MEET THE FUTURE

It’s Looking Pretty Good. Are You Ready?

Cradle Cincinnati’s Nursery Revolution
by Linda Vaccariello

Invasion of the Makerbots
by Adam Flango

Will the Enquirer Survive?
by Julie Irwin Zimmerman

PHOTO PORTFOLIO: Six Newborn Citizens
by Jeremy Kramer

HOVERBOARDS
FOREVER PUPPIES
TELEPORTATION
MARSHMALLOW PHONES
AND MORE STUFF MADE WITH BACON
ARE WE THERE YET?

THREE TRANSPORTATION PROJECTS
THAT WILL KEEP US TRUCKING, ROLLING,
AND RAILING ALONG.

In origin, we're a transportation town: the river, the canals, the steamboat era made us a significant port city. But trains chose Chicago instead as their Midwestern home, and it seems we've obstinately held on to an infertile complex the back burner. But one aspect has been pushed forward piecemeal: The Oasis line, part of the proposed Eastern Corridor project, would run 17 miles from downtown to Milford. It's come under fire for proposing a new route, but the last train service to Milford would head downtown at 3:30 a.m. and 7:30 a.m. Not that connecting in Cincinnati and job losses would be severe, limiting economic development. But it has something theoretical. 1-75 and 1-77 lines don't yet have the right of way, and ways of planning completed. Nishi's vision for a public hub in a dozen directions, residential development nearby, may provide the view of the Little Miami River.

WASSON WAY
Now mostly used to collect trash alongside the road to Kroger, the old freight rail line through Hyde Park is becoming a bike trail. Under development since 2011, the path would run from the Little Miami Bike Trail in Newtown, through the University Station development at Xavier University, and, of the expansion decided in January—the approach the med and ed—employment centers of Uptown. We see it as not just a recreational opportunity but a major commuter route. says Was son way, near the original 6-5. We're projecting that after four years there might be a million users per year. The renderings above show what the Xavier station could look like with light rail; the Nishi report proposes other stops at Rosedale Commons, Hyde Park Plaza, and Red Bank Station.

BRENT SPENCE BRIDGE
Bridge replacement is unfortunately reminiscent of Greenhug Day: all the political theatrics, but instead of mammals predicting the weather, declarations of the project's ultimate importance are on repeat. It's the area's largest and most-expensive ever infrastructure project, and suitably so: the bridge carries 4,470 billion in freight each year—a percent of the U.S. GDP. More importantly, it's outside of Cincinnati, National as its significance may be, the bridge's footprint will likely affect us locally. It's not just a stop-over across the river; it's a 8-mile stretch of highway being rebuilt. The first time we built 1-75, the West End was razed. Our civic futures beg for a conciliatory second chance, one that this alternative western realignment of the highway— with a revamped Queensgate neighborhood, new development, and a new path filling in the former path—would grant.

LIGHT RAIL
When MetroMoves failed at the ballot in 2002, county-wide light rail was relegated to the back burner. But one aspect has been pushed forward piecemeal: The Oasis line, part of the proposed Eastern Corridor project, would run 17 miles from downtown to Milford. It's come under fire for proposing a new route, but the last train service to Milford would head downtown at 3:30 a.m. and 7:30 a.m. Not that connecting in Cincinnati and job losses would be severe, limiting economic development. But it has something theoretical. 1-75 and 1-77 lines don't yet have the right of way, and ways of planning completed. Nishi's vision for a public hub in a dozen directions, residential development nearby, may provide the view of the Little Miami River.