



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

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

## **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.

### **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.

- 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](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. Arnold encouraged participants 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  
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



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/Red Bank Interchange Focus Area Workshop Presentation**







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

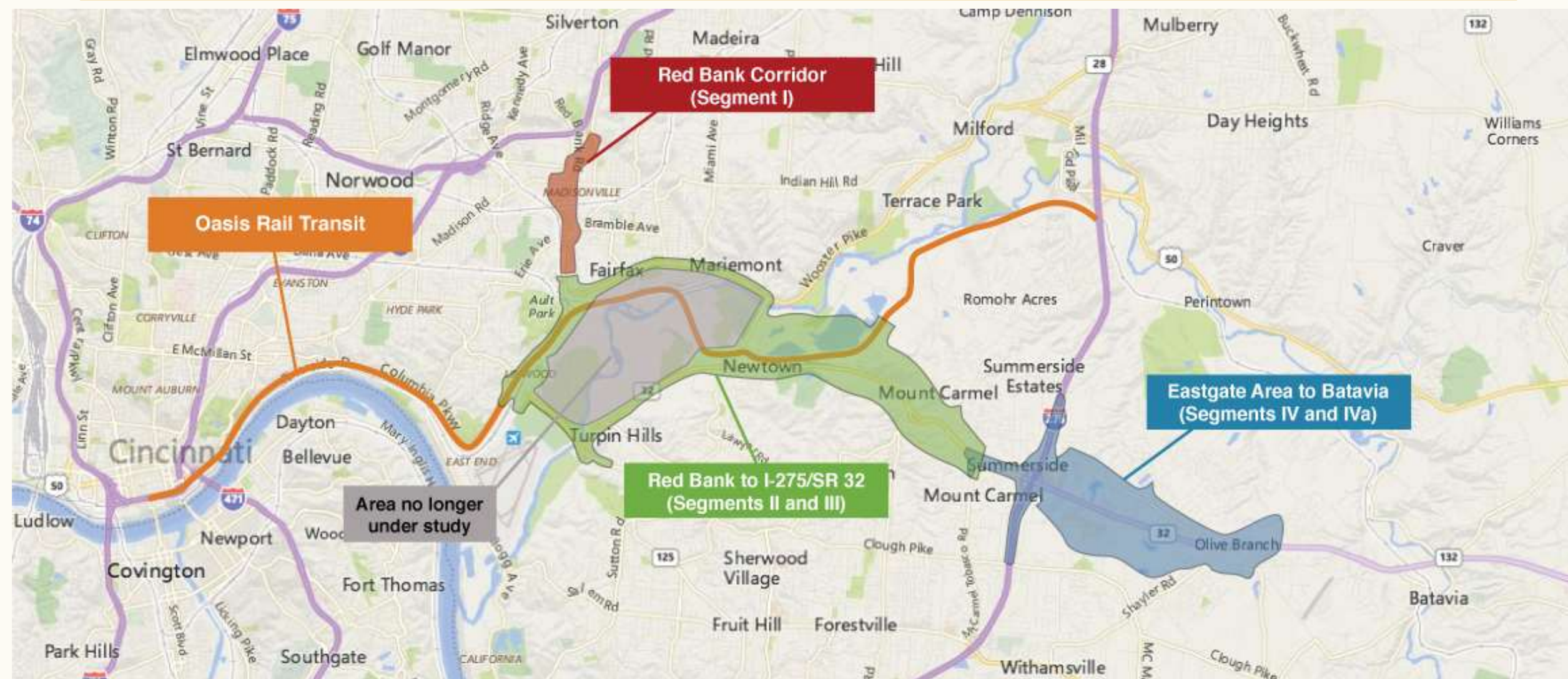
## **US 50 & Red Bank Interchange Area**

