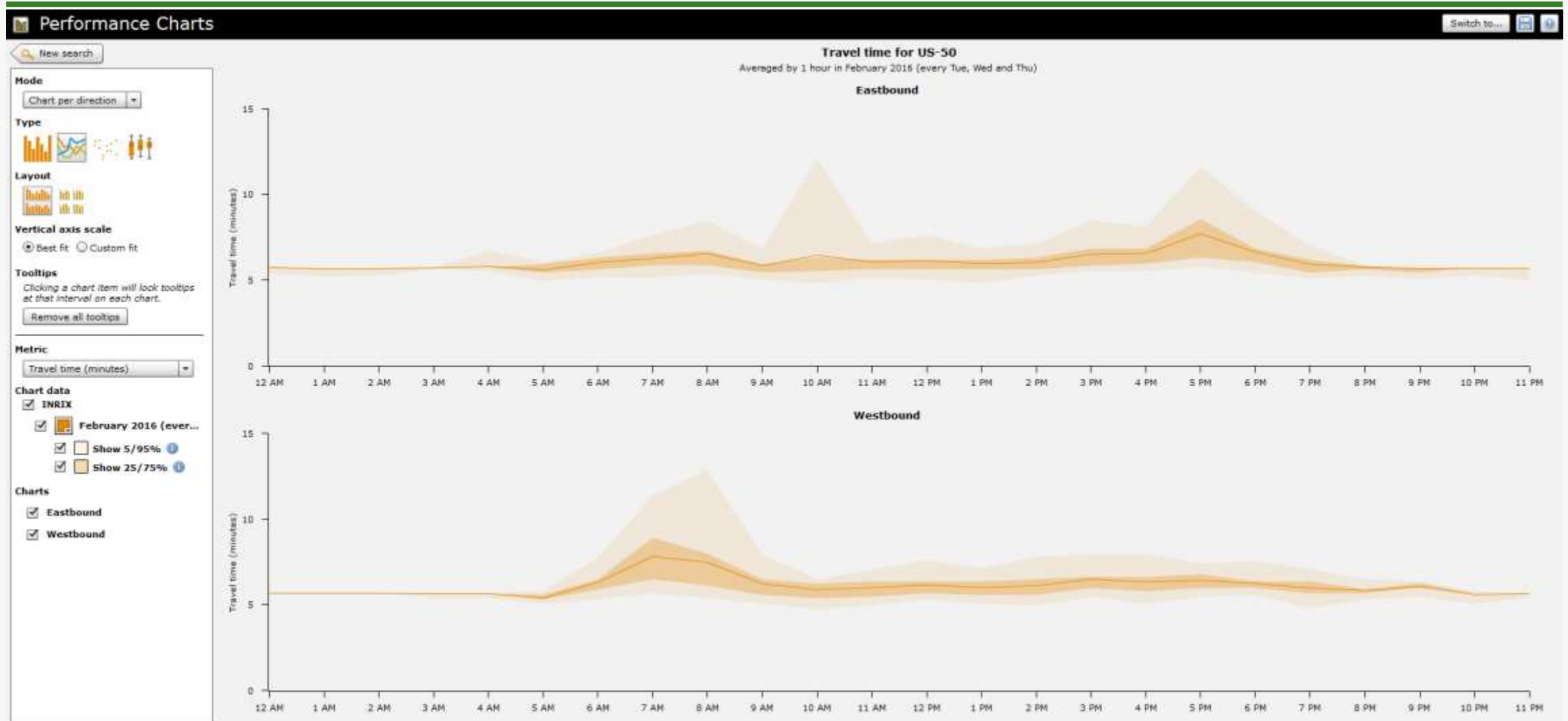
Safety



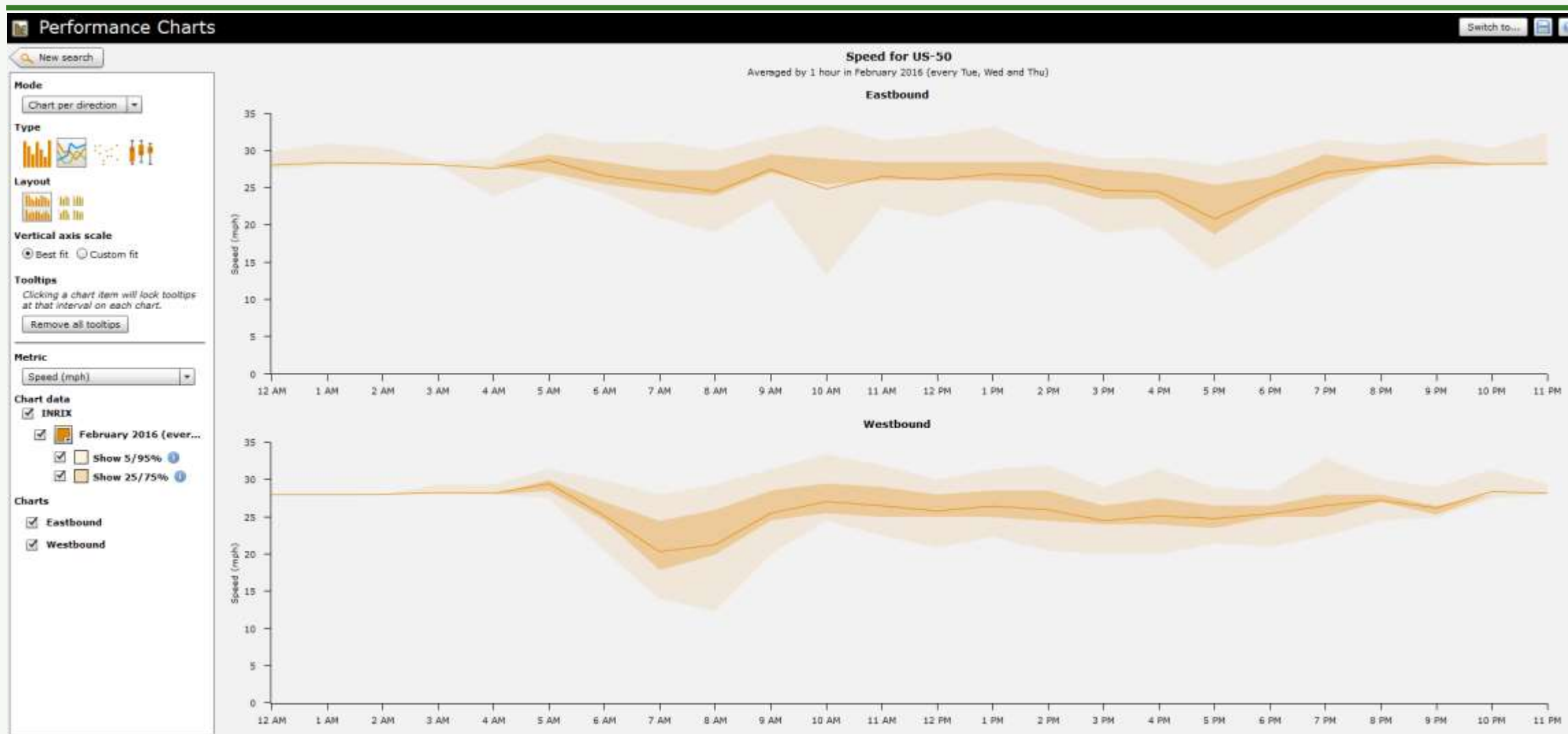
Traffic Flow



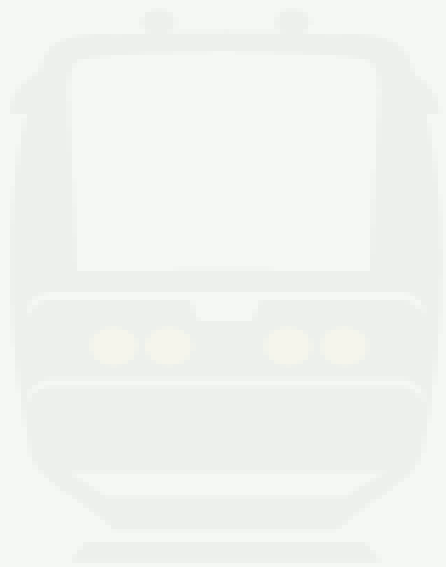
Travel Time



Speed




Workshop Wrap Up



Public Engagement

www. EasternCorridor.org



The Eastern Corridor

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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

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Home

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](#)

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

[New Davis 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](#)

