

The Eastern Corridor

Development Team Meeting

November 16, 2011

R.G. Cribbet Recreation Center, Fairfax

7:00 to 9:00 PM

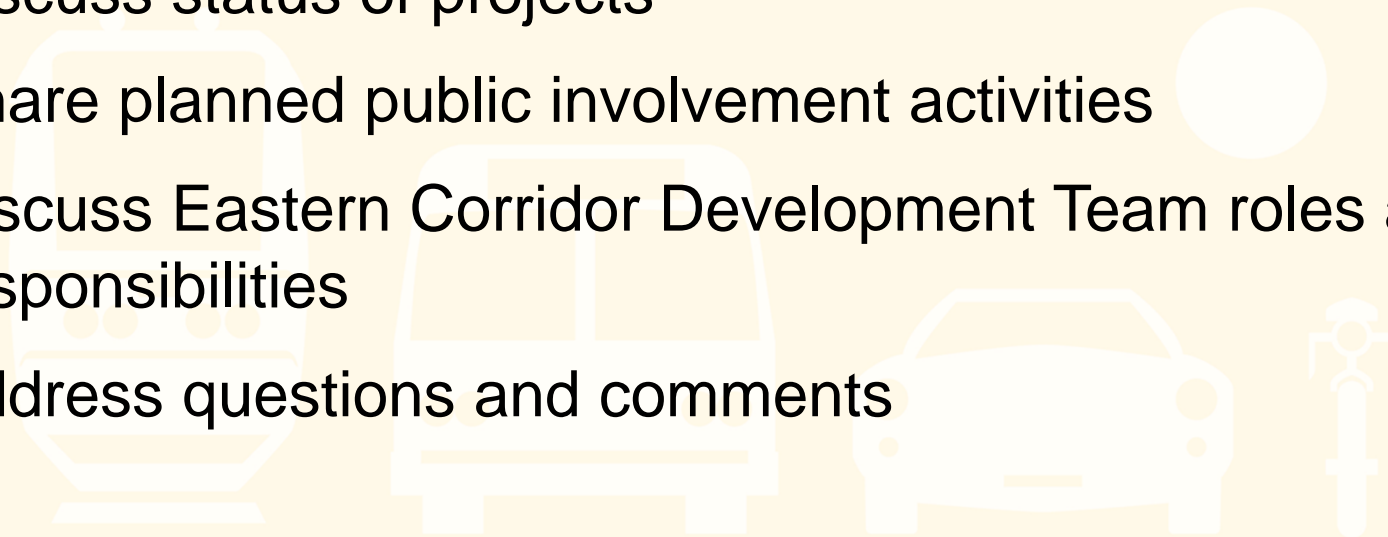
Implementation Partners

- Hamilton County Transportation Improvement District
- Clermont County Transportation Improvement District
- City of Cincinnati
- Ohio-Kentucky-Indiana Regional Council of Governments (OKI)
- Southwest Ohio Regional Transit Authority (SORTA)
- Ohio Department of Transportation (ODOT)

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

Purpose of Meeting

- Provide background on Eastern Corridor Program
- Review the ODOT Project Development Process
- Introduce the four Eastern Corridor projects
- Discuss purpose and need
- Discuss status of projects
- Share planned public involvement activities
- Discuss Eastern Corridor Development Team roles and responsibilities
- Address questions and comments



Eastern Corridor Program Overview

- **Purpose** – Implement a multi-modal transportation program that enhances the regional transportation network by improving travel and connections between central Cincinnati and communities extending east through Hamilton County and into western Clermont County.
- **Guiding Principles** as stated in 2000 Major Investment Study (MIS)
 - Identify effective, comprehensive solution
 - Provide support and sustenance to the regional economy
 - Implement improvements consistent with larger regional environmental goals
 - Consider existing and future land uses when structuring solution

Eastern Corridor Program Development

- **Comprehensive studies completed:**
 - Eastern Corridor Major Investment Study (MIS), 2000
 - Eastern Corridor Land Use Vision Plan, 2002
 - Tier 1 Draft Environmental Impact Statement (Tier 1 DEIS), 2004
 - Green Infrastructure Concept Master Plan, 2005
 - Tier 1 Final Environmental Impact Statement (Tier 1 FEIS), 2005
 - Tier 1 Record of Decision (ROD), 2006
 - Eastern Corridor Land Use Vision Plan, Green Infrastructure Plan & Jurisdictional Updates Report, 2009
- **Extensive public outreach and involvement**
- **Continuing coordination with resource agencies**

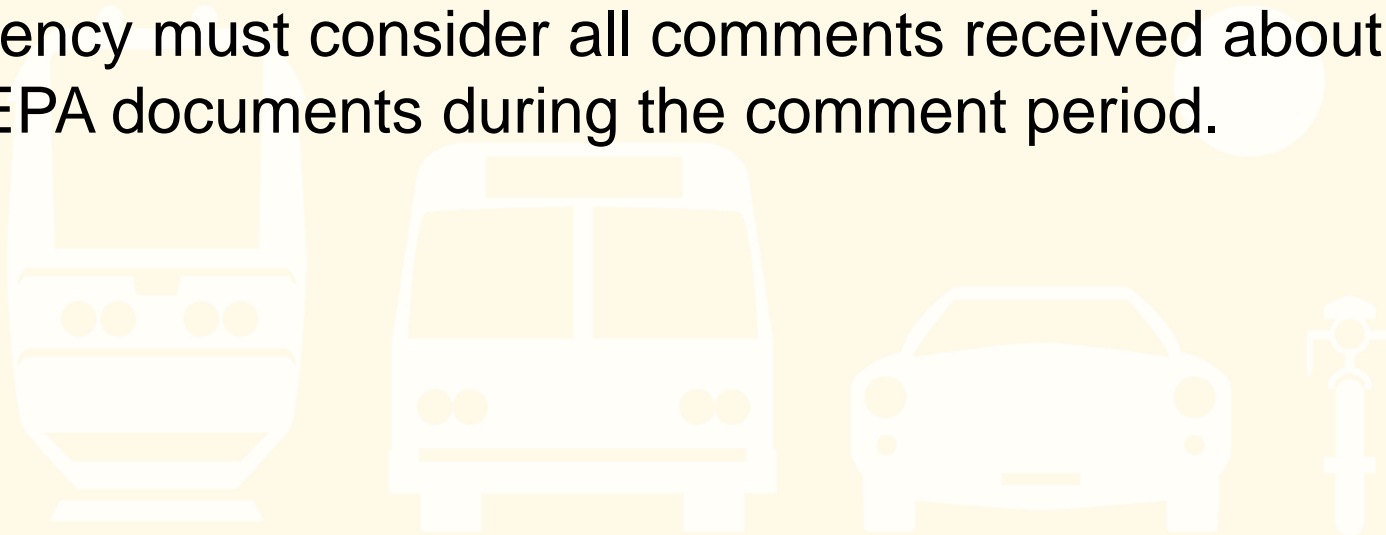
Program Development Process

- Projects requesting federal funding must follow the National Environmental Policy Act (NEPA) process
- Requires detailed assessment of potential impacts to natural and man-made environment
- Requires identification of measures to avoid or reduce negative impacts



