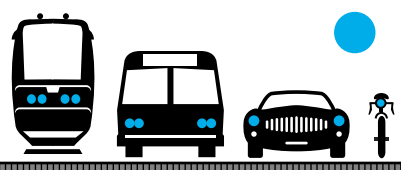


Public Workshops Scheduled!
SEE PAGE 2

eastern corridor travel



Volume 2 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.

The Eastern Corridor Project Office is 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.

Inter-modal connectivity

Connecting trails, buses and automobiles



New transit options, walking trails and road improvements are important parts of the Eastern Corridor project, but the key to improving transportation is finding ways to link these modes to allow them to work together.

Throughout the Eastern Corridor, plans call for transit hubs with parking lots and bicycle storage facilities for pedestrians, cyclists and motorists. In addition to providing a safe, comfortable place to wait for the bus, these hubs can spur neighborhood economic development. These transit hubs can be adapted to light rail, linking that mode of transportation, if it is built in the future.

Linking transportation modes can be as simple as strategically placing parking lots at various points on a multi-purpose trail. Another simple linking strategy has already been completed: bike racks have been fitted on Metro buses to extend the reach of bicycle paths and trails.

Residents who don't drive rely heavily on linked modes of transportation to give them door-to-door access to shopping, healthcare, entertainment and jobs.

For more information on multi-modal transportation options being considered for the Eastern Corridor, visit www.easterncorridor.org or call 513.271.3898.

Community Outreach

Communities share ideas with project team

Whether it's the East End or Amelia, community councils throughout the Eastern Corridor have had an opportunity to become involved in the Eastern Corridor project and share ideas with the implementation group at information exchange sessions.

A recent example is the East End Area Council. The East End is a vital link in the project and an area ripe for improvements. The five-mile long stretch between Columbia Parkway and the Ohio River boasts great views and a rich history. The East End Area Council has worked with the City of Cincinnati to establish an area development plan. The plan, which has been accounted for in the Eastern Corridor project, recommends:



New development along Eastern Ave. in the East End.

- Preserving river views
- Retain and develop new infill housing
- Make Eastern Avenue pedestrian-friendly through a streetscape and underground utilities
- Create a continuous riverfront pedestrian path
- Create north-south pedestrian linkages between the river and hillsides.
- Develop bicycle path on a portion of rail right-of-way
- Replace or restore three masonry bridges (at Delta, Collins and Kemper)
- Reduce truck traffic along Eastern.
- The plan also calls for at grade, barrier free, speed-controlled rail transit.

Other community councils have worked with the Eastern Corridor Implementation Group to develop or incorporate plans for their communities into the overall project. If your community would like to schedule one of these meetings, please contact the Eastern Corridor project office at 271-3898.



Public Workshops

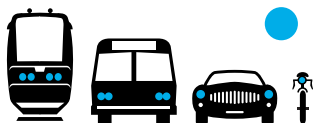
A second round of public workshops are scheduled for the Eastern Corridor this spring. These workshops provide an opportunity to see the latest progress and plans for the area. Dates, times and locations are below.

For more information, visit www.easterncorridor.org or call 513.271.3898.

Tuesday, May 20, 2003
Madisonville Recreation Center
 5320 Stewart Road
 4:00 p.m.-7:00 p.m.

Thursday, May 22, 2003
Cincinnati City Hall – Council Chambers
 801 Plum Street
 11 a.m.-2:00 p.m.

Wednesday, May 21, 2003
Glen Este High School
 4342 Glen Este Withamsville Road
 4:00 p.m.-7:00 p.m.



The Eastern Corridor

Working Together

Project brings federal, state and local agencies together

Project consultants, community councils and various local, state and federal agencies all need to collaborate to make the Eastern Corridor project a reality.

Traditionally, each agency would review the project, revise it, provide input, approve it and pass it to the next agency. But by bringing these agencies to the table early in the process, the decision-making becomes more efficient.

Some organizations' involvement in the Eastern Corridor is obvious—the Ohio Department of Transportation, for example. But others may come as a surprise. The U.S. Fish and Wildlife Service is taking a look at how aspects of the project will affect natural habitats of animals in the Eastern Corridor, especially the Little Miami River. Similarly, the Ohio Department of Natural Resources is investigating how the project will impact the river. The Ohio Environmental Protection Agency will determine if the project will improve air quality in



Southwestern Ohio.

Collaboration between agencies also means individual projects can be completed more quickly. This is happening in the Red Bank Road area as the U.S. Army Corps of Engineers, the City of Cincinnati and the Village of Fairfax complete improvements to the road

and flood prevention projects on the Duck Creek. The result will be improved access and economic development in the area.

For more information about inner-agency collaboration on the Eastern Corridor project, visit www.easterncorridor.org or call 513.271.3898.

Corridor News

Online surveys

Online surveys are available each month at www.easterncorridor.org. Questions often change and give residents a chance to express their views on various Eastern Corridor initiatives. This is another chance to make your voice heard on the project.

Fairfax plans

Members of the Eastern Corridor implementation group and Fairfax community leaders met in February to discuss plans for the city's central business district. Ideas being explored include "streetscape" enhancements

with landscaping and access improvements along Wooster Pike.

Red Bank Road progress

The first phase of improvements to Red Bank Road will help alleviate the threat of flooding in that area. Flood walls were constructed along Red Bank Road south of U.S. 50, and the west side of the road will be excavated to further reduce flooding.

Phase two of the project includes installing an underground culvert on the west side of Red Bank Road between U.S. 50 and Fair Lane. This culvert will

re-route Duck Creek, eliminating flash flooding problems. In addition, Red Bank Road will be widened from two to four lanes of continuous traffic between U.S. 50 to north of Fair Lane. These projects are efforts sponsored by the City of Cincinnati and the Village of Fairfax and will be completed through the U.S. Army Corps of Engineers. Work began in July with completion scheduled for 2004.

Citizen Spotlight



With postcard views of the Ohio River and the downtown skyline, it's easy to see why Brian Breneman calls the East End "the best kept secret in Cincinnati."

"The neighborhood is one of the oldest in Cincinnati, and was once the center of the riverboat building industry," Breneman says "Today, the East End is a wonderfully diverse community—a mix of newcomers like myself and families that have been here for five or more generations. There is a strong sense of community here."

Breneman is president of the East End Community Council. He joined the council in 1999 after moving to the area from Michigan. There has been a surge of development that has revitalized the East End in recent years, and the council's

challenge is to spur that development while continuing to give long-time residents of the community a voice in the development process.

"I want to encourage our residents to be more active in the community and to be sure that the benefits we are seeing from redevelopment are shared by the entire community," Breneman says.

The growth seems to keep coming. A 68-unit, mid-rise condo project is the latest, joining other relatively new townhomes and condominiums. The area's proximity to arts and entertainment along with great views of the river make it a popular choice with developers.

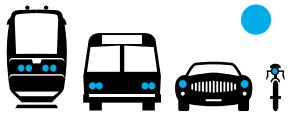
Breneman also wants to encourage extensive cleanup and beautification efforts to make the East End a more desirable community to live in. The East End Area Council recently sponsored a cleanup day for the neighborhood and is to host an "entertainment district" during the Flying Pig Marathon.

Breneman believes the Eastern Corridor project can only help the East End, an area that has historically been at the crossroads of rail, river and road traffic.

"The East End is five miles long and only about 1/2 mile deep, so this is a lot of transportation to pack into a very small sliver of land, and we definitely feel the effects of it," Breneman says. "The noise, debris, pollution and traffic safety problems that are a byproduct of current transportation patterns are of great concern to us as a neighborhood."

If the Eastern Corridor study can find more effective ways to move people and cargo through the neighborhood, the East End will benefit from it, Breneman says.

Breneman owns his own business (the Breneman group, LLC), is a student at Xavier (graduating in May) and is married with "two very spoiled dogs."



The Eastern Corridor

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