

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

Eastern Corridor Implementation Partners

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

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

- 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



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

US 50 Corridor Focus Area Workshop Presentation





Segments II and III Focus Area Workshop

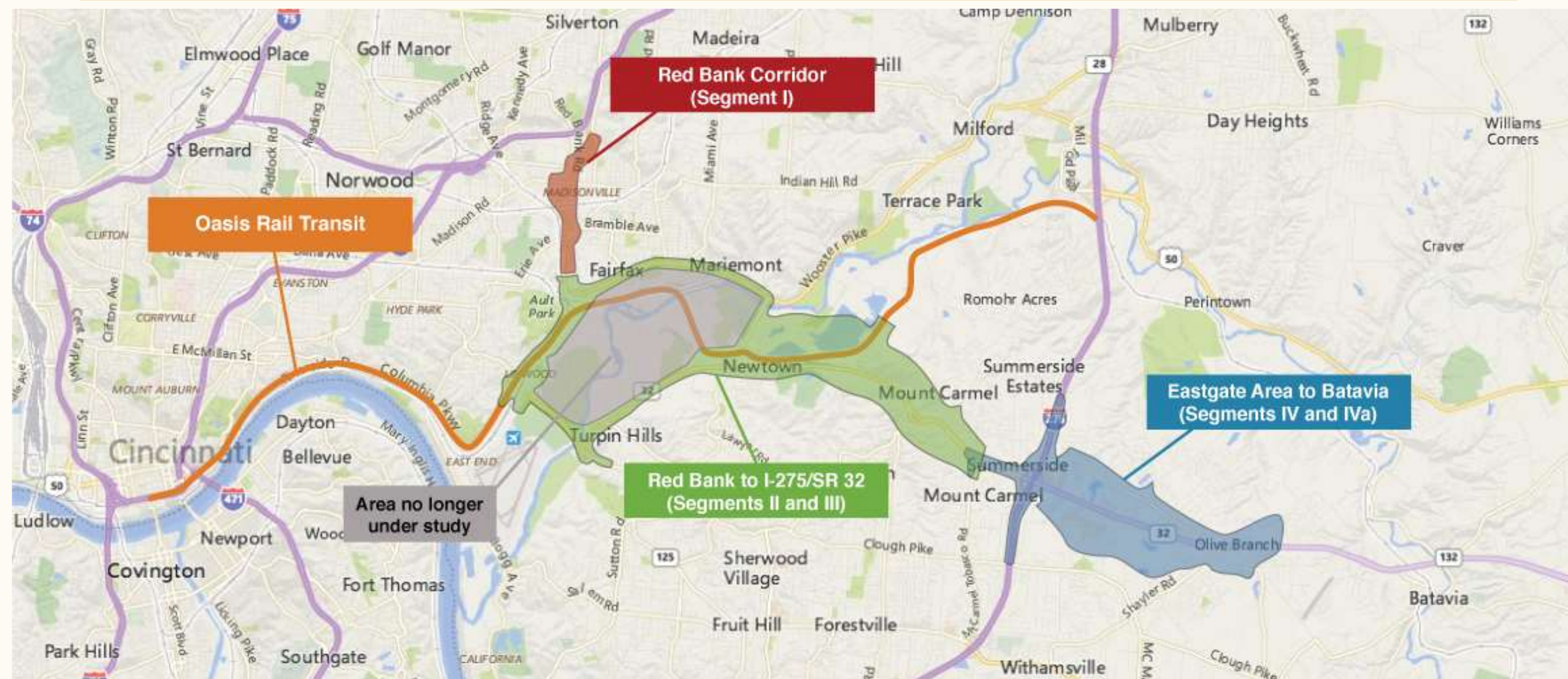