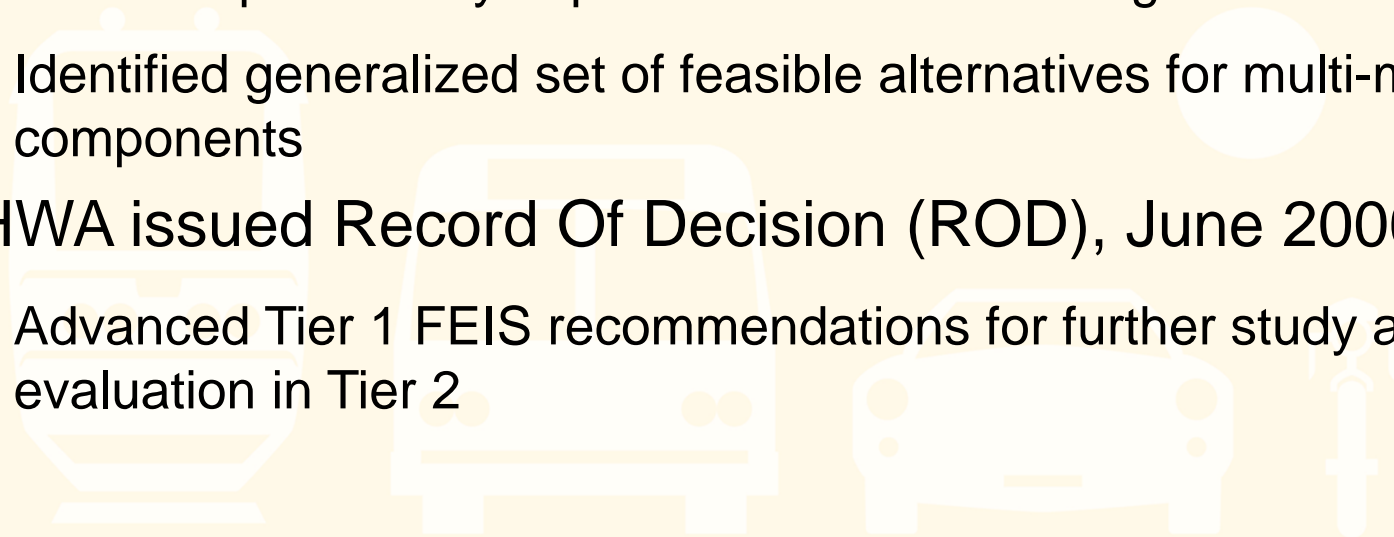
Public's Role in Process

- Provide input on issues to be addressed in planning documents
- Comment on the findings of NEPA documents
- Attend/participate in public meetings
- Submit comments directly to the lead agency. The lead agency must consider all comments received about NEPA documents during the comment period.



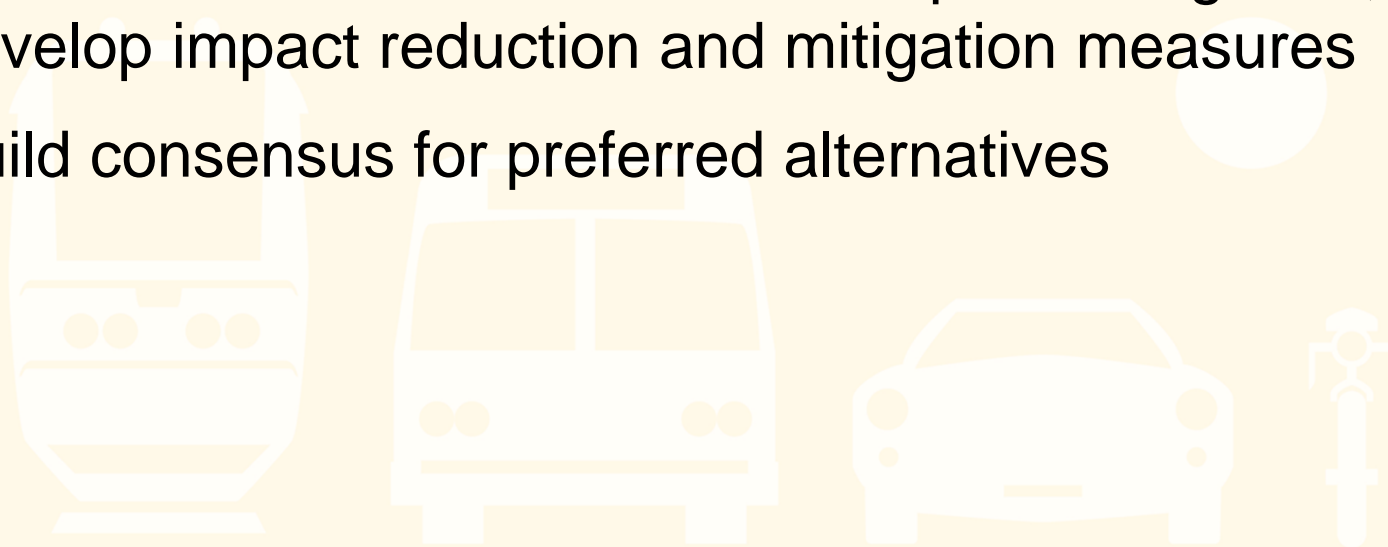
Tier 1 EIS Study

- Completed September 2005
 - Identified multi-modal transportation plan to be implemented consistent with the OKI Long-Range Plan for the region.
 - Identified environmental and other impact categories to be considered
 - Provided preliminary impact evaluation and mitigation measures
 - Identified generalized set of feasible alternatives for multi-modal components
- FHWA issued Record Of Decision (ROD), June 2006
 - Advanced Tier 1 FEIS recommendations for further study and evaluation in Tier 2



Tier 2 Study Purpose

- Conduct detailed evaluation and analysis, by mode and segment, for selection of preferred alternatives
- Refine, narrow down feasible alternatives
- Develop specific alignments
- Assess environmental and other impact categories; develop impact reduction and mitigation measures
- Build consensus for preferred alternatives

