

Appendix E
COMMUNITY MEETING
SURVEY RESULTS



Community Meeting Survey Results

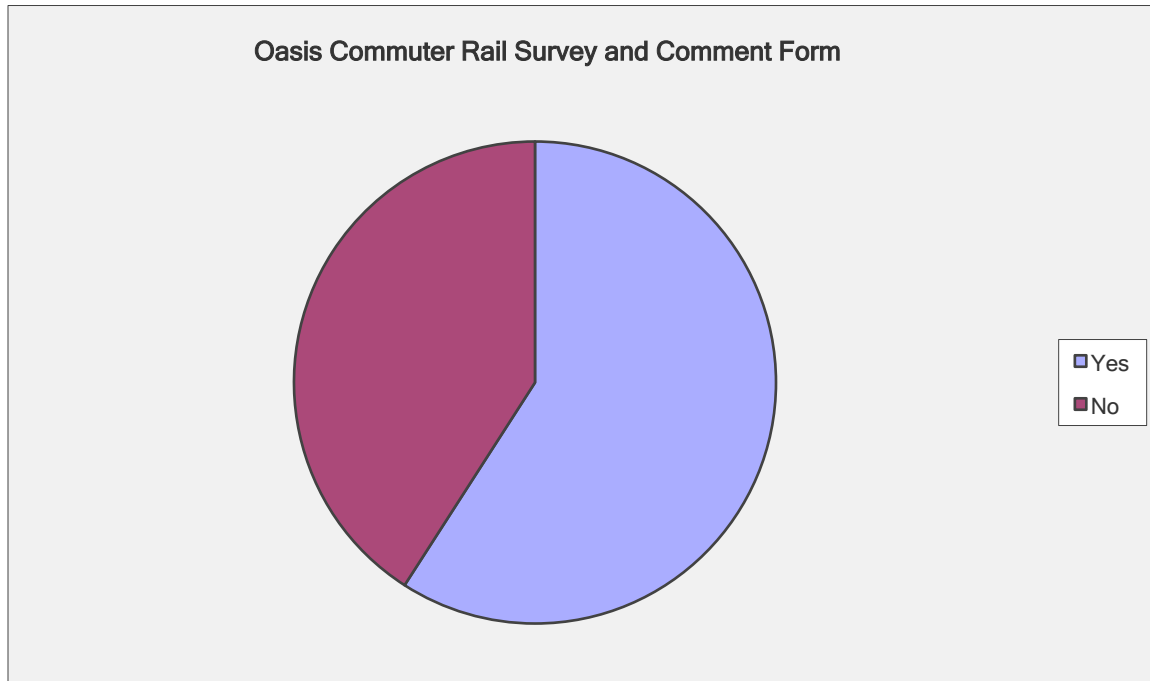
Produced by Survey Monkey

Question 1

The majority of respondents reported hearing about the proposed Oasis Rail before the announcement of the public meetings in April.

Before the public announcement of the Community Open House meetings in April, had you heard of the proposed Oasis Commuter Rail line?

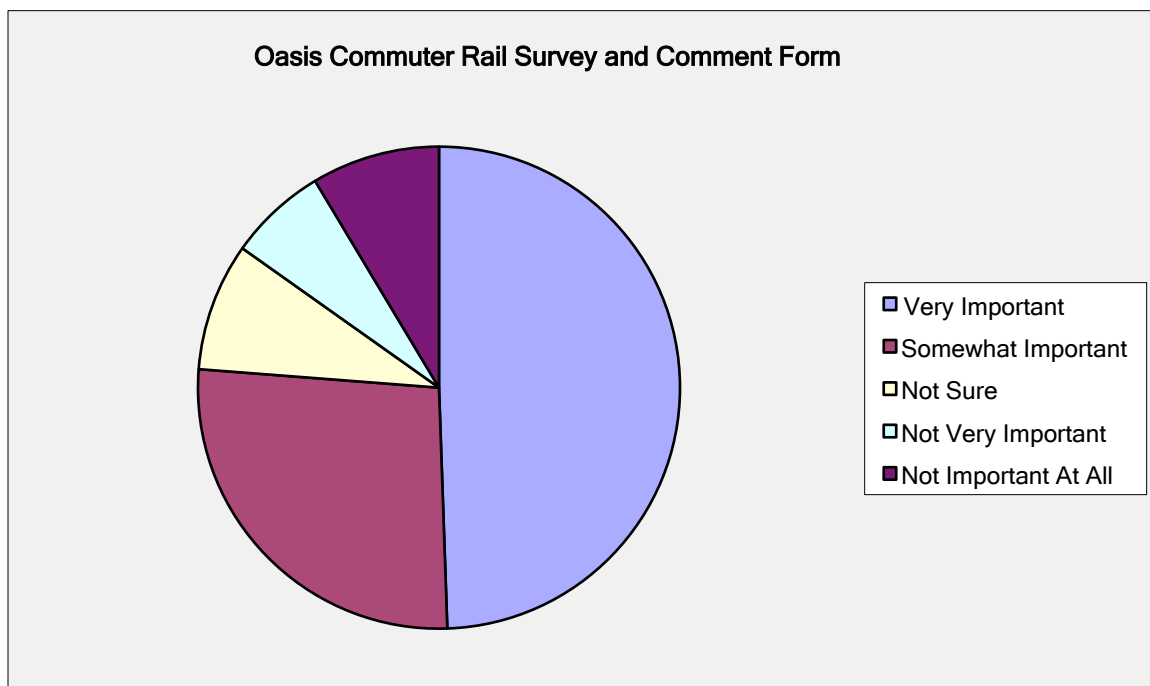
| Answer Options | Response Percent | Response Count |
|--------------------------|------------------|----------------|
| Yes | 59.1% | 117 |
| No | 40.9% | 81 |
| <i>answered question</i> | | 198 |
| <i>skipped question</i> | | 2 |



Question 2

The majority (49.5%) of respondents report that the proposed Oasis Rail is “very important” to them. See their reasoning in the comments below.

| Overall, how important is the proposed Oasis Commuter Rail line to you (choose one)? | | |
|--|------------------|----------------|
| Answer Options | Response Percent | Response Count |
| Very Important | 49.5% | 98 |
| Somewhat Important | 26.8% | 53 |
| Not Sure | 8.6% | 17 |
| Not Very Important | 6.6% | 13 |
| Not Important At All | 8.6% | 17 |
| Why? | | 172 |
| answered question | | 198 |
| skipped question | | 2 |



Why?

Positive/Favorable Responses:

- I might use it sometime.
- It is the first piece of a larger system that will improve the liability of Hamilton and facilitate mobility of older adults who can't or do not want to drive.
- Because it is part of future social and economic development of the region.
- Oasis potential to provide transit options for Clermont County

- I think it should be used for bike trails and light rail - an asset that will help alleviate traffic and make biking more safe
- Proposed light rail option, possible location for bike trail!
- Very important that it could impact me personally.
- Need better access to downtown Cincinnati. It is critical that we quickly reduce our reliance on automobiles and develop alternative transportation that.
- I don't go in the downtown Cincinnati area. Put transit lines by the P&G buildings - win, win.
- I do a lot of biking and am very interested in the proposed bike paths and fully support that effort.
- It costs money to build highways. Most of the railroads already exist.
- Improve quality of life in area, provide opportunity for development
- Transportation from Milford to downtown Cincinnati
- I would use it to travel downtown (and not worry about driving and parking). Don't go downtown presently for those reasons.
- Need an alternative to metro regular routes. Need less rush hour traffic.
- More direct access via highways to downtown also needed.
- I love bicycling and riding on roads scares me.
- Coming from Portland and experiencing the light rail system in the city, we became very dependent on the use of the rail system to get around. It helped people commute to work. Less cars were on the road. Businesses flourished near the rail. On the weekends, people gravitated downtown for recreation.
- It will open downtown to me for more frequent visits. I currently avoid going there because of the traffic and parking.
- Relieve highway congestion, reduce emissions - environmentally friendly, reduce commute time
- If it is planned right, it could be a positive thing. The key, I think, is integrating it with a bike path, metro bus, and the Cincinnati streetcar.
- Alternative transportation opportunity.
- Feel it's safer to ride versus drive, less emissions
- Reduce parking congestion downtown, alternative for commuters over cars, maintain public right of way for bike/hike
- We've talked about this for at least twenty years and rather than just convenience, I'd like to see areas like Red Bank Road station.
- Travel options are important to me
- I would like a safe way of getting downtown in my golden years.
- We need improvement east
- Reduce car traffic
- We should have an alternate form of transportation in the Cincinnati area.
- Improved public transportation area-wide (as opposed to a localized project like the streetcar) will go far in improving traffic congestion and bringing more residents.
- Benefits Cincinnati and suburbs
- To get some of the traffic off the streets, less pollution, better use of fuel
- Keep cars off road - save on parking downtown
- for personal use
- Reduce single-driver vehicle miles, promote community development, environmental pollution reduction

- I will be getting older - (drive at night?) - air cleaner & gas expensive
- Better access to downtown
- Would go downtown more. Dislike parking in the city. Opposed to highway solution on 32 inside the 275 loop.
- Moving forward towards the future, the rail would make Cincinnati a more convenient way to travel for everyone. People in the city just don't realize it yet until they actually experience it every day, more modernized.
- Reduce car traffic
- Gas \$5 per gallon
- New opportunities for transit
- Love the idea of easy access to downtown and the towns along the way
- Need to find a way to get employees to downtown that is more efficient and less costly than driving a car.
- For city economy - more jobs. Easy access to downtown.
- Increased property value and ease of getting downtown for work and entertainment
- To move people in a manner without have a lot of cars downtown
- Nice way to get downtown, Music Hall, Aronoff Center
- Catalyst to economic development
- Ease access to downtown
- It would decrease my transportation time.
- It will help prevent big backups on Beechmont
- We must find ways to reduce our dependence on single occupant vehicles.
- We need transportation options - other than highways
- I work in Clermont County and could use it to go to/from downtown
- Alternative to cars
- Economic development, community viability
- Rail transit is an essential ingredient to a world class city.
- Don't like area, but support rail transit in region
- An alternative to over-reliant on autos is very important
- I live along the proposed line (segment 1)
- Would benefit the city
- Bring region into the 20th century, finally.
- I live on the east side and commuter rail is a very important prospect for us in Cincinnati
- It would be a great economic generator. It would be great for people working downtown to be able to go both ways via train.
- Type of train used - diesel? Combination/hybrid would be better for community, bike path completion
- Cincinnati needs commuter rail more than streetcars
- Non-auto transportation is where we need to be!
- 1) Cost-effective alternative transportation solutions - electric trains only. 2) Riverside Drive development 3) Development and renovation in Corridor neighborhoods 4) Bike path to downtown
- Safe bike trails
- Needed

- I work downtown. I live in Mt. Washington. I ride the bus. I am interested in fast, safe commuting. Long term, i would like to drive less and use public
- Cincinnati needs a mass transportation alternative to alleviate road congestion and east parking issues. Rail right of way exists and would be a less costly alternative that could be economic development to areas along the route.
- I live/work close - downtown. Love idea of electric train/streetcar. I live above the proposed route. Diesel - ugh.
- Decrease downtown traffic and congestion
- Transportation option other than my car for environmental and lifestyle improvement and sustainability
- Improve transit in Cincinnati overall
- Commuter rail is important because it is the best way of transporting people in and out of the city on a daily basis. It is not to be infused with the streetcar.
- We need the bike trials!
- Cincinnati needs rail and it needs to leverage transit oriented development
- Easy, fast way to commute. May be an alternative to bicycling
- Commuting to city for work and pro games (Reds/Bengals) makes Cincinnati more of a viable area for business.
- Any increase in public transportation would be good.
- Get people out of cars and reduce pollution
- Reduce traffic from eastern suburbs into the city
- It is a stepping stone to adding other light rail routes to Cincinnati and Northern Kentucky, eases congestion during commute
- There is a strong need for public transportation from the East to downtown to reduce pollution & fuel needs.
- To take traffic off US Rt. 50
- Cost of car parking and gas downtown, congestion
- Rail can make a real difference in mobility, reducing emissions and spurring development... new highway will only attract more cars.
- I don't want to live in a metro area without a rail transit alternative. I would definitely use it.
- Helps eliminate the need for additional highway development, east access to downtown region
- Our city needs viable transportation options besides our vehicles. It is paramount to bringing young, energized people to our city. Light, quiet, clean
- The east side of Cincinnati needs alternate modes of transportation very badly.
- Because I believe it will be a real asset to the area. In most cities that have embraced commuter rail, it has been very positively supported.
- We need alternatives to automobiles and buses
- Need for improved public transit
- As a downtown resident, the more people you can bring down to work, play, and live, the better
- 1) Reduce congestion, pollution, and petroleum consumption 2) Get started to show public the value of rail transit
- To have better access to Eastern Suburban from downtown
- Cincinnati needs rail transit
- I'm a senior citizen - probably wouldn't work downtown but would like the connection going to see entertainment and cultural things. Don't drive downtown.

