

AGENDA: 10-16-06

Item	Speaker
1. Introductions	
2. Mission statement	Erica Riddick
3. Fire, Police & Citizens on Patrol	
4. McKie Center (2 minutes)	
5. Approval of minutes	
6. Treasurer's report	Tim Jeckering
7. Update on American Can	
8. Speakers (5 minutes)	
- Issue 12 – Jail tax	Suhith Wickrema
- I-74/I-75 ramp closures	Stefan Spinosa
- Empowering Communities Through Political Participation	Invest in Neighborhoods
- Issue 12 - Jail Tax	Phil Heimlich
9. Discussions/Votes	
- Change to bylaws re membership	Paul Green
10. Nominations	Paul Green
11. Announcements (2 minutes)	
- Met Life grant	Stefanie Sunderland
- CPA volunteers	Karen Andrew
- Northside/Enquirer Hometown section	Karen Andrew
12. Committee reports (2 minutes)	
- CommUnity Bridge	
- Education	
- Fund Raising	
- House Tour	
13. Membership (2 minutes)	Erica Riddick
14. CAIN (2 minutes)	
15. Affiliate reports (2 minutes)	
- CPOP	
- Northside Titans	Yolanda Roper

Please turn off all pagers and cell phones, or set them to vibrate. We ask that if you need use the phone, you do so in the lobby.

Next Council meeting: Monday, November 20th, 7:00 pm

Visit Northside's Web site, www.northside.net

Standing Committees

CommUnity Bridge Committee - meets the first Tuesday of the month at 6:30 pm, Churches Active in Northside, 4230 Hamilton Avenue. Contact Claire at 542-3588 or Marion at 542-0958.

Education Committee – meets the first Monday of the month at 7 pm, McKie Recreation Center, 1655 Chase Avenue. Contact Edward Thomas at 607-6907 or Judith Blackburn at 542-7334 or jblackburn@fuse.net.

Fundraising Committee – meets the third Saturday of the month at 10am, North Presbyterian Church, 4222 Hamilton Ave. Contact Carla Showes at 390-7257

Event Committees

Fourth of July Committee – Contact Barb Boylan at 681-4995 or barbboylan@hotmail.com

House Tour Committee – Contact Louise Watts at 541-7563 or Carolyn Gutjahr at 541-1939.

Affiliates

Blockwatch 45223 is now part of CPOP. See below for meeting times. Contact Cindy Sherding at 541-4310 or cindysue@fuse.net or Shelley Werner at 591-1168 or werners@cps-k12.org.

Citizens On Patrol meets the second and fourth Thursday of each month at 6 pm, Off the Avenue Studios, 1546 Knowlton Street. Contact Tori Houlihan at 542-1897 or davetori@fuse.net or Skip Jones at 541-5678 or skipjones@fuse.net.

Community Problem-Oriented Policing (CPOP) meets the first and third Thursdays of the month at 6 pm, Sidewinder Coffee & Tea, 4181 Hamilton Avenue. Contact Dave Henry at 542-1897 or davetori@fuse.net or Skip Jones at 541-5678 or skipjones@fuse.net.

Northside Titans Pee Wee Football Teams – Contact Yolanda Roper at 633-6306 or yroper@current.net

Churches Active in Northside (CAIN) is a 501(c) 3 not-for-profit faith based collaborative ministry of neighborhood churches providing emergency assistance, outreach to youth and children and community-building events and activities, located at 4230 Hamilton Avenue. Contact Mimi Chamberlain at 591-2246.

I-75/I-74 NORTHSIDE IMMEDIATE ACTION RESPONSES

Wednesday, October 3, 2006 – Cincinnati City Council unanimously passes Motion to request that the Ohio Department of Transportation extends "comment" period to October 30. The Ohio Department of Transportation agrees.

Saturday, October 7, 2006 – State Representative Catherine Barrett declares she will oppose the Ohio Department of Transportation recommendation to eliminate 4 access ramps to Northside.

Wednesday, October 11, 2006 – Cincinnati City Council unanimously passes Motion to oppose the Ohio Department of Transportation recommendation to eliminate 4 access ramps to Northside.

Thursday, October 12, 2006 – State Representative Steve Driehaus informs Stefan Spinosa (ODOT I-75 Mill Creek Expressway Project Manager) he plans to oppose the Ohio Department of Transportation recommendation to eliminate 4 access ramps to Northside.