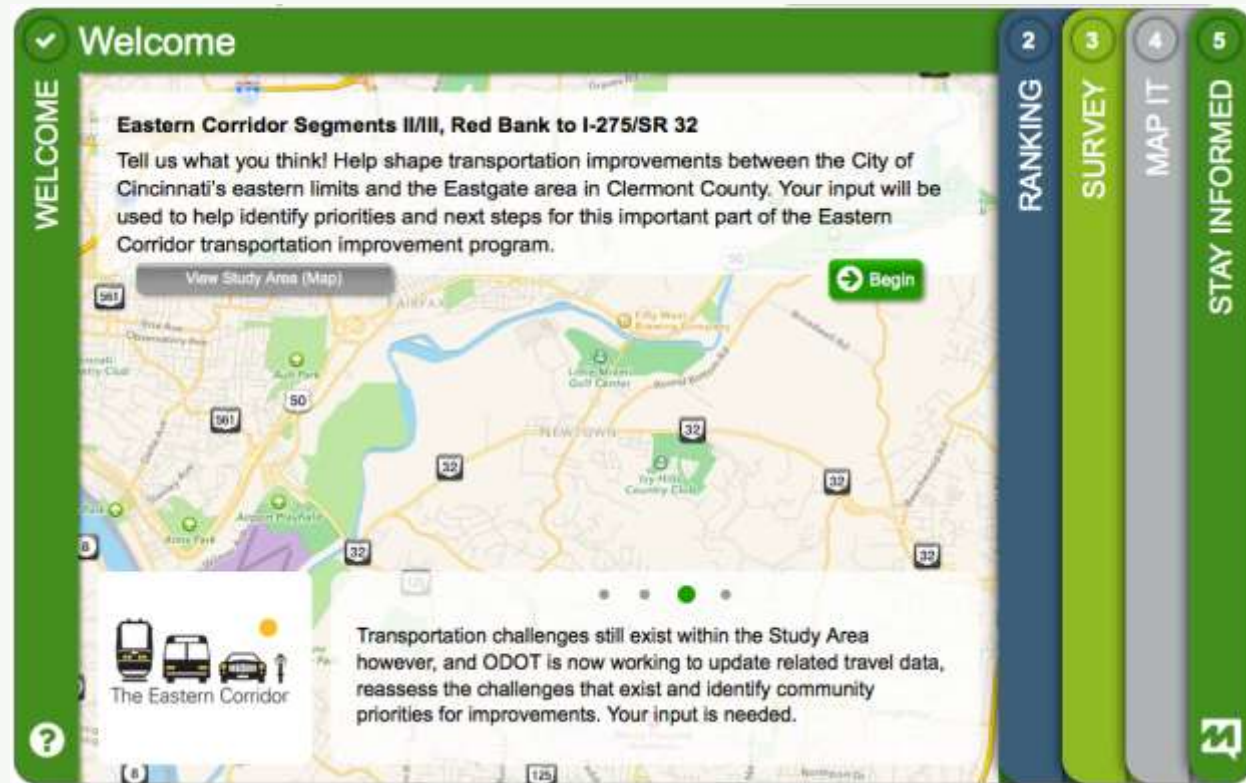
[Materials from the August 6 Public Meeting for the SR 32 Improvements are now posted](#)

[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



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)

B3-231

www.EasternCorridor.org



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**US 50 Corridor
Focus Area Workshop
Annotated Maps**

EASTERN CORRIDOR

US 50 Corridor Area

Google earth

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TIM HEATH

THUR



4/13/16
Tim & Heather - Mariemont mtg

✓ A. = Bike Access problem from North Church St to West US 50. Hard to cross US 50. So they want a new bike trail on RR ROW & land behind Krager to take Bike Traffic off of US 50.

✓ B. = Poor sidewalk, narrow or missing along US 50

✓ C. = Light timing & ~~poor~~ unsafe - people turn Right on Red & have conflict w/ bikes & Peds.

✓ D. = Miami & US 50 - offset intersection - poor congestion - suggest round about. (round)

✓ E. = Murry & Madisonville - better signal timing, turn lanes, congestion problems.

✓ F. = 6 point intersection on Plainville - congestion, timing, access problems, - need roundabout. & Madison

✓ G. = Enhanced bus routes - regional.

✓ H. = Wooster Pike - 2 lane section - needs widened - Improved

✓ I. = OASIS - ^{Rail} would help take Traffic off.