- Want to see rail with trail from Lunken to downtown
- Business is located on Red Bank road. Commuter rail with a station would be beneficial.
- We need alternatives to the auto, however, diesel is a bad choice. We need electric streetcar technology integrated with the Cincinnati streetcar.
- It's something the region needs. I will probably be retired before we see it happen.

Neutral/Negative Responses:

- I live close to downtown (6 minute drive). I can easily drive where I want to go.
- Taxes and usability
- Don't live in the Eastern Corridor
- Not as much impact/opportunity for me or our neighboring communities
- May use it - May not use it. Depends on how convenient it is to use.
- taxes
- Do not foresee using it.
- Just take a look at New York and other cities including Cincinnati
- I think it is not needed
- I live near existing rail line. I have concerns about noise and vibrations
- Not sold on its economic feasibility
- I don't commute during normal hours.
- Retired
- I am a retired person (family) that rarely has a reason to go downtown.
- North eastern suburbs are blocked by Indian Hill for traffic routes to the city.
- I'm retired. Would only use for entertainment
- We live directly on the rail line in between RT50 and the rail line.
- Own property on Eastern Avenue (Riverside Drive)
- Being retired, I only go to downtown area two or three times a year.
- I don't know if i would use it.
- I live on Eastern Avenue and wonder about noise, safety, and if it will impact housing values.
- Resident of Anderson Township - Worried about traffic and growth in Newtown/Columbia Parkway/I-475
- Do not live in service area.
- Because I think as currently presented, this route makes absolutely no sense.
- I do not live in the service area.
- I'm a community activist who raised money for riverfront parks and am concerned about impact. Real estate developer - see more potential with electric trains
- It depends on how it is and what kind of system is built
- We have a house along the proposed route, yet, believe in commuter transportation.
- Buy condo at Captain's Watch/ Adam's Crossing
- Curious about how it would impact our neighborhood. Might be nice to have a train nearby.
- I am a property owner along the proposed Oasis line and the idea of a diesel train with its pollution/noise is not an acceptable option.
- It will allow diesel trains and freight. It will be detrimental. The way it is being presented is all wrong. I am totally in favor of transit, but only if done right.
- I live near the Montgomery Inn Boathouse

- I do not live by the rail line areas.
- Partial commute (work just outside Milford)
- High gas prices, smog, no effective mass transit
- We live next to railroad tracks on Riverside Drive
- If it happens, I'm screwed. Just bought property to discourage issue this week.
- It encourages suburban development when that is proving disastrous and in fact less marketable in the future.
- Taxes, impact on communities that are fragile now
- Waste of money
- Not important for my use. Very important for negative impact as it enters city.
- Do not want this to happen
- I do not commute to work.
- Another example of wasteful government spending at a time when the government needs to up its debt.
- It is not designed for the benefit of our community or downtown. It benefits Clermont County. Our property values in the East End will decrease.
- It is a money wasting, community destroying idea.
- Too much money being wasted on "studies"
- Expense will far exceed benefit
- Does not warrant the cost. Will not be supported.
- Agree that transportation is a grave issue. I am just not sure this is the best way to address this. I am wondering if a street car line might be better - more efficient, less expensive
- Quality of life, community development, environmental concerns
- Live very close to existing rail
- Have not studied other alternatives
- The oasis commuter rail line using DMU would be a tragedy. A commuter rail line along the Ohio River reduces ridership and economic development.
- The success will depend on changing attitudes and getting people out of their cars.
- Passes through/near my community
- I live in Cold Spring, KY
- Live right on the Red Bank line
- My age is 61 and I don't if I will remain in Oakley 7 to 10 years from now
- Distance to rail and work station
- I'm 76 years old
- Too conceptual right now - not sure what to think

Question 3

The below comments state the respondents' perception of the Oasis rail purpose.

| Please briefly describe what you understand the purpose of the Oasis Commuter Rail line to be. | |
|--|----------------|
| Answer Options | Response Count |
| | 181 |
| <i>answered question</i> | 181 |
| <i>skipped question</i> | 19 |

Purpose Statement Responses:

- Help reduce commute time for Clermont County residents working in Cincinnati.
- Spend money on a project that most residents don't want or need
- To establish a rail line from downtown to the Milford area with 10 stops.
- Provide alternatives for people along the corridor and for businesses located there to access easier, reliable transportation alternatives to automobiles.
- Provide mass transit and relieve road congestion and the need to build additional roads.
- Transportation options
- Commuter rail and transit
- Divert trips from roads and autos
- It should be to do some mass transit for people all along the rail line - not negatively impact the commuting. I don't know what it is really.
- Mass transit / alternative transit
- Improving transportation options while facilitating redevelopment
- Transport people.
- Improve transportation from Eastern suburbs to downtown Cincinnati and back again.
- Reduce congestion/pollution, increase connectivity, decrease reliance on cars.
- Provide transit to the eastern side of Cincinnati
- To connect east side to downtown.
- Cost efficient, save time, convenient
- Move people in and out of Cincinnati
- Move people efficiently - reduce traffic
- Reduce the dependence on commuting via autos
- Get cars off the roadway. Improve access to/from Cincinnati
- Transport people to and from downtown where there is a lot of jobs and businesses
- Inform the public about the project, answer questions & educate
- Reduce traffic and congestion from downtown Cincinnati east to Milford.
- To allow community to travel between Milford and Cincinnati cutting down road use, congestion, and such.
- To provide some form of public transportation from eastern suburbs to downtown.
- Improve transportation in the Eastern Corridor.

- To improve the transit corridor between the suburbs in the east of Cincinnati to the heart of Cincinnati
- Alleviate the traffic on the roads into downtown.
- Provide fast commute times in eastern Cincinnati area to downtown.
- Reduce traffic congestion.
- To pick up passengers in the outlined areas and bring them downtown. I don't think there are that many commuters going downtown from the east side.
- New public transportation which the Cincinnati area desperately needs.
- Feel that it is to reduce traffic and improve safety
- Run light rail (passenger) track between downtown and eastern suburbs
- More people east and west from Milford to Cincinnati and place in between
- Address community issues in the Eastern Corridor
- A train mode of transportation to get downtown.
- Alternative to auto use for work. Reduce pollution
- Reduce traffic, save gas, cleaner air
- Take traffic off roads
- Ease overcrowding of RT 50
- Commuter rail service between Milford and Cincinnati
- To move large amounts of people safely and quickly to and from the destinations
- Reduce road auto congestion
- Ease traffic congestion, Provide for public transportation from NE & E suburbs
- Improve congestion, increase safety, improve economic development
- Ease congestion
- Economic stimulus, Ease traffic congestion, Connect urban core
- To get some of the traffic off the streets, less pollution, better use of fuel
- Reduce traffic, pollution, etc.
- Provide connections to downtown for work.
- Connection to downtown
- Provide modern public transit in Cincinnati
- A combination of old and new railroad lines.
- Commuter line from East side to downtown. Should utilize existing track.
- To bring communities together, For people to conserve time and energy through the coming years, To help others access better opportunities in jobs, careers, and resources.
- Provide public transportation
- Transportation to and from downtown Cincinnati
- People move during peak hourly mainly.
- Better flow of traffic from the East to West, create more money for downtown Cincinnati and small needs to be met at "stations"
- Transportation opportunities
- Provide commuters a way to get from the east side to downtown other than driving.
- To provide commuter transportation to and from the city
- Improved transportation options for the future.
- More options to go to downtown/Green
- Improved transportation in Eastern Cincinnati

- Take cars off the road
- Safer, more reliable, transportation - less expensive
- To relieve congestion on the road
- The Oasis line will provide alternative transportation between the eastern suburb and downtown Cincinnati. The line will be a catalyst for future development.
- Provide an alternative form of transportation
- To offer a way to town for those who don't drive. To reduce congestion.
- Create an express between Milford and downtown, decreasing car commuters
- Reduce cost and number of cars clogging the roads
- To offer alternative transportation. To lessen roadway and highway congestion. To help develop communities along the line.
- Reduce the traffic on existing highways
- Move people more efficiently
- In addition to community viability, relieve congestion
- I represent the East End. We want to know 1) where will the stations be? 2) How fast will the trains go? 3) How many trains a day?
- Provide alternative methods of getting around. Choice of travel is basic freedom for healthy community, especially for folks who can't drive.
- Commuter train using existing rail lines
- To lessen the dependence on auto between city and eastern area. To encourage the viability of the central city.
- Another mode to move people to the CBD
- Link central business district to east side suburbs to reduce traffic on roadways.
- Use existing infrastructure to provide transportation to residents of eastern Hamilton and Clermont Counties.
- Start to fill overdue mass transit needs
- Prevent congestion from driving downtown on daily basis
- Move people from Clermont County and Eastern suburbs to downtown business core and relieve congestion on roadways.
- It will connect people in the Eastern Corridor region to downtown and all points in between. It will also take cars off the roads to help with congestion and pollution.
- Create a vibrant urban core
- Mitigate traffic congestion
- To connect downtown with Cincinnati's eastern suburbs and to move large quantities of people without adding pollution to our environment.
- Connect Eastern Corridor to downtown
- Reduce vehicle miles. Provide sustainable alternative to auto commute.
- Create a transportation alternative for eastern Hamilton County and Clermont
- Reduce auto congestion, east side access to CBD
- 1) Reduce congestion on existing transportation/commuter routes 2) Enhance development 3) Maintain "green" areas
- Reduce congestion from commuters from Clermont County to downtown.
- Reduce congestion from commute from Clermont County to downtown
- Move people
- To create a rail commuter line from the east end

- Moving people downtown to the east
- Improve regional economic viability by taking some traffic off highways. Encourage downtown business - center of commerce.
- A mass transit alternative to serve the Eastern Corridor
- Reduce car traffic
- commute from east side
- Providing more transit to downtown Cincinnati
- Decrease downtown traffic and congestion and provide convenient, rapid, and economic transportation
- To provide additional means of transportation from Eastern Cincinnati into downtown
- To transport people from east side to downtown and vice versa.
- To serve Clermont County, not Cincinnati or neighborhoods. What it should be is sustainable (electric) and it should serve neighborhoods.
- Transport people from the east side of Cincinnati to downtown
- Easier travel from Milford to downtown
- I've seen what public transportation does for a city. Example: Portland, Atlanta
- Commuter rail to east side.
- They are trying the idea to the Cincinnati streetcar.
- Adding a commuter rail option to serve eastern Hamilton and Western Clermont
- Allow commuters to travel from Milford to the Boathouse
- No idea
- Rail system to connect east with downtown
- Cut down traffic on highways for people in suburbs whom work in the city
- Promote development of east side.
- Ease the commute for those who chose to ride to suburbs at expense of those living close to tracks.
- It's a sop to environmentalists and urbanists to jam through an unnecessary and wasteful road.
- To facilitate traffic from Butler County to downtown (I question if Clermont County would drive to a station further away)
- Provide safer, higher capacity transportation options from the eastern suburbs
- transport people
- If diesel - I can't think of any good purpose.
- Ruin property values
- The purpose is to reduce traffic flow from 4-6 pm and 7-9 am.
- To stop the bike trail.
- Alternative transportation to buses and cars connecting downtown to eastern suburbs.
- To build a railroad
- To benefit commuters who live in Clermont County and to increase the value of property in Clermont County
- 1) To benefit Clermont County communities 2) To provide a job for building contractors and consultants
- Increase access of east side to downtown
- alleviate congestion, provide connectivity
- Move people around the city, efficiently and cost effectively

