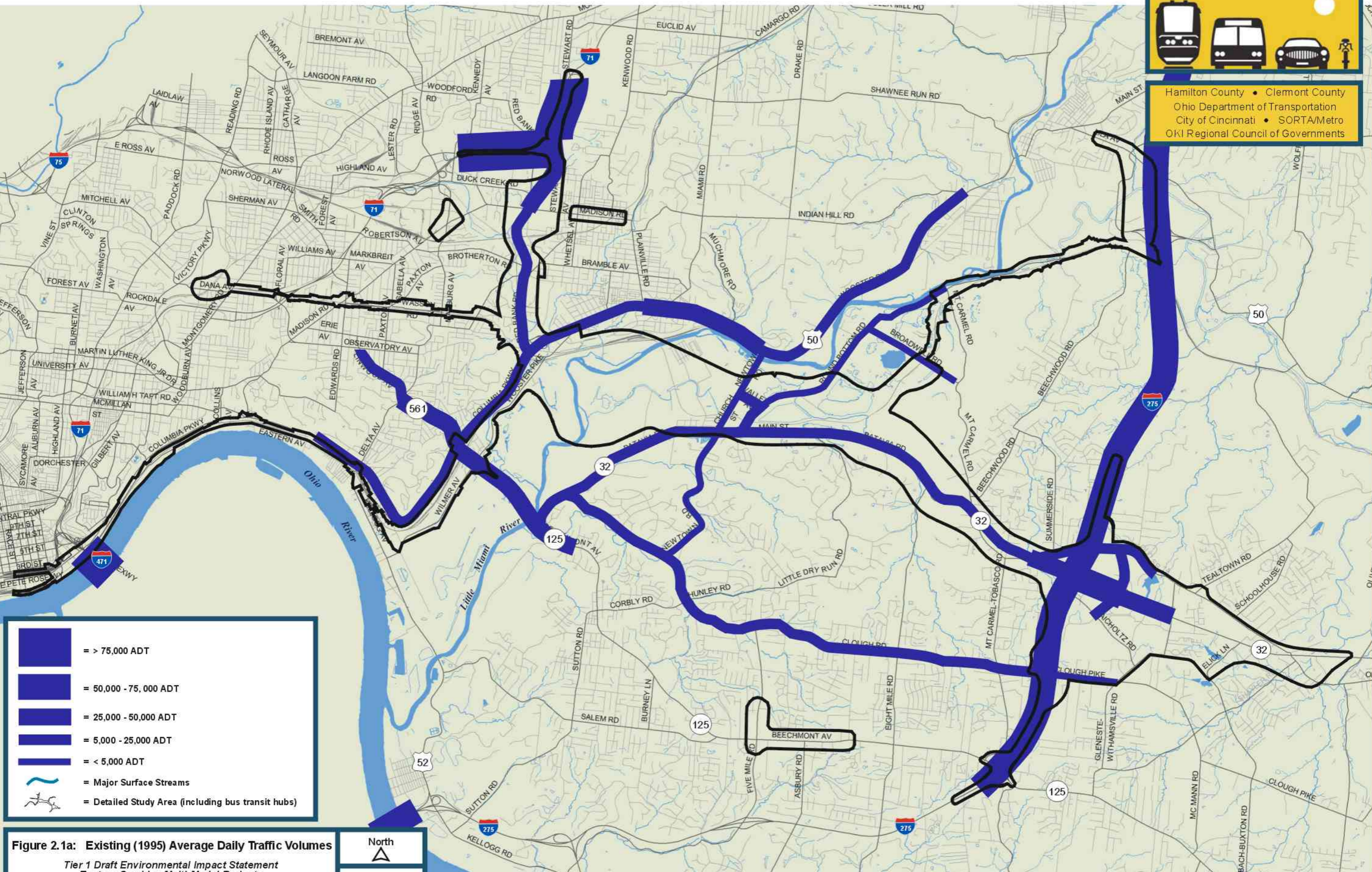




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- = > 75,000 ADT
- = 50,000 - 75,000 ADT
- = 25,000 - 50,000 ADT
- = 5,000 - 25,000 ADT
- = < 5,000 ADT
- = Major Surface Streams
- = Detailed Study Area (including bus transit hubs)

Figure 2.1a: Existing (1995) Average Daily Traffic Volumes

North

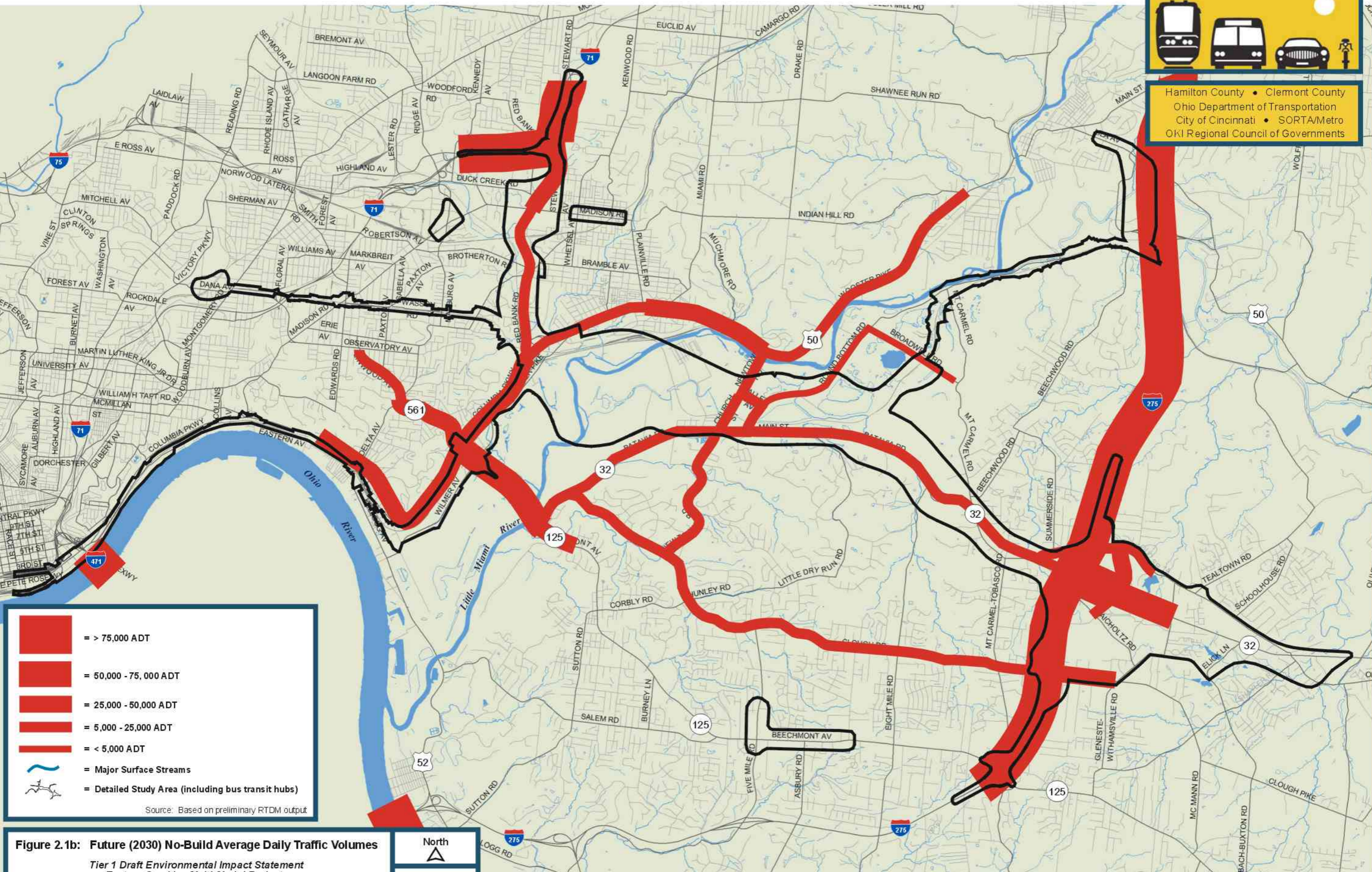
 Scale:
 0 1500 3000

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	= > 75,000 ADT
	= 50,000 - 75,000 ADT
	= 25,000 - 50,000 ADT
	= 5,000 - 25,000 ADT
	= < 5,000 ADT
	= Major Surface Streams
	= Detailed Study Area (including bus transit hubs)