R. G. Cribbett Recreation Center

May 4, 2016

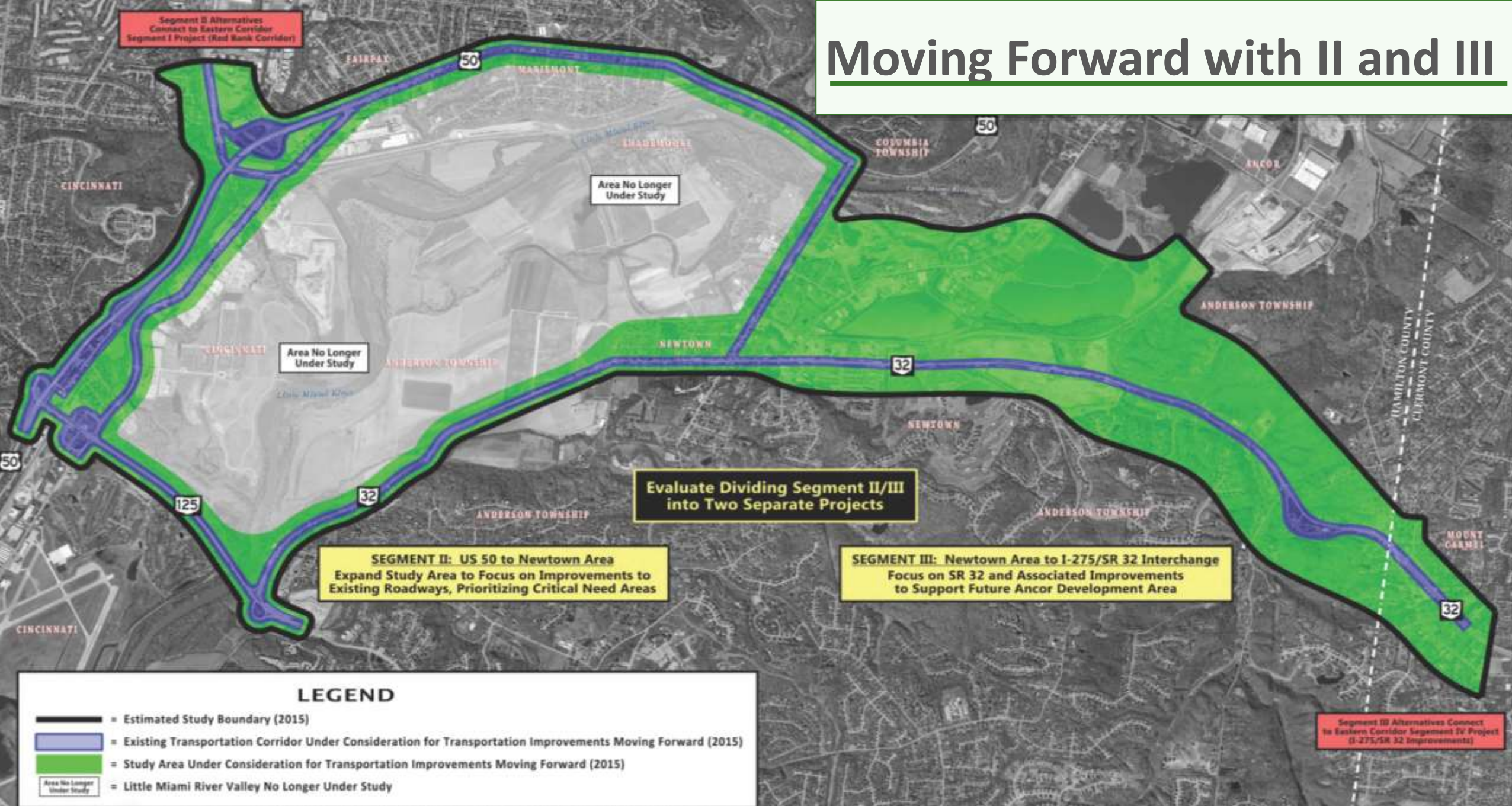
6:00 p.m. to 8:00 p.m.