US 50 Corridor Area

Mariemont High School

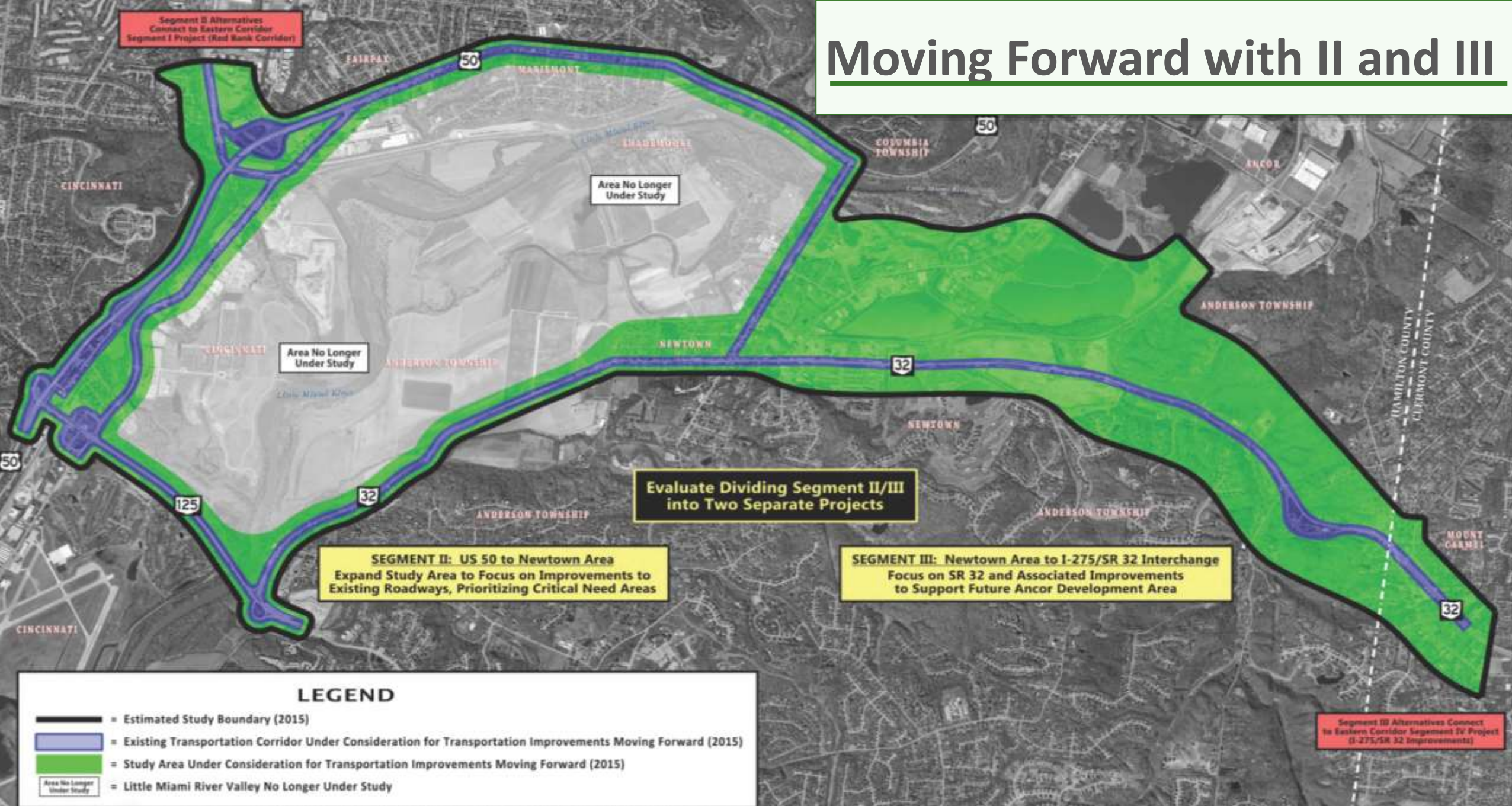
April 13, 2016

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

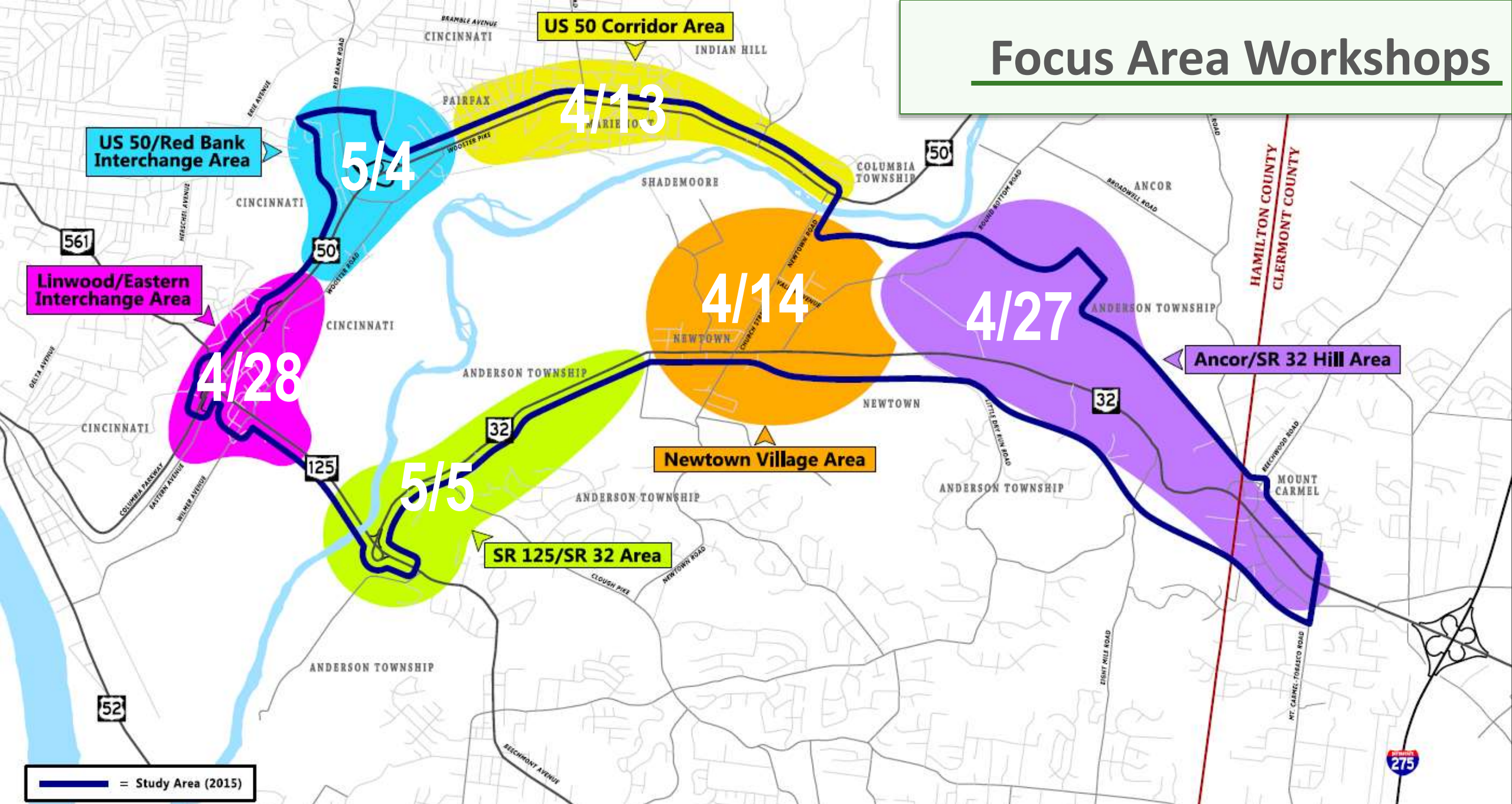
What is the Eastern Corridor Program?



Moving Forward with II and III

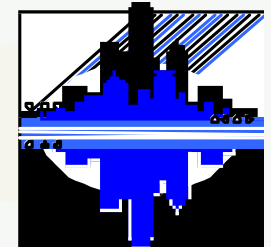


Focus Area Workshops

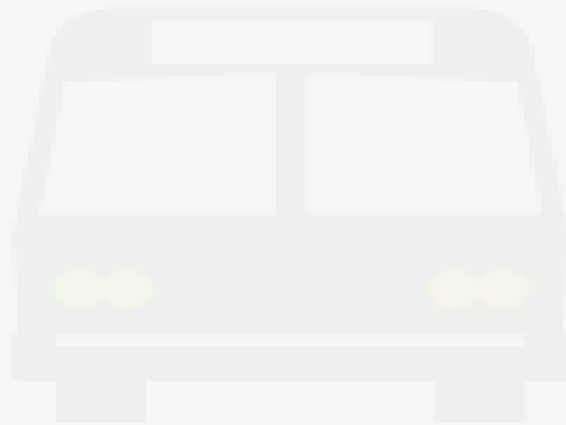
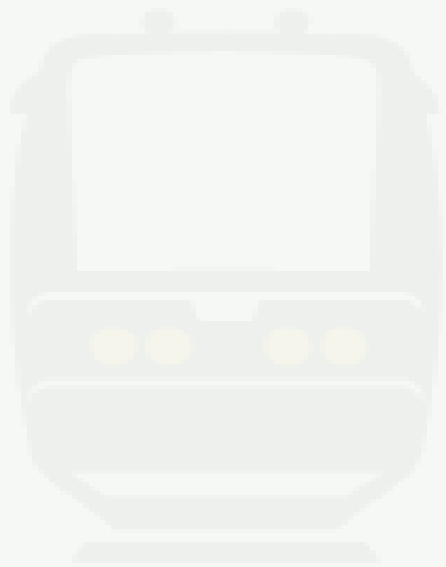


