

# eastern corridor travel

Volume 1 Issue 1

## background

### What/where is the Eastern Corridor study area?

Covering nearly 200 square miles in parts of Hamilton and Clermont counties in Ohio, and Campbell County in Kentucky, the study area extends east from the Cincinnati Business District to Milford, Batavia and Amelia and into Northern Kentucky along I-275 and I-471. Physical improvements will focus on Ohio study areas.

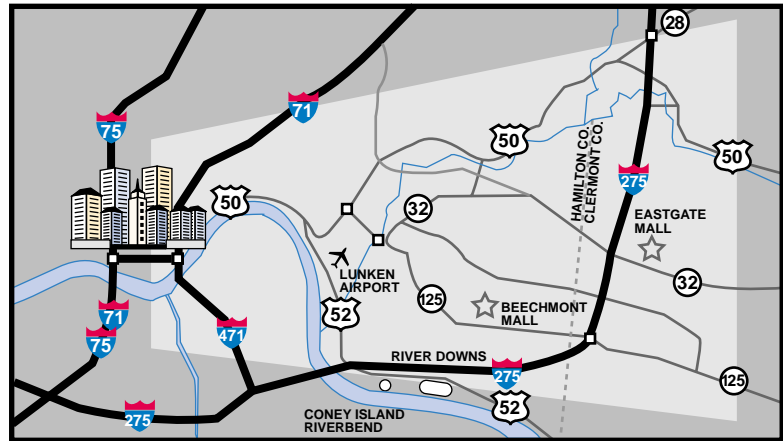
### Mission

To study transportation conditions in the Eastern Corridor geographic area and identify implementable transportation solutions that will provide the best balance of efficiency, effectiveness, cost, social and economic benefit and compatibility with environmental and quality-of-life goals.

### Why?

There is a lack of mobility in the Eastern Corridor and many of the roads are congested today. Problems will intensify as development continues. In the year 2020, population is expected to reach 196,000 compared to 161,000 in 1990; employment is expected to total 87,000, compared to 66,000 in 1990. Increases in population and employment have already congested Corridor roadways. Without improvements to the transportation system, continued growth will increase delays, hinder economic vitality and degrade the environment.

## Land Use | Priorities



**T**ransportation and land use planning go hand in hand, so it makes sense that the land use goals and objectives identified in the visioning work will be integrated into the Eastern Corridor transportation planning process to identify better fit and effectiveness of proposed transportation solutions.

The land use visioning work incorporates economic development, green space preservation and quality of life issues identified in existing community land use plans, as well as new information developed in six Eastern Corridor focus group areas. Some of the initial land use priorities are identified below.

### Ohio 32

- Create diverse neighborhoods with housing opportunities for a broad demographic range.
- Create more pedestrian-friendly communities with services and amenities within walking distance.
- Preserve green space.

### Eastern Avenue/Lunken

- Create residential development along Eastern Ave.
- Create/revitalize Columbia Tusculum neighborhood center.
- Develop a hike/bike trail from downtown to Lunken Airport.

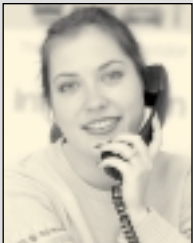
### Wooster

- Create a boulevard atmosphere along Wooster Pike in Columbia Township to the east of Mariemont.
- Preserve and revitalize the neighborhood center of Old Milford.
- Create more public access and recreation opportunities along the Little Miami River.
- Ensure roadway improvements are done in an environmentally-sound and aesthetically-pleasing manner.

### Red Bank

- Maintain the Red Bank Corridor as primarily industrial and office with some retail near the Cincinnati Sports Mall.
- Develop a town center in Fairfax.
- Develop and retain local employment opportunities.

## The Eastern Corridor Project Office is now open!



4790 Red Bank Expressway  
Suite 206/208  
Hours: 8-4 Tuesday-Thursday

Ask questions, make a comment or obtain more information about the project.

