



Ohio Department of Transportation, District 8  
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Lebanon, OH 45036  
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[www.EasternCorridor.org](http://www.EasternCorridor.org)

## 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

### **Eastern Corridor Implementation Partners**

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

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

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

Mr. Arnold recognized the project partners in attendance, 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](http://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](http://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



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.

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





# **Segments II and III Focus Area Workshop**

## **Linwood/Eastern Interchange Area**

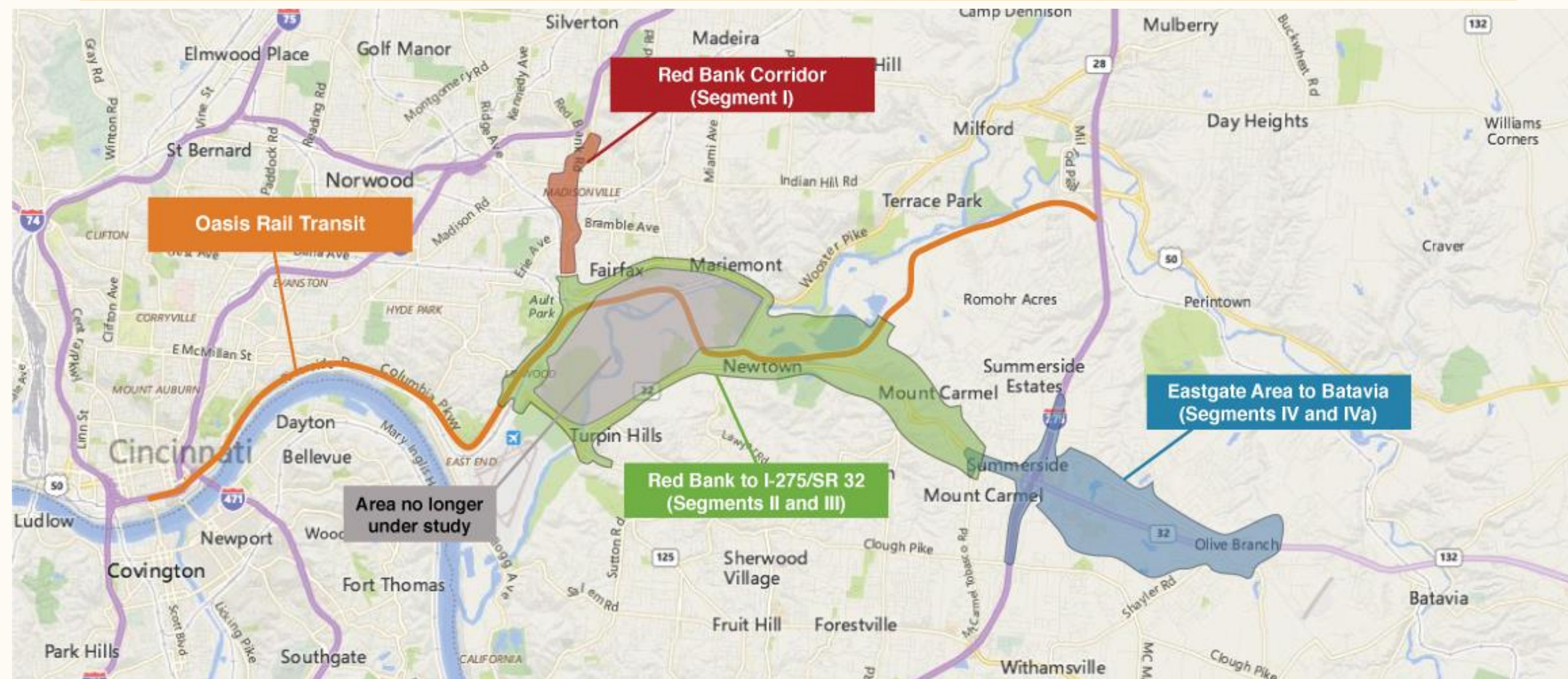
Christ the King Parish Center

April 28, 2016

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

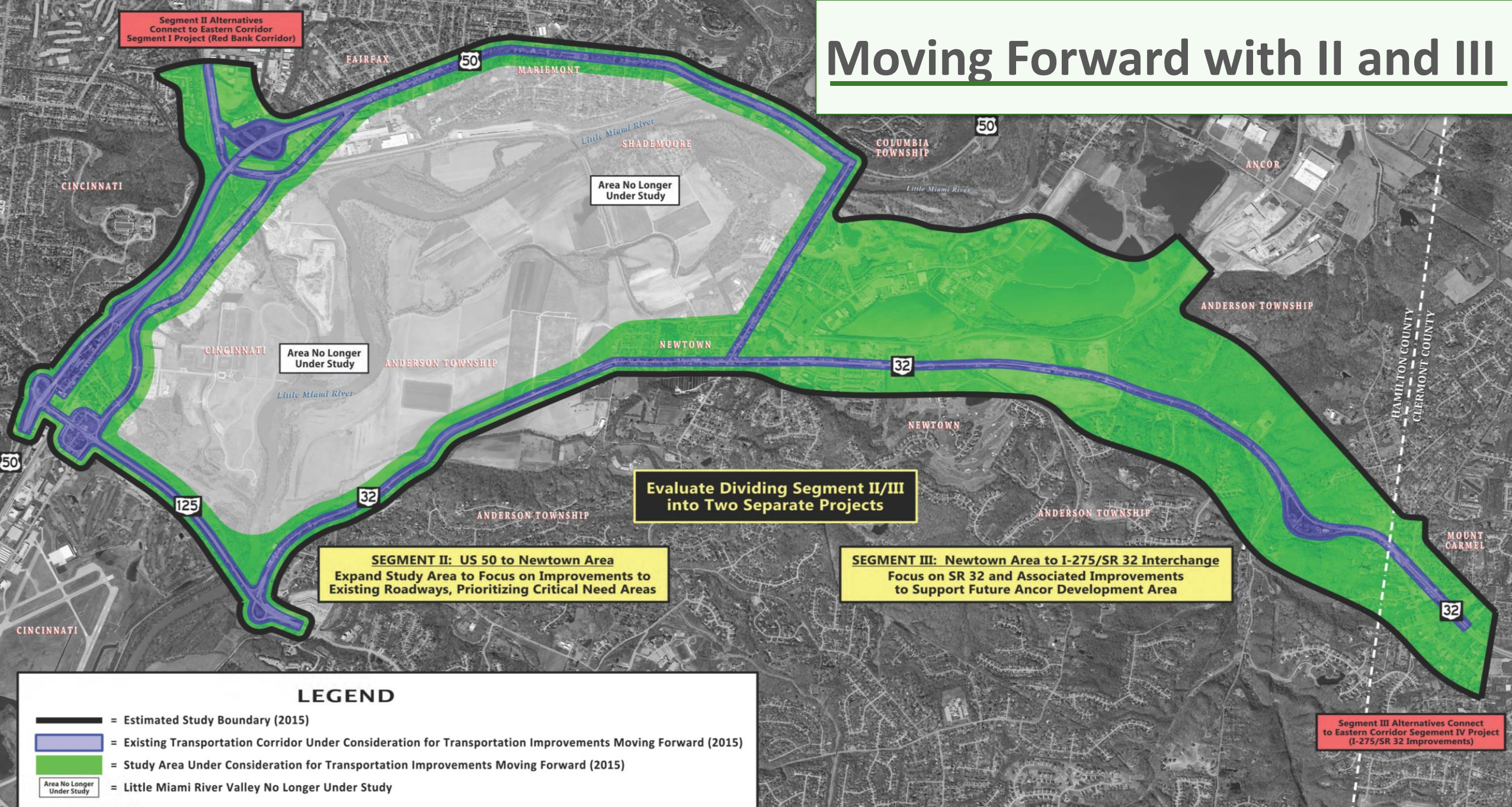


# What is the Eastern Corridor Program?



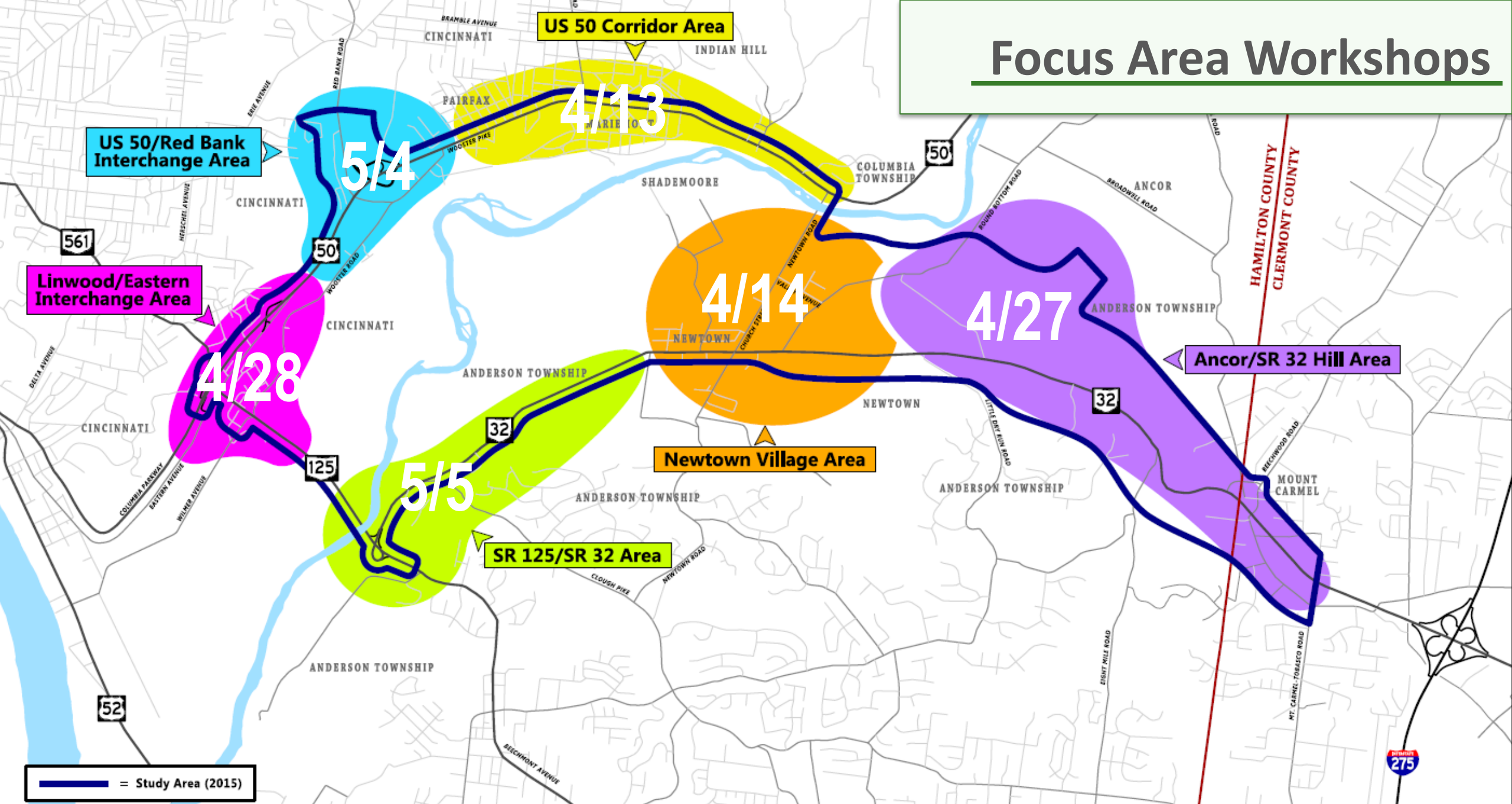


# Moving Forward with II and III





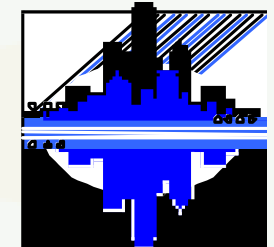
# Focus Area Workshops



# Tonight's Objectives

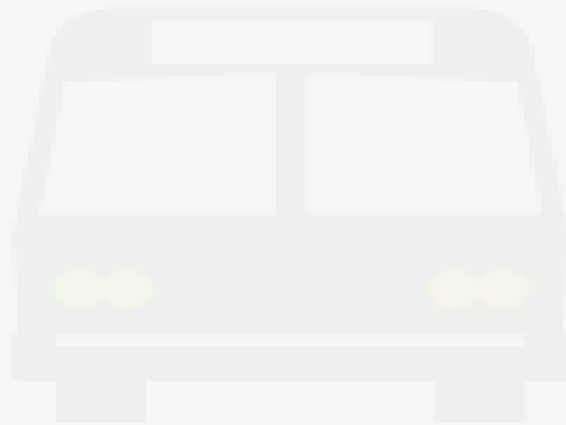
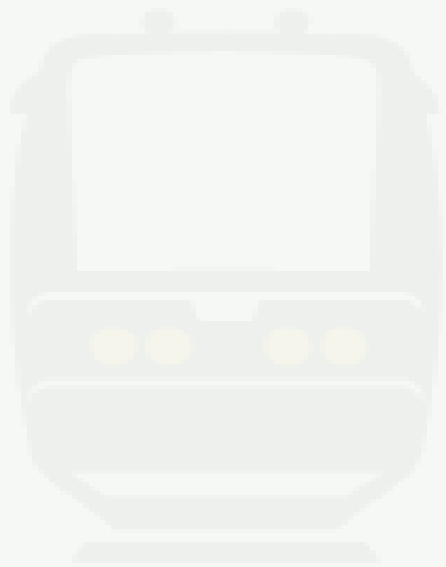
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- Learn about transportation needs and community values from community members
- Explain ODOT's new approach to addressing transportation needs in this area