Source: Based on preliminary RTDM output

Figure 2.1b: Future (2030) No-Build Average Daily Traffic Volumes

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North

 Scale:

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PROJECTED TRUCK VOLUME GROWTH EASTERN CORRIDOR ROADWAYS

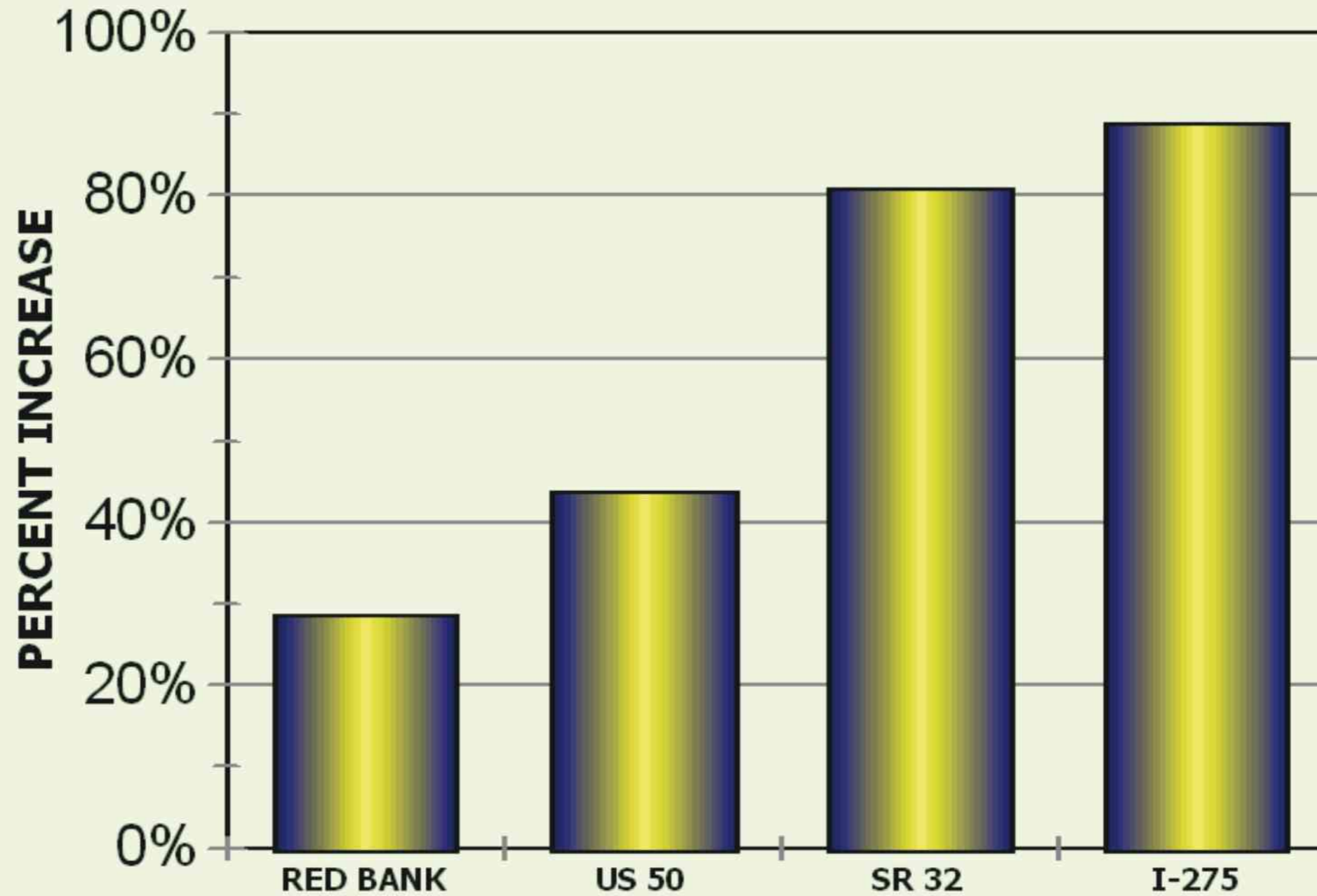
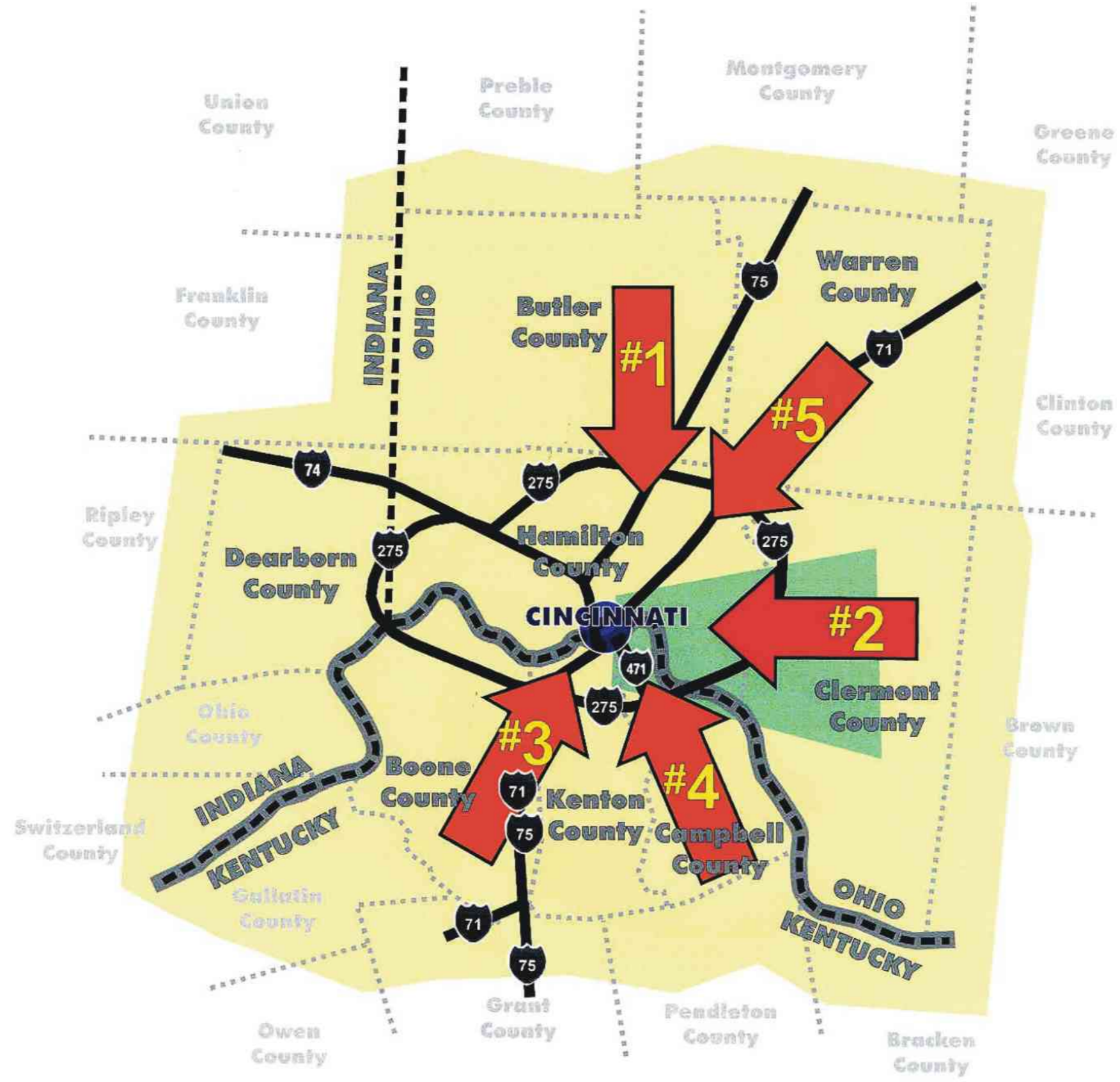


Figure 2.2: Projected Future (2030) No-Build Truck Volume Growth

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Legend

- = State Line
- = County Line
- = Ohio River
- = Interstate Highway
- = Top Five Commute Directions to Hamilton County and the City of Cincinnati From Outlying Counties (1990 Census)
- = Eastern Corridor
- = OKI Region

