



NEWS

Eastern Corridor Projects Stimulate Job Creation and Regional Growth

Improve access and mobility. Ease congestion. Improve travel safety. Support the efficient movement of people, goods and services. Provide opportunities for economic development and growth.

Each of these needs are among the many reasons that local and regional community leaders and transportation planners are developing the projects of the Eastern Corridor Program.

The reduction in fuel consumption, the improved multimodal capabilities and the travel time savings for both personal travel and freight are important investments that will grow our economy.”

— Matt Davis, Interim Executive Director of the Cincinnati USA Partnership, the economic development arm of the Cincinnati Chamber of Commerce

Travel through the eastern portion of the Greater Cincinnati metropolitan area — the Eastern Corridor — has long been a challenge. The region has few direct transportation routes, forcing vehicles onto lengthy stretches of I-275 and I-471 or onto crowded roads like US 50, SR 32, SR 125 (Beechmont Avenue) and SR 561 (Linwood Avenue), many of which wind through residential neighborhoods, to reach their destinations. The frequent congestion experienced throughout these areas means more time in the car, more money spent on gas, more vehicle emissions polluting our air and more accidents.

While current travel through the Eastern Corridor may be congested for local residents, the region's traffic delays can

also mean a loss of money for businesses and fewer growth opportunities within the region.

“The Cincinnati USA Regional Chamber of Commerce supports the Eastern Corridor Program of projects because of its well-documented strengths and potential for significant positive impact to our region,” said Matt Davis, Interim Executive Director of the Cincinnati USA Partnership, the economic development arm of the Cincinnati USA Regional Chamber.

“The reduction in fuel consumption, the improved multimodal capabilities and the travel time savings for both personal travel and freight are important investments that will grow our economy,” continued Davis.

Shaped in large part by input and feedback received from the Corridor's 17 jurisdictions, two counties and hundreds of residents, business owners and other stakeholders, the Program provides a multimodal solution to the Corridor's transportation needs. This includes the introduction of a new commuter rail line (Oasis Rail Transit), expanded bus service and accommodations for travel by bicycle and on foot. By including these alternative transportation options in the overall transportation improvement plan, the need for more and larger roads is reduced.

Together, these Program elements will better connect the Eastern Corridor with important employment, social and retail centers and will provide our region with the transportation infrastructure we need to grow and thrive.



Public Involvement is a Key Part of Program Development

Public involvement has played a critical role in the planning and development of the Eastern Corridor Program. Public involvement will continue to be crucial as the projects undergo further evaluation. For more about how to participate in the project development process, visit the Eastern Corridor website and go to the Public Involvement tab.

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Eastgate Area Improvements: Under Construction

Short-term traffic impacts lay the foundation for long-term regional benefit.

While the core Eastern Corridor projects continue to undergo planning, development and community review, other projects are already underway.

Multiple roadway network improvement projects in the Eastgate area, an important part of the Eastern Corridor, are now under construction. Though motorists may see orange barrels for a while, these barrels mean progress. Completion of the Eastgate-area projects will considerably improve the drive to and through the area by reducing congestion and making it easier to get around.

“Eastgate is growing,” said Clermont County Engineer Pat Manger. “There are an increasing number of businesses and jobs locating here. Employers, employees and potential workers from throughout the region are looking to this area as a hub for economic development and strategic growth. At the same time, Eastgate is a popular destination for residents and families. It’s our job to make sure the infrastructure is in place to support safe and efficient travel through the area.”

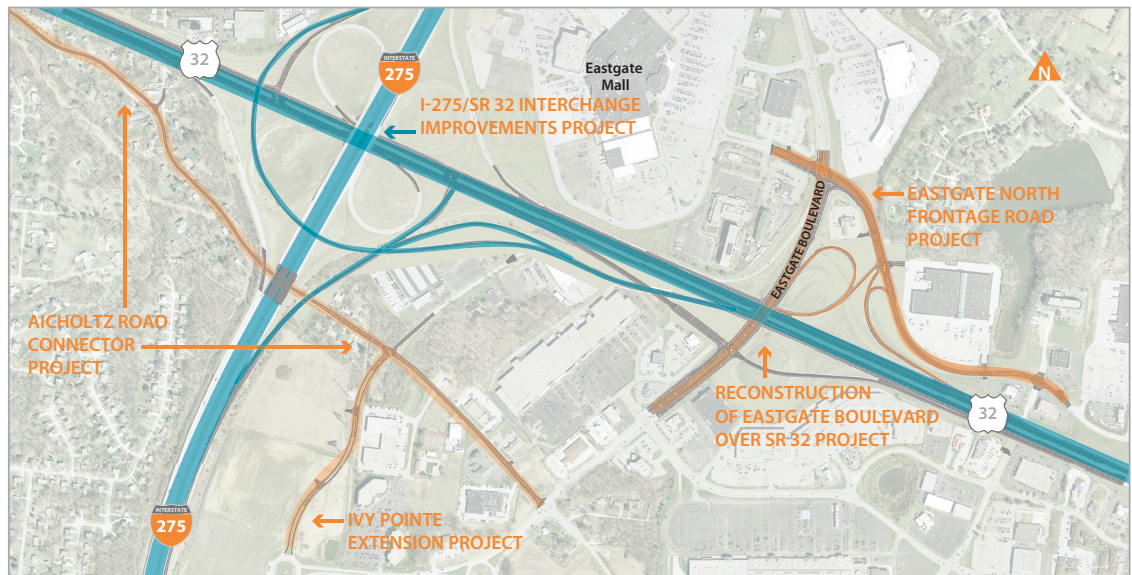
Work currently taking place in the Eastgate area is divided into three phases:

PHASE 1: Eastgate North Frontage Road Improvements – Complete!

PHASE 2: The reconstruction of Eastgate Boulevard over SR 32

PHASE 3: I-275/SR 32 Interchange Improvements

“These projects are not random acts of construction,” said Manger, “but are planned, integrated projects that build upon one another. It may look like there’s a lot going on — and there is — but it’s



all happening in a coordinated sequence where the construction of one project lays the foundation for the next.”

A Closer Look

Recently complete, the **Eastgate North Frontage Road project (Phase 1)** focuses on realigning and widening lanes along Eastgate North Frontage Road (also known as Eastgate North Drive), as well as improving access to and from SR 32 and Eastgate Boulevard.

The reconstruction of **Eastgate Boulevard over SR 32 project (Phase 2)** focuses on widening the Eastgate Boulevard bridge over SR 32, relocating the existing westbound entrance and exit ramps from SR 32 to Eastgate North Drive instead of Eastgate Boulevard, and reconstructing the westbound loop ramp from Eastgate Boulevard to SR 32. Moving ramp traffic will improve levels of service along Eastgate Boulevard. Phase 2 work is currently in progress, will pause during the holiday season and is expected to conclude in the summer of 2014.

With foundation work well-underway, construction began in August on **I-275/SR 32 interchange improvements (Phase 3)**. This phase of work will involve modifications to the interchange and nearby areas to address a variety of issues

including high accident rates, increasing traffic and congestion and inappropriately spaced roadway access points that require motorists to merge quickly and weave between accelerating traffic. The I-275/SR 32 interchange project is expected to be complete in the fall of 2015.

Plans for road capacity and access improvements along SR 32, from Eastgate Boulevard to Olive Branch-Stonelick Road (Eastern Corridor Segment IVa), are currently under development. A public meeting will be held in upcoming months to further discuss the options and gather community input on a preferred alternative.

For additional information about these projects, maps and progress updates, visit www.EasternCorridor.org and go to the SR 32 Improvements, Eastgate Area pages. Information about additional roadway improvements being completed in the area by the Clermont County Transportation Improvement District can be found at GoClermont.org.

Additional information, project area maps and status updates are available at **EasternCorridor.org**.

Eastern Corridor Projects Overview

The Eastern Corridor Program consists of four core projects. The projects are centered on roadway and rail transit elements; however, each project also includes bus, bicycle and pedestrian components. The projects are described below. Maps and more information about each project are available at www.EasternCorridor.org.

Red Bank Corridor

The Red Bank Corridor project extends approximately 2.5 miles between US-50 (Columbia Parkway) in Fairfax and the I-71 ramp in Madisonville. The project's goal is to create a balance of mobility and

access along this important connector to improve travel and better serve local businesses and adjacent neighborhoods. The project will reduce congestion and delays along the Red Bank Expressway and at key intersections, improve accessibility and travel safety, and provide new accommodations for bicyclists and pedestrians.

State Route 32 (SR 32) Relocation

The SR 32 Relocation project extends approximately between US 50 in Fairfax to SR 32 and Bells Lane, just west of the I-275 interchange in Clermont County.

The project will establish a multi-modal transportation corridor that includes an improved SR 32 on new alignment; new rail and bus transit options; local roadway network improvements; and expanded accommodations for bicyclists and pedestrians. The project would improve the flow of traffic through the corridor, which will decrease congestion and travel times and increase travel safety. A new connection between SR 32, US 50 (Columbia Parkway) and Red Bank Road will provide the Eastern Corridor communities with a direct link to the Red Bank corridor and I-71.

OASIS RAIL TRANSIT

Oasis Line is Foundation For Regional Rail Transit

The Greater Cincinnati metropolitan region depends almost exclusively on driving to get from one destination to another. However, people want more options and rail-based travel is attracting more attention.

The exciting news is that plans for a regional commuter rail system are already in the works.

This system would connect Hamilton, Clermont, Warren and Butler counties in Ohio, communities in Northern Kentucky, the Greater Cincinnati/Northern Kentucky International Airport and several locations in southwestern Indiana.

Envisioned by the Ohio-Kentucky-Indiana Regional Council of Governments and endorsed by the Hamilton County and Clermont County transportation

improvement districts as well as the City of Cincinnati, SORTA, ODOT and many other local entities, this commuter rail system would further solidify Greater Cincinnati's position as a world class destination for living, business, working and entertainment.

"A local commuter rail system isn't a vision for the future. It's here — now. The Oasis Rail Transit line, currently under development, will form the foundation upon which Greater Cincinnati's regional rail system can be built," said Todd Portune, Hamilton County Commissioner, OKI President, HCTID Chair.

An integral part of the Eastern Corridor Program, the Oasis Rail Transit line offers a rail-based travel option that connects downtown Cincinnati, the East End, Columbia Tusculum, the villages of Fairfax and Newtown, the City of Milford and the communities in between. The line would provide service for commuters going to and from work and passengers going shopping, to a Reds or Bengals game, one of Cincinnati's excellent festivals or parks, or simply a night out on the town.

Project partners have identified a preliminary preferred alignment for extending rail tracks from the Boathouse near Montgomery Inn to the Riverfront Transit Center in downtown Cincinnati and are closing in on a preferred alignment for the line out to Fairfax.

"We are making good progress on Oasis plans," said Larry Fronk, Chair of the Clermont County Transportation Improvement District. He also noted that discussions are taking place about incorporating links along the Wasson line which would provide a connection out to the Eastgate area.

Though there is still work to do, the planning team is moving forward and is well-positioned to have a local rail line up and running in just a few years.

For more about Oasis, visit www.EasternCorridor.org.

The map on the right highlights possible routes for a local regional rail system. The Oasis line is the brown line that runs east from downtown out to the Milford area. The rail routes shown on this map are conceptual and follow existing rail tracks; exact routes have yet to be determined.

A local commuter rail system isn't a vision for the future. It's here — now. The Oasis Rail Transit line, currently under development, will form the foundation upon which Greater Cincinnati's regional rail system can be built.

— Todd Portune, Hamilton County Commissioner, OKI President, HCTID Chair

State Route 32 Improvements, Eastgate Area

The Eastern Corridor's multiple Eastgate Area improvement projects focus on making travel easier and safer along SR 32, from the I-275 Interchange to Olive Branch-Stonelick Road. Goals are to better accommodate current and future traffic, reduce congestion and travel delays and improve travel safety and access to local shopping, businesses and neighborhoods. The projects include wider lanes and access improvements along SR 32; relocated and better-spaced entrance/exit ramps and traffic signals; and a

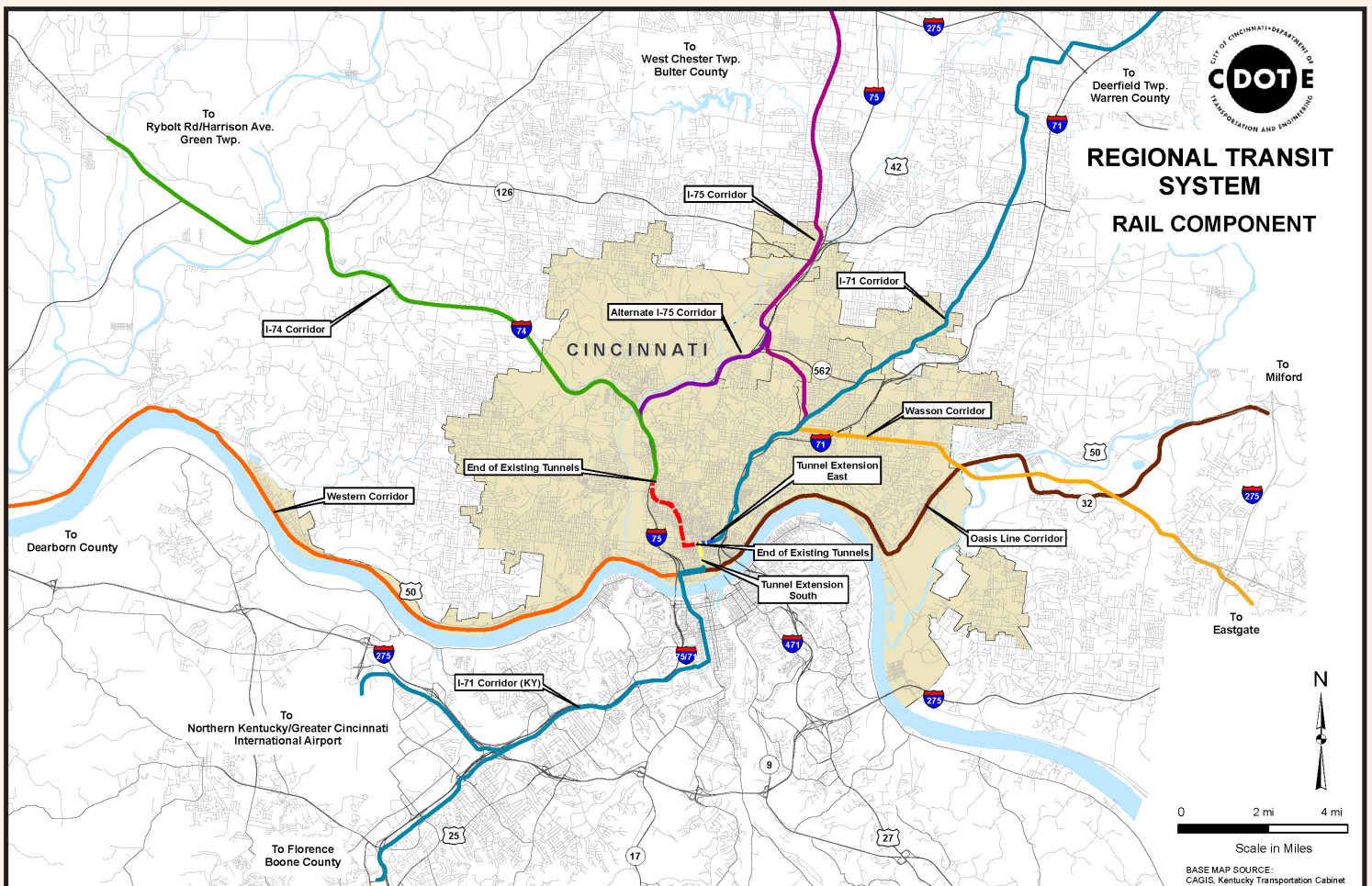
reconfiguration of the I-275/SR-32 and SR 32/Eastgate Boulevard interchanges.

Oasis Rail Transit

Introducing a new transportation alternative to the Greater Cincinnati region, Oasis Rail Transit is a commuter rail line that will carry residents, workers and visitors between downtown Cincinnati and communities extending into western Clermont County. The 17-mile Oasis line is the foundation upon which Greater Cincinnati's envisioned regional rail system could be built to better connect our region. Oasis also offers new opportunities for community enhancement, revitalization and



economic growth through the creation of transit oriented developments — mixed-used community spaces that would surround the new stations — built to serve the rail line and its passengers.



Greater Cincinnati Transportation Trends

Greater Cincinnati is among more than 100 metropolitan areas studied and included in the 2012 Urban Mobility Report, published by the Texas A&M Transportation Institute. The study, which evaluated transportation trends and impacts of congestion in the Greater Cincinnati region, reported that since 2006, the number of daily vehicle miles of travel has increased by 2.9 percent (or 550,000 miles) on local highways and by 10.3 percent (or 1.2 million miles) on arterial streets. Per commuter, congestion generated from this traffic amounted to approximately 40 additional hours in the car in 2011, 18 more gallons of gas consumed and an additional 364 pounds of carbon dioxide added to the air through vehicle emissions (see graphic). To see the full report, go to <http://mobility.tamu.edu/ems/>.

Texas A&M 2012 Urban Mobility Report Results

Since 2006, the number of daily vehicle miles traveled in the Greater Cincinnati region has increased by approximately 550,000 (2.9%) on local freeways and by 1.2 million (10.3%) on arterial streets.

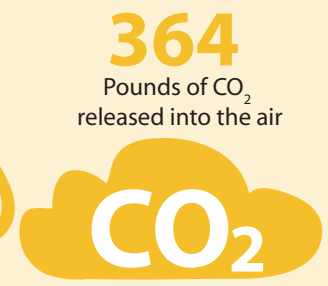
Per commuter, these increases in vehicle miles traveled resulted in*:



Additional hours
in your car



More
gallons
of gas
consumed



364
Pounds of CO₂
released into the air

*in 2011

The Kennedy Connector

The Kennedy Connector is one of many local-scale projects being completed throughout the Eastern Corridor to improve the local transportation network

The Kennedy Connector will open to the public in early 2014. Located in the City of Cincinnati, near Norwood and the Oakley and Madisonville communities, this important project will improve local traffic flow and connectivity by extending Kennedy Avenue to Madison Road, and will improve access from Madison Road to I-71 and the Norwood Lateral. Another benefit: the project is opening up approximately 50 acres of land that can now be used to support community development and economic growth.

The Kennedy Connector is part of the Eastern Corridor Program's extensive series of smaller-scale roadway network improvements that are being implemented throughout the region to improve access, roadway connections and travel safety. These types of projects

address congestion, access and roadway safety issues through better traffic signal timing, intersection enhancements, minor improvements to existing roadways, new park and ride facilities and expansion of local bike and hike trails.

More than 180 of these projects – known by planners as Transportation System Management (TSM) projects – were identified as necessary improvements in the earlier stages of Eastern Corridor Program development through a collaborative effort between Program planners and local communities. To date,

nearly 70% of the projects have already been completed, are in progress or in planning. To learn more about the TSM projects and progress being made in your neighborhood, visit: www.EasternCorridor.org/projects/TSM.



A component of the Eastern Corridor Program, the \$35 million Kennedy Connector project will open to the public in early 2014.

Station Area Planning Supports Communities, Growth

As planning for the Oasis Rail Transit line advances toward selection of a preferred track alignment and station locations, focus is turning toward creating plans for what the areas around the stations can look like. Referred to as Station Area Planning (SAP), this process is designed to encourage community enhancement, growth and development.

SAP looks at the desired features of the station itself as well as the use of the land surrounding the station and how it relates to the community's vision for development.

SAP helps establish the community's relationship to a transit station and how the arrangement of development can be most beneficial to the neighborhood, community and region. For Oasis rail transit stations, the intent of SAP is to:

- Build upon local assets and opportunities
- Adjust nearby development patterns, as desired by station area communities
- Support new travel modes and connectivity for bus, bike and pedestrian travel
- Integrate mixed-use activity such as housing, office, retail, dining and entertainment
- Respect nearby environmental, historic and cultural resources
- Secure a sustainable future for the region that is functional, environmentally beneficial and pleasant

During the next several months, the Oasis Rail Transit planning team and Eastern Corridor Implementation Partners will begin working with local communities to develop concepts for transit stations.

The initial focus will be on the four stations to be located between the Riverfront Transit Center in downtown Cincinnati and Fairfax. As development of the Oasis rail line advances east, the team will expand their efforts and work with communities on plans for additional stations. This phased transit station development strategy means that plans will be developed using the most current input from local

communities, businesses and residents.

Even if you don't live within one of the Oasis station areas, your participation and input on station design elements and desired amenities that may be common to all Oasis Stations is wanted and welcome. For more information about participating in the SAP process, visit www.EasternCorridor.org. Also be sure to sign up to receive planning updates.

STATION AREAS SHOULD:

- Be compact and walkable
- Have an identifiable center and edges
- Center on a civic or public space at or near the transit station
- Support places as mixed-use destinations
- Provide connecting streets and sidewalks scaled to each neighborhood



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About Us

*The development of the Eastern Corridor Program is guided by a team of local, regional and state governmental and transportation agencies. This group of **Eastern Corridor Implementation Partners** includes:*

- 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.