Tonight's Objectives

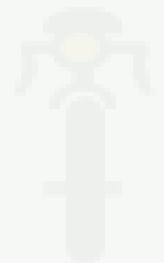
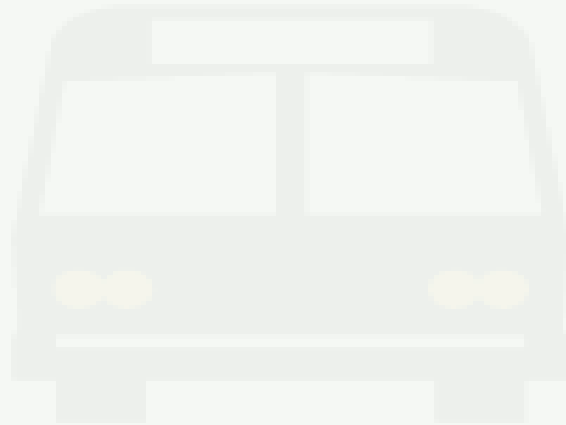
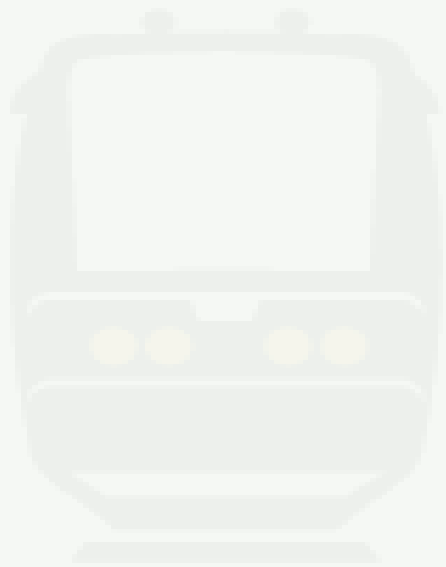
- Learn about transportation needs and community values from community members
- Explain ODOT's new approach to addressing transportation needs in this area
- Understand how the community evaluates trade-offs between transportation benefits and other values such as cost, environmental impacts and benefits,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



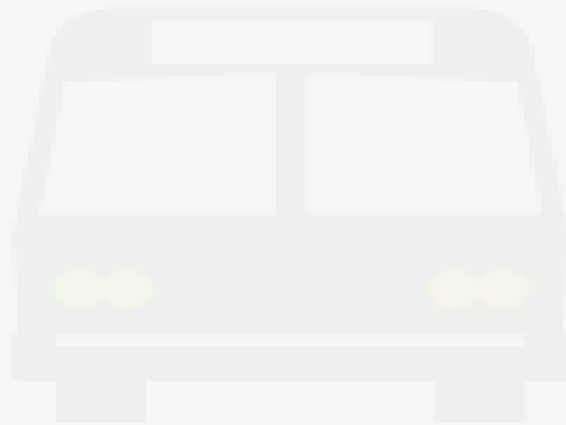
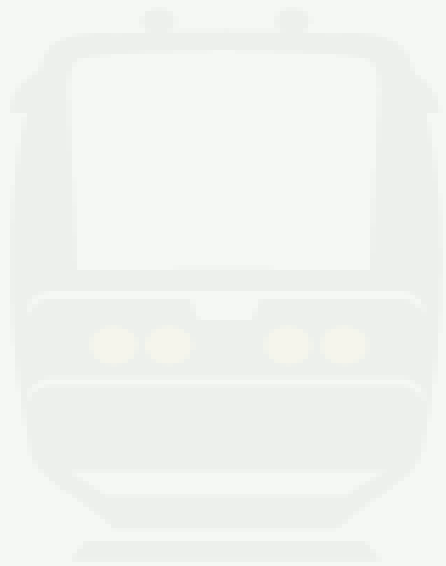
- Transportation Alternatives (TA)
- Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality (CMAQ)



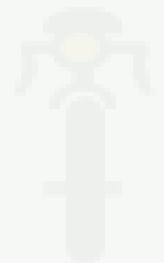
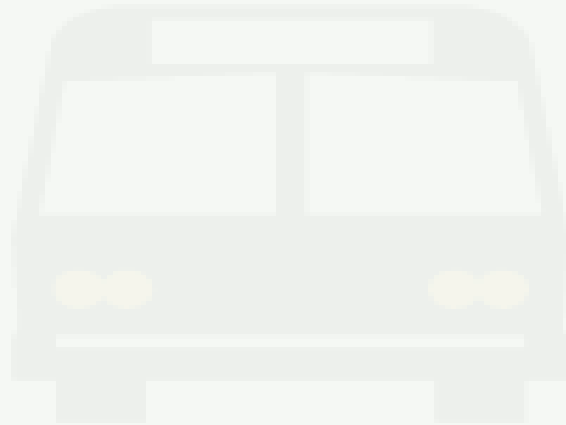
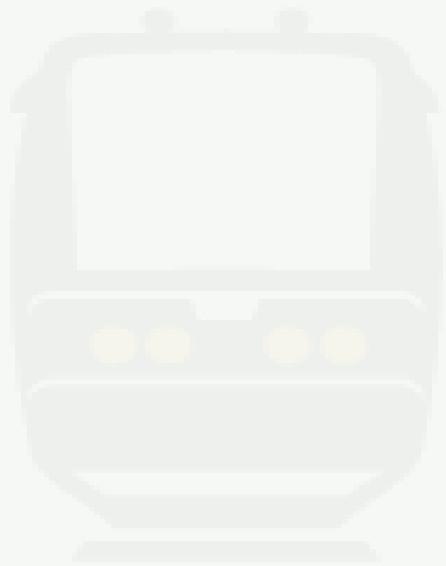
- Highway Safety Improvement (HSIP)
- Safe Routes to School (SRTS)
- Major New (TRAC)

Work Session:

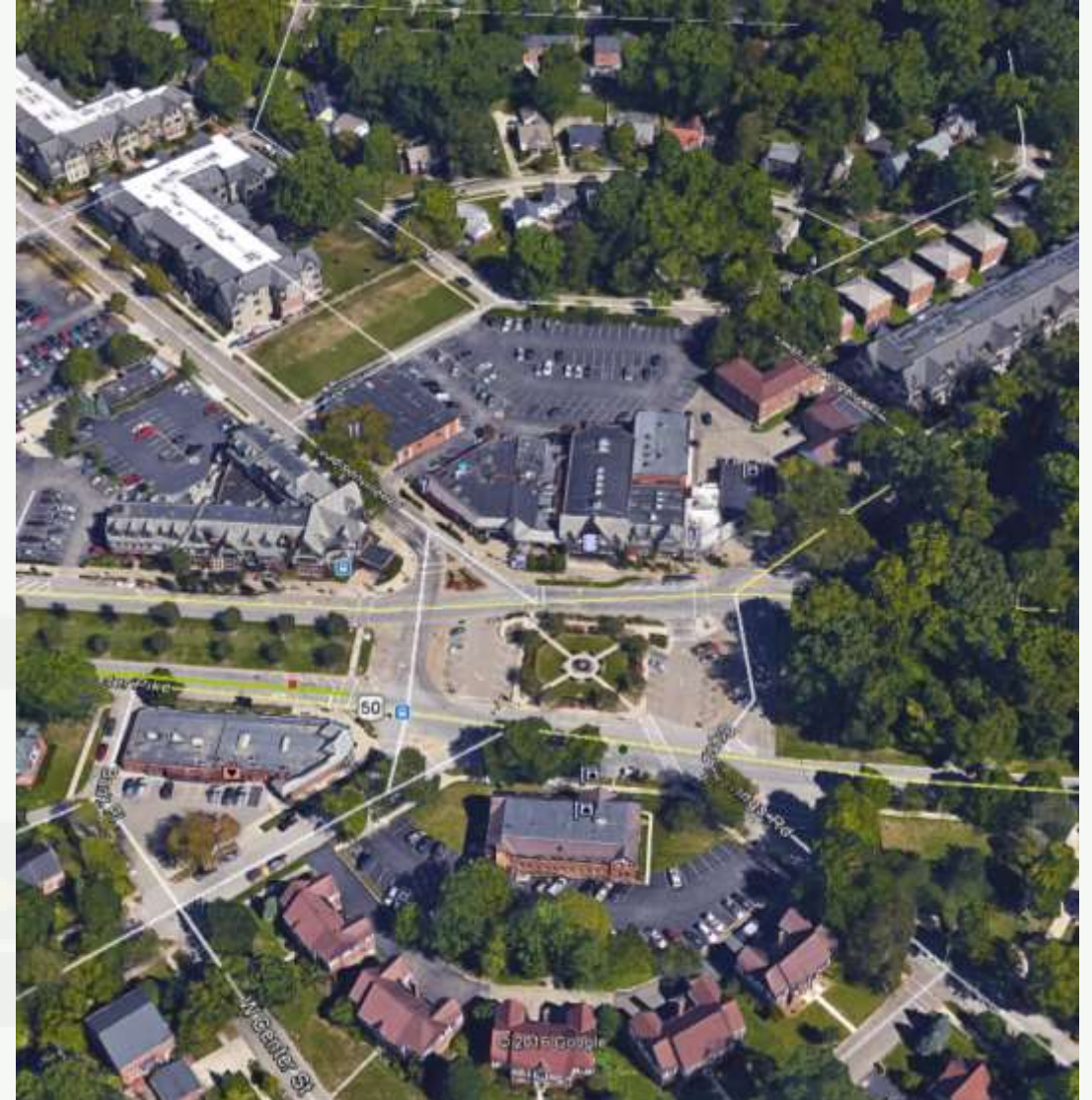
Community Values and Priorities



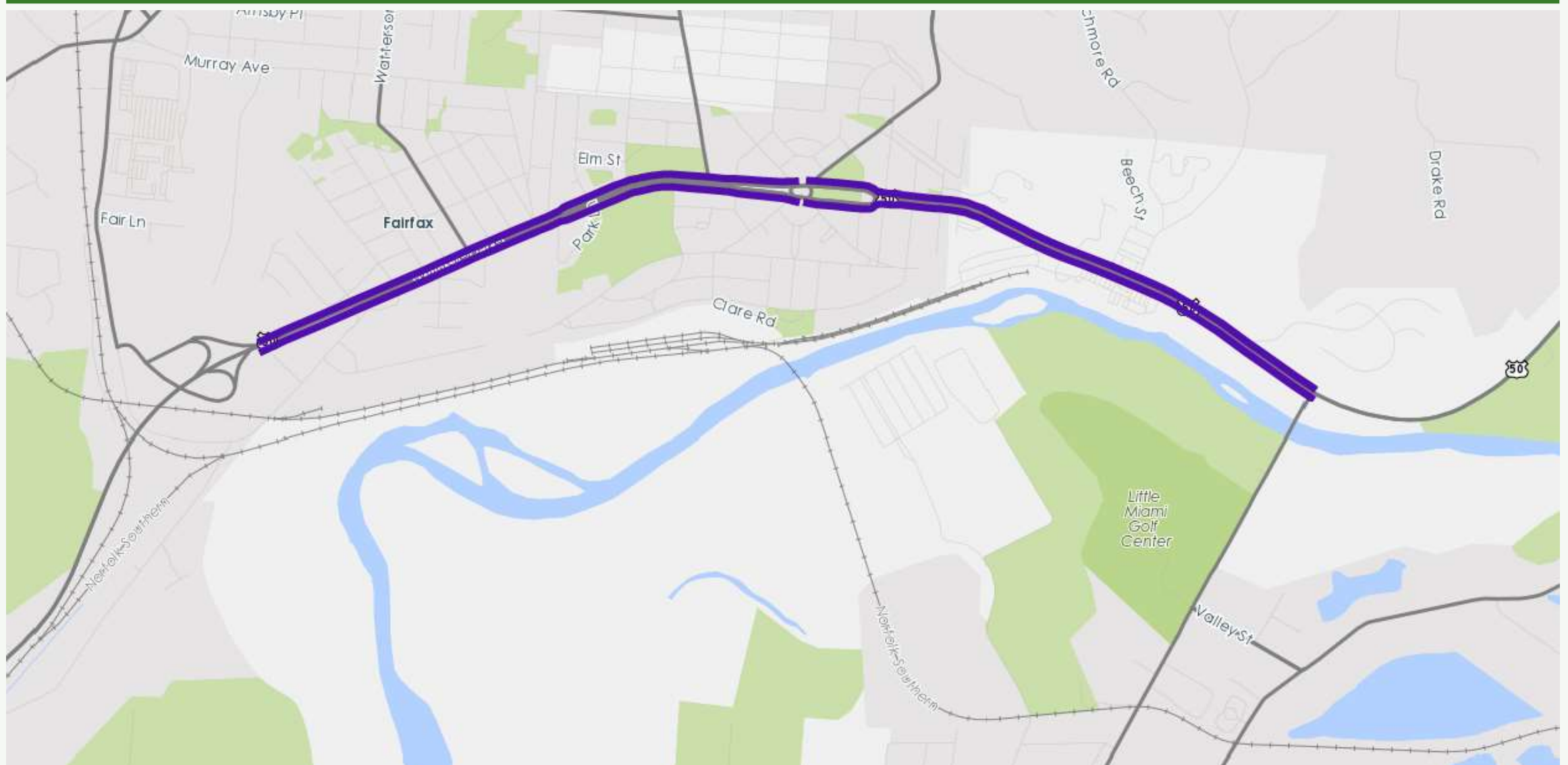
Work Session: Transportation Needs



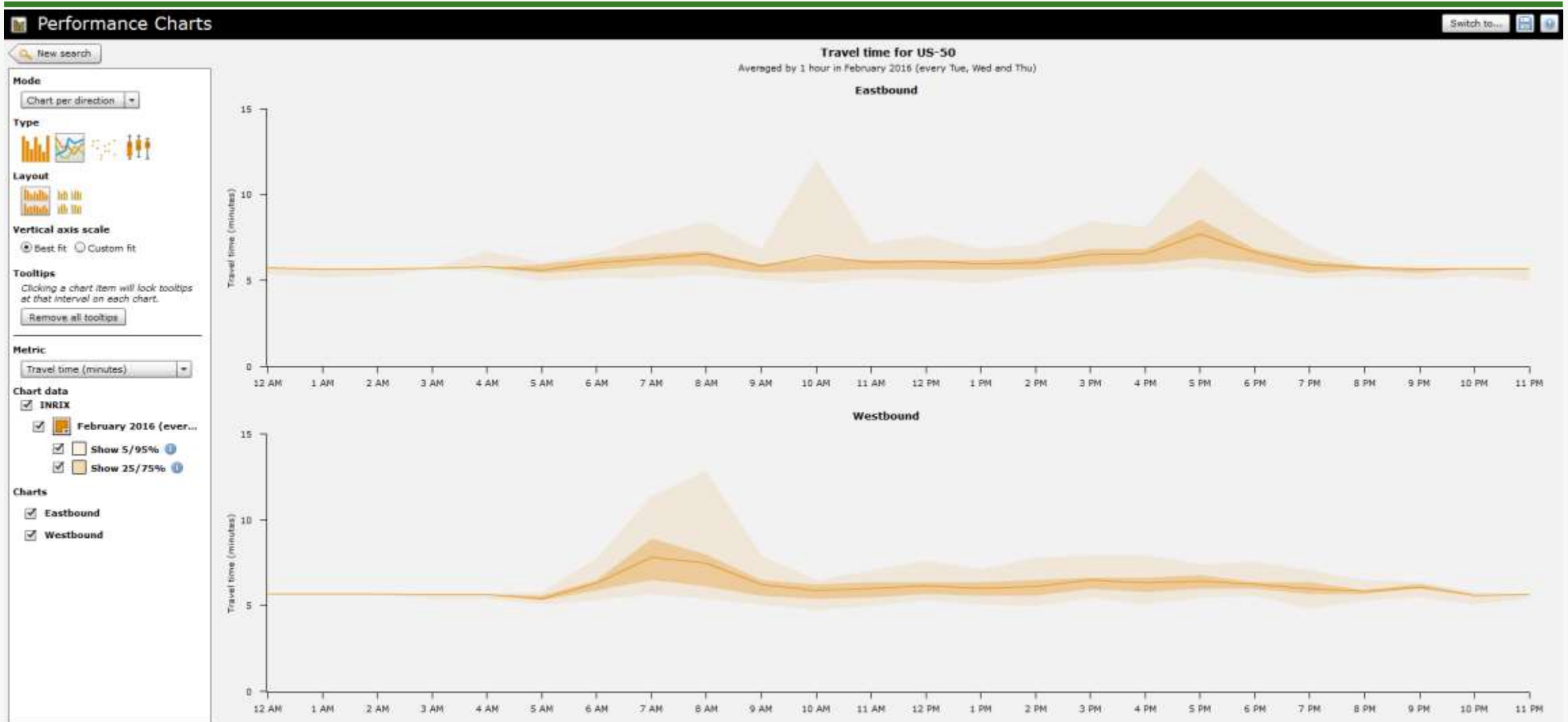
Safety



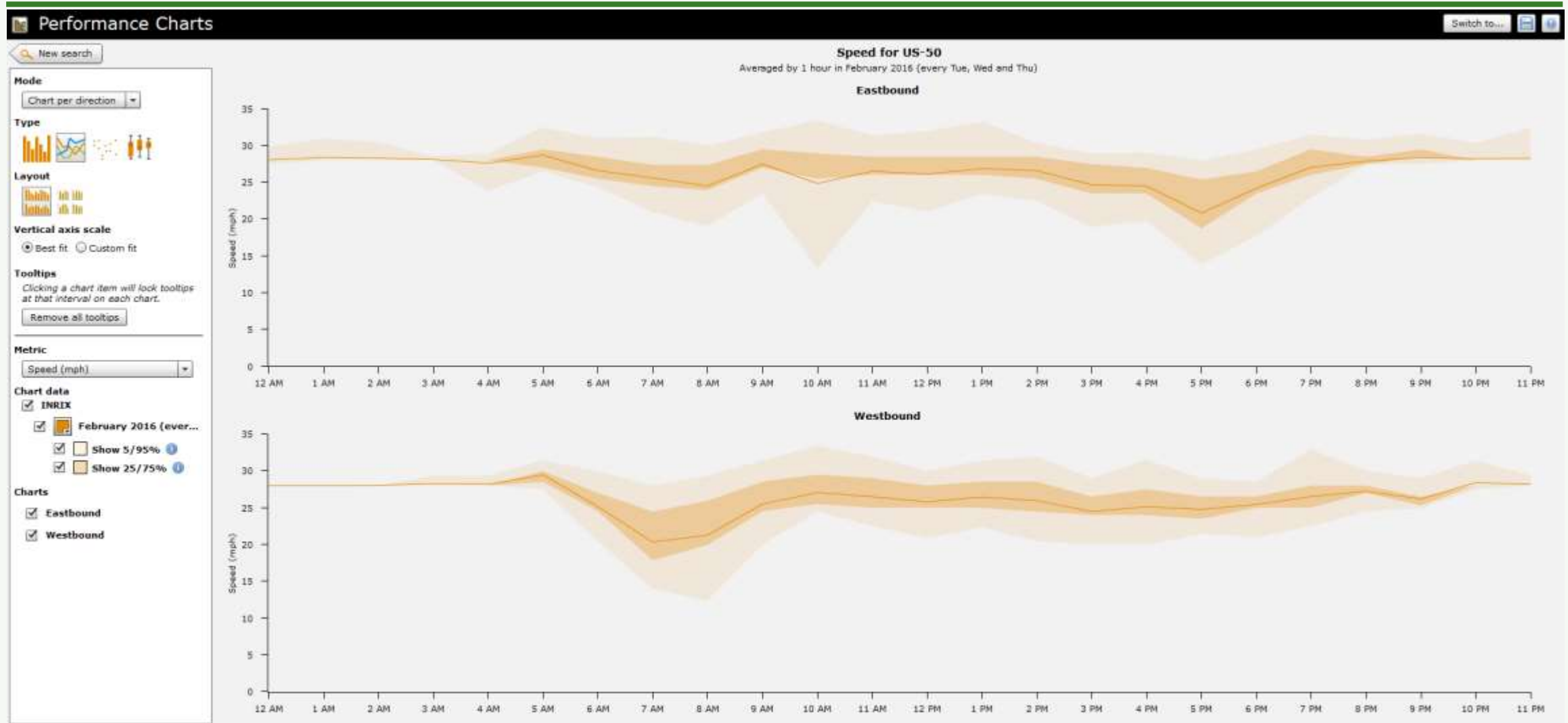
Traffic Flow



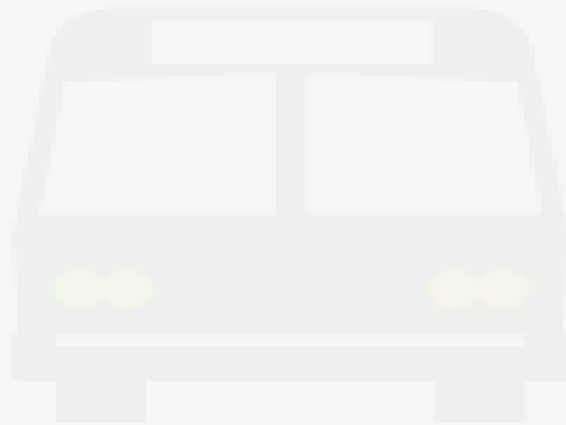