# What is the Eastern Corridor Program?



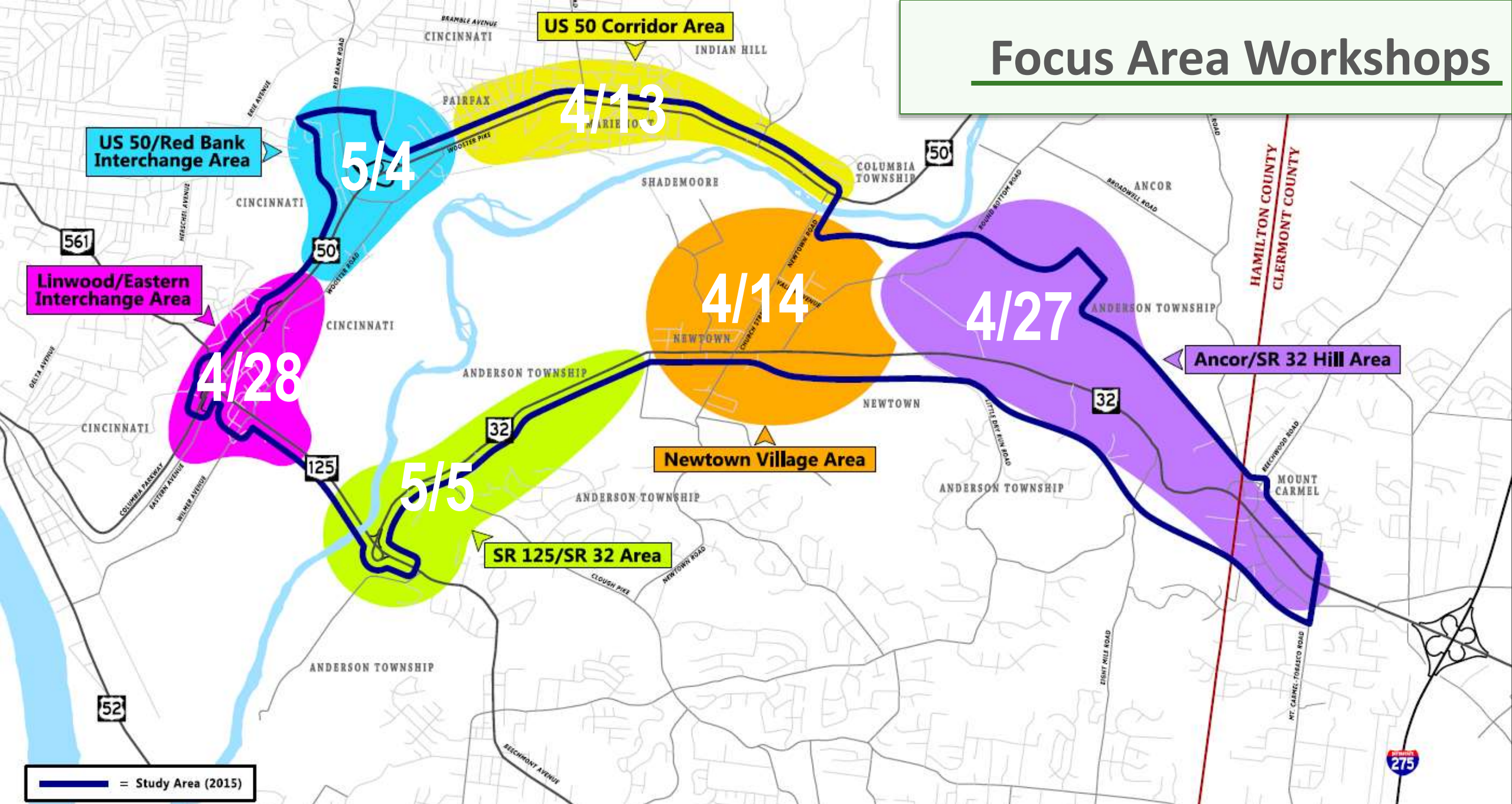


# Moving Forward with II and III





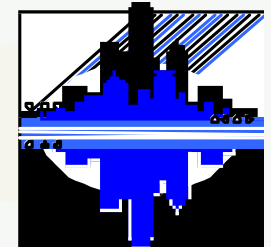
# Focus Area Workshops



# Tonight's Objectives

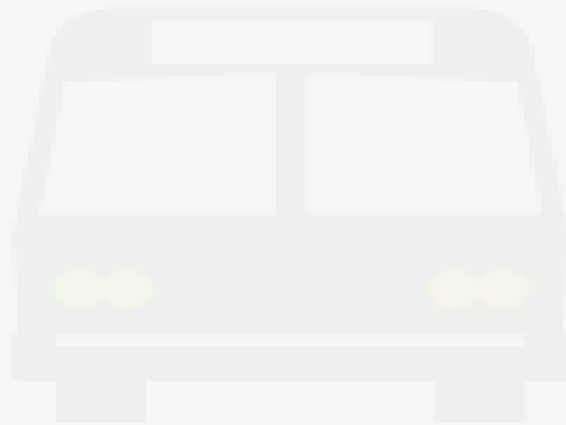
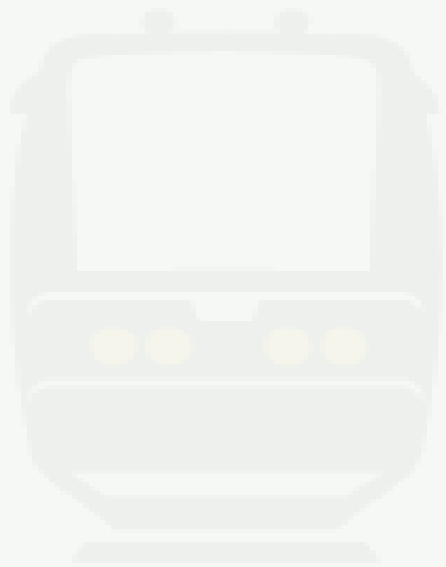
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- Learn about transportation needs and community values from community members
- Explain ODOT's new approach to addressing transportation needs in this area
- Understand how the community evaluates trade-offs between transportation benefits and other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



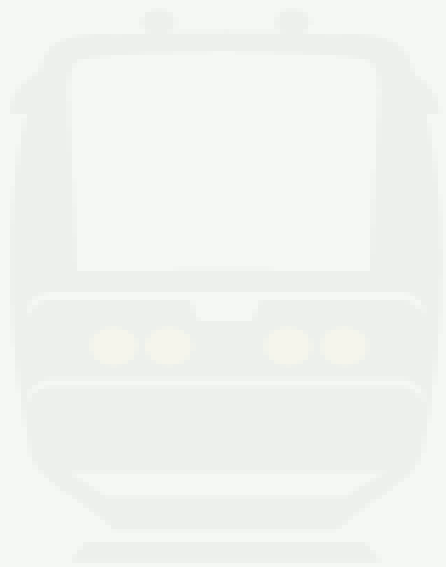
# Opening Exercise

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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



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

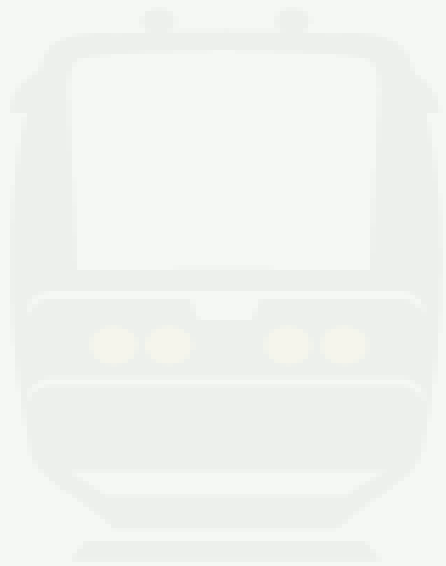


- Highway Safety Improvement (HSIP)
- Safe Routes to School (SRTS)
- Major New (TRAC)

