The Eastern Corridor

Eastern Corridor Program Overview

The Eastern Corridor Program is a regional effort to improve travel and connections between central Cincinnati and communities extending east through Hamilton County and into western Clermont County.

Defined by the results of extensive studies and public involvement, the Program integrates regional passenger rail, enhanced bus service, accommodations for bicyclists and pedestrians, new roads and roadway improvements to provide long-term transportation solutions and community enhancement and economic development opportunities for the Eastern Corridor region.

Extensive studies have been completed to define transportation problems and identify long-term solutions.

Program Goals

Four goals have guided the development, evaluation and future implementation of a recommended plan:

- Identify an effective, comprehensive transportation solution
- Support and grow the regional economy
- Implement improvements consistent with larger regional environmental goals
- Consider land use visions when structuring the transportation solution

The Eastern Corridor Implementation Partners include: ***Hamilton County Transportation Improvement District (HCTID), Clermont County Transportation Improvement District (CCTID), City of Cincinnati, Ohio-Kentucky-Indiana Regional Council of Governments (OKI), Southwest Ohio Regional Transit Authority (SORTA) and the Ohio Department of Transportation, District 8 (ODOT)***

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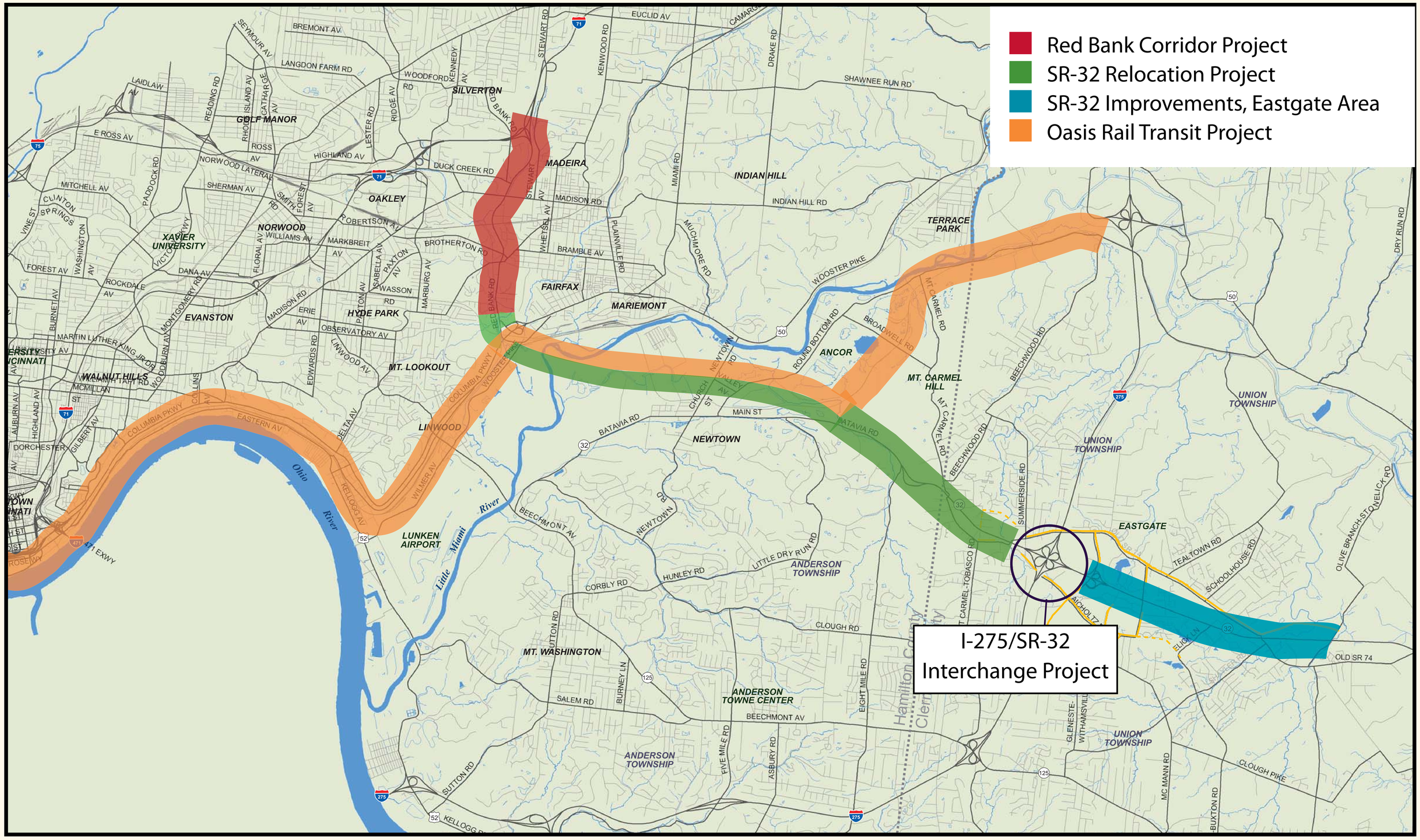
Eastern Corridor Program Study Area



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A Tiered Study Approach

Tier 1

Completed in 2006*, the Tier 1 study examined a broad range of possible actions. The study resulted in a multi-modal transportation plan and a series of conceptual alternatives to be studied further. The recommended plan included:

- New rail transit options
- Improvements for bicyclists and pedestrians
- Expanded bus routes
- New and expanded roadways
- Improvements to local roadway networks

** The final Tier 1 study document is called the Tier 1 Final Environmental Impact Statement (FEIS). The 2006 FHWA Tier 1 Record of Decision (ROD) advanced the Tier 1 recommendations for further study. Copies of these documents are posted on the Eastern Corridor website.*

Tier 2

The Tier 2 study is now underway. As part of Tier 2, the Implementation Partners:

- Will continue to gather and use public input to help guide decision making
- Are examining Tier 1 recommendations in detail and evaluating them for function, context, feasibility and cost
- Are narrowing and refining conceptual alternatives
- Will identify preferred alternatives that will eventually undergo detailed design and construction

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Eastern Corridor Funding

Funding for the Tier 2 study has been secured.

Tier 2 funding is provided primarily by the Federal Highway Administration and the Ohio Department of Transportation, with support from the Eastern Corridor Implementation Partner agencies.

The Implementation Partners are actively working to identify and secure funding sources for the Program's detailed design and construction phases. Possible funding sources include:

- Public/Private Partnerships (P3s)
- Federal, state and local support
- Federal Highway Administration
- Federal Transit Administration
- Federal Railroad Administration

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Funding Quick Facts

It's standard practice for large transportation and infrastructure projects to move forward with preliminary design and environmental analysis before construction funding is identified. Preliminary engineering and design help define the scope of a project and the funding dollars needed.

Funding dollars are tight and many good projects are in competition for the limited resources available. The Eastern Corridor Program is rated highly on several key prospective funding lists.

The Implementation Partners are focusing on developing solid, construction-ready projects for which work can begin once funding is secured. Having a project ready and well-planned can help advance it faster through funding prioritization lists.

Project phasing is an option for getting started more quickly. Less money would be needed at one time if the projects are constructed in phases. The benefit to phased construction is that work can begin sooner.

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Station 1

OASIS RAIL TRANSIT OVERVIEW

The Eastern Corridor

Oasis Rail Transit Project – At A Glance

What is Oasis Rail Transit?

Oasis provides a new transportation alternative for the Eastern Corridor region. It will transport residents, workers and visitors between downtown Cincinnati, the City of Milford and the communities that lie in between.

The Oasis line is a foundation upon which future passenger rail lines can be added, connecting communities across the Greater Cincinnati region.

Project Elements

- Evaluate alignment options and identify locally-preferred alternatives
- Determine rail vehicle type to be used
- Develop ridership projections
- Prepare a conceptual operations plan (service days, hours/train frequency, etc.)
- Evaluate and select station locations
- Develop conceptual station area land use plans
- Prepare construction/operation cost estimates; develop conceptual financing plan
- Complete Business Case Assessment

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Oasis Rail Transit Purpose and Need

The purpose of the Oasis Rail Transit project is to implement effective passenger rail transit service in the Eastern Corridor. This will provide:

- A new, regional scale transportation alternative to driving
- Increase mobility for non-drivers
- Provide a high-capacity transit mode to support the expanded bus, bike, pedestrian, and roadway systems
- Connect downtown Cincinnati with outlying areas of population and employment
- Support neighborhood development and revitalization consistent with the land use vision plan
- Reduce demand for new roadway capacity while providing a way to meet future travel demand

From the Tier 1 Record of Decision, June 6, 2006

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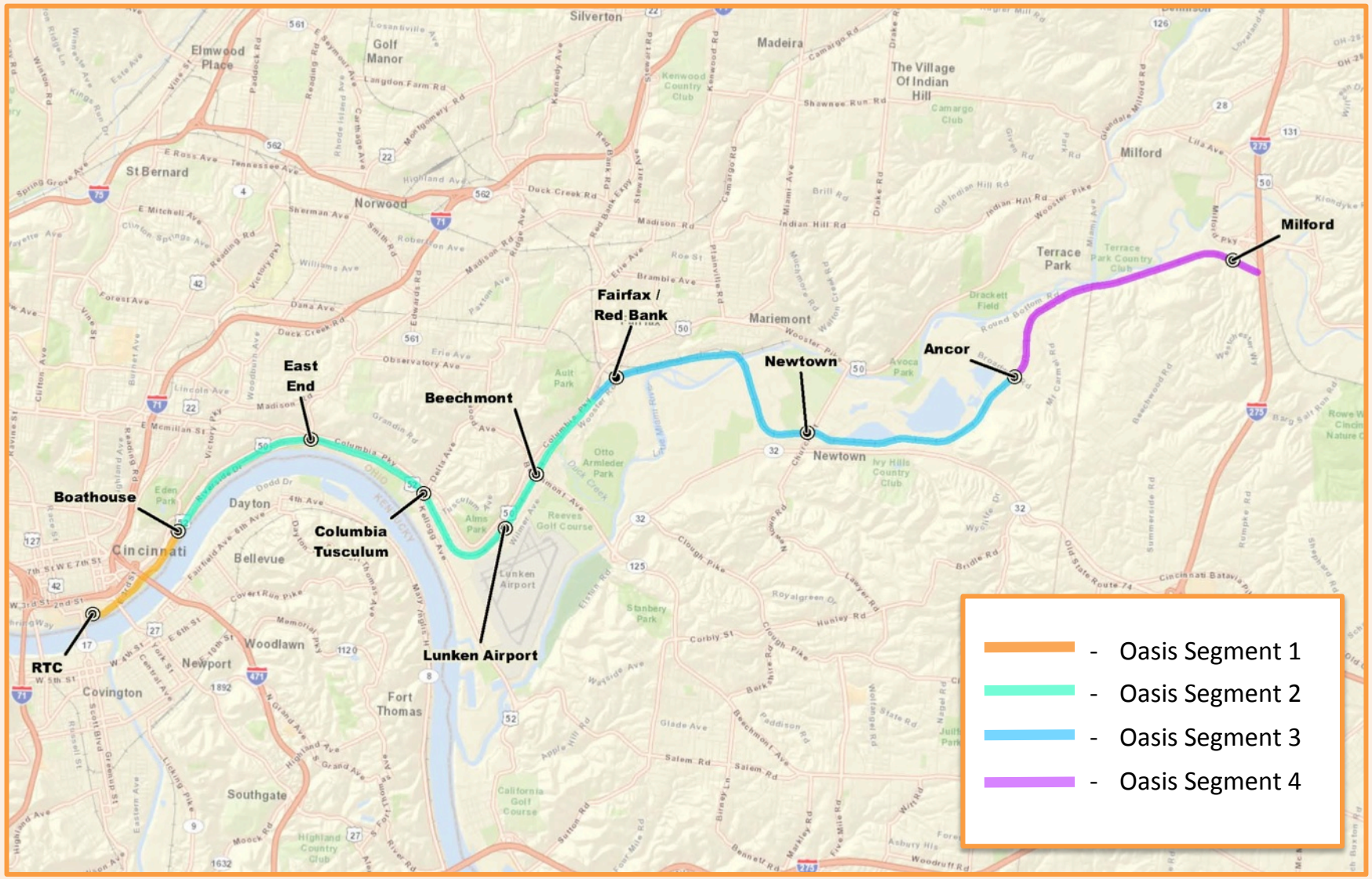
Oasis Rail Transit Corridor – Station Locations Identified in the 2006 Tier 1 Environmental Impact Statement



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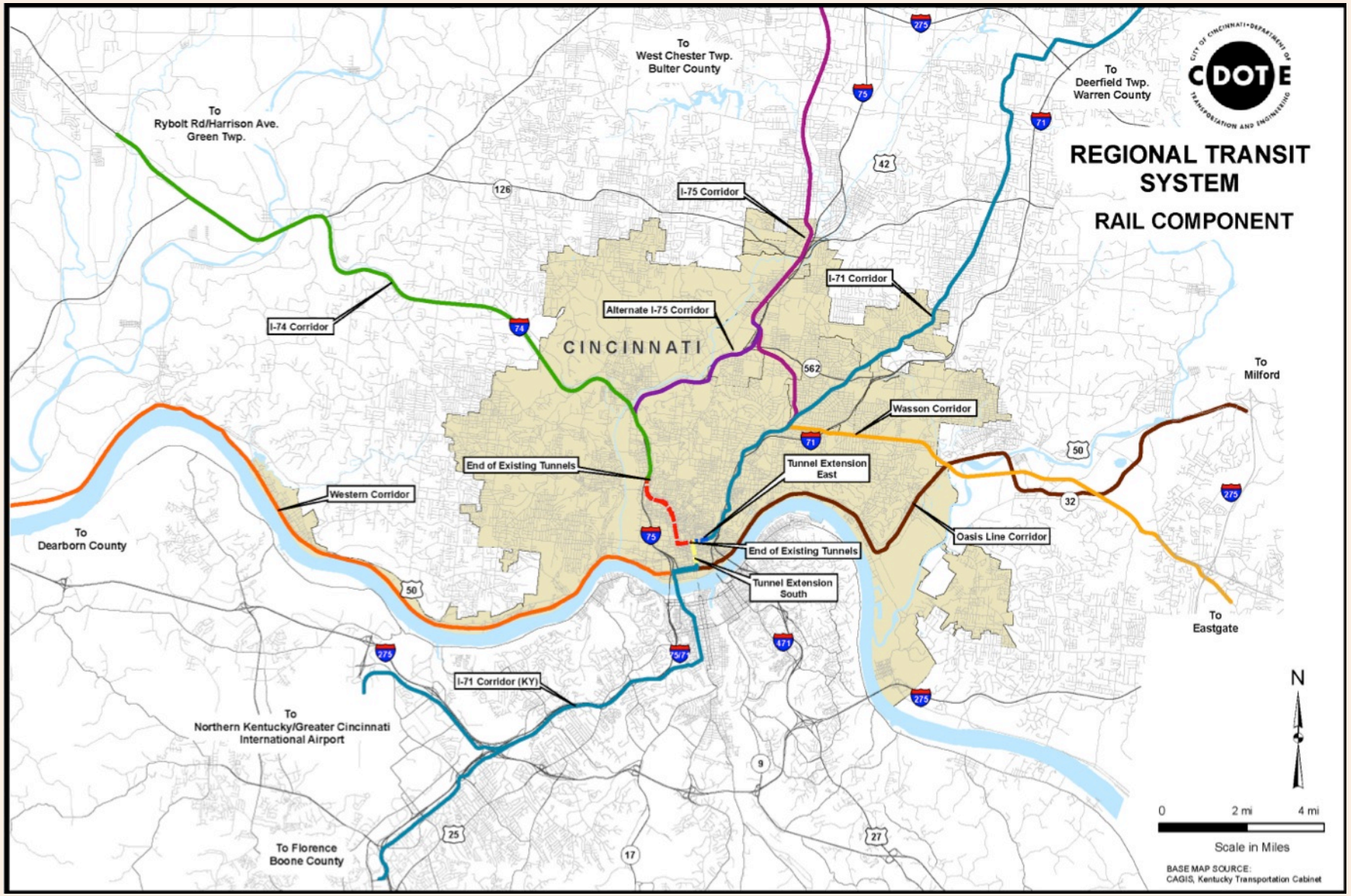
Regional Transit System – Existing Rail Corridors



