



Transportation Plans for a Greater Cincinnati

WHAT WE WANT – *Transportation Alternatives that work and put our citizens to work*

The greater Cincinnati region needs a 20-year plan for the construction of a regionally integrated public transportation system to improve our economy and our health. It should include connected green spaces and bike paths, and comprise a combination of:

Dedicated bus lanes and specialized routes: also linked to rail lines with integrated fare systems
Commuter rail: trains on largely existing rights-of-way that provide fast service linking suburban and near suburban commercial centers with Downtown and Uptown.

Light rail: subways, streetcars or trolleys serving localities, neighborhood business centers and linked to commuter and high-speed rail lines, with integrated fare systems

Rail service to the CVG airport: an obvious requirement for any comprehensive system

High-speed rail: a hub connecting travelers to and from Cleveland, Columbus, Dayton, Indianapolis and Chicago with easy access to all parts of the metropolitan area.

Governor Kasich turned down funds for rail that would have connected major cities in Ohio, created jobs and saved people money. He also removed funding for the Cincinnati streetcar, which would have connected Downtown and Uptown – our two largest employment centers. We need to reverse this shortsighted course of action and get Greater Cincinnati back on track-literally!

JOBS

The Surface Transportation Policy Project reports that “According to a recent study by Cambridge Systematics, 314 jobs and a \$30 million gain in sales for businesses are created for each \$10 million invested in transit capital funding, and over 570 jobs are created for each \$10 million in the short run. While new highway construction does lead to an increase in employment, these jobs are mostly for non-local workers: road engineers and other specialists who come in to an area for a specific job and then leave when it has been completed. On the other hand, transit investments create a wealth of employment opportunities in the short **and** the long run. Transit system construction leads to an impressive level of short-term job creation, and once the systems are finished, a long-term source of high-quality jobs. Of the 350,000 people directly employed by public transportation systems, more than 50 percent are operators or conductors. In addition, 10,000 to 20,000 professionals work under contract to public transportation systems or are employed by companies and government offices that support these systems. Thousands of others are employed in related services (i.e. engineering, manufacturing, construction, retail, etc.).

A recent report by the American Public Transit Association (APTA) found that every dollar taxpayers invest in public transportation generates \$6 or more in economic returns. Business leaders now realize that metropolitan regions cannot operate effectively, or attract new business investment, without good public transit. Of the 50 largest metropolitan areas in the United States, 48 are building or expanding their transit systems, or have plans to do so. “

The Brookings Institute reports that Cincinnati ranks 71st out of 100 of the largest metropolitan areas in the country when it comes to the number of working-age residents near a transit stop, median wait time for any rush hour transit vehicle and the % of all jobs reachable by transit in 90 minutes.

MASS TRANSIT

- Creates living wage jobs which we really need In this economy
- Helps resettle the core city with sustainable development
- Expands access to employment, reduces unemployment
- Saves families money by eliminating one car and reducing driving; huge aggregate savings for greater Cincinnati
- Reduces local, state and federal funding needs for new automobile infrastructure: public and private parking garages, freeways, bridges
- Reduces bad weather traffic disruption
- Reduces costs from traffic accidents, drunk driving
- Reduces lung and heart disease from air pollution
- Increases socialization, diversity, re-urbanization, reading... while commuting
- More walking - reduced obesity

Sierra Club Public Policy Goals

Build transportation alternatives, especially alternatives to more high-speed highways

Create and implement a regional public transportation plan that is supported by communities

Seek allies in neighborhoods, community councils, institutions, businesses

Seek academic supporting analyses

Hold politicians accountable

TODAY, most of our transportation projects are high-speed highway oriented, including

- the Eastern Corridor freeway, linking I-74 to I-275 and I-71 with more high-speed lanes,
- expanding high-speed lanes on I-75
- more multi-lane bridges

But has very little to improve the bus system, has a short streetcar line and a rail line (Oasis) that doesn't link many jobs with many residents.

<http://www.smartgrowthamerica.org/2011/02/04/new-report-reveals-smart-transportation-spending-creates-jobs-grows-the-economy/>

<http://www.transact.org/library/factsheets/jobs.asp>

http://www.brookings.edu/papers/2011/0818_transportation_tomer_puentes.aspx

<http://ohio.sierraclub.org/miami/>