Thursday, October 12, 2006 – Vice Mayor Jim Tarbell and County Commissioner Todd Portune express concerns about the Ohio Department of Transportation recommendations to eliminate 4 access ramps to Northside at the Ohio, Kentucky, & Indiana (OKI) Regional Board of Governors Meeting.

Friday, October 13, 2006 – Hamilton County Commissioners staff from Pat DeWine's and Todd Portune's office inform Northside Community Council that the County Commissioners intend to approve a Resolution announcing their opposition to the Ohio Department of Transportation recommendation to eliminate 4 access ramps to Northside.

NOW IT'S UP TO US!

- 1. Wednesday, October 18, 9:30 am at the Hamilton County Administration Building, 138 E. Court St, 6th Floor - Attend the Hamilton County Commissioners Meeting.** Express your concerns. They allow 2 minutes speaking time.
- 2. Write, phone, and/or email your concerns to those listed on the back of this page explaining in detail why you oppose the Ohio Department of Transportation recommendations. Be as explicit as possible.** How much business will you lose? How much revenue will you lose? How much more will it cost in gas mileage to travel greater distances to the highway? How much more difficult will it be to get to hospitals, schools, employment or home? How difficult or more difficult is it or will it be to get on the expressway at Hopple or Mitchell during peak hours?

**Mill Creek Expressway Project
Northside Community Council
October 16, 2006**

ODOT's mission is to provide a world-class transportation system that links Ohio to a global economy while preserving the state's unique character and enhancing its quality of life.

1. Project Purpose and Need. The project team is tasked with identifying the best solution to meet the goals of the project.

Reduce Congestion – I-75 through the study area currently is severely congested. As traffic volumes increase over time, this condition will get worse.

Eliminate Design Deficiencies – The I-75 corridor contains several features that do not meet current design standards, such as short ramp merge areas, tight curves, and poor stopping sight distance.

Improve Safety – The I-75 corridor has been consistently listed near the top of ODOT's Hot Spot list of the worst safety and congestion locations and the Highway Safety Program listing. The I-75/I-74 interchange in particular was ranked Number 4 in the state on the Highway Safety Program Listing.

2. Constraints on Proposed Solutions. The solutions to the problems need to adhere to several criteria. A few of the basic criteria are listed below. There are many others relating to stopping sight distance, distance between curves, degree of curvature, and superelevation (banking of roadway). Some of these criteria are guidelines while others are minimum design standards that cannot be compromised.

Definitions:

- System ramp – ramp that connects two freeways
- Directional roadway – a system ramp that has two or more lanes
- Service ramp – ramp that connects freeway to local street
- Weave – a segment of freeway where traffic crisscrosses from one lane to another between an entrance ramp and an exit ramp
- Gore – portion of ramp that meets freeway with painted markings delineating ramp nose
- Stopping sight distance (SSD) – sum of the 1) distance traversed by a vehicle from the instant a driver sights object and applies the brakes, and 2) the distance needed to stop the vehicle and is computed in a standard manner
- Grade – Slope of road in direction of travel either uphill (upgrade) or downhill (downgrade)

Typical Design Guidelines:

Relevant principals from the ODOT Location and Design Manual Volume 1 (LDM):

- “Interchanges should provide for all movements, even when an anticipated turning movement volume is low.”
 - Reciprocity of route is important in meeting driver expectation. Once an unfamiliar driver exits the freeway, the driver anticipates being able to reenter at the same interchange for the return trip. With partial movements, the unfamiliar driver is otherwise committed to finding their way using local streets to another interchange.
 - If reciprocity is not provided, then drivers are traveling on the local streets for half their trip. This condition suggests that the ramp in use is of limited value if the local streets can accommodate both trip directions.
- “(Greater than) minimum radii should be used for curvature on roadways through interchanges.”
 - Because the presence of ramps on the freeway creates turbulence in traffic flow with high-order lane and speed changing, exceeding the minimum design standards is often necessary to reduce crash potential.
- “Minimum (ramp) spacing is determined by weaving requirements, ability to sign, lengths of speed change lanes, and capacity of main facility.”
 - Even though a number is provided for minimum ramp spacing, heavy traffic volumes on the freeway can result in the minimum spacing to be insufficient for safe operation. A weave analysis is performed to verify that the spacing distance will be adequate.
 - Physical features such as overpasses or sharp curves can limit signage placement. Signs need to be located where they will be visible an appropriate distance in advance of the exit ramp.
- “Interchanges within urban areas should not be spaced closer than an average of 2 miles...”
 - This desired spacing allows for drivers to enter the freeway traffic without interaction with exiting vehicles.
 - It also provides the desired spacing for exit ramp signage.
- “In urban areas, the minimum distance between adjacent interchanges should not be less than 1 mile...”
 - This is generally an absolute minimum spacing between interchanges given signage placement requirements and allowance for drivers to enter the freeway without having to react to exiting drivers changing lanes and decelerating onto exit ramps.
- “...extreme care should be exercised to avoid left-hand entrances and exits in the design of interchanges.”
 - Left-hand exits violate driver expectation since most freeway exits are on the right side.
 - Left-hand exits also can cause poor freeway operation and higher crash rates since drivers must change to the passing lanes then decelerate onto the exit ramp.
 - On freeways with very heavy traffic volumes and short interchange spacing, left-hand entrances and exits are particularly undesirable.