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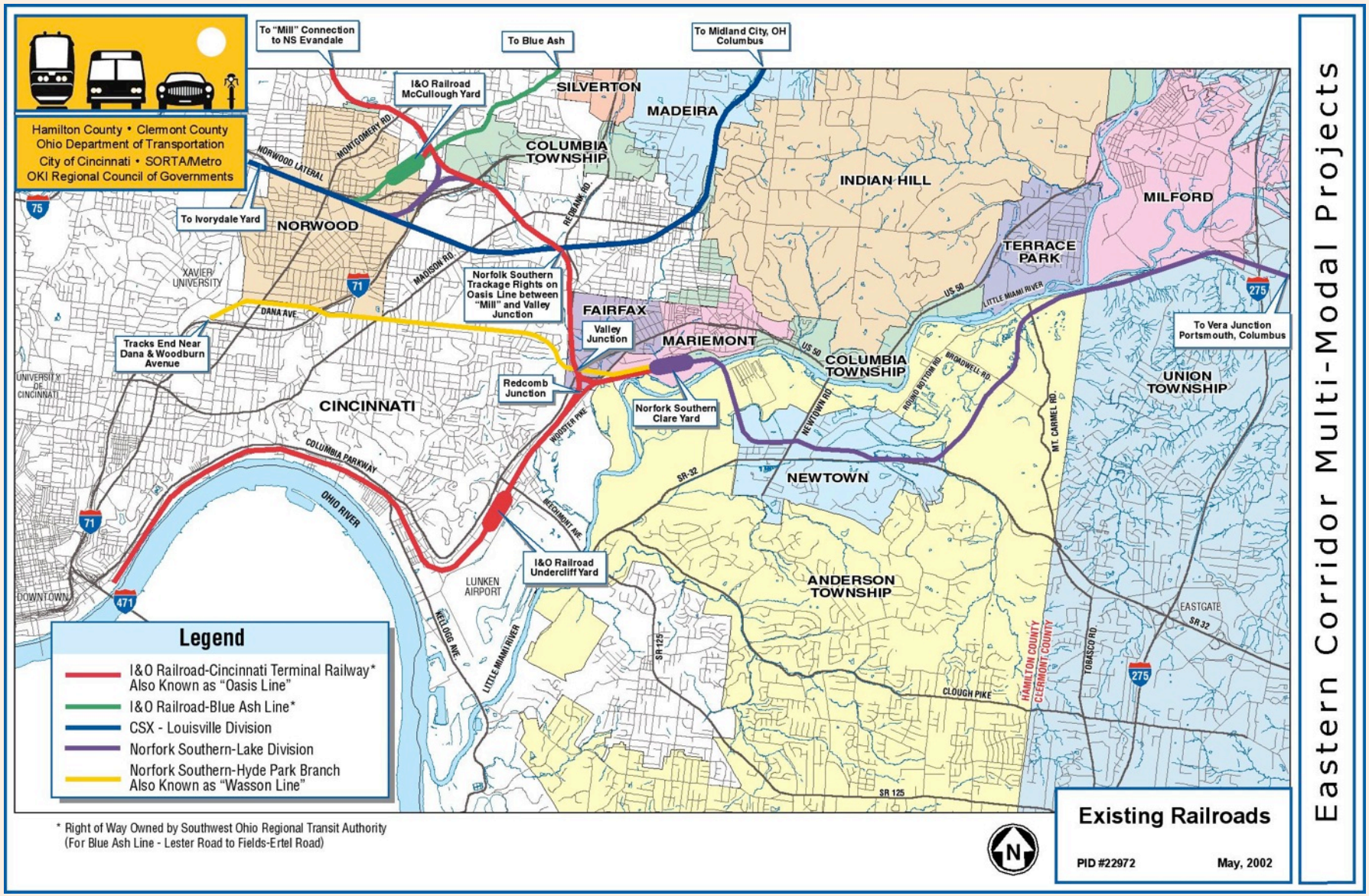
Existing Freight Railroad Network within the Eastern Corridor



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Station 2

OASIS RAIL TRANSIT

RAIL SERVICE

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Oasis Rail Transit Service

Passenger rail offers an attractive transit-based alternative to driving.

The initial proposed service would:

- Operate Mondays through Fridays
- Run trains every 20 minutes during peak A.M. and P.M. commute periods
- Run one mid-day roundtrip

Future expansion could include evening, weekend and/or special event service:

- **Reds games**
- **Bengals games**
- **Festivals (Riverfest, Taste of Cincinnati, Oktoberfest, etc.)**
- **Concerts, shows and more**

Conceptual Schedule

Westbound from Milford	Arrive at RTC
6:30 AM	6:59 AM
6:50 AM	7:19 AM
7:10 AM	7:39 AM
7:30 AM	7:59 AM
7:50 AM	8:19 AM

Depart from RTC	Arrive at Milford
12:00 PM	12:29 PM

Depart from Milford	Arrive at RTC
12:40 PM	1:09 PM

Eastbound from RTC	Arrive at Milford
4:30 PM	4:59 PM
4:50 PM	5:19 PM
5:10 PM	5:39 PM
5:30 PM	5:59 PM
5:50 PM	6:19 PM

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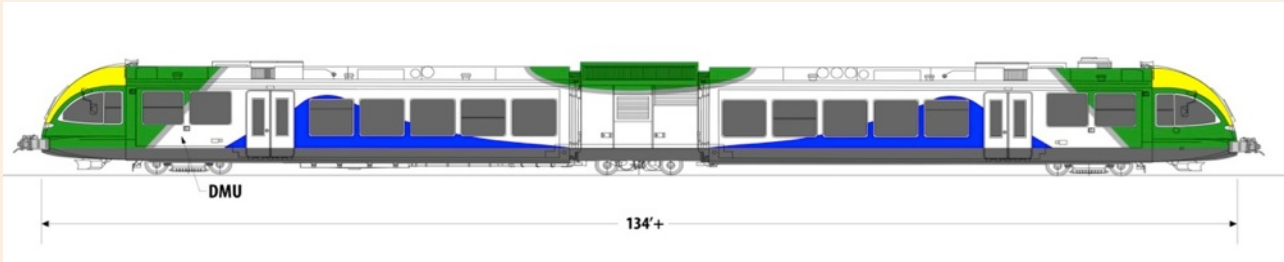
Oasis Rail Transit Service – Vehicle Technology

Rail vehicles (trains) powered by modern low-noise, low-emission diesel multiple unit technology match the characteristics and needs of the Oasis rail corridor and the communities it would serve.

The vehicles:

- Are sleek, modern, attractive
- Are quiet and comfortable
- Are self-propelled and efficient; train can move back and forth on its own
- Can travel on existing tracks
- Do not require overhead electric lines or electrified tracks which results in significant cost savings



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Other Cities Using Diesel Multiple Unit Rail Vehicles

Rail Service	Rail Vehicle	Location	Daily Ridership
Sprinter		Oceanside -Escondido: San Diego County (CA)	8,300
Capital Metro		Austin (TX)	1,800
O-Train		Ottawa (ON) , Canada	14,200
River Line		Camden-Trenton (NJ)	9,000

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Oasis Rail Transit Service – Diesel Multiple Unit Vehicles in Service

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Oasis Rail Transit Service – Estimated Travel Times

Station A	Station B	Distance (Miles)	In-Vehicle Travel Time (Minutes)	Wait Time at Station B (Minutes)
Milford	**Ancor**	3.1	3.7	0.50
Ancor	**Newtown**	2.6	3.1	1.00
Newtown	**Fairfax**	2.6	3.1	1.00
Fairfax	**Beechmont**	1.4	1.9	1.00
Beechmont	**Lunken Airport**	0.8	1.6	0.50
Lunken Airport	**Columbia Tusculum**	1.4	1.9	1.00
Columbia Tusculum	**East End**	1.4	1.9	1.00
East End	**Boathouse**	2.2	2.9	0.00
Boathouse	**RTC**	1.1	3.3	0.00
Total		**16.6**	**23.4**	**6.00**

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Oasis Average Weekday Ridership Forecasts, 2016/2035*

Station	Opening Year 2016 Boardings	Long-Term 2035 Boardings
Riverfront Transit Center (RTC)	1,400	1,550
Boathouse	0	0
East End	60	60
Columbia Tusculum	30	25
Lunken Airport	60	60
Beechmont	100	100
Red Bank	220	250
Newtown	280	310
Ancor	220	250
Milford	330	375
Total Weekday Line Boardings	2,800	3,100

- Ridership forecasts were developed using OKI's travel model, projecting travel movements between areas based on socio-economic and land use forecasts.
- Inputs included the proposed operating schedule and station locations.

* Does not include potential Special Event ridership

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Ridership of Comparable Commuter Rail Systems to Oasis

System	Major Cities Served	Ridership (Average Weekday)	Route Miles	Number of Stations	Year Opened	Average Weekday Ridership per Route Mile	Farebox Recovery (in %)
Caltrain	San Francisco/San Jose	41,000	77	32	1987	537.7	47.0
A-Train	Denton County, TX	8,600	21	6	2011	409.5	n/a
Trinity Railway Express	Dallas, Ft. Worth, TX	8,200	34	10	1996	241.2	37.6
Virginia Railway Express	Washington, D.C.	19,200	90	18	1992	213.3	57.3
Tri-Rail	Miami, FL	13,300	72	18	1987	184.7	20.5
Oasis	Cincinnati, OH	2,800	17	10	TBD	168.7	n/a
NICTD South Shore Line	Chicago, IL	12,100	90	20	1903	134.4	44.9
UTA FrontRunner	Salt Lake City, UT	5,800	44	8	2008	131.8	10.5
Sounder Commuter Rail	Seattle/Tacoma, WA	10,100	80	9	2000	126.3	22.0
NCTD Coaster	San Diego, CA	5,000	41	8	1995	122.0	40.0
Westside Express Service	Beaverton, OR	1,600	15	5	2010	106.7	5.0
Capital MetroRail	Austin, TX	2,000	32	9	2010	62.5	0.5
Northstar Line	Minneapolis, MN	2,000	40	6	2009	50.0	15.8
New Mexico Rail Runner	Albuquerque, NM	3,900	97	13	2006	40.2	12.7

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Oasis Rail Transit Service – Potential for Quiet Zones

As part of Oasis corridor track and signal improvements, crossings could be constructed to allow for Quiet Zones, which provide opportunities to minimize use of train horns as trains approach roadway crossings:

- 2005 Federal Railroad Administration final rules identify alternatives allowing local communities to apply for Quiet Zones
- Safety measures include raised medians, enhanced crossing gates for vehicles & pedestrians, signage
- Ultimate use of horn is at the engineer's discretion, in the case of an emergency

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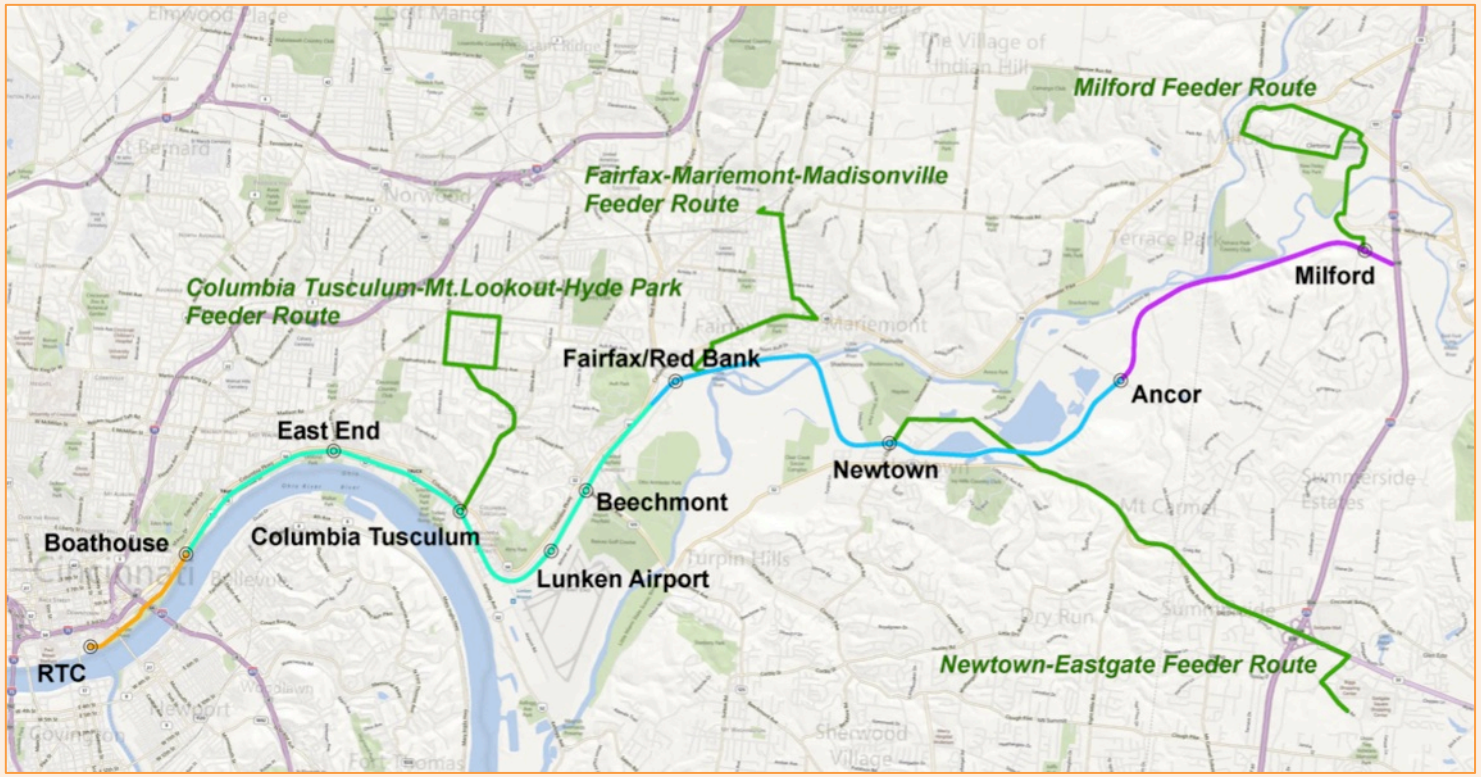
Oasis Rail Transit Service – Network of Bus Feeder Routes

New bus feeder routes would facilitate access to rail service from farther away along the corridor, linking more-distant communities to destinations the Oasis line would serve.



