



Public Involvement Meetings
Summary Report

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PUBLIC INPUT

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**OASIS RAIL TRANSIT PROJECT
PUBLIC INVOLVEMENT MEETING
QUESTION AND ANSWER SESSION NOTES**

Milford High School · July 31, 2012

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Oasis Rail Transit Project

July 31, 2012 Public Involvement Meeting

Question and Answer Session Notes

The following is a summary of the Question and Answer session held at the Oasis Rail Transit project public involvement meeting held at Milford High School on July 31, 2012. Approximately 35 people signed in at the meeting; some attendees chose not to sign in and therefore were not counted.

Joe Vogel, Planning and Engineering Administrator from the Ohio Department of Transportation District 8, moderated the meeting. Opening remarks were made by Steve Mary, ODOT District 8 Deputy Director, and Todd Portune, Hamilton County Commissioner and chair of the Hamilton County Transportation Improvement District.

Panelists who addressed questions included Mr. Andy Fluegemann, Planning Engineer for ODOT District 8; Mr. Richard Dial, Transportation Planning Lead for HDR; Mr. Ted Hubbard, Hamilton County Engineer; and Mr. Portune.

Following is a summary of the questions asked and comments made during the Question and Answer portion of the meeting as well as responses given. While the material presented below captures the primary discussion points, it is not a transcript and questions and comments are not recorded verbatim.

Q: What level of projected ridership is needed to justify establishment of the Oasis Rail Transit line?

A: There isn't a magic number. Right now, we are focusing on the utility of the rail line and how the public would like to use it. At these public meetings, we're presenting a baseline level of service for the community's consideration – weekday service focusing on morning and evening commute times plus one mid-day roundtrip. We need the public's feedback on this proposed schedule to determine if it is a good place to start or if there are other levels of service that should also be included, such as evening, weekend, special event and reverse commute services. We will refine the projected ridership numbers in the next phase of study based on the feedback we get now. These numbers will help better identify system needs and requirements (such as levels of service, schedules, fuel costs, number of trains needed, etc.) and the costs associated with them. That information will then be used to create a proposed operating plan, fare structure, budget and financing strategy which will be presented to the public for review and comment at future public meetings before any final decisions are made.

Q: How do your studies and ridership numbers translate into revenues? And how does that translate into creating a budget that would raise other money and make the whole thing work? It's a question of feasibility.

A: We aren't there yet. Right now we are looking at getting agreement on the initial service concept (weekday commuter service). If the public agrees that this is a good starting point, great. Then, we can

go forward with determining key planning and cost factors such as the capital equipment needed to provide the desired service, the initial operating plan, projected fuel costs, maintenance facility needs, fare structure, etc. Once we have that information, we will present it to the community at future public involvement meetings for additional comment and feedback which all will help better determine feasibility.

Part of what we also want public feedback on right now is the concept of station area development: what should the stations look like, what kind of development should be part of the station areas and how many stations there should be. Tier 1 suggested that there should be 10 stations as part of the Oasis corridor. That may or may not be the case for the completed plan. And the final number of stations, where they will be and what they will look like will all play a part in determining ridership numbers. We believe that the current ridership numbers are very conservative. They are based solely on weekday commuter use, considering existing conditions. They do not factor in added use generated from future economic growth and development created by the rail stations and other Eastern Corridor Program elements. They also do not factor in evening, special event, weekend or reverse commute ridership which is expected to be an important – and large – segment of the line’s users.* It’s also important to note that the Oasis line is just the first piece of what is envisioned to be regional rail network. Ridership is expected to grow as more lines are added to the system.

Finally, this is a unique project. There is going to be a Business Case Assessment done on the transit portion of this project and that is going to give us a much clearer picture on feasibility. But, we are not talking about just rail. A big issue to consider is that when we add in the other Eastern Corridor roadway and transportation improvements together with the rail line, we have an opportunity to increase business to the transit oriented developments (TODs) which creates more opportunities for Public Private Partnerships to support rail development. We think we have an outstanding opportunity here to introduce rail service to the community and we are really excited about what we’ve got going.

*[*Special event service could include transportation to sporting events (Reds and Bengals games), major festivals (Riverfest, Taste of Cincinnati, Oktoberfest, etc.), events at U.S. Bank Arena and other such events both downtown and in areas located along the Oasis line. Oasis could also provide evening and weekend service transporting passengers to downtown entertainment destinations (such as the new Banks neighborhood), restaurants, parks and other locations along the line.]*

Q: Traveling along the I-71 corridor is a nightmare. What’s the possibility of tying part of the I-275 corridor into the Oasis line? Can you do the same with I-71 and I-75?

A: The Ohio-Kentucky-Indiana Regional Council of Governments (OKI) is developing a long-range vision that would connect Hamilton, Clermont, Butler and Warren counties as well as Northern Kentucky and possibly parts of southern Indiana through a regional rail network. The Oasis line would form the foundation for this network. But this future expansion is outside of the current Eastern Corridor Program and lies more with OKI.

Q: Which companies in this area have committed being a partner for the Oasis project and how much are they planning to contribute?

A: At this point in time, no companies have committed dollars to the project. We aren't to that point yet and haven't asked for any commitments. However, some private entities have expressed interest in dedicating Right Of Way for the project's use which would help greatly in cutting down costs. In addition, the state of Ohio just adopted legislation that allows for the use of Public Private Partnerships (P3s) to help finance transportation-oriented projects that have federal components. We can capitalize on this to help with Oasis funding. We've seen with the Brent Spence Bridge that there is interest among private companies to invest their money to expedite bridge construction. Some of these entities have also stepped forward to advance the I-75 North/South Corridor improvements, and, they have stepped forward with discussions about the Eastern Corridor projects. This is evidence that there is interest among these groups, although we have not yet put any Eastern Corridor projects out for bid as we are still in the project planning and development phases. Also, some local communities have already spent money to make some of the Eastern Corridor's smaller, roadway network improvement projects a reality. These include intersection improvements in Hamilton and Clermont counties, the Anderson Township Park & Ride, and roadway improvements in Fairfax. This demonstrates that there is interest and that things are moving forward.

Q: You mention that private companies are interested in contributing to the Brent Spence Bridge project. But that project is already in place, it's an existing structure, repair is long overdue, and maintaining that bridge across the Ohio River is a necessity. Oasis is new. How can you compare the two?

A: Some of the companies that have expressed interest in the Brent Spence Bridge project are also interested in the Eastern Corridor. One of these companies is presenting at the HCTID meeting on August 27, 12:30 p.m. at the Hamilton County Administration Building at 138 E. Court Street, room 610. These meetings are open to the public. In addition, the Eastern Corridor Program and hence the Oasis project, grew out of extensive studies defining transportation needs and the land use vision of the region. The Program you see now is the result of what the public has said it wanted. It is unique in that it started first through meetings with stakeholders and asking the question "what do you want?" Now we are asking "how do you want it to look?" We want an end result that pleases as many people as possible. That's why we're here tonight, to get to a preferred alternative and get to where you want us to go. We expect that this strategy will resonate with private companies that may become project investors.

Q: My concern is that when using mass transit, it can be hard to get to your ultimate destination. If you have a car in the garage, the tendency is to use the car and you're there in 30 minutes as compared with 45 minutes, an hour and a half, if using mass transit. So, unless you have a comprehensive enough network of rail lines and transit service, people will often avoid using transit and just drive. Also, since we are so far out in planning with this project, we should be creative when

looking at technologies to be used. How much thought has been given to imaginative/creative transit approaches that focus on high tech solutions – such as magnetic levitation trains or trains with breakoff feeder cars that can take people to locations without needing to leave the train car – and not depending on more nostalgic concepts that are at least 100 years old?

A: In terms of technology, the focus for the Oasis project is based on the community needs and Program recommendations, as defined in the 2005 Tier 1 Environmental Impact Statement. While there are many new and emerging rail technology options out there – and we have looked at them – we need to consider what options best meet the needs of our community, the expected level of use they will receive here, and are cost effective for our community and most efficient for us locally. Don't forget that there are many solid, older technologies—such as cars and airplanes—that we are using today which continue to hold great value and will do so well into the future.

Q: Will you use new or existing tracks? Do you have a partnership with the railroads?

A: Most of the Oasis line will use existing rail tracks. There is not a lot of service on these tracks currently and they will need to be brought up to modern standards. The extent of the work we will need to do depends on the level of service offered. These public meetings are being held in part to better understand what the community wants in terms of service. More service equals more rail vehicles, maybe more track needed, etc. All that needs to be taken into consideration. And yes, we are working with the railroads to advance this project.