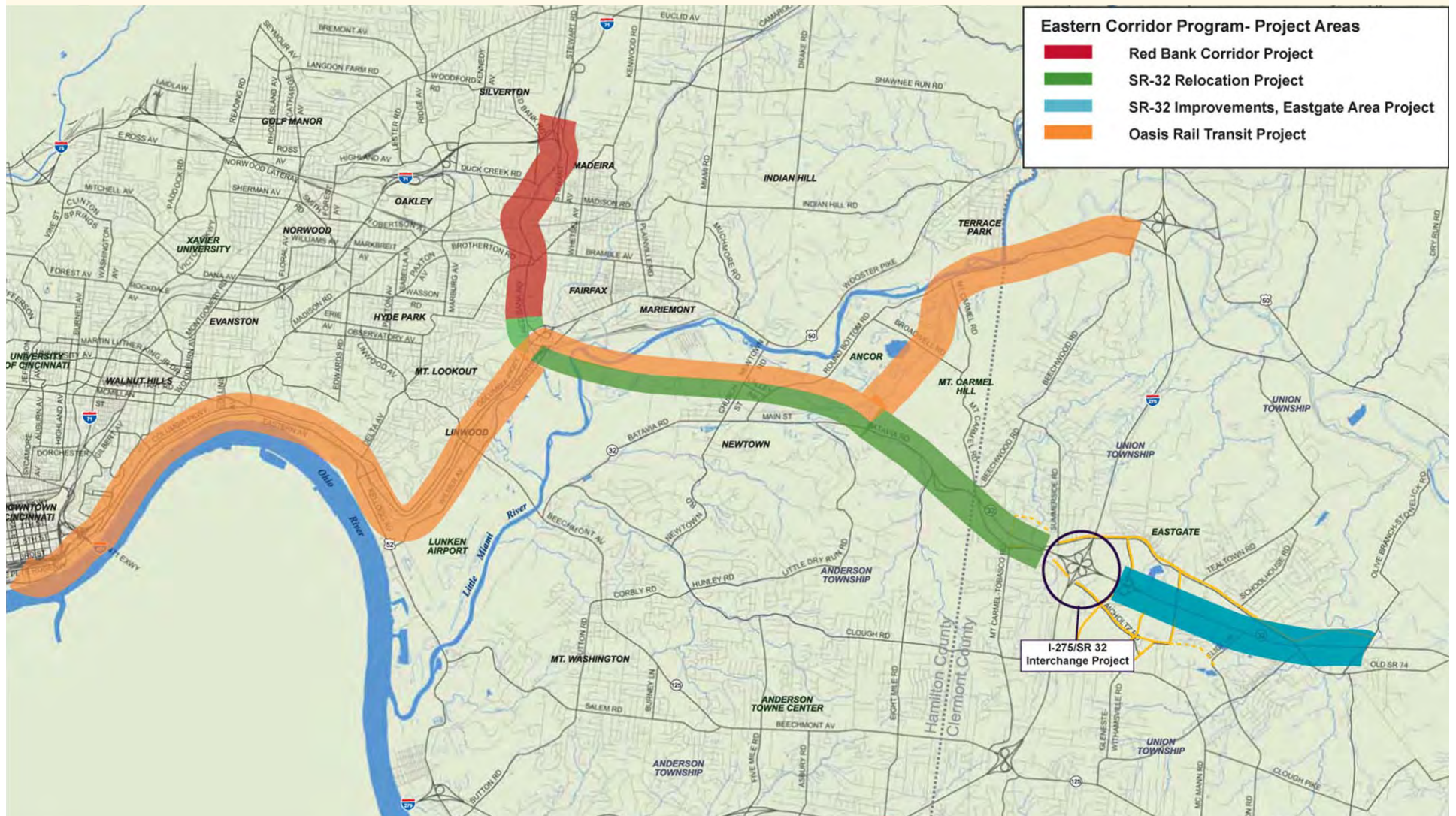


Eastern Corridor Projects

- Red Bank Corridor
- SR-32 Relocation
- SR-32 Improvements, Eastgate Area
- Oasis Rail Transit



Eastern Corridor Projects

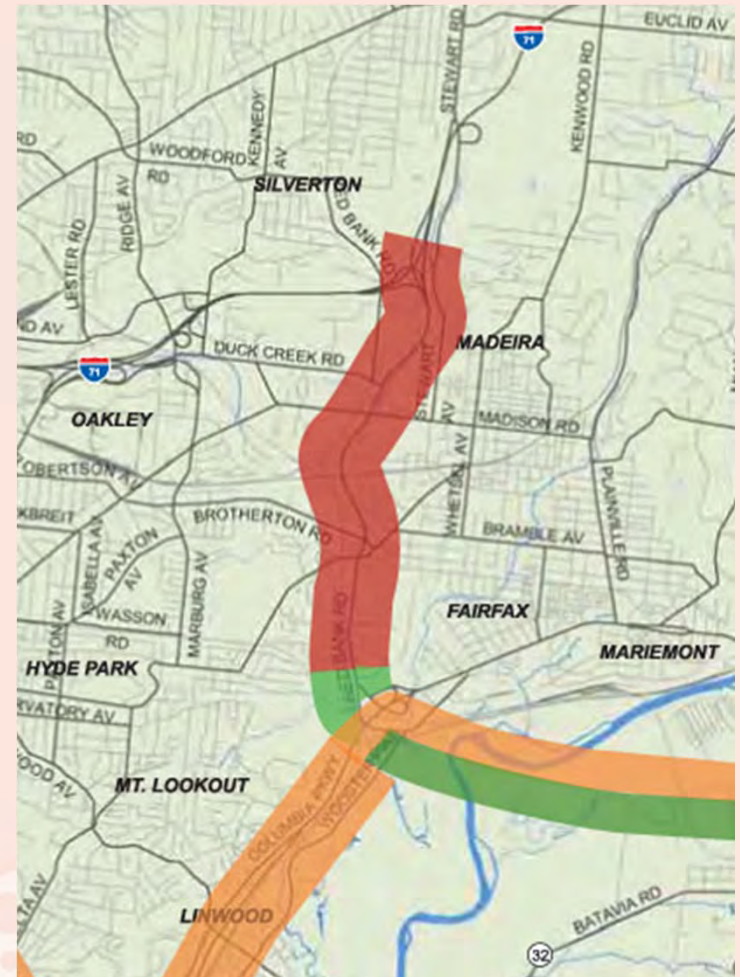


Red Bank Corridor Project

- **Project Team**
 - ODOT/Implementation Partners
 - URS Corporation
- **Project Purpose**

Create a balance of mobility and access through the Red Bank corridor to:

 - Better serve local communities, businesses and neighborhoods
 - Improve connections between US-50 and I-71