- Compact routes would provide quick travel times and easy connections between the rail corridor and regional activity centers
- Feeder services would match their frequency and service hours to maximize ridership and convenience

Other existing bus routes would also be adjusted to provide better connections to the Oasis Rail Transit service and to eliminate duplicative services.

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Oasis Rail Transit Corridor – Examples of Active Transportation Facilities

These images show multi-use transportation facilities located next to two rail corridors in San Diego County – one using diesel multiple unit technology similar to that proposed for the Oasis Corridor.

Photo credits: Bill Wechter, North County TIMES, Schmidt Design Group San Diego

Bike Related Facilities

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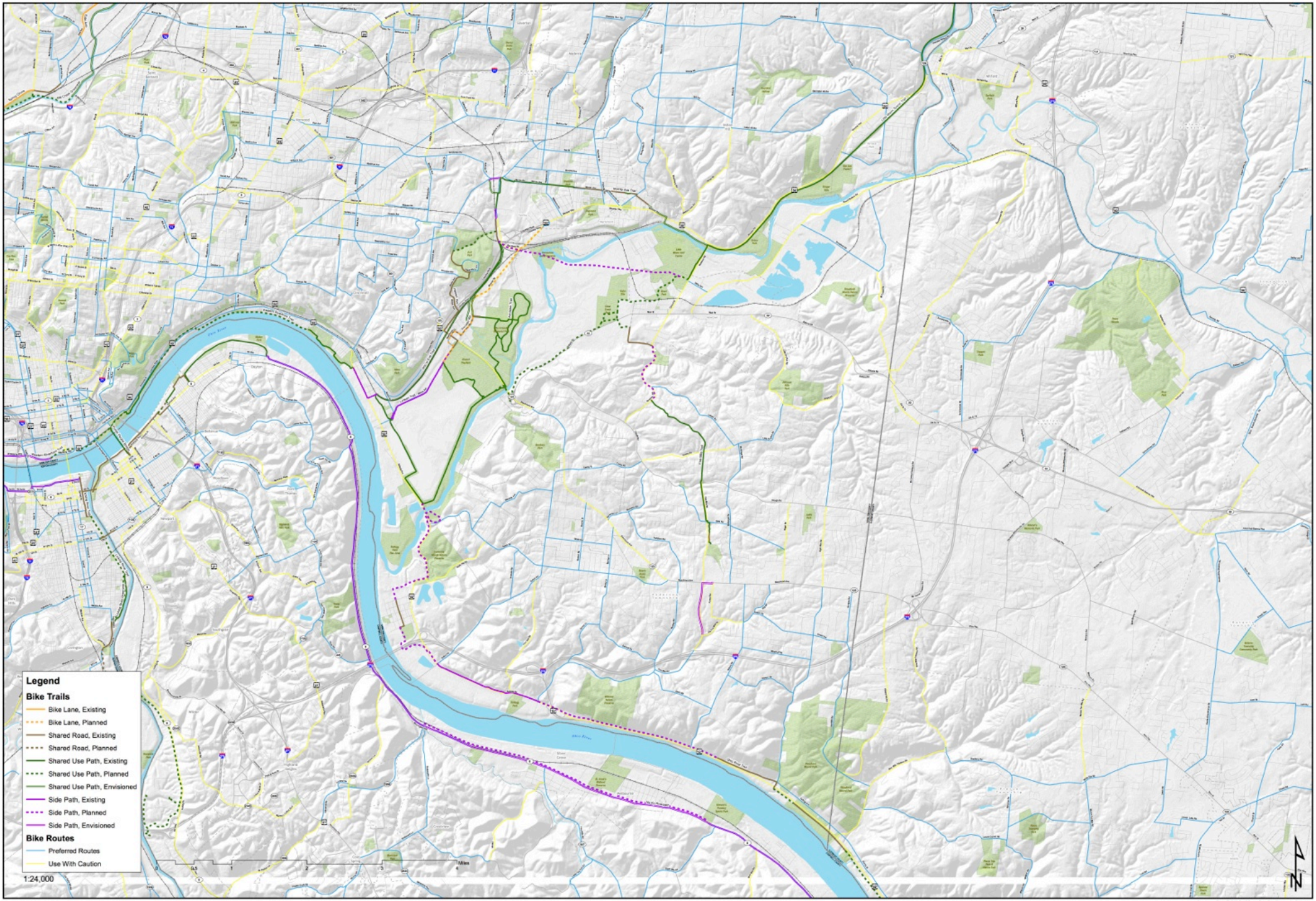
OKI
Ohio · Kentucky · Indiana
Regional Council of Governments



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Oasis Rail Transit Corridor – Incorporating Bicycle/Pedestrian Facilities

Supporting Multiple Travel Options

There are opportunities to provide for bicycle and pedestrian facilities to connect local streets with rail stations and also to link the Oasis Corridor with regional active transportation networks.

As the operational requirements for the rail service are advanced, planning and design for parallel bicycle and pedestrian facilities take into account an “operational envelope” for inspection and maintenance of way, security, etc.

Future Considerations:

- The width of the available rail right-of-way (ROW) along the Oasis Corridor
- The need to preserve adequate space within the ROW to accommodate current and future operational, maintenance and security concerns
- In areas where the rail corridor is not sufficient or privately owned, any bike/pedestrian facilities would need to be located outside the ROW
- Should the rail line use the existing bridge over the Little Miami River, any bike/pedestrian facility would need to use a nearby crossing

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Oasis Rail Transit Service – Tier 2 Study Next Steps

- Continue public outreach
- Identify horizontal and vertical alignment/typical sections
- Determine Federal Transit Authority (FTA) measures (mobility improvements, operating efficiencies and cost effectiveness)
- Prepare rail operations plan
- Draft rail systems plan
- Continue environmental studies
- Prepare capital and operating cost estimates
- Identify maintenance facility requirements and location
- Complete Business Case Assessment
- Develop conceptual financing plan
- Coordinate with freight railroads

The Eastern Corridor

Station 3

OASIS RAIL TRANSIT

STATION AREA PLANNING

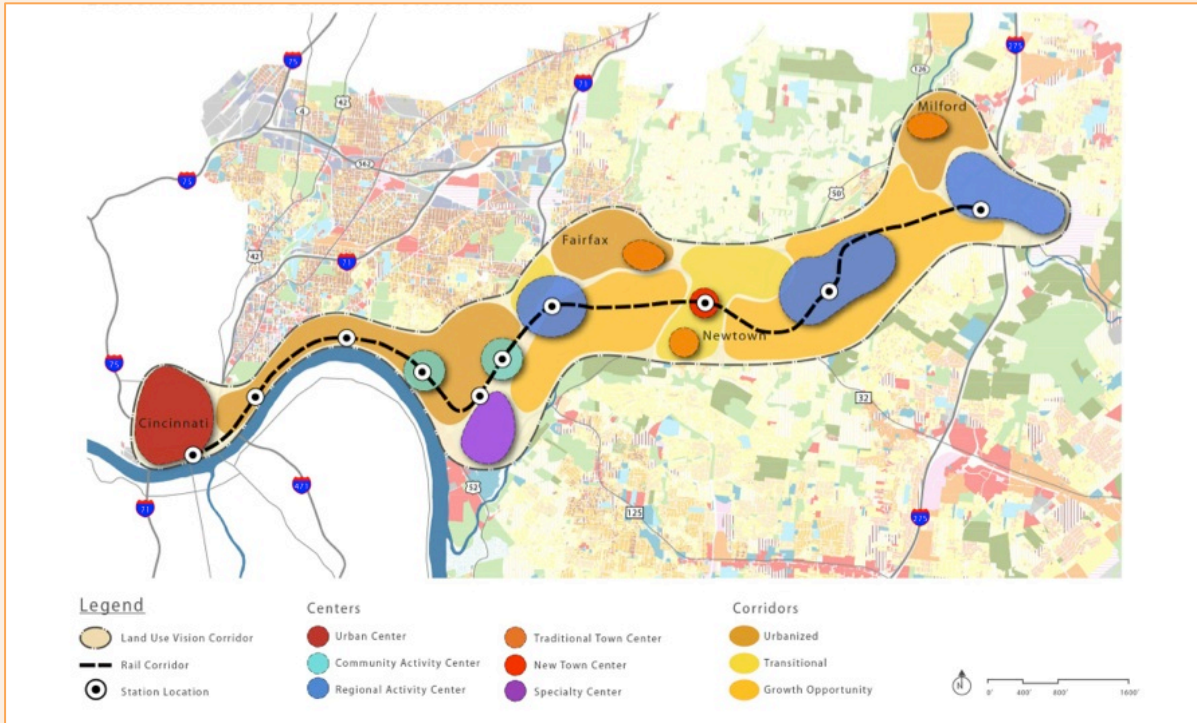
The Eastern Corridor

Oasis Rail Transit Corridor – Land Use Vision

The Oasis corridor land use vision is about more than determining rail alignments. It also can match the investment in transit to land use, community development and economic potentials and goals.

Elements of the Oasis Corridor Land Use Vision

- **Livability Principles guide corridor planning**
- **Transit follows and supports land use creating more livable places and livable places are supportive of transit**
- **Oasis is an integrated land use corridor**
- **Development is focused on a series of mixed-use activity centers**
- **Economic development is key to value creation**
- **Implementation is dependent on successful station planning**



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Livability Principles for Sustainable Communities

Six Livability Principles for Sustainable Communities are being used to help with Oasis Rail Transit planning and design:

1. Provide more transportation choices
2. Promote equitable, affordable housing
3. Enhance economic competitiveness
4. Support existing communities
5. Coordinate policies and leverage investment
6. Value communities and neighborhoods

A joint initiative of three agencies – Housing & Urban Development (HUD), Department of Transportation (DOT), and Environmental Protection Agency (EPA) – these principles can also be useful in pursuing federal funding opportunities such as TIGER grants, etc.

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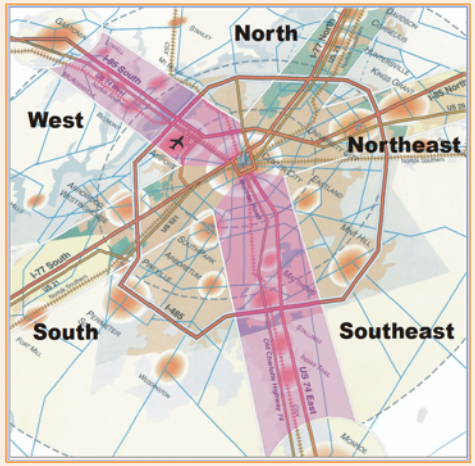
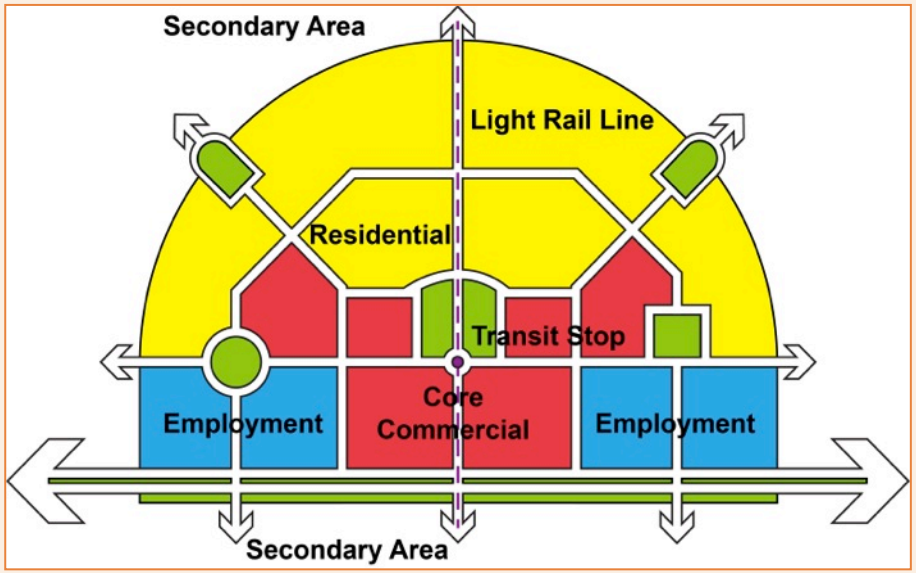
Role of Station Area Planning





Station Area Planning (SAP) is the process of planning and designing the community space around transit stations.

