

2020

VISION FOR THE EASTERN CORRIDOR

**A Comprehensive Plan for
Improving Transportation in
the Cincinnati Metropolitan Area**

- 10** New or Extended
Bus Routes
- 4** New Highways
- 3** Bike Paths
- 1** Rail Transit System
- 7** Wider Highways
- 1** Busway
- 2** New or Improved
Highway Interchanges
- 2** Bus Routes with
Increased Frequency
- 5** New Park-and-Ride
Facilities
- 14** Intersections Improved with
Signals or Turn Lanes
- 7** Roads with ARTIMIS
Extensions or Improvements
- 3** Roads with Improved
Signal Timing

59 Investments in Public Mobility and Safety

September 1999

OKI *Ohio • Kentucky • Indiana*
Regional Council of Governments

URS Greiner Woodward Clyde
Bechtel Infrastructure
Balke Engineers

2020

VISION FOR THE EASTERN CORRIDOR

EXECUTIVE SUMMARY

Mission The Eastern Corridor Major Investment Study identifies long-term transportation improvements needed in the eastern sector of the Cincinnati metropolitan area that will provide the best balance of efficiency, effectiveness, cost, social and economic benefit, and compatibility with environmental and quality of life goals.

The Eastern Corridor Covering nearly two hundred square miles in parts of Hamilton and Clermont Counties in Ohio and parts of Campbell County in Kentucky, the study area extends east from the Cincinnati Business District to Milford, Batavia, and Amelia and into northern Kentucky along I-275 and I-471.



SR 32 at Newtown Road.

Many of the roads in the Eastern Corridor are congested today. Problems will intensify as development continues. In the year 2020, population is expected to reach 196,000, compared to 161,000 in 1990, and employment is expected to total 87,000, compared to 66,000 in 1990. Increases in population and employment have already congested Corridor roadways. Without improvements to the transportation system, continued growth will increase delays, hinder economic vitality, and degrade the environment. To prevent those occurrences, the Task Force adopted four goals to guide its planning efforts.

Four Goals

1. Identify an Effective and Comprehensive Solution for the Transportation Problem The solution must possess a broad range of characteristics that make it responsive and implementable.

2. Provide Support and Sustenance to the Regional Economy The solution must enhance the economy by structure and service, and provide for the efficient movement of the labor force as well as goods and services.

3. Implement Transportation Improvements that are Consistent with Larger Regional Environmental Goals The solution must enhance, rather than degrade, the rich mix of natural and man-made environmental features in the study area, and provide support for the larger environmental goals of the region.

4. Consider Land Use Issues in Structuring the Transportation Solution The solution must acknowledge transportation/land use relationships in assessing benefits, impacts and outcomes.

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Recommended Plan

- ✓ Projects recommended for funding.
- ✖ Funds already committed.

HIGHWAY IMPROVEMENTS Preserve and expand capacity of the roadway network. Projected capital costs: \$266,000,000.

New Highways

- ✖ H1 Eastgate Parkway between I-275 and SR 32
- H2 Eastgate Boulevard extension from Clough Pike to SR 125
- H3 Ancor Connector between SR 32 and Broadwell Road
- ✓ H4 Relocated SR 32 between Eight Mile Road and US 50 with a new Little Miami River crossing at Red Bank Road

Highway Widening/Lane Additions

- H5 I-275 between US 52 and Five Mile Road
- H6 SR 32 east between I-275 and Eastgate Boulevard
- ✓ H7 Red Bank Road between Erie Avenue and US 50
- ✓ H8 Newtown Road between US 50 and relocated SR 32 (including bridge)
- H9 SR 126 between US 50 and Shawnee Run Road
- H10 US 50 between Wolfpen-Pleasant Hill and Round Bottom Roads
- H11 Eastern Avenue at the rail overpass

New or Improved Interchanges

- ✖ H12 Clough Pike interchange at I-275
- H13 Wilmer/Wooster/Beechmont Levee interchange improvements

Detailed Study

- ✓ H14 I-471 bridge expansion (and I-471 between I-275 in Kentucky and Reading Road in Ohio)

Plan improvements call for widening portions of seven Corridor highways (above). Transportation System Management optimizes performance of existing facilities. From the ARTIMIS control center (right), motorists can be warned about congestion, danger, or delays by broadcasting alerts on car radios or printing them on highway message boards.



TRANSPORTATION SYSTEM MANAGEMENT Optimize performance of existing roadway and bus transit investments; expand pedestrian and bicycle facilities. Projected capital costs: \$63,000,000.

