



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

www.EasternCorridor.org

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

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 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



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.

Newtown Village Focus Area Workshop Presentation





Segments II and III Focus Area Workshop

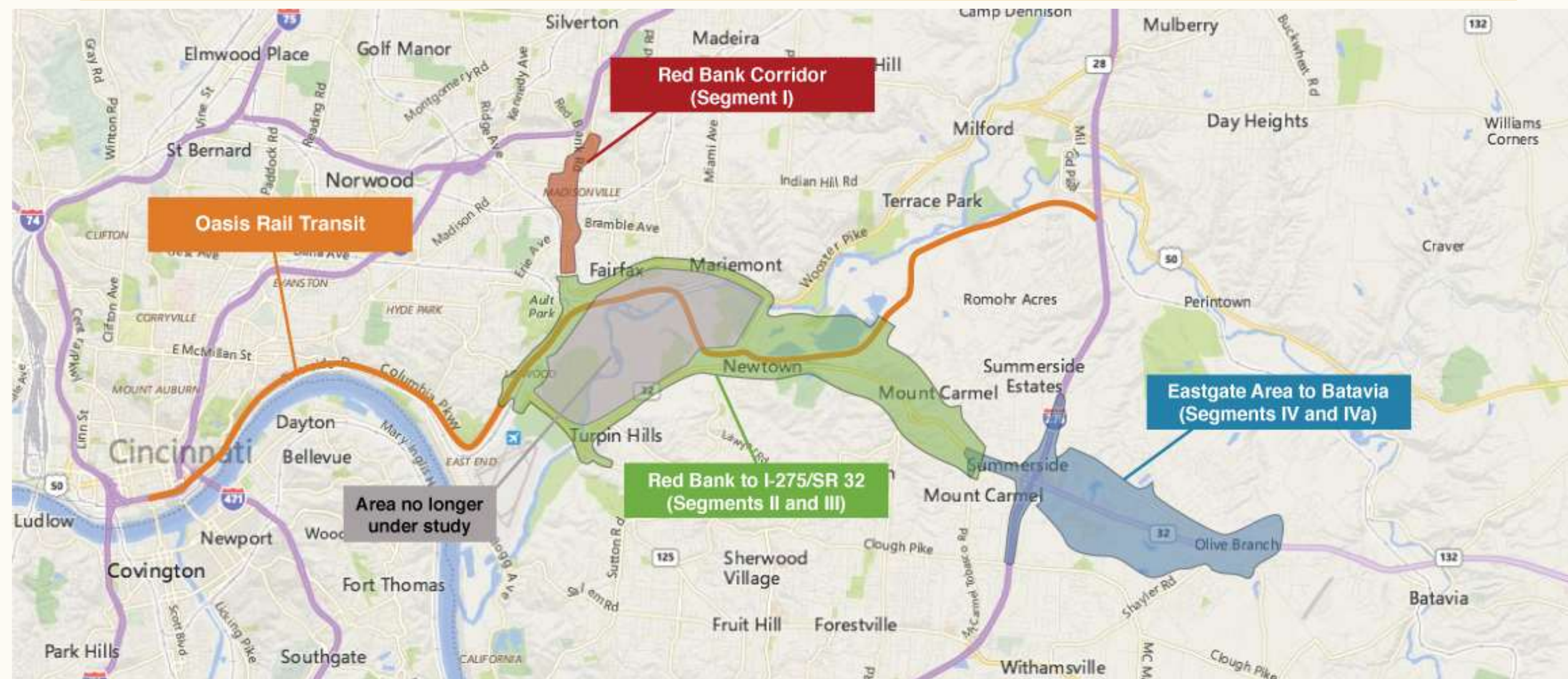
Newtown Village Area

Miami Valley Christian Academy

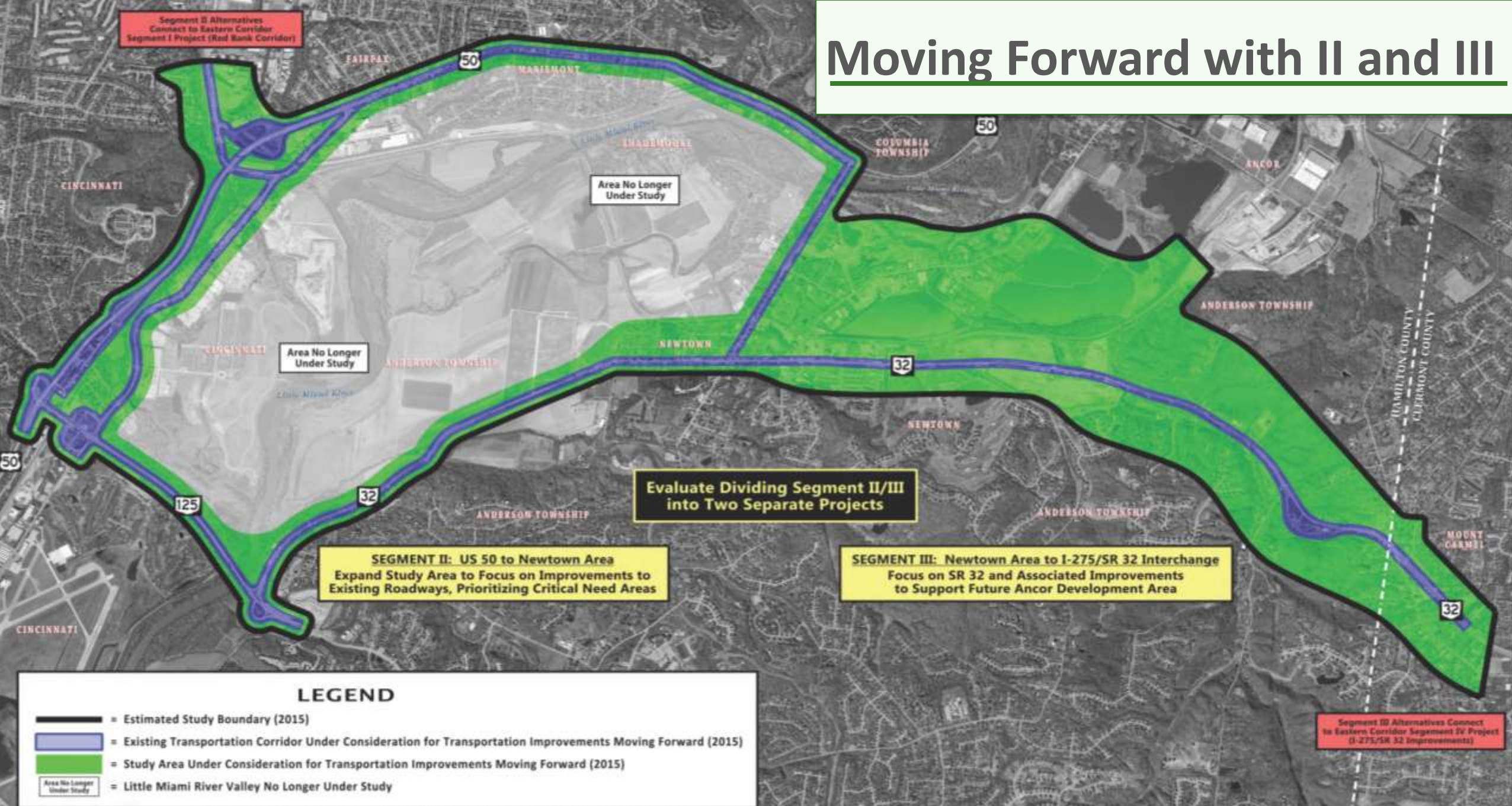
April 14, 2016

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

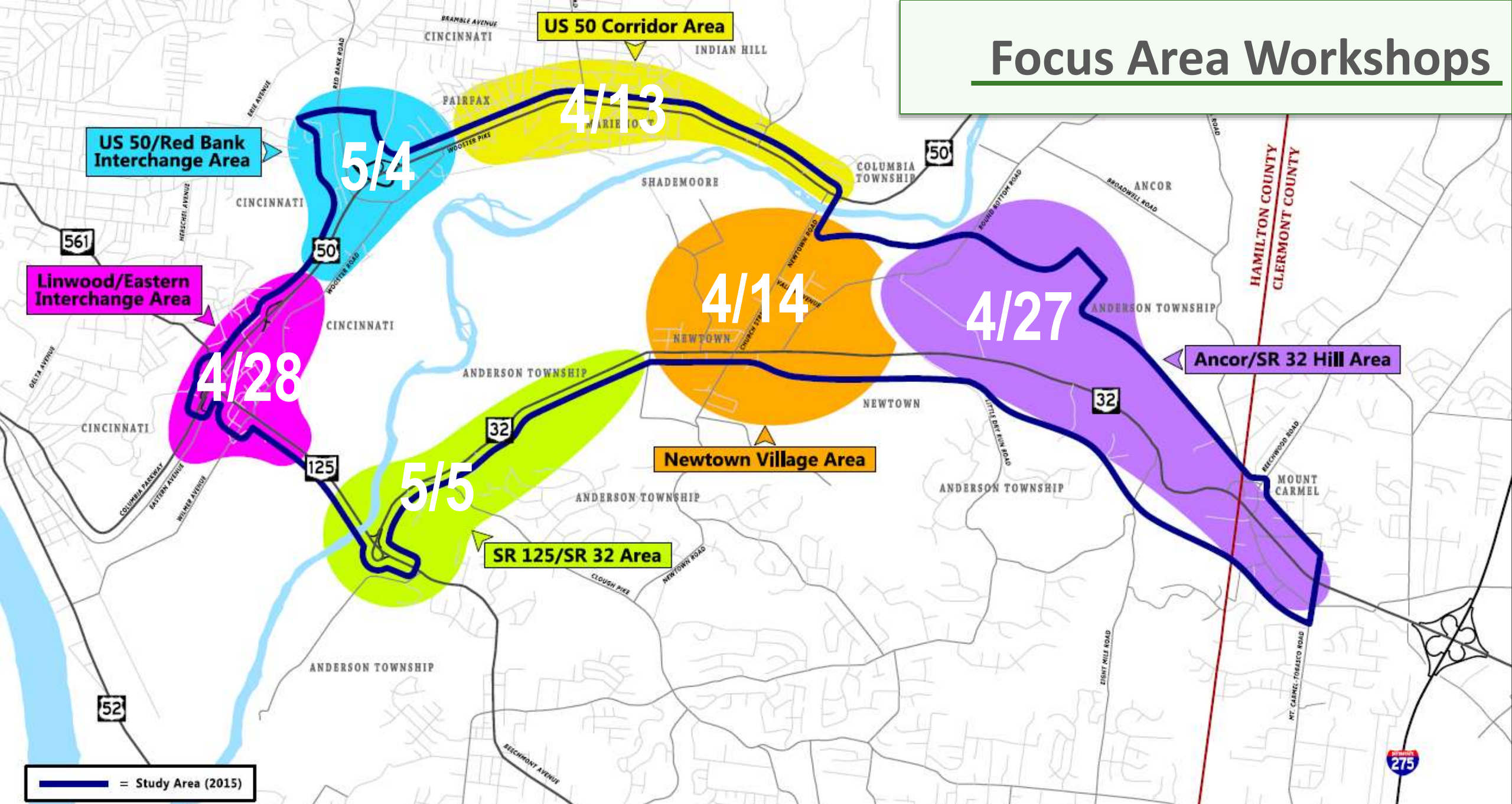
What is the Eastern Corridor Program?