Q: I'm an avid supporter of light rail and think the Oasis line could be interesting as a pilot project. Also, what happened to the Cleveland-Columbus-Cincinnati (3C) rail plan which was being discussed? Would that plan be integrated into the Eastern Corridor rail?

A: The Ohio Department of Transportation (ODOT) administration was proactively working on that project a few years ago. However, ODOT's new administration is no longer working on the 3C rail project and Oasis is the only rail project currently being discussed.

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**OASIS RAIL TRANSIT PROJECT
PUBLIC INVOLVEMENT MEETING
QUESTION AND ANSWER SESSION NOTES**

LeBlond Recreation Center · August 1, 2012

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Oasis Rail Transit Project

August 1, 2012 Public Involvement Meeting

Question and Answer Session Notes

The following is a summary of the Question and Answer session held at the Oasis Rail Transit project Public Involvement Meeting held on August 1, 2012, at the LeBlond Recreation Center in the City of Cincinnati's East End neighborhood. Approximately 50 people signed in at the meeting; some attendees chose not to sign in and therefore were not counted.

Joe Vogel, Planning and Engineering Administrator from the Ohio Department of Transportation District 8, moderated the meeting. Opening remarks were made by ODOT District 8 Deputy Director Steve Mary, Hamilton County Commissioner Todd Portune, and Clermont County Transportation Improvement District Chair Larry Fronk.

Mr. Mary discussed the importance of the Eastern Corridor Program to the region and shared information about the first Eastern Corridor contract that was to be put out for bid the following day. This contract is related to the SR 32 Improvements, Eastgate Area project and more specifically, improvements being made to the I-275/SR 32 interchange. Mr. Mary also offered information about two other additional contracts that will be put out for bid for this project within the next several months.

Mr. Portune emphasized that through its focus on transportation solutions, the Eastern Corridor Program supports local and regional land use planning visions and offers significant community enhancement and economic development opportunities. He also discussed that the Program's planning process is at a point where some decisions have to be made particularly in terms of the Oasis rail alignment, the type of train to be used and number and location of initial rail stations. Public input is needed and wanted, and feedback received will be considered as part of the decision-making process. Mr. Portune also briefly discussed funding strategies for the Program, placing emphasis on partial financing through the recently approved federal Transportation Bill and on the use of Public Private Partnerships (P3s).

Mr. Fronk also underscored the importance of the Eastern Corridor Program and noted the breadth of support the Program has from governmental and regulatory agencies across the region. He noted that it is quite unique to have so many jurisdictions cooperating together to move in the same direction.

Panelists who addressed questions included Mr. Andy Fluegemann, Planning Engineer for ODOT District 8; Mr. Richard Dial, Transportation Planning Lead for HDR; Mr. Ted Hubbard, Hamilton County Engineer; Mr. Michael Moore, Director of the Department of Transportation and Engineering for the City of Cincinnati; and Mr. Portune.

The following pages contain a summary of the questions asked and comments made during the Question and Answer portion of the meeting as well as responses given. While the material presented below captures the primary discussion points, it is not a transcript and questions comments are not recorded verbatim.

Q: Is there a current economic analysis for the Oasis project, specifically an economic review of the transit stations – the costs involved for their development and the best funding resources (such as Public Private Partnerships)? And, how will your studies translate into revenues?

A: An economic analysis is in progress. At this time, the planning team is focused on getting feedback from the public on how people want to use the Oasis Rail Transit line and the locations of initial stations to be built to support it. Input received will be used to confirm the initial operations plan and will be incorporated into a Business Case Assessment (BCA). The BCA will consider such factors as the proposed operation plan schedule, services to be offered, need for track improvements, number of stations and what they will look like, etc. Based on this information, we will then determine the costs involved in establishing, operating and maintaining the line. A financing plan will also be developed as part of this effort.

Q: Are there private companies in the United States that manage the process of building rail stations, managing them and filling them with tenants? Do you have examples of where this has worked?

A: Yes, there are a number of places in which this has taken place throughout the country, one in particular being in Los Angeles County, CA. The local transit agency there purchases and owns the land and works with developers to include a station and parking as part of any development created on the site. This public-private partnership approach works very well, resulting in an income stream to the agency to offset operational costs.

Q: Looking at the stations locations that have been proposed, there are only two places that appear to be good for the level of transit-oriented development you are discussing. Ancor and Newtown are good but the rest of the sites are either industrial locations or are locations that have already been built out. As you do your modeling, you really need to think about the expense of these stations in areas where there already is a lot of infrastructure and roads or where there is no land within walking distance to do the kind of development you're talking about. Have you reviewed potential site locations from a developer's standpoint?

A: You are right with many of your observations. The 10 locations being discussed rose out of the Tier 1 public involvement process. The station locations were largely based more on the community and not necessarily specific sites. The current Tier 2 study will bear down on the proposed station locations to determine if and to what extent they should be developed and where the greatest opportunities are. We don't know yet whether all 10 stations still make sense but preliminary Tier 2 studies suggest that some changes need to be made. That's why we need public input on this issue. With your feedback in hand, we can better determine specific station locations, how many there will be and what they will look like. Events like these meetings are part of getting that input and Station Area Planning workshops (to be held in upcoming months) will also be key to this process.

Q: In the East End area, the existing rail tracks run very close to swimming pools, yards, etc. Are there any federal or other regulations in place that protect these kinds of areas from noise and rail related disturbances?

A: Noise impacts are being taken into account as part of the environmental studies and documentation being completed as part of the current Tier 2 study. That said, the low-noise, low-emission diesel multiple-unit trains being considered for the Oasis line are not particularly loud. Noise generated from

passing trains may be comparable to that of the engine of a passing bus or truck. With some trains of this type, you can even maintain a conversation on a cell phone when standing next to the tracks as the train passes by. Also, there are opportunities to establish quiet zones in certain areas. Within quiet zones, additional safety measures are provided to reduce the ability for vehicular, bicycle and pedestrian traffic from crossing the tracks as a train passes. This improves safety around the tracks and can reduce the need to sound train whistles within the quiet zone, thus reducing some of the noise concerns. Ultimately, of course, the train operator maintains the right to sound the horn in the event of an emergency.

Q: In some places in the East End area, there are homes that have front doors practically on the tracks or less than 10 feet away. Is there a rule regarding distance required between residential property and a rail line in operation?

A: Not that we are aware of. But, this is an issue we would like to discuss with affected property owners and to talk about ideas on how to best manage this situation. It is important to keep in mind though that the trains being considered are low-noise, low-emission vehicles and are not like the big, loud, smelly diesel engines that you may have seen or experienced on some of the East Coast lines.

Q: I live in the Mt. Lookout area and own commercial property off Eastern Avenue near Beechmont. My family often plays in Armleder Park and at Lunken Playing Field, but there is no easy bike or walking access to these areas from Mt. Lookout. I'd like to suggest that the proposed Beechmont rail station also provide a bike/pedestrian connection that can help take advantage of these great assets.

A: Thank you for your comment. We will be sure to document your request.

Q: My experience along the Eastern Corridor has changed over the last ten years. I live in Mt. Lookout and like to go to the Reds games. If I go by car and park, it costs me \$25. I've tried taking taxis, but it costs me \$13 there and \$18 to return home. The riverfront has become too expensive to be citizen-friendly. We've lost the ability to get around to affordable entertainment without paying 50% of our costs in parking. If you can give me a train ride to the Reds games and other downtown venues for \$5, sign me up. This would provide a valuable alternative to driving and parking downtown. But why stop at the Boathouse?

A: Thank you for your comment. Although we don't know yet what the train fares will be, we anticipate that they will indeed be competitive. Your comment confirms what we already believe to be true – that there is significant interest in special event service (such as to Reds and Bengals games, festivals, concerts and other entertainment destinations). We haven't yet factored special event service into the projected ridership. Also, no final decisions have been made with respect to how many stations there will be or their specific locations. We are currently looking at all 10 rail stations proposed in the Tier 1 EIS – including the Boathouse station – to determine which of them are still needed or still make sense to build at this time. A station was originally proposed at the Boathouse location because that site is where the existing tracks currently end. As part of this project though, we will be constructing a new, one-mile segment of tracks that will extend the rail line from the Boathouse to the Riverfront Transit Center, which is located under Second Street between Great American Ball Park and Paul Brown Stadium.

Q: I live downtown. Parking downtown is an issue. I'm interested in the ability to take a train from downtown out to the suburbs – that's a great opportunity for our community and you guys are doing a good job.

A: Thank you for your comment.

Q: How many people here [at the meeting] live within 100 feet of the existing train track? [Multiple people raised their hands.] It is going to be a serious problem with this train going by my house several times a day. It took me 40 years to move down here from suburbs and it's been nothing but disappointments. The benefits of the train for those who might want to go a game sometimes need to be weighed against the costs of reduced property values for those who own property near the line.