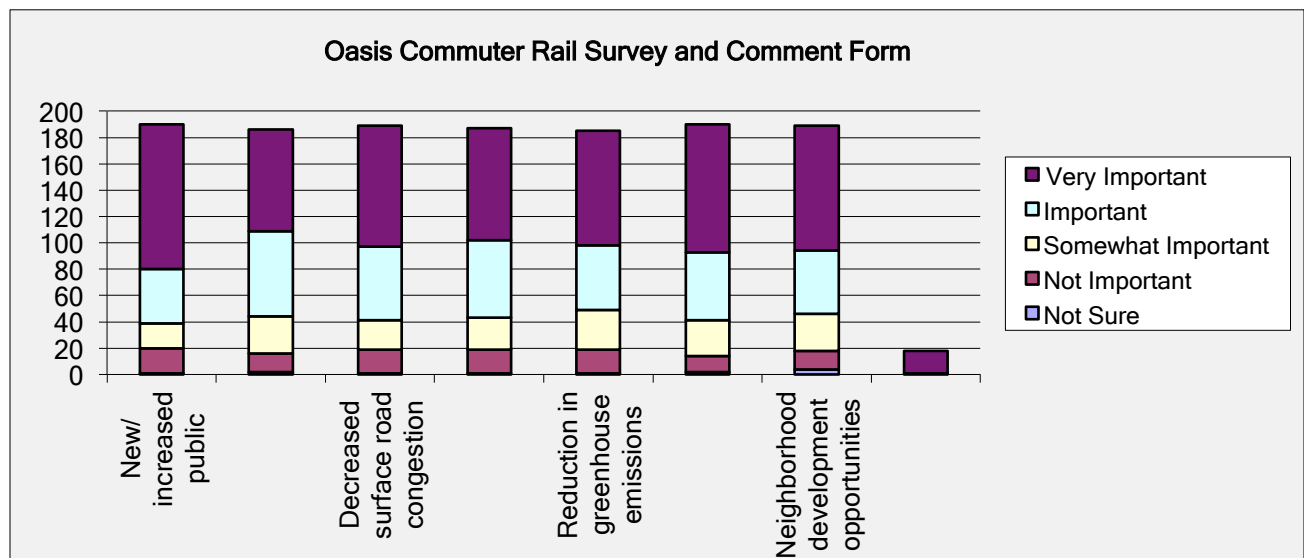
- I hope it is to give east side residents and commuters "greener" transportation options.
- Like Chicago - commuter train and el
- Ability to move people from outskirts of suburbs to city.
- Relieve traffic congestion on east side of town.
- It is going east.
- Improve transportation infrastructure
- Commuter light rail from east suburbs to downtown
- Easing congestion among US 50 & 275 by finding developers to purchase land, build businesses, and provide funding for the rail line
- To reduce traffic congestion and connect the east side to downtown Cincinnati.
- Provide public transportation from East side Cincinnati suburbs to downtown.
- A way for people to get to jobs downtown from Eastern side without using a car.
- I understand the purpose to be a means to build 1) a highway bridge over the Little Miami River 2) to transport people in outlying areas to get in and out of the urbanized area quickly, and 3) provide a rail transit alternative under a multi-modular program.
- Relieve traffic congestion, primarily commuter and therefore, reduce pollution and noise
- Provide appropriate transportation mode along Eastern Corridor
- Improve traffic, community improvements, save parking & costs to downtown, more job opportunities for those without cars
- Improved transportation from suburbs and nearby urban areas to downtown Cincinnati
- Encourage economic growth, create transportation options, decrease commute time
- Rail service to Milford
- Rail and bike trail in 50 foot right away
- Serve as an alternate to highways
- What it seems you are telling us is that it is a "commuter" rail... mainly to transport people from Eastern suburbs into downtown.
- To provide an effective means via rail To get downtown and other future locations
- To provide another transportation choice to area residents. Also Cincinnati is one of the only cities that has no rail offerings (except Amtrak)
- Provide safe, less oil based transit
- Improve mobility between downtown and the eastern metro area
- Utilization of existing infrastructure to meet transit needs of a significant population corridor.
- Economic development, reduce highway congestion
- To encourage rail from Cincinnati to Milford with a bus/train to reduce congestion on our highways
- To connect people between downtown and the eastern suburb more efficiently than just roads
- An effective alternative means of transporting people from their neighborhood to downtown Cincinnati
- To reduce road traffic
- Reduce congestion, pollution, and petroleum consumption 2) Get started to show public the value of rail transit
- Subway like train from downtown to community
- Suburbs to town development, reduce congestion
- To relieve congestion and help commuters get downtown easily for entertainment and enjoyment.

- Reduce vehicular traffic congestion Reduce environmental impact of transportation
- More people from point A to point B efficiently - keep people off the roads
- Develop multi-modal transportation along the eastern corridor of Cincinnati thereby reducing dependency on auto travel and encouraging economic
- Alleviate traffic. Diesel is a bad choice - want electric street car line
- A: The beginning of a regional rail system for commuters B: An attempt to get some of the car traffic off the road

Question 4

The majority of respondents rated each item below “very important.” Respondents also had the opportunity to list “other” items they felt were important. The “other” options listed by respondents are reported below.

| Please rate the importance of the following Oasis Commuter Rail benefits to you: | | | | | | |
|--|----------------|-----------|--------------------|---------------|----------|----------------|
| Answer Options | Very Important | Important | Somewhat Important | Not Important | Not Sure | Response Count |
| New/increased public transportation options | 110 | 41 | 19 | 19 | 1 | 190 |
| Improved roadway safety | 77 | 65 | 28 | 14 | 2 | 186 |
| Decreased surface road congestion | 92 | 56 | 22 | 18 | 1 | 189 |
| Decreased highway congestion | 85 | 59 | 24 | 18 | 1 | 187 |
| Reduction in greenhouse emissions | 87 | 49 | 30 | 18 | 1 | 185 |
| Community revitalization opportunities | 97 | 52 | 27 | 12 | 2 | 190 |
| Neighborhood development opportunities | 95 | 48 | 28 | 14 | 4 | 188 |
| Other (please explain below) | 17 | 0 | 1 | 0 | 0 | 18 |
| Other | | | | | | 19 |
| <i>answered question</i> | | | | | | 193 |
| <i>skipped question</i> | | | | | | 7 |



“Other” options added by respondents:

- Manageable taxes
- Bike trails
- Improve quality of life by improving/increasing public transportation
- Bicycle and recreation
- Decrease fuel cost for commuters
- Reduction on use of vehicle waste and pollution for the future of our lives and upcoming generations.
- Reduce demand for additional highway construction
- Transit-oriented development
- economic prosperity, commercial and residential development
- Bike trail to downtown as part of plan
- downtown development opportunities
- Cincinnati Streetcar
- Bike trail from downtown to Newtown
- bicycle trail
- Transportation in a post-peak oil world
- Healthy air
- A fun way to get to work and read my book
- I hope this city can succeed in getting on board with the rail happenings around the country. People here seem to be very much against any kind of rail. This has to change.
- Availability to cultural events

Question 5

One hundred and seventy-nine people used this section to share thoughts they would like the project team to be aware of when moving forward with the planning process.

| What do you think are the top three things that the project team needs to keep in mind as it moves forward with planning for the Oasis Commuter Rail line? | |
|--|----------------|
| Answer Options | Response Count |
| | 179 |
| <i>answered question</i> | 179 |
| <i>skipped question</i> | 21 |

Responses:

- I live close to Cincinnati and paid more for my property, Hamilton County and Cincinnati taxes. The train will devalue my property. Don't understand why my taxes will help Clermont people unwilling to move closer to the city.
- 1) Does the public want it. 2) Who would actually use it? Why would it be a better alternative than a bus for those? 3) How much does it cost taxpayers?
- 1) Expect organized opposition 2) Be realistic about what the finding is/will be 3) About every 6 months, put out progress reports.
- 1) Provide opportunities to people in the Cincinnati metro area to become used to public transportation that is safe, reliable, and on time. 2) Get smaller, more
- Economic and environmental benefits.
- 1) Minimize the impact to existing roadway 2) Minimize the impact to property taxes where no benefit is passed on.
- Plan for multi-modal hub at Fairfax
- 1) Pedestrian access to stations 2) Park & ride for motorist and bicyclist at stations. 3) On-board bicycle storage 4) Noise 5) Inclusion of multi-use trail with Oasis right of way 6) Use of corridor if no build is the result
- 1) Including a bike path in the design 2) Not having diesel engines - have trains that can stop and pick up passengers 3) Neighborhood issues - impact on residents
- 1) No diesel engines 2) Include bike way 3) Multiple stops to revitalization and neighborhood access
- Redevelopment opportunities - attracting residents and creating communities of choice
- 1) Cost per commuter mile to build 2) Cost per commuter mile to operate 3) Take a survey as to how many people will use it.
- The history of Cincinnati and Hamilton Count - The state is trying to accomplish light rail/commuter access through the years. They all have difficulty today just
- 1) limited access to downtown 2) pollution concerns 3) noise
- 1) Noise, vibration, and pollution 2) please use electric, not diesel trains 3) stations need to be very close to where lots of people live or work.

- 1) Commuter rail should run throughout the day, not just the AM/PM. 2) Please include a community circulation to connect Anderson Town Center with the Newtown station. 3) Develop a public awareness program that emphasizes the importance of using public transportation to reduce emissions. Include our role in the destruction effects of climate change and its cost to Ohio/USA/World.
- 1) Where is the largest population situated in Hamilton County? 2) Does the Oasis line help "move" the largest population in the area? 3) Eliminate Oasis segment 4 completely.
- 1) Incorporating bike trails as part of the effort 2) The location - If the rail isn't close to where people live, they won't use it.
- 1) We still have to dig up ground 2) In the long run, people want their cars 3) Too costly
- Money
- 1) Cost to community 2) Benefit to community 3) Sustainability
- 1) Economic feasibility - by the time the facility could be built, the demographics will change. 2) Overall costs 3) Accurate projects and ridership
- Beware connecting to bus routes. Those routes change. Also, currently there are many places the buses don't take you or don't take you at convenient times. A blind friend, dependent on public transportation, moved back to Alabama because he couldn't get from the Bethesda North to downtown and back unless he went with the commuters in the AM and PM. He just wanted to go to the dentist and not spend all day downtown.
- 1) Safety 2) Access 3) Cost efficient
- 1) The time is now! 2) Educate public with positive success stories from other cities 3) Emphasis on opportunity for development at station stops
- 1) Where and how the commuter rail will cross as well as affect the Little Miami River 2) Funding... where does the money come from? 3) Access points - what makes sense?
- 1) Accessibility and public use 2) Cost & funding to build and maintain 3) Safety
- Think far out into the future and make enough of a difference so that this doesn't have to be done all over again in 10 years.
- 1) Cost 2) Speed of project - needs to be done sooner rather than later 3) Well-planned access - park & rides, etc.
- 1) Who will use the new transportation options 2) How many people will use 3) Leveraging any plan to provide more bike trails.
- 1) Major points of interest along the route between Milford and downtown Cincinnati 2) Connecting existing transportation options such as the bus network, interstates, highways, and bike trails. 3) Keep the rail close to major populated areas that can service large groups of people.
- 1) Make it easy to access 2) Make it tie in well with other downtown transportation 3) Make sure it can be expanded to future destinations (West Side)
- 1) Tie it in with the streetcar 2) Develop transit-friendly real estate project near stations 3) Leverage the commuter rail to increase use of bicycles.
- Make sure there is enough ridership.
- 1) Want good for all, not a few. 2) Highest cost is not always the best
- 1) It is the bell weather for other light rail lines in the future 2) To trend lightly in the current economic downturn and political climate 3) Be a big tent: hike/bike path in the corridor
- 1) Price of tickets 2) Times for travel 3) Ways for metro and park & ride to match up
- 1) Transparency 2) Lots of public information 3) Make an economic argument
- 1) ridership 2) operational cost 3) will it be self supported

- 1) car parking 2) price people can afford
- 1) Financing 2) traffic 3) ease of transportation 4) How will it affect private property owners?
- 1) Ecological aspects 2) Cost 3) Use
- Cost & benefit
- Have enough trains to give people the convenience of commuter rail service.
- 1) Is this the highest priority congested area that needs attention? 2) Is shared use of existing freight rails really workable? 3) Will people really give up their cars?
- 1) Speed 2) Convenience 3) Low pollution
- 1) Cost-benefit analysis 2) Selling the idea to residents/tax payers
- 1) Ridership numbers 2) Locations of stations
- 1) keep focused on execution of plan: funding, ROW acquisition, construction 2) Early determination of station location 3) Seek private partnership
- A station in Eastgate is a good thing. I don't see how you'll get the maroons out of cars though.
- 1) need park and ride lots at stations 2) economical fee for use
- 1) more options to downtown 2) hours of operation to accommodate working 3) park and ride operation for daily transportation
- Bicycle commuters – path
- Train tracks were heavily used in the 1960's/ Grew up in Terrace Park and got used to them. Commercial freight is much noisier than commuter transit. Seems rational to use existing track.
- 1) Flood areas - needing to add rails outside of flood zone. 2) Think of a way to connect more people from the Lawrenceburg, West Chester, and Lebanon areas to the city. This is difficult with endangered species and flood areas.
- 1) Keep it simple 2) Keep it affordable 3) Keep us informed
- Inform existing property owners who are impacted.
- 1) location of stations 2) impact on surrounding areas 3) transportation issues that could result from park & rides
- 1) original cost 2) ongoing operational cost
- 1) Cost to riders 2) Impact on surrounding homes 3) Get it done sooner rather than later.
- 1) Get it done (time) we need to complete in less than 15 years. 2) Cost must be shown to save cost over time. Starts up costs are going to be high, but if this takes off, the line can be expanded and would bring costs down. 3) Use as much existing rail as possible to reduce cost.
- 1) Cost 2) On time, under budget 3) Utilize more local companies/materials.
- 1) Cost (how will it be funded) 2) Esthetics and environment in residential areas 3) Best station locations & how to get to them.
- Quit talking about it and get it done.
- 1) Good future planning for additional rails 2) Bike trails along the right-of-way 3) Electric (no diesel)
- 1) cost 2) easy access
- 1) Budget 2) Future land use around stations
- 1) Cost to the commuter 2) Transportation to rail line and from end point
- 1) Safety 2) Price of transportation 3) Assistance for the handicapped and elderly
- 1) Funding 2) Cooperation from Clermont County because if they don't cooperate, the purpose will not be satisfied. 3) Integrating smoothly with the neighborhoods.
- Assume that light rail does not interfere with bike trail.
- 1) choose quiet, clean technology 2) Try not to impact environment