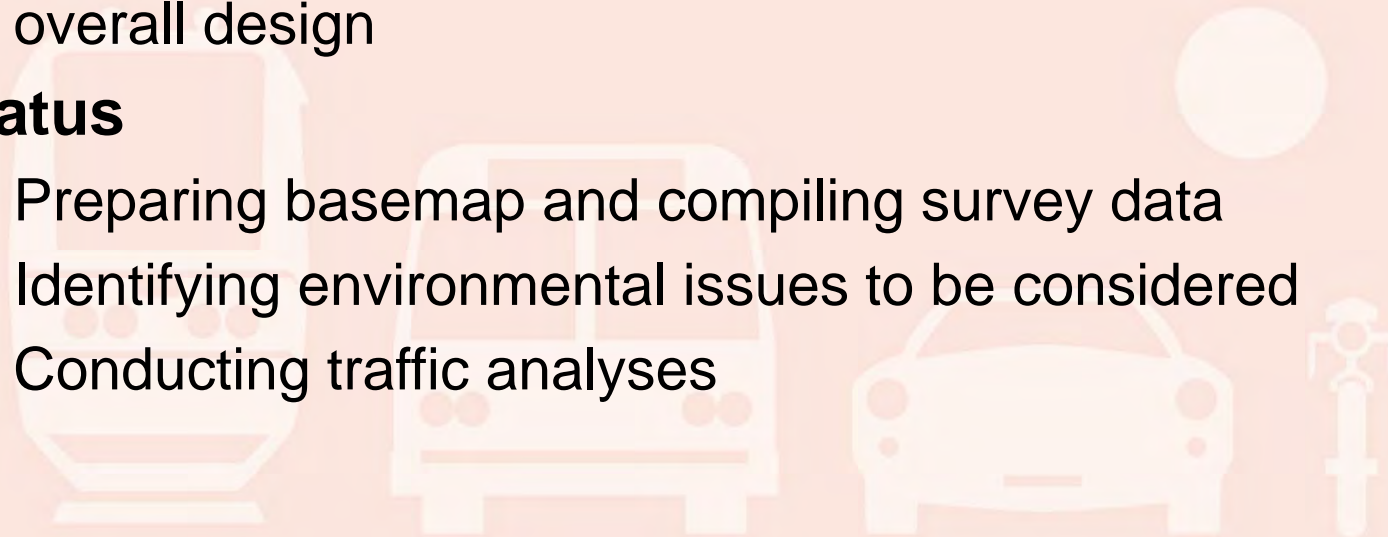
Red Bank Corridor Project

- **Project Elements**

- Improve the Red Bank transportation corridor to better support current and future traffic demand
- Coordinate intersection improvements with roadway design to improve accessibility, safety, and traffic efficiency
- Accommodate bicyclists and pedestrians as part of the overall design

- **Status**

- Preparing basemap and compiling survey data
- Identifying environmental issues to be considered
- Conducting traffic analyses



Red Bank Corridor Project

- **Next Steps**
 - Meet with local stakeholders
 - Continue studies
 - Develop project alternatives consistent with stated objectives and purpose identified in the ROD



SR-32 Relocation Project

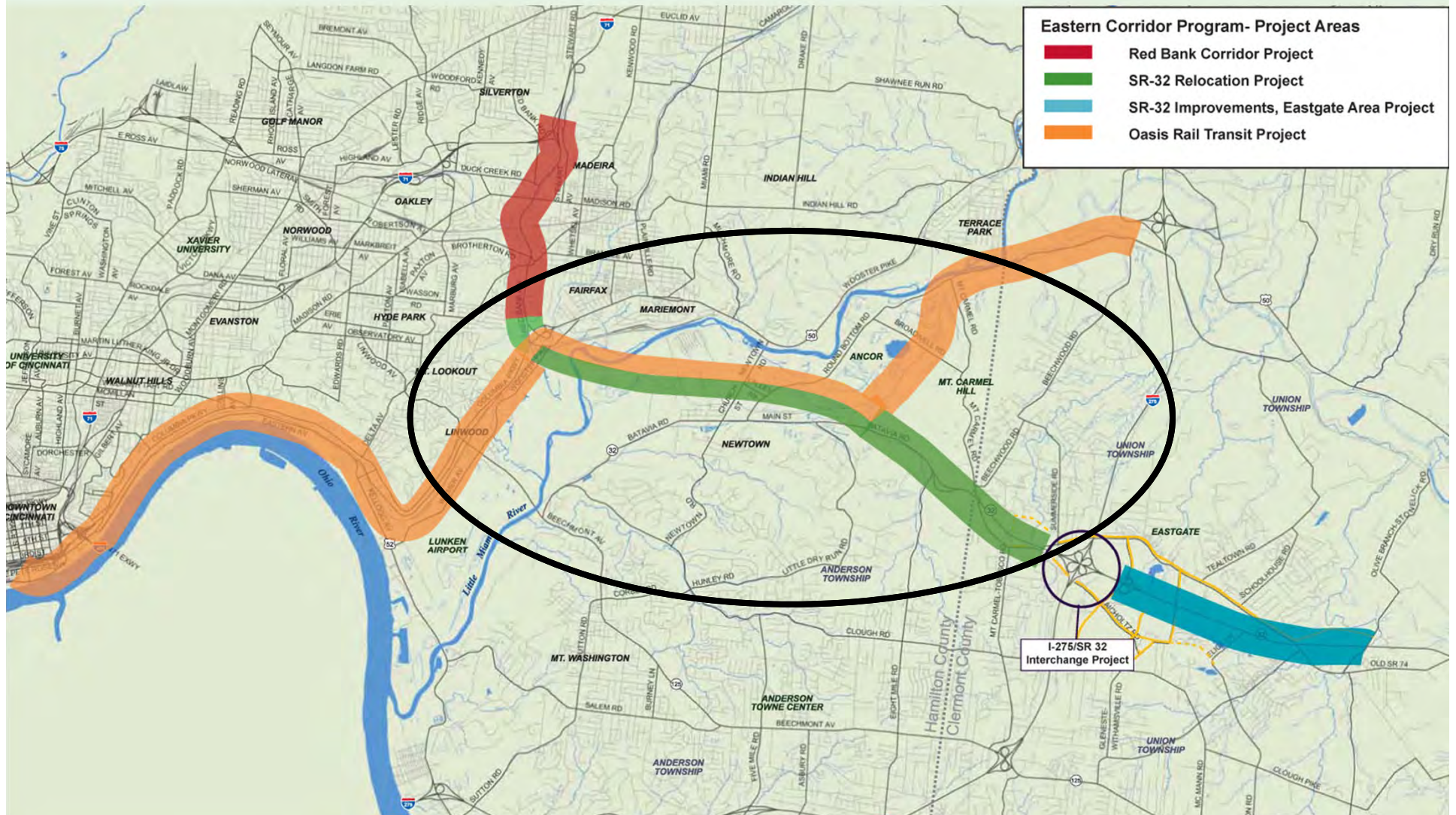
- **Project Team**

- ODOT/Implementation Partners
- Stantec

- **Project Purpose**

- Establish a multi-modal transportation corridor to include expanded bus service, new rail service and accommodations for bicyclists, pedestrians
- Expand capacity on improved alignment
- Consolidate entrances and exits to/from SR-32
- Establish new connection between SR-32, US-50 and Red Bank Road