# **Work Session:**

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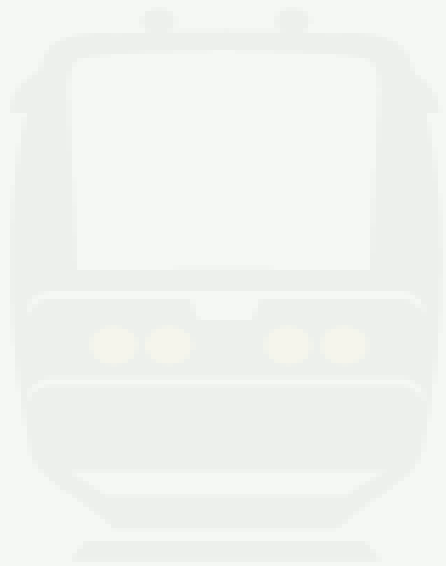
# **Community Values and Priorities**





# Work Session: Transportation Needs

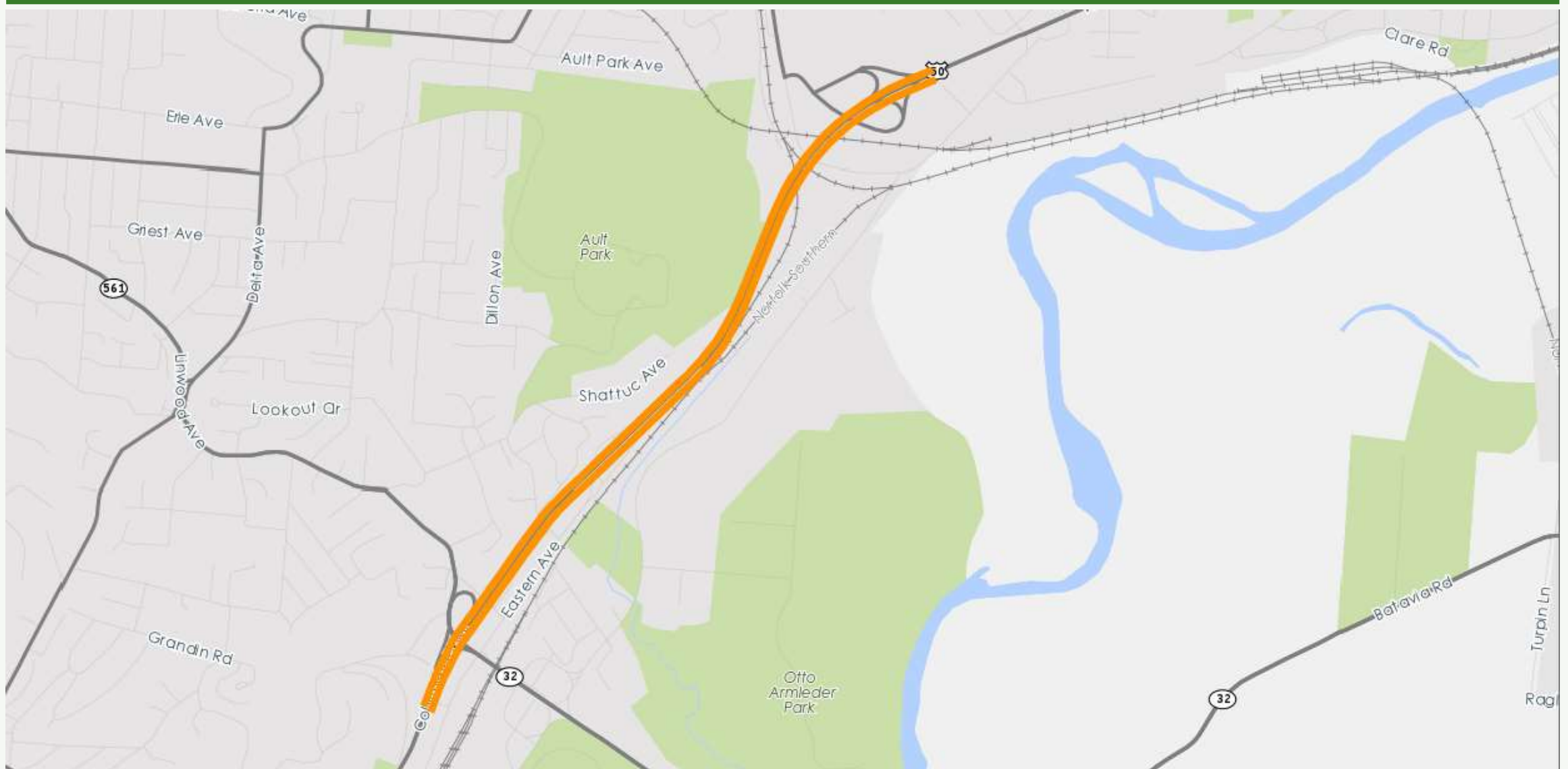
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# Safety