- Understand how the community evaluates trade-offs between transportation benefits and other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



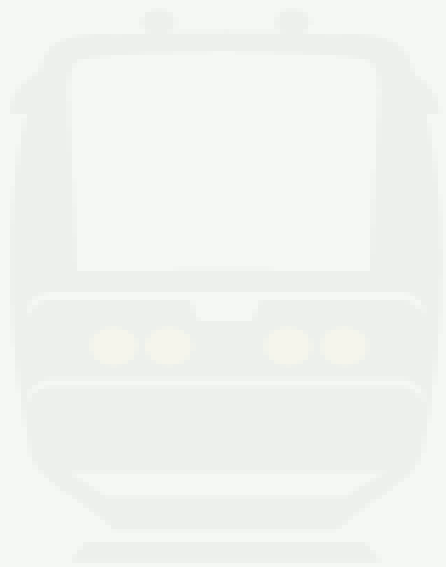
# Opening Exercise

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# Project Development Overview



# Project Development Process



# Planning

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- 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)



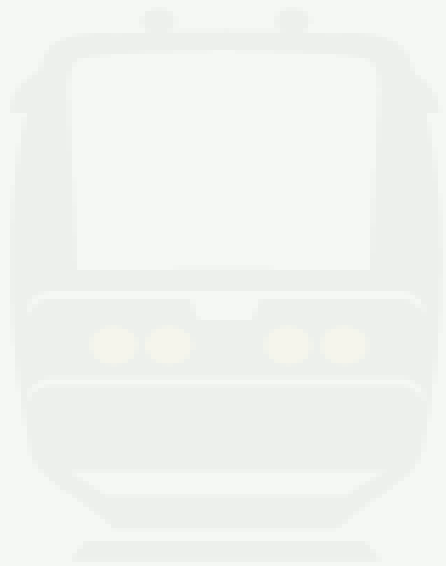
- Highway Safety Improvement (HSIP)
- Safe Routes to School (SRTS)
- Major New (TRAC)



# **Work Session:**

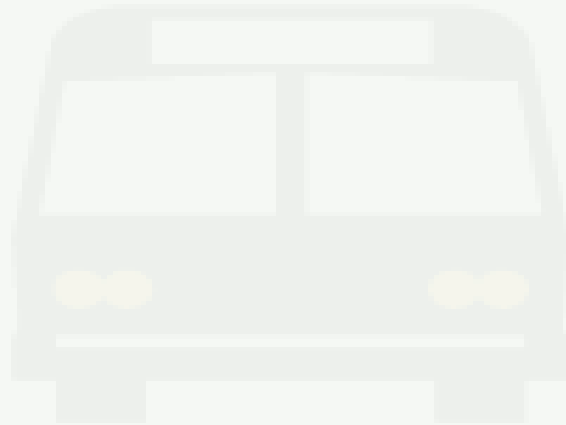
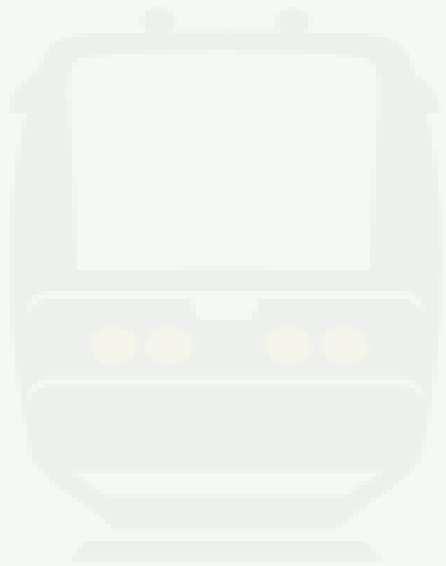
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# **Community Values and Priorities**