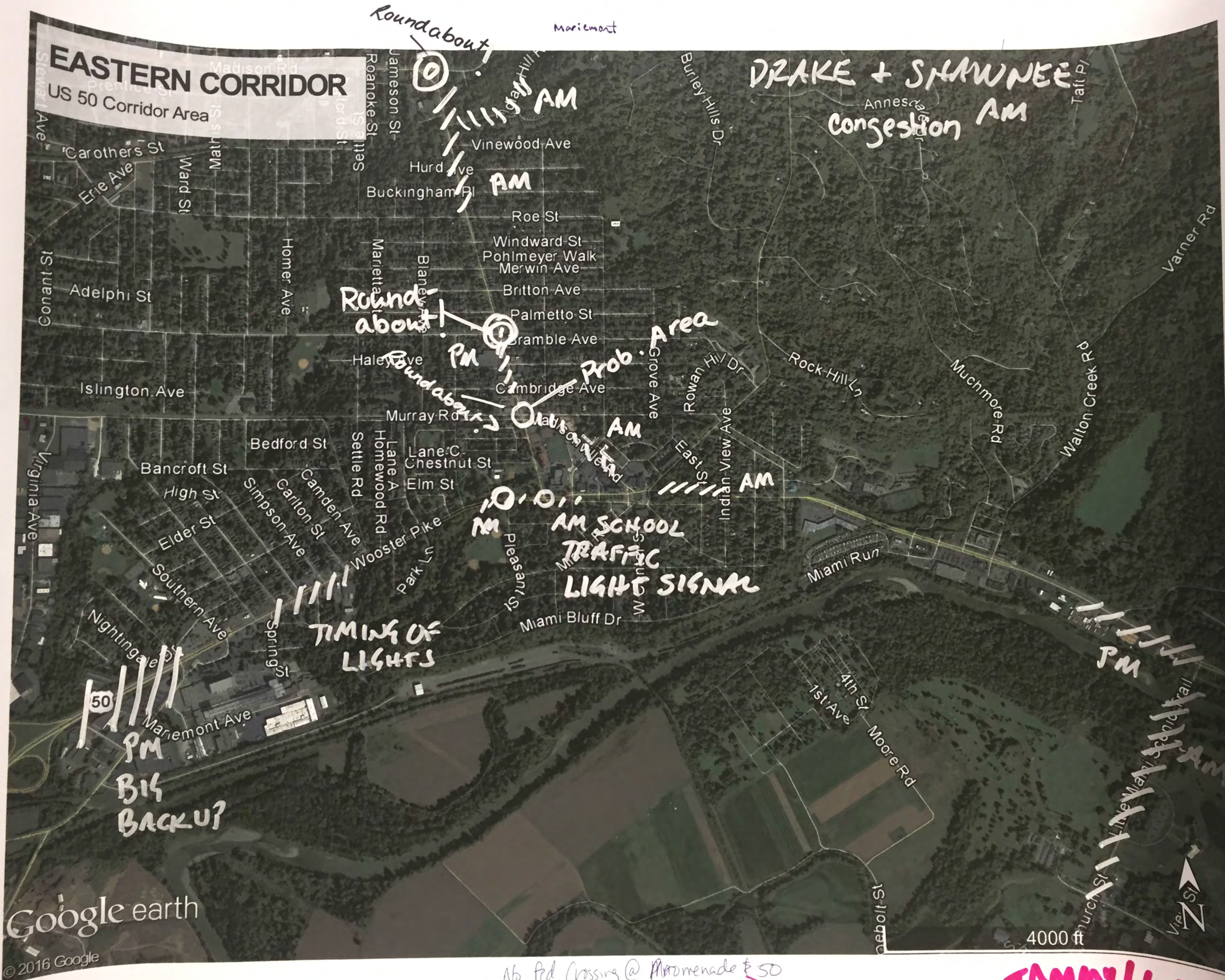
EASTERN CORRIDOR
Segment II/III Area

TH/VOATHER
Sources Esri, HERE, DeLorme, USGS, Intermap, iNGENi, P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, Mapbox, India, OpenStreetMap contributors, and the GIS User Community

BK
BAKU?