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# Transportation System Management

One way to improve traffic flow on existing roads is through transportation system management (TSM), a process to get the best return on previous transportation investments. Initial TSM recommendations for the Eastern Corridor include:

**Increase frequency of existing bus service**  
Along US 50 and SR 125

**Improve signal timing/coordination**  
Hardware interconnect signals along Clough Pike, SR 125 and SR 32

**Expand ARTIMIS overview**  
Advanced Regional Traffic Interactive Management (ARTIMIS) is typically seen in the form of signage boards on the highway alerting drivers of potential problems.

**Intersection improvements**  
Improved signals and added turn lanes will reduce congestion at the following locations:

- Five Mile Road at SR 125
- Forest Road at SR 125
- Clough Pike at Hunley Road/Corbly Road
- Clough Pike at Goldengate Drive/Berkshire Road
- Round Bottom Road at SR 32
- Amelia-Olive Branch Road at SR 125
- Glen Este-Withamsville Road at SR 125
- Lewis Road at SR 125
- Nine Mile Road at SR 125
- Old State Route 74 at SR 32
- Bypass 50 at US 50
- Clough Pike at Mt. Carmel-Tobasco Road

- Clough Pike at SR 32
- Corbly Road/Sutton Road at SR 125

**Install park-and-ride facilities**  
Transit access for private vehicles

- Near I-275 and SR 28
- Near I-275 and SR 125
- Near SR 125 and Bach-Buxton Road
- Near US 50 and Newtown Road
- Near I-275 and Five Mile Road

All of these initial recommendations are being evaluated for performance in the current phase of work.

Public input will be used to finalize which projects are a priority. You can forward your comments to the Eastern Corridor Project Office, 4790 Red Bank Expressway, Suite 206/208, Cincinnati OH 45227 or visit the Eastern Corridor Web site: [www.easterncorridor.org](http://www.easterncorridor.org)

## A Look at the Rail Transit System



There are two rail transit lines being evaluated for the Eastern Corridor, each using somewhat different technologies. One route may use diesel-powered vehicles that require no overhead cables for power. While common overseas, this is a relatively new concept in the U.S.

This form of rail transit is currently being put into place in southern New Jersey, between Camden and Trenton. Other regions of the country are considering this type of rail system.

The new east-west service could run on existing, upgraded, or new railroad lines and connect homes to workplaces

and downtown attractions. The proposed line, known as the Oasis Line, would begin at I-275 and have approximately nine to 10 stations along the 17-mile route, and terminate downtown at the riverfront.

A second transit line that would extend from Xavier University, eastward along Wasson Ave., possibly as far as the Eastgate area, is being evaluated. This line may use vehicles with electric motors and overhead wire power systems, such as those proposed for the I-71 corridor and being used in St. Louis, Portland and other U.S. cities.

# Is the time right to improve Ohio 32?

As Anderson Township and other suburbs grew in the 1960s, east-west highways and roads in the area did not grow with them. One road, Ohio 32, has been the subject of ongoing debate for community planners. The road has the location and congestion problems to make it a candidate for improvements as part of the Eastern Corridor study.

## History

In the late 1960s, the Hamilton County Engineer's office studied the idea of a new roadway that would begin at the Red Bank Expressway/ Columbia Parkway in Fairfax, cross the Little Miami in the Western edge of Mariemont and, using

two "legs," extend east from Newtown to I-275. The northern route, known as relocated U.S. 50, followed Round Bottom Road along the Little Miami River, while the southern route followed an upgraded Ohio 32 east past I-275 toward Batavia and was known as relocated Ohio 32. This was part of Cincinnati's regional transportation plan.

During the 1970s, studies continued through the Hamilton County Engineer's office and ODOT and recommended long-range improvements on Ohio 32. But, concerns about environmental impacts— particularly to the Little Miami River— removed the U.S. 50 option from consideration.

Preliminary studies indicate that by 2020, 23 percent of drivers will experience some traffic congestion throughout the Eastern Corridor. This congestion will add up to almost 1,000 hours of delay per day, and traffic along Ohio 32 will be a major contributor.

The current recommendation from the Eastern Corridor Major Investment Study (MIS) calls for a relocation of U.S. 32 by extending off of Red Bank, over the Little Miami River and connecting to an upgraded Ohio 32 west of I-275. Specific location alternatives are being developed. Construction estimates are \$59 million.