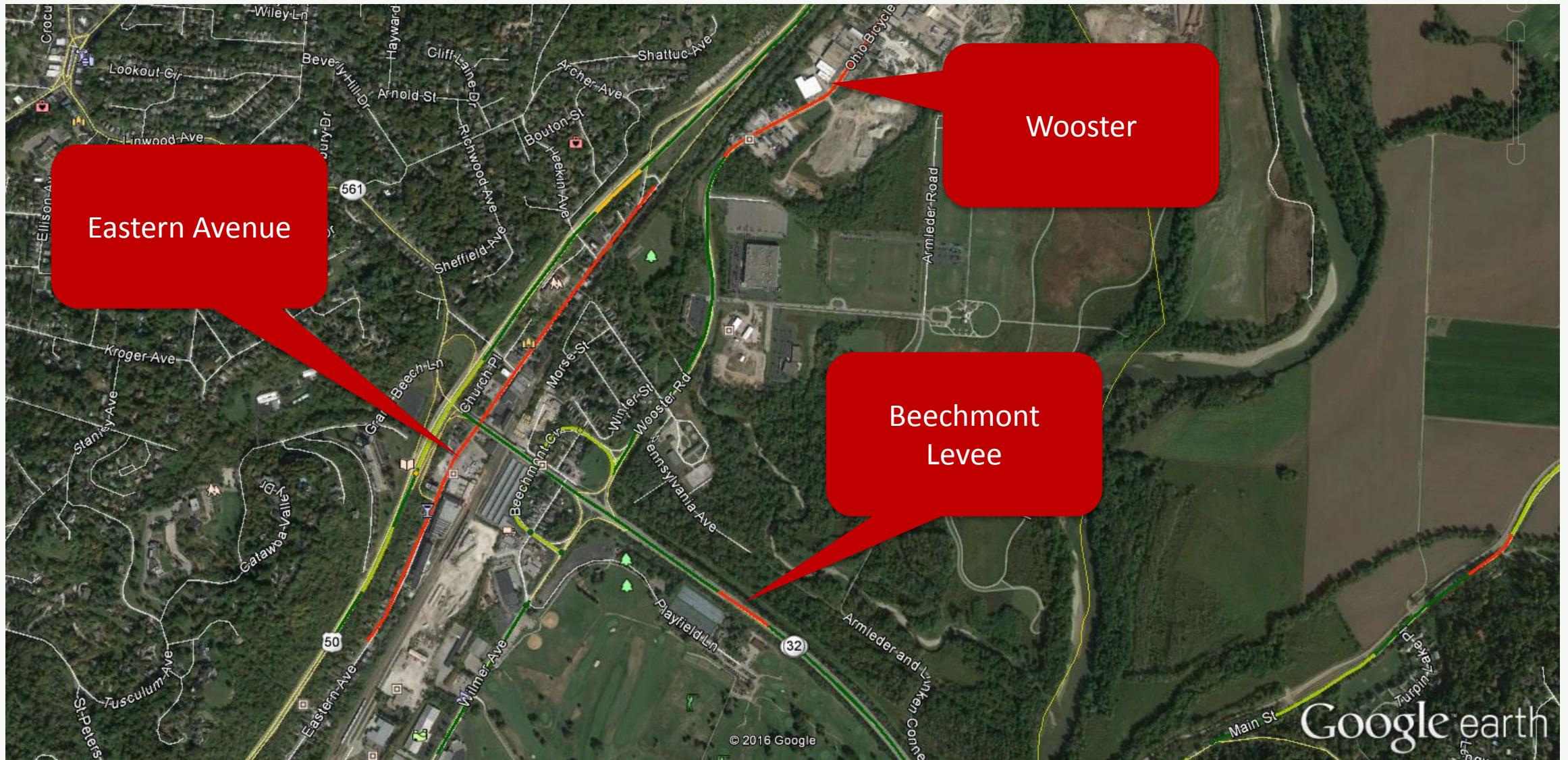


# Work Session: Transportation Needs

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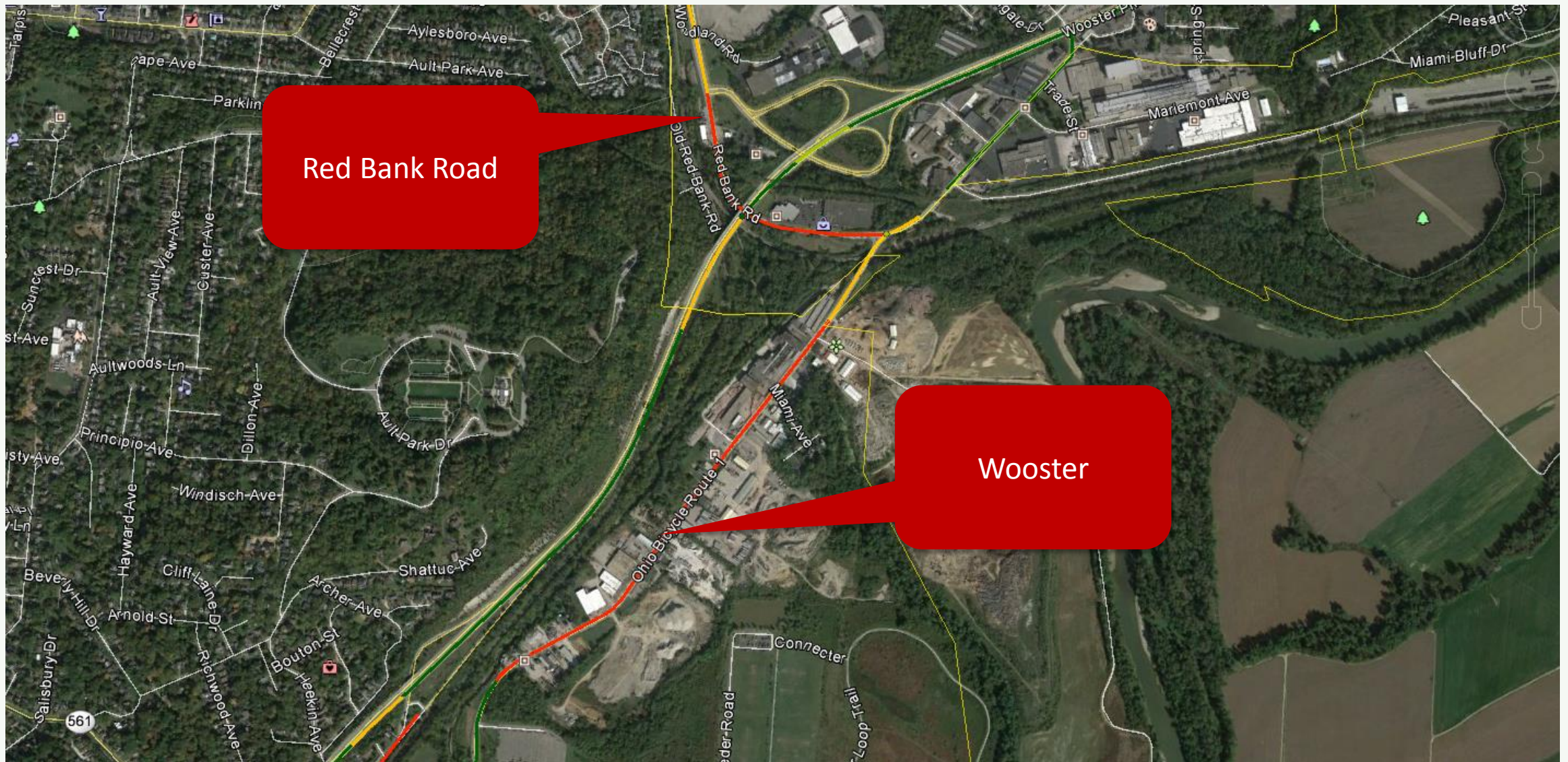