A: Thank you for your comment. We will be sure to document your request.

Q: Will there be any measures implemented at the stations and on the trains to ensure the security of users as well as nearby properties? Also, will there be any need to relocate property owners?

A: Yes. There will be security at the stations and on the trains. Security measures on the trains will meet with federal safety standards and will include live video security cameras in the cars. There will also be operator-contact buttons which can be used to speak with the train operator in case of an emergency. The level of security at the stations will vary depending on the community in which the station is located and the associated security needs.

As to the need for relocating property owners, one of the advantages of this line is that there does not appear at this time to be any need to relocate tracks and therefore property owners.

Q: The East End used to be the second busiest rail corridor in Cincinnati, second only to Queensgate. We had a roundhouse at the end of Walworth Avenue behind the Precinct that would handle anywhere from 15 to 18 engines a day and 25 to 30 rail shipments through this area. It was an east-west and even north-south connector through the Wooster Pike area. It was part of life down here that you had eight to 10 trains going by per day. We were a railroad community. We have historical trains stops that still exist on Riverside Drive but people forget that that this was a steamboat, horse, carriage, buggy and railroad community. So although we have to look at other methods of transportation other than cars, it's not always going to be right.

A: Thank you for your time.

Q: I want to know how you will prioritize the four different components of the Eastern Corridor Program.

A: The Eastern Corridor Program is a multi-modal program comprised of four core projects. Each of these projects has independent utility which means they are useful on their own, although they will be most effective once all are completed and operating together. Construction timing for each project will depend on when a preferred alternative is identified for each individual project and when the associated environmental documentation is completed and approved. It will also depend on cost and when the necessary funding is secured. Funding availability will ultimately determine priority.

Q: Didn't they start on this project back in January 1959?

A: Discussions about transportation needs in the Eastern Corridor started in the 1960s. Initial discussions focused on transitioning US 50 to a divided highway as it traveled east. However, construction of the Appalachian Highway addressed that need. Multiple options were discussed in the subsequent decades, although nothing was decided and the needs were getting stronger. An Eastern Corridor Major Investment Study was completed in 2002. That study asked Eastern Corridor communities: "how do you want the Eastern Corridor region to look like in 20 years?" Answers to that question formed the foundation of the current, multi-modal Eastern Corridor transportation program. With the completion and adoption of the Eastern Corridor Land Use Vision Plan (completed in 2002) and a Green Infrastructure Master Plan (completed in 2005), land use visioning and regional economic development goals were incorporated into the Eastern Corridor plan. Then, in 2006, the Tier 1 Final Environmental Impact Statement (FEIS) identified a series of transportation improvements to be made as part of the Eastern Corridor Program and preliminary options to be advanced for further study. We are now completing the Tier 2 study in which the Tier 1 recommendations are being examined and evaluated in much more detail and preliminary alternatives will be narrowed and refined. The Tier 2 study will conclude with the identification of preferred alternatives for the four core Eastern Corridor projects. Next steps will be securing the funding needed to undergo detailed design and construction.

Q: At one point, it was suggested that Amtrak take over the rail lines you want to use for Oasis but Amtrak didn't want them. If the tracks wouldn't work for Amtrak, why would you think it would work for Oasis?

A: Amtrak provides an intercity rail service on a number of routes throughout the country. Their service and needs are very different from those of a regional rail line. The configuration of the existing rail tracks within the Oasis rail corridor works very well for regional rail and we are very excited about the opportunity we have here.

Q: I'm totally in favor of this but worried about the percentage of people who would use the Oasis rail line versus those who would just stay in their cars. I think we need more trains per day to increase usage.

A: The conceptual train schedule that was shown at the meeting tonight – weekday, commuter service – is a baseline from which we can start. We can add service depending on community preferences, demand, and the availability of operational funding to provide an expanded service, if desired. This is why your feedback is so critical – depending on what the community wants, the line's service can be expanded to include more daytime service, evening and weekend service, special event service and/or reverse commute service. More trains would be added as needed to accommodate the chosen services.

Also, it is important to keep in mind that the Oasis line is just one part of an overall regional rail plan that would connect communities in Hamilton, Clermont, Butler, Warren counties, as well as Northern Kentucky and portions of southeast Indiana. Potential alignments exist along I-75 and Lawrenceburg, I-71 and Martin Luther King, Eastgate to Xavier to I-71, the Airport and Kings Island. This rail program is actually much bigger than just the Oasis line. However, because most of the Right of Way needed for the Oasis line is already owned by the Southwest Ohio Regional Transit Authority (SORTA), it is the logical place to start. More lines will be added that will increase the utility and value of the Oasis line as part of a regional rail network.

Q: What is the cost difference that would make a reverse commute concept work, and, what would you have to do to provide more services beyond a commuter-based service?

A: We will have to do further analysis to see if there is more interest in additional services, how it would work, what the associated costs would be and how we can obtain the necessary funding.

Q: I think it would be a good incentive to offer a leisure time train.

A: Cincinnati has rail history. We have to let people see the utility of a train and let people see the starting point. Then we can expand services based on demand and the availability of funding.



**OASIS RAIL TRANSIT PROJECT
and the
STATE ROUTE 32 RELOCATION PROJECT
COMBINED PUBLIC INVOLVEMENT MEETING
QUESTION AND ANSWER SESSION NOTES**

Nagel Middle School · August 2, 2012

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Oasis Rail Transit and State Route 32 Relocation Projects

August 2, 2012 Public Involvement Meeting

Question and Answer Session Notes

Following is a summary of the Question and Answer session held at the joint Oasis Rail Transit and State Route (SR) 32 Relocation public involvement meeting held at Nagel Middle School on August 2, 2012. Approximately 130 people signed in at the meeting; some attendees chose not to sign in and therefore were not counted.

Joe Vogel, Planning and Engineering Administrator from the Ohio Department of Transportation District 8, moderated the meeting. Opening remarks were made by Steve Mary, ODOT District 8 Deputy Director, and Todd Portune, Hamilton County Commissioner and chair of the Hamilton County Transportation Improvement District.

Panelists who addressed questions included Mr. Andy Fluegemann, Planning Engineer for ODOT District 8; Mr. Richard Dial, Transportation Planning Lead for HDR; Ms. Deb Osborne, SR 32 Relocation project manager for Stantec; Mr. Ted Hubbard, Hamilton County Engineer; Mr. Jim Bednar, NEPA specialist for CH2M Hill; and Mr. Portune.

Following is a summary of the questions asked and comments made during the Question and Answer portion of the meeting as well as responses given. While the material presented below captures the primary discussion points, it is not a transcript and questions and comments are not recorded verbatim.

Q: What is a Transportation Improvement District (TID), what are its responsibilities, and to whom does it report?

A: TIDs are a statutory bodies created by the Ohio legislature to look at transportation improvements as a vehicle for economic development in the state of Ohio. TIDs collaborate with local jurisdictions and other regional, state and federal agencies to implement regional transportation solutions. There are approximately 13 TIDs in Ohio with four of those in the southwest Ohio region: Hamilton County TID, Clermont County TID, Warren County TID and Butler County TID.

Q: I am in favor of rail. Cincinnati needs it – it works – it moves people quickly and safely. There is too much traffic on our roadways and it comes to a halt when there is an accident or half an inch of snow. My concern though is, what is going to happen to Newtown? It's a small community. Will houses be taken and, if so, will people be compensated fairly and kept informed in advance of anything happening to their property? I'm also concerned about the river.

A: Regarding Newtown, we are narrowing the SR 32 Relocation study area, as you have seen. We need your feedback on those recommendations. We are aware of Newtown's concerns about the SR 32 Relocation project. One of our goals for the Eastern Corridor Program is to ensure that its benefits are good for all communities, not just some – and certainly not at the cost of others. We will continue to reach out to the people of Newtown in an effort to work with them and identify ways in which the

Eastern Corridor Program can be used to benefit their community. We need your input. In terms of compensation for lost properties, ODOT will follow the state requirements.

Regarding impacts to the Little Miami River, every effort is being made to minimize impacts of this project on the natural, historic and cultural environment, including the river. We have already conducted multiple environmental assessments and will continue to do more specific studies as the study areas are narrowed down and we get closer to identifying possible alignments. We have already identified some measures for reducing impacts to the Little Miami River. For example, the new river crossing we are discussing will be a clear-span bridge which would completely span the watercourse and does not require construction of supports within the river channel or alterations to the riverbed or its banks. Also, all work related to the Eastern Corridor Program must be environmentally sound and meet federal regulations and standards. The river is an important asset to all of us.