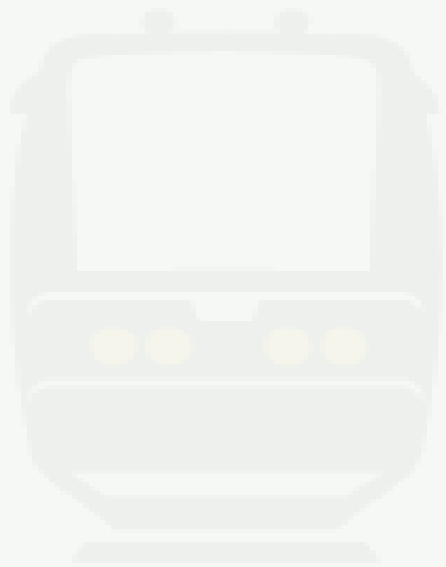
Travel Time



Speed




Workshop Wrap Up



Public Engagement

www. EasternCorridor.org



The Eastern Corridor

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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


[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](#)

[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](#)

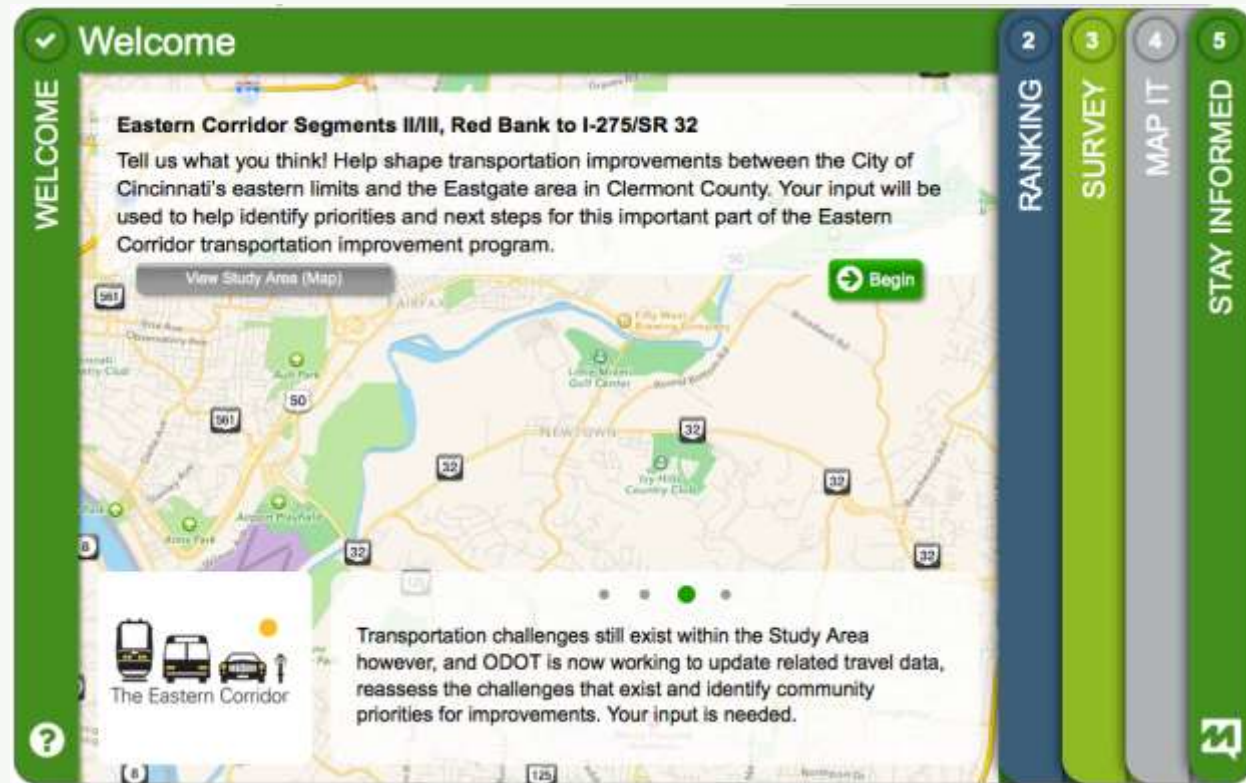
[Materials from the August 6 Public Meeting for the SR 32 Improvements are now posted](#)

[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

What is the issue/need?:

Comment...