Public input will help determine the future of Ohio 32. Your voice can be heard at public meetings or through the feedback section of the Eastern Corridor Web site ([www.easterncorridor.org](http://www.easterncorridor.org)).

## Corridor News

### Let us hear from you

Visit the Eastern Corridor Web site ([www.easterncorridor.org](http://www.easterncorridor.org)) and take an online survey, make comments or ask questions about the plan, get updates on the study or find information on the next public meeting.

### Eastern Corridor Project moves into PE/EIS phase

The Eastern Corridor project, having completed the Major Investment Study (MIS)-phase, now begins the Preliminary Engineering/Environmental Impact Statement (PE/EIS) phase. This work will be conducted under the administration of the Hamilton County Transportation Improvement District on behalf of Hamilton County, Clermont County, City of Cincinnati, Southwest Ohio Regional Transit Authority, Ohio-Kentucky-Indiana Regional Council of Governments and the Ohio Department of Transportation.

While the MIS assessed a wide range of needs and came up with a variety of possible solutions, the PE/EIS will take a

closer look at these solutions and help lay the groundwork for refining and implementing them. The MIS observed the current transportation situation, assessed future needs, and recommended a set of needed transportation improvements including: new highway, rail transit, busway, bike paths and TSM (transportation system management).

The PE/EIS phase of study will develop more detailed information for the different transportation improvements to assess performance and benefits as well as estimate the social, environmental and economical impacts. The final Environmental Impact Statement for the Eastern Corridor will address the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) requirements of:

- 1) Identification of a preferred alternative(s)
- 2) Responses to comments made during the study period
- 3) Commitments to mitigate adverse

impacts of the project

- 4) Evidence of compliance with related environmental statutes.

### Around the Corridor...

#### Countywide town meeting

In January, Hamilton County residents embarked on a journey to change the county's future. The 1,000-person Countywide Town Meeting asked residents to help the county prioritize goals and strategies for the county's future. This meeting is the centerpiece of public involvement efforts for Hamilton County Regional Planning Commission's Community COMPASS (Comprehensive Master Plan and Strategies).

Community COMPASS, the first comprehensive plan for Hamilton County since 1964, will identify a vision for the county that all can agree on and will create a strategy for implementing that vision. For more information, visit [www.communitycompass.org](http://www.communitycompass.org).

# Citizen Spotlight



Theresa Ervin Conover understands the value of community action. She is a trustee of Columbia-Tusculum Community Development Corporation and has been active in the Columbia-

Tusculum Community Council. She's seen her neighborhood improve with the cooperation of the community and appreciates the Eastern Corridor project's efforts to hear from every constituency in the area.

"It has started out as a participatory process," Conover says. "We just need to make sure that we hear from more than the vocal minority."

One of the challenges with the project is balancing the needs of urban neighborhoods with those of the suburban areas (those who are creating the demand).

"Our needs in Columbia-Tusculum will be different than those of the outlying suburban areas, who may want to speed up traffic through our community in order to get home more expeditiously," Conover says. "While we are trying to preserve the stability and historic character of the city's oldest neighborhood."

Being active in the community is a way to stay connected to people and shape the future of a neighborhood, says Conover, who has an urban planning degree.

"It's good to see things happen and play a role in shaping the future," Conover says.

Conover is a criminal justice doctoral candidate at the University of Cincinnati. She and her husband, Scot, have lived in Columbia-Tusculum for 10 years and are expecting their first child in June of this year.

## Land Use Priorities

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- Redevelop brownfield sites along Red Bank, potentially with business incubators, in a campus setting.
- Create more green space.

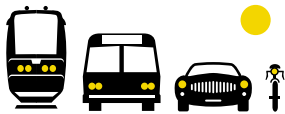
### Wasson

- In Oakley, maintain a mix of office, residential and industrial sites around new retail development near Marburg and I-71.
- Provide streetscaping and gateways in Evanston and Oakley.
- Encourage brownfield and infill development in Evanston and Oakley.

### River Plains

- Preserve agricultural land in flood plains.

Public input will continue to be critical as land use planning continues. For more information, visit the Eastern Corridor Web site, [www.easterncorridor.org](http://www.easterncorridor.org)



The Eastern Corridor

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