- 1) Allow sharing of right away along Ohio River with bike trail 2) Use as much existing rail and bridge as possible 3) Use streetcar instead of diesel locomotives with more stops.
- 1) How to connect train to place of work and residence 2) Ridership maximization 3) Station attractiveness – location
- Here are many examples of bypassing existing older communities. In the urban part of this proposed corridor, bypassing would be mistake creating further decay.
- Consider your audience: Are they really going to commute from the east?
- 1) Bike access from neighborhoods to stations 2) Bike access to trains
- 1) Electric, not diesel 2) Oasis line idea for a modern streetcar 3) Integrate rail line with Cincinnati streetcar
- 1) Impact on local community 2) Impact on environment 3) Cost
- 1) Speed of trains 2) Reliability of trains 3) Get it done
- 1) Designing stations that are practical and protect the existing communities from unwanted congestions, parking, or loitering problems. 2) Cost effective for commuting 3) Convenient drop off points in CBD
- 1) Difficult task 2) Rare opportunity 3) Don't give up
- K.I.S.S.
- 1) noise 2) crime 3) cost
- 1) Gas prices keep going up. 2) Quit dragging your feet 3) Stop talking and planning - start building.
- Diesel trains are noisy and pollutants! We need light rail or streetcar options.
- 1) walk, bike, ride 2) build in phases so something can be done soon 3) has to be electric
- 1) overall cost/ongoing cost 2) alternative routes/ridership possibilities for various routes 3) economic development opportunities
- 1) Elect a governor supportive of mass transit and reducing our dependence on oil, foreign or domestic 2) Encourage people to witness first-hand what has happened in other cities that have mass transit. 3) The Cincinnati streetcar has encountered public perception decrease
- 1) Developments that are already adjacent to commuter line 2) Eco-friendly 3) Noise
- 1) High density to high density 2) Terminate on downtown streets 3) Extend to population centers in suburbs
- 1) Will the county or metro operate it? 2) Is the funding of this line fair to the west side and central areas of Hamilton County?
- Electric streetcars, not diesel locomotives
- 1) Electric streetcars will allow for more stops and more development opportunities than heavy diesel. 2) Electric streetcars can connect to more downtown
- 1) Evaluate technology that can move seamlessly into downtown and continue uptown 2) Evaluate route that increased readership from start up not long term development only
- 1) Seamless to downtown 2) Increase ridership from start up
- 1) modern electric system 2) incorporate bike trail 3) connect to Cincinnati streetcar system
- Multi-model - start with bike trail to get traction and end up with rails/trails together.
- 1) Safe dedicated parking at stations 2) Frequency 3) Reliability of service
- 1) Economic development 2) Reduce car use
- Protecting the safety and noise level of residents nearby. Providing the "greenest" solution available.
- 1) Must be a direct link to downtown public transit (prefer no change of mode) 2) No diesel or petroleum based fuels 3) Noise control - no horns

- Not using outdated technology, no diesel
- Environmental Impact Affordable Transit
- 1) Cost 2) Impact on current neighborhoods 3) Utilization of existing infrastructure
- 1) Diesel is not a residential option 2) Streetcars would provide ability to provide more stops 2) Streetcars would provide the ability to travel on the streets.
- 1) Non-diesel. It stinks and makes the landscape/air ugly 2) Stops. I want to be able to use it to stop at Columbus-Tusculum and Red Bank (work), and Mariemont to visit friends, shopping, food, etc. 3) Ability to connect to the streetcar so our neighborhoods are connected.
- Clean technology, bike access
- 1) Connect to the Cincinnati Streetcar 2) Bike trails 3) Neighborhoods
- 1) Bike trail 2) Electric streetcar/light rail 3) No diesel 4) Not enough stops are identified
- 1) What is best for the planet? 2) What is best for the community? 3) What is best for public health?
- Fast travel with few stops. 30 minute trip with 4 to 5 stops.
- Who pays for it? I think the public won't pay for it.
- 1) Ridership #s 2) Power source (diesel?) 3) Environmental impacts
- 1) Don't try to favorably compare it to the Cincinnati streetcar 2) Keep it basic - don't gold-plate the system 3) The streetcar backers often have separate agendas
- 1) Connect with denser populations (i.e. along Wasson-Paxton, Xavier, UC) 2) Abandon highway plans 3) Think electric
- 1) Target audience (riders & neighborhoods) 2) Environmental damage
- Are there better ways to spend the money?
- Impact on residential property values
- 1) Property value decreases 2) Noise 3) Crime
- 1) economic viability 2) noise and vibration to nearby residents 3) realistic evaluation of ridership
- Don't negatively impact households
- No new bridge over the Little Miami
- 1) Coordination with other projects – i.e. Beechmont Lane narrowing 2) ROI 3) How to assess who will use it and for what
-) Where are the demographic studies supporting the need for this investment. 2) Are eastern suburbs really growing? 3) Will they commute downtown?
- 1) Value of people's homes 2) Usage 3) Money
- Do not use diesel
- Noise in historical areas
- You need to be sure it pays for itself. The Wasson line should not be used.
- Bike trail
- 1) Impact to homeowners along the line 2) Construction disruptions 3) Impact of market value to homes
- Could it be built privately?
- Stop wasting taxpayer money on a project that is not designed to benefit the communities of Cincinnati.
- 1) It will damage multimillion dollar investment on riverside drive 2) It will add pollution along riverside drive - air/sound/vibration - This is a community, not a transportation corridor. 3) It will encourage and draw freight traffic to the Oasis line 4) Cost of building and ongoing
- Do not waste taxpayer money

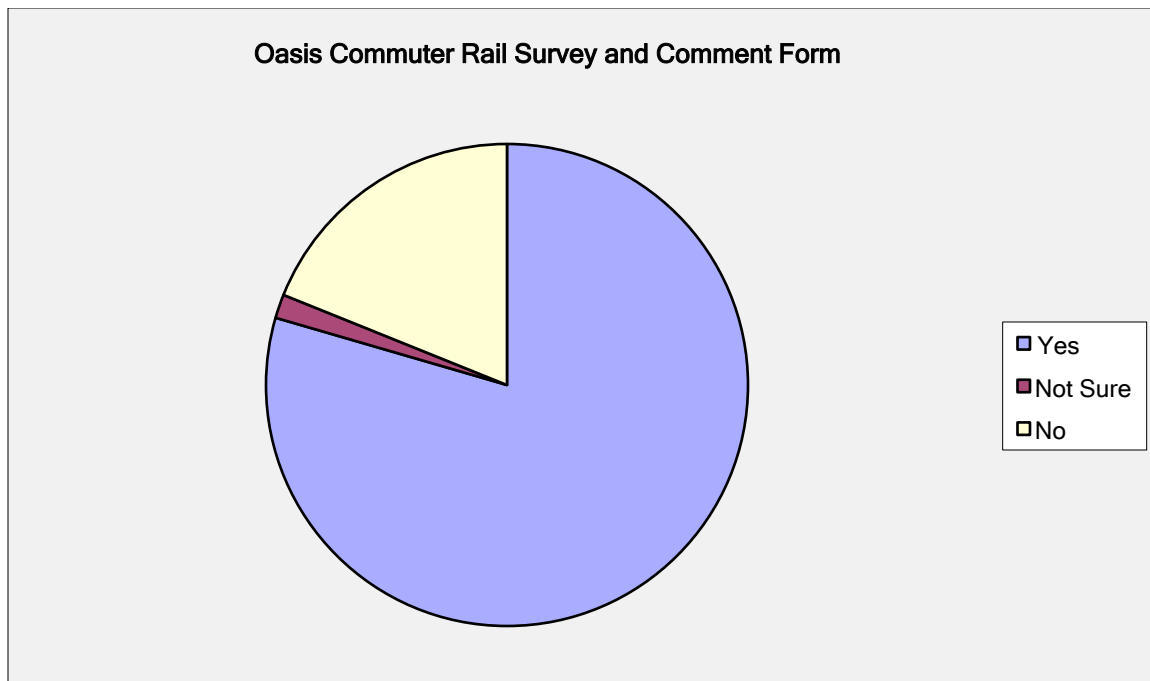
- 1) Cost 2) Benefit to Citizen 3) Disruption of existing neighborhoods
- 1) budget 2) Cost 3) Lack of support
- 1) connectivity with the Cincinnati Streetcar 2) Transit oriented development opportunities in the neighborhoods the system passes through 3) Incorporation of modern electric street railway/light rail
- We need and want a high quality bike route included in this Eastern Corridor study. Shared use - there is room for all.
- 1) Make sure it is an asset to all communities along the line - not solely to suburban commuters. 2) Make environmental concerns top priority. 3) Optimize community development
- I use this area to bicycle to work - keep bicycles in mind.
- 1) Location of stations 2) Technology 3) Noise
- Make sure trains don't smell and/or are too loud.
- 1) cost 2) impact 3) alternatives
- 1) economic impact to home values along route 2) environmental concerns 3) tax impacts to fund project
- 1) Study on ridership. Who will ride, from where & how often? Not enough population density to study now. 2) Parking at stops? Most people will be farther away than practical to walk from home especially in Columbia Tusculum/East End area; "home" will be up steep hills. 3) How will people connect to UC and hospitals? This is a major part of commuter traffic.
- 1) timelines with carrying out the project 2) hold public forums to explain progress throughout duration of the project 3) location of stations
- 1) Noise as train goes through neighborhood areas. 2) Our grade level intersections 3) Safety to ride stations & cars
- 1) The effect of rail transit though varied communities. The proposed DMU would contribute to air pollution and is noisy. 2) Current technology - a streetcar (modern technology) is quieter and far less polluting and would connect directly with Cincinnati and other area locations 3) would the Wasson line provide a better economic and social option to the larger community and the various communities along the corridor?
- 1) Utilize existing rail where possible 2) Closely coordinate station development with neighborhoods 3) Inform often
- 1) Costs
- 1) cost 2) type of train/streetcar 3) availability to residence
- Look at using the Cincinnati Streetcar Project instead of DMU. It's much more neighborhood friendly.
- 1) Speed 2) Responsiveness to community support 3) East of use
- 1) location of stations 2) impact on communities 3) transit time
- The possible need to relocate businesses
- 1) How it is going to be funded 2) Safety of all 3) Growth
- 1) Locations of stations 2) Less disruption to Little Miami River as possible
- 1) Quiet, clean, low impact rail service 2) Paralleling pike path option for commuter/recreation options 3) Very low impact on existing natural areas, keep line on existing roadways - use existing bridges to cross rivers, etc.
- 1) Quiet 2) Efficient 3) Goes to the right locations (expandable)

- 1) Make sure the communities it effects are aware of how this can positively affect then 2) cost - hopefully this can be something that can be effectively worked out with the folks giving grants for something like this.
- Don't just have service at 6:30 am and 8:00 pm
- 1) Frequency of operation is critical - studies show that if frequent and convenient trains are available, people will ride them 2) Focus on getting something going. 3) Use existing rail to start - plan for later improvements
- Show the development in focus of the greatest population and environmental benefits.
- 1) Use existing rail lines 2) We do not need a new highway that would create pollution 3) We do not need to create new rail lines
- 1) Cost use current, rail lines where possible 2) Timely schedule during rush hour 3) Parking and bus station at central locations
- 1) Preserve "green space" particularly Sawyer Point 2) Cost effective/affordable 3) Minimize negative impact on neighborhoods.
- 1) population moving trends 2) location of manufacturing and larger businesses 3) Future expansion of the proposed facility
- Do no harm! Save Sawyer Point
- 1) work with Norfolk-Southern to propose leasing or running the commuter line using their equipment 2) Get a demonstration line running to show public the value of a commuter line 3) Stop planning and start building
- Eastern suburban residence have parking lot at train station. Run in most weather conditions. It's feasible.
- Studying wrong line. Wasson line - downtown to Edwards to Hyde Park to Fairfax should be the route
- 1) problems of streetcar - may run into same problems 2) funding - may be hard to get government support 3) need to know what definite usage will be
- Integrate with bike trail - Lunken to downtown Integrate with residential development
- 1) cost to taxpayers 2) accurate ridership projections 3) routing
- 1) Total travel time, convenience, & cost associated with the rail line 2) connect and access to the local community via bus, park & ride, pedestrian access, etc. 3) total project cost
- Diesel is noisy, dirty, and pollutes. We don't need heavy rail now. Light rail only via electric.
- 1) Make it cost effective for users 2) Use existing corridor where ever possible 3) Don't be blocked by small-minded local & national groups (i.e. Newtown, Sierra Club)

Question 6

The majority of respondents (79.5%) would be in support of a commuter rail being developed in the Eastern Corridor. It is important to note, that while the majority is in support of the rail, approximately 60% also reported they would not take the rail to commute to work (see Question 8 for details).

| In general, would you be in support of a commuter rail line being developed within the Eastern Corridor? | | |
|--|------------------|----------------|
| Answer Options | Response Percent | Response Count |
| Yes | 79.5% | 151 |
| Not Sure | 1.6% | 3 |
| No | 18.9% | 36 |
| Why or why not? | | 126 |
| <i>answered question</i> | | 190 |
| <i>skipped question</i> | | 10 |



Favorable Responses:

- The region needs
- alternative mode to driving
- Development/introduction of transit option to our region
- We need to develop public transit that allows us to reduce driving and pollution.
- Bring more options for traveling within the Greater Cincinnati area
- Ease road congestion and car use, ease of travel to downtown
- After deciding to move to Portland because of the ease of commuting around the metro area, I would love to see a very similar system running in Cincinnati
- I've seen it work in cities like Portland

- Development on the east side will be enhanced!
- Could reduce oil dependence
- We need it in the east.