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

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

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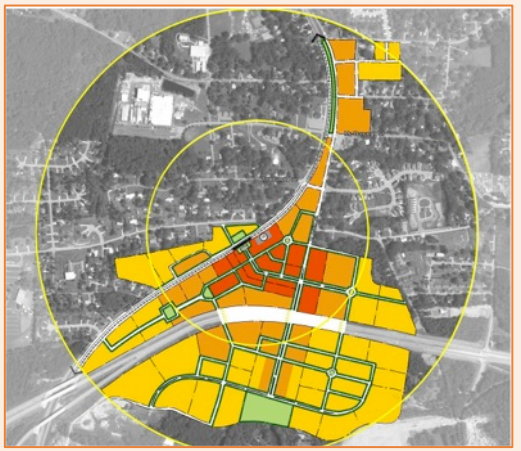
Transit Oriented Developments (TODs)

Located within easy walking distance of quality public transit stations, TODs are compact, mixed-use community spaces that integrate housing, office, retail, entertainment and/or other amenities into walkable neighborhoods. TODs:

- Reinforce traditional neighborhoods
- Revitalize by-passed properties and can increase their value
- Redefine development patterns by focusing growth along corridors served by transit
- Expands mobility choices beyond travel by automobile and supports bicycling and walking



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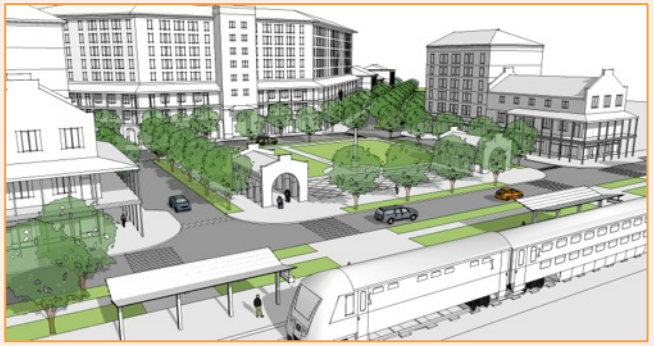
Tranist Oriented Development – Desired Features



The areas around the ten proposed Oasis station locations have been assessed for their ability to create and encourage:

- Defined centers around which the community can continue to grow and thrive
- Compact, walkable areas supporting a diverse mix of uses, including residential, retail and commercial
- Civic and/or public spaces for increased interaction
- Areas for pedestrian and bicycle use
- A connected neighborhood street and sidewalk network
- Opportunities for increased transit ridership

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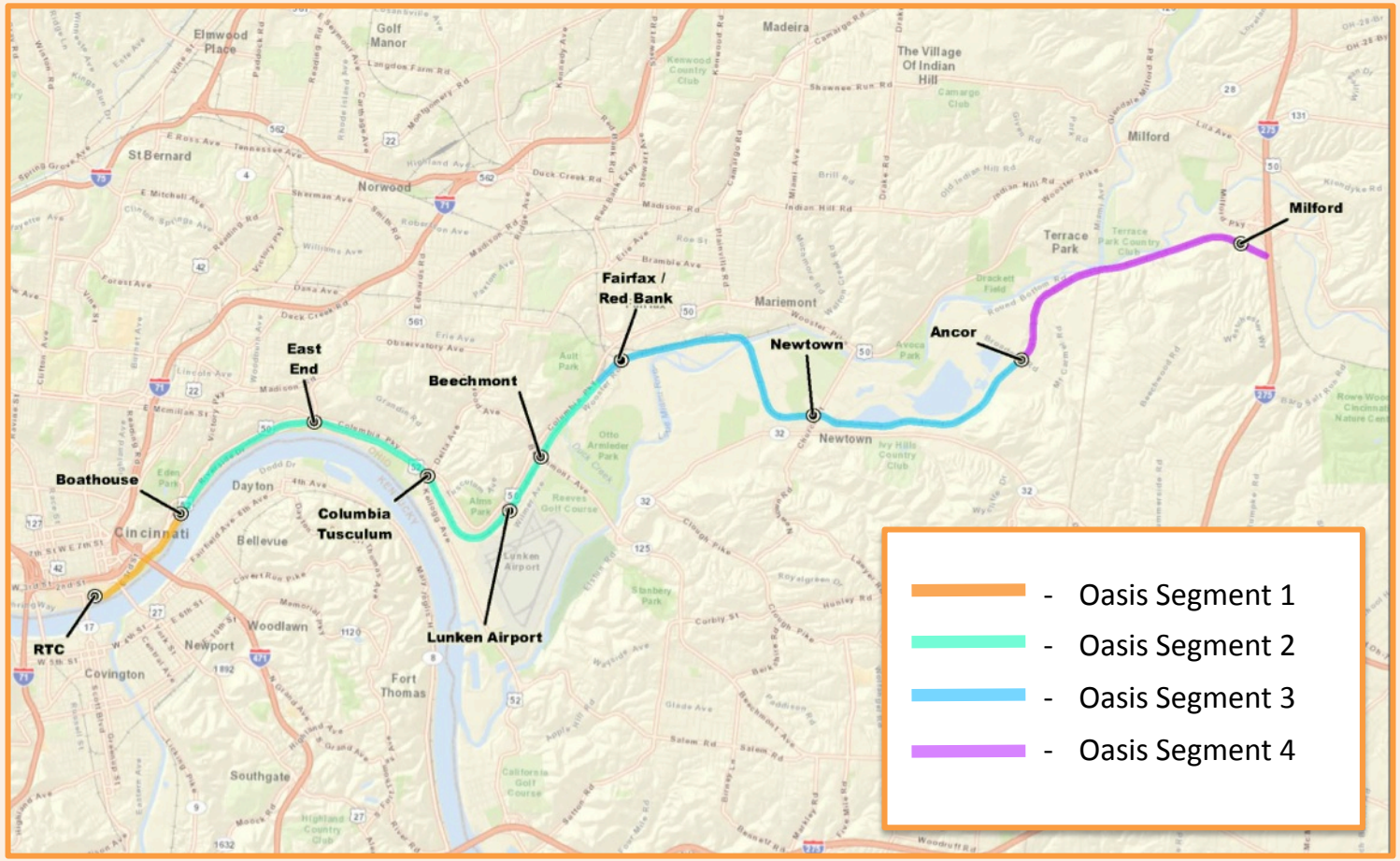
Oasis Rail Station Locations

Ten station locations were identified along the Oasis Rail Corridor in Tier 1. These stations are being further evaluated in the Tier 2 study. Some locations may not be advanced for development at this time.



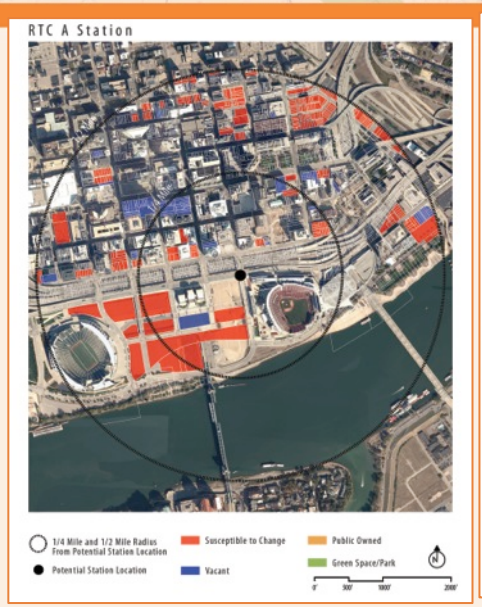
Tier I Station Locations

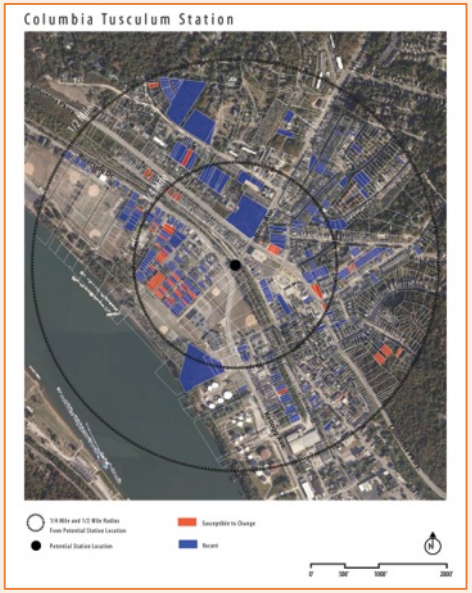
1. Riverfront Transit Center (RTC)
2. Boathouse
3. East End
4. Columbia Tusculum
5. Lunken Airport
6. Beechmont
7. Fairfax
8. Newtown
9. Ancor
10. Milford

The Eastern Corridor

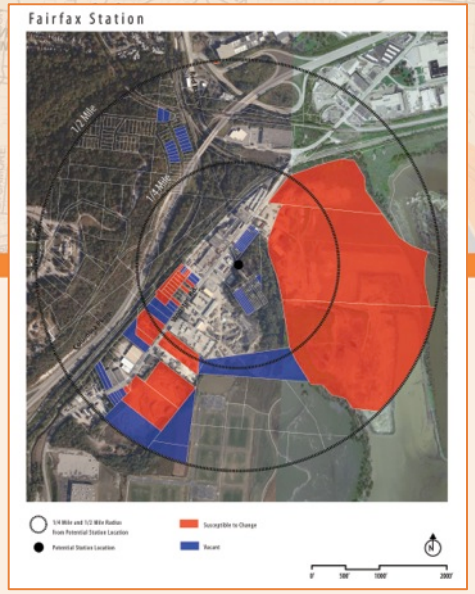
Oasis Rail Station Evaluation – Development Capacity Potential

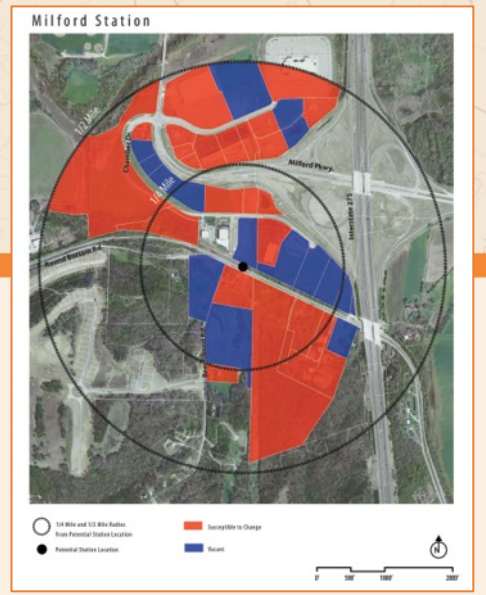
- Assess the areas around each station within a ¼ and ½ mile radius
- Calculate land use capacity of each station – including vacant properties and those potentially susceptible to change
- Develop ratings of High, Medium, and Low for these and related factors





Station Area Development Capacity & Rating





Station	Net Area within ½ mile buffer (~502 acres)	Vacant Parcels within ¼ mile buffer (Acres)	Vacant Parcels within ½ mile buffer (Acres)	Total Vacant Area (Acres)	Area Susceptible to Change (STC) within ¼ mile buffer (Acres)	STC Area within ½ mile buffer (Acres)	Total STC Area (Acres)	Total Area Vacant and STC (Acres)	Percentage Vacant or STC Relative to Total Net Area	Rating
Boathouse	147	3.9	13.9	17.8	0.8	2.28	3.08	20.88	14.2%	
East End	296	5.7	19.9	25.6	0.2	0.3	0.5	26.1	8.8%	
Columbia Tusculum	294	18.9	40.3	59.2	6.2	7.9	14.1	73.3	24.9%	
Lunken Airport	250	4.9	11.8	11.8	1.8	2	3.8	15.6	6.2%	
Beechmont	362	6.2	27.1	33.3	1.1	1.2	2.3	35.6	9.8%	
Fairfax	270	7.3	27	14.3	22	128.7	150.7	185	68.5%	
Newtown (Existing Alignment)	463	4.6	49.1	53.7	4.3	49.2	53.5	107.2	23.2%	
Newtown B	486	6.5	48.1	54.6	0	41.4	41.4	96	19.8%	
Ancor	396	16.5	121.4	137.9	14.6	61.1	75.7	213.6	53.9%	
Milford	422	38.2	59.8	98	39.4	141.6	181	279	66.1%	

High Medium Low

The Eastern Corridor

Station Evaluation Criteria and Ratings

Station	Supports Oasis Corridor Land Use Vision	Consistent with Livability Principles	Consistent with Planning / Zoning	Station Spacing (Miles)	Development Potential within ½ mile buffer (Acres)	Potential for Bus / Bike Access	Multimodal Potential	2035 Ridership Forecast	Constraints on Access to Station	Overall Rating
RTC	Yes	High	Yes	0.0	High	High	High	1,550	None	
Boathouse	Yes	Medium	No	1.0	Low	Low	Low	0	Distance, Pattern, Topo, Roadways	
East End	Yes	Low	Yes	2.0	Low	Low	Low	60	Distance, Pattern, Topo, Roadways	
Columbia Tusculum	Yes	Medium	Yes	1.4	Medium	Medium	Medium	180	Distance, Topo, Roadways	
Lunken Airport	Yes	Low	Yes	1.5	Low	Low	Low	25	Distance, Topo, Roadways	
Beechmont	Yes	Medium	Yes	0.7	Low	Low	Medium	100	Distance, Pattern, Topo, Roadways	
Fairfax	Yes	Medium	Yes	1.5	High	Low	Medium	250	Distance, Pattern, Topo, Roadways	
Newtown	Yes	High	Yes	2.0	Medium	High	High	310	None	
Ancor	Yes	Low	No	2.7	High	High	Low	250	None	
Milford	Yes	High	Yes	3.3	High	High	High	375	Distance, Pattern, Topo, Roadways	

Low Medium High

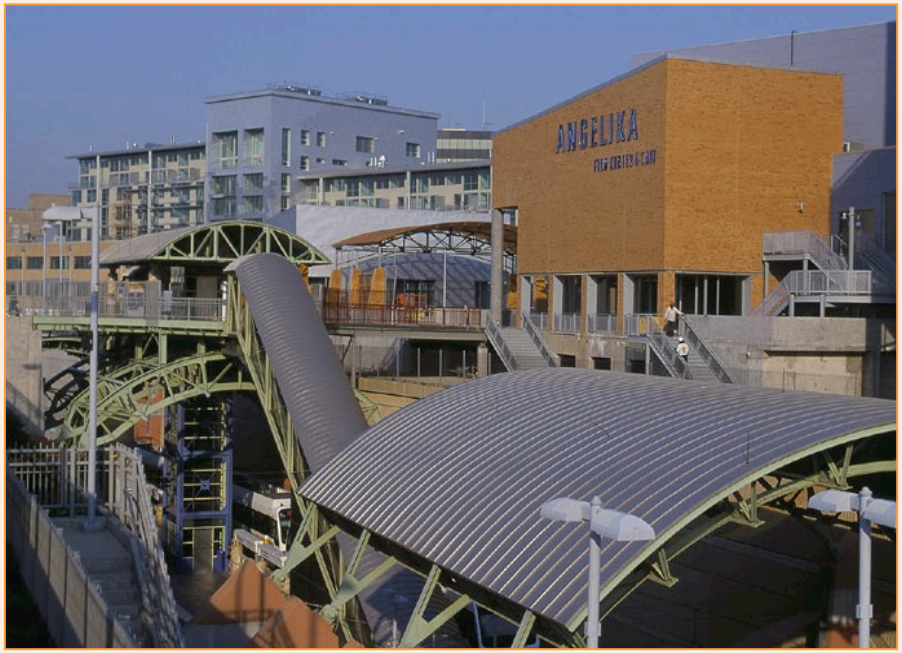
The Eastern Corridor

Oasis Rail Transit Station Types – Regional, District, Community

Three station types (Regional, District, Community) recognize the potential needs each Oasis station might serve. The station type selected for a location impacts its size and the amenities provided.