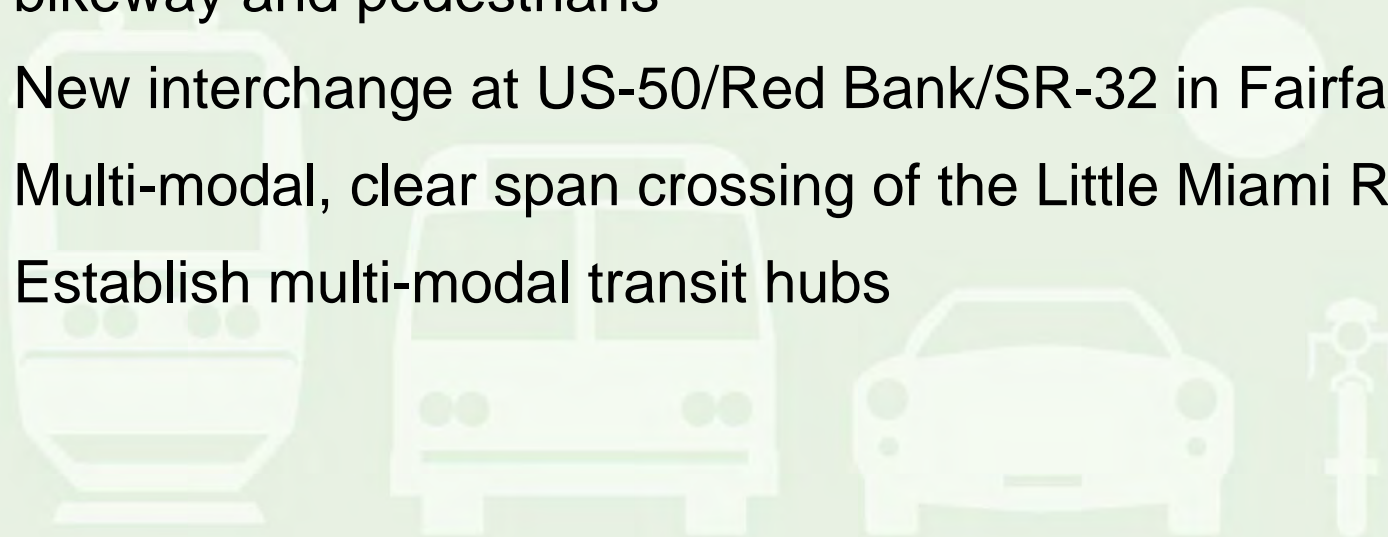
SR-32 Relocation Project Area



SR-32 Relocation Project

- **Project Elements**

- Consolidate access points along SR-32
- Establish relocated SR-32 as a controlled access roadway west of I-275
- Accommodate multi-modal components: Oasis rail, bikeway and pedestrians
- New interchange at US-50/Red Bank/SR-32 in Fairfax
- Multi-modal, clear span crossing of the Little Miami River
- Establish multi-modal transit hubs



SR-32 Relocation Project

- **Current Status**

- Received confirmation from FHWA of Tier I FEIS in mid-November, allowing Implementation Partners to move forward with Tier 2 development
- Developing project schedule
- Planning Community Partner Committee meetings
- Planning public involvement meetings to follow



SR-32 Relocation Project

- **Next Steps**
 - Meet with local communities to reintroduce project
 - Develop project alternatives consistent with stated objectives and purpose identified in the ROD
 - Begin Tier 2 environmental studies



SR-32 Improvements, Eastgate Area

I-275/SR-32 Interchange Reconfiguration

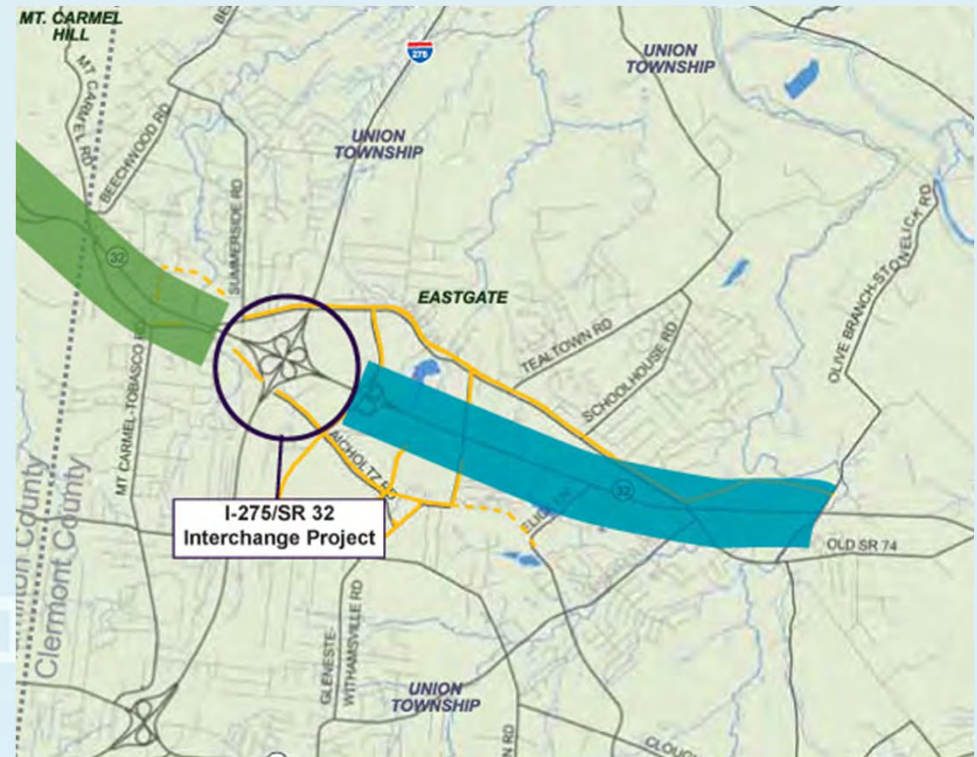
- **Project Team**
 - ODOT/Clermont County/Implementation Partners
 - Stantec
- **Project Elements**
 - Widen portions of SR-32
 - Improve spacing between intersections and interchange ramps
 - Reconfigure problematic ramps
 - Adjust spacing between signalized intersections
 - Minimize need to merge/weave at entrances, exits
- **Schedule**
 - To be completed in phases by 2016
 - Portions may begin construction in 2012



SR-32 Improvements, Eastgate Area

Eastgate Area to Olive Branch-Stonelick Rd.

- **Project Team**
 - ODOT/Implementation Partners
 - TranSystems
- **Project Purpose**
 - Better serve current and projected travel demand
 - Reduce travel delays
 - Improve safety
 - Ensure improvements are consistent with local transportation and economic development goals



SR-32 Improvements, Eastgate Area

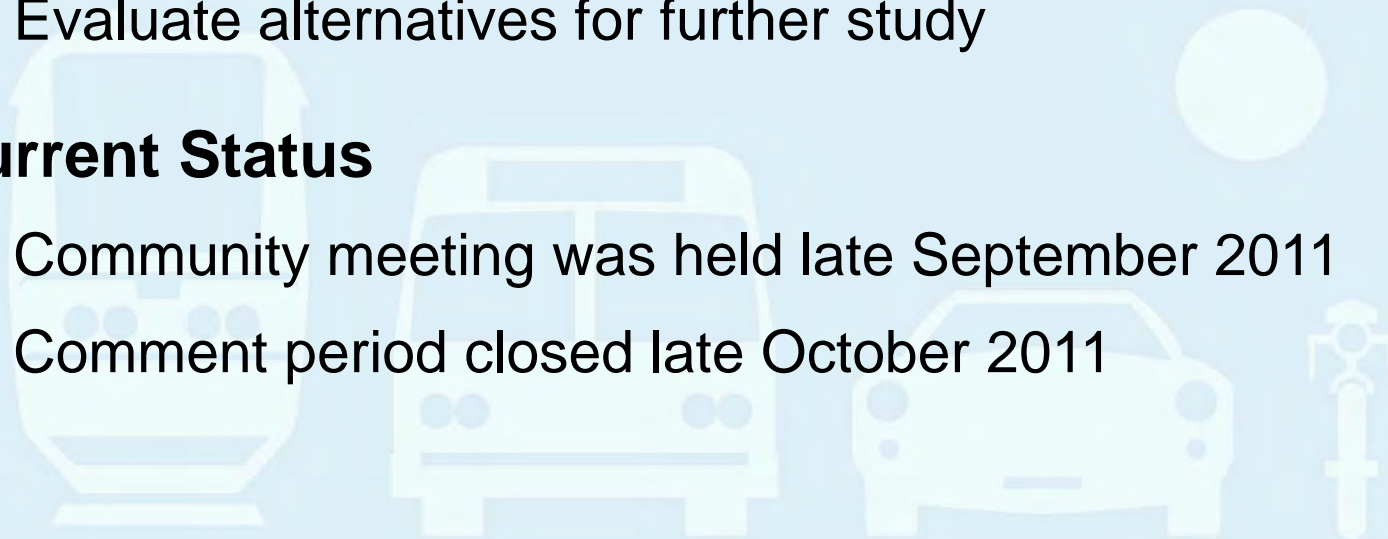
Eastgate Area to Olive Branch-Stonelick Rd.