Moving Forward with II and III

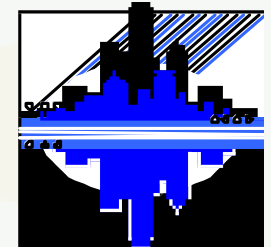


Focus Area Workshops

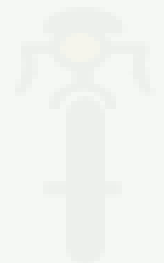
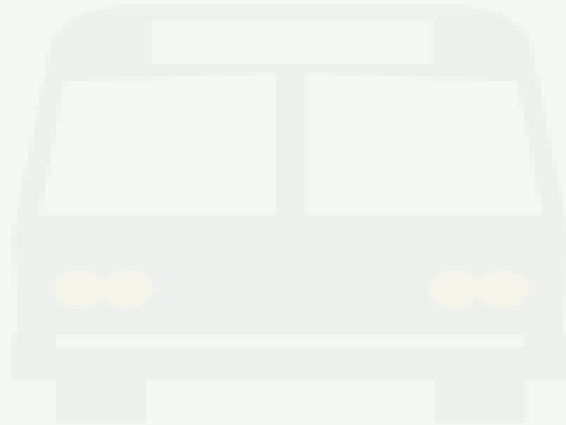
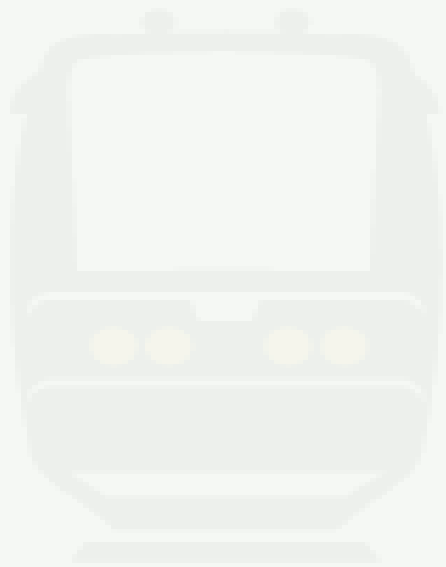


Tonight's Objectives

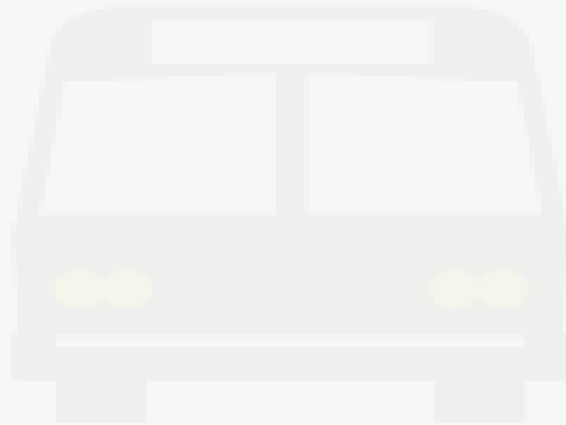
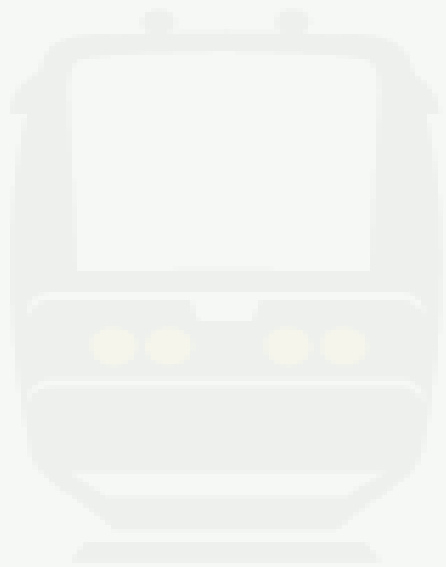
- Learn about transportation needs and community values from community members
- Explain ODOT's new approach to addressing transportation needs in this area
- Understand how the community evaluates trade-offs between transportation benefits and other values such as cost, environmental impacts and benefits,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



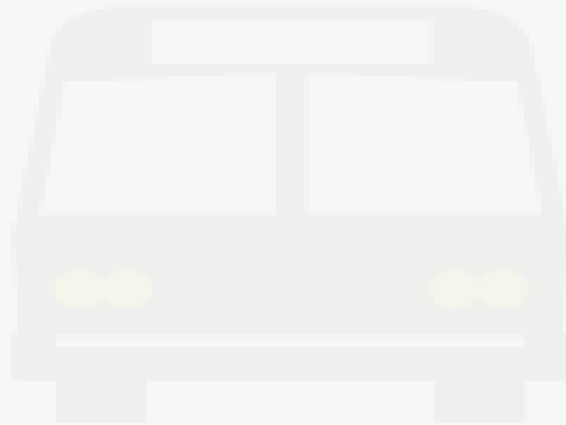
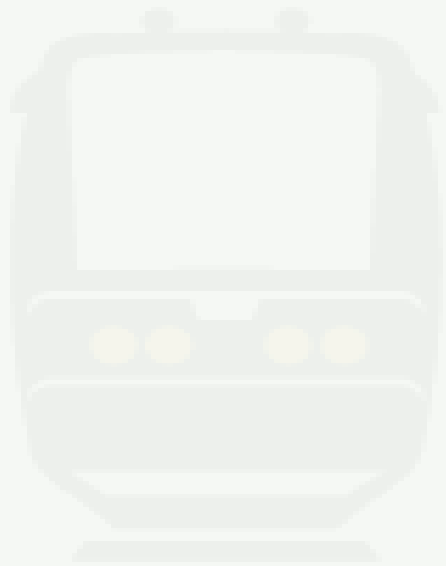
- Transportation Alternatives (TA)
- Surface Transportation Program (STP)
- Congestion Mitigation and Air Quality (CMAQ)



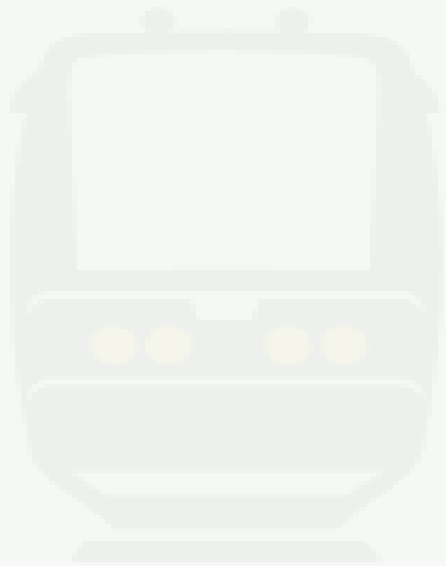
- Highway Safety Improvement (HSIP)
- Safe Routes to School (SRTS)
- Major New (TRAC)

Work Session:

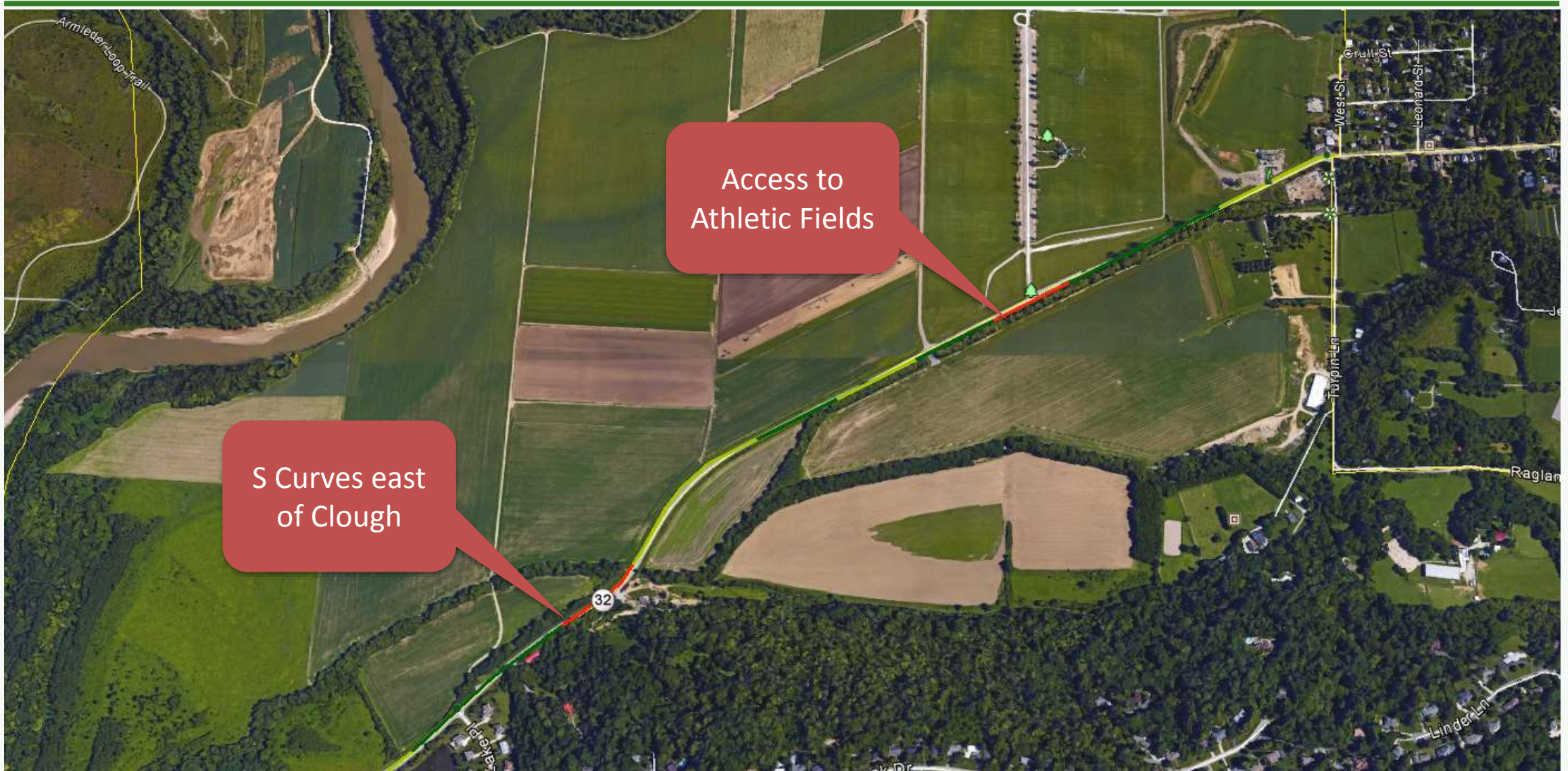
Community Values and Priorities



Work Session: Transportation Needs



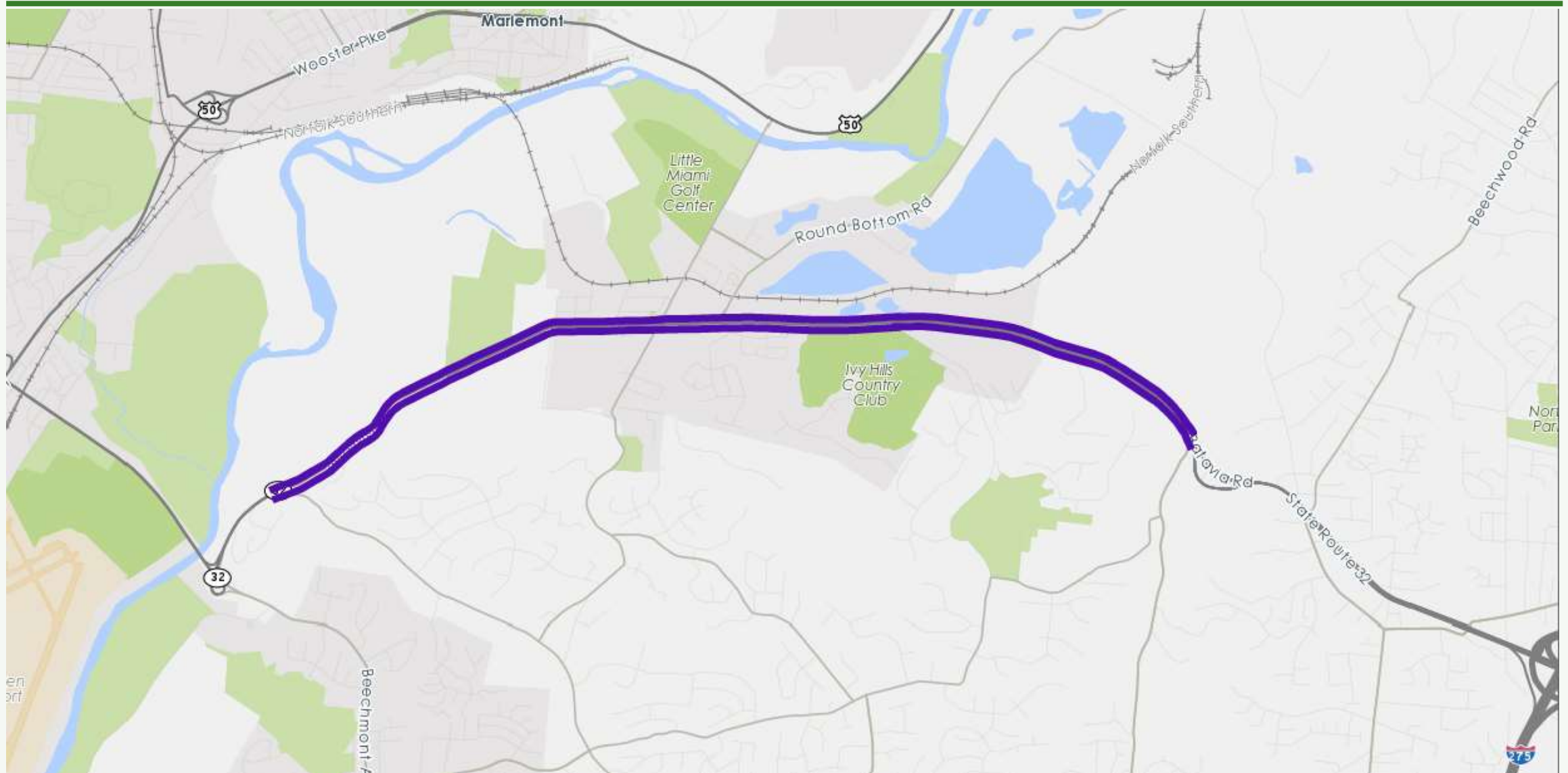
Safety



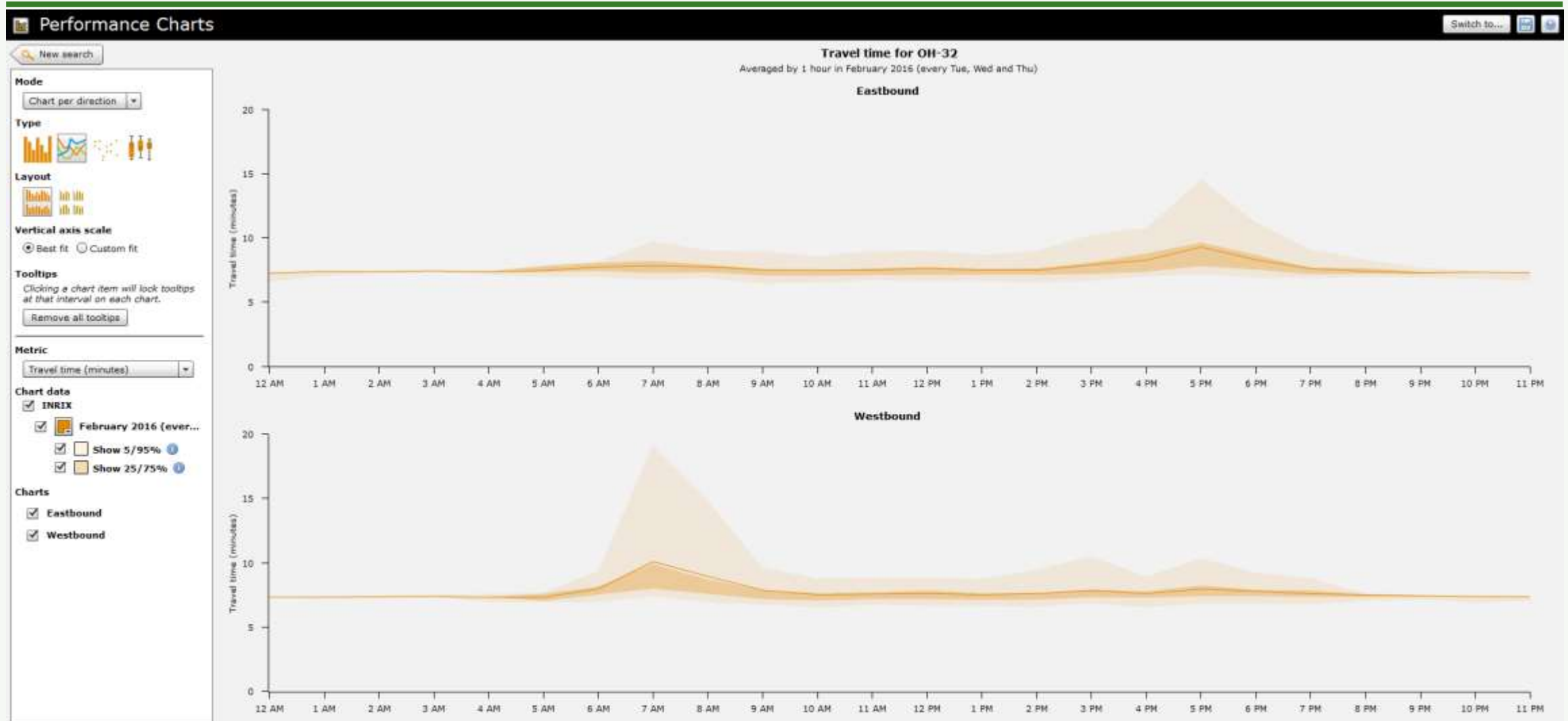
Safety