Increase frequency of existing bus service

- ✓ Along US 50 and SR 125

Improve signal timing/coordination

- ✓ Hardwire interconnect signals along Clough Pike, SR 125, and SR 32

Expand ARTIMIS Advanced Regional Traffic Interactive Management and Information System involves the application of advanced technologies for managing traffic and incidents for the purpose of improving mobility, safety, and air quality.

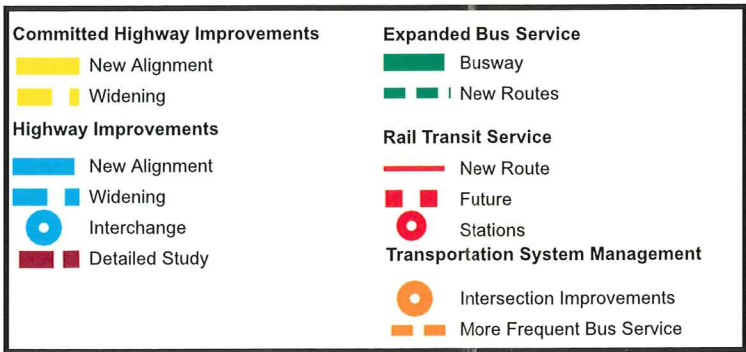
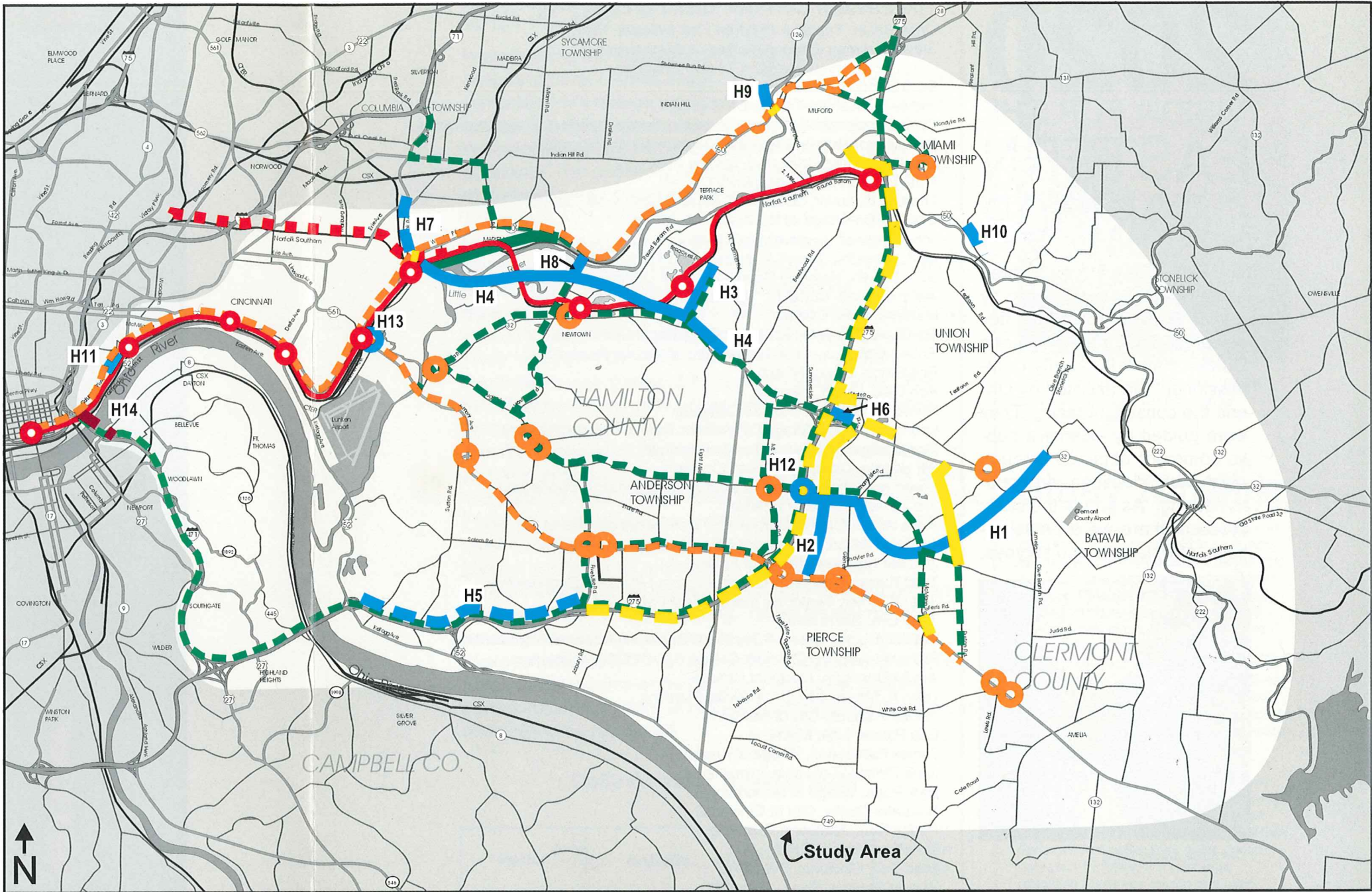
- ✓ Along I-275 between US 52 and SR 28
- ✓ Along Columbia Parkway between the CBD and Red Bank Road
- ✓ Along SR 32 between Mt. Carmel Road and Shayler Road/Old SR 74
- ✓ Along SR 125 between Cherry Grove Shopping Center and McMann Road
- ✓ Along Red Bank Road between US 50 and I-71
- ✓ Install ramp meters at entrance ramps along I-471 and I-275 between Memorial Parkway and SR 28, inclusive
- ✓ Add fiber optic to ARTIMIS along I-471 and I-275 between I-471 and US 52