- **Project Elements**

- Improve SR-32 capacity
- Consolidate entrance and exit points along SR-32
- Provide overpass for Glen Este-Withamsville Road over SR-32
- Evaluate alternatives for further study

- **Current Status**

- Community meeting was held late September 2011
- Comment period closed late October 2011



SR-32 Improvements, Eastgate Area

Eastgate Area to Olive Branch-Stonelick Rd.

- **Next Steps**
 - Refine alternatives
 - Complete preliminary engineering and environmental fieldwork
 - Present refined alternatives to community
 - Select preferred alternative



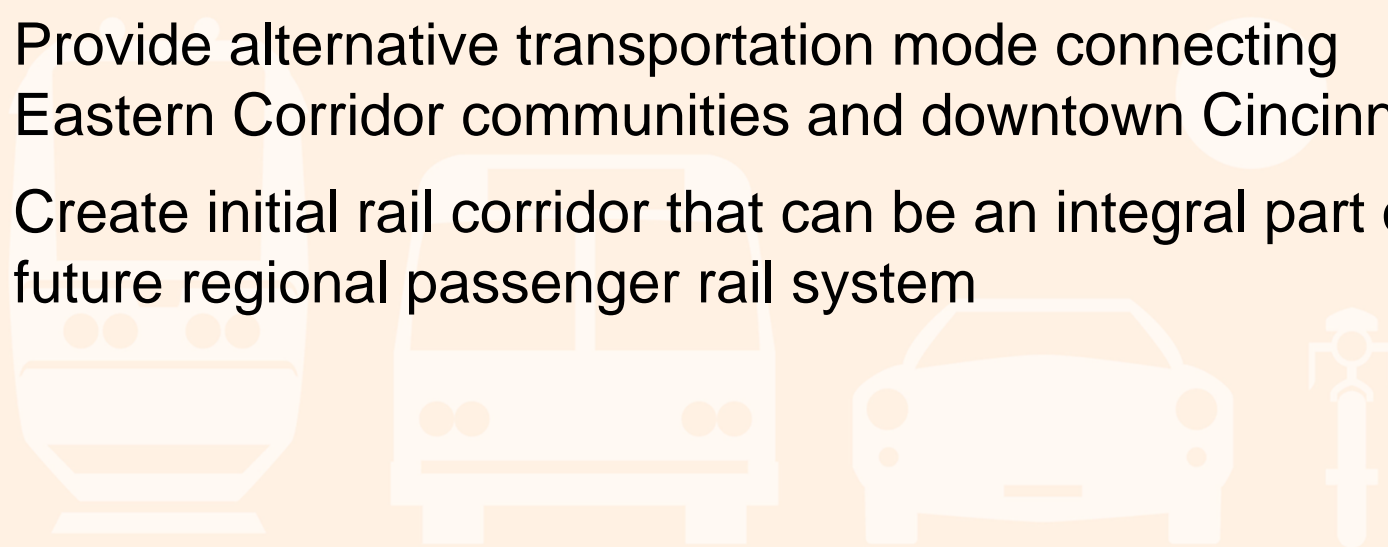
Oasis Rail Transit Project

- **Project Team**

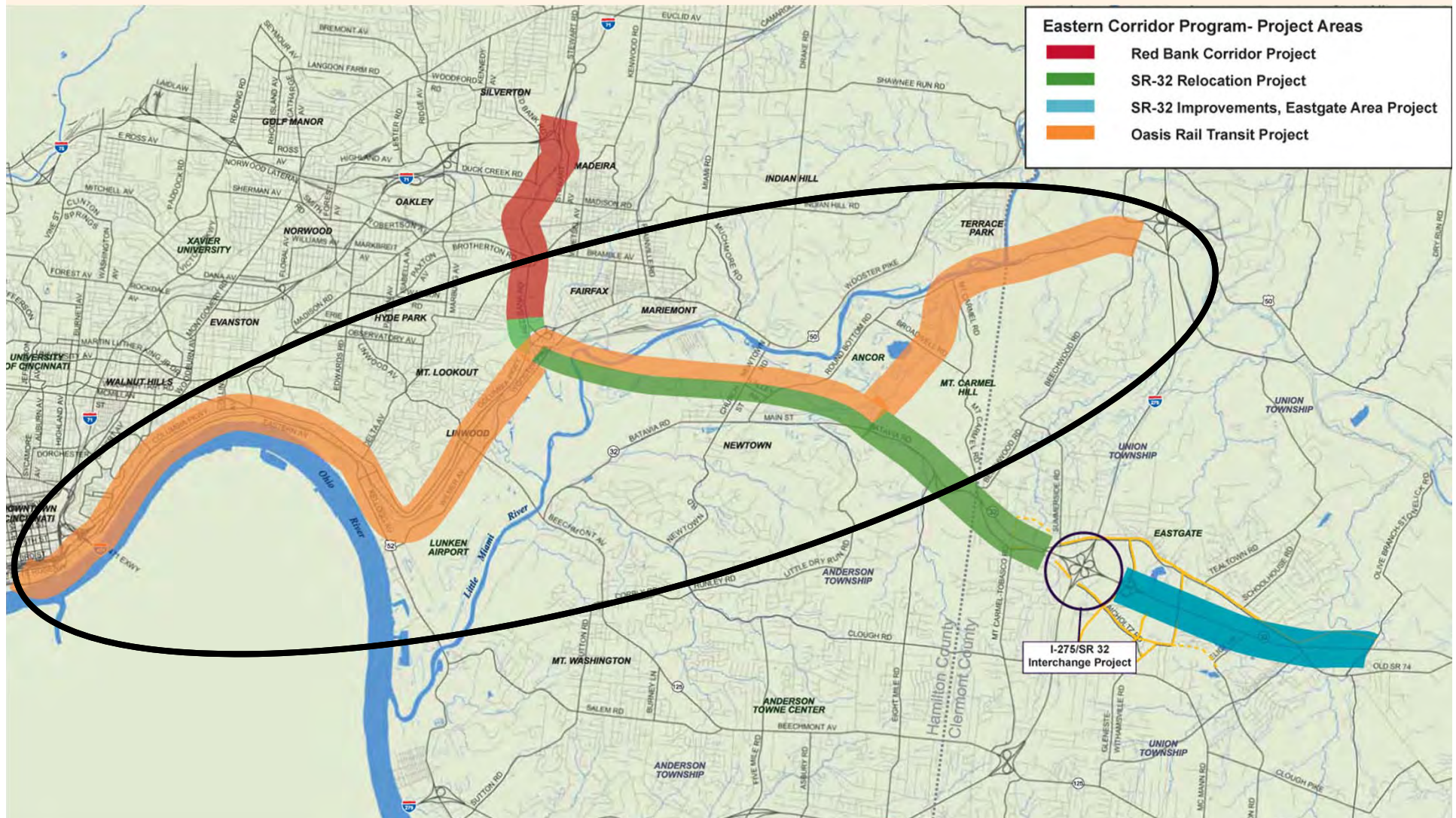
- ODOT/Implementation Partners
- HDR, Inc.