Regional Serving Station: Riverfront Transit Center and Milford Stations

- Is located at major intercept points
- Modal transfer and service functions
- Includes bus bays/staging area
- Includes a Park & Ride facility – has limited walk up (Milford Station)
- Supports a high density mixed-use development
- Offers Special Event access



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Station Types – Continued

District Serving Station: Red Bank and Ancor Stations

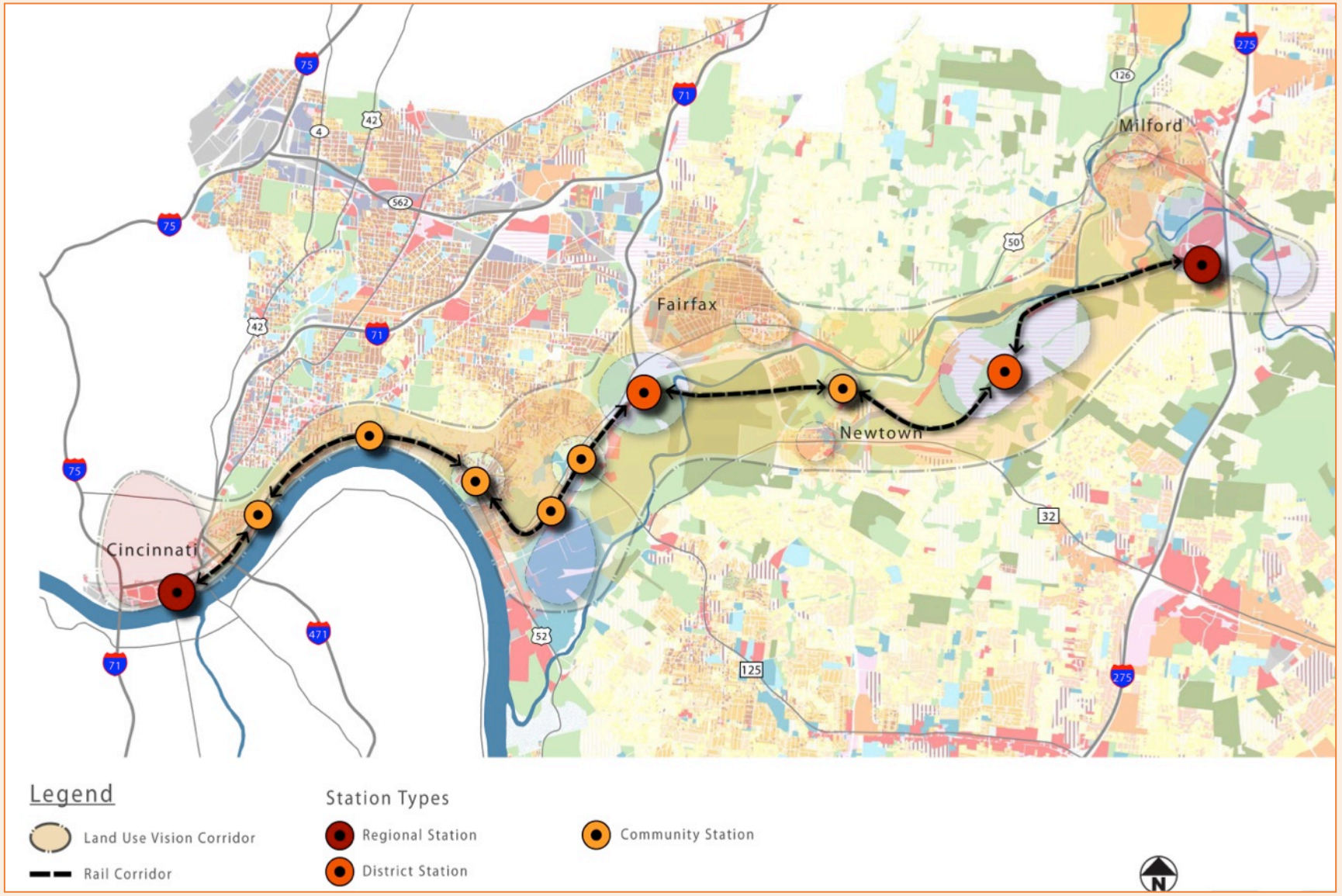
- Connected to highways, major roads, main bus routes
- Provides bus/rail transfer
- Includes Park & Ride – but has bike up/walk up potential as well
- Allows for High/Moderate density mixed-use development
- Offers Special Event access

Community Serving Station: All Other Stations

- Have fewer bus transfer options, may be served by feeder routes
- Has higher bike up/walk up potential
- Offers limited parking
- Allows for Moderate density mixed-use development
- Offers Special Event access

The Eastern Corridor

Oasis Corridor Showing Station Types by Location



The Eastern Corridor

Oasis Station Area Planning – Next Steps

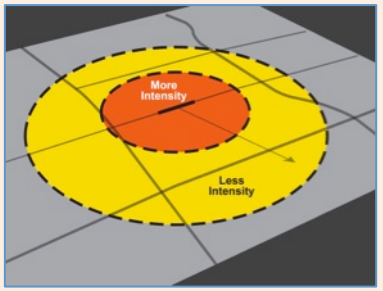
Future efforts in refining station areas will involve close coordination with each station community and its shareholders.

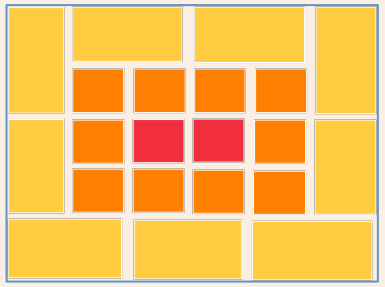
This can be important in attracting developer interest and pursuing funding opportunities.

Steps include:

- Applying a Station Planning Model
- Conducting Station Area Workshops with the public
- Preparing a Station Area Plan reflecting the community's vision for the station's evolution over time

Examples of Station Planning Models





Center General Edge

Examples of Station Area Plans

EASTERN CORRIDOR
SR 32 RELOCATION PROJECT
PUBLIC INVOLVEMENT MEETING
AUGUST 2, 2012

IMFORMATION BOARDS

The Eastern Corridor

State Route (SR) 32 Relocation – At A Glance

Project Goals

- Further develop/refine design plans
- Perform the preliminary engineering and environmental studies
- Identify a preferred design alternative

Proposed Project Elements

- Shift the western end of SR 32, which currently intersects with Beechmont Avenue, north to create a new link with the Red Bank business corridor and I-71
- Construct a new, clear-span bridge across the Little Miami River to link SR 32, US-50 and Red Bank Road
- Make improvements to the local roadway network, expand capacity and consolidate the many entrances and exits to SR 32
- Develop project in coordination with the Oasis Rail Transit. Support expanded bus service and accommodate the needs of bicyclists and pedestrians.

HISTORY

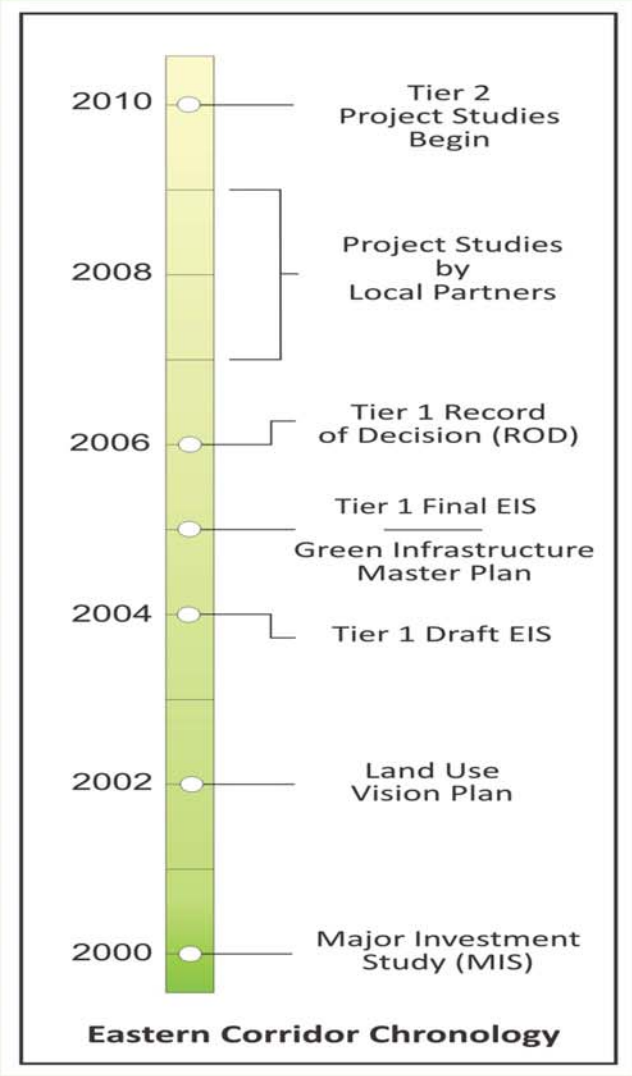
The Eastern Corridor

SR 32 Relocation History

The SR 32 Relocation project is still in the project development and evaluation stage. No decisions have been made on selecting a specific alignment or the No Build alternative.

As part of the Eastern Corridor, however, the SR 32 Relocation Project evolved out of extensive planning over the past decades, with various planning-level decisions being carried forward from one phase to the next based on appropriate levels of analyses and public input.

Key decision-making milestones are shown in this timeline and described in the 'Major Investment Study, 'Context Sensitive Framework' and 'Tier 1 EIS' boards that follow.



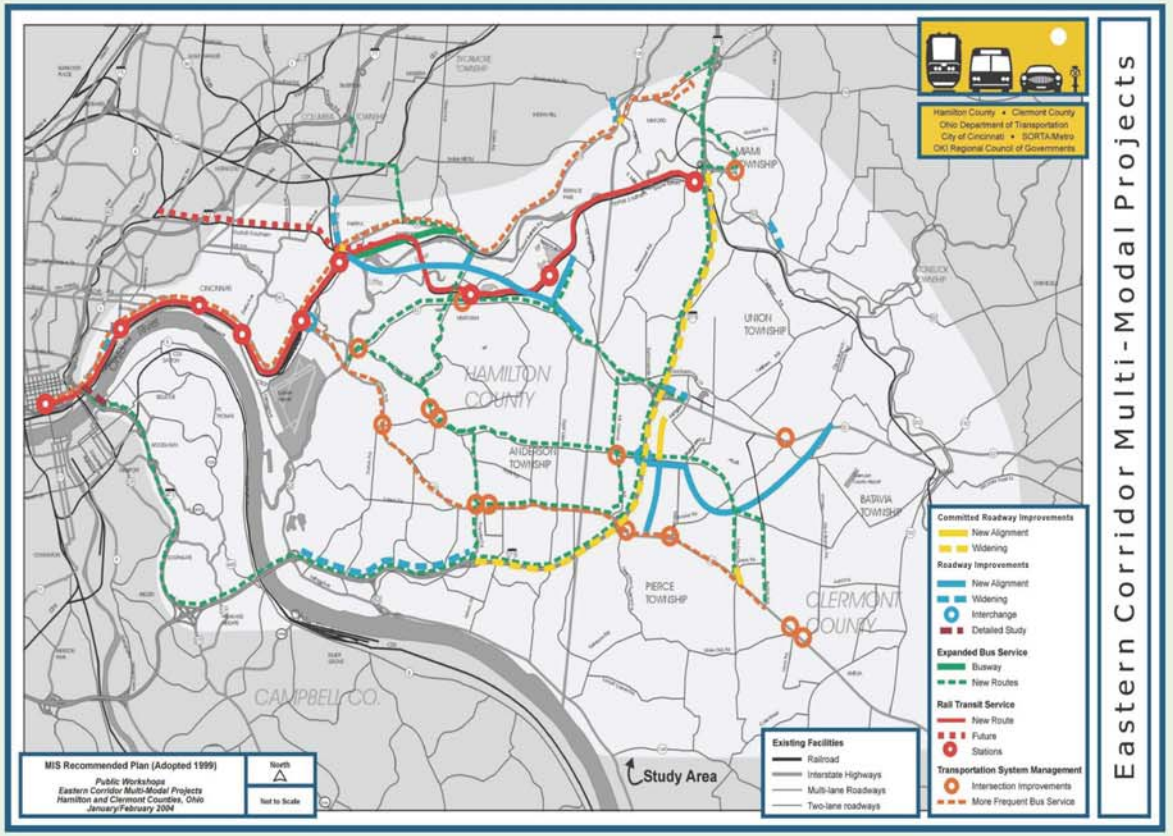
Eastern Corridor Chronology

The Eastern Corridor

Major Investment Study (MIS) - 2000

The Eastern Corridor MIS:

- **Established four program goals:**
  - **Identify an effective solution**
  - **Support the regional economy**
  - **Balance impacts with environmental protection**
  - **Consider existing and future land use**
- **Established the need for a multimodal approach.**
- **Evaluated preliminary options and eliminated those that didn't address regional transportation problems (such as high occupancy vehicle [HOV] lanes, exclusive busways, and various road improvements such as the Beechmont Levee widening).**
- **Identified conceptual corridors and connections for further study, including a new river crossing in the Fairfax vicinity.**



This map depicts initial transportation improvement concepts for the Eastern Corridor, as recommended in the 2000 Major Investment Study (MIS).