# Safety



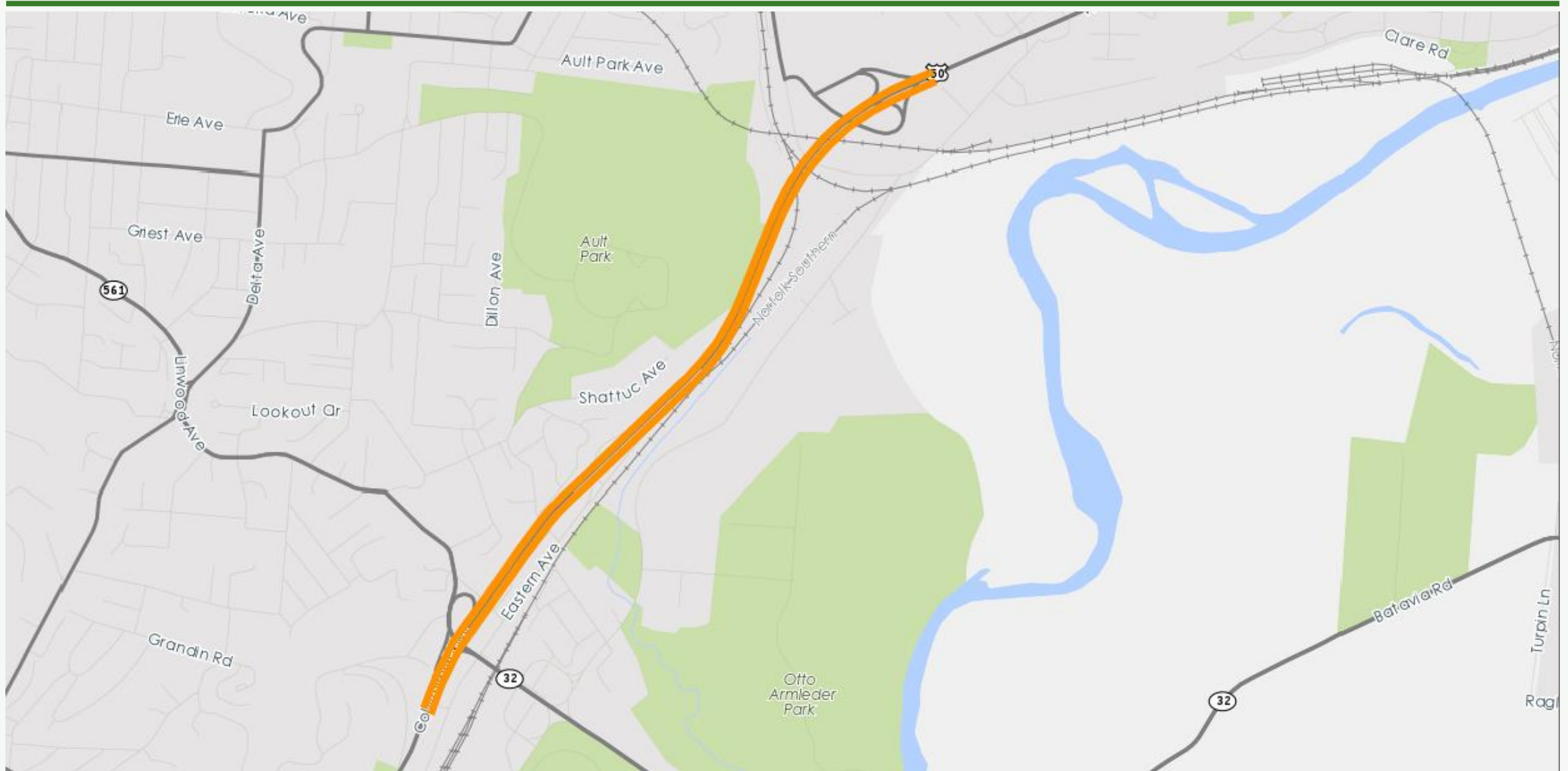


# Safety





# 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%

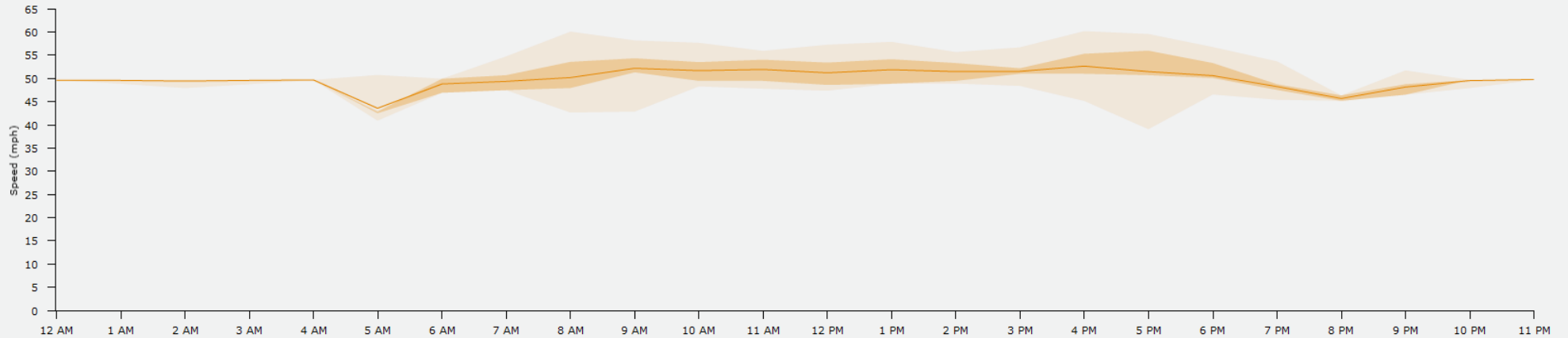
### Charts

Eastbound  
Westbound

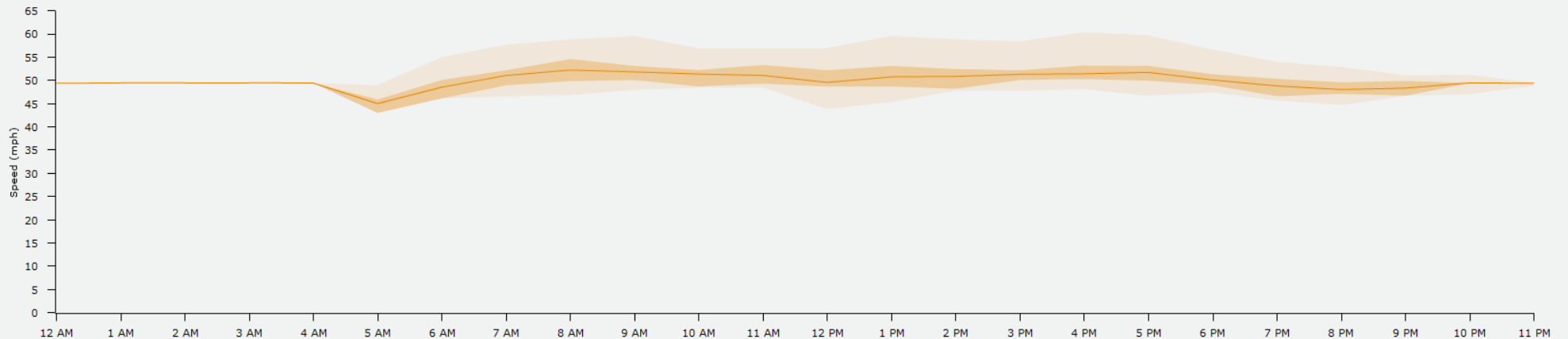
### Speed for US-50

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

#### Eastbound

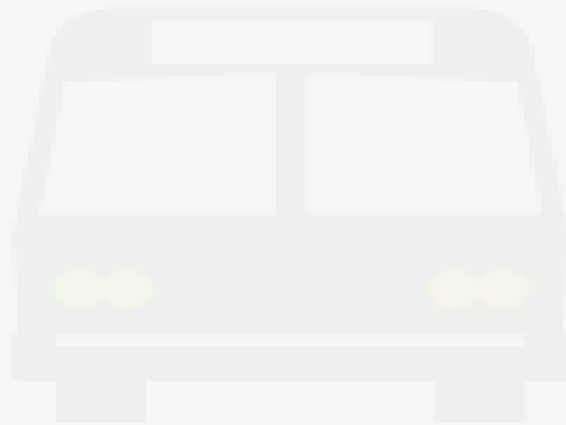
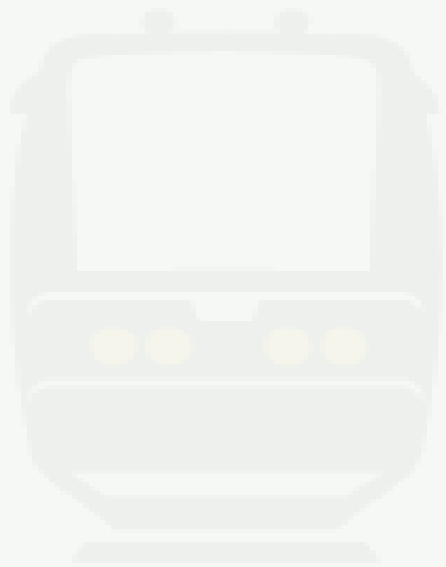


#### Westbound




# Workshop Wrap Up

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# 