- **Project Purpose**

- Provide alternative transportation mode connecting Eastern Corridor communities and downtown Cincinnati
- Create initial rail corridor that can be an integral part of a future regional passenger rail system



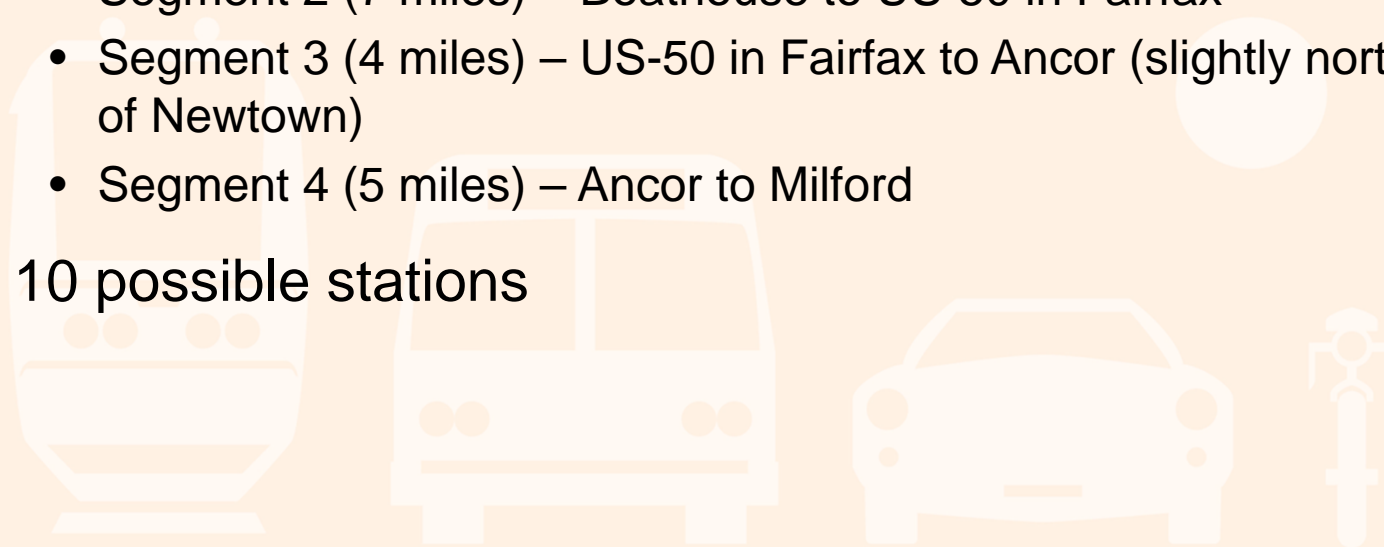
Oasis Rail Transit Project Area



Oasis Rail Transit Project

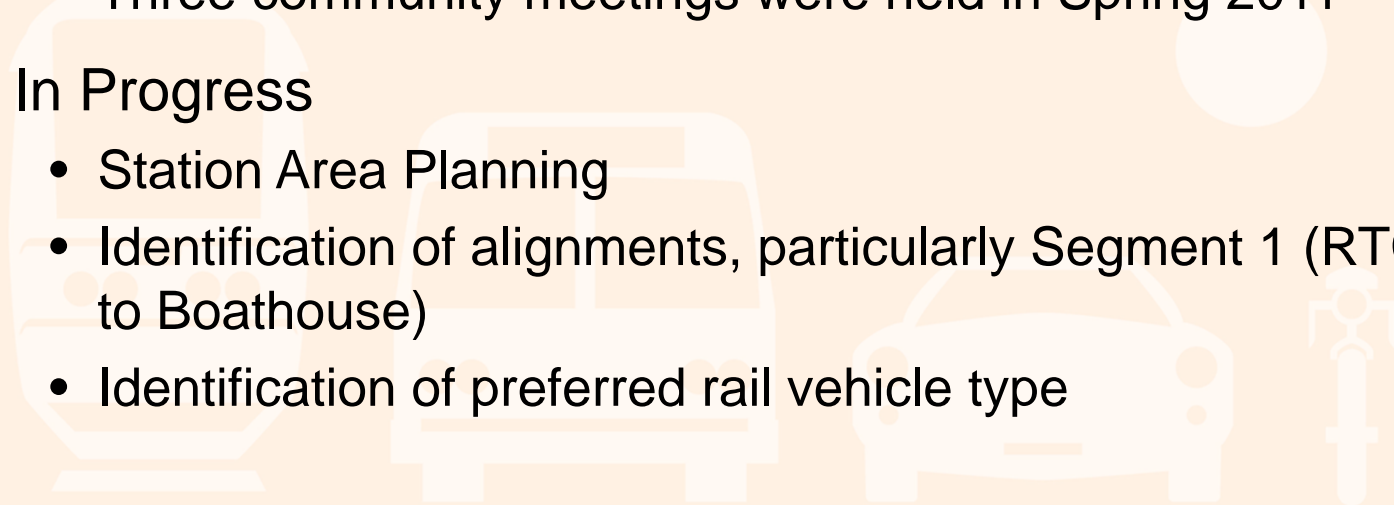
- **Project Elements**

- 17-mile corridor between downtown Riverfront Transit Center (RTC) and City of Milford
- Four segments
 - Segment 1 (1 mile) – RTC to Boathouse
 - Segment 2 (7 miles) – Boathouse to US-50 in Fairfax
 - Segment 3 (4 miles) – US-50 in Fairfax to Ancor (slightly northeast of Newtown)
 - Segment 4 (5 miles) – Ancor to Milford
- 10 possible stations