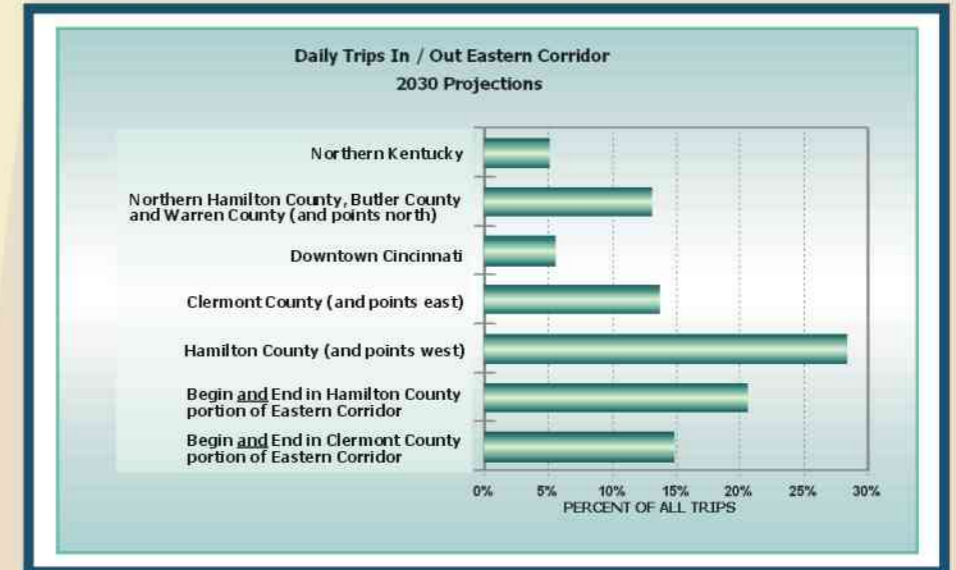
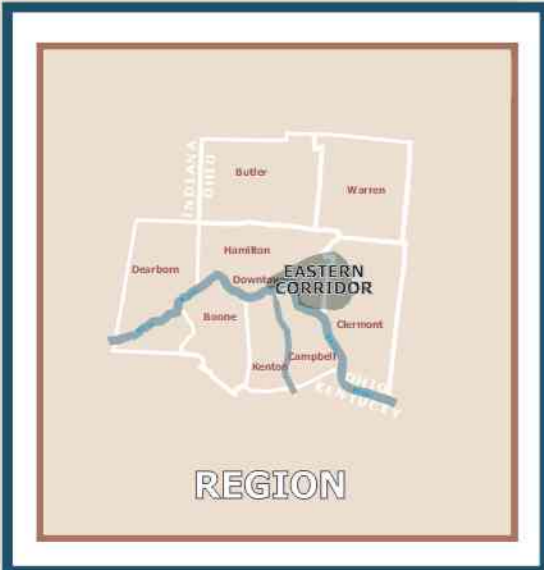
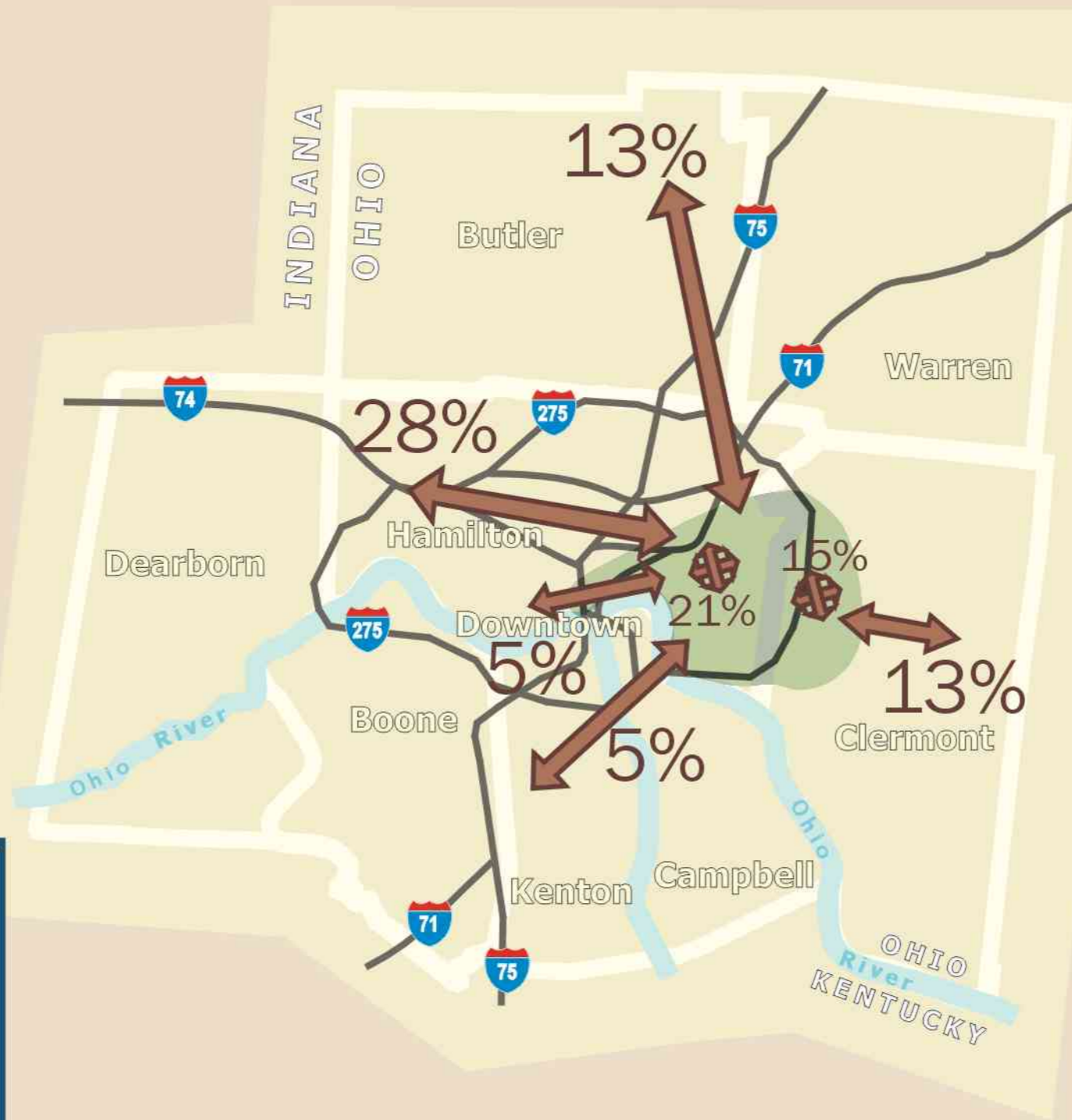
Figure 2.3: Existing Commute Patterns
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North

 Scale:
 Not to Scale



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↔ = Trips in and out of the Eastern Corridor Area

⊞ = Trips that begin and end in the Eastern Corridor Area (separate percentages are shown for Hamilton County and Clermont County portions; together internal (local) corridor trips account for 36% of all trips)

