

eastern corridor travel

Volume 1 Issue 2

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.

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.

First Round Public Meetings Residents review transportation alternatives



Nearly 400 feet of maps, graphs and charts were on display at the first round of Eastern Corridor public meetings held recently at several locations throughout the Corridor. Several hundred citizens attended the meetings and were given the opportunity to comment on transportation alternatives proposed for the region.

The displays were divided into 10 "stations," each corresponding to a different aspect of the plan: the process; land use; transportation needs; social and environmental factors; multi-modal options; transportation system management; bus transit; rail transit; highway; and areas for further study. A narrated

CD-ROM presentation also provided an overview of the project.

People with specific comments could fill out feedback forms, draw their suggestions on maps or talk with members of the Eastern Corridor team at the meetings. Initial comments were generally supportive of the various initiatives proposed for the corridor, especially the comprehensive approach to the work.

Information provided at the public meetings is currently available online at www.easterncorridor.org or by stopping by the Eastern Corridor project office: 4790 Red Bank Expressway, Suite 206/208. The office is open Tuesday through Thursday from 8 a.m. to 4 p.m.

Redeveloping Red Bank Road



Red Bank Road is a major link through the Eastern Corridor and is often a source of congestion problems. The area is a focus for the City of Cincinnati — both the city and the Eastern Corridor project team are working together to develop transportation and land use improvements for Red Bank.

Background

Red Bank Road and Red Bank Expressway form a key link between Columbia Parkway and Wooster Pike (U.S. 50) in Fairfax and I-71, a distance of approximately 2.4 miles. The southern end of that link, Red Bank Road, is often congested because of its size, limited turn lanes and many driveways.

Recommendations

Preliminary recommendations of the Eastern Corridor are to extend Ohio 32 to connect to Red Bank Road. Whether or not this extension is built, projections indicate that traffic on Red Bank will substantially increase over what we see today. To accommodate future traffic, lane additions and access point consolidation will be needed. Access point consolidation means reducing the number of driveways and intersections.

Land use recommendations include developing Red Bank as a regionally significant office and light industrial center with some retail. Town center redevelopment is scheduled for Fairfax and Madisonville.

Public input is important to the future of Red Bank Road. Comments can be made through the Eastern Corridor Web site: www.easterncorridor.org or by calling 513.271.3898.

Pedestrians and Pedals: Bike and walking paths in the Eastern Corridor

Bike and walking trails provide a quiet place to enjoy nature, take a walk or a bicycle ride. By connecting these paths to transit stations, they can also become safe and convenient links for people to use bus and rail services. Bike racks have already been installed on transit vehicles makes these links even more practical for commuters.

Bike and pedestrian facilities proposed for the Eastern Corridor include an extension of the Little Miami Scenic trail from its current stopping point to the existing Lunken Airport Trail and the Ohio River Trail from New Richmond to

downtown Cincinnati. Spurs will connect this trail with Ault Park, Armleder Park, Fairfax and Mariemont. This network includes improvements to the American Discovery Trail along Erie Avenue and Murray Road.

In addition to bike paths, the Eastern Corridor plan calls for bike lanes and pedestrian facility improvements throughout the corridor. These include:

- Providing wide outside lanes, bike lanes, paved shoulders and sidewalks as part of roadway improvements.
- Connecting bicycle and pedestrian paths to park-and-ride lots, transit stations and bus stops.



- Providing bike racks at transit stations, park-and-ride lots and bus stops

Public input will be used to finalize plans for bike and pedestrian facilities in the Eastern Corridor. You can make comments through the feedback section of the Eastern Corridor Web site: www.easterncorridor.org or by calling 513.271.3898.

Online Surveys

Public would use rail transit and supports relocation of State Route 32

Traffic is a “big problem” in the Eastern Corridor and residents would be “very likely” to use a rail transit line if it was convenient to them, according to online surveys conducted recently on the Eastern Corridor Web site.

Nearly 100 percent of the participants agreed traffic was a problem at least some of the time, with more than half calling it a “big problem.”

A majority of participants (81 percent) said they are in favor of a relocation of State Route 32 over the Little Miami River connecting to an upgraded existing Ohio 32 west of I-275. A majority of participants (55 percent) also said they would be “very likely” to use rail transit if it was available and convenient. And 22 percent said they would be “somewhat likely” to use rail transit. In addition, 48 percent of respondents said the concept of using trains that run on existing tracks powered by on-board engines favorably affected their views

of light rail. Only 9 percent said using this format negatively affected their views of light rail.