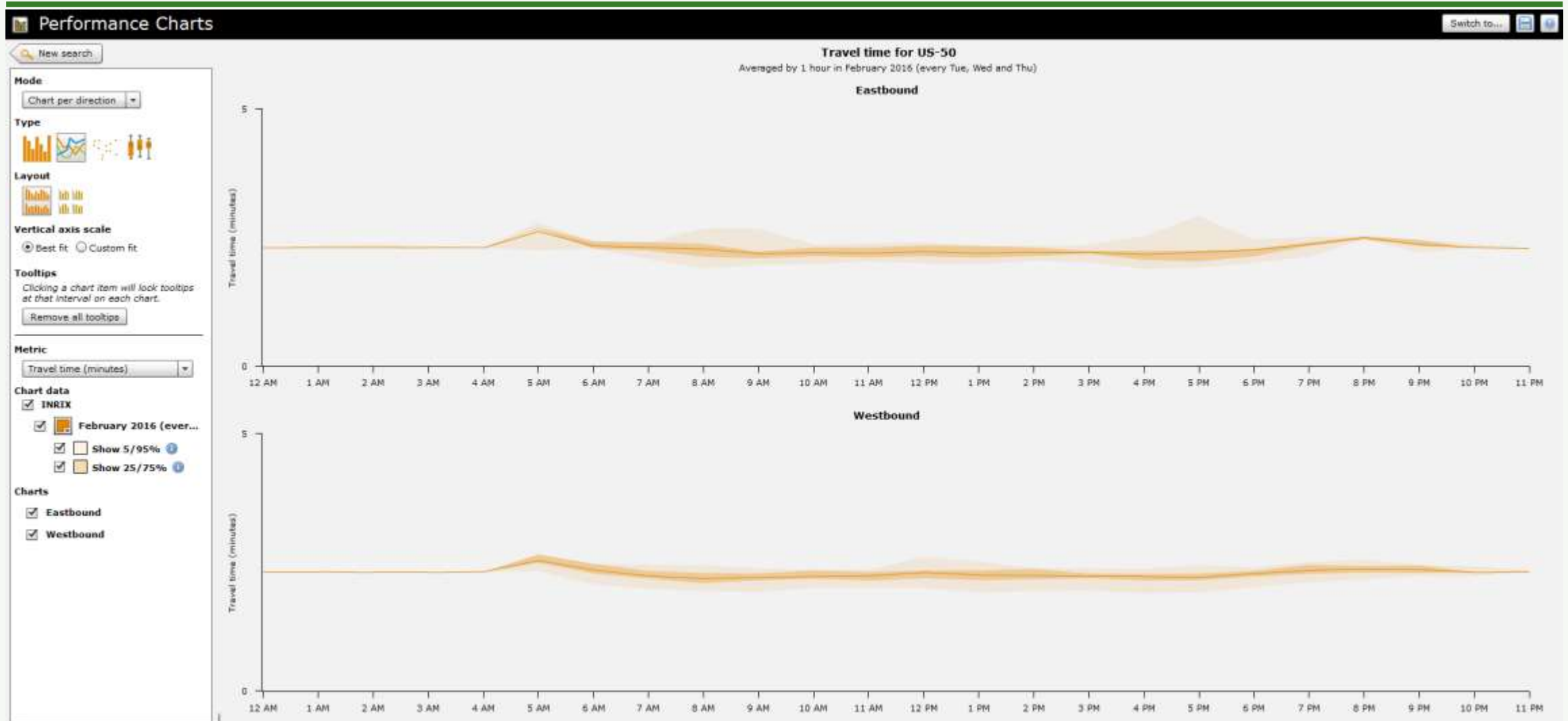


# Traffic Flow





# Travel Time

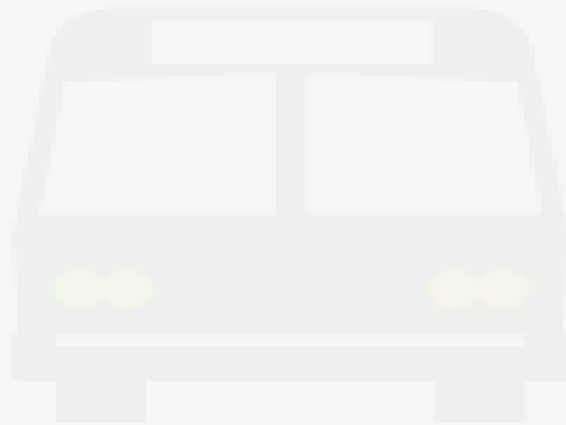
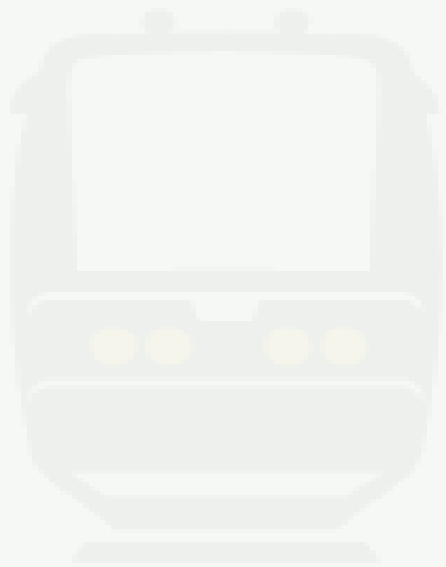