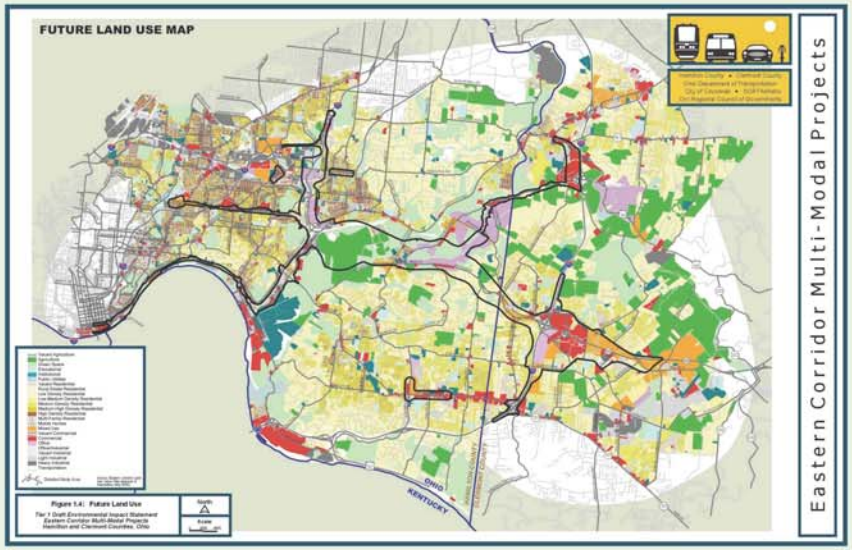
The Eastern Corridor

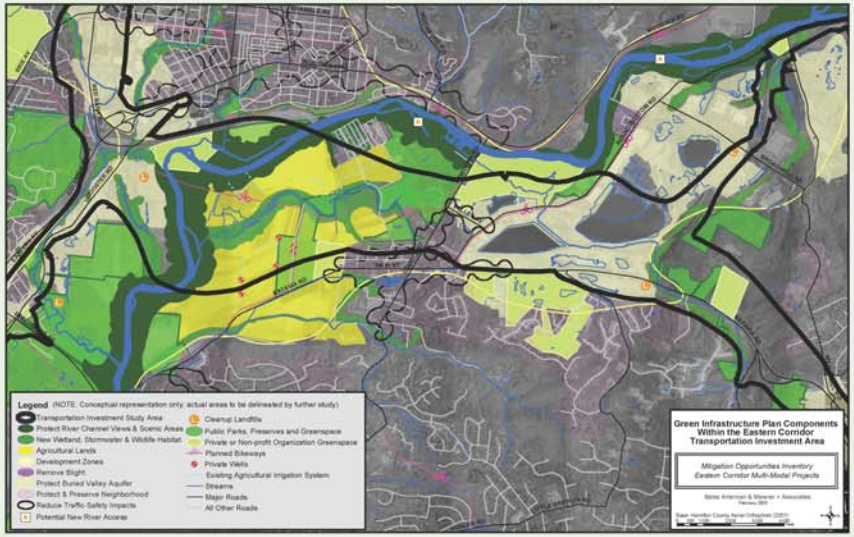
Context Sensitive Framework

The Eastern Corridor multimodal program is being conducted using a "Context Sensitive Solutions" (CSS) framework, which builds on the Major Investment Study (MIS) goal to consider land use during the project development process. Key components of the CSS framework include:

Land Use Vision Plan (LUVP) - 2002
Green Infrastructure Plan (GIP) - 2005
Resource agency and community input

- **The LUVP identified community priorities for development, re-development, and greenspace.**
- **The GIP identified preliminary Little Miami River corridor protection, mitigation, and preservation opportunities.**
- **The LUVP and GIP were conducted with extensive public input.**
- **The CSS framework guided Tier 1 alternatives development.**
- **The CSS framework is a tool for continued coordination of community land use goals, resource protection, and context sensitive transportation planning in Tier 2.**



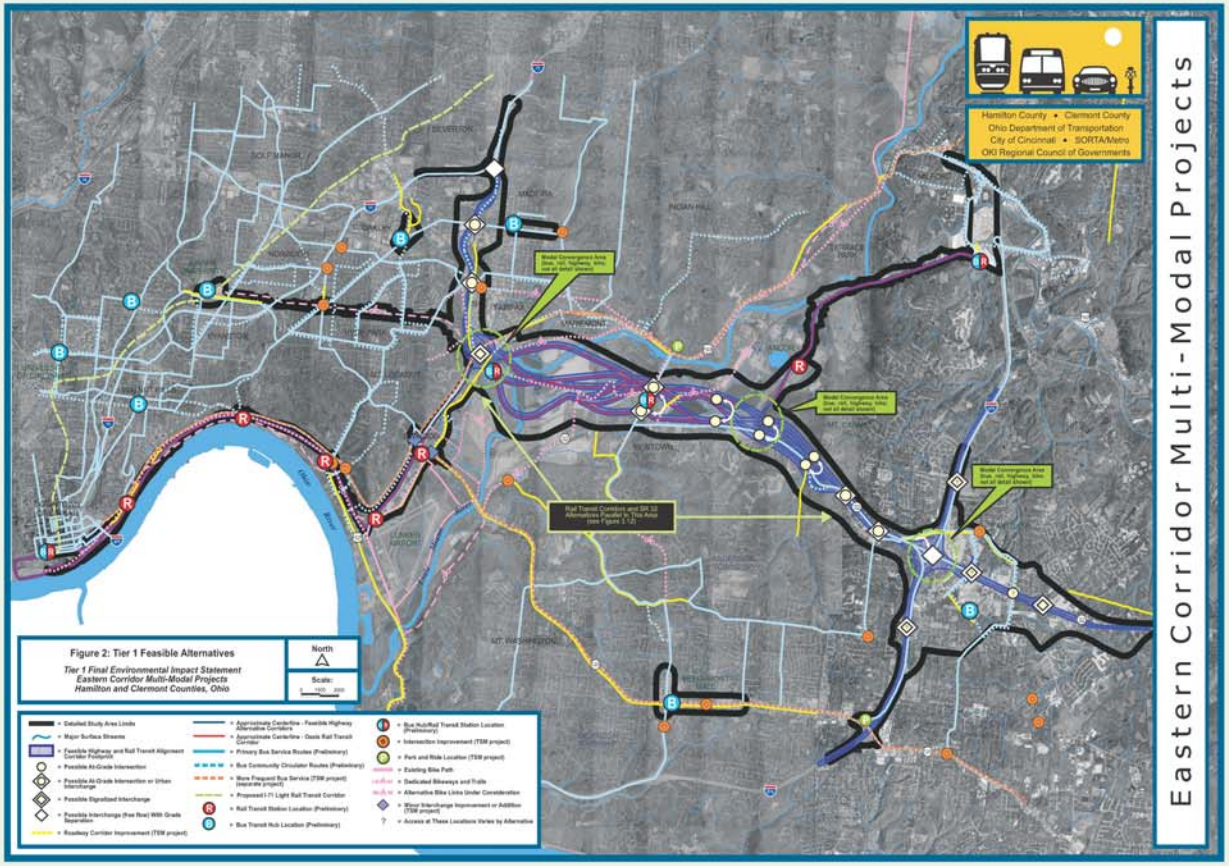


The Eastern Corridor

Tier 1 Environmental Impact Statement (EIS) - 2006

The Eastern Corridor Tier 1 study concluded with completion of an Environmental Impact Statement (EIS) for the full multimodal program. The Tier 1 EIS:

- **Was developed consistent with Eastern Corridor MIS, LUVP, and GIP goals and resource agency input.**
- **Established a Purpose and Need framework for the multimodal Eastern Corridor program.**
- **Evaluated preliminary multimodal alternatives, impacts, and mitigation.**
- **Involved extensive public and stakeholder input.**
- **Completed in 2006 with the Federal Highway Administration (FHWA) issuing a Tier 1 Record of Decision (ROD), which recommended multimodal projects for further study.**
- **Established the Tier 2 Study Area.**



The Eastern Corridor

Station 2

SR 32 RELOCATION OVERVIEW

The Eastern Corridor

SR 32 Relocation Project Status

ODOT's 5-Phase Project Development Process

What will be completed in the PE Phase?

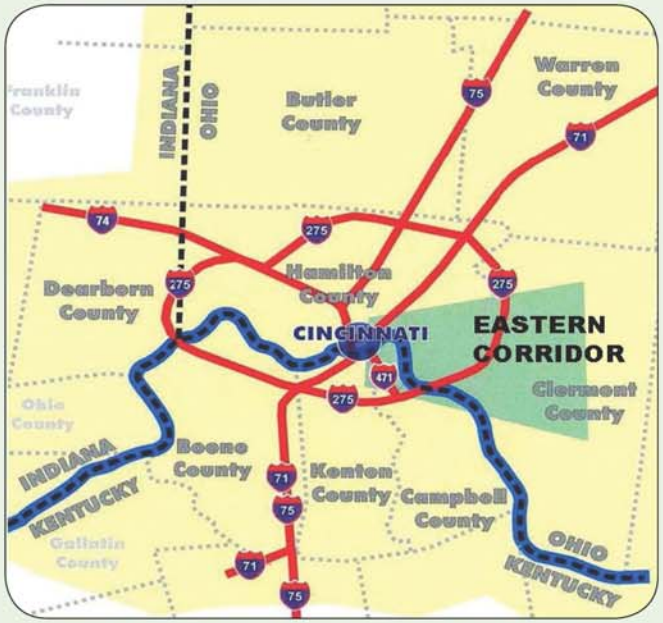
Task	Description	Status
Feasibility Study	Evaluates and narrows down the number of preliminary corridors from Tier 1 for further evaluation; public involvement opportunities	Completed March 2012 – view the entire document at www.easterncorridor.org
Alternatives Development & Evaluation	Develop and evaluate Tier 2 alternative alignments within corridors carried over from the Feasibility Study, including the No Build; update cost estimates; public involvement opportunities	Next Step: results to be documented in an Alternatives Evaluation Report (AER) which will identify a Preliminary Preferred Alternative for detailed study; anticipated completion late 2012
NEPA studies	Assess environmental and other impact categories for the Tier 2 alternatives based on more detailed field studies and analyses; refine avoidance and minimization and mitigation measures carried over from Tier 1; public involvement opportunities	In progress: results to be documented in environmental base studies and included in the AER (see above) and Tier 2 Environmental Impact Statements (EIS), which will be developed in the next phase of work (Environmental Engineering)

The Eastern Corridor

Purpose and Need Summary

Transportation Problems:

- Local network mostly two-lane roads with limited capacity
- Poor east-west connectivity
- Inefficient interstate travel to downtown Cincinnati
- Uncontrolled access
- Pinch points at river crossing areas
- Limited public transit
- Future traffic growth
- Existing and future congestion
- High crash rates



Transportation Needs:

- Address capacity and safety
- Improve regional connectivity
- Improve access
- Accomodate future traffic growth
- Provide greater mode choices as alternatives to driving
- Improve connections to jobs and market areas

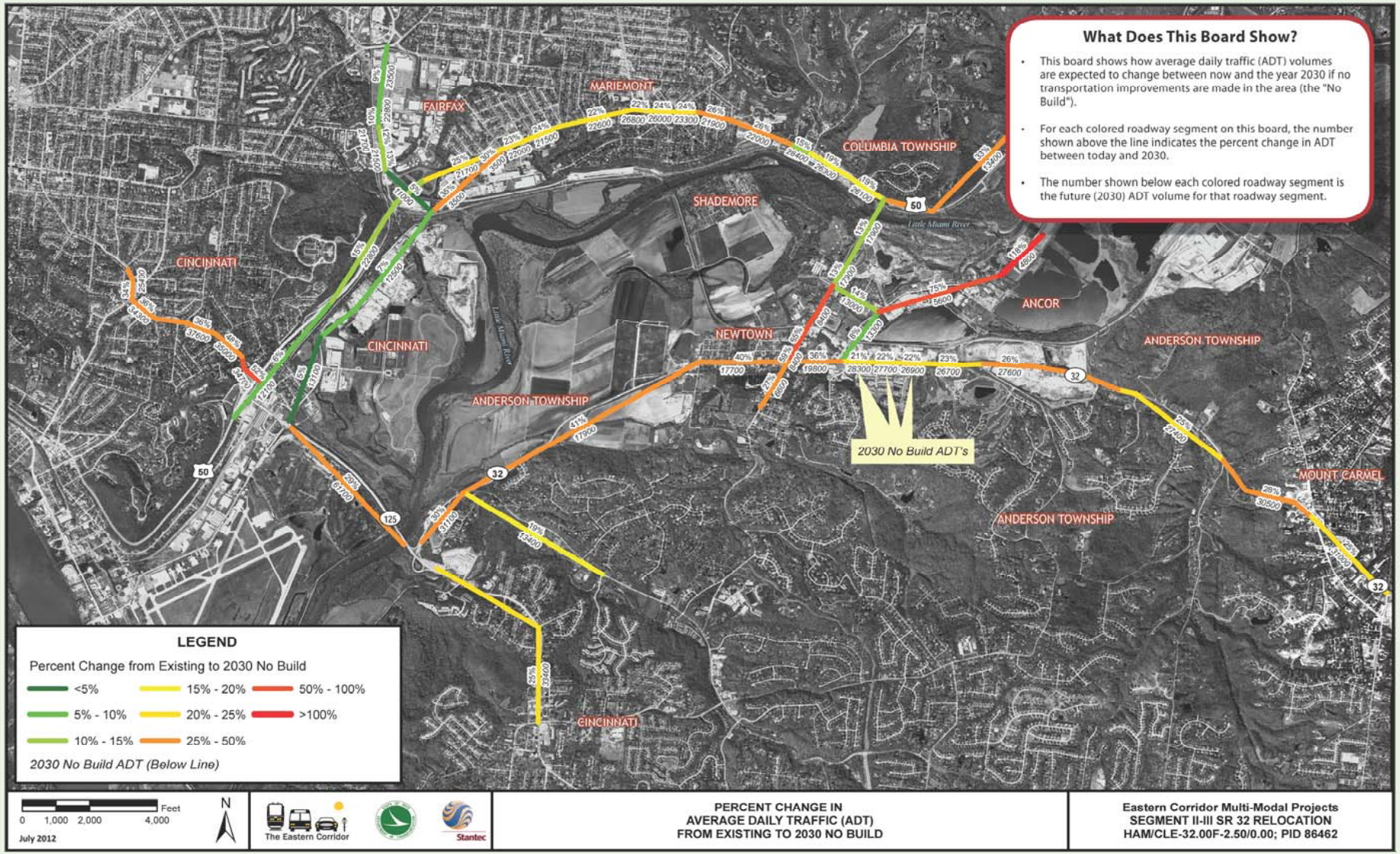
Purpose and Need Overview

Eastern Corridor Purpose and Need Framework: *The purpose of the Eastern Corridor is to implement a multimodal transportation program that increases capacity, reduces congestion and delay, improves safety, provides transportation options, and connects the region's key transportation corridors and social and economic centers for the efficient movement of people, goods, and services.*