Q: At what point does SR 32 become a set plan and when would property owners be notified?

A: We expect that a preferred alignment for the SR 32 Relocation project will be chosen by next fall [Fall 2013]. Once the environmental documentation supporting the alignment recommendation is approved by the federal regulating agencies, we will then know which properties will be affected and the degree to which they will be impacted and ODOT will begin the notification process. Federal law ensures that property owners will be treated fairly.

Q: I live in Mariemont. I saw the new proposed route for SR 32. Who decided where it would be located and can it be changed?

A: First, a clarification: we don't know yet what the specific route or alignment of the relocated SR 32 roadway will be. What has changed is the size and location of the project's study corridor, and it's being recommended that the roadway be located somewhere within that refined study corridor (assuming the No Build alternative is not selected). Recently completed environmental and archaeological studies were used to determine the more specific study corridor location. Many of the study corridors identified in earlier phases of the project are now being eliminated from consideration based on projected impacts to sensitive environmental and archaeological resources, historic structures and community resources (churches, cemeteries and schools), potential displacements of homes and businesses and projected construction costs. The recommended changes are outlined in the March 2012 SR 32 Relocation Feasibility Study which is available for review under the SR 32 Relocation Study Documents section of the Eastern Corridor website [www.EasternCorridor.org]. The decision to approve the recommendations and move forward with next steps is a consensus process between ODOT and the Federal Highway Administration, based on the data that has been acquired. And because a goal of these kinds of projects is to minimize negative impacts and increase benefits, it is unusual for these decisions to be changed. Not impossible, but unlikely.

Q: Was there a vote on the changed route?

A: No. Decisions are based on technical data and ODOT controls the decision process itself, including reviewing the technical analyses that have been conducted. These kinds of decisions are based on what options would result in the least amount of negative impacts.

Q: I commend the Eastern Corridor planning committee for their hard work. I am speaking on behalf of the Village of Newtown, however, and we have been strongly opposed to this project from day one. There's no good route that wouldn't affect us negatively. Businesses depend on the traffic that comes by. The project would be a disruption to parks and the lake. At what point will the Powers That Be listen when we say we do not want this project and say, ok, we won't build it?

A: We have heard your comments and have documented them. However, we are also hearing and have documented comments from others in your community who have expressed interest in and/or support for the project and for continuing with the development process. A No Build option will be considered among other alternatives to be identified for the project. But we believe that this project can be done in a way that benefits your community, or, that we will be able to find a solution that is tolerable. We appreciate all feedback we receive.

Q: As a Madisonville Community Council representative, our focus is on the Red Bank Corridor project and we therefore don't have a position on the other Eastern Corridor projects. We have had some good meetings with ODOT for planning the Red Bank project. But we have also found that we cannot make decisions on intersection modifications without knowledge of how those changes would impact our local businesses. We need an independent firm to complete a competent economic impact analysis to help us better evaluate the options and make decisions. This is a requirement for the rail project, but is not a requirement for roadway projects. Also, we have been studying roundabouts and really like the possibility of incorporating them on the Red Bank Corridor project. We are organizing a trip to Carmel, Indiana, to see how they have used them there. Anyone interested in attending is welcome to come. Please see me (Bill Collins) after the meeting.

A: Thank you for your comments.

Q: I'm from Newtown and have owned an auto repair shop for many years. It is my experience that people are in love with their cars and even if they are given another travel option, they will continue to use their cars. When people bring their cars in for repair, they want their car back that day and they don't want to share rides with others. You are beating a dead horse by trying to push through the rail project.

A: Thank you for your comment.

Q: I live in Anderson Township in the Ancor area. I spoke with the team staffing the Station Area Planning boards and they were talking about how the Ancor station could be developed into a district-serving station. I also attended the 2011 Anderson Township Comprehensive Development Plan meeting. That plan discouraged new development in the Ancor area, but here you are encouraging it. The Oasis plan is in complete conflict with that Anderson plan. I am confused about the conflict.

A: We did not mean to be contrary to Anderson Township. At this time, we are looking at development opportunities and capacity for each of the 10 rail stations that were recommended for further study in the 2006 Tier 1 Environmental Impact Statement (EIS), and whether it makes sense or not to move forward with planning and developing specific stations. The Ancor area is industrial and could be further

developed that way. We would like the public to weigh in on this issue as we advance through the decision-making process.

Q: I would like to address a comment made a few minutes ago. I'm one of the youngest people here and I would love to ride a train. There is a growing consensus among young people that rail transit options are both wanted and needed, and there are growing numbers of young people my age who like public transportation and would like to have rail here.

A: Thank you for your comment. Also, it is important to understand that rail line development in Cincinnati will not be limited to the Oasis line. Oasis is simply the first. There are a number of other lines being considered that would link into the Oasis line and together they will form a regional rail system connecting communities in Hamilton, Clermont, Warren and Butler counties as well as Northern Kentucky (including the airport) and portions of southeastern Indiana. The Ohio-Kentucky-Indiana Regional Council of Governments (OKI) has a long-term plan in place that looks at how various existing railroads can be integrated into this regional rail system. If the Oasis concept of building regional rail service on existing, but minimally used, freight rail tracks is successful, it can be replicated throughout the region.

Q: I live in Mariemont near Clare Yards. Has anyone done noise studies to determine the noise impacts of running the roadway near there? I'm not worried about rail noise; 18-wheel trucks concern me.

A: We're not talking about constructing a seven or eight lane highway here, just four travel lanes [two in each direction] are being considered. Environmental studies that are now underway will study the impact of noise on nearby areas and identify possible ways to reduce any negative impacts using federal standards as a guideline.

Q: The refined SR 32 Relocation study corridor comes very close to Miami Bluff. I am very concerned about that. I am also concerned that freight would increase on the rail lines. I am supportive of the project, but can the light rail use transition to heavy rail, and is there any kind of guarantee that that won't happen? I greatly support the Eastern Corridor project. I was at UC 20 years ago when people first started talking about it and believe we will get to a good place. But, I'm also concerned about the environmental impact and about the impact to Newtown.

A: A portion of the Oasis line belongs to Norfolk Southern – we would negotiate with them regarding how the line will be used but as owners, they can use their portion however they choose. Other sections of Oasis line, however, are owned by the Southwest Ohio Regional Transit Authority (SORTA) and are therefore in public hands. SORTA dictates the terms of use for those tracks and can set their own usage standards. Our goal is for robust passenger service not increased freight service. Thank you for your comments.

Q: There is a rail station planned for Newtown. How many people in favor of the project are from Newtown? Also, where would they park?

A: Although we don't have specific numbers, we have received support for the Oasis project from people in Newtown. We have not yet finalized the alignment of rail through the Newtown area or selected a station location – that's one issue we would like your input on this evening. Once an alignment decision is made, we will work with the community on developing a plan for the Newtown area station that will identify the location, size and design of the area; the preferred mix of business, retail, residential and restaurant space; and station area features such as central gathering spaces, walk-up/bike-up options and parking options.

Q: A lot of money has been put into the Wags Dog Park, the golf course and new developments, and that's been good for Newtown. That will be destroyed by this project.

A: We don't know yet what the alignment would be. We will know which properties and businesses will be affected once a preferred alignment is identified, most likely next fall [Fall 2013]. We will work to minimize the impacts to the Newtown area.

Q: As the owner of Motz Turf Farms for many years, I am right in the middle of this project and I've been coming to these meetings for 30 years already. I think the people putting it together have studied it well and I was surprised to hear the extent of the environmental studies that they have completed. We need industry in Newtown and we have the space. There are opportunities and a railroad doesn't take much space. There are a lot of public lands along the river though that do need to be protected and I want to make sure that the project respects the agricultural history of this area. What are the plans for Clare Yards?

A: Thank you for your comments. Clare Yards is owned by Norfolk Southern and their plans are to continue using that facility.

Q: How high will the railroad banks be and where will they go?

A: We won't know that until we complete the environmental documentation next year. Then, we will go into detailed design and can better answer your question.

Q: Your materials say that there will be a lot of reduced emissions as a result of the Eastern Corridor Program, but there will be increased traffic through the area. What's the basis for your claim? Doesn't that concern the EPA? Also, the lakes in this area will pose a lot of construction challenges. How will you address that? I've lived here all my life; I don't want to see a gravel pit.