Figure 2.4: Future (2030) Trip Patterns and Percentages

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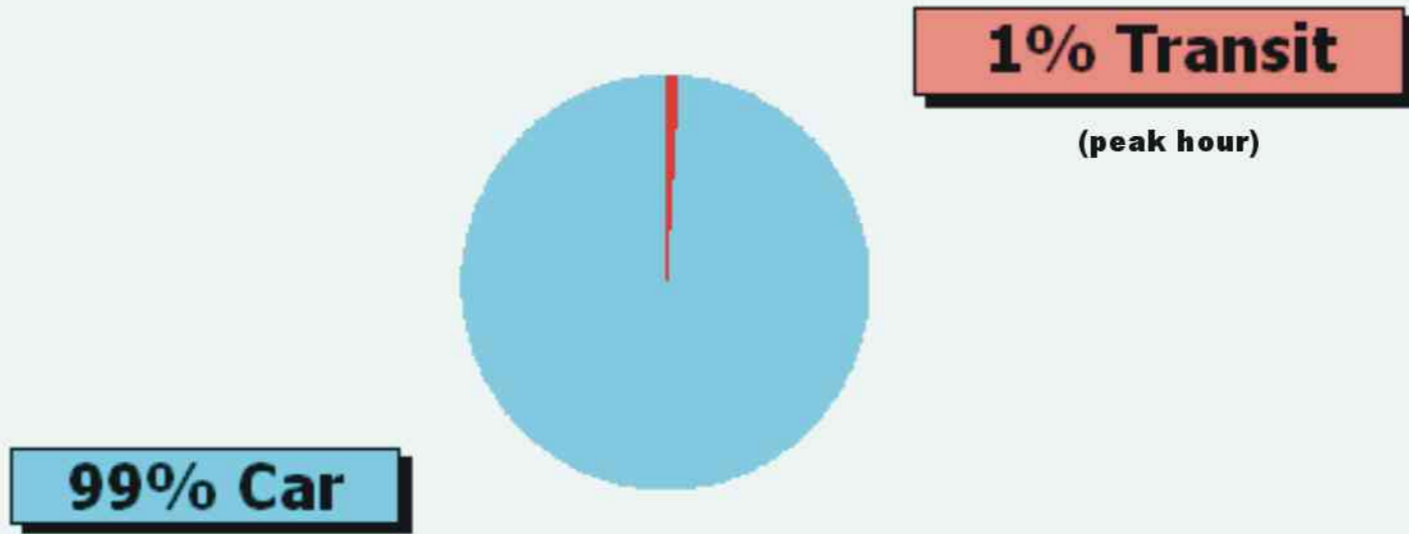
North
 Scale:
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Existing and Future Transit Usage

Eastern Corridor Area

1995
(current)



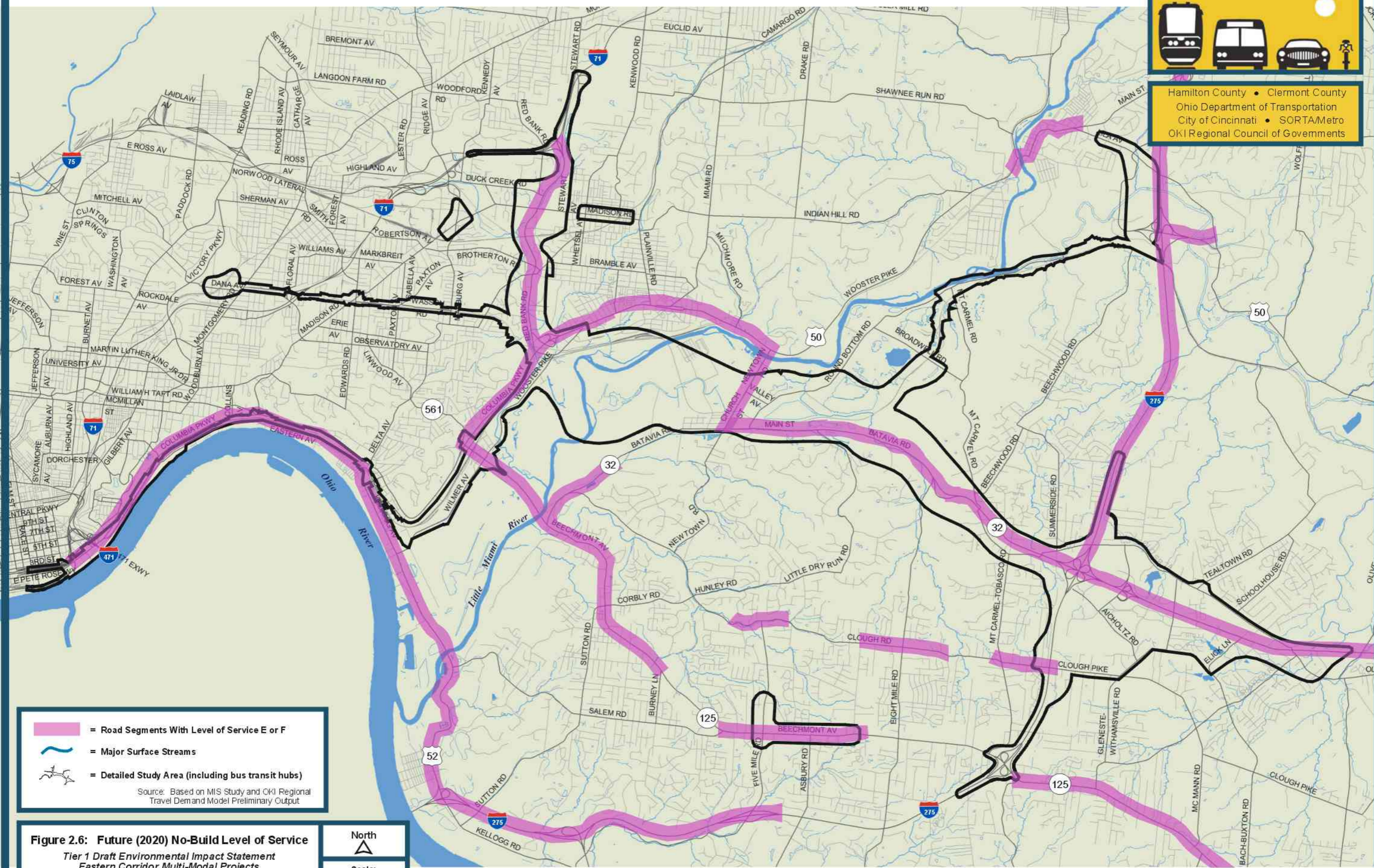
2030
(with Eastern Corridor
bus and rail transit
improvements in place)



Figure 2.5: Existing and Future Transit Ridership
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 = Road Segments With Level of Service E or F
 = Major Surface Streams
 = Detailed Study Area (including bus transit hubs)


Source: Based on MIS Study and OKI Regional Travel Demand Model Preliminary Output

Figure 2.6: Future (2020) No-Build Level of Service
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North



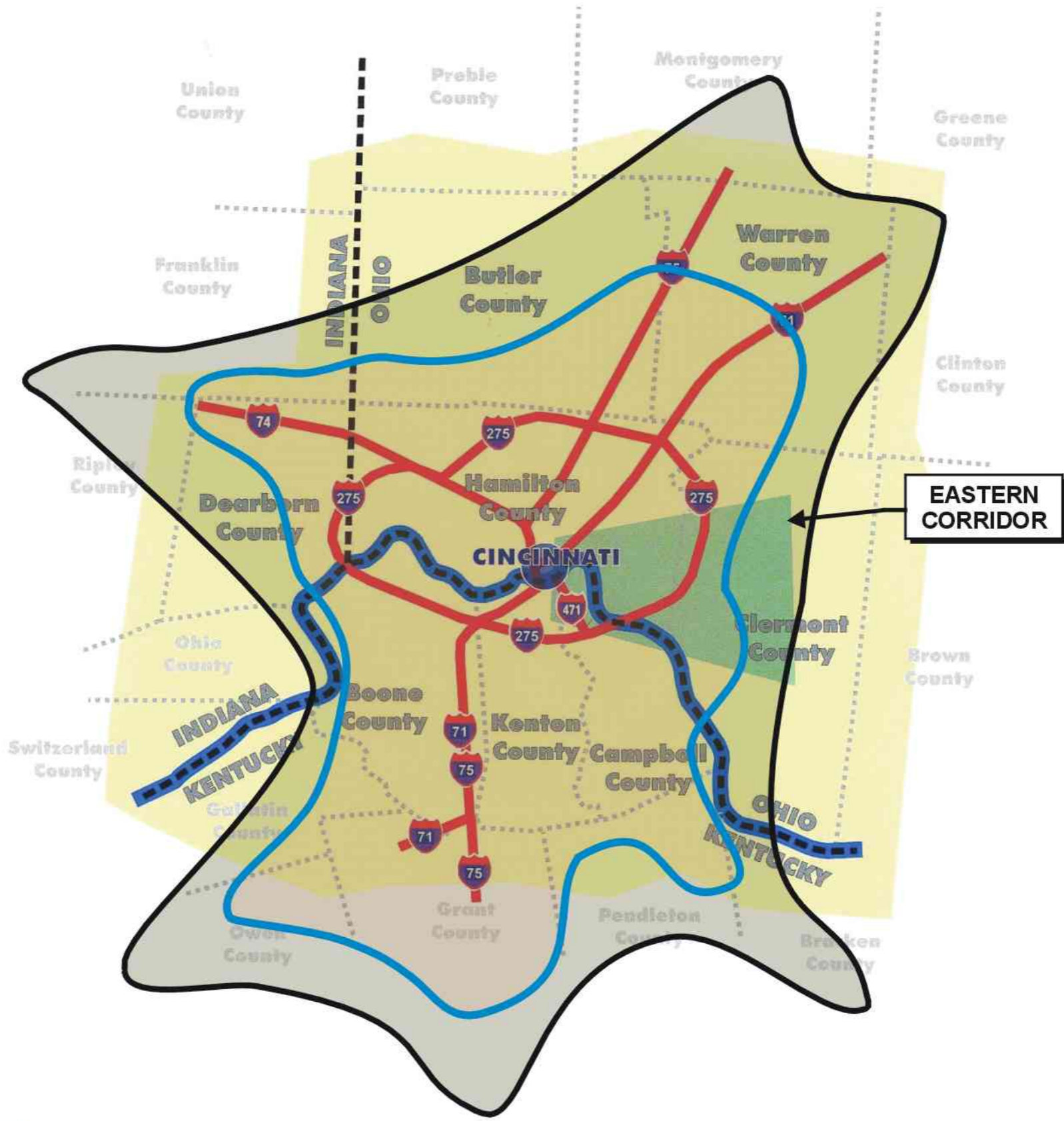
Scale:
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Eastern Corridor Multi-Modal Projects