# Speed



# 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

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

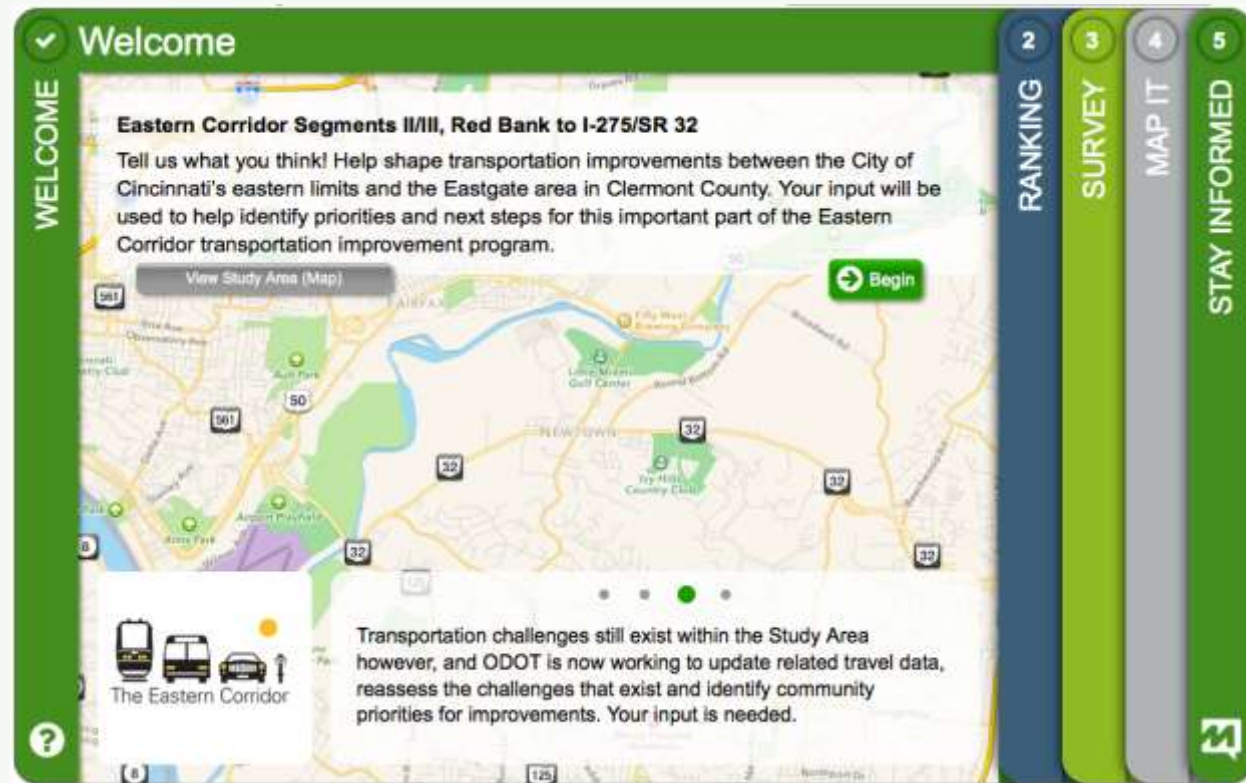
[Materials from the August 6 Public Meeting for the SR 32 Improvements are now posted](#)

[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

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)

www.EasternCorridor.org





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

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

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





# EASTERN CORRIDOR

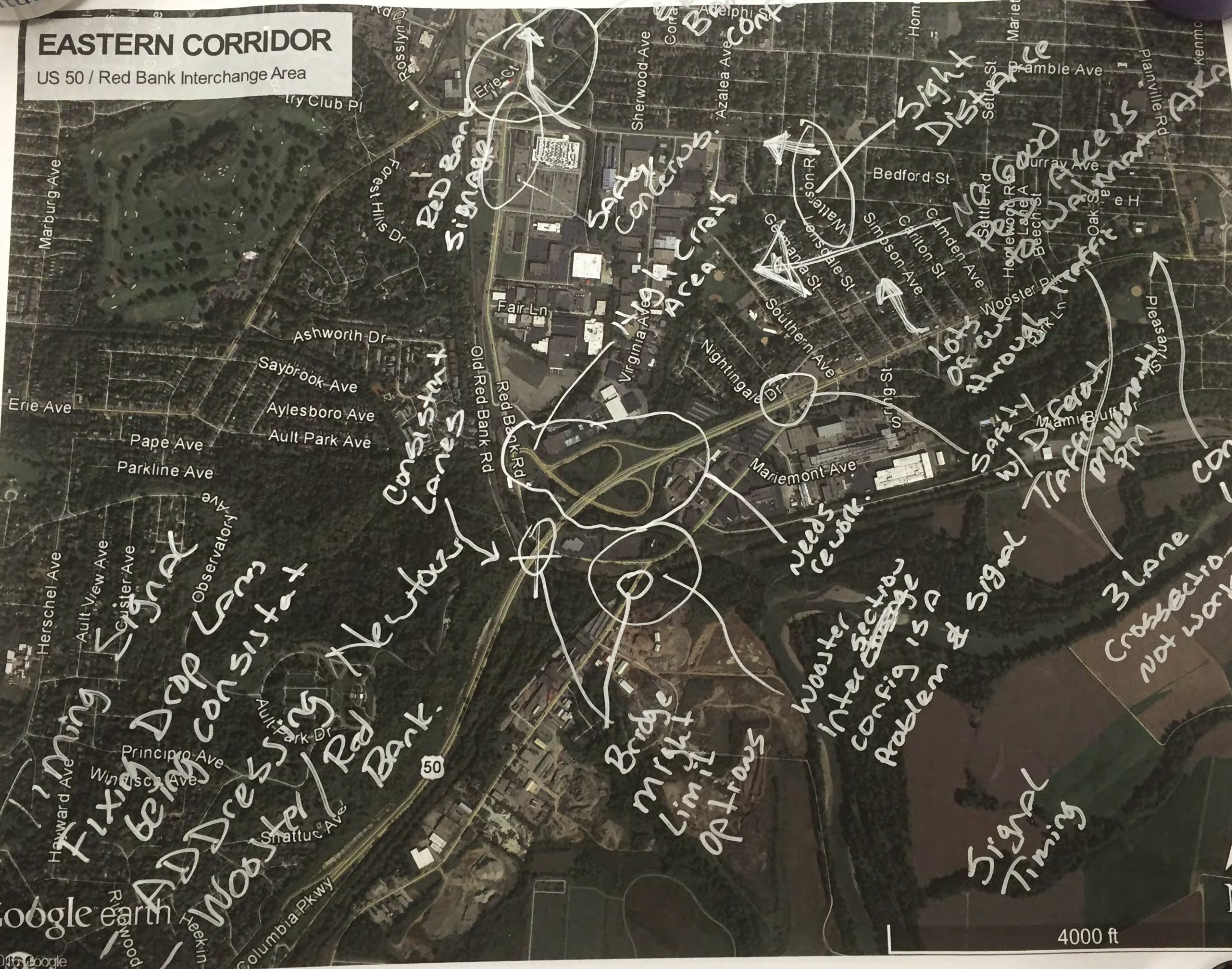
US 50 / Red Bank Interchange Area

Google earth

© 2015 Google

4000 ft

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stitute, inc.

IRFAX TABLE

# EASTERN CORRIDOR

US 50 / Red Bank Interchange Area

Google earth

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4000 ft

Accident Area  
CHILDREN'S  
THEATRE  
MOTOR  
OFFICER

Interchange  
- sight  
distance  
- confusing

2-way STOP  
INTERSECTION  
ISSUES  
SIGHT DISTANCE

signal  
timing

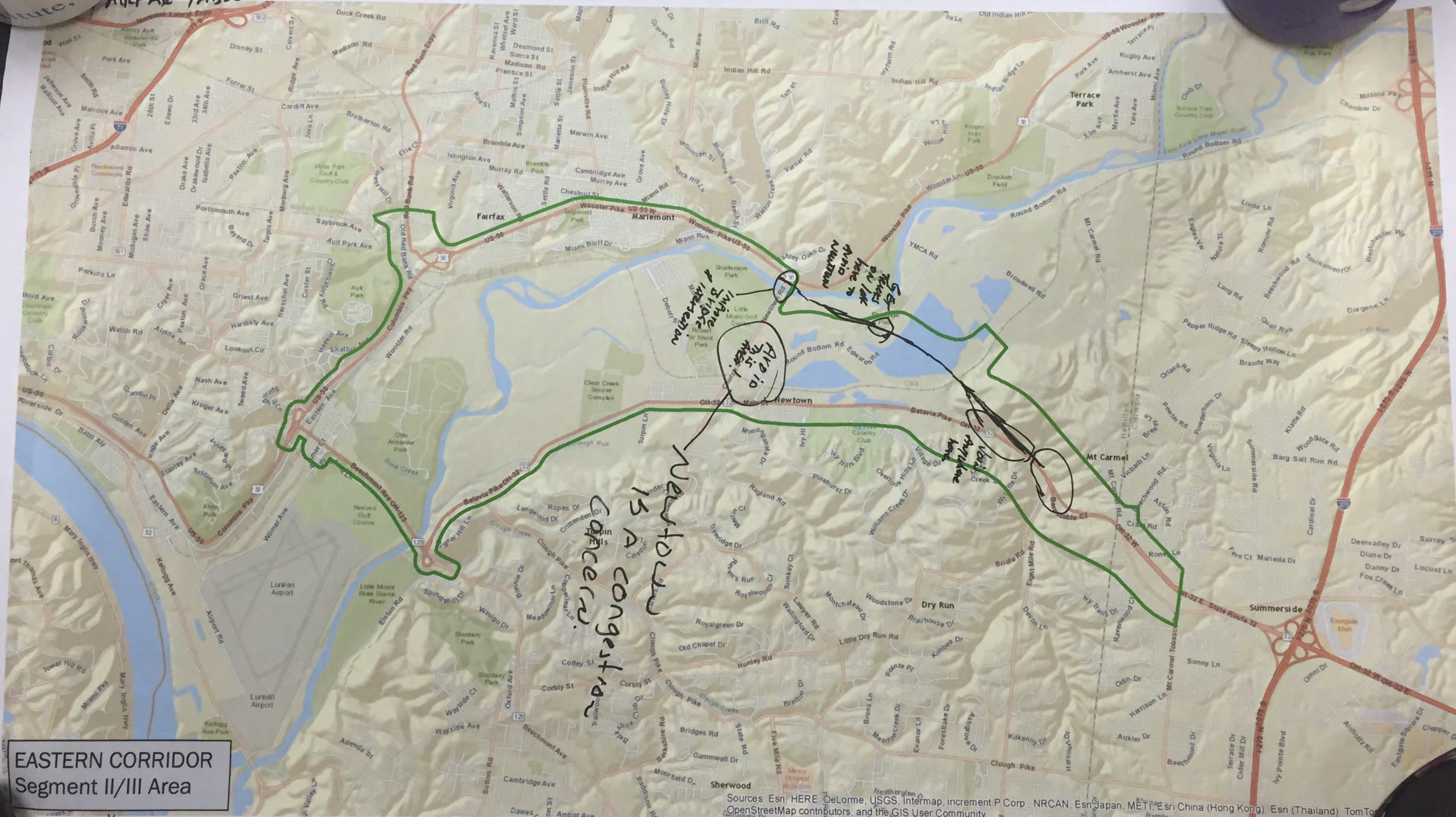
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AIRFAK TABLE