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](mailto: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

WELCOME

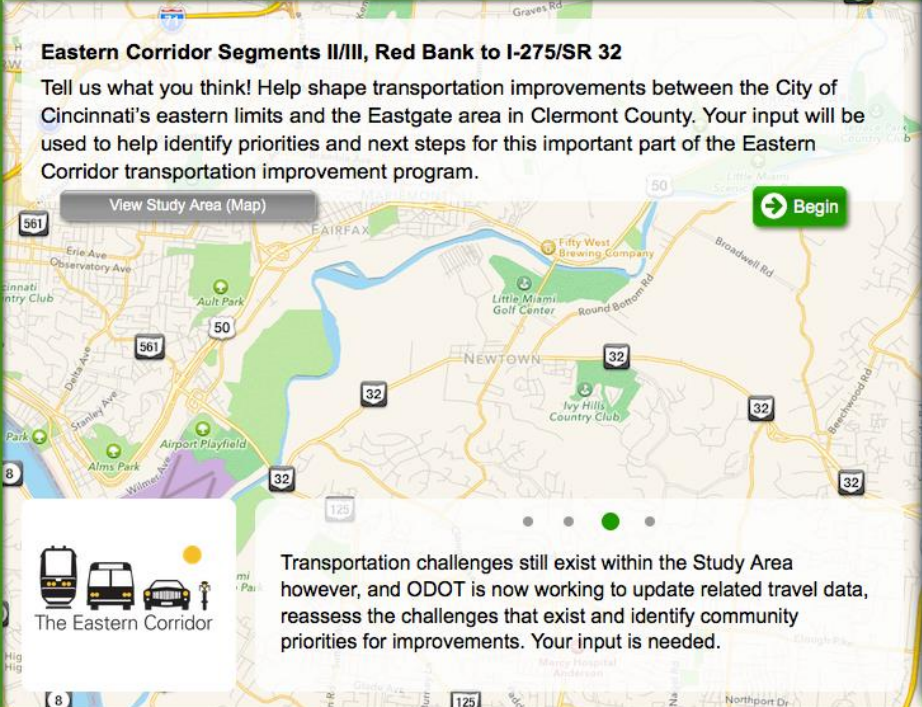
Welcome

### 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

5 STAY INFORMED

Mark The Map

What to doNext Task

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

Roadways

Public Transit

Pedestrian Access

Bicycle Needs

Other

+

-

Google

Map data ©2016 GoogleTerms of UseReport a map error

Delete

Roadways

What is the issue/need?:

Comment...