Typical Design Standards:

- Ramp Spacing:
 - Entrance to entrance and exit to exit is 1000-ft
 - Exit to entrance is 500-ft
 - Service ramp entrance or exit onto directional ramp is 800-ft from directional ramp nose
 - Entrance to exit (weave) system ramp to service ramp 2000-ft
 - Entrance to exit (weave) service ramp to service ramp 1600-ft
 - Spacing must also be analyzed for proper operation given vehicle volumes irregardless of spacing
 - High-speed two-lane entrance and exit ramps generally require approximately 3000-ft to gain/lose one lane and 5000-ft to gain/lose two lanes

- Freeway entrance ramps:
 - Acceleration length is controlled by speed of curve and grade just before gore
 - Minimum length high-speed entrance terminal is 1250-ft

- Freeway exit ramps:
 - Deceleration length is controlled by speed of curve just after terminal and approach grade
 - Minimum length of high-speed exit terminal is 800-ft

- Maximum vertical grades:
 - For directional roadways (system ramps), maximum upgrade is 4%
 - For service ramps, maximum upgrade is 5%

- Ramp speeds:
 - For directional ramps, upper range is 60 MPH and mid range is 45 MPH
 - For service ramps, upper range is 60 MPH, mid range is 45 MPH, low range is 30 MPH
 - Speed dictates sharpness of curves and length of superelevation transitions

3. Impacts of the Proposed Changes. Help us understand the problems we would create with the proposed changes. Then, let us focus on the solutions to those problems.

What problems would be created by the recommended alternative to improve the I-74 / I-75 Interchange?

The Mill Creek Expressway Project Team collected information on the Project Study Area in the Fall of 2004. What is new to Northside since then that we need to know about?

4. How to give us feedback:

ODOT, District 8
Attention: Hans Jindal
505 South SR 741
Lebanon, OH
Phone: (513) 933-6594
Fax: (513) 932-9366
hans.jindal@dot.state.oh.us

or through the project website:
<http://www.i75millcreekexpressway.com/>

The following work is currently ongoing as part of the Mill Creek Expressway project. Completion of these tasks is anticipated early in 2007.

Evaluation of Impacts on Traffic in Northside

The purpose of this task is to evaluate the impacts on traffic in Northside due to proposed changes to local access ramps. This will include recommending changes to the local street grid to address circulation if needed.

Define additional study area – TranSystems will review the scope of service and the goals of the tasks to establish an initial study area. TranSystems will coordinate with the City of Cincinnati and ODOT to confirm that the limits are appropriate for achieving the objectives.

Identify Additional Data Needs – This task involves evaluation of the goals and objectives and review of the initial study area to determine data requirements. This includes coordination with data collection from adjacent studies and consultation with the City of Cincinnati and ODOT regarding the proposed execution strategy.

Traffic Counts – TranSystems, in coordination with ODOT and City of Cincinnati staff, will coordinate a data collection program to collect current traffic data at critical locations not covered by the Mill Creek Expressway project or Uptown study. A meeting will be held before a final list of critical intersections is made. The purpose of the meeting will be to identify the critical routes with City staff. Traffic data will be obtained, where available, from the City of Cincinnati. Weekday turning movement counts will be conducted at major intersections. These counts will be performed during the AM and PM peak periods, typically 7:00 – 9:00 AM and 3:00 – 6:00 PM, with vehicle classification to identify truck percentages. TranSystems will manage the overall data collection program and will be responsible for conducting approximately 6 manual turning movement counts identified for additional scope item.