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- = State Line
- = County Line
- = Interstate Highway
- = OKI Region
- = Approximate 45 Minute Peak Hour Commute to Cincinnati Business District
- = Approximate 45 Minute Off-Peak Hour Commute to Cincinnati Business District

Figure 2.7: Current 45-Minute Commute
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North
 Scale:
 Not to Scale

Eastern Corridor Multi-Modal Projects

Key Facts

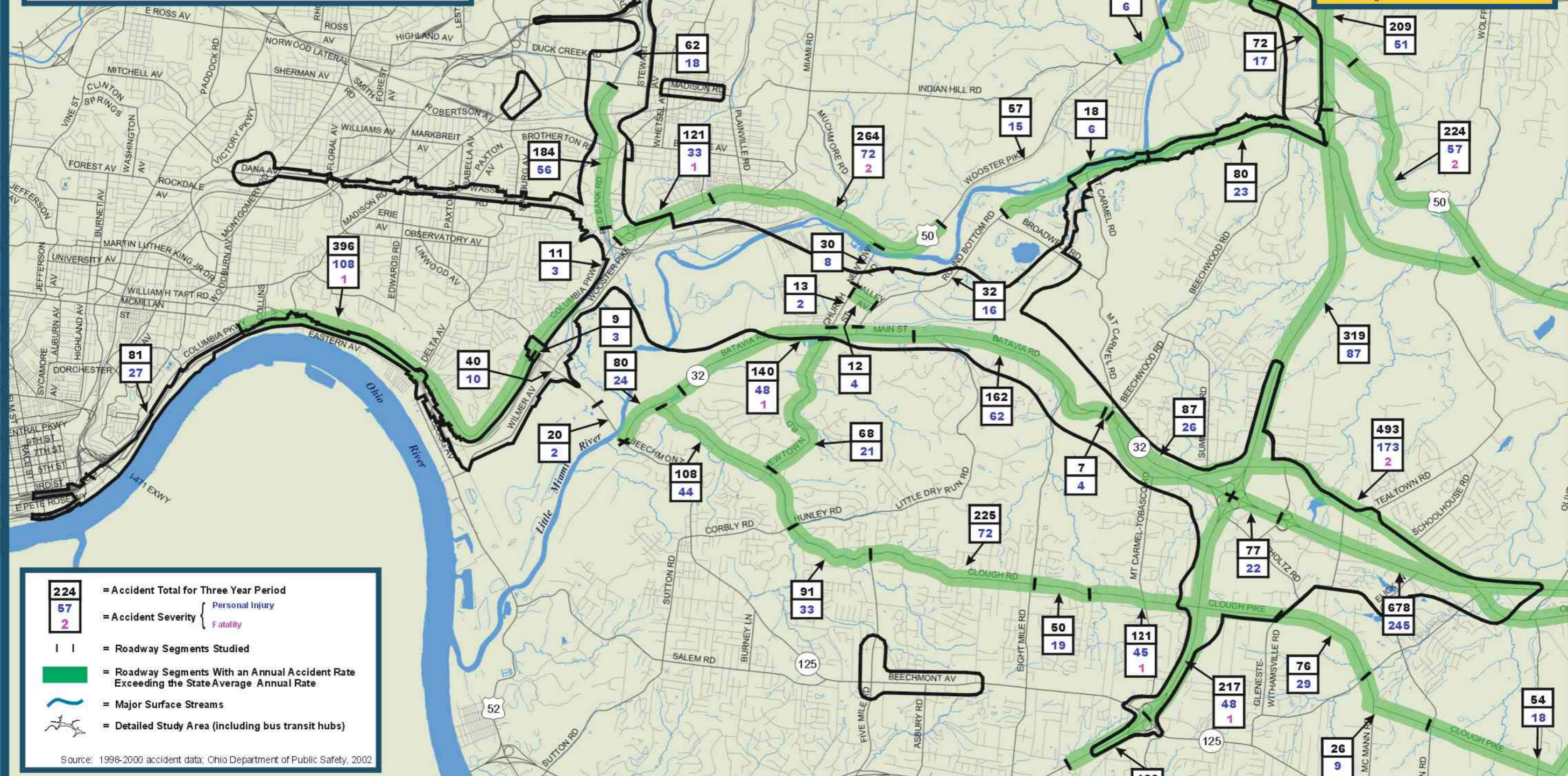
Of the 85 miles of major roadways in the Eastern Corridor area analyzed for recent accident experience, 71 miles, or about 84%, have an accident rate exceeding the statewide average accident rate for similar roads.

Of the 5,790 accidents represented on this map:

- over half occurred on US 50 and SR 32 (and almost 20% on I-275);
- over 30% involved personal injuries;
- Fourteen accidents involved fatalities;
- 80% occurred Monday through Friday; and
- over 40% occurred during the morning and afternoon rush hours.



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- 224** = Accident Total for Three Year Period
- 57** = Accident Severity { Personal Injury
- 2** = Fatality
- | |** = Roadway Segments Studied
- Green Line** = Roadway Segments With an Annual Accident Rate Exceeding the State Average Annual Rate
- Blue Line** = Major Surface Streams
- Black Outline** = Detailed Study Area (including bus transit hubs)

Source: 1998-2000 accident data; Ohio Department of Public Safety, 2002

Figure 2.8: Accidents - Major Roadway Segments (1998-2000)

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0 1500 3000

EASTERN CORRIDOR INTERSECTIONS
WITH HIGHEST NUMBER OF
ACCIDENTS 1998 THROUGH 2000

RANK #	INTERSECTIONS	THREE YEAR ACCIDENT TOTALS (1998, 1999 & 2000)
1	SR 32 and Eastgate Boulevard	96
2	I-275 and SR 125 Interchange	88
3	SR 32 and Gleneste-Withamsville Road	85
4	I-275 and SR 28 Interchange	75
5	SR 32 and Elick Lane	62
6	Clough Pike and Wolfangel Road	61
7	Redbank Road and Madison Road	54
8	US 50 and Delta Avenue	46
9	I-275 and SR 32 Interchange	40
10	US 50 and Walton Creek	39
11	Clough Pike and Five Mile Road	32
12	Redbank Road and Duck Creek Road	30
13	Old SR 74 and Amelia-Olive Branch Road	25
13	Redbank Road and Brotherton Road	25
14	I-71 and Redbank Road Interchange	20
14	SR 32 and Eight Mile Road	20
14	SR 32 and Newberry Drive	20
15	US 50 and Stanley Avenue	19
15	US 50 and Hoge Street	19
16	Clough Pike and Gleneste-Withamsville Road	18
16	SR 32 and Bells Lane	18
17	SR 32 and Round Bottom Road	17
18	Clough Pike and Eight Mile Road	16
19	Clough Pike and Wuebold Lane	15
19	I-275 and US 50 Bypass Interchange	15
19	Old SR 74 and Eastgate Boulevard	15
19	SR 32 and Mount Carmel-Tobasco Road	15
19	US 50 and Wolfpen Road	15
TOTAL = 1000		