xc earth

//// - notes back up locations



Google earth

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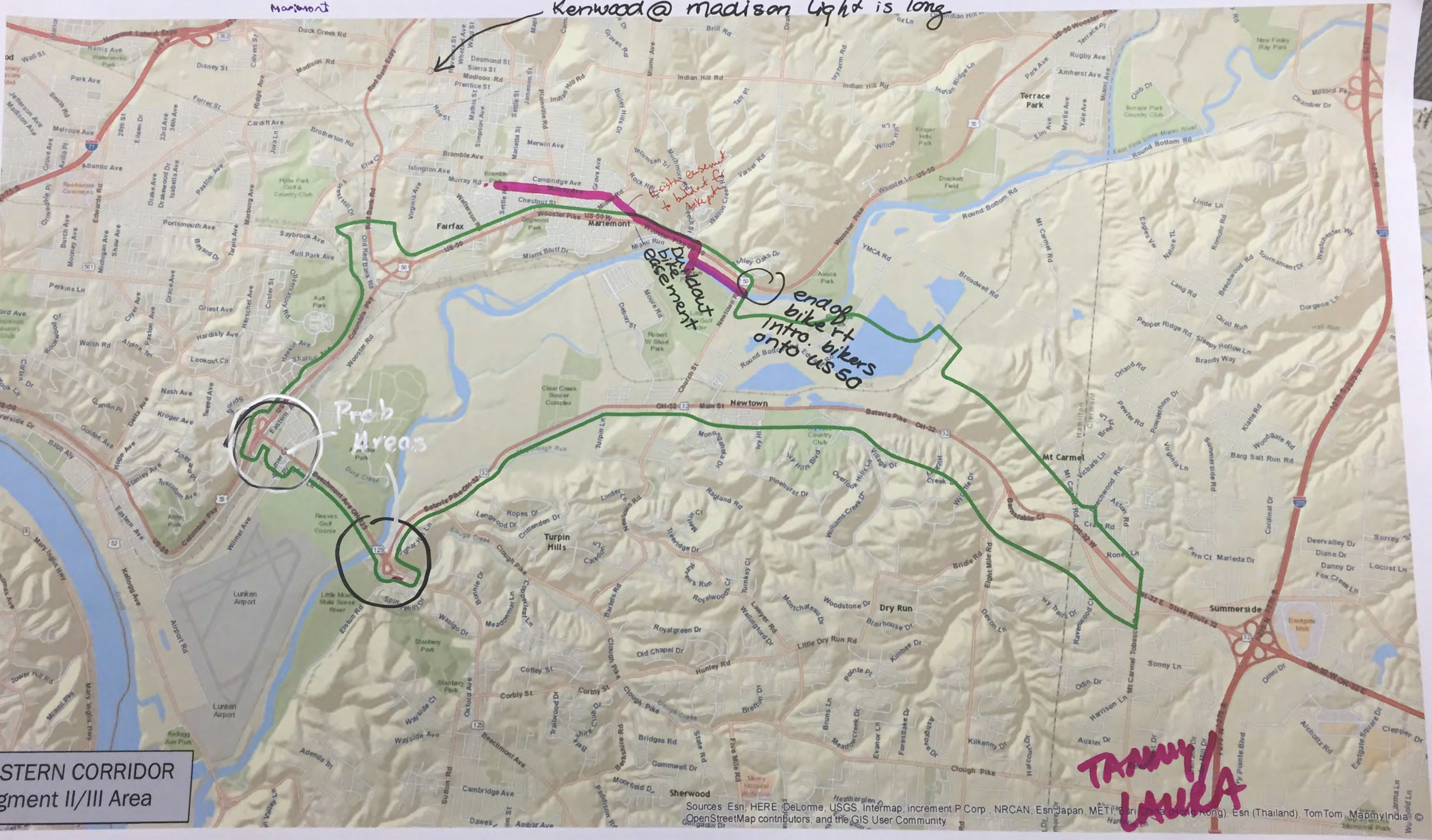
No Red Crossing @ Mariemont & 50

TAMMY



Marionet

Kenwood @ madison light is long



EASTERN CORRIDOR
Segment II/III Area

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

TAMM
LAWRENCE

unmarked

were to stop at light and make signal

Marymont

EASTERN CORRIDOR

US 50 Corridor Area



SIDEWALK MISSING

4000 ft



STEVE

EASTERN CORRIDOR
Segment II/III Area

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

CAROLINE

PM
congestion
Also issues from
lane merges

AM
congestion

✓ morning

TIMING OF
LIGHTS

US 50 Corridor Area

marcament

drivers on ~~the~~ MS 50 don't know where to stop at ~~with~~ Mod: jumble signal

[illegible]