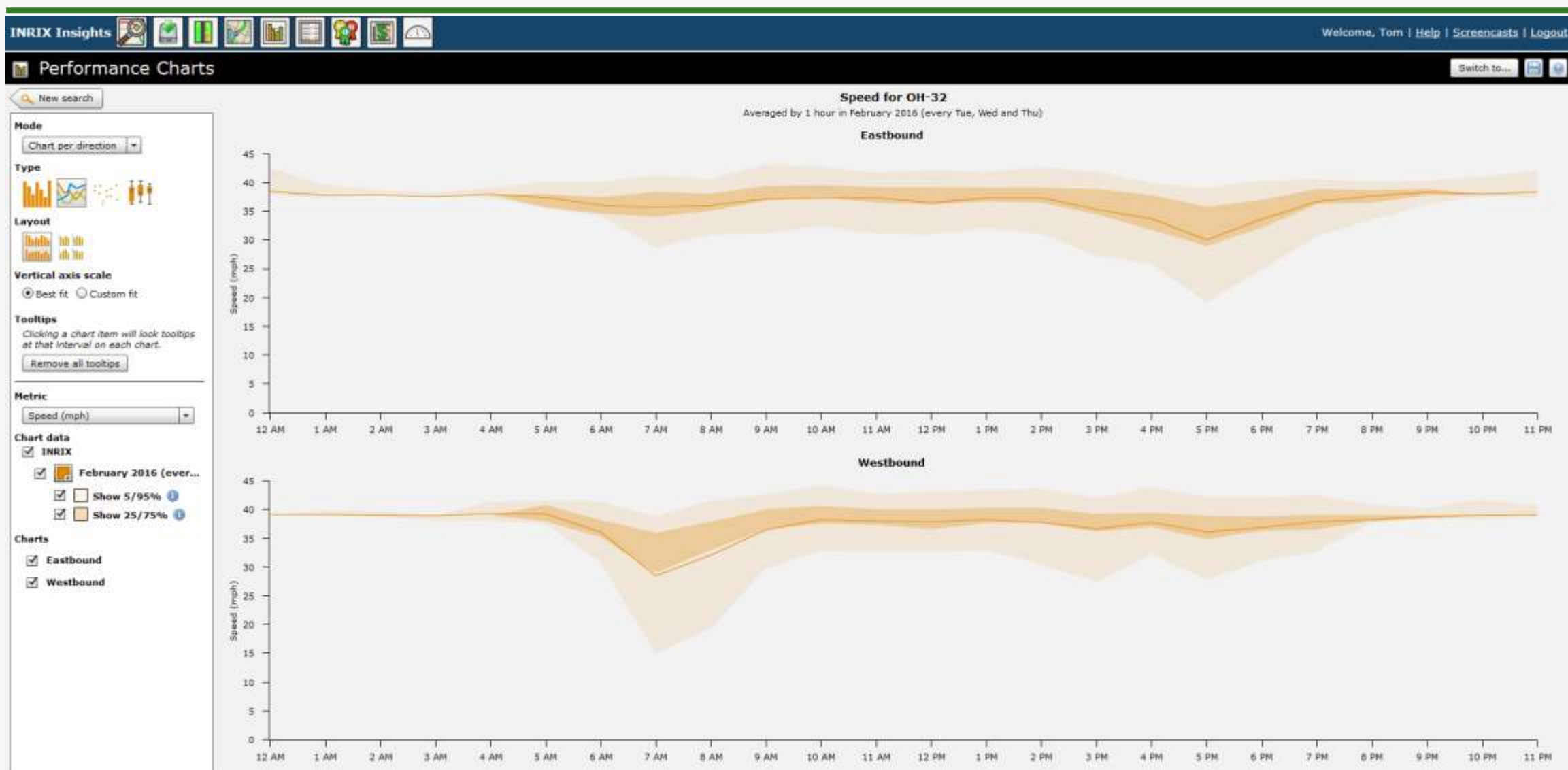
Traffic Flow



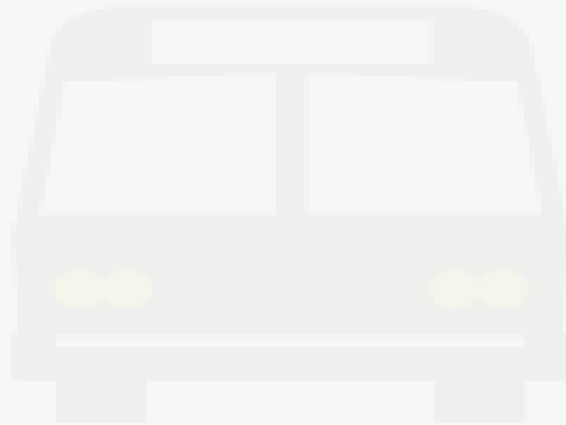
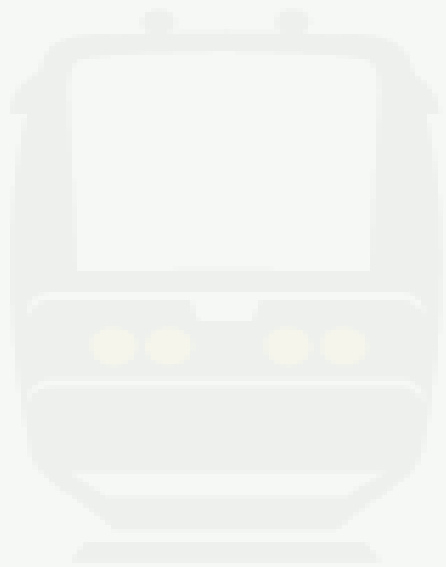
Travel Time



Speed




Workshop Wrap Up



Public Engagement

www. EasternCorridor.org



The Eastern Corridor

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

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




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.



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](#)