A: Regarding air quality, the first phase of the Eastern Corridor Study [2006 Tier 1 EIS] found that the Program would reduce vehicle miles traveled by 50 million vehicle miles per year. This is because right now, there are no direct routes through the Eastern Corridor region and people are taking longer, more winding routes to get around. Also, cars currently traveling on the region's congested roadways and highways results in higher fuel consumption and higher levels of emissions when sitting in stopped traffic. The relocated SR 32 provides a shorter route option and this, coupled with the rail transit option, will reduce the overall number of vehicle miles traveled and will help traffic flow more easily and safely. As a boulevard-type roadway aimed at supporting local traffic – the relocated SR 32 will be the missing link in the region's arterial system. But there is still more studies that need to be done. Regarding

construction challenges, construction needs and strategies can be better addressed once a preferred alternative is identified.

Q: Will there be a shuttle service to get to the rail stations?

A: The extent of bus service to be provided will be determined once we know more about specific project alignments. There will be future conversations held with transit agencies to address these issues.

Q: What is the typical lifetime of a land use vision and MIS plan, and when do you relook at them?

A: Planning efforts are constantly underway and land use plans are generally updated as things change. At OKI, the regional Land Use Plan is updated every five years.

Q: I've come to learn that while this project is being done to enhance the road and transportation, there are also opportunities to enhance and benefit Newtown. Mr. Portune, can you talk a little more to that?

A: Thank you. The Eastern Corridor Program is not your typical transportation program aimed simply at getting people from Point A to Point B using the fastest way possible. This Program is about looking at what transportation improvements make sense as well as at how they will benefit local communities and how they can enhance them. We can't answer that for you—you need to find your own answers to that and share them with us.

The NEPA process that we are using to develop the Eastern Corridor Program has required us to look at everything possible that could be done in terms of transportation for the region. After completing the necessary studies, specific transportation recommendations have been identified and funneled down in scope to create specific projects. Now, we are in the process of refining those projects even further to identify preferred project alternatives. I believe there are transportation solutions for the Eastern Corridor that can support everyone's needs and goals.

For the Eastern Corridor's Red Bank Corridor project, we've been working with a designated Community Partner Committee made up of representatives from Madisonville and other nearby communities, local business and interest groups. We meet with this group somewhat regularly to discuss the project and alternatives that would not only meet transportation needs but also support local community and economic development goals. I invite Newtown to organize a similar group of citizens to meet with us regularly to explore options on how the SR 32 Relocation and Oasis projects can be used to help achieve your community's goals. We want to work together on this to maximize potential benefits.

Q: I'm from Terrace Park. Rail is the number one thing to concentrate on before we go through and build highways through lakes and property. Has anyone talked to Norfolk Southern? I think the ridership numbers look high. What is the magic number needed to gain federal support? We have Metro buses going out to Milford with two people on them.

A: We believe that the projected ridership numbers shown at tonight's meeting are conservative. They don't include estimates for reverse commutes [traveling east from downtown], evening or special event service. Parking downtown is expensive and people have expressed that they are interested in train service. Regarding federal funding support, this is not a traditional funding process in which we are looking solely at public funds. There are many good opportunities for Public Private Partnerships (P3s) which can help fund the projects and significantly reduce reliance on federal funding. As for Norfolk Southern, we have been in contact with them and, in fact, met with them today and had a good dialogue about the Corridor. So that conversation is moving forward.

Q: I started riding the bus during the stadium construction and ride it regularly. Many buses have 10 – 12 people on it, while the maximum capacity is 60.

A: Thank you for your comment.

#



Eastern Corridor Program

Public Involvement Meeting

COMMENT FORM

This brief survey is designed to help Eastern Corridor Program planners better understand the community's areas of interest and concerns related to the Eastern Corridor Program and its core projects.

1. The Eastern Corridor extends east from downtown Cincinnati through Hamilton County to the I-275 corridor in western Clermont County. It includes the communities of Milford to the north, Batavia to the east, and Amelia to the south. **How often do you travel within the Eastern Corridor region? (Please check one.)**

☐ Daily
 ☐ Once every few months
☐ Several times a week
 ☐ Rarely
☐ Several times a month
 ☐ Never

2. **What is your primary reason for traveling within the Eastern Corridor? (Please check one.)**

☐ I live there
 ☐ Entertainment
☐ For work
 ☐ Other (please explain)
☐ Shopping

3. **What aspects of the Eastern Corridor Program and its core projects (if any) are most important to you? (Please rank your TOP THREE; 1 is most important)**

	Top Three Important Aspects
A. Improved travel in my area	
B. Improved travel throughout region	
C. Better connected communities	
D. Less travel time	
E. Reduced congestion	
F. Safer roads	
G. New rail-based transportation option	
H. Reduced emissions/environmental benefits	
I. More accommodations for bicyclists	
J. More accommodations for pedestrians	
K. Expanded bus service	
L. Community/neighborhood enhancement opportunities	
M. New economic development opportunities	
N. Other (please explain)	
O. None of these are important to me	

4. What are your primary concerns (if any) about the Eastern Corridor Program and its core projects (please rank UP TO THREE; 1 is of highest concern)?

	Top Five Concerns
A. Impact on natural environment	
B. Impact on historic/prehistoric resources	
C. Impact on existing communities/neighborhoods	
D. Possibility that new road alignment(s) will increase local traffic	
E. Possibility that new road alignment(s) will decrease local traffic	
F. Possibility that new road alignment(s) will decrease patronage of local businesses	
G. Impacts on homes/businesses located within project alignments	
H. Possibility that my property will be located within project alignments	
I. Affect on my property value	
J. Noise/pollution created by rail transit	
K. Increased opportunities for economic development	
L. Project Costs	
M. Other (please explain)	
N. None of these apply to me	

5. Please use this space to share any additional comments or questions you may have.

6. Which zip code do you live in? _____

7. Which zip code do you work in? _____

8. Information about the Eastern Corridor Program will often be distributed via email. If you would like these to receive these updates, please provide your email address in the space below.

Thank you for taking the time to complete this survey. Your interest and feedback is greatly appreciated.



Oasis Rail Transit Project

Public Information Meeting COMMENT FORM

Please use this form to record your comments and provide feedback on the Oasis Rail Transit information you've seen and heard tonight. The information you provide will be factored into the Oasis Rail Transit decision-making process. We appreciate your attendance and look forward to your input.

Oasis Rail Transit Service - Commuting Questions

1. Which zip code do you WORK in? _____

2. Which zip code do you LIVE in? _____

3. How do you primarily commute to and from work? (Please circle one)

a. Automobile

c. Bus transit

e. Walk

b. Car/Vanpool

d. Bicycle

f. Other (please explain):

4. Do you pay for daily parking at work? YES NO

If yes, approximately how much do you pay per month? _____

5. Have you previously used buses to commute back and forth to work? YES NO

If YES, please describe your previous experience with bus transit. What did you like and/or dislike?:

6. How likely would you be to use the Oasis Rail Transit line to travel to and from work?

Very Likely

Somewhat Likely

Not Sure

Probably Not Likely

Definitely Not Likely

Please explain your answer:

7. How likely would you be to use the Oasis Rail Transit line to travel for weekend, evening or special event transportation?

Very Likely

Somewhat Likely

Not Sure

Probably Not Likely

Definitely Not Likely

Oasis Rail Transit Service - Oasis Conceptual Schedule

The conceptual rail schedule presented this evening focused on commuter rail service. The service would initially run trains every 20 minutes on Mondays through Fridays during peak morning and evening commuting periods (rush hour), and provide one midday roundtrip. Please answer the following questions regarding this conceptual schedule. This information is important in determining rail vehicle equipment requirements, track and signal improvements, and operating and maintenance costs:

8. The proposed schedule would meet my commuting needs. YES NO

9. The number of trips offered by this schedule would provide flexibility for my work schedule. YES NO

10. By placing a check in the boxes below, please indicate which, if any, of the following changes should be made to the Oasis Rail Transit service schedule to better fit your needs. The “At Start of Service” column refers to changes that should be made before the rail line first opens; the “For Future Service” column refers to changes that don’t need to be made right away, but should be considered in the future.

	At Start of Service	For Future Service
9a. More frequent service – less than 20 minutes between trip departures	<input type="checkbox"/>	<input type="checkbox"/>
9b. Less frequent service – longer than 20 minutes between trip departures	<input type="checkbox"/>	<input type="checkbox"/>
9c. Faster travel time – less than the estimated 30 minutes between Milford and Cincinnati	<input type="checkbox"/>	<input type="checkbox"/>
9d. Additional commute trips – beyond the five morning inbound and five evening outbound trips. Please suggest below how many additional trips and timing:	<input type="checkbox"/>	<input type="checkbox"/>
9e. Additional midday trips – beyond the one midday roundtrip proposed in the conceptual schedule. Please suggest below how many midday trips and how often:	<input type="checkbox"/>	<input type="checkbox"/>
9f. Evening non-commute service. Please specify below how often and until what time:	<input type="checkbox"/>	<input type="checkbox"/>
9g. Special event service for ballgames, festivals, concerts, shows, etc.	<input type="checkbox"/>	<input type="checkbox"/>

Please use this space to share any additional comments regarding the conceptual rail schedule.