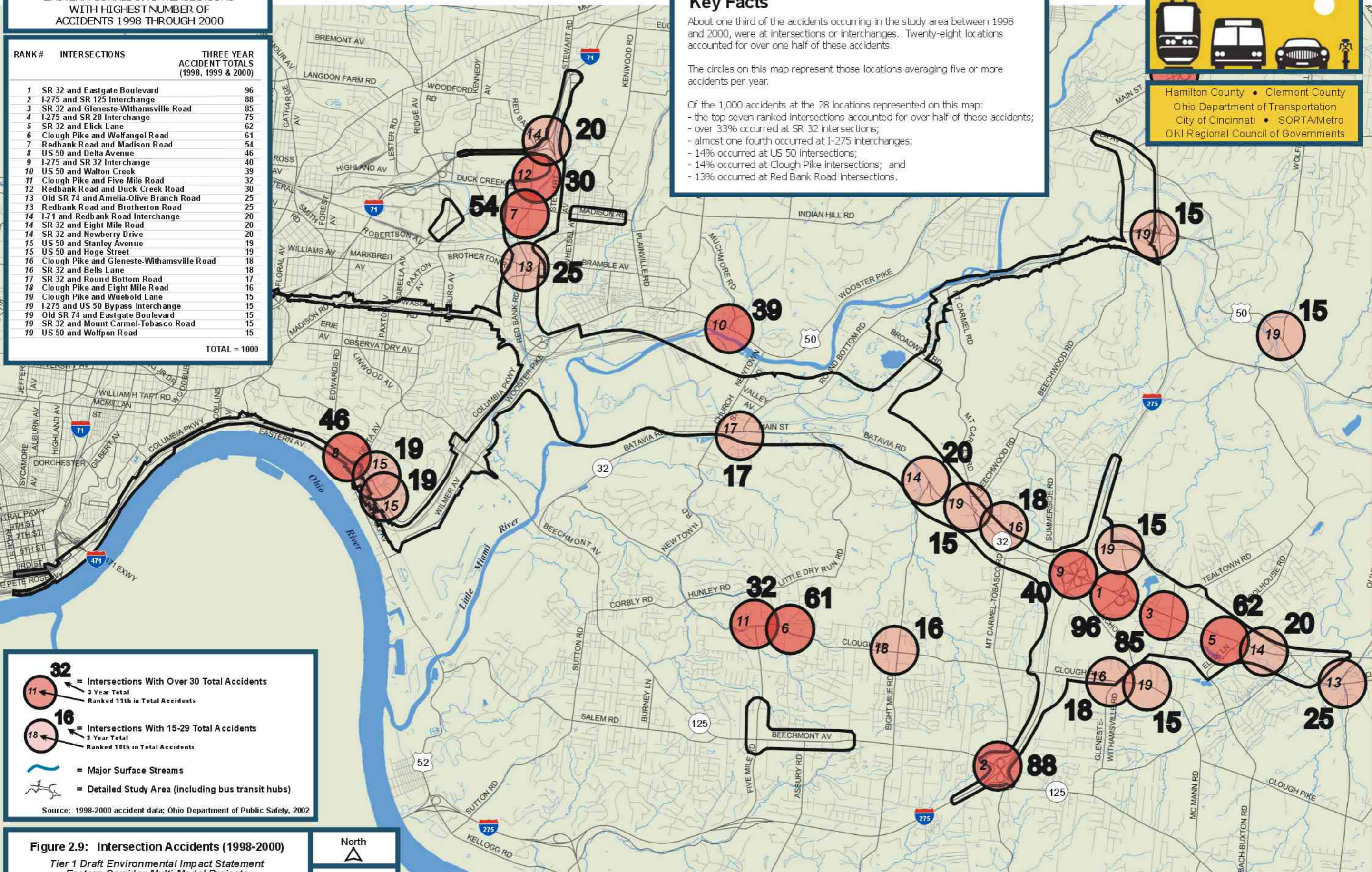
Key Facts

About one third of the accidents occurring in the study area between 1998 and 2000, were at intersections or interchanges. Twenty-eight locations accounted for over one half of these accidents.

The circles on this map represent those locations averaging five or more accidents per year.

- Of the 1,000 accidents at the 28 locations represented on this map:
- the top seven ranked intersections accounted for over half of these accidents;
 - over 33% occurred at SR 32 intersections;
 - almost one fourth occurred at I-275 interchanges;
 - 14% occurred at US 50 intersections;
 - 14% occurred at Clough Pike intersections; and
 - 13% occurred at Red Bank Road intersections.

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32 = Intersections With Over 30 Total Accidents
3 Year Total
Ranked 11th in Total Accidents

16 = Intersections With 15-29 Total Accidents
3 Year Total
Ranked 18th in Total Accidents