Submit



**[www.EasternCorridor.org](http://www.EasternCorridor.org)**

**[EasternCorridor@EasternCorridor.org](mailto:EasternCorridor@EasternCorridor.org)**

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





# EASTERN CORRIDOR

Linwood / Eastern Interchange Area



Sym to JE 71

Too short merge

too short merge

Impacts to Property by reconfiguring Interchange

N

4000 ft



STEVE

# EASTERN CORRIDOR

Linwood / Eastern Interchange Area



expensive  
difficult

not bike friendly

dry gas  
merge

confusing

Suburban  
difficult

125/32 to Red Bank  
connection problematic  
wayfinding to I-71  
missing

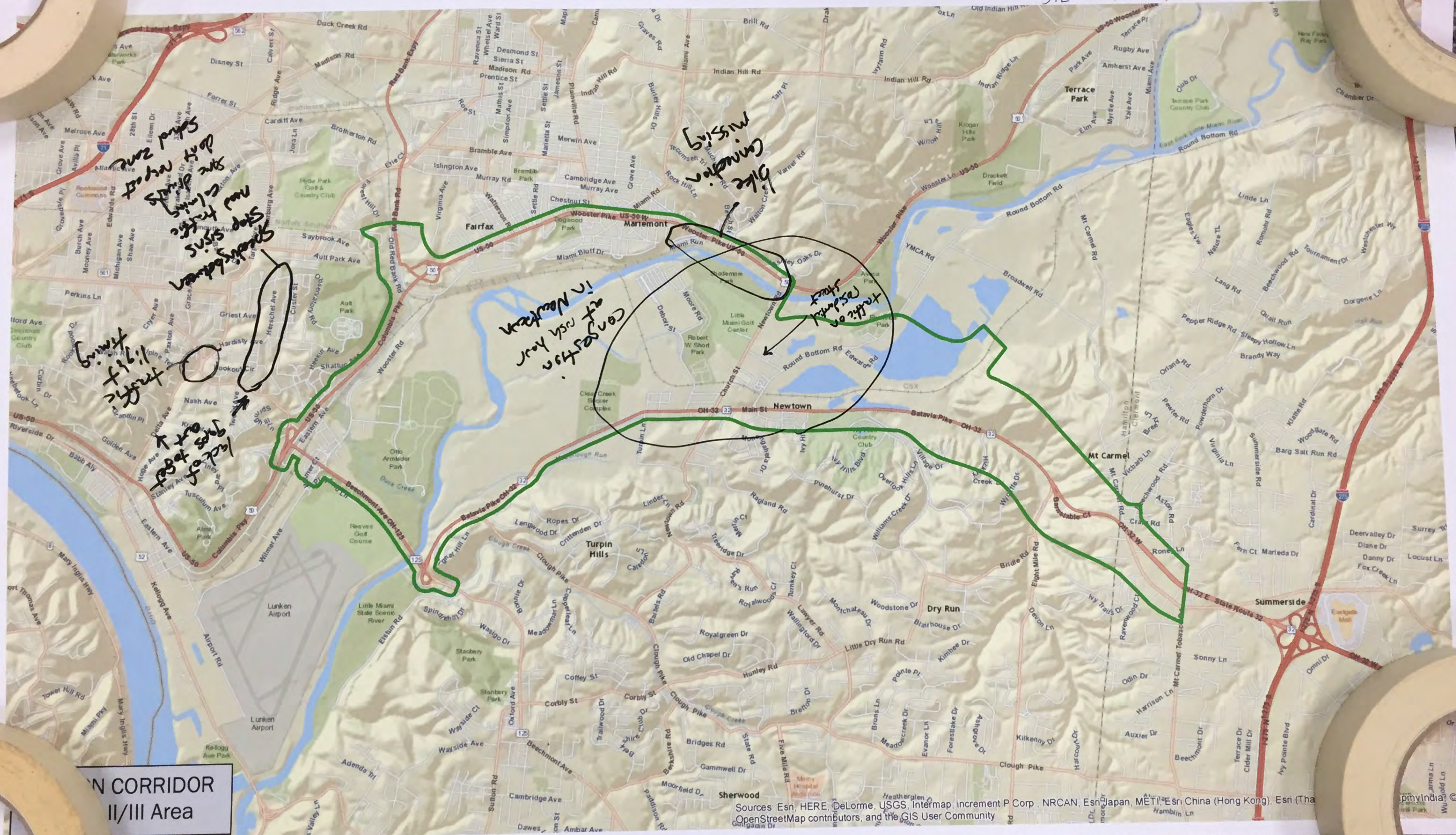
google earth

4000 ft

N



STEVE SHADRIX



N CORRIDOR  
II/III Area

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

pmvIndia ©



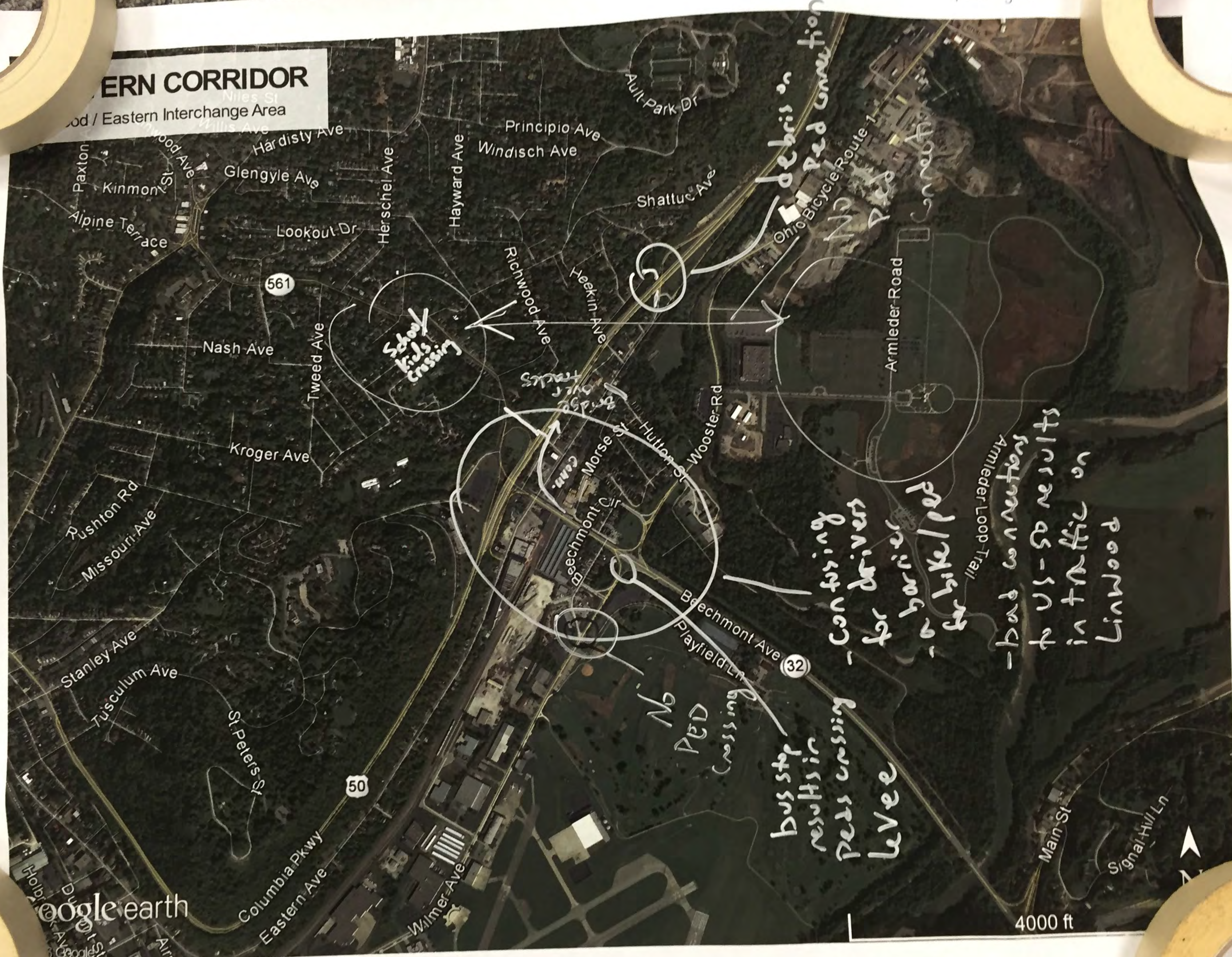




# ERN CORRIDOR

od / Eastern Interchange Area

Tommy G



School kids crossing

debris on Ped connection

No Ped Crossing

bustup results in Peds crossing Levee

- Confusing for drivers  
- barrier for bike/ped

- bad connections to US-50 results in traffic on Linnwood

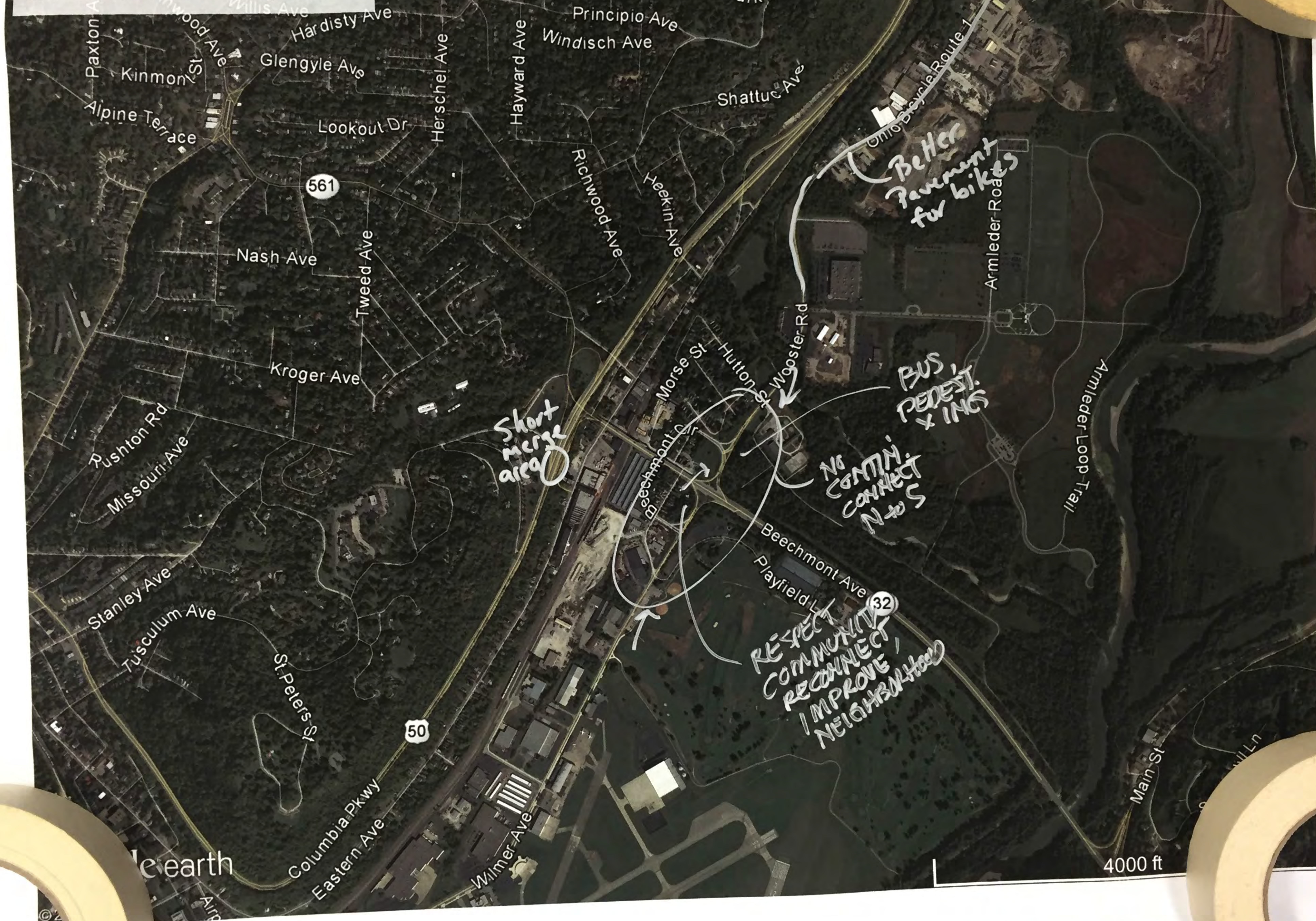
Google earth

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

MapmyIndia

3M 2600