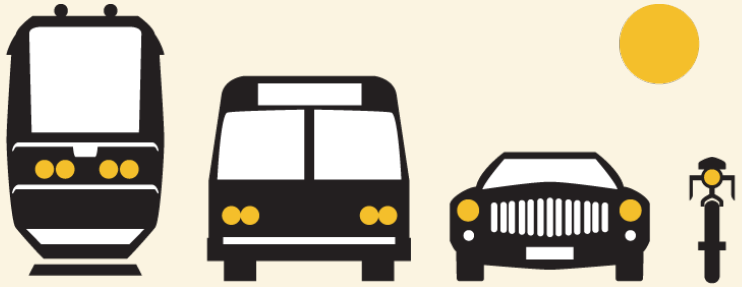


EASTERN CORRIDOR PROGRAM

ANDERSON CENTER

March 20, 2013

6:00 p.m. to 8:00 p.m.

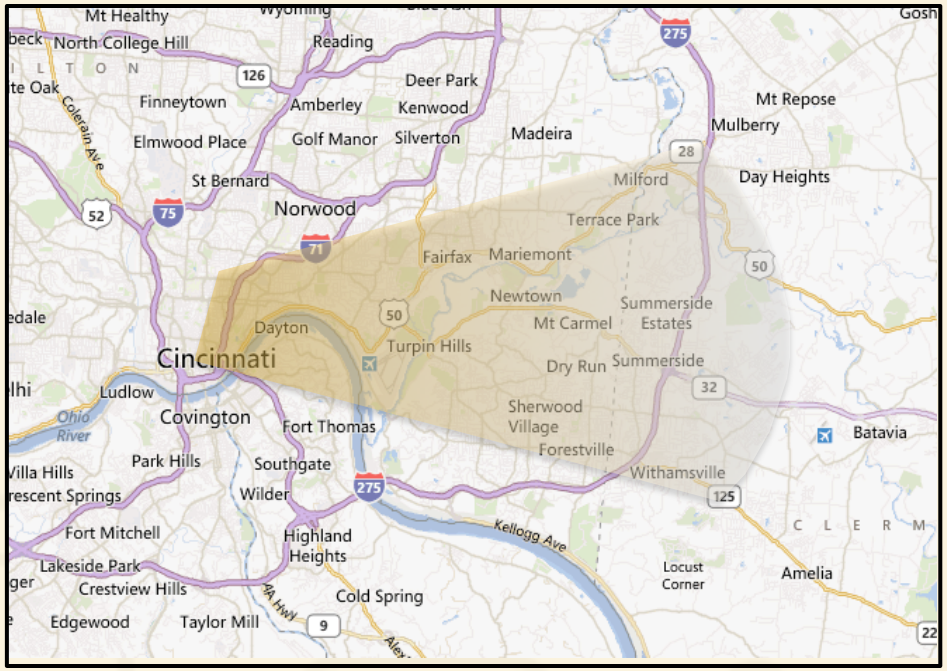
Purpose of Tonight's Meeting

- Provide an update on the status of the Eastern Corridor Program and its four core projects:
  - Red Bank Corridor
  - SR 32 Relocation
  - SR 32 Improvements, Eastgate Area
  - Oasis Rail Transit
- Discuss next steps
- Q&A

The Eastern Corridor

Providing east-west connectivity for the Greater Cincinnati region

- Regionally-supported
- Improve travel, access, safety
  - Address critical congestion issues
  - Help people spend less time in the car
- Offer more options to get around
- Reduce vehicle miles traveled and emissions



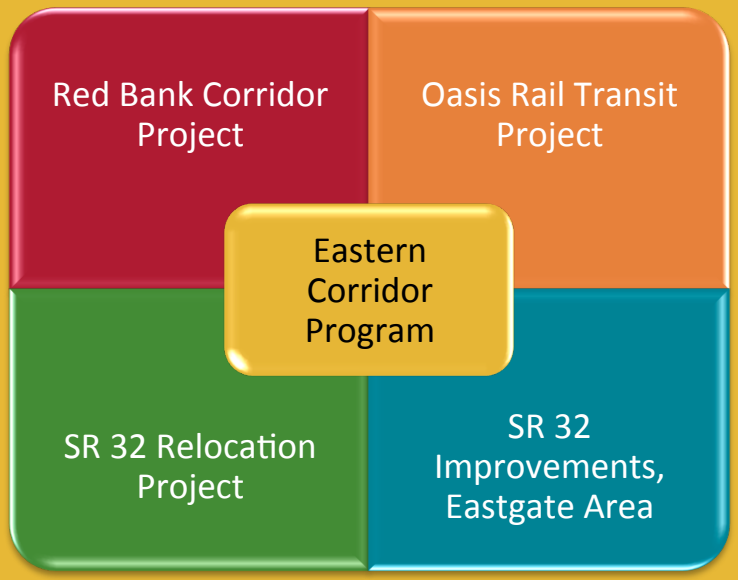
Greater Cincinnati's Eastern Corridor Region

- Support local, regional visions for community enhancement, economic development and sustainable regional growth

Where We Have Been

- Extensive planning has taken place
- Planning-level decisions were carried forward based on appropriate levels of analyses and public input
- Still in the development – or fact finding – stage
- Current process is drilling down into the details

Eastern Corridor Program



Current Eastern Corridor projects also include:

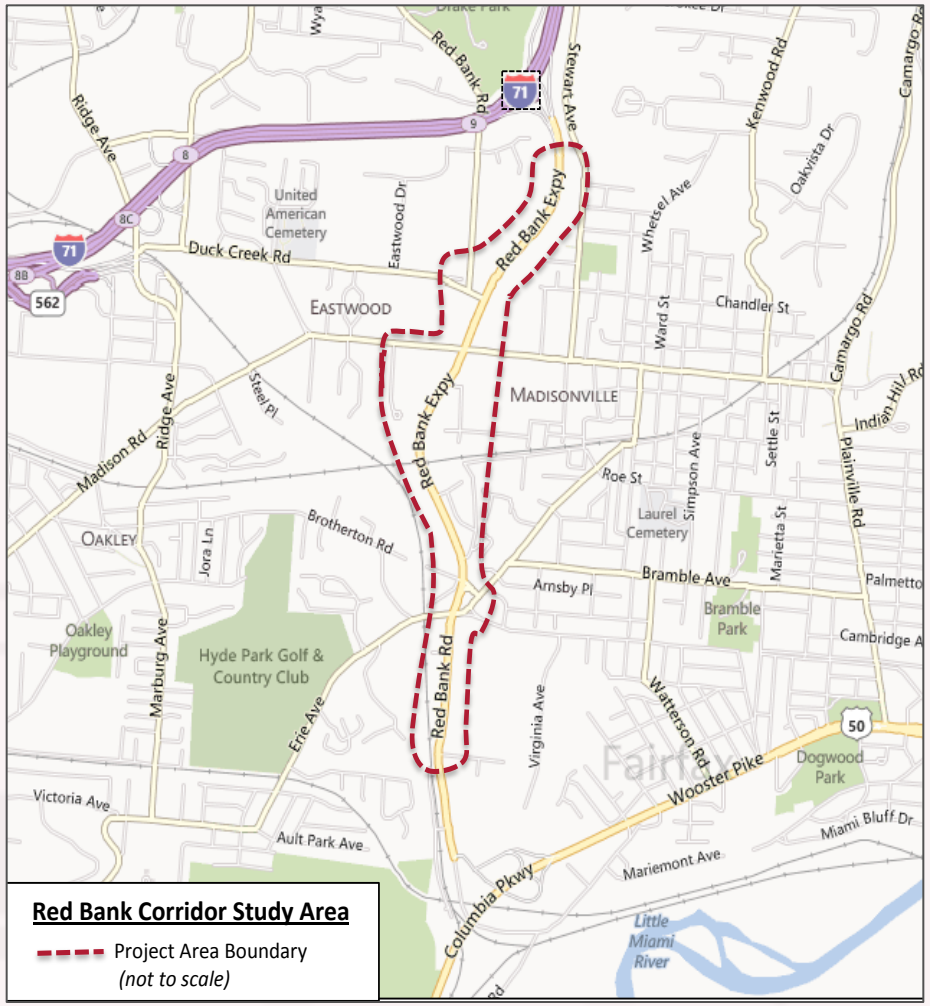
- Local roadway network improvements
- New commuter/passenger rail transit
- Expanded bus transit
- Accommodations for bicyclists, pedestrians

The Eastern Corridor

RED BANK CORRIDOR PROJECT

Red Bank Corridor Overview

- Reduce congestion, delays
- Improve accessibility, safety, traffic flow
- Increase capacity
- Better accommodate bikes, walking
- Context Sensitive concepts



Red Bank Corridor Project Status

- Working with community representatives and business owners:
  - Define priorities
  - Explore preliminary concepts
- Initial concepts undergoing technical review
- Expect to share concepts with community for review, feedback late spring

Complete Streets concept from Charlotte, NC

Are roundabouts possible options?

Next Steps

- Complete preliminary engineering study – Summer 2013
- Work toward a Preferred Alternative, securing environmental approval by end of 2013
- Estimated construction schedule (pending approvals and funding):
  - Start: Early 2016
  - End: Late 2017

Study Corridor - North Half

Study Corridor – South Half

The Eastern Corridor

SR 32 RELOCATION PROJECT

Where Are We in the Process?

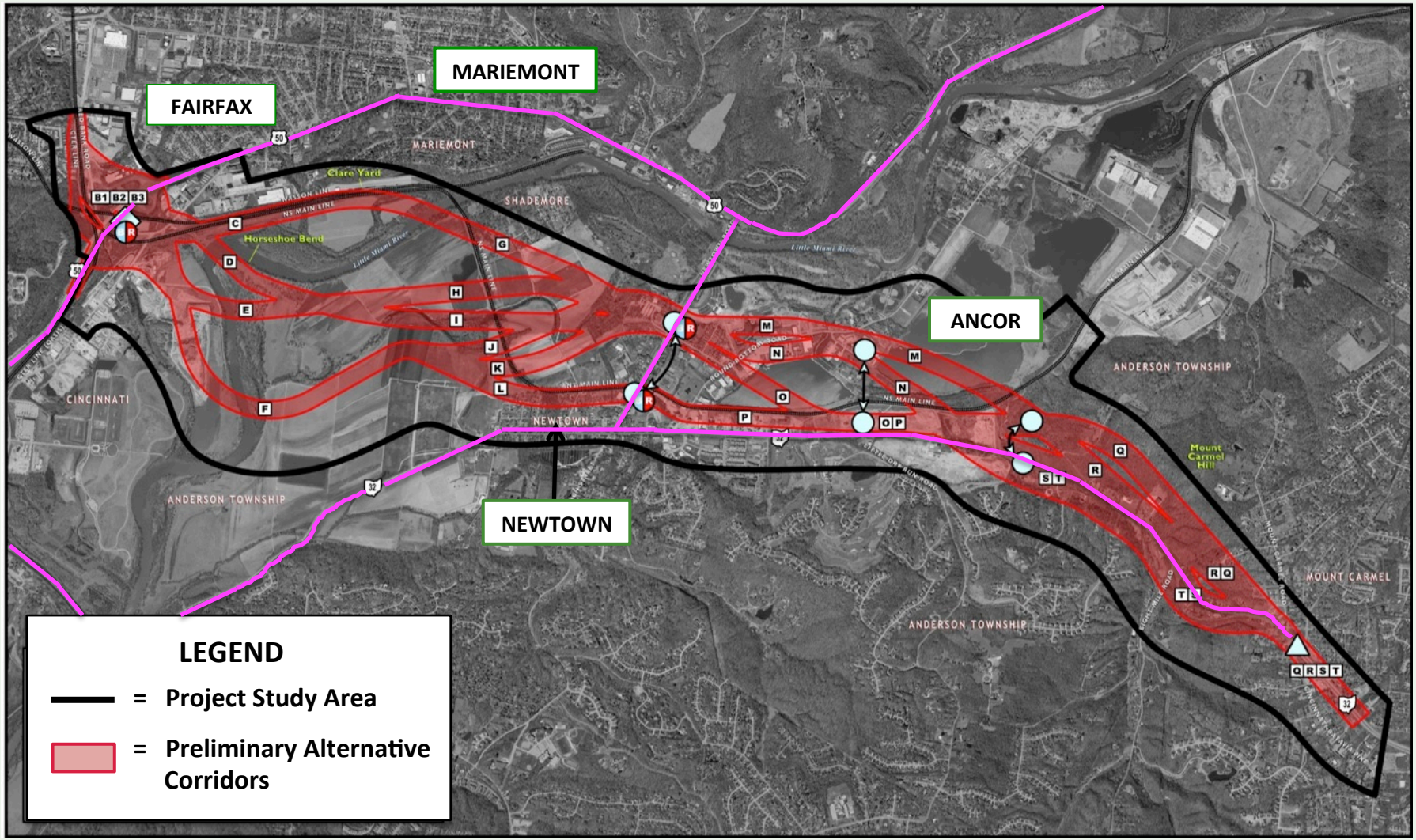
Tier 2 Preliminary Engineering/Environmental Components:

- Complete Feasibility Study – Narrow down Tier 1 preliminary corridors
- Develop alternative alignments
- Conduct environmental impact (NEPA) studies
- Update cost estimates
- Alternative Evaluation Report – Identify a preliminary preferred alternative
- Decision Point

Includes:

- Partner coordination
- Regulatory agency coordination
- Community input/ Public involvement

Tier 1 Proposed Corridors

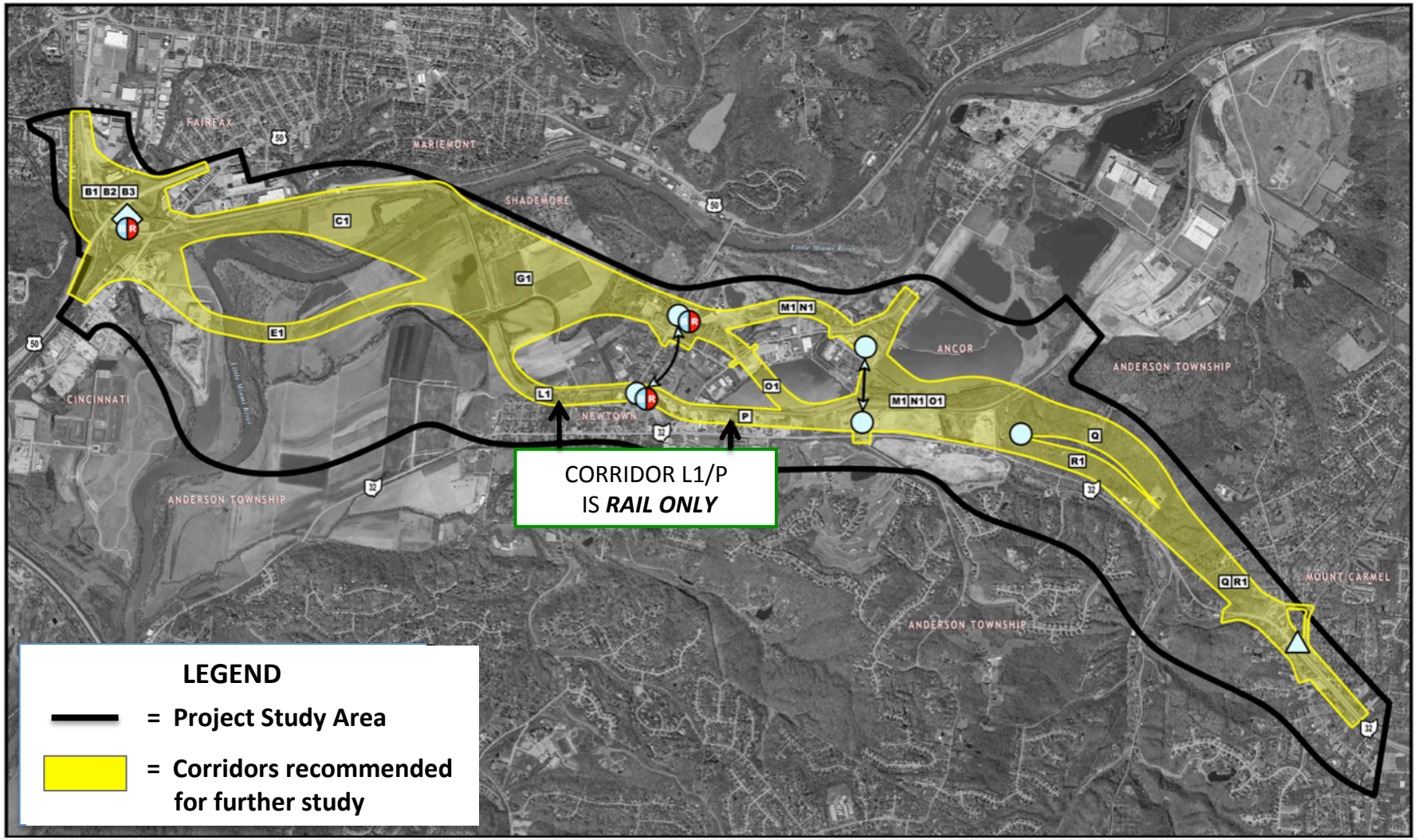


Map Source: SR 32 Relocation Project Feasibility Study, March 2012. Figure 4.

SR 32 Relocation Feasibility Study

- Completed March 2012; updated December 2012
- Further evaluated preliminary Tier 1 project corridors
- Recommended eliminating many corridors due to impacts, costs, engineering constraints and other considerations
- Recommended several corridors for further consideration, analysis
- *A preferred corridor was not identified*

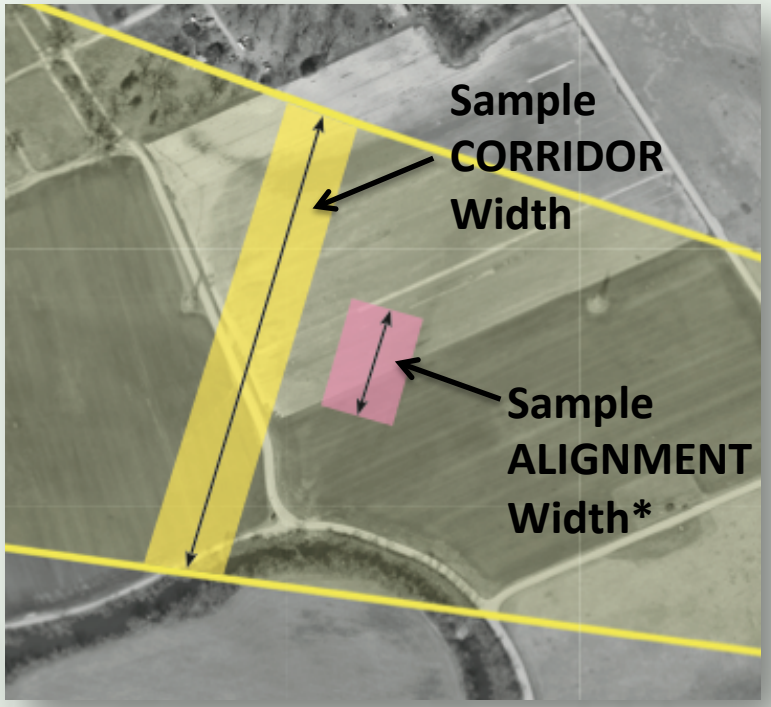
Corridors for Further Study *Updated Dec. 2012*



Map Source: SR 32 Relocation Project Feasibility Study ADDENDUM, Dec. 2012. Attachment D – Figure 17 (Revised).

Study Corridor vs. Alignment

- Study Corridor
  - Wide study area in which specific alignments will be developed
  - May contain multiple alignment possibilities
  - Is typically much wider – by several hundred feet – than the actual road
- Alignments
  - Actual footprint
  - Width depends on components (road, rail, bike/walking paths, shoulders, medians, etc.)

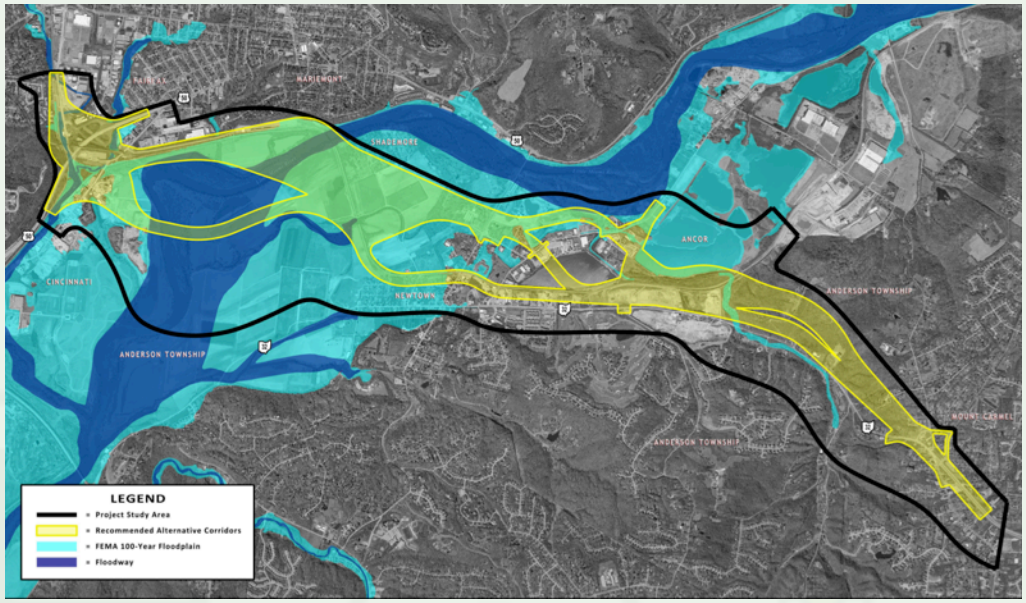


**Note: Location of alignments are not yet determined. Location in image is shown for illustration purposes only.*

Corridor Selection Considerations

- Little Miami River (LMR) - A National and State Scenic River
  - Stable reaches
  - Tier 1 ROD clear-span bridge commitment
- Historic and archaeological resources
  - Historic landmarks, buildings, districts
  - Archaeological districts

Floodplains and Floodways



= Project Study Area

= Recommended Alternative Corridors

= FEMA 100-Year Floodplain

= Floodway

Corridor Selection Considerations

- Parks, greenspace
- Ecological features (streams, wetlands, endangered species)
- Aquifers
- Residential, business impacts
- Geology, elevations
- Landfills, gravel pit lakes
- Access points - US 50, Church Street, Ancor, etc.
- Rail transit station locations
- Development/re-development opportunities
- Hazardous materials
- Construction costs

Next Steps

- Coordination with:
  - Federal Highway Administration on next steps, timing
  - Local communities
- Work with regulatory agencies, communities to explore in more depth and detail:
  - Corridor resources
  - Impact avoidance, minimization and mitigation opportunities
  - Possible alignment opportunities (route, size, modes together or modes separate)
- Section 106, agency coordination

Decision Making Process

- ODOT follows federal NEPA requirements
  - **Outcome is not predetermined**
  - Process is designed to identify **with clarity and detail** the benefits and impacts of alternatives
- Information gathered through in-depth studies, analysis, agency coordination and public involvement provides the details necessary to make informed decisions
- Decisions made by Federal Highway Administration (FHWA), in coordination with ODOT and regulatory agencies within the NEPA process, Program Partners

The Eastern Corridor

SR 32 Improvements
Eastgate Area

I-275/SR 32 Interchange Projects

- A series of well-coordinated projects designed to:
  - Serve current and projected travel demand
  - Reduce congestion and delay
  - Improve roadway safety
- Projects build upon one another
- Some projects currently underway, others beginning this summer

Eastgate North Frontage Project

Reconstruction of Eastgate Blvd Over SR 32

Eastgate North Frontage Road

- ½ mile in length
- Improve access from SR 32 and Eastgate Blvd
- Realign and widen this section of Eastgate North Drive
- Add new access points, turn lanes for upcoming connections

Status: Under Construction

Start Date: Summer 2012

Completion Date: Late Summer 2013

Eastgate Boulevard Over SR 32

- 1/3 mile in length
- Reconstruct and widen Eastgate Boulevard structure over SR 32
- Modify access points for smoother, safer flow
- Relocate ramps to connect Eastgate Blvd and Eastgate North Drive

Status: Funded, Bid March 2013

Start Date: Summer 2013

Completion Date: Fall 2014

I-275/SR 32 Interchange

- **Widen portions of SR 32 from Old SR 74 to Eastgate Square Drive**
- **New ramps to provide new access to SR 32 from I-275**
- **Improve safety through better spaced access points (no more weaving)**
- **New ramps and structures under I-275 allow for Aicholtz Road connector**

Status: Funded; Bid May 2013

Start Date: Summer 2013

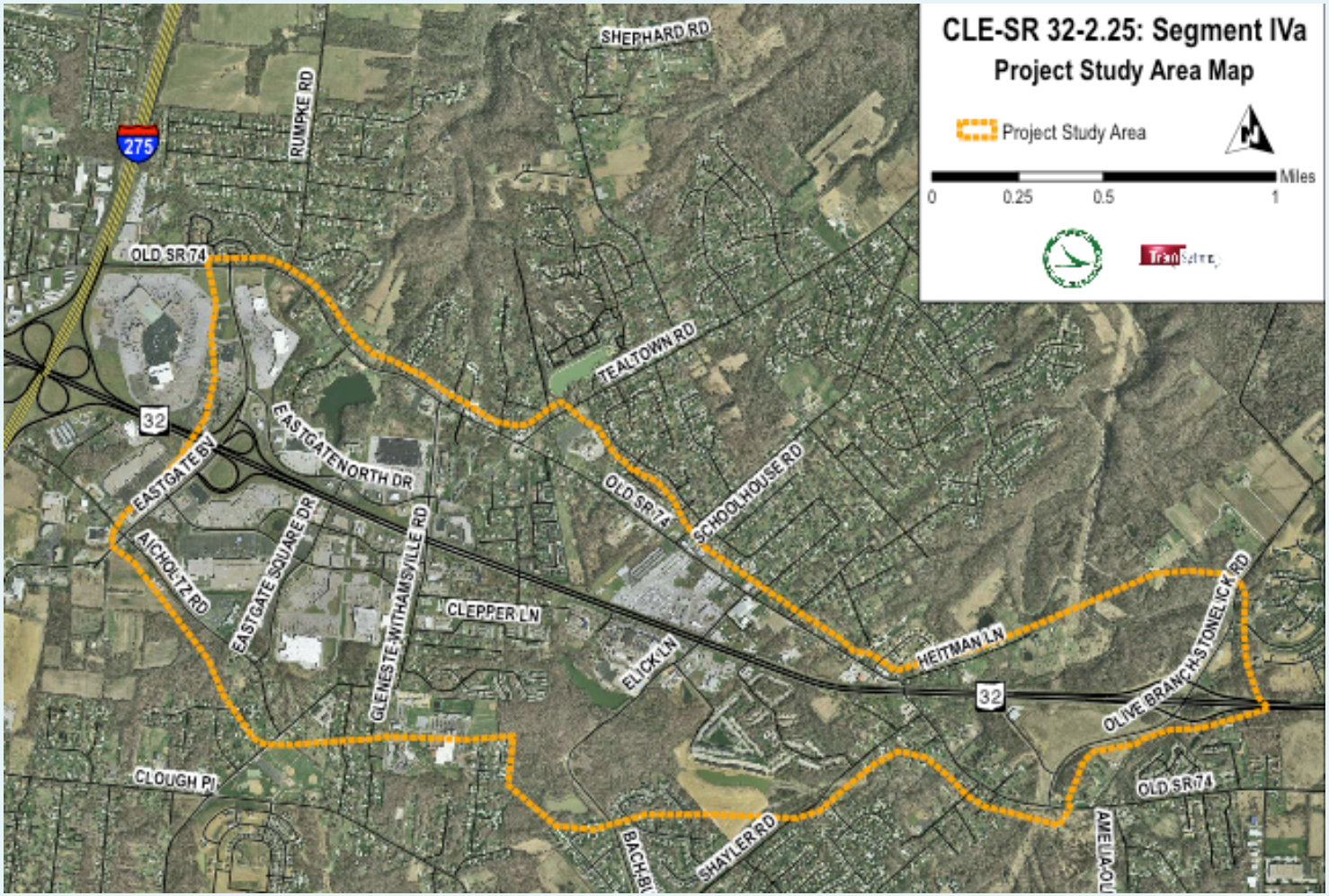
Completion Date: Fall 2015

I-275/SR 32 Interchange

Related Support Projects

- Aicholtz Road Connector
  - Reconnect Mt. Carmel-Tobasco and Eastgate Blvd.
  - Construction: July 2015 – Fall 2016
- Clough Pike Widening
  - Add third lane to improve traffic flow and safety
  - Construction: Spring 2013 – Late 2014
- Ivy Pointe Boulevard Extension
  - Extend road from Ferguson Dr. to Aicholtz Rd.
  - Construction: July 2013 – Fall 2013

Eastgate Blvd to Olive-Branch Stonelick



Eastgate Blvd to Olive-Branch Stonelick

- Project Overview:
  - Serve current and projected travel demand
  - Reduce congestion and delay
  - Improve roadway safety
  - Be consistent with local transportation and economic development goals
- Status
  - Public meeting held Fall 2011
  - Conceptual Alternatives Evaluation (CAE) report currently under ODOT/FHWA review
  - Public meeting anticipated in late spring 2013
  - Construction depends on approvals and funding

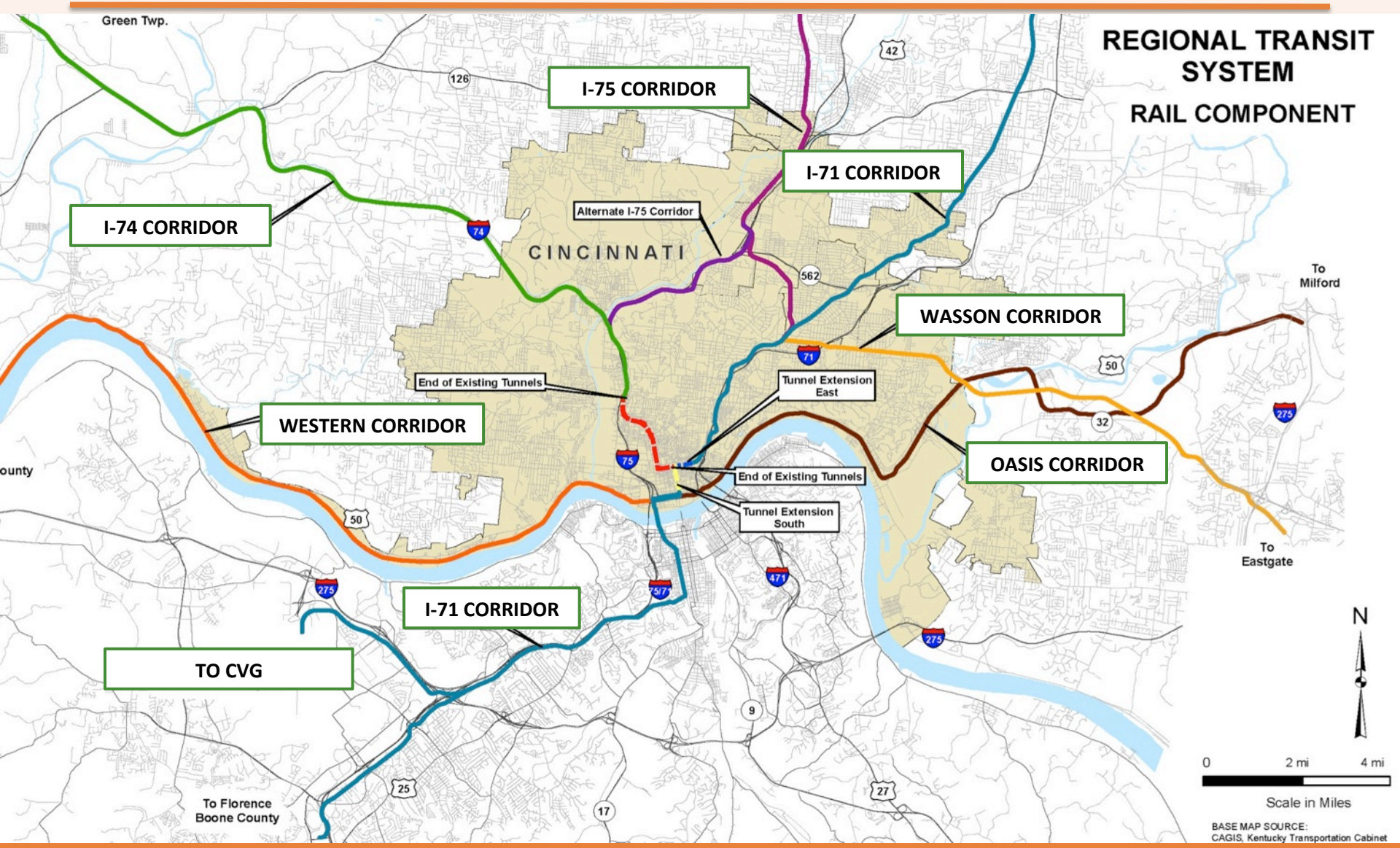
The Eastern Corridor

OASIS RAIL TRANSIT PROJECT

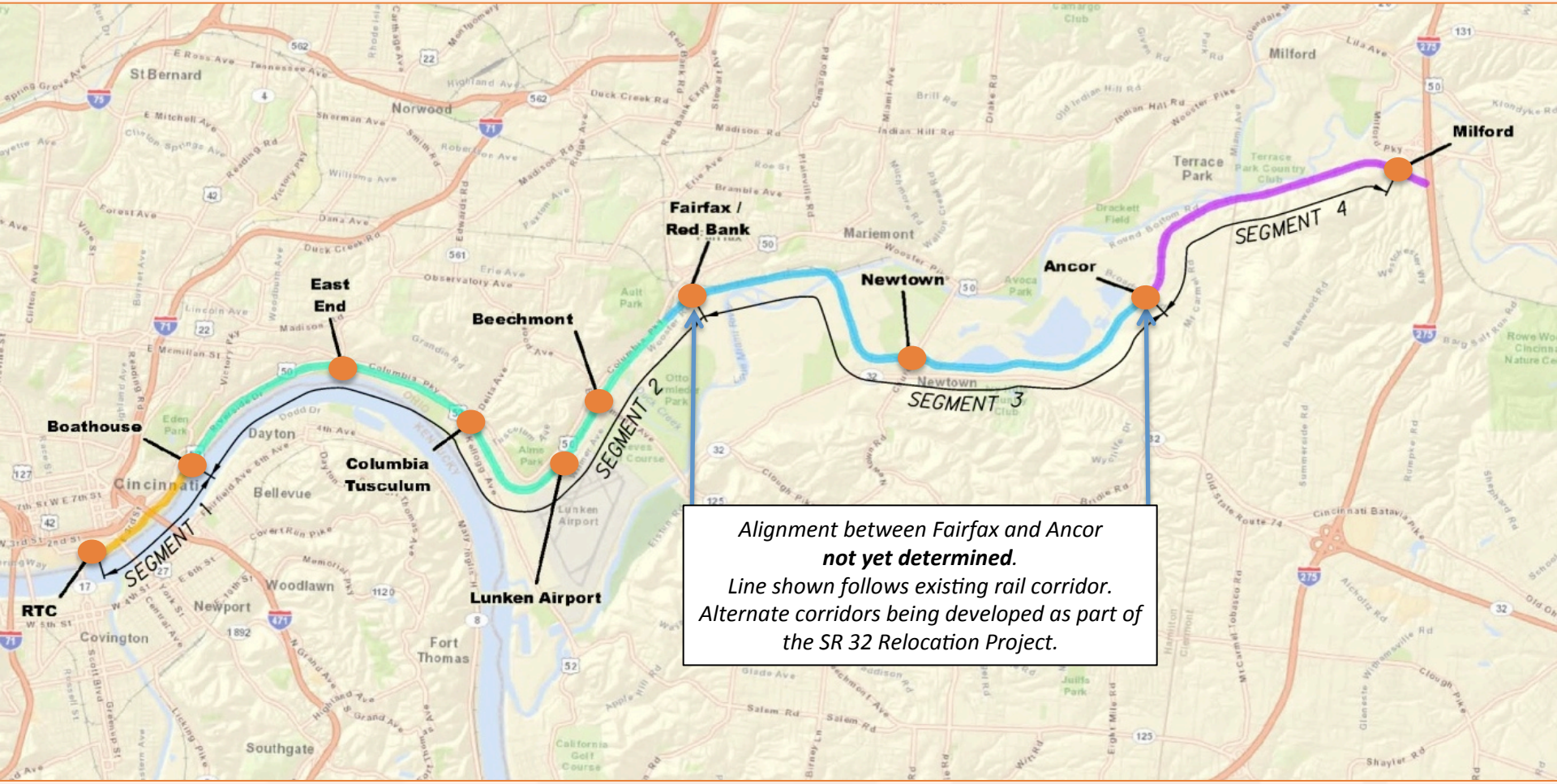
Oasis Overview

- Provides new alternative to driving
- Will serve residents, workers and visitors between downtown Cincinnati, Clermont County and communities in between
- Is foundation upon which future passenger rail lines can be added

Regional Transit System Vision



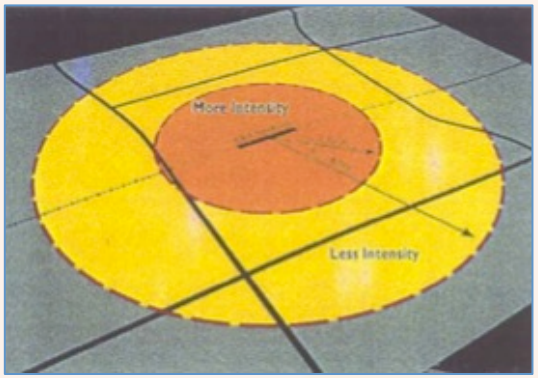
Oasis Rail Study Segments



- General rail station locations proposed in Tier 1. Station locations are being further evaluated as part of Tier 2 studies.

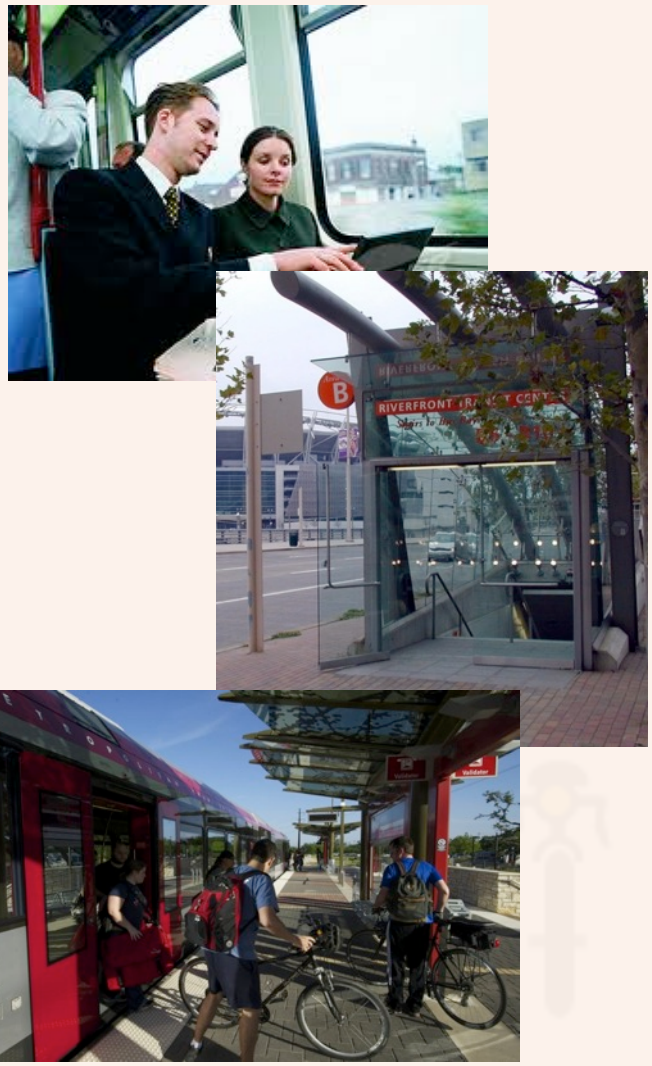
Stations Being Evaluated On:

- Compatibility with:
  - Overall Oasis Corridor Vision
  - Livability Principles
- Planning and zoning
- Station spacing
- Development potential within ½ mile buffer
- Bus/bike access opportunities
- Multi-modal potential
- 2035 ridership forecasts
- Constraints to station access



Rail Service Options

- Commuter
  - AM/Peak (6:45 – 8:00, six trips)
  - Midday/Off Peak (noon to 2:00, four trips)
  - PM/Peak (4:30 – 6:30, six trips)
- Evening
- Weekend
- Special Events
  - Sporting events
  - Festivals



Rail Vehicle Considerations

- Appropriate for:
  - Regional service
  - Station spacing
  - Ridership projections
- Ability to share existing freight lines
- Efficiency with variable speeds
- Power source
- Cost effective, proven
- Comfort, quiet, attractive

Rail Vehicle Considerations

Modern Diesel Multiple Unit vehicles currently appear to best match needs:

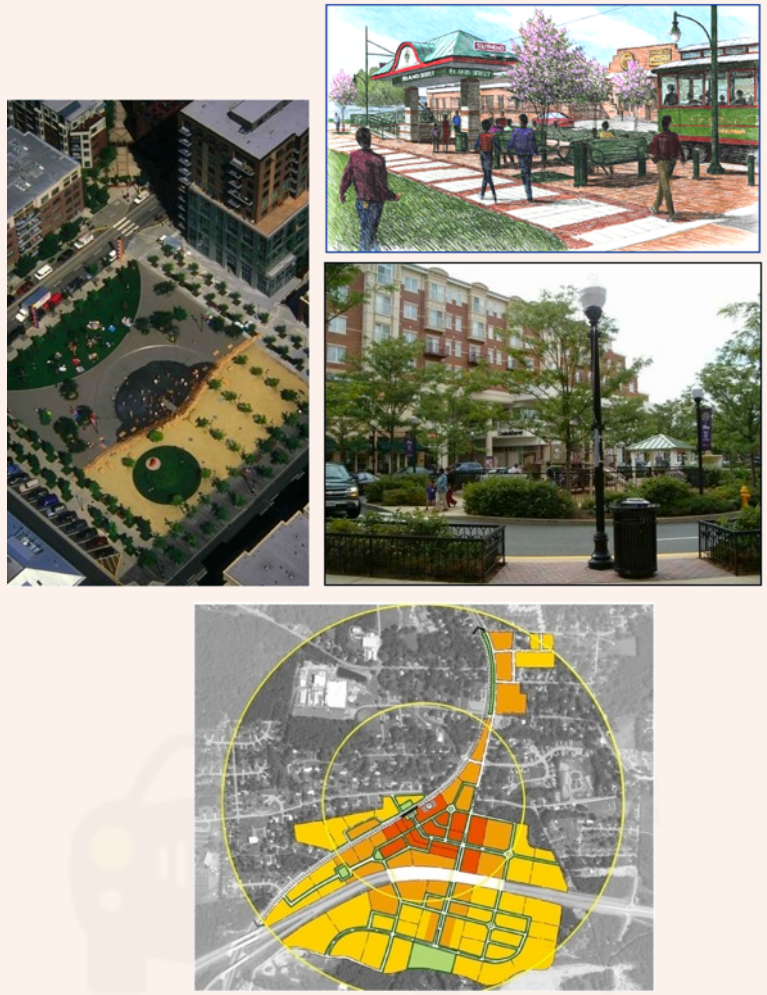
- Low-noise, low-emission
- Are comfortable, sleek, attractive
- Self-propelled and efficient
- Can travel on existing tracks
- Don’t require overhead electric lines or electrified tracks

Additional Studies Underway

- Alignment (route) evaluation
- Ridership projections
- Operations plan
- Project cost estimation, conceptual financing plan
- Business Case Assessment

Transit Oriented Developments (TODs)

- Compact, walkable areas with defined centers
- Support mixed-use community spaces
- Reinforce, reconnect neighborhoods
- Revitalize by-passed properties
- Can redefine development patterns
- Expand mobility choices; supports bicycling and walking

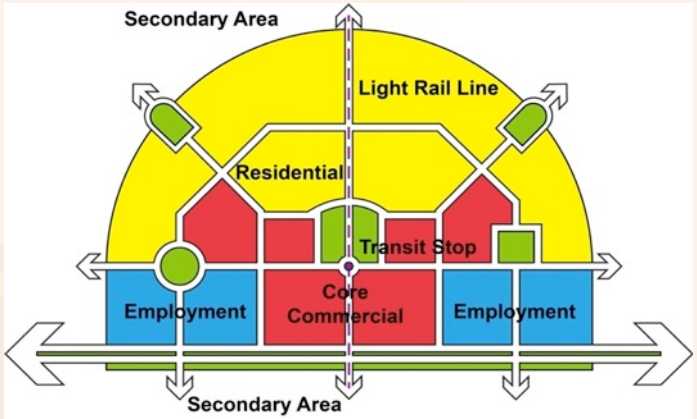


Station Area Planning (SAP)

SAP is the process of planning and designing the community space around transit stations.

SAP facilitates opportunities for community enhancement, growth and development by:

- Putting land use goals first, then adding transit
- Re-balancing community, mobility needs
- Expanding mobility choices
- Recognizing the potential for changing regional development patterns
- Incorporating community visions, goals for future



Oasis Rail Transit – Next Steps

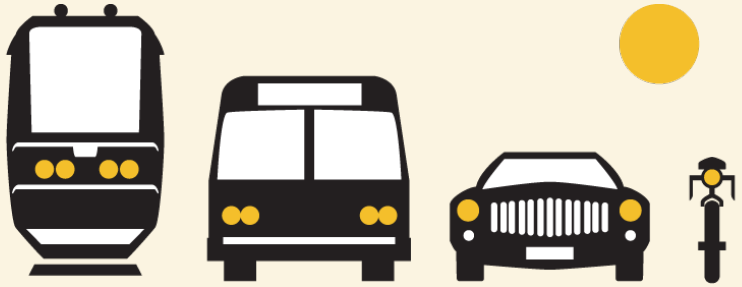
- Continue with Station Area Planning work
- Continue preliminary engineering/environmental studies, coordination with freight railroads
- Confirm rail vehicle type
- Identify locally-preferred alignment alternatives
- Confirm service options
- Complete:
  - Rail operations and rail systems plans
  - Capital and operating cost estimates, conceptual financing plan
  - Business Case Assessment

The Eastern Corridor

TRANSPORTATION SYSTEMS MANAGEMENT PROJECTS (TSM)

TSM Projects

- Smaller-scale, localized projects
  - Roadway network improvements
  - Signal improvements
  - Bikeways
- Projects identified by local jurisdictions, Program Partners in Tier 1 based on:
  - Anticipated improvements to transportation services
  - Ability to meet transportation needs (access, safety, congestion, etc.)
  - Funding availability and project readiness
- Some projects are complete, some underway, others in planning process



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