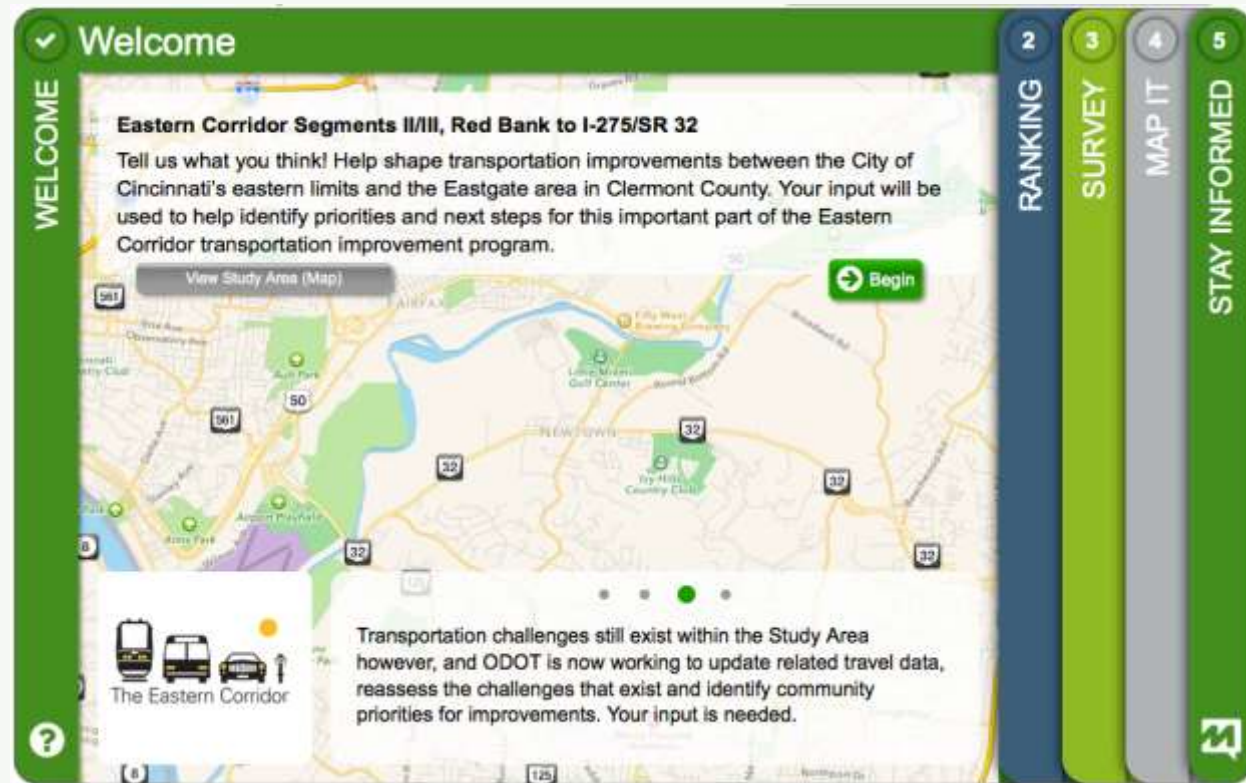
The Eastern Corridor Website

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:

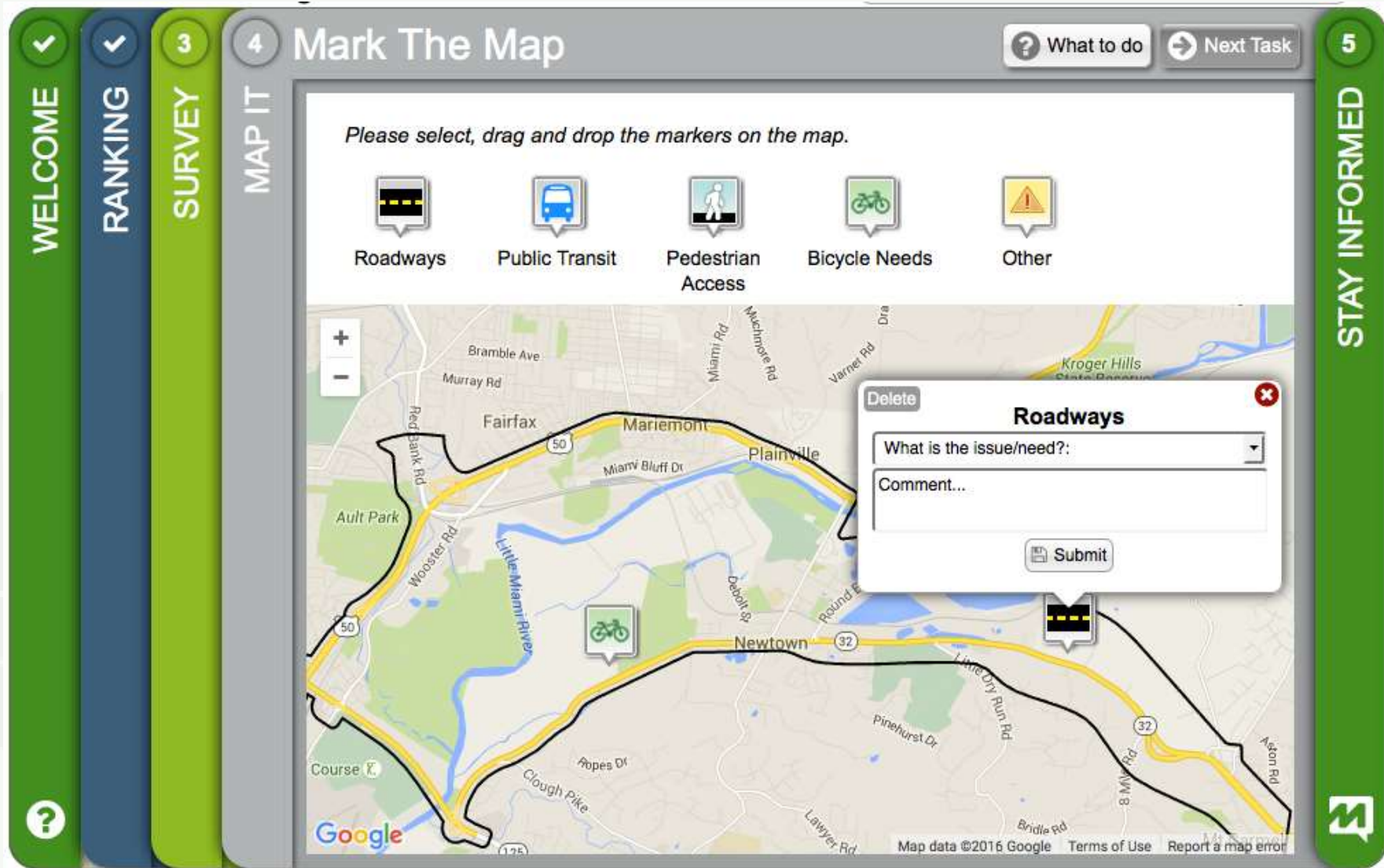
Red Bank to I-275/SR 32 (Segments II and III)

www.EasternCorridor.org

Public Engagement



Public Engagement





www.EasternCorridor.org

EasternCorridor@EasternCorridor.org

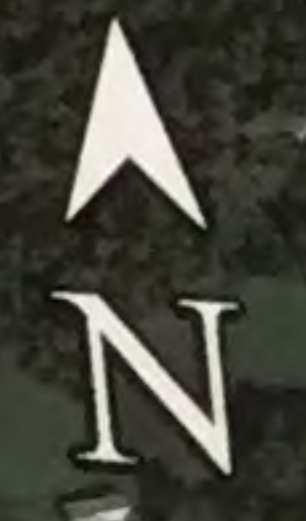
**Newtown Village
Focus Area Workshop
Annotated Maps**