Intersection improvements Improved signals and added turn lanes will reduce congestion at the following locations:

- ✓ Five Mile Road at SR 125
- ✓ Forest Road at SR 125
- ✓ Clough Pike at Hunley Road/Corbly Road
- ✓ Clough Pike at Goldengate Drive/Berkshire Road
- ✓ Round Bottom Road at existing SR 32
- ✓ Amelia-Olive Branch Road at SR 125
- ✓ Glen Este-Withamsville Road at SR 125
- ✓ Lewis Road at SR 125
- ✓ Nine Mile Road at SR 125
- ✓ Old State Route 74 at SR 32
- ✓ Bypass 50 at US 50
- ✓ Clough Pike at Mt. Carmel-Tobasco Road
- ✓ Clough Pike at SR 32
- ✓ Corbly Road/Sutton Road at SR 125

Install park-and-ride facilities Transit access for private vehicles

- ✓ Near I-275 and SR 28
- ✓ Near I-275 and SR 125
- ✓ Near SR 125 and Bach-Buxton Road
- ✓ Near US 50 and Newtown Road
- ✓ Near I-275 and Five Mile Road



**Eastern Corridor
Political Jurisdictions**
Clermont County
Amelia / Batavia / Milford / Batavia
Township / Miami Township / Pierce
Township / Stonelick Township* / Union
Township

Hamilton County
Cincinnati / Fairfax / Indian Hill* /
Mariemont / Newtown / Terrace Park /
Anderson Township /
Columbia Township

Campbell County
Bellevue / Dayton / Fort Thomas /
Highland Heights / Newport /
Southgate* / Wilder* / Woodlawn
(*Very small part within the corridor)

Bike Paths

- ✓ Little Miami Scenic Trail (Extend existing path between Milford and Cincinnati)
- ✓ Little Miami Scenic Trail (North Loop)
- ✓ Erie Avenue/Little Miami Scenic Trail Connector

Bike lanes and pedestrian facilities Encourage local governments and transit agencies to increase the safety and convenience of bicycling and walking, by providing:

- ✓ Wide outside lanes, bike lanes, paved shoulders, and sidewalks, as part of new roadway or upgrade projects
- ✓ Bicycle and pedestrian connections to park-and-ride lots, transit stations, bus stops
- ✓ Bike racks at transit stations, park-and-ride lots, and bus stops
- ✓ Bike racks on buses

EXPANDED BUS SERVICE Extend new routes in developed areas; build a busway. Projected capital costs: \$70,000,000.

New and extended bus routes

- ✓ Along SR 32 between the Beechmont Levee and the Eastgate area
- ✓ Along I-471 and I-275 between downtown Cincinnati and Milford
- ✓ Between the Red Bank Road/I-71 interchange and the Five Mile Road/I-275 interchange along Red Bank Road, Madison Road, Plainville Road, US 50, Newtown Road, Clough Pike, and Five Mile Road
- ✓ Along SR 28 east of Milford to I-275
- ✓ Between the Five Mile Road/SR 125 intersection and Eastgate Mall along SR 125, Mt. Carmel-Tobasco Road, and SR 32
- ✓ Along Clough Pike and McMann Road between the Beechmont Levee and SR 125
- ✓ Along Bypass 50 between I-275 and TechneCenter
- ✓ Along the recommended new connector between SR 32 and the Ancor employment center
- ✓ Along Bach-Buxton Road
- ✓ Along US 50 from Milford to TechneCenter

Busway

Bypass US 50 in Mariemont and Fairfax

Rail transit could use existing right of way (right) near Newtown Road.