Station Area Planning

Information was presented this evening on the evaluation process applied to the ten rail stations proposed in Tier 1 and the development capacity and evaluation criteria rating (High, Medium and Low) each station has been assigned. These ratings will be used in helping determine which stations will be built and when:

Station	Development Capacity / Evaluation Criteria Ratings	Station	Development Capacity / Evaluation Criteria Ratings
Riverfront Transit Center:	High/High	Beechmont:	Low/Low
Boathouse:	Low/Low	Fairfax:	High/High
East End:	Low/Low	Newtown:	Medium/Medium
Columbia Tusculum:	Medium/Medium	Ancor:	High/High
Lunken Airport:	Low/Low	Milford:	High/High

- 11.** In the next phase of the Oasis Rail Transit project development process, the project teams will be working to develop Station Area Plans for each of the transit stations under consideration. **If you are interested in participating in a future Station Area Planning Workshop, please identify the station(s) you are interested in and provide your contact information below. You will be added to our interest list.**

Station(s) of interest:

Name and Address:

Email Address:

- 12.** Please use the space below to share any addition comments you may have regarding the Oasis Rail Transit project and the information presented this evening.



SR 32 Relocation Project

Public Involvement Meeting

COMMENT FORM

A summary of the March 2012 Feasibility Study and the SR 32 Relocation study corridors recommended for further analysis was presented this evening. Please use this form to document your feedback on the information presented and to share any comments or questions you may have about the project, recommendations being made and related issues. The information you provide will be factored into the development of project alternatives during the next phase of work. Thank you for your input.

1. Using a scale of 1 to 5 (with 1 = Very Important and 5 = Not Important At All), please rank the importance of the following SR 32 Relocation project elements to you.

	Very Important				Not Important At All	
Community Factors						
Reduce local congestion and traffic delays	1	2	3	4	5	Not sure
Increase travel safety	1	2	3	4	5	Not sure
Expand travel options (add rail transit, bike and walking paths)	1	2	3	4	5	Not sure
Consolidate access points on SR 32	1	2	3	4	5	Not sure
Preserve existing community character	1	2	3	4	5	Not sure
Provide opportunities to enhance existing neighborhoods and business districts	1	2	3	4	5	Not sure
Encourage new economic development	1	2	3	4	5	Not sure
Minimize impacts to existing businesses and residences	1	2	3	4	5	Not sure
Minimize impacts to greenspace and parks	1	2	3	4	5	Not sure
Design Elements						
Provide connections to the regional bikeway network	1	2	3	4	5	Not sure
Minimize noise impacts from relocated roadway	1	2	3	4	5	Not sure
Locate rail transit station(s) within walking distance of existing neighborhoods and businesses	1	2	3	4	5	Not sure
Provide a park-and-ride facility at the rail transit station	1	2	3	4	5	Not sure
Provide landscaping/aesthetic amenities for roadway	1	2	3	4	5	Not sure
Minimize impacts to the natural environmental and archaeological and historic properties	1	2	3	4	5	Not sure
Reduce flood hazards and moderate storm water runoff	1	2	3	4	5	Not Sure

Please list any issues not identified above that should also be considered:

2. As project alignment alternatives are developed for the Newtown and surrounding area, would you prefer that the relocated SR 32, new Oasis Rail Transit and bike/walking paths are built side-by-side (*Modes Together*) OR are split, where the Oasis follows the existing railroad tracks through Newtown and SR 32 follows a separate alignment in an alternate location (*Modes Split*)? (see Station 4 for illustrations of the Modes Together and Modes Split concepts)

_____ Modes Together

_____ Modes Split

_____ Not Sure

Why?

3. Please use the space below to document any additional comments or questions you may have about the information shared today on the SR 32 Relocation Project. Attach additional pages if needed.

4. Please provide your contact information below and we will notify you of future meetings and project updates.

Name: _____

Address: _____

Email: _____

NEXT STEPS IN THE SR 32 RELOCATION STUDY

The next step in the SR 32 Relocation study involves developing and evaluating possible roadway alignments within the study corridors recommended by the Feasibility Study. This process will factor in the important public input received this evening. The SR 32 Relocation project will continue to be closely coordinated with new rail transit, bike/pedestrian access and other improvements being considered as part of the Eastern Corridor Program.

Please submit this form before you leave today's meeting or mail by September 2, 2012 to:

*Andy Fluegemann, P.E.
Ohio Department of Transportation District 8
505 South SR 741, Lebanon, Ohio 45036
Phone: (513) 933-6597 E-mail: andy.fluegemann@dot.state.oh.us*



Email/Telephone Hotline Contact Log

Public Involvement Meetings 2012

****Letter from Eric Partee, Little Miami Inc.**

This is an enquiry e-mail via <http://easterncorridor.org/> from: Eric B. Partee <partee@littlemiami.com>

The transportation needs of the Eastern Corridor have been a subject of much debate for many years. A necessary and appropriate part of that debate has been the implementation of effective transportation projects in a manner which protects and preserves a Nationally-recognized natural treasure - the Little Miami National Wild & Scenic River which flows through the heart of the Eastern Corridor.

The preservation of the Little Miami National Wild & Scenic River has been the focus of a monumental private-public partnership for over 40 years. During that time several million dollars of private funds have been raised by LMI and matched with many millions of public funds to set aside the critical forested corridor along the river and to clean up water quality. Successful negotiations by LMI with the vast majority of residential subdivision developers coming into the valley have resulted in the establishment of permanent setbacks from the river's edge along many miles of riverfront and 100 LMI nature preserves - all essential to conserving the river's natural character and ecosystem.

Water quality has been substantially improved and returned to full attainment of Ohio EPA's chemical and biological standards. The River is ranked in the top 10% of Ohio's river ecosystems by OEPA owing to the fact that it serves as home to 83 fish species (some of which are rare or endangered), 36 freshwater mussel species, and scores of river dependant animals ranging from the river's abundant bird life (255 species including the Bald Eagle and Great Blue Heron among others), beaver and aquatic insects, all playing a role in sustaining a healthy river ecosystem.

These critical riverfront areas have also provided, by their very nature, another critical benefit in that noise and visual impact upon the river corridor is precluded. This natural river setting of quiet and solitude and outstanding natural beauty is a key component of preserving the Little Miami for wildlife and for quiet public enjoyment.

Indeed the public has shown intense interest in preserving the Little Miami Scenic River in ways ranging from memberships in organizations like Little Miami, Inc. (LMI) to the hundreds of thousands of people who annually

enjoyed this natural river corridor by canoe, bike, horseback or on foot. Each comes to the river for a sense of beauty and relaxation from their urban lives.

Each remains here in Southwest Ohio to enjoy this local resource while spending literally tens of millions of dollars on purchasing bikes, canoes, fishing, food and other outdoor accessories, all resulting in a significant boost to the local economy. A 1997 survey of Little Miami Trail users showed that the 175,000 trail users each spent an average of \$225 on outdoor equipment, accessories and clothing in the preceding year. The total - an impressive \$39 million boost to the local economy. Add to this the expenditures of fisherman and 100,000 annual canoers and the impact on the local economy becomes even more substantial.



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These many factors, both environmental and economic, deserve serious consideration in the discussion of any proposal which would negatively impact the river ecosystem and the quiet natural experience which lies at the heart of the public's enjoyment and the environmental attributes of this great Little Miami resource.

The Little Miami is a gem in our midst. Call it a natural area, a greenway, a scenic treasure, a wonderful ecosystem, an enriching experience, it is clearly all of these and more, right here in Southwest Ohio, not hundreds of miles away in a distant National Park.

And for all of us, whether our concern is environmental or economic, the time to preserve this gem from another despoiling highway bridge proposal is now.

Little Miami, Inc. encourages 1) your support of the transit-oriented proposals, and 2) your opposition to the new Red Bank Road Connector bridge crossing of the Little Miami near, a fatal flaw in the Eastern Corridor project.

Use of the existing rail line through the river valley along with expanded bus service, all designed to help reduce the number of cars on local roads is, we would suggest, a cost-effective approach to transportation planning in the Eastern Corridor.

There is a way to balance transportation needs with environmental protection in the Eastern Corridor. Building another highway through the valley, bringing 20,000 more cars and trucks down through the Little Miami valley, is not part of such a balanced approach.

LMI encourages ODOT to adopt a "transit first" approach to the Eastern Corridor discussion, utilizing the existing rail corridors, and to abandon the damaging highway proposal involving a new bridge crossing over the Little Miami National Wild & Scenic River.