Oasis Rail Transit Project

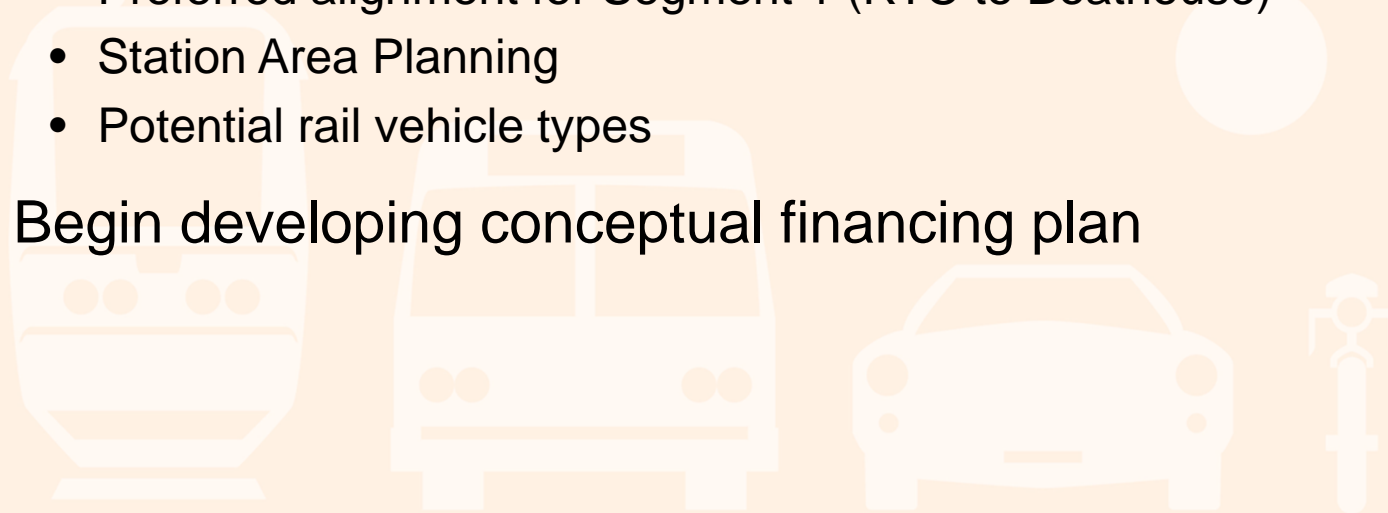
- **Status**
 - Completed
 - Assessments of rail vehicle types, RTC, condition of project corridor
 - Initial environmental and demographic studies, economic modeling
 - Three community meetings were held in Spring 2011
 - In Progress
 - Station Area Planning
 - Identification of alignments, particularly Segment 1 (RTC to Boathouse)
 - Identification of preferred rail vehicle type



Oasis Rail Transit Project

- **Next Steps**

- Continue Station Area and Land Use Planning efforts
- Complete ridership modeling efforts, economic analyses and environmental studies
- Participate in community meetings to gather public input on:
 - Preferred alignment for Segment 1 (RTC to Boathouse)
 - Station Area Planning
 - Potential rail vehicle types
- Begin developing conceptual financing plan



Eastern Corridor Program Funding

- Tier 2 funding provided primarily by the Federal Highway Administration and Ohio Department of Transportation, with support from Implementation Partner agencies
- Funding sources for future phases to be obtained through a combination of federal, state and local resources, both public and private



Funding Available for Tier 2 Study

Project	Type	Amount	Source
Red Bank Road	Preliminary Engineering	\$3,554,235	HCTID Earmark – 80% Fed, 20% Local (\$2.84 million/\$710,000)
SR-32 Relocation	Preliminary Engineering	\$13,842,316	80% Fed, 20% Local
Oasis Rail Transit	Preliminary Engineering	\$4,400,000	80% Fed, 20% Local
SR-32 Improvements, Eastgate Area	Preliminary Engineering	\$3,965,677	\$3.3M at 80% Fed, 20% State Clermont County TID Earmark – \$666,900 at 80% Fed, 20% local
SR-32 Improvements, Eastgate Area	Design Development	\$2,700,000	80% Fed, 20% State
SR-32 Improvements, I-275/SR-32, Phase 1	Construction (2014)	\$48,642,500	

Public Involvement Approach

- Eastern Corridor Development Team (ECDT)
- Community Partner Committee meetings
- Community / Public Involvement Meetings
- Media relations
- Social media networking (Facebook/Twitter)
- Newsletter
- Website
 - www.easterncorridor.org
- Telephone
 - (513) 888-7625



Eastern Corridor Development Team

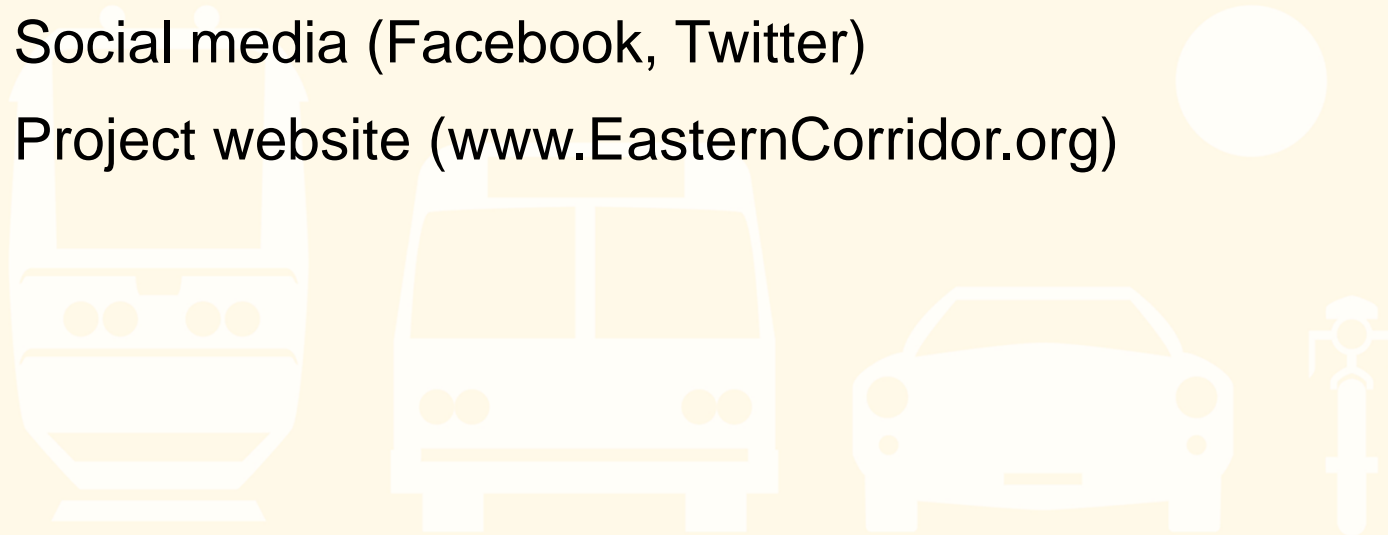
- **Your Role**

- Represent your community/organization in discussions relating to project studies, community goals and anticipated project outcomes
- Participate in project-focused Community Partner Committees
- Provide Eastern Corridor updates to your community/organization, disseminate information materials
- Share community/organizational questions, concerns, comments with Implementation Partners, project teams
- Assist with public outreach efforts, as appropriate

Eastern Corridor Development Team

- **Keeping In Touch**

- Quarterly ECDT meetings
- Others are welcome to join-contact ODOT
- Community Partner Committee meetings
- Email
- Social media (Facebook, Twitter)
- Project website (www.EasternCorridor.org)



Questions/Comments



Public Comment Period



Thank You