RAIL TRANSIT Establish new east-west transit service on existing and upgraded railroad lines that connect major job centers. Provide access to downtown Cincinnati jobs and attractions and to the airport and other sites along the proposed I-71 light rail system by connecting with the proposed Fort Washington Way intermodal transit center. Use vehicles with new self-propelled technology that have low floors and provide easy access/storage for bicycles, strollers, and wheelchairs. Projected capital costs: \$231,000,000.

- ✓ Multiple diesel units from downtown Cincinnati to I-275
- ✓ Nine stations served by bus and accessed by pedestrian and bicycle facilities (two stations with park-and-ride lots)
- ✓ Preserve right-of-way along



existing rail line between the Xavier area and Fairfax, including the line along Wasson Avenue, for future use

Benefits

Implementing the Recommended Plan will reduce congestion that causes delays on Corridor roadways. Less congestion will reduce vehicle emissions and improve air quality. The Plan's recommendation for widening roads, improving signalization, and expanding ARTIMIS will reduce accidents. The economy will benefit as commercial traffic experiences less congestion and delay.

The Plan's recommendations for expanding transit means many Corridor residents will no longer have to depend exclusively on automobiles for transportation. Those who do not have an automobile – youths, older adults, the economically disadvantaged – will have a viable alternative to auto travel. There will be better access to jobs within the study area, as well as improved access for Corridor residents to jobs throughout the metropolitan area. Rail transit stations may promote development that reduces urban sprawl and related traffic problems.

The Recommended Plan was developed with sensitivity to environmental issues. The impacts of Relocated SR 32 as it crosses the Little Miami River will be mitigated by the Task Force adoption of several protective measures: the span must clear the water; nearby development must be limited; greenspace must be maintained. Environmental considerations will be addressed in more detail during an additional study of that crossing. Other environmental issues will be addressed as part of a study of proposed improvements to I-471, including the bridge over the Ohio River. Many recommended projects will follow existing transportation corridors to reduce environmental impacts, as exemplified by rail transit.

Daily Corridor Travel in 2020

<i>Factor</i>	<i>No Build</i>	<i>Recommended Plan</i>	<i>Percent Change</i>
Vehicle Miles of Travel	6,329,000	5,959,000	-5.8
Vehicle Miles of Travel: Peak Hours	2,139,000	2,065,000	-3.5
Hours of Delay	40,700	14,590	-64.2
Transit Ridership	9,180	18,000	96.1



The Plan improves auto and transit access to jobs at Technecenter near US 50, east of I-275.

Study Timeline

1996 Task Force convened to oversee the study●Public Meetings held to seek input on the transportation problem, issues and concerns, and identification of possible solutions●“Universe” of 24 alternatives defined, each representing a different transportation mode or mode-alignment combination ●Task Force considered public input and key factors to reduce the 24 alternatives to 12●The 12 alternatives were reconfigured into seven plans and then into five **1997** Analysis conducted on the five plans, each with a dominant mode: Highways, Expanded Bus Service, Busways, Commuter Rail, and Light Rail **1998** A preliminary plan developed with four categories of improvement: highway, rail transit, expanded bus service, and transportation system improvements●Task Force made modifications to the preliminary plan, including environmental mitigation measures for the proposed Relocated SR32 crossing of the Little Miami River●Public Meetings held to obtain public input on the Recommended Plan●Task Force considered public input and agreed on a Recommended Plan for the OKI Policy Board's approval●OKI's Policy Board acted on the Recommended Plan and set the stage for its final public review **1999** Recommended Plan subjected to Public Hearing●Task Force considered comments from the Public Hearing and reaffirmed the Recommended Plan

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The Plan evolved through three years of consensus-building by a Task Force of more than fifty stakeholders, chaired by John Dowlin, Hamilton County Commissioner, and assisted by OKI and the consultant team. They were guided by extensive public comment obtained through eight public meetings and a public hearing. As part of the study process, there were presentations, newsletters, and surveys.



The Little Miami River

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