# 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?

DIFFICULT  
LEFT  
ONTO  
SIGNAL  
WOOSTER

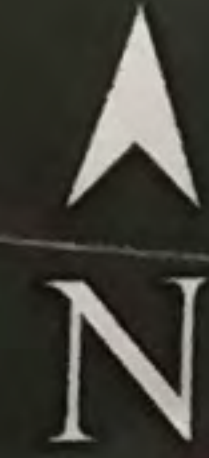
Red Bank  
at highway

Confusing  
no  
signal  
way  
"Fairfax"  
"Madisonville"  
Mariemont

Old Red Bank Rd  
by 77

Google earth

4000 ft





OUTSIDE FAIRFAX

# EASTERN CORRIDOR

US 50 / Red Bank Interchange Area



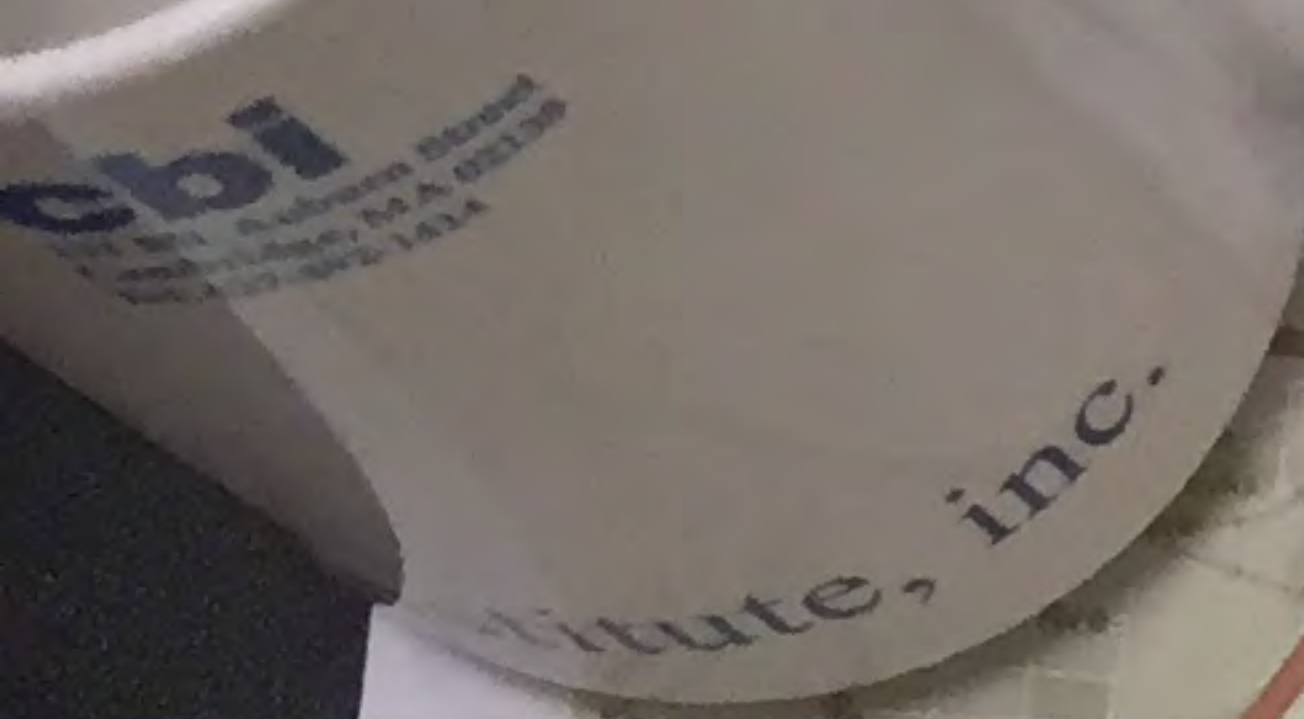
Google earth

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Adelphi St

A purple, textured, dome-shaped object, possibly a helmet or a piece of equipment, resting on a surface. The object has a series of vertical ridges or segments. In the background, there is a white rectangular object and a dark object with some text, including the letter 'y' and a symbol resembling a copyright symbol.



US 501 Redbank

A pair of sunglasses with a camouflage pattern on the frame and dark lenses, resting on a piece of paper with text. The text on the paper includes "by Pointe Blanche Rd", "Eagle", and "Kong), Esn (Thailand) TomTom".

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