THE CHAIRMAN

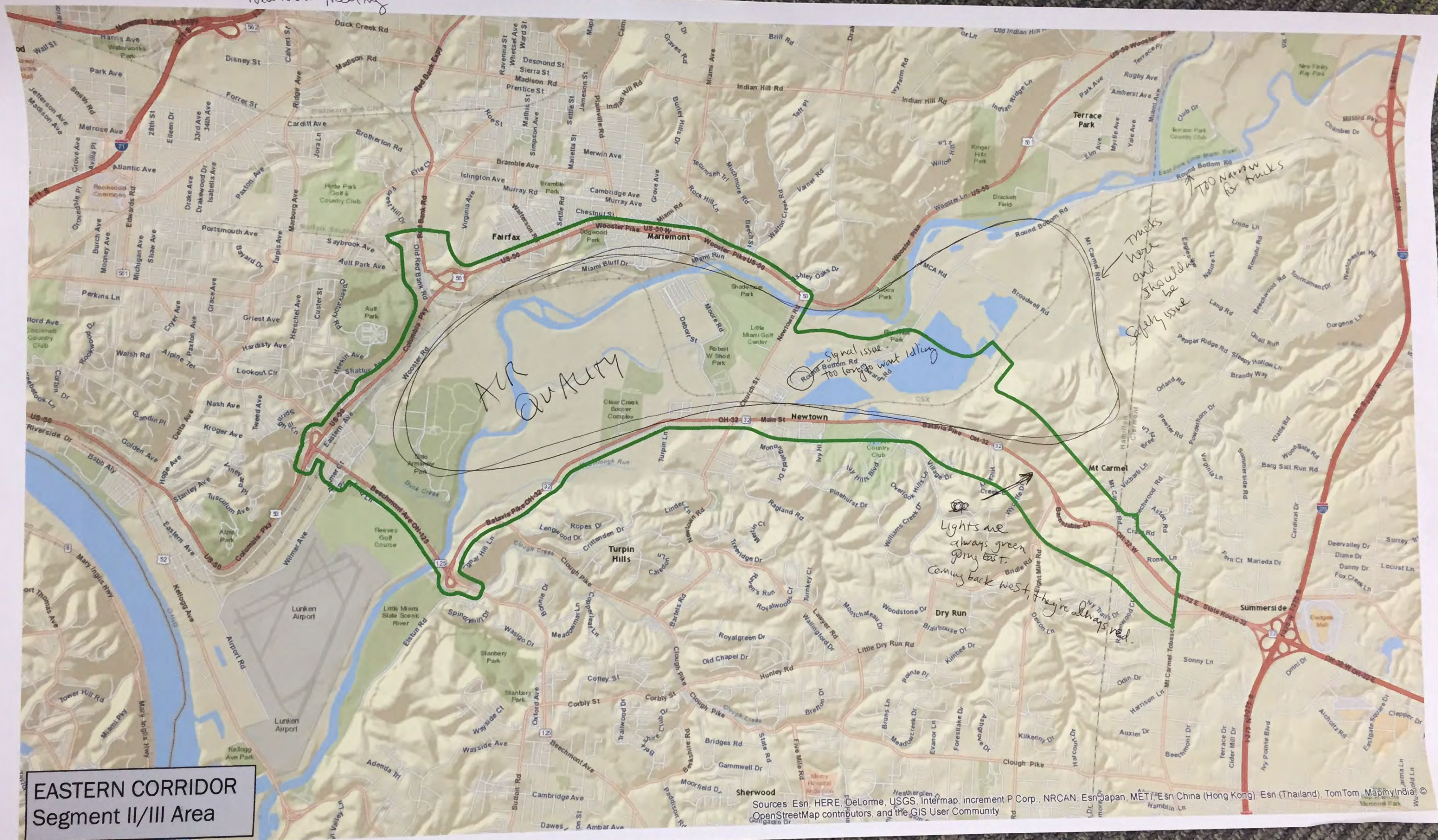
EASTERN CORRIDOR

Newtown Village Area



4000 ft

Newtown Meeting



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

EASTERN CORRIDOR

Newtown Village Area

tommy

congested
right turn
lane

SMART
LIGHT

SMART
LIGHT

SMART
LIGHT

RETAL
CENTER
RIGHT
TURN

TIGHT
RIGHT
TURN

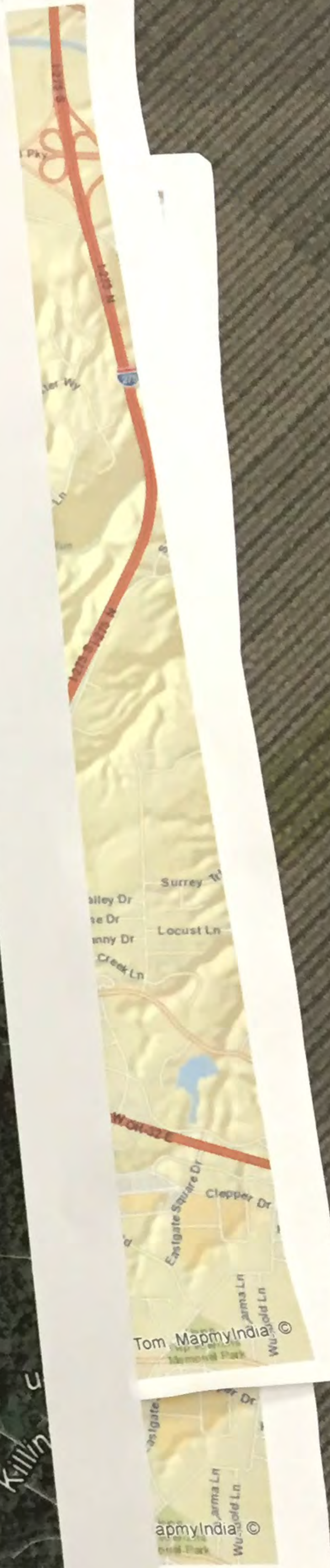
CENTER
LANE

Google earth

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4000 ft



Newtown Mtg

Tommy