= Major Surface Streams

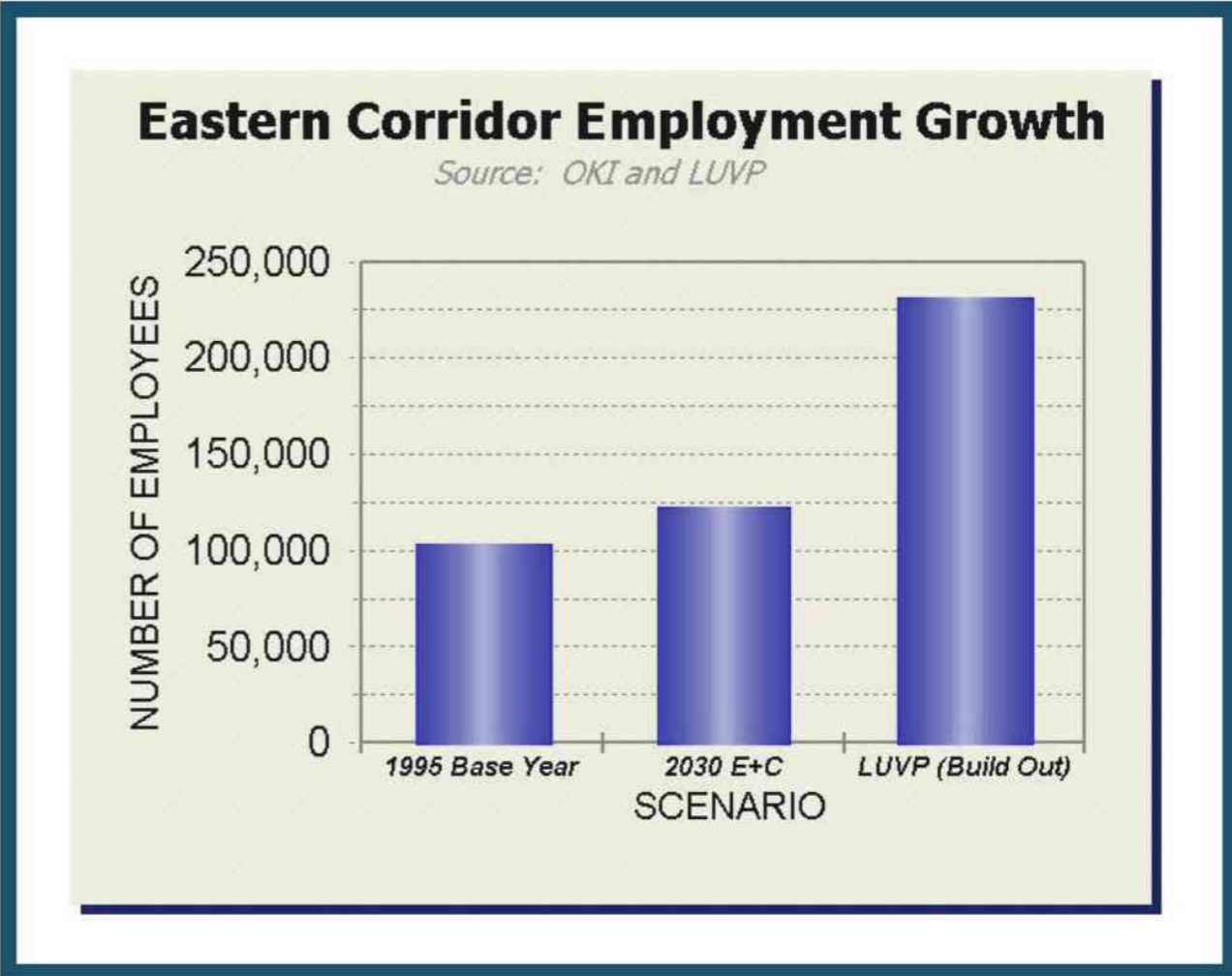
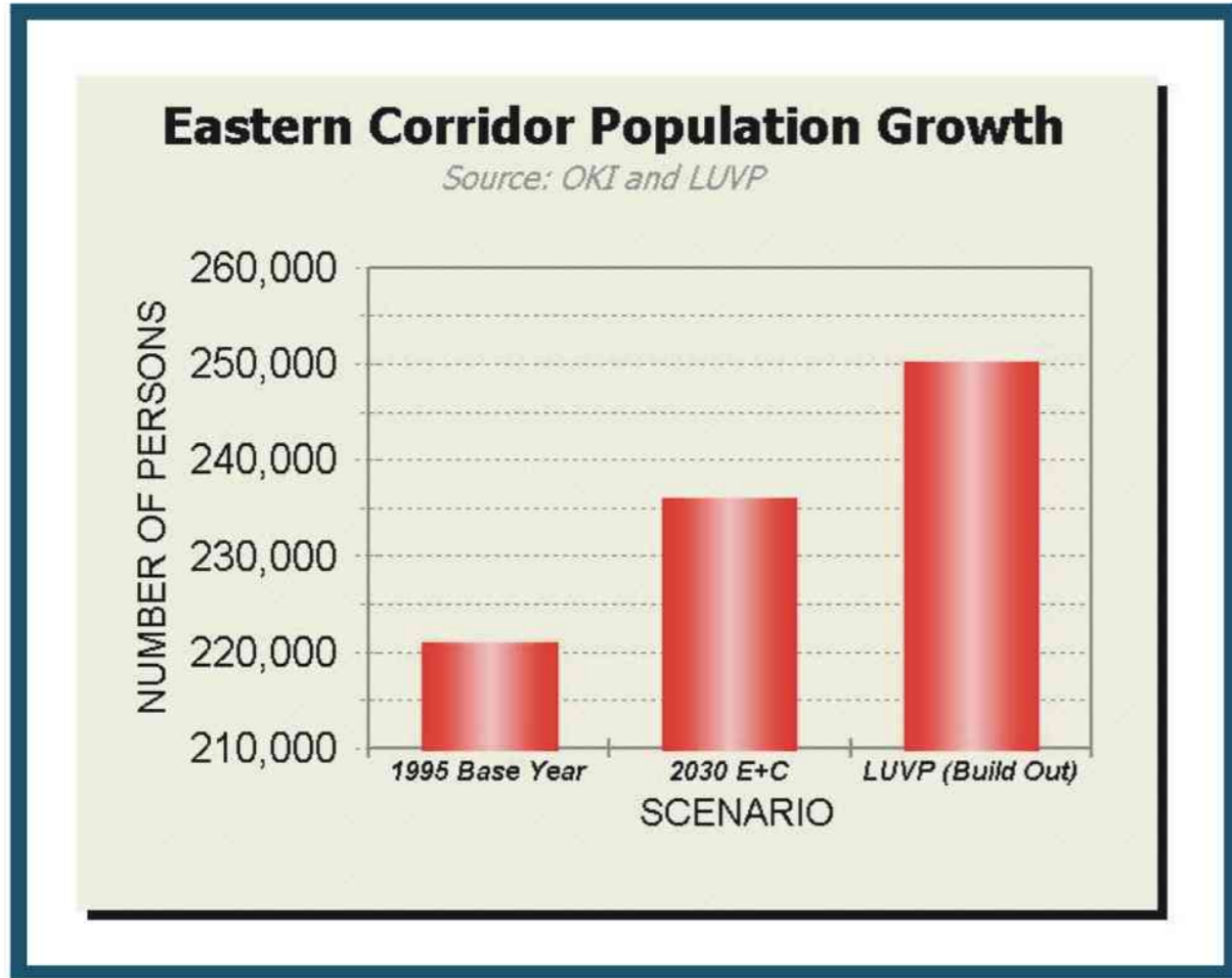
= Detailed Study Area (including bus transit hubs)

Source: 1998-2000 accident data; Ohio Department of Public Safety, 2002

Figure 2.9: Intersection Accidents (1998-2000)
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North

Scale:
0 1500 3000



These charts show projected population and employment growth in the Eastern Corridor area under two sets of conditions compared (using 1995 as the base year):

- a) 2030 as the projected year (coinciding with the Regional Travel Demand Model projected year), and
- b) an unspecified future year representing the full "Build Out" condition following the Land Use Vision Plan scenario.

Figure 2.10: Population and Employment Growth Trends

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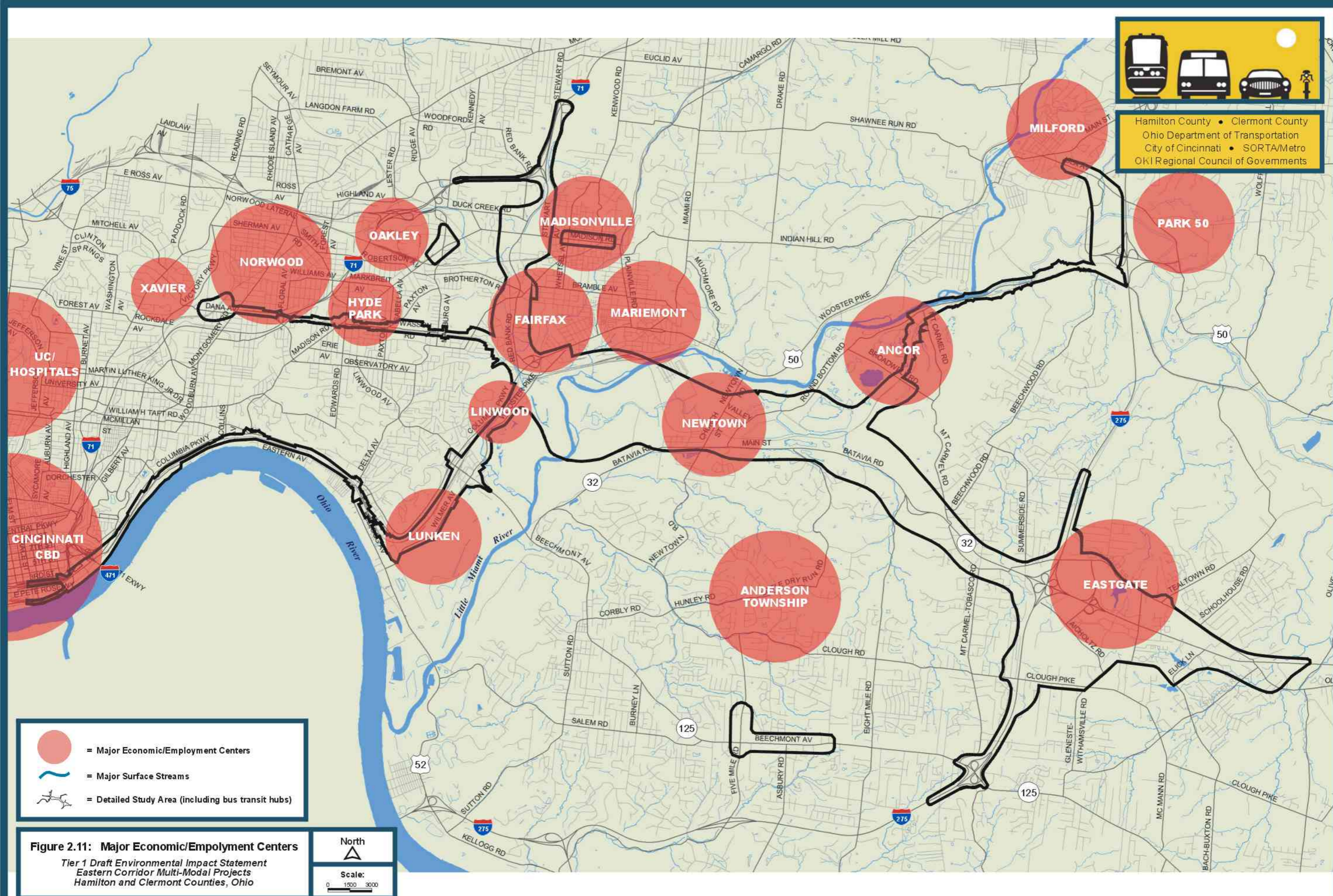