Count locations, not covered by initial traffic counts as part of I-75 Mill Creek Expressway study:

- Virginia and Chase
- Colerain and Blue Rock
- Colerain and Hoeffner
- Hamilton and Blue Rock
- Spring Grove, Elmore and William Dooley Bypass
- Hamilton and Chase
- Colerain and Powers

Accident Analyses – TranSystems will obtain crash records for the most recent three-year period from the Ohio Department of Public Safety and the City of Cincinnati. The accident reports will be reviewed where needed, and approved by City, to improve the understanding of the location and type of collision. Accidents will be correlated with congestion and geometric deficiencies such as inadequate stopping sight distance, excessive grade or improper superelevation.

Traffic Analyses – Redistributed traffic analysis on local “critical” routes. The “critical” routes will be determined and approved by TranSystems, the City of Cincinnati and ODOT. In addition, the “critical” routes will be evaluated for necessary mitigation following closure of Dooley Bypass ramp, Elmore/Colerain ramp and Central Parkway ramps.

Perform capacity analyses at all intersections for current and design year traffic volumes. Determine required geometrics and turn lane storage capacity for intersections and determine optimal timing and phasing/coordination at each signalized intersection and/or coordinated system(s). The City has recommended a new signal at Colerain and Blue Rock with existing conditions. TranSystems shall not investigate the need for additional signals; however, the consultant shall propose modifications or removal of existing signals.

Recommendations – Develop recommendations for changes to the local system, including conceptual design and conceptual cost estimates. Recommendations will be classified by those that are required as a result of changes to the freeway and those that are recommended on the local system regardless of freeway improvements. These recommendations shall include possible changes to one-way patterns.

Meeting Notes

Project: HAM-75-2.30

PID: 76257

Meeting Date: October 16, 2006

Meeting Location: McKie Recreation Center, 1655 Chase Ave., Northside

Meeting Time: 7:00 PM to 10:00 +/- PM

Attendees: A separate attendance list was kept.

Notes:

- This meeting was the regularly scheduled meeting of the Northside Community Council. I was asked to attend to discuss the recommended alternative for the I-74/75 interchange, and to answer questions from the group.
- I presented a brief description of the effort to date, and the alternatives being considered including the Step 5 Alternatives for the Colerain Interchange. I provided a handout discussing the P&N, Constraints on Solutions, and the Northside Scope Items.
- I stated that we are currently taking comments on the information presented at the September PI Meeting, and that the comment period extends through October 30, 2006. I asked the group to provide comments that will help the project team understand the problems the recommended alternative create. I let the group know that the project team is already working on some of the issues brought forward at the meeting of the Northside Business Association on October 2, 2006.
- I gave a tentative idea on the timeframe of the work. My goal is to make recommendations to Central Office and FHWA by mid to late November.
- Finally, I stated that feedback from the communities was key to the process, and that their comments help me understand the issues.
- Questions and comments received from the group were similar to those already expressed elsewhere through the public involvement comments. Key items that were brought forward include the following:
 - Why wasn't an Economic Impact Analysis completed on the affects to the communities. This was brought forward by several individuals.
 - Economic Impact to industries/manufacturers in the Millcreek Industrial Corridor is more of a concern than solely the impact in Northside (Rep. Driehaus)
 - Colerain/Beekman needs to be a full movement interchange.
 - Advantage Northside has is easy access. How does loss of access impact property values? How is this measured?
 - Representative Driehaus, and Hamilton County Commissioners Dewine and Portune stated they were opposed to the recommendations, and that they will work through their areas of responsibility to insure ODOT and Federal leadership are aware of the issues.
 - How much additional truck traffic would be on Colerain if the access ramps are removed? What is the impact on air quality with trucks in a residential street?
 - Has any consideration been given to emergency evacuation access/plans if the ramps are removed? (Note: I asked the group if there were any current emergency evacuation plans in place, and there was no response.)
 - Doug Heesten, VP Cincinnati State College, douglass.heesten@cincinnatiastate.edu, 569-1451, was present and stated that the college recently expanded, and that they would be evaluating and commenting on the impacts to their students. He stated he would be providing zip code locations of their students.