SR 32 Relocation Purpose and Need Summary: *The specific goal of the SR 32 Relocation project in support of the Eastern Corridor program is to establish relocated SR 32 as a controlled-access facility west of I-275, coordinated with new rail transit that provides a transportation alternative to driving. The purpose is to improve safety and local and regional travel efficiency by providing a new east-west roadway connection between eastern Hamilton County and western Clermont County.*

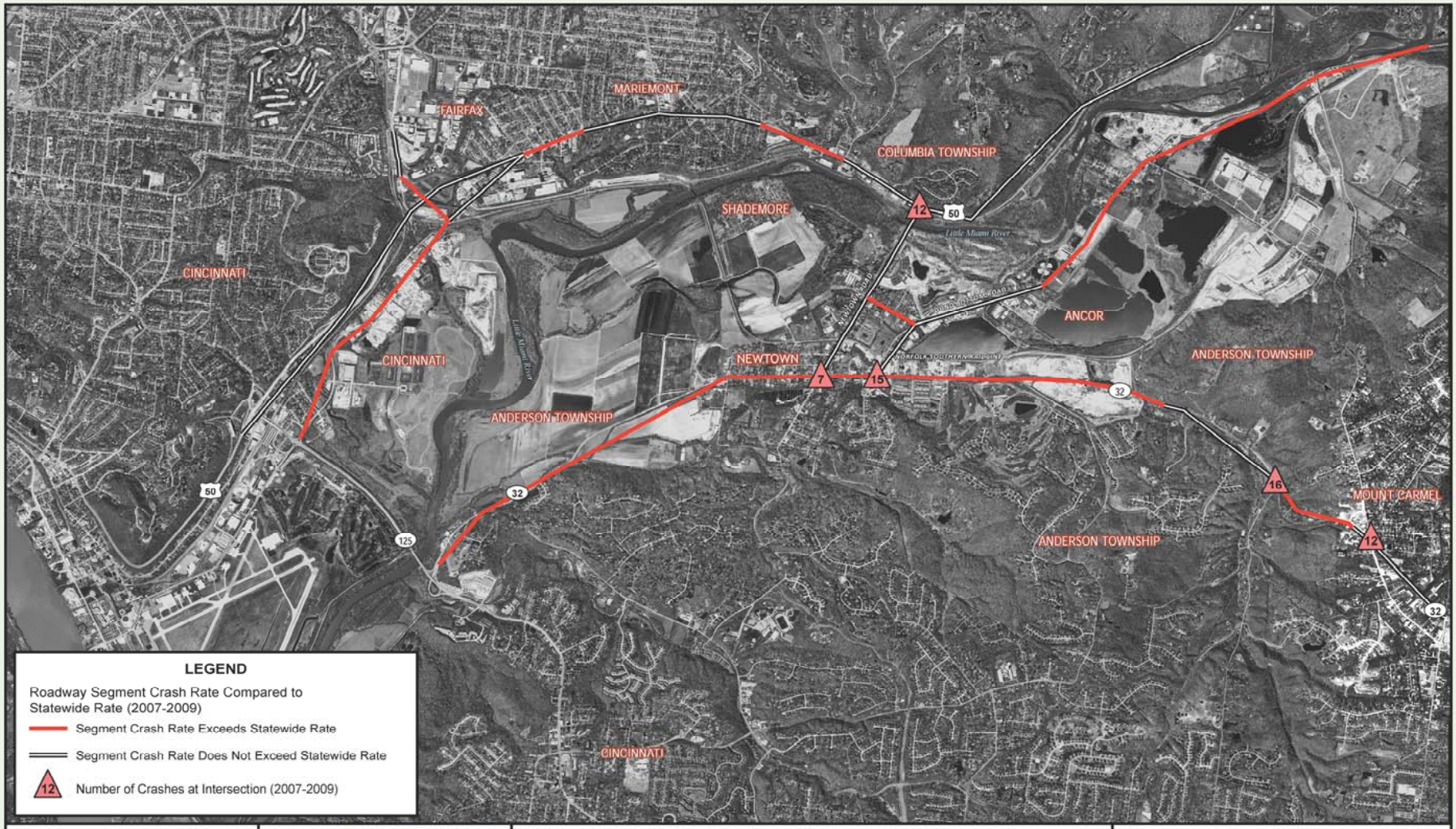
The Eastern Corridor

Future No Build Traffic Volumes



The Eastern Corridor

High Crash Rate Locations



2007-2009 CRASH DATA
for the PRIMARY ROAD NETWORK
in SEGMENT II-III

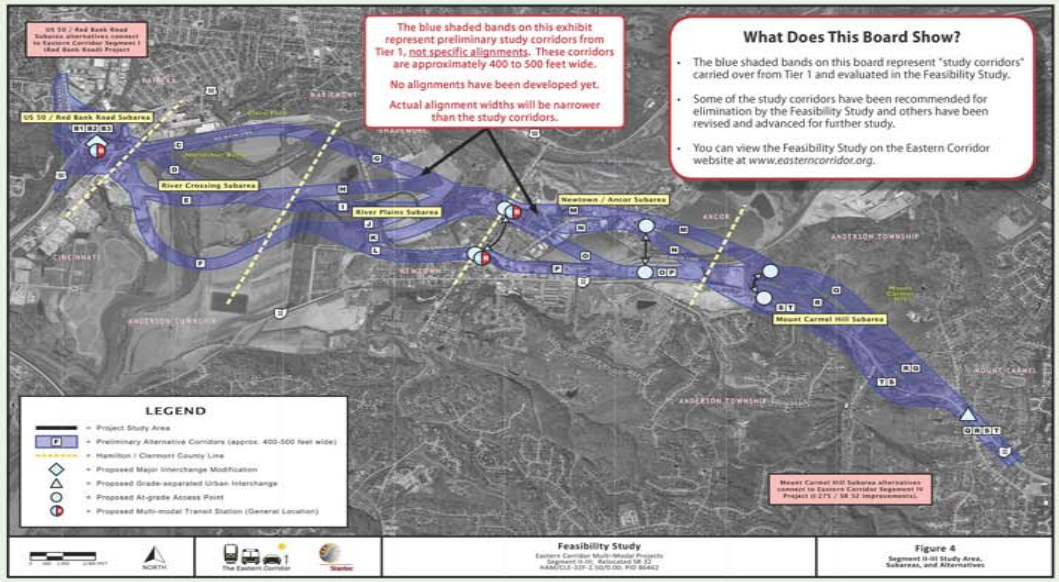
Eastern Corridor Multi-Modal Projects
SEGMENT II-III SR 32 RELOCATION
HAM/CLE-32.00F-2.50/0.00; PID 86462

FEASIBILITY STUDY

- **Evaluated Tier 1 alternative corridors**
- **Recommended eliminating several corridors due to impacts, cost, engineering constraints, and other considerations**
- **Recommended several corridors for further evaluation in Tier 2**
- **A Preferred Alternative has not yet been identified**
- **Specific alignments will be developed within the recommended study corridors in the next step of the Tier 2 study process**

The Eastern Corridor

2006 Tier 1 Study Corridors Evaluated In The Feasibility Study

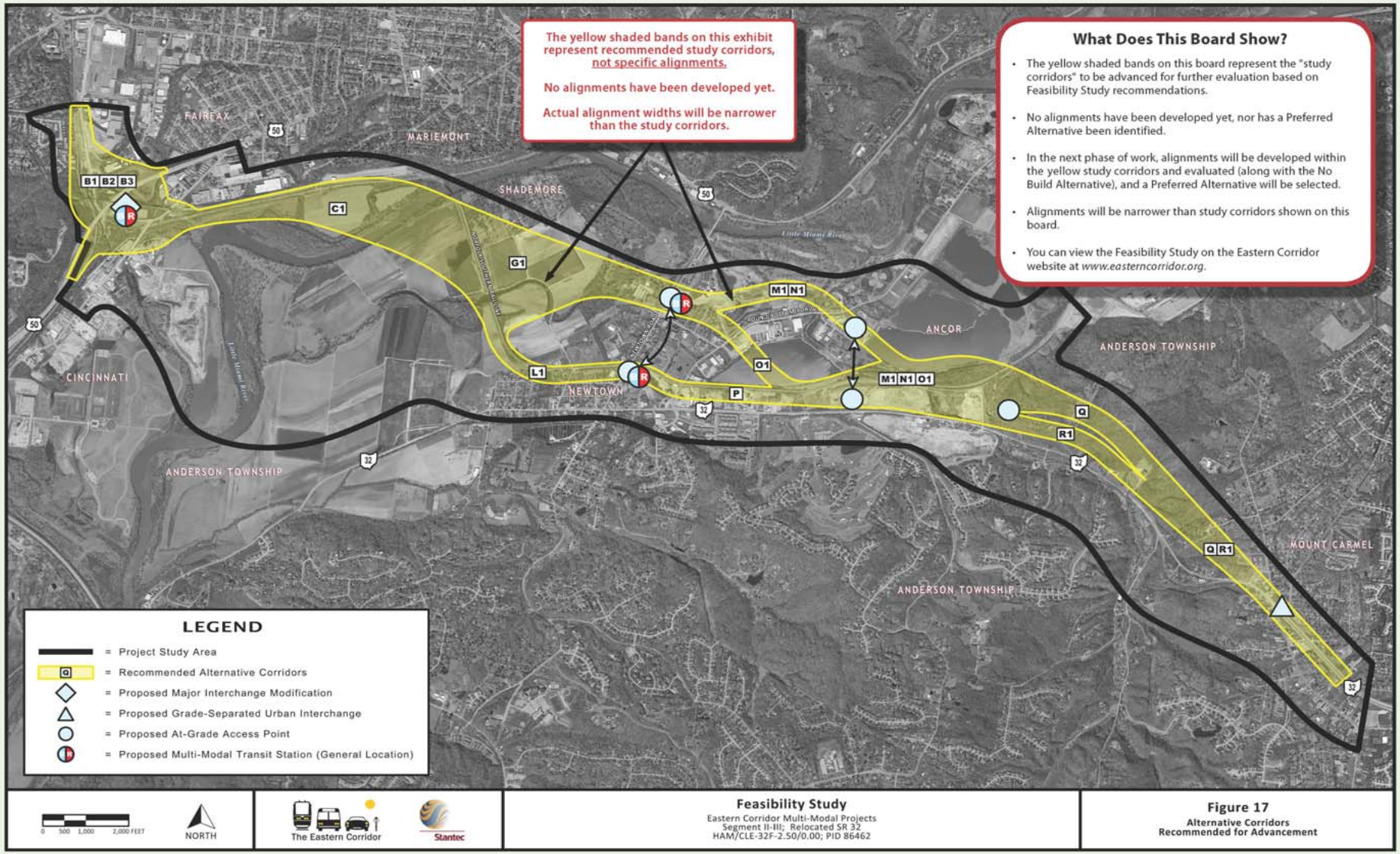


SR 32 RELOCATION FEASIBILITY STUDY - MARCH 2012
ALTERNATIVES EVALUATION SUMMARY

Project Subarea	Considerations	Segments Evaluated	Recommendations	
			Advance	Don't Advance
US 50 / RED BANK ROAD	• Connectivity with Eastern Corridor Red Bank Corridor • Potential displacements • Interchange configuration • Traffic flow and local road network compatibility • Coordination with Oasis Rail Transit • Existing freight rail	B1 B2 B3	**B1, B2, B3** – Advance and further develop in conjunction with adjacent segments	All advanced (see left)
RIVER CROSSING	• Clear-span crossing of the Little Miami River • Floodway/floodplain encroachment • Ecological resources • Archaeological resources (Hahn District) • Landfill encroachment • Construction costs • Connectivity with adjacent segments	C D E F	**C1** - Advance as an expansion of C for flexibility with: • Alignment development • Rail transit coordination • Avoiding and minimizing archaeological impacts	D, E, F - Don't advance due to: • Cost and design issues • Unstable river channel • Extensive floodway crossings
RIVER PLAINS	• Archaeological resources (Hahn District) • Parkland • Little Miami River floodplain and Clear Creek riparian corridor • Agricultural and ecological resources • Potential displacements • Construction costs • Connectivity with adjacent segments • Coordination with Oasis Rail Transit	G H I J K L	**G1** – Advance as a modification of G for flexibility with: • Alignment development • Rail transit coordination • Avoiding and minimizing archaeological impacts **L1** – Advance as a modification of L for coordination with rail transit	H, I, J, K - Don't advance due to: • Lack of connection to adjacent segments • Impact and cost considerations
NEWTOWN / ANCOR	• Potential displacements and disruption to Newtown • Community resources (churches, cemeteries, schools) • Parkland • Historic properties • Gravel pit lakes • Landfill encroachment • Coordination with Oasis Rail Transit	M N O P	**M1/N1, O1** – Advance as modifications of M,N, and O to reduce impacts to Newtown and avoid a historic property **P** – Advance in conjunction with L1 (see above) for coordination with rail transit	All advanced with modifications (see left)
MT. CARMEL HILL	• Potential displacements • Construction costs • Woodlands and greenspace properties • Surface streams • Historic properties	Q R S T	**R1** – Advance as a modification of R to avoid a historic property **Q** - Advance due to comparatively lower impacts	S, T - Don't advance due to: • Potential displacements • Stream impacts • Historic property impacts • High costs

The Eastern Corridor

2012 Alternative Corridors Recommended for Advancement



The Eastern Corridor

Stantec

Feasibility Study
Eastern Corridor Multi-Modal Projects
Segment II-III; Relocated SR 32
HAM/CLE-32F-2.50/0.00; PID 86462

Figure 17
Alternative Corridors Recommended for Advancement

The Eastern Corridor

Station 4

NEXT STEPS

The Eastern Corridor

SR 32 Relocation Study - Next Steps Overview

What work is next?

- Develop and evaluate alternative alignments within the broad corridors, which involves:
  - > conducting additional environmental investigations
  - > identifying specific alignment locations
  - > updating impacts and mitigation measures
  - > obtaining additional public and agency input
- Document the results in an Alternatives Evaluation Report (AER) which will identify a Preliminary Preferred Alternative for detailed study, including consideration of the No Build alternative. The AER is expected to be completed and available for public comment by the end of 2012.

What will be considered?

Environmental and community resources are an important consideration for this project. As the project team moves forward with developing alternatives through this area, they will be actively looking for opportunities to:

- Avoid and minimize impacts to important resources, including businesses and residences.
- Support local community and economic development goals.

The SR 32 Relocation project will continue to be developed under a context-sensitive framework where proposed transportation solutions are designed to fit with local land use and consider input from affected communities in the project area.

We need your input

No decisions on the location of specific alternative alignments or a Preferred Alternative have been made. We need your input today on what key factors should be considered as we move forward with the development of the proposed SR 32 Relocation project and associated rail transit and bike/pedestrian facilities being considered in this area.

The Eastern Corridor

SR 32 Relocation Study - Alternatives Development and the No Build

How will alternatives be developed?

The following boards shown at this station depict preliminary concepts on what the project might look like and how alternatives may be developed in the SR 32 Relocation study area in the next phase of work. To avoid and minimize potential impacts to environmental resources and to help support community goals, the project team will look at various strategies for developing the proposed roadway, rail transit, and bike/pedestrian facilities within Newtown and the surrounding study area, including "Modes Together" and "Modes Split" options.

What is the No Build alternative?

The No Build alternative considers what will happen if nothing is done, and involves continued use and maintenance of the existing transportation network and near-term funded projects included in the regional transportation program.

The project team will look at consequences of the No Build alternative and its ability to meet the long-term transportation needs of the region. The No Build alternative will remain under consideration and will be documented in the Tier 2 Environmental Impact Statement (EIS).

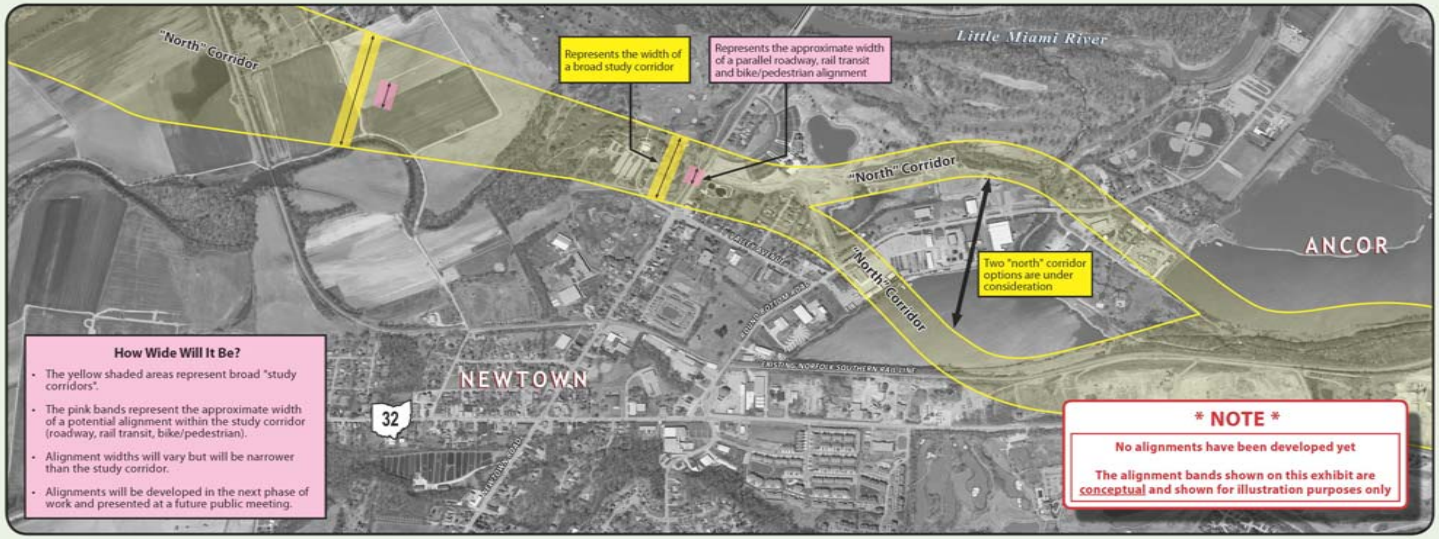
The Eastern Corridor

Alternatives Development Strategy for Tier 2: "Modes Together"

Modes Together

Involves development of alternatives that include a parallel (side-by-side) roadway, rail transit, and bike/pedestrian facility in the "north" corridor in the Newtown area.

See below for additional information about what this transportation corridor might look like.



What Could the SR 32 Relocation Look Like?

- Relocated SR 32 is proposed to be a four-lane, divided roadway with limited access.
- The rail transit and bike/pedestrian components would be separated from the Relocated SR 32 roadway by grass berms or barriers.
- The total width of the facility would vary based on design details to be determined in the next phase of work.
- Public input is important to help determine how the proposed improvements can support communities.

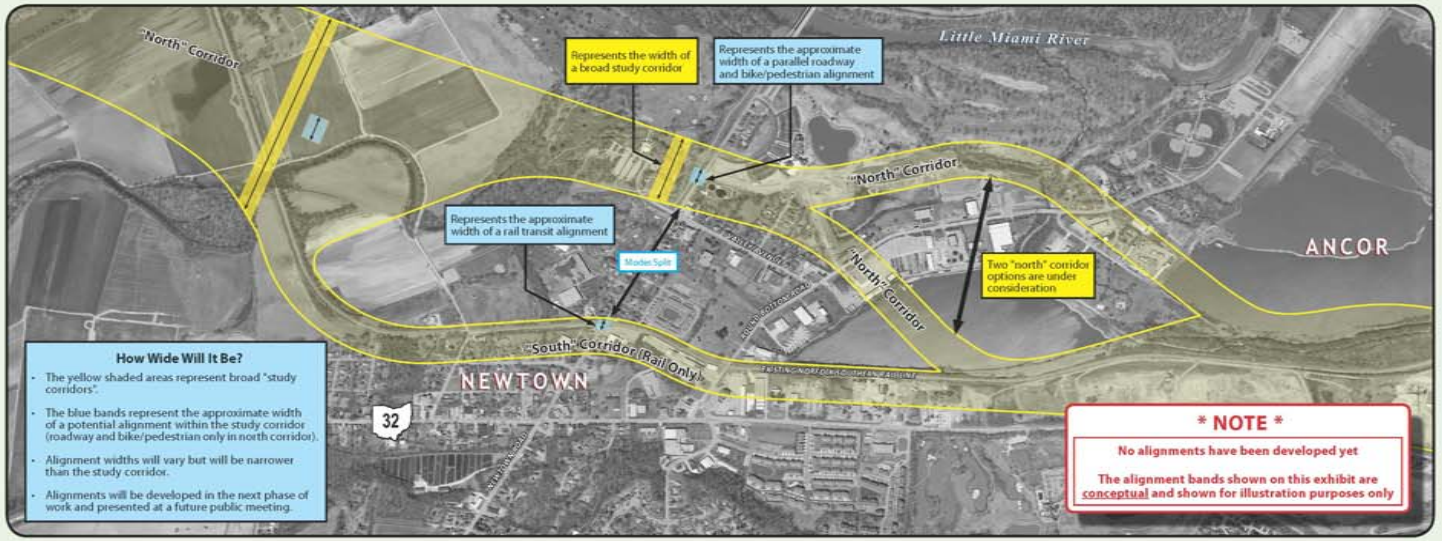
The Eastern Corridor

Alternatives Development Strategy for Tier 2: "Modes Split"

Modes Split

Involves development of alternatives that include a parallel (side-by-side) roadway and bike/ pedestrian facility in the "north" corridor in the Newtown area, with rail transit following the "south" corridor (located along the existing Norfolk-Southern rail line).

See below for additional information about what this transportation corridor might look like.



What Could the SR 32 Relocation Look Like?

- Relocated SR 32 is proposed to be a four-lane, divided roadway with limited access.
- The bike/pedestrian component would be separated from the Relocated SR 32 roadway by grass berms or barriers. The rail transit component would utilize the existing Norfolk Southern rail line, or would parallel it.
- The total width of the facility would vary based on design details to be determined in the next phase of work.
- Public input is important to help determine how the proposed improvements can support communities.

The Eastern Corridor

SR 32 Relocation Project Schedule

Feasibility Study / Recommended Corridors	**We Are Here**
Tier 2 Alternatives Development	**Aug to Nov 2012**
Public Meeting #2 (Preliminary Preferred Alternative)	**Dec 2012**
Alternatives Evaluation Report Approval	**Jan 2013**
Tier 2 Environmental Impact Statement (EIS)	**2013**
Tier 2 Record of Decision (ROD) / Preferred Alternative Approved	**End 2014**
Detailed Design	**2014-2015***
Right-of-Way Acquisition	**2015-2016****
Begin Construction	**2017****

* *Assuming approval of a Build alternative*

** *Dependent upon available funding*

The Eastern Corridor

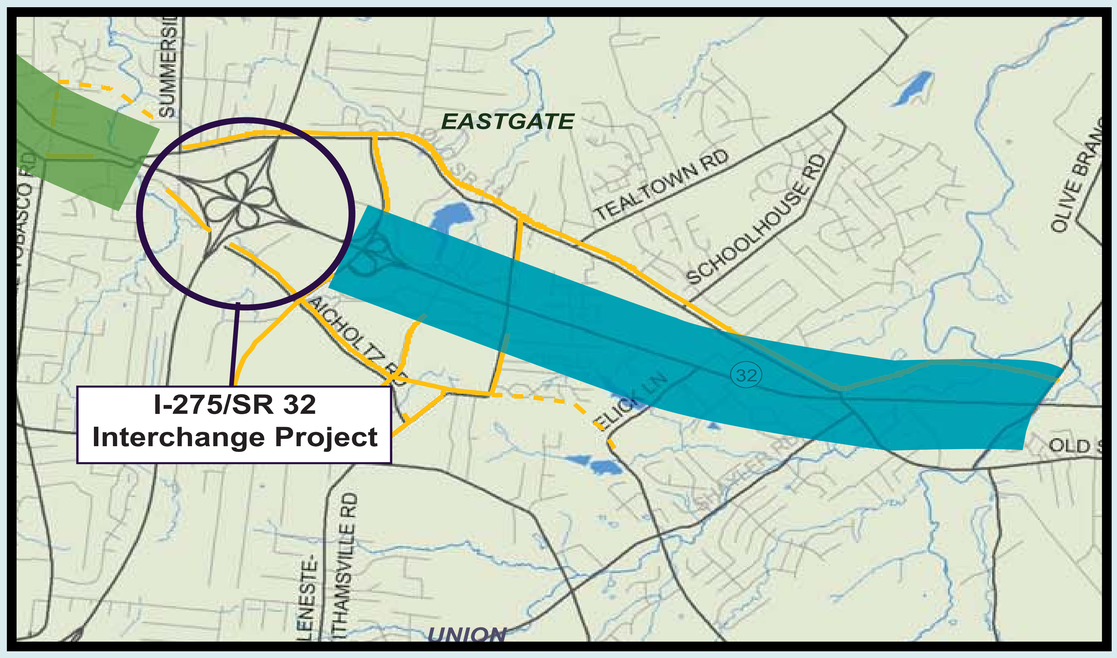
SR 32 Improvements, Eastgate Area – At A Glance

Project Goals

- Better serve travel demand
- Reduce travel delays
- Improve safety
- Support current and future community and economic development goals

Proposed Project Elements

- Expand capacity to reduce congestion and travel delays and improve air quality
- Consolidate entrance and exit points to SR 32
- Provide grade separated intersection to serve the Eastgate Area



The SR-32 Improvements, Eastgate Area project extends between Eastgate Boulevard and Olive Branch-Stonelick Road. A key connector between businesses, shopping and residential areas, this section of SR 32 experiences high levels of traffic and congestion, and frequent accidents.

The Eastern Corridor

SR 32 Improvements, Eastgate Area – Project Status

Work Completed to Date

- Developed and evaluated five conceptual alternatives
- Presented alternatives to public in Sept. 2011; incorporated feedback received into alternative evaluation process
- Began narrowing alternatives
- Completed the conceptual alternatives evaluation report

Next Steps

- Complete preliminary engineering and environmental fieldwork
- Complete the Alternative Evaluation Report
- Select a preferred alternative (process will include another public involvement meeting)

Schedule

Work for this project is expected to conclude in winter of 2012/2013. Detailed design will begin once funding has been obtained. A construction start date has not yet been determined and depends on funding.

The Eastern Corridor

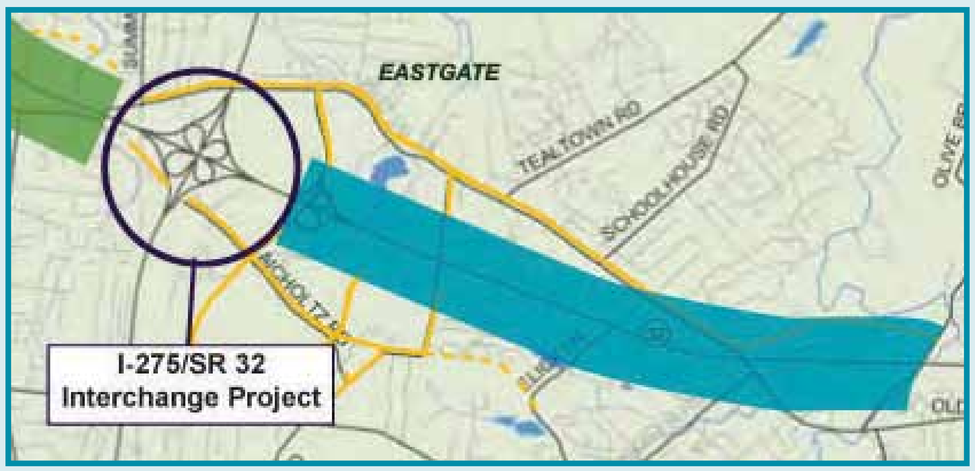
I-275/SR 32 Interchange Project – At A Glance

Planned Improvements

- Widen portions of SR 32 to expand capacity, reduce congestion and travel delays and improve air quality
- Improve spacing between intersections and interchange ramps to improve safety and operations
- Reconfigure ramps to provide easier, more efficient access
- Adjust spacing between signalized intersections to improve safety and traffic flow

Schedule

- The I-275/SR 32 Interchange improvements are the first Eastern Corridor efforts to begin
- The project will be constructed in phases over the next several years. Construction will begin in some areas as early as fall 2012. Subsequent phases will begin as funding is secured.



The I-275/SR 32 Interchange enhancement project will address problems with the existing I-275/SR 32 and Eastgate Boulevard interchanges and adjacent segments of SR 32.