Thank you.

Eric B. Partee Executive Director Little Miami, Inc.



The Eastern Corridor

Email/Telephone Hotline Contact Log

Public Involvement Meetings 2012

Date Received	Name	Contact Method	Message Received	Response Date	Response/Action	Author
07.22.2012	Jerry Houser jfhconsultants@yahoo.com	EC Email	I'm looking forward to the work being do on this project	07.22.2012	Dear Mr. Houser, Thank you for your comments. It has been added to our contact log. Sincerely, The Eastern Corridor Communications Team	Kaity Dunn
07.26.2012	Robert Wilks thewizard@fuse.net	EC Email	I'd like to receive Eastern Corridor Program updates and meeting notices.	07.31.2012	Thank you for your interest in the Eastern Corridor Program. Your email has been added to our distribution list. Sincerely, The Eastern Corridor Communications Team	Kaity Dunn
07.26.2012	Mark Fee markdavidfee@gmail.com	EC Email	I live in Newtown and thus am interested in all of these projects, but primarily in the SR 32 Relocation Project. You have my support, something needs to be done!	07.31.2012	Thank you for your interest in the Eastern Corridor Program. Your email has been added to our distribution list. Sincerely, The Eastern Corridor Communications Team	Kaity Dunn
07.30.2012	Joe Stelzer Jstelzer@fuse.net	EC Email	Please add me to your mail list	07.31.2012	Thank you for your interest in the Eastern Corridor Program. Your email has been added to our distribution list. Sincerely, The Eastern Corridor Communications Team	Kaity Dunn
07.31.2012	David Spinney dspinney@fuse.net	EC Email	Please send updates and meeting notices	07.31.2012	Thank you for your interest in the Eastern Corridor Program. Your email has been added to our distribution list. Sincerely, The Eastern Corridor Communications Team	Kaity Dunn
07.31.2012	Joe Mirus Joe.Mirus@gmail.com	EC Email	Please add me to the mailing list.	07.31.2012	Thank you for your interest in the Eastern Corridor Program. Your email has been added to our distribution list. Sincerely, The Eastern Corridor Communications Team	Kaity Dunn
08.01.2012	George Padgitt George.padgitt@gmail.com	EC email	Please send me updates about public meetings or important developments regarding any of the Eastern Corridor Projects. Thank you.	08.07.2012	Thank you for your interest in the Eastern Corridor Program. Your email has been added to our contact list. Sincerely,	Kaity Dunn



Email/Telephone Hotline Contact Log

Public Involvement Meetings 2012

Date Received	Name	Contact Method	Message Received	Response Date	Response/Action	Author
					The Eastern Corridor Communications Team	
08.01.2012	Anonymous	EC Hotline	A woman wishing to remain anonymous called wanting to know if her home would be affected by the SR 32 Relocation project.	08.01.2012	I told her that we are getting public feedback and performing studies and that no decisions have been made. I assured her that ODOT would give her notice with ample time if her home were to be affected. She insisted on speaking to an ODOT representative. I gave her Andy Fluegemann's phone number.	Kaity Dunn
08.01.2012	Mr. Carl 937-545-2986	EC Hotline	He called asking about the timeline for the SR 32 Relocation.	08.01.2012	I told him that the Tier 2 study should be completed by 2013 and if a build alternative is approved and we have funding, it could begin as soon as 2017.	Kaity Dunn
08.01.2012	Jim Casey velocrazed07@yahoo.com	EC email	I am pleased the city has a time frame and will be even more happy when the bike lanes are implemented.	08.07.2012	Thank you for your interest in the Eastern Corridor Program. Your comment has been added to our records. Sincerely, The Eastern Corridor Communications Team	Kaity Dunn
08.01.2012	Michelle Heatherton mpheatherton@zoomtown.com	EC email	I'd like to receive information about upcoming meeting schedules, etc.	08.07.2012	Thank you for your interest in the Eastern Corridor Program. Your email has been added to our contact list. Sincerely, The Eastern Corridor Communications Team	Kaity Dunn
08.01.2012	Susan Grodecki susan@visitclermonthio.com	EC email	Please e-mail Eastern Corridor Project updates.	08.07.2012	Thank you for your interest in the Eastern Corridor Program. Your email address has been added to our contact list. Sincerely, The Eastern Corridor Communications Team	Kaity Dunn
08.02.2012	Jim Coppock urbanfelicity@fuse.net	EC email	I did not get any word of these meetings - not at work (City Hall, Department of Transportation), not from regular email networks, not through traditional press (Community Press, Enquirer, radio). This was not adequately promoted.	08.07.2012	Dear Mr. Coppock, We appreciate your feedback. Your comment has been added to our records. Sincerely, The Eastern Corridor Communications Team	Kaity Dunn



The Eastern Corridor

Email/Telephone Hotline Contact Log

Public Involvement Meetings 2012

Date Received	Name	Contact Method	Message Received	Response Date	Response/Action	Author
08.02.2012	Eric Lachman 3822 View St. Cincinnati, Ohio, 45244 513-365-2850 lachman_llc@yahoo.com	EC email	I was unable to make it to the meeting scheduled. Can you please send me a transcript or something into the nature of what is going on. When this will all start and how it will effect us. Thank you, Eric Lachman 3822 View St. Cincinnati, Ohio, 45244 513-365-2850 Sent from: Lachman Transportation LLC	08.07.2012	Dear Mr. Lachman, Because the meetings were not public hearings, we did not take transcripts. However, we are preparing summaries of frequently asked questions which will be posted on the website. I have attached a pdf version of the Oasis Rail Transit Overview and Findings, and the SR 32 Relocation Fact Sheet which we handed out at the meetings. Right now, we are still in the planning process, so no decisions on exact locations have been made. Sincerely, The Eastern Corridor Communications Team	Kaity Dunn
08.02.2012	Charles Hutchinson 513-272-2983 3525 Crawford St. Newtown, OH 45244	EC Hotline	Called asking about SR 32 Relocation.	08.02.2012	I told him that the Tier 2 study should be completed by 2013 and if a build alternative is approved and we have funding, it could begin as soon as 2017.	Kaity Dunn
08.02.2012	Heidi Rutenschroer 513-205-0246	EC Hotline	Called asking about meeting tonight, and the status of the SR 32 Relocation.	08.02.2012	Informed her that it is an open house format and if a build alternative is approved and we have funding, it could began as soon as 2017.	Kaity Dunn
08.03.2012	Cortney Scheeser cscheeser@yahoo.com	EC email	Hi, I was at the prelim fairfax meeting a couple weeks ago and the new maps were supposed to be released after this week's meetings. Can you help me find them? Thanks, Cortney Scheeser Mariemont Council m479-221-1752 w513-983-0463	08.07.2012	Thank you for your interest in the Eastern Corridor Program. We are in the process of uploading the new maps, and they should be posted sometime this week. Sincerely, The Eastern Corridor Communications Team	Kaity Dunn
08.06.12	William Heindel 8512 Batavia Rd. Cincinnati 45244 513-477-4046	EC Hotline	Called saying that he missed the meetings and wanted me to mail information about the Oasis Rail Transit because he does not have email.	08.07.12	Mailed a survey form, the newsletter, and a printed out version of the Overview and Findings pdf.	Kaity Dunn



The Eastern Corridor

Email/Telephone Hotline Contact Log

Public Involvement Meetings 2012

Date Received	Name	Contact Method	Message Received	Response Date	Response/Action	Author
08.07.2012	Gregg Purvis gpurvis@cinci.rr.com	EC email	I own the house at 8578 Batavia Road.	08.07.2012	Dear Mr. Purvis, I'm not sure what you are asking in your email. I'm assuming you are wondering if your home will be affected by the SR 32 Relocation - at this time, SR 32 Relocation project is still in the project development and evaluation stage. No decisions have been made yet regarding specific roadway alignments. Therefore, we do not know at this time which properties may be affected by the project. Once a preferred design has been identified and if it is determined that your property might be impacted, you will be contacted by an ODOT representative to discuss next steps. Sincerely, The Eastern Corridor Communications Team	Kaity Dunn
08.07.2012	Gregg Purvis gpurvis@cinci.rr.com	EC email	I thought I was signing up for a newsletter or such. My concern is how much my home will be impacted. Just keeping an eye open. I have been hearing about major improvements since I bought this 22 years ago. Thanks for checking back. I could not make the last meeting. Gregg	08.08.2012	Thank you for your interest in the Eastern Corridor Program. Your email address has been added to our contact list. Sincerely, The Eastern Corridor Communications Team	Kaity Dunn
08.10.12	Eric Lathman 3822 View St. Cincinnati 45244 513-365-2850	EC Hotline	He left a voicemail stating that he was unable to attend the public meetings and would like more information about the Oasis Rail.	08.10.12	Called him back and answered questions about station planning.	Kaity Dunn
08.10.2012	Randy Cooper 513-248-8350	EC Hotline	He left a voicemail requesting for twenty copies of each handout given at the meetings.	08.10.2012	Emailed Laura asking if she had any other Oasis findings. Called Randy and left a voicemail stating that I'm trying to get the files to him on Monday.	Kaity Dunn
08.21.2012	Bill Olinger wholinger@cinci.rr.com	EC email	Eastern Corridor Light Rail - Forrest Sellers, Milford-Miami Advertiser 7/15/12 A drawback to light rail commuting is that few potential riders live or work within walking distance of the proposed stations and would require bus/taxi transfers and parking at both ends.	08.23.2012	Mr. Olinger, Thank you for your email. I've passed it along to the Eastern Corridor Program team and it will be considered and included in the Program development documentation. We appreciate your interest and have added your name to our contact database. We will use this database to send out Program updates and public meeting notifications. Please let me know	Kaity Dunn