Submit

What is the issue/need?:

Comment...

Submit

What is the issue/need?:

Comment...

Submit

What is the issue/need?:

Comment...

Submit

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

www.EasternCorridor.org



www.EasternCorridor.org

EasternCorridor@EasternCorridor.org

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



US 50 Corridor Area

US 50 Corridor Area



TIM HEATHON

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

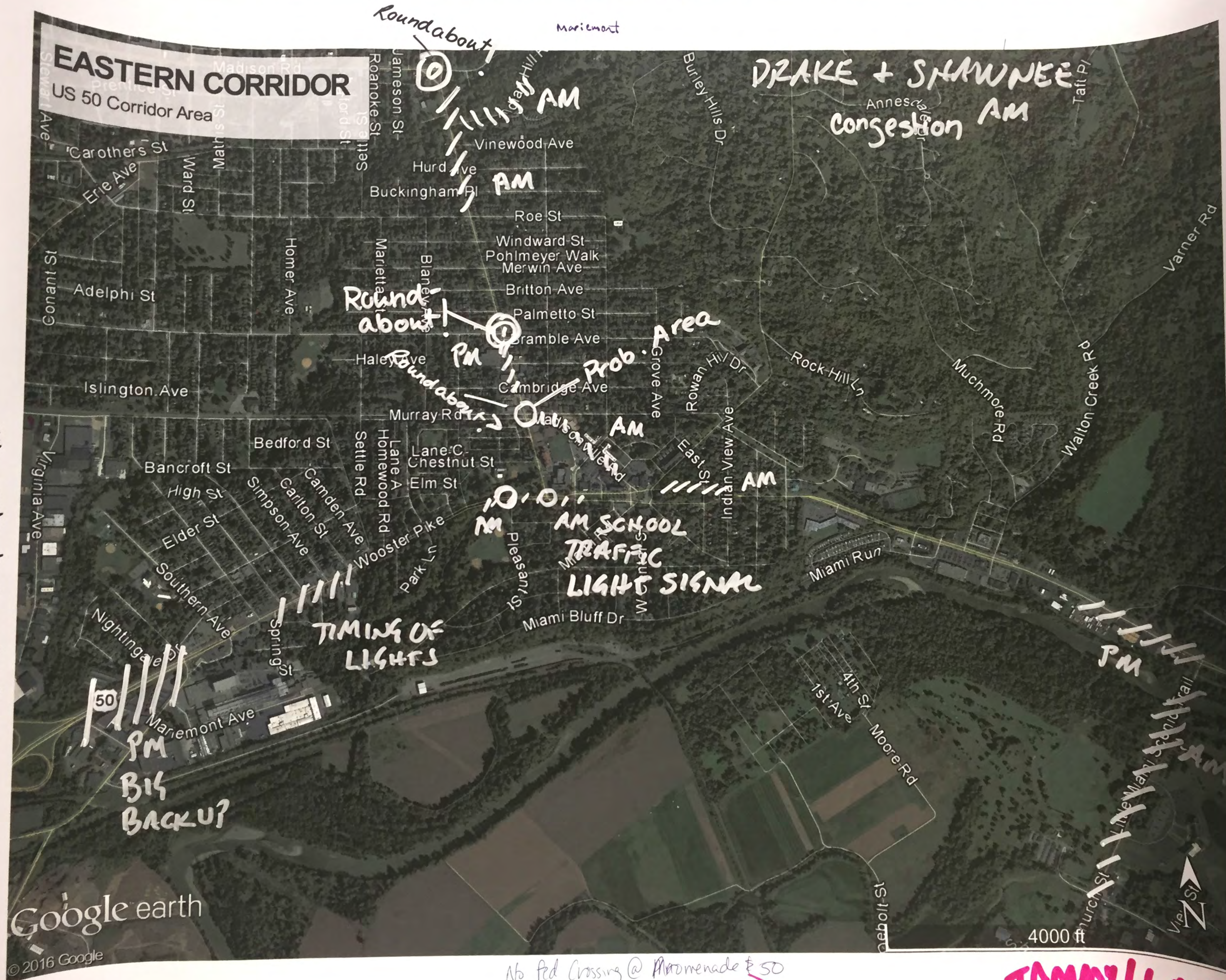
TIM WEAVER

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

BK
BAKU?

xc earth

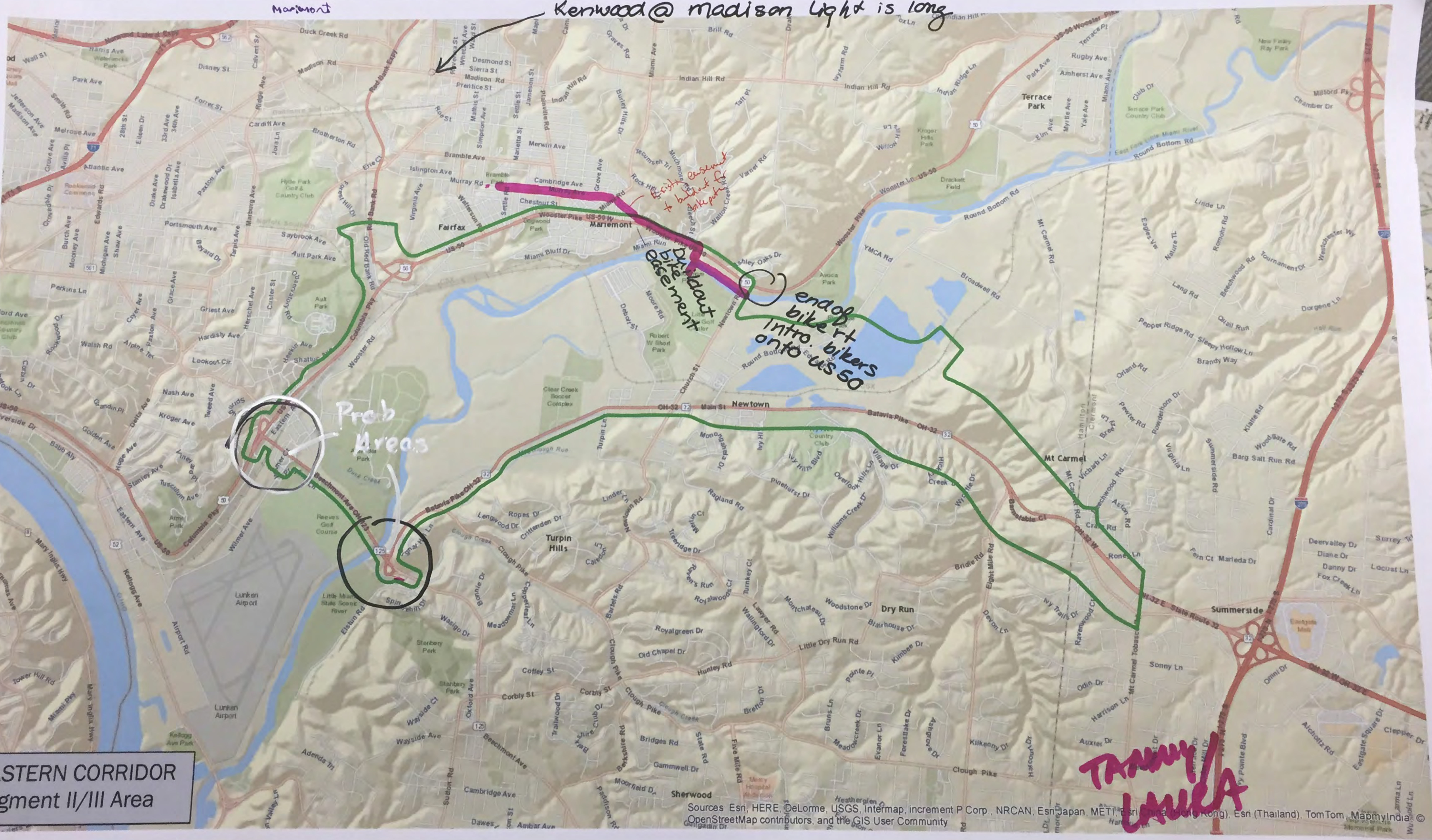
//// - notes back up locations





Marionet

Kenwood @ madison light is long



unmarked

were to stop at light and make signal

Marymont

EASTERN CORRIDOR

US 50 Corridor Area



Google earth

© 2016 Google

4000 ft

STEVE

SIDEWALK MISSING

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, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

CAROLINE

PM
congestion
Also issues from
lane merges

AM
congestion

✓ morning

TIMING OF
LIGHTS

EASTERN CORRIDOR

US 50 Corridor Area

marionet

drives on WB 50 don't know where to stop at ~~Marionet~~ Marionville signal

MS
Marionville
11/11/11

Get it
together

Get it
together

W Center St

Marionville
Marionville
very new
camping

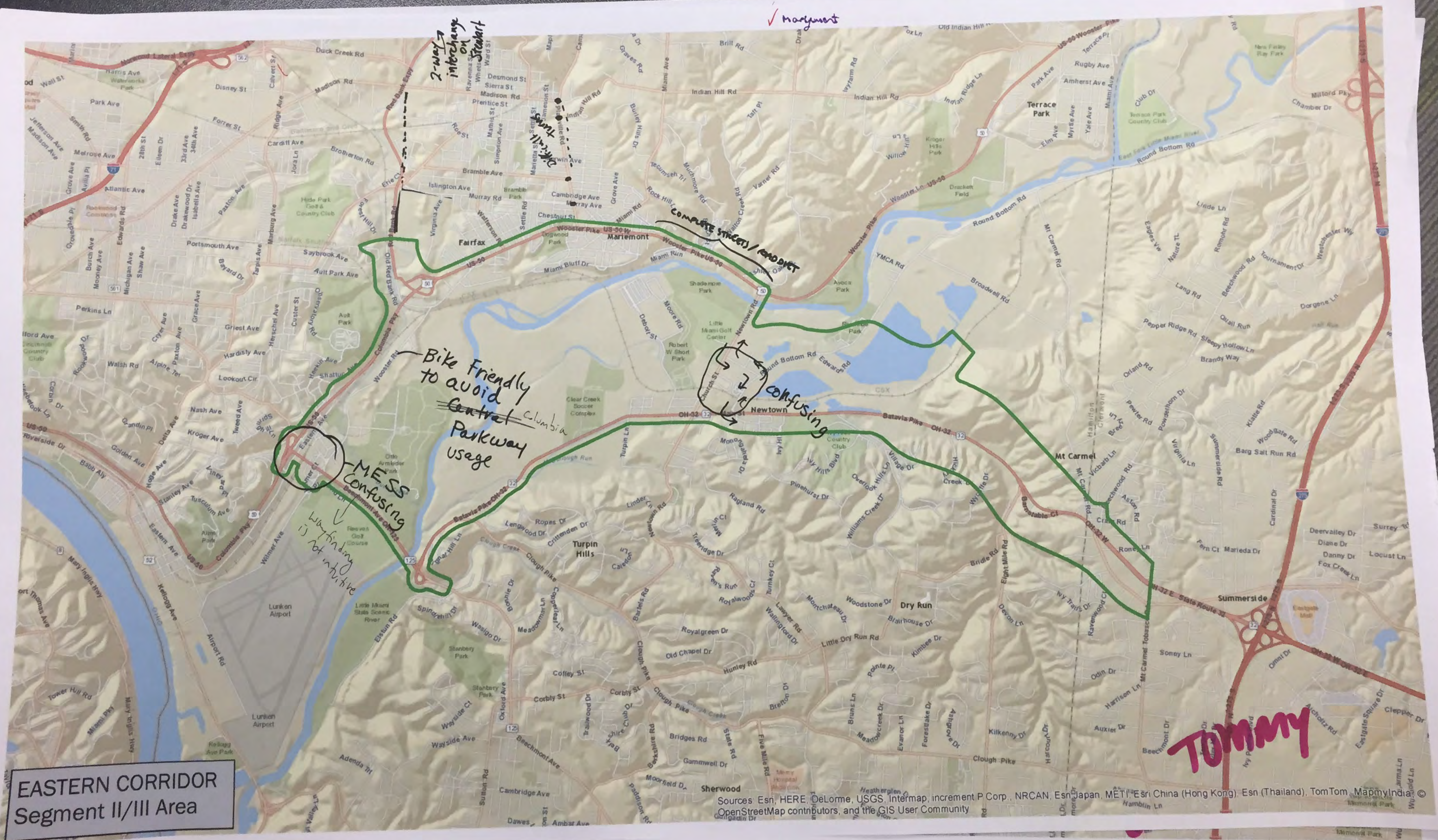
Google earth

© 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

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

Tommy

BACKUP