



# The Eastern Corridor Fact Sheet

## At-A-Glance

*Spanning nearly 165 square miles, the Eastern Corridor Program area extends east from downtown Cincinnati through Hamilton County to just beyond the I-275 corridor in Clermont County.*

*There are few direct routes connecting Eastern Corridor communities with Cincinnati's central economic and social centers. Instead, commuters are using circuitous routes on I-275, I-471 and congested surface streets to reach their destinations.*

*These transportation routes already exceed their designed capacity, and population growth and economic expansion is expected within the Eastern Corridor. This will intensify road congestion, increase travel time and fuel consumption and impede the efficient movement of people, goods and services.*

*The goal of the Eastern Corridor Program is to address these mobility issues and strengthen the connections between the communities that lie within the Eastern Corridor.*

## OVERVIEW

The Eastern Corridor is a program of integrated, multi-modal transportation investments. The Program will enhance our regional transportation network by improving travel and connections between central Cincinnati and the communities extending east through Hamilton County and into western Clermont County. Program elements include improvements to existing road networks, new and expanded roadways, rail transit, expanded bus routes and improvements for pedestrians and bicyclists.

The Eastern Corridor Program has been developed through nearly 15 years of extensive economic development, land use visioning and environmental impact studies which were conducted in close collaboration with the Eastern Corridor communities. When complete, the program will:

- Ease travel through the region and facilitate economic growth and development
- Establish safer and more efficient travel connections
- Provide additional travel options within the Corridor such as rail transit, expanded bus service and improvements for bicyclists and pedestrians
- Reduce congestion, travel times and daily wear on local roadways
- Eliminate up to 50 million vehicle miles of travel from the region's roadways each year, reducing fuel consumption, air pollution and accidents
- Support the land use, economic development and environmental stewardship visions developed in concert with Eastern Corridor communities

## THE NEPA PROCESS

The Eastern Corridor Program is following the stringent project development and evaluation process prescribed by the National Environmental Policy Act (NEPA) of 1969. The process focuses on identifying a proposed project's potential effects on the natural and cultural environment and identifying ways to avoid or reduce negative impacts. The NEPA process also requires extensive public involvement throughout the project development process.

## PROGRAM STATUS

In 2005, the Tier 1 Final Environmental Impact Statement (FEIS) identified a conceptual multi-modal transportation plan and a series of preliminary alternatives for further evaluation. Now, this plan is undergoing the Tier 2 study process in which Tier 1 recommendations will be examined in much more detail and evaluated for function, context, constructability and affordability. The preliminary alternatives will be narrowed and refined. The study will conclude by identifying preferred alternatives that will eventually undergo detailed design and construction.

## PUBLIC INVOLVEMENT

As a NEPA project, public participation has played a critical role in the planning and development of the Eastern Corridor Program. Public involvement will continue to be instrumental as the preliminary alternatives undergo further evaluation and refinement.

Over the course of the Tier 2 study, the Eastern Corridor Implementation Partners will work closely with stakeholders to examine, refine or – if needed – reshape proposed program elements into alternatives that best meet the needs of the Program and the region’s communities.\* Beginning late 2011, the public will be able to engage in the planning process by participating in information meetings and community workshops, attending public presentations and corresponding with project representatives at meetings, through the Eastern Corridor website ([www.EasternCorridor.org](http://www.EasternCorridor.org)) and through social media networking. Information about upcoming public involvement opportunities will be posted on the website.

*\*Efforts will keep consistent with the stated objectives and purposes identified in the 2005 Tier 1 FEIS and the Federal Highway Administration’s 2006 Record of Decision (ROD).*

## EASTERN CORRIDOR PROJECTS

The Eastern Corridor Program has been divided into four 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. More information about each is available on the Eastern Corridor website.

### Red Bank Corridor

The Red Bank Corridor project extends 2.5 miles between US-50 in Fairfax and the I-71 ramp in Madisonville. The project will include multi-modal modifications and improvements to the local roadway network and key intersections. The redesigned roadways will provide a balance of mobility and access in the corridor to better serve local businesses and adjacent neighborhoods as well as improve connections to US-50 and I-71.

### State Route 32 (SR-32) Relocation

The SR-32 Relocation project extends 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 will feature an improved SR-32 on new alignment, rail and bus transit, local roadway network improvements as well as components for bicyclists and pedestrians. The project will consolidate entrance and exit points along SR-32, improving safety and decreasing travel times through the corridor. Also, 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.

### State Route 32 Improvements, Eastgate Area

The SR-32 Improvements, Eastgate Area project will upgrade SR-32 to a limited access roadway between Eastgate Boulevard and Olive Branch-Stonelick Road. The project will replace existing intersections and driveways on SR-32 with a new interchange and service drives where needed. When complete, the project will expand the roadway’s capacity and make travel through the area easier and safer. A planned reconfiguration of the I-275 and SR-32 interchange will also improve mobility through the area and facilitate access to local shopping, businesses and neighborhoods.

### Oasis Rail Transit

Approximately 17 miles in length, the proposed Oasis Rail Transit corridor extends between downtown Cincinnati and I-275 in the City of Milford. In addition to providing a new rail-based transportation option serving Eastern Corridor communities, the Oasis line will offer new opportunities for community enhancement and development.

## Eastern Corridor Implementation Partners

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, District 8

The Eastern Corridor  
Program is administered by  
the Ohio Department of  
Transportation (ODOT) in  
cooperation with the  
Federal Highway  
Administration (FHWA),  
the Federal Transit  
Administration (FTA) and  
the Eastern Corridor  
Implementation Partners.