Participants were asked to rank the importance of several of the Eastern Corridor initiatives. Respondents found the following initiatives to be “very important”:

- Creating neighborhoods with a mix of business and residential properties
- Increasing public transportation options
- Preserving greenspace
- Increasing road/highway capacity

The surveys were conducted on the Eastern Corridor Web site (www.easterncorridor.org). The survey results are based on a small sample size and should not be considered scientific. Visit the site for complete survey results and to take the latest survey. You can also obtain survey results at the Eastern Corridor Project office, 4790 Red Bank Expressway, Suite 206/208 Tuesday-Thursday 8 a.m.-4 p.m.



Corridor News

Let us hear from you

Visit the Eastern Corridor Web site (www.easterncorridor.org) and take an online survey, make comments or ask questions about the plan.

Eastern Corridor video now available

A video that provides an overview of the Eastern Corridor project is now available for loan through the Eastern Corridor Project office and at public libraries throughout the Corridor. To obtain a copy, call 513.271.3898 or stop by the project office at 4790 Red Bank Expressway, Suite 206/208 8-4 Tuesday-Thursday.

Land Use public hearing scheduled

A meeting to adopt the Eastern Corridor Land Use Vision Plan was held Monday, July 8 in room 805 of the County Administration Building, 138 E. Court St., Cincinnati, OH 45202. This meeting will be continued at a public open house on Thursday, July 25 at 6 p.m. at the Fairfax Recreation Center, 5903 Hawthorne. The open house will be followed by a presentation and opportunity for public comment. The Land Use Plan is available at the Eastern Corridor Project office, 4790 Red Bank Expressway, Suite 206/208 8-4 Tuesday-Thursday.

New content on the Web

Missed the public meetings last May? Information that was shared at the meetings is now available on the Eastern Corridor Web site (www.easterncorridor.org). An overview presentation and information from each display board from the meetings is available. There were 10 “stations” displayed at the public meetings, covering each mode of transportation, land use, and various options being considered for the Eastern Corridor. Feedback forms for public comment are also available online.

Citizen Spotlight



Living in Anderson Township since 1964, Dottie Scott has seen traffic and development steadily increase along Beechmont Avenue. When she was involved in an auto accident in 1989,

the safety problem hit home.

“The accident was something that refocused the priorities for me,” Scott says. “I had been involved with the business community in Anderson, but became more focused on the traffic issues on Beechmont after the accident.”

Scott is the township traffic safety coordinator. She works with businesses along Beechmont, various government agencies and the township to research and fund projects to improve traffic safety on Beechmont and throughout Anderson. She was part of the Anderson Area

Chamber's 1996 effort to raise \$37,500, which was matched by Anderson Township Trustees and used to hire an engineering firm to research and develop a plan for the road. The plan is completed and now Scott works to implement its recommendations.

“What I do is put people together,” Scott says. “Sometimes I push a little. Sometimes I help find resources and find the money. I’m tenacious.”

Some of the recommendations from the engineering study, along with Scott's position as traffic safety coordinator, are funded by a renewable Federal grant administered by the state of Ohio. Scott also uses her business contacts—she is the former president of the Anderson Chamber of Commerce—to build private funding collaborations for road and driveway improvements. Businesses realize better access helps build sales.

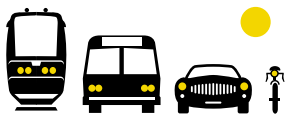
Her efforts have paid off. Crashes on Beechmont have gone down by 12

percent and the addition of large green signs showing street numbers along the avenue has reduced rear-end collisions by 30 percent since they were installed in 2000.

“If I can prevent one injury or save one life, it’s worth it,” Scott says.

Other recent projects include various road/driveway connections, new and relocated traffic signals and increased turn lanes. She also is forging partnerships with youth groups and senior centers to help improve traffic safety awareness.

“I believe traffic safety goes beyond asphalt to include the soft green edges that make the total package of driving,” Scott says. These “green edges” include education to increase awareness of traffic laws and the increased use of public transportation to reduce congestion. Scott has three children and seven grandchildren. She lives in Anderson with her husband.



The Eastern Corridor

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