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			<p>In the '40s and '50s Boston commuters rode a Budd Company "Beeliner" to work every day. These single car units were self propelled, ran on regular train tracks, and didn't have to be turned around for the return trip.</p> <p>I would like to propose a metro bus / "Beeliner" hybrid that could operate on both rails and city streets like some railroad maintenance trucks. This "metro-liner" could pick up passengers on neighborhood streets, use rails to downtown and drop off riders on city streets. Benefits to commuters would be convenience and safety by eliminating multiple transfers and minimizing bad weather exposure.</p> <p>The proposed eastern terminus in Milford (I-275/US-50) has a number of eateries and a hotel. Riders could be picked up at these establishments rather than waiting in the weather and dropped off at downtown street corners. This would be especially convenient for special events such as football, baseball and concerts.</p> <p>Advantages:</p> <ul style="list-style-type: none"> · Less exposure to inclement weather · Shorter overall travel time · Special event venue drop-off-pickup (football, baseball, concerts, etc.) · Less expensive startup and maintenance costs · One operator/driver · No special platforms or stations to construct/maintain · Doesn't need to be "turned around" at terminus <p>Sincerely, Bill Olinger Milford</p>		<p>if you would prefer not to be included. Sincerely, The Eastern Corridor Communications Team</p>	



Email/Telephone Hotline Contact Log

Public Involvement Meetings 2012

Date Received	Name	Contact Method	Message Received	Response Date	Response/Action	Author
08.23.2012	Richard Oliver jacksonoliver.01@gmail.com>	EC email	I would like to receive updates, news, scheduling, and any and all necessary information pertaining to this project. Thank you.	08.27.2012	Thank you for your interest in the Eastern Corridor Program. Your email has been added to our contact list. Sincerely, The Eastern Corridor Communications Team	Kaity Dunn
08.24.2012	Unknown	EC Hotline	Woman called about the SR 32 Relocation Project. She wanted to know when exactly people would be contacted if their homes would be relocated.	08.24.2012	Because her question was so detailed, directed her to Andy Fluegemann.	Kaity Dunn
08.26.2012	Rosa Dorsey	EC email	Please email me with upcoming meetings.	08.27.2012	Rosa, Thank you for your interest in the Eastern Corridor Program. Your email has been added to our contact list. Sincerely, The Eastern Corridor Team	Kaity Dunn
08.28.2012	Justin Bertsch bertschj1@mymail.nku.edu	EC email	Hi, My name is Justin and I live on the east side of Cincinnati, and will be directly affected (positively) by this commuter rail. I keep checking www.easterncorridor.org for updates but are not seeing any, so I am concerned this has fallen by the wayside. What are some progresses/updates someone is able to offer? Thanks for all your help and I look forward to riding the train in the near future! Thanks, Justin	08.28.2012	Hello, Thank you for your interest in the Eastern Corridor Program. We do not have new information at this point. We are in the process of tabulating the responses from the public involvement meetings. The notes from the meetings will be posted on the website next week. I have added your email to our contact list to receive our newsletter. Sincerely, The Eastern Corridor Communications Team	Kaity Dunn
09.06.2012	Eric Partee Little Miami Inc., partee@littlemiami.com	EC Email	**See below.	09.07.2012	Mr. Partee: Thank you for your email. We have forwarded your letter to ODOT and to the Oasis and SR 32 Relocation project teams, and your comments have been added to our public involvement/comment records. We appreciate your continued participation in the Eastern Corridor Program's development process. Sincerely, The Eastern Corridor Communications Team	Laura Whiman



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Public Involvement Meetings 2012

****Letter from Eric Partee, Little Miami Inc.**

This is an enquiry e-mail via <http://easterncorridor.org/> from: Eric B. Partee <partee@littlemiami.com>

The transportation needs of the Eastern Corridor have been a subject of much debate for many years. A necessary and appropriate part of that debate has been the implementation of effective transportation projects in a manner which protects and preserves a Nationally-recognized natural treasure - the Little Miami National Wild & Scenic River which flows through the heart of the Eastern Corridor.

The preservation of the Little Miami National Wild & Scenic River has been the focus of a monumental private-public partnership for over 40 years. During that time several million dollars of private funds have been raised by LMI and matched with many millions of public funds to set aside the critical forested corridor along the river and to clean up water quality. Successful negotiations by LMI with the vast majority of residential subdivision developers coming into the valley have resulted in the establishment of permanent setbacks from the river's edge along many miles of riverfront and 100 LMI nature preserves - all essential to conserving the river's natural character and ecosystem.

Water quality has been substantially improved and returned to full attainment of Ohio EPA's chemical and biological standards. The River is ranked in the top 10% of Ohio's river ecosystems by OEPA owing to the fact that it serves as home to 83 fish species (some of which are rare or endangered), 36 freshwater mussel species, and scores of river dependant animals ranging from the river's abundant bird life (255 species including the Bald Eagle and Great Blue Heron among others), beaver and aquatic insects, all playing a role in sustaining a healthy river ecosystem.

These critical riverfront areas have also provided, by their very nature, another critical benefit in that noise and visual impact upon the river corridor is precluded. This natural river setting of quiet and solitude and outstanding natural beauty is a key component of preserving the Little Miami for wildlife and for quiet public enjoyment.

Indeed the public has shown intense interest in preserving the Little Miami Scenic River in ways ranging from memberships in organizations like Little Miami, Inc. (LMI) to the hundreds of thousands of people who annually

enjoyed this natural river corridor by canoe, bike, horseback or on foot. Each comes to the river for a sense of beauty and relaxation from their urban lives.

Each remains here in Southwest Ohio to enjoy this local resource while spending literally tens of millions of dollars on purchasing bikes, canoes, fishing, food and other outdoor accessories, all resulting in a significant boost to the local economy. A 1997 survey of Little Miami Trail users showed that the 175,000 trail users each spent an average of \$225 on outdoor equipment, accessories and clothing in the preceding year. The total - an impressive \$39 million boost to the local economy. Add to this the expenditures of fisherman and 100,000 annual canoers and the impact on the local economy becomes even more substantial.



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Public Involvement Meetings 2012

These many factors, both environmental and economic, deserve serious consideration in the discussion of any proposal which would negatively impact the river ecosystem and the quiet natural experience which lies at the heart of the public's enjoyment and the environmental attributes of this great Little Miami resource.

The Little Miami is a gem in our midst. Call it a natural area, a greenway, a scenic treasure, a wonderful ecosystem, an enriching experience, it is clearly all of these and more, right here in Southwest Ohio, not hundreds of miles away in a distant National Park.

And for all of us, whether our concern is environmental or economic, the time to preserve this gem from another despoiling highway bridge proposal is now.

Little Miami, Inc. encourages 1) your support of the transit-oriented proposals, and 2) your opposition to the new Red Bank Road Connector bridge crossing of the Little Miami near, a fatal flaw in the Eastern Corridor project.

Use of the existing rail line through the river valley along with expanded bus service, all designed to help reduce the number of cars on local roads is, we would suggest, a cost-effective approach to transportation planning in the Eastern Corridor.

There is a way to balance transportation needs with environmental protection in the Eastern Corridor. Building another highway through the valley, bringing 20,000 more cars and trucks down through the Little Miami valley, is not part of such a balanced approach.

LMI encourages ODOT to adopt a "transit first" approach to the Eastern Corridor discussion, utilizing the existing rail corridors, and to abandon the damaging highway proposal involving a new bridge crossing over the Little Miami National Wild & Scenic River.

Thank you.

Eric B. Partee Executive Director Little Miami, Inc.