Get it together

Get it
together

W Center St
around
corner for

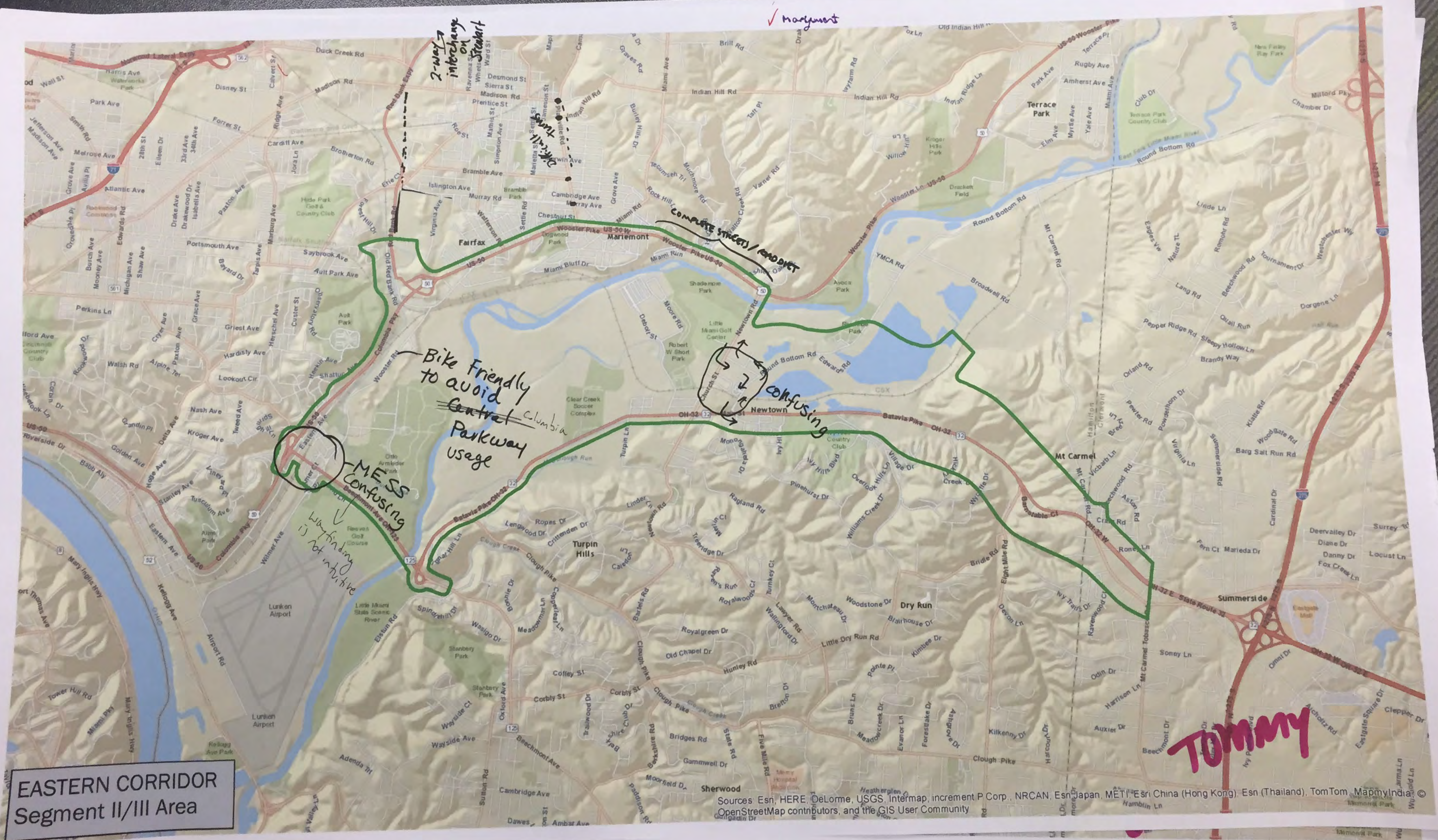


Google earth

© 2016 Google

It's not clear who has right of way at 50 & Miami Road when turning NB onto WB 50

Tommy



EASTERN CORRIDOR
Segment II/III Area

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Tommy

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