Figure 2.11: Major Economic/Employment Centers
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 Hamilton and Clermont Counties, Ohio

Eastern Corridor Multi-Modal Projects

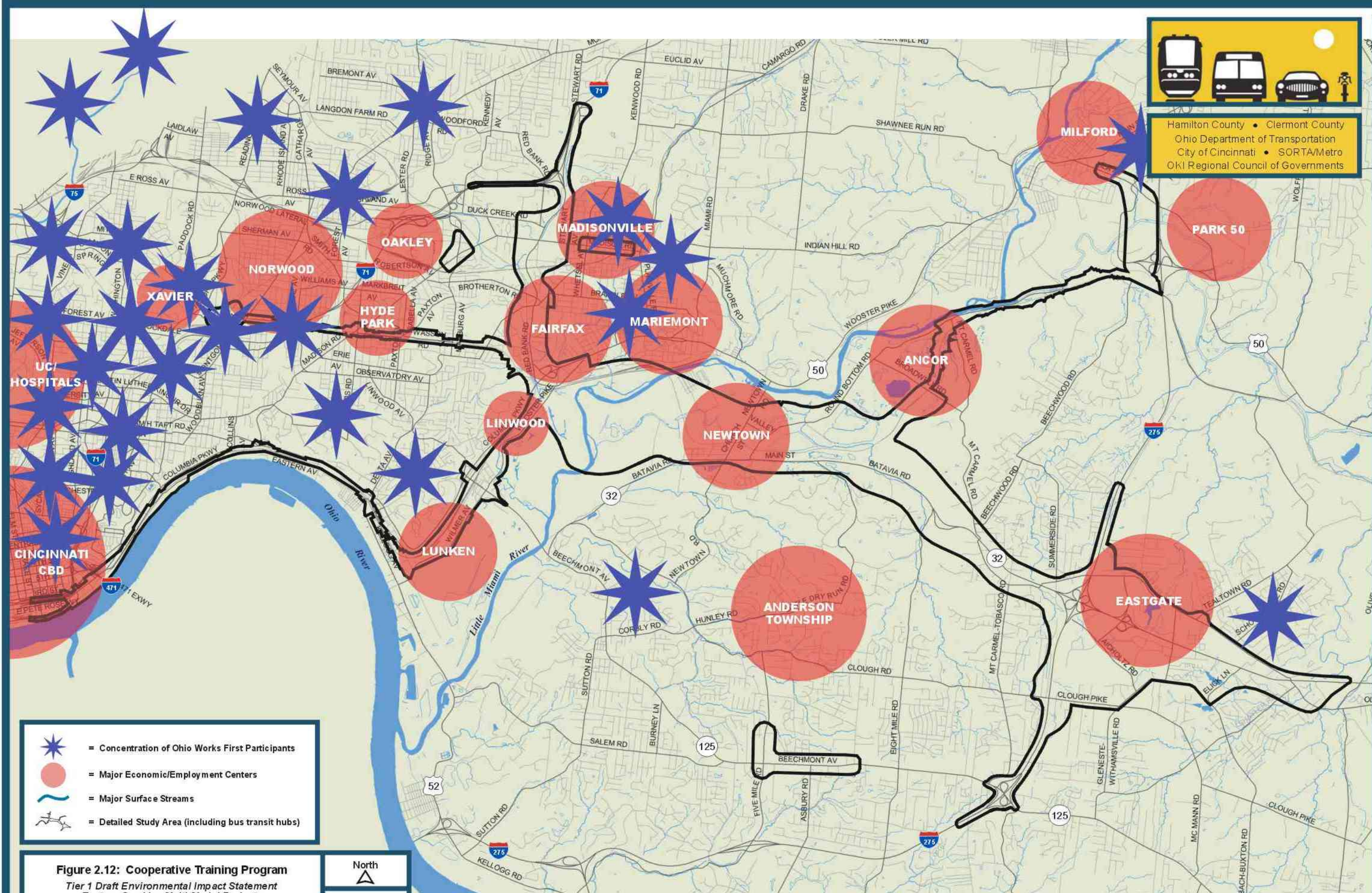


Figure 2.12: Cooperative Training Program
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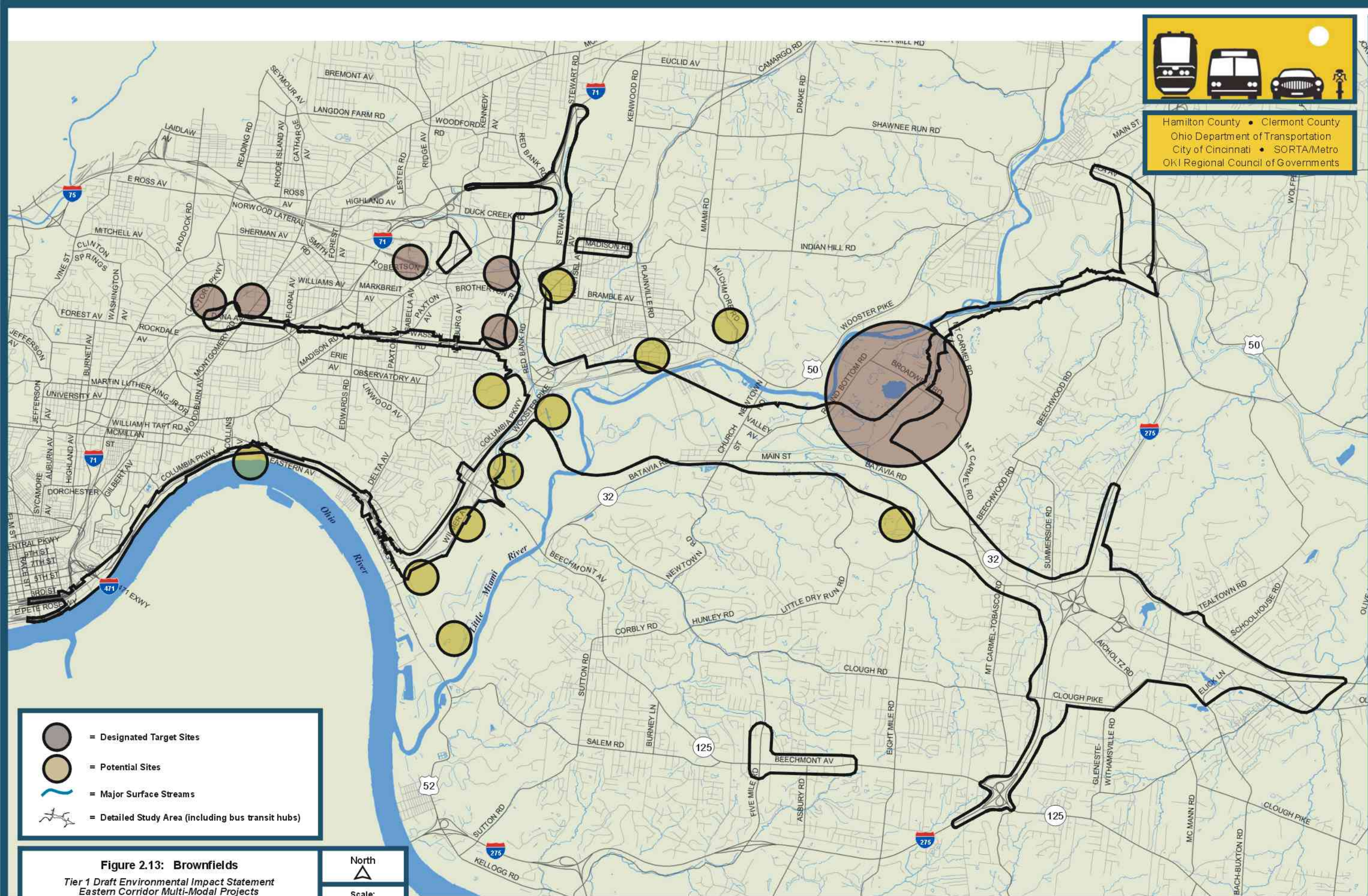
North

Scale:
 0 1500 3000

Eastern Corridor Multi-Modal Projects


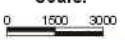


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-  = Designated Target Sites
-  = Potential Sites
-  = Major Surface Streams
-  = Detailed Study Area (including bus transit hubs)

Figure 2.13: Brownfields
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North

 Scale:


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