Neutral Responses:

- I am cautious because of taxes. May help with congestion and weekend opportunities though.
- As long as it is not diesel
- If it would be brought closer to I-75 where congestion and bulk of people are
- But cost will be a factor
- Need to look forward to the future

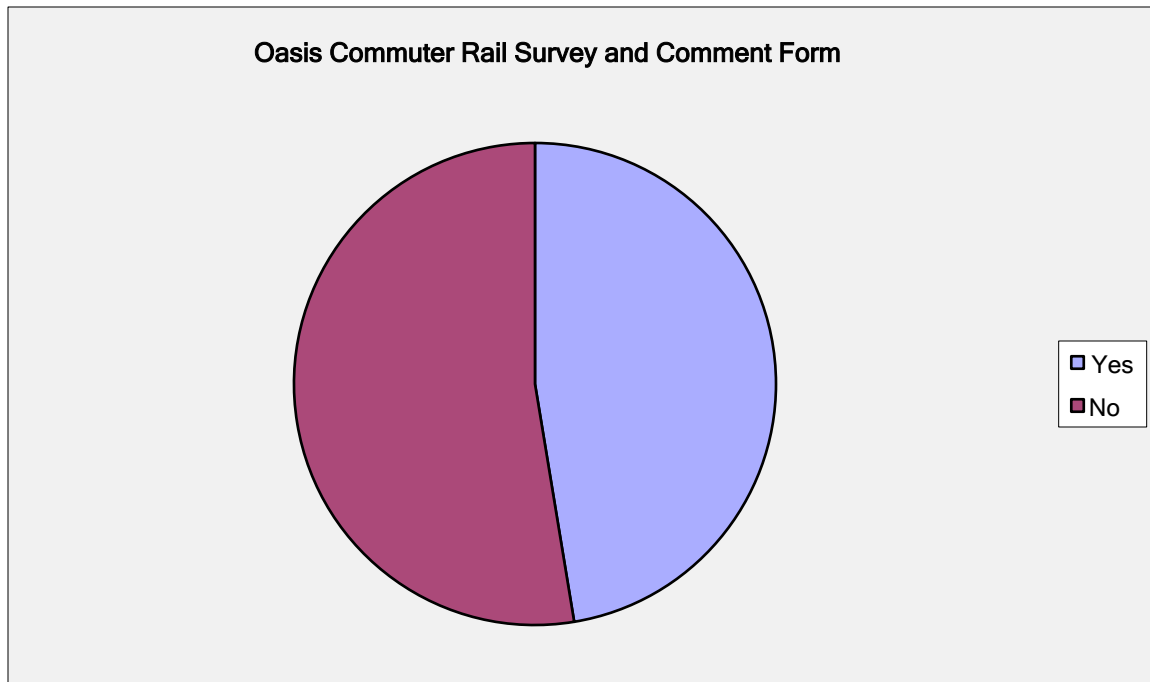
Not Favorably Responses:

- Cincinnati has a \$60 million budget deficit. This will cost the city something. Could result in reduced police and fire department personnel.
- Not needed
- The region needs
- No diesel!
- Don't have a need to travel the proposed route.
- A rail system is not flexible - cannot easily change its route. Buses can easily change its route as the needs of the riders change.
- Don't believe it to be economically feasible
- I'm not confident that using the correct rail system will be a success.
- Using ineffective pathway and out of the way station locations. Stations need to be an end destination for lots of people, not a jumping off point to use a bus.
- Would not use it because I still need to get to the station (in my car), wait for the rail to get on, etc. I could have been at the destination that I needed to get to.
- Not needed
- Do not see the need and the cost
- Use what is already there

Question 7

Approximately 52% of respondents do not commute between downtown Cincinnati and the Eastern Corridor or among the Eastern Corridor communities. It is important to note the difference between those who do and do not commute in these areas is small.

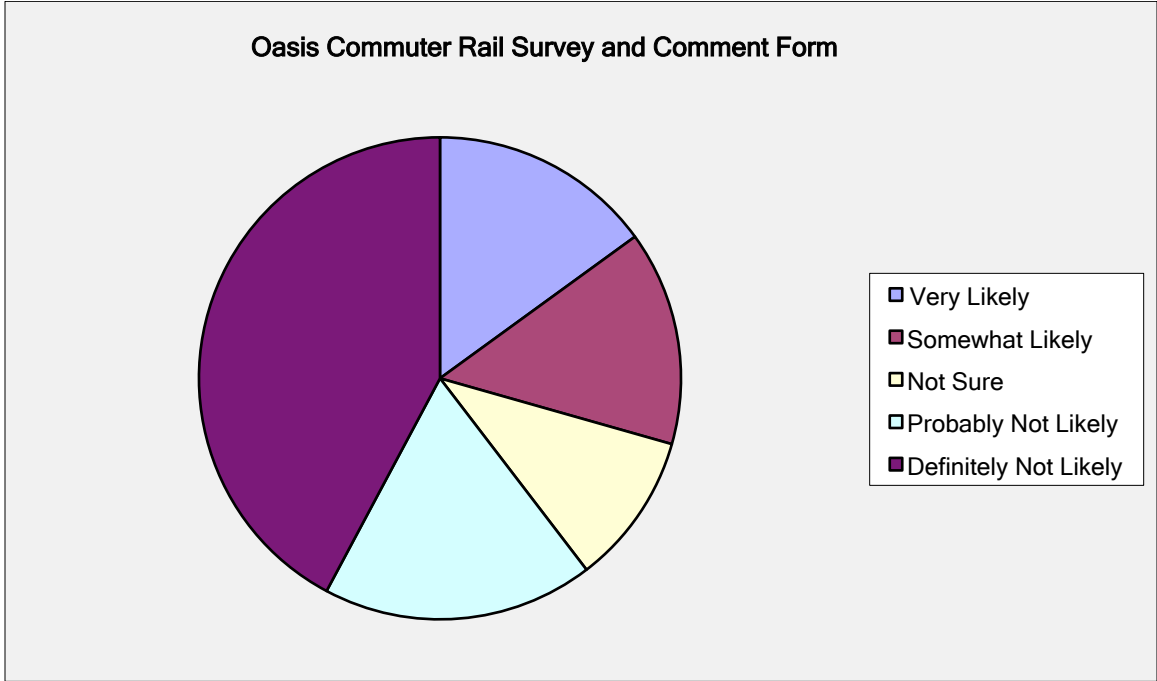
| Do you currently commute between downtown Cincinnati and the Eastern Corridor or among Eastern Corridor communities? | | |
|--|------------------|----------------|
| Answer Options | Response Percent | Response Count |
| Yes | 47.4% | 92 |
| No | 52.6% | 102 |
| <i>answered question</i> | | 194 |
| <i>skipped question</i> | | 6 |



Question 8

Approximately 60% of respondents would not use the Oasis rail to commute to work. Those respondents who said they would not take the rail noted reasons such as retirement, unemployment, and not working downtown or along the rail line. Those respondents who would probably take the rail (29.4%) to commute to work noted the costs and timing savings as well as environmental benefits as reasons for their likeliness.

| If built, how likely would you be to use the proposed Oasis Commuter Rail line to travel to and from work? | | |
|--|------------------|----------------|
| Answer Options | Response Percent | Response Count |
| Very Likely | 15.0% | 28 |
| Somewhat Likely | 14.4% | 27 |
| Not Sure | 10.2% | 19 |
| Probably Not Likely | 18.2% | 34 |
| Definitely Not Likely | 42.2% | 79 |
| Please explain your answer | | 148 |
| answered question | | 187 |
| skipped question | | 13 |



Likely Responses:

- Need freedom options and simplicity that cars provide.
- I work downtown Cincinnati sometimes.
- For every trip possible
- I work at Children's hospital, so I would need a reliable means of transportation to get somewhat close to the hospital from the rail depot.
- My business activity requires daily traffic outside of study area. Could only use when in office.

- Own property on Riverside Drive
- I live less than 1 mile from the station and work downtown.
- Green
- My husband works downtown. I work in Northern Kentucky.
- I currently use metro for all my transportation and it is quite time consuming.
- Everyday - from Mt. Washington to downtown and back
- Distant and east from home to station
- I mostly use bicycle and bus when raining. If travel times are competitive with either, I would use them especially for night-time trips.
- Only way to go - save money, save time
- More productive while riding than driving
- Would provide a realistic alternative to automobile commuting.
- I would love an option other than busses to get downtown.
- If streetcars on an accommodating schedule
- I would definitely use the line. I would also use a bikeway if combined in the plan.
- Family in the eastern area, would use to save gas, own property along corridor, would commute between downtown and property
- Every day to and from work
- If it is electric and bike
- Again, in good weather, I bike. If a station is walkable to me - downtown & Red Bank - or along Wooster - and it isn't too expensive.
- Cost savings
- depending upon stops
- If the line traveled to the core of town without a lot of walking in between (couple of blocks)
- Reduce fuel consumption and stress of commuting
- I would take it to work downtown every day, both to save money on parking/gas and for an easier commute
- work downtown
- I am retired but would certainly enjoy spending my time riding the lines and its train.
- Somewhat. I live very near the Wasson line - If service were available there, I would use it a lot more.
- Not dealing with daily commuter headaches
- depending on frequency of service
- Would be nice to avoid the drive. However, worried about failed project = lower ridership. Diesel is a bad. Choose electric.

Neutral Responses:

- It would need to deliver on safety and environmental concerns and be convenient to use.
- Would use the bike paths, but not the rail.
- Depends on how long the commute would take as compared to driving.
- If an easy connector was available to the uptown (hospitals) area from the downtown point, would be likely to use the rail line for commuting.
- I currently work in my community, but I would be more willing to work further from home in the future if it was easier to travel in this region.

- Work odd hours
- Sometimes you need a car at work.
- If I worked downtown, I would use the rail line.
- Work is too far from riverfront transit center
- Live three miles from work downtown and at least one mile from proposed line
- Moving
- Depends on where I work - If I need a car for my job.
- Depends on price (Can I take a bike?)
- Not enough info
- I would consider it. However, it would need to be more convenient and cost effective compared to my current commute via bus route.
- Depends on when it's ready and on the location of the park & ride stations.

Not Likely Responses:

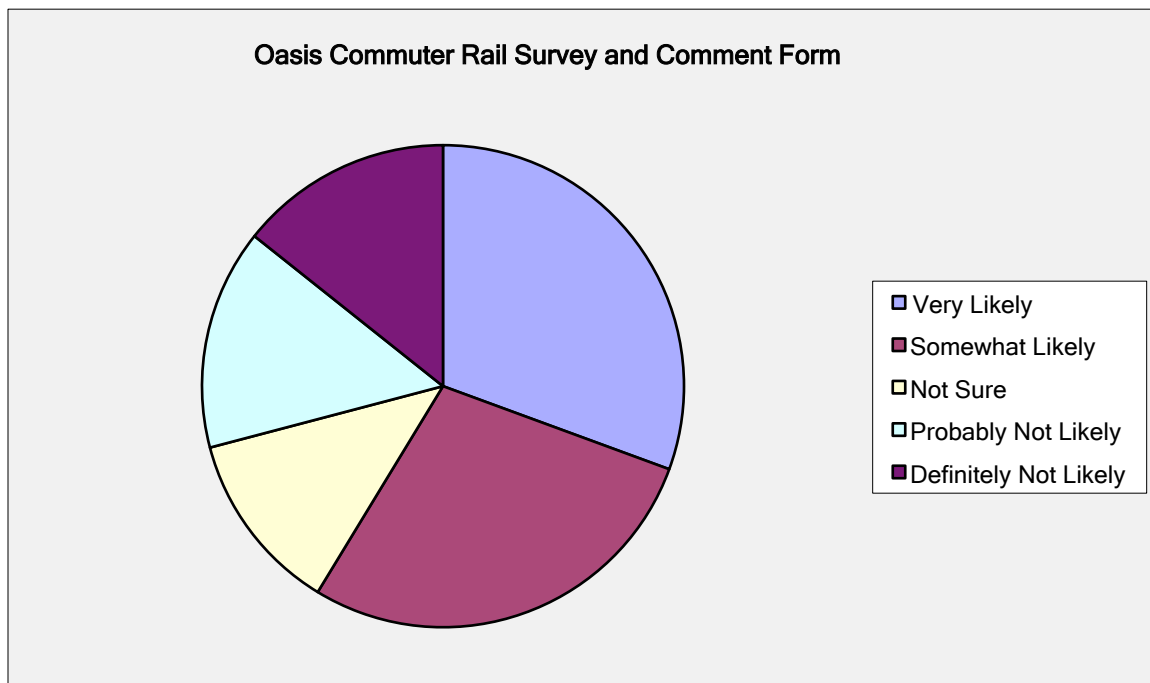
- Retired – (39 Responses)
- I live downtown – (6 Responses)
- I work from home – (5 Responses)
- Don't work downtown – (4 Responses)
- Don't work – (4 Responses)
- Stay-at-home Mom – (2 Responses)
- I work an odd schedule and often do not go directly home from work.
- I reside in Oakley and I do not see a transfer station close to me
- Work in Dayton, OH
- Can't commute from Milford to Eastgate
- Don't live in the Eastern Corridor
- Disabled
- Does not stop where I work, play, etc.
- Do not work in areas along line.
- I work and live on the East Side
- Work in Milford
- Don't move that much
- I work in Miamisburg, OH
- Currently, I work in Cincinnati, but in Pleasant Ridge
- I work and live in Milford
- Work in East side
- I work in the suburbs.
- At this time, I work in Mason, Fairfield, Oxford, Hamilton, and Kentucky so it would not work for me.
- I live in Hyde Park - Work in Clermont Count, but not near station. Would use it to go downtown during day.
- Don't live along route at present
- Live too close to work. I walk.
- But, very supportive. I live in Clifton and will likely move downtown.
- I work in Kentucky

- I do not live in the area.
- Takes 20-30 minutes from Terrace Park. Would not drive to Newtown to park, ride then walk from Riverfront Transit Center
- The proposed commuter line using diesel would not get my ridership. Diesel aside, stops (1-3 miles apart) would not be close to my home.
- Live in Newport and work downtown
- Do not live on rail path
- Neither live nor work along the corridor. However, if it is built and succeeds, I hope to see more commuter lines.
- Work at NKU
- I'm an independent consultant. I travel more to Hyde Park, Blue Ash, and Kenwood.
- Will not support this project
- I have a car and am on my own schedule.
- Work in mason - commute 71 North
- Work in walking distance of my house
- I do not work near the proposed Oasis line
- My work is currently one mile from home.
- I work in Newtown and am out of town all the time
- Work now in Blue Ash
- I work in Clermont County, east side of Batavia and live in Fairfax

Question 9

While 60% of respondents reported that they would probably not take the Oasis rail to commute to work, the results show that approximately 59% of respondents would use the rail on weekends. Reasons for commuting on the weekends include entertainment engagements such as attending sporting events, visiting museums, or going to restaurants as well as visits to family and friends.

| If built, how likely would you be to use the proposed Oasis Commuter Rail line to travel for weekend transportation? | | |
|--|------------------|----------------|
| Answer Options | Response Percent | Response Count |
| Very Likely | 30.6% | 60 |
| Somewhat Likely | 28.1% | 55 |
| Not Sure | 12.2% | 24 |
| Probably Not Likely | 14.8% | 29 |
| Definitely Not Likely | 14.3% | 28 |
| Please explain your answer | | 118 |
| answered question | | 196 |
| skipped question | | 4 |



Likely Responses:

- I would like to use to connect to bike trail and to visit relatives in Anderson and Clermont County
- To travel from Eastern suburbs to city central.
- Ball games, shopping, meetings, etc.
- Frequently travel along the rail by car and bike
- Bike - for sure. I currently bike to Findlay market every Saturday morning via Riverside Drive.

- I love to attend arts and recreation opportunities in Cincinnati, but hate to pollute the air. I'm already cutting back. That's not good for Cincinnati.
- to see a ball game
- Would use rail line option for entertainment options in downtown
- Reds, Bengals, downtown events.
- Depends on the destination - would be nice not to have to pay to park
- As this point, my family hasn't traveled around downtown Cincinnati much because of the difficulty of getting around and finding parking.
- My family has often wanted to attend events in downtown, but avoided it because of traffic hassles.
- I would have to drive two miles to a station so I might or might not use it.
- To go to activities in area on rail. These are times when I don't want to drive.
- No parking hassles. Drink a beer or two.
- I don't like to drive.
- I work on many weekends. Also, if there was an easy, cost-effective way to travel downtown, I'd be likely to go more often.
- It would be fun to go into town and not worry about parking for events
- Ease of access to City - likely cheaper and more convenient
- I've spent time in Boston. I know about commuter trains.
- Would be a very nice option for family and guests
- Baseball, plays, restaurants, no DUIs
- This would allow access to downtown. Currently, I don't like going downtown because of parking issues/cost issues in parking. I might even start going to restaurants/events in downtown.
- Would be much more likely to go downtown for events.
- To visit family, go canoeing, or go biking.
- I would go downtown more often to go to baseball games, dinner, etc.
- Convenience and no hassle travel to and from downtown from Milford
- Easy travel for entertainment in the city
- If it was convenient to get from station to weekend event
- Would use to go to baseball games and to attend weekend events downtown and along the river.
- Ride to the movies in Mariemont and Fountain Square without parking hassle.
- To go to a Reds ballgame
- Green
- Would use it to go downtown not having to worry about parking
- Safety
- Enjoy going to downtown Cincinnati for leisure activities.
- Reds, Bengals, entertainment
- At this time, I have no transportation for weekends except family and friends.
- Library
- To downtown activities and home again
- Alternative to driving
- To get downtown/ballpark

- Convenient way to go to suburban communities
- Our young boys would really enjoy riding this to the games
- I go to Lunken
- It would be great for ballgames!
- My family lives in Anderson and I will be living downtown.
- Streetcars accommodate more stops at more likely venues.
- Both a commuter line and bike lane to Findlay Market, downtown events, recreation, etc.
- The metro doesn't run on weekends - so I don't go to events (Octoberfest, Fireworks, etc.)
- Family
- It's civilized.
- More likely to go downtown for activities if affordable and ride is not too long.
- Back to area where friends live
- Visit friends, shopping, parks, take visitors around my city
- I live by the Boathouse and may take a light rail east.
- Depends on recreation activity and allowability of bicycles on the rail.
- Access to bike trail
- It depends on where I'm going.
- Better than parking
- City entertainment (games, casinos)
- It goes through amazing communities
- It's fun to take the rail instead of driving. Explore new areas without wasting gas. Visit friends & family
- Special events in downtown Cincinnati
- To sports - Reds, Bengals; To entertainment
- Weekend activities take me to the Lunken airport/park areas or further east along Rt. 32 with friends.
- I would prefer to avoid paying to park when going to events, theater, restaurants, etc.
- Where I live - near Fairfax - to get downtown
- But only if it incorporated bike paths or stops at bike bath staging areas
- Reds, Bengals, Events downtown
- We are always going to downtown for dinner, entertainment and to visit friends
- I ride Metro bus now to downtown
- Depends on where it goes
- Quick, reliable transportation to get downtown. Expense would be a factor in how often I would use it.
- Retired and live downtown, but would like to use to travel to parks, bike paths, friends, etc. in east.
- Would likely attend sports, museum or arts event which I don't currently attend because of parking and traffic headaches
- I don't have to worry about driving
- Go downtown for games, dinner, etc.
- That's when sports and special events occur
- Would be nice to avoid the drive but do it right. Scrap diesel in favor of electric.
- If service was available, would ride to ballgames.

Neutral Responses:

- Safety and convenience at the downtown location
- Depends on cost
- Depends on convenience and speed
- I might go along the route or shopping and entertainment
- Would use bike path more than train
- Seasonally, yes (if bike friendly)
- Not enough info
- Depends on cost, where the stations are, how fast and how often the trains go
- Depends on events downtown
- I am retired. My wife works in Kentucky so at the time, we don't see how we would use it that much.

Not Likely Responses:

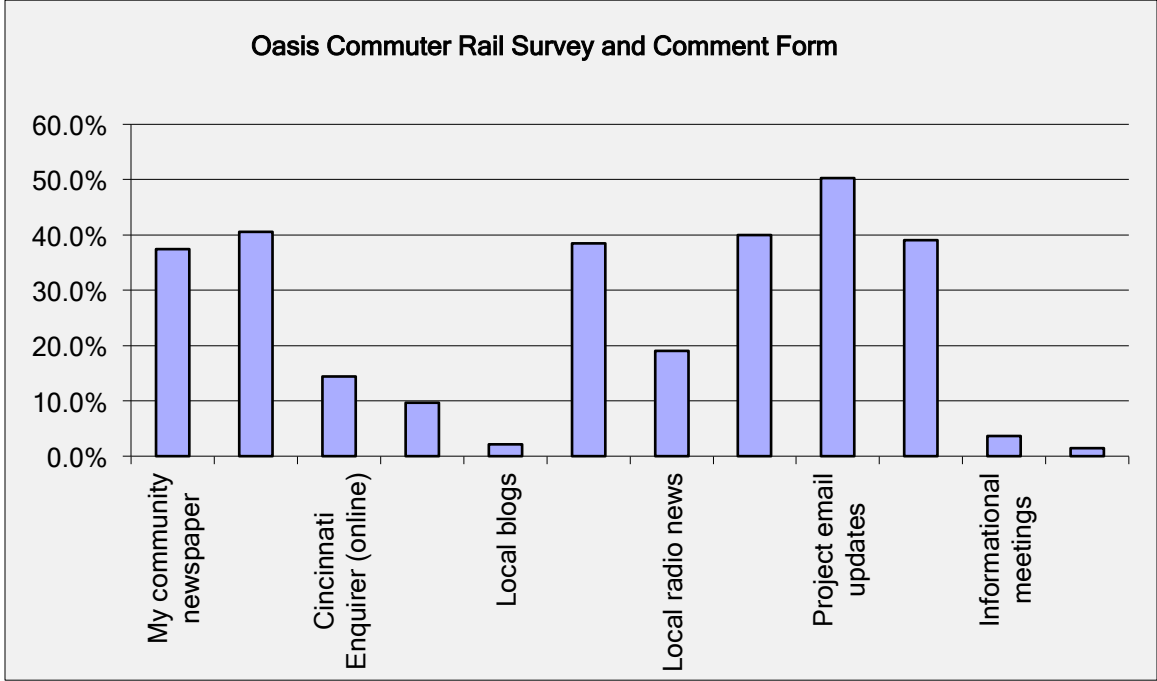
- I prefer the freedom to be on my own time schedule and not be tied down to a pre-determined destination (round-trips)
- Places I go on the weekends don't lay on the route
- I would have to drive 10 minutes to the station. Likely just drive except on major events.
- No desire to go downtown.
- If the rail is of any use, it should go downtown not to the outskirts of the city.
- On the weekends, I do not go to areas being served by the rail line.
- I would definitely use the bike path portion of the proposed project. I really don't have a reason to go downtown as I don't work there.
- Does not stop and go places that I go to and the times of running the rail is limited.
- Might on occasion use it to enjoy downtown
- Maybe a couple times at most
- When I go downtown, I take my dog and we walk
- Don't go to downtown, probably no need to.
- Based on where I live (lower Saleem area) would not be practical.
- Major events like Oktoberfest, fireworks with major congestion concern
- Does not go anywhere that is not closer by car
- Don't usually travel downtown on weekends. May travel east to Milford on weekends if available.
- I live 5 minutes from downtown and would prefer to drive. I would have no desire to go east for the weekend.
- I have one family friend near the terminal station and I live downtown
- Even more parking so better to drive
- I live downtown
- Don't vacation in Milford
- Don't live near the corridor.
- Retired
- I don't go downtown that often.
- Why? Cause it's there

- If offered in addition to bus service, I would be more likely to use it. Currently weekend options are very limited past Fairfax and in general.
- Already live downtown

Question 10

Approximately half of the respondents (50.3%) would like to receive updates regarding the project via email. Other top communication channel preferences include the print edition of the *Cincinnati Enquirer* (40.5%), the project website (40.0%), community meetings (39.0%), local TV news (38.5%), and community newspapers (37.4%).

| How would you like to receive future updates about the Oasis Commuter Rail study (please check your top three preferences)? | | |
|---|------------------|----------------|
| Answer Options | Response Percent | Response Count |
| My community newspaper | 37.4% | 73 |
| <i>Cincinnati Enquirer</i> (print) | 40.5% | 79 |
| <i>Cincinnati Enquirer</i> (online) | 14.4% | 28 |
| Cincinnati.com | 9.7% | 19 |
| Local blogs | 2.1% | 4 |
| Local TV news | 38.5% | 75 |
| Local radio news | 19.0% | 37 |
| Project website | 40.0% | 78 |
| Project email updates | 50.3% | 98 |
| Community meetings | 39.0% | 76 |
| Informational meetings conducted over the phone | 3.6% | 7 |
| Other (please explain below) | 1.5% | 3 |
| Other | | 3 |
| answered question | | 195 |
| skipped question | | 5 |

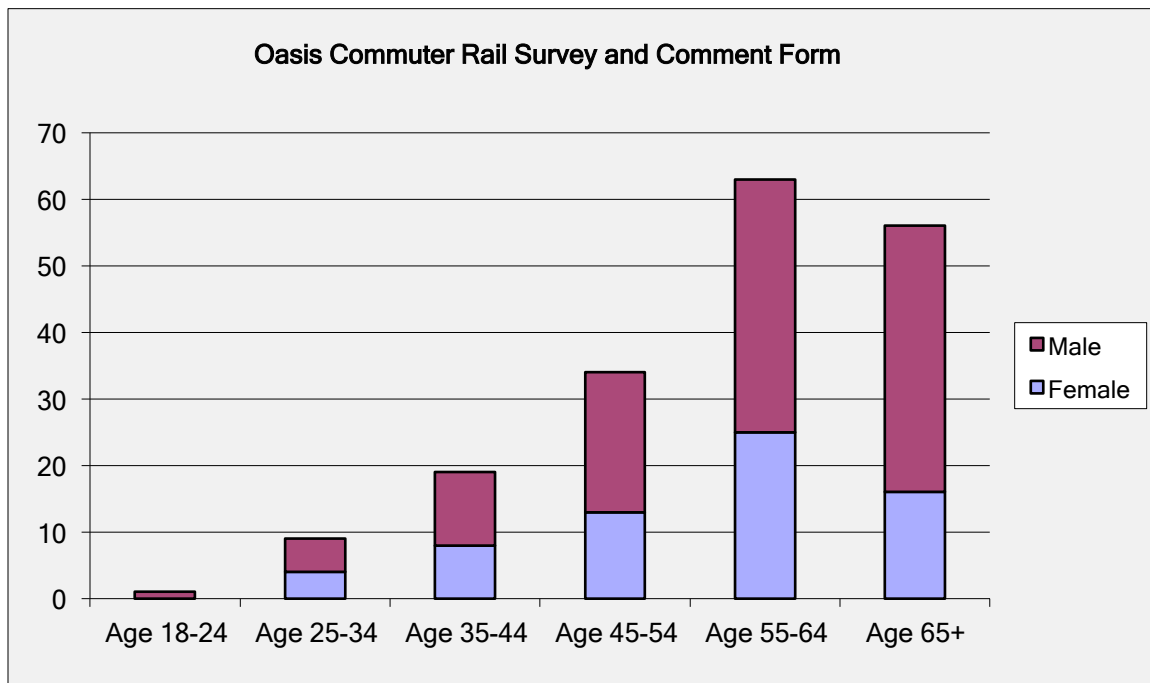


Question 11

More men (116 respondents) than women (66 respondents) turned in completed surveys.

Thank you for taking the time to complete this survey. To conclude, we would appreciate your responses to the questions below to help the project team gather a better understanding of the survey results.

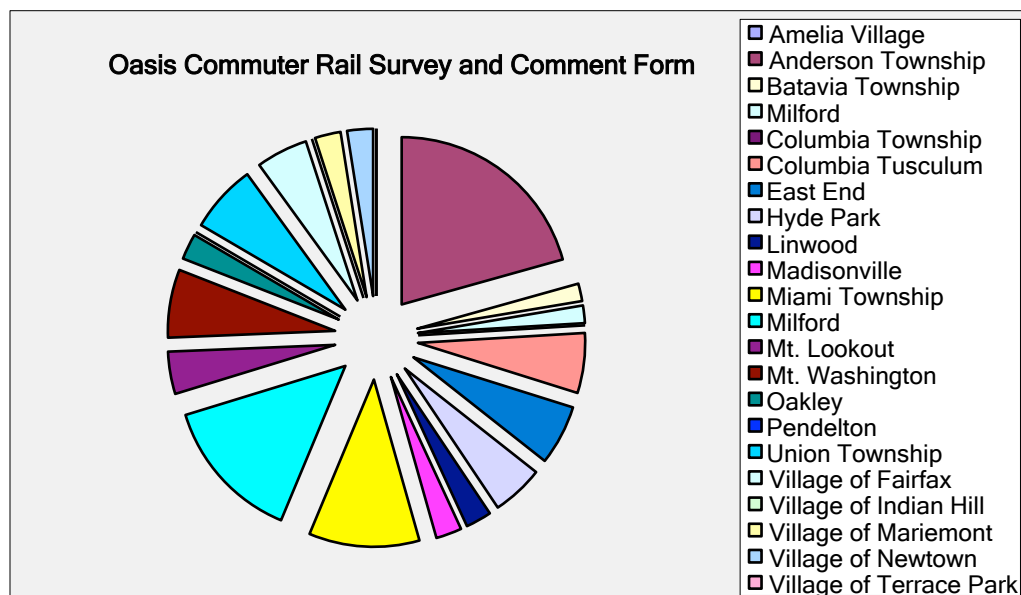
| Answer Options | Male | Female | Response Count |
|--------------------------|------|--------|----------------|
| Age 18-24 | 1 | 0 | 1 |
| Age 25-34 | 5 | 4 | 9 |
| Age 35-44 | 11 | 8 | 18 |
| Age 45-54 | 21 | 13 | 34 |
| Age 55-64 | 38 | 25 | 63 |
| Age 65+ | 40 | 16 | 56 |
| <i>answered question</i> | | | 181 |
| <i>skipped question</i> | | | 19 |



Question 12

Of respondents who live within the project corridor, the largest group of respondents (27.0%) were residents of Anderson Township, followed by Milford (14.0%) and Miami Township (10.7%).

| Please identify your current community of residence | | |
|---|------------------|----------------|
| Answer Options | Response Percent | Response Count |
| Amelia Village | 0.0% | 0 |
| Anderson Township | 20.7% | 25 |
| Batavia Township | 1.7% | 2 |
| Milford | 1.7% | 2 |
| Columbia Township | 0.0% | 0 |
| Columbia Tusculum | 5.8% | 7 |
| East End | 5.8% | 7 |
| Hyde Park | 5.0% | 6 |
| Linwood | 2.5% | 3 |
| Madisonville | 2.5% | 3 |
| Miami Township | 10.7% | 13 |
| Milford | 14.0% | 17 |
| Mt. Lookout | 4.1% | 5 |
| Mt. Washington | 6.6% | 8 |
| Oakley | 2.5% | 3 |
| Pendelton | 0.0% | 0 |
| Union Township | 6.6% | 8 |
| Village of Fairfax | 5.0% | 6 |
| Village of Indian Hill | 0.0% | 0 |
| Village of Mariemont | 2.5% | 3 |
| Village of Newtown | 2.5% | 3 |
| Village of Terrace Park | 0.0% | 0 |
| Other (please specify) | | 57 |
| answered question | | 121 |
| skipped question | | 79 |



Question 13

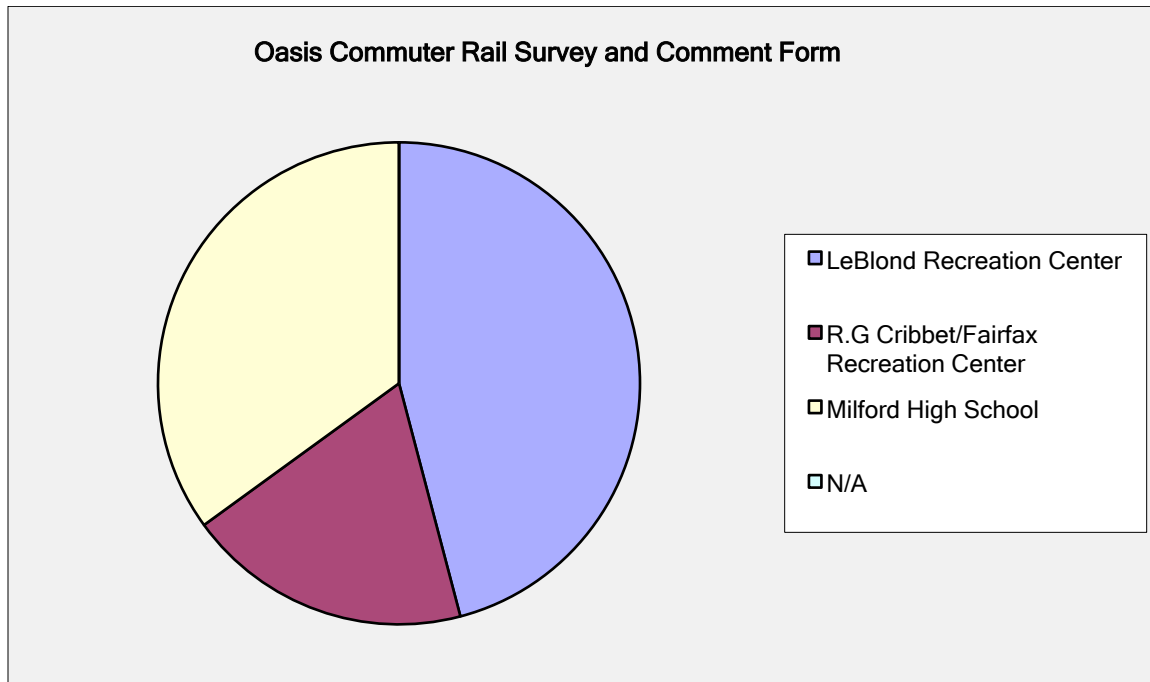
One hundred and ninety-four surveys were collected at the LeBlond Recreation Center, the R.G. Cribbet Recreation Center, and Milford High School. The remainder of the sample size includes surveys that were mailed to Saybrook Marketing Communications following the meetings.

| Did you attend one of the recent Oasis Commuter Rail Community Open Houses? | | |
|--|-------------------------|-----------------------|
| Answer Options | Response Percent | Response Count |
| Yes | 100.0% | 194 |
| No | 0.0% | 0 |
| <i>answered question</i> | | 194 |
| <i>skipped question</i> | | 6 |

Question 14

As a follow on to the question: **Did you attend one of the recent Oasis Commuter Rail Community Open Houses?**, respondents were asked which one they attended.

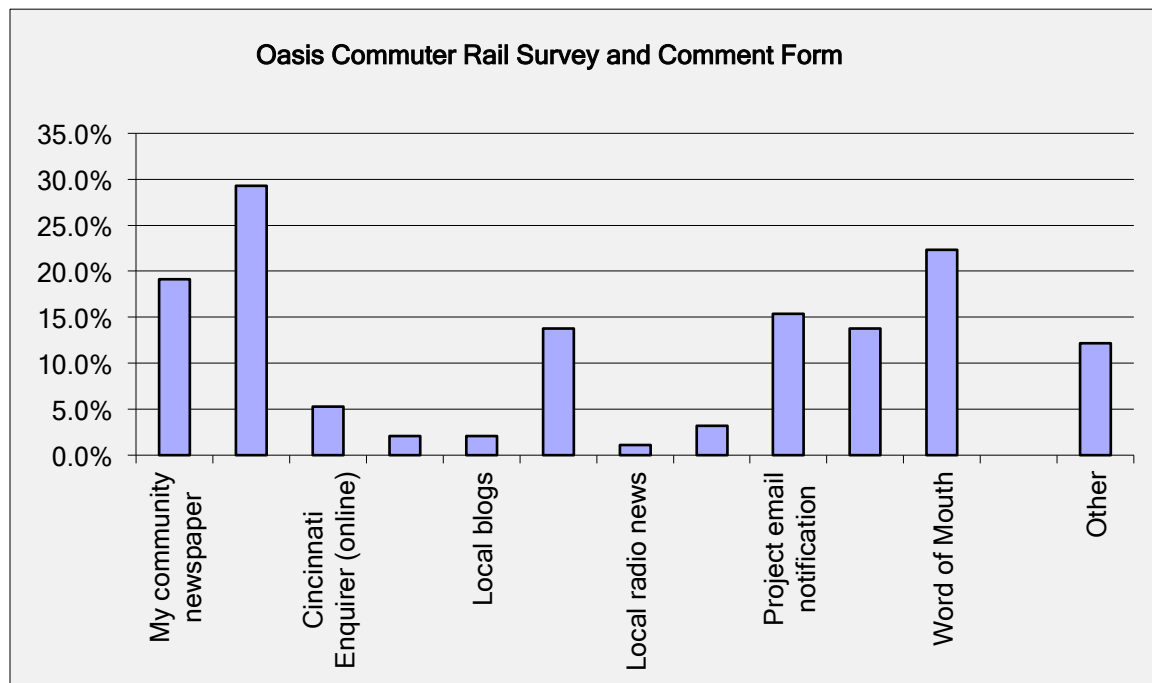
| If so, which community meeting did you attend? | | |
|--|------------------|----------------|
| Answer Options | Response Percent | Response Count |
| LeBlond Recreation Center | 45.9% | 84 |
| R.G Cribbet/Fairfax Recreation Center | 19.1% | 35 |
| Milford High School | 35.0% | 64 |
| N/A | 0.0% | 0 |
| <i>answered question</i> | | 183 |
| <i>skipped question</i> | | 17 |



Question 15

The majority (29.3%) of respondents learned about the community meetings from the print edition of the *Cincinnati Enquirer*. Word of mouth (22.3%), community newspapers (19.1%), the project email notification (15.4%), the recorded telephone announcement (13.8%), and local TV news broadcasts (13.8%) followed as popular sources.

| How did you hear about the Oasis Community Meetings? | | |
|--|------------------|----------------|
| Answer Options | Response Percent | Response Count |
| My community newspaper | 19.1% | 36 |
| Cincinnati Enquirer (print) | 29.3% | 55 |
| Cincinnati Enquirer (online) | 5.3% | 10 |
| Cincinnati.com | 2.1% | 4 |
| Local blogs | 2.1% | 4 |
| Local TV news | 13.8% | 26 |
| Local radio news | 1.1% | 2 |
| Project website | 3.2% | 6 |
| Project email notification | 15.4% | 29 |
| Recorded telephone announcement | 13.8% | 26 |
| Word of Mouth | 22.3% | 42 |
| Did not hear about meetings | 0.0% | 0 |
| Other | 12.2% | 23 |
| Other (please explain in the space below) | | 25 |
| answered question | | 188 |
| skipped question | | 12 |



Question 16

Ninety respondents shared additional comments which can be found below.

ADDITIONAL COMMENTS: Your feedback is valuable to the project team. Please use the space below to share any additional comments you may have.

| Answer Options | Response Count |
|--------------------------|----------------|
| | 90 |
| <i>answered question</i> | 90 |
| <i>skipped question</i> | 110 |

- Federal, state, and city budgets are struggling or running a deficit. This program is fiscally irresponsible. You don't get how mad the public is with wasteful government spending.
- A bicycle trail from downtown to Lunken would be a must better alternative to revitalize the communities that the trail will pass through. It's also very inexpensive to build and maintain so it won't be such a burden to taxpayers. Mass transit is already available with buses. Are they overburdened with so many riders that trains will lessen their load? Probably not! I doubt very much that people that don't use our current mass transit system will suddenly change their ways and start riding a rail instead of driving.
- Have you considered an open house on Fountain Square? More people need to be informed/educated on this project.
- This is a fantastic idea and much needed for the region. Examine benefits of Wasson line with shared transit center to further enhance community options.
- Access and neighborhood development will be a challenge considering the geographic location of the corridor along the hillside.
- Would like to see a bike path/light rail combination
- I really want it used as a bike path in addition to streetcar type mass transit. Thank you!
- I feel that rail is the most expensive, inflexible, and slowest method to move people. It is usually very inconvenient and not user friendly. If people have other choices, they will not use the rail system.
- Many people do not go straight to work and straight home. Many people have to pick up their children away from their home community or go to school themselves. What organization is going to operate the rail system? How is the operation of the rail system going to be paid for?
- Will there be an opportunity for all affected people to vote on this issue?

- I'm concerned about additional road building causing increased sprawl eastward. This will further deteriorate the tax base of Cincinnati and result in increased crime, etc. Anderson will be negatively affected as well. I also have concerns about building over the Little Miami. Rail - Yes, Highway - No. Please choose the least polluting form or rail.
- A marriage between the bus routes and this new light rail would be great.
- I think it is not needed
- Good luck on this project. I drive so I will appreciate any cars you can remove from in front of me. What would be most beneficial to me is to be able to go (with my dog) from I275/Beechmont to Cincinnati without going to Kentucky.
- I am very excited about the possibility of the light rail and what it can do for both Milford and Cincinnati.
- My instinct tells me that this rail line will be most effective - both in terms of linking lines and maintenance - if it runs on an overhead electric line. I am not convinced totally that diesel technology would be a good choice for this project.
- Hopefully the commuter rail will provide transportation that will eventually be equivalent to other large metro areas such as San Francisco. Thanks for all your work!
- Keep up the good work.
- It would be even more effective to complete Cross County highway from Montgomery Road to I-275 on the east side near Milford (possibly near the proposed terminal to the Oasis rail line).
- You could go a long way towards making Eastgate better for residents by closing the intersection to old State Route 74 East at 32 just east of Mt. Carmel & Bells Lane. It took me 20 minutes to get out of my driveway because old State Route 74 is an unofficial RT 31 bypass.
- Not in favor of any highway work on 32 corridor inside the 275 loop as this would be disruptive to Newtown. Some issues: 1) Track runs next to Little Miami - federally protected. 2) Don Evans landscaping/gravel has purchased almost all the land next to the railroad tracks. Land has also illegally filled the flood plain between Round Bottom Road and the Little Miami River. 3) Must get the buy in of Terrace Park. US Senator Rob Portman's private home is in the site of the other existing line. 4) Any digging is likely to find Native American artifacts as the entire River Valley was filled with Mounds Cove (one of the few left is in Newtown Cemetery)
- Time is going by slowly on these rail projects. Other cities have done things much more quickly. I wish something would be done now. If a casino can be built with getting noticed within 2 years, why can't we move forward with an efficient rail system and other transportation services?

- Go with it!
- We should extend this to the airport.
- Keep in mind that more people will use this system depending on hours of operation. I see many in the medical community using this if the rail runs early and late enough.
- No matter how much I love this project (and I do), can we really expect it to happen with a governor who hate passenger rail?
- Please move forward with building the rail line. You have been studying this forever. I am absolutely opposed to the expansion of the highway. We have enough cars on the road. Building and extending the highway will only increase air and water pollution. Before long, that highway will be in adequate.
- The potential of TOD is tremendous and is substantially underemphasized by this project.
- Diesel locomotives have issues with noise, exhaust, pollution. They are also slow. They can't be used in downtown Cincinnati so passengers will have to exit and walk to shuttle, which will lower ridership. A modern electric streetcar would be more practical because it could go through downtown streets. It also would be faster, quieter, and much cleaner.
- I hope this is not the only such study in Cincinnati. Severely late getting into mass transit.
- Include option to combine transportation modes (i.e. allow bike riders to take bikes on board - facilitate reaching stations from homes and/or work) to extend
- I think as currently presented this project is asinine. The cost to rebuild tracks to accommodate increased rail speed and the ongoing subsidy that will be necessary for this rail project to accommodate a relatively small number of riders (based on 2006 study) is misguided. The economic development potential is limited. A large section of the track will be in an undevelopable flood plain and an equally large section will go through industrial areas. What are the goals of the project? If it is to be an economic development tool then take the Wasson line to the 71 line and you'll have it impact a densely populated area and allow for greater economic development potential. Why on earth does it make sense to spend hundreds of millions of dollars so 3000/day can go to work downtown and go home?
- Cincinnati needs mass transit! The lack of mass transit holds back progress, industry, development and most of all, young people. Young adults want to live in a vibrant city where they can hop on a streetcar or train to get every where they want to go - except for the weekend trips, where they rent a car - another new industry that would evolve.
- As a bicyclist, I am concerned that this project will undermine the Ohio River Bike Trail, which has the potential to be on the best urban rec trails in the United States.

- 1) Electric streetcar - can connect corridor to other downtown development locations (in addition to transit terminal) 2) Bike trails to downtown needs to be part of the plan 3) Heave diesel won't work!
- Encouraged that new consultant team is going to be studying new alignments for rail that gets closer to riders and willing to evaluate other technologies besides commuter diesel like Cincinnati streetcar. As population ages, they will not be able to drive. Stops need to be closer within walking distance. Lots of development potential with transit oriented stations
- I hate parking downtown when I go to sporting events and restaurants. I would appreciate ridership. I am very interested in safe bike trails. I also think that light rail will build up any area that has a stop. it would be helpful for real estate development and attracting young people who would not need cars.
- I support electric rail systems over diesel units.
- Not enough parking at LeBlond. I'm sure you missed many people.
- Meeting room acoustics are awful making meeting useless. Email survey ahead of meeting.
- Please don't use "antique" technology
- Biggest concerns are the Beechwood Rd/Round Bottom area. Concerned about impact of increased traffic on roads around station. Where will stations go? How will increased train traffic affect walls at RR crossings? How long will ride to downtown be? How much will rides cost? How will increased train traffic impact the safety of the area?
- I'm excited to be a part of this project. As long as we stay focused on the future and connecting our neighborhoods (non-diesel, electric streetcar), we will finally realize this city's full potential.
- Very integrated in bike trail and connecting to downtown through Eastern Corridor
- It is obvious there is already an agenda. This project needs to be thoroughly rethought. It needs to be connected to the Cincinnati streetcar and bike trail.
- I am very disappointed that a bike path connecting downtown to Newtown was not included. Heavy diesel trains would be a huge mistake. Electric streetcar/light rail and an accompanying bike path is what is needed.
- Work together with other groups on this project. Do what is best for public health and the planet. Include bicycle health trail in all options. Hold meetings where people can hear. No diesel, please.
- 1) Bike trail with rail line 2) Easy, quick travel 3) 4 to 5 stops max
- I just got back from a trip from New Zealand to Australia. The cities there all have public transportation and it's good, new, and nice. No diesel engines.

- If built, I would rather see a modern electric streetcar or light rail on Oasis line rather than a train powered by diesel.
- 1) Peak oil 2) Transportation options for low income, elderly, and handicapped 3) Electric is much quieter than diesel 4) I suggest that one could upgrade the track and run a rail car on it to start rather than a full train. Something like a streetcar. 5) I recognize that the gasoline tax does not begin to pay for rail and highway construction and maintenance. Don't be afraid to mention this. 6) The streetcar lobby is so well organized that it puts your efforts to shame in comparison. But that, is good because they did have it set up and arranged from the beginning, even to the point of having pre-selected experts affirm their plan (often for a generous fee, of course). Don't be like them. I and others will watch. Once burned, twice shy. 7) If you brought your house by a rail line, you may have trains going by. I think most people realize that. However, electric-powered trains will probably raise fewer objections. 8) The echoing at LeBlond was terrible.
- Every question was met with what will come in future phase. The Wasson line serves a much larger population base.
- Specifically not in favor
- I'm against this.
- I appreciate the work to get the community involved. Concern about Beechmont traffic flow if you put stations there. I like Lunken sites for that reason. PS-They cut the bus service on Beechmont for lack of passengers.
- How can you bring the tracks from the Boathouse to the bus depot or downtown? If you go up east Pete Rose way, you cause serious problems with the existing businesses. Use it for bikes on some very light rail or streetcars
- The line would border my property. My biggest concern is the noise and possible vibration I might feel in my house.
- 1) The meeting was worthless - no answers were provided 2) Negative impacts include decreased property values on Riverside Drive, added pollution on Riverside Drive, encouraged outmigration from city, and encouraged freight traffic to East End. It will not benefit Cincinnati.
- Try a rubber tire trolley like used from Newport to Cincinnati. It could take people into town - not drop them at a station where you will then need shuttle service into town - and if it fails, you will not have spent millions of dollars for a failed project.
- The Oasis Corridor should be explored for electric light rail or streetcar development. It must connect to the riverfront transit center and it must integrate with the Cincinnati streetcar. More stops, and stops people can walk to are essential. Commuter rail along the river is a bad strategy.

- Please put a bike trail in first so we can have a healthier, happier, more efficient community while you debate the merits of this or other alternative ideas. I think that this is a huge expenditure. The same results might be achieved by less expensive street car solutions.
- It would be good to see an overall plan (street car, commuter train, light rail, bike, etc.) All plans and pieces together in one place to see what is going on. Also, it would be great if these projects could get off the ground and under construction sooner than later.
- Look to use the 80 acres of unused land east of 275 Milford Parkway exit for the Milford station. It will open up the land which is locked by the river.
- The main goal should be to decrease traffic and pollution. Economic growth will come.
- During the question session the questions came up about technology alternatives - some acceptable and some will not be. This is the same as Rt. 28 Metro - Is this used?
- Columbia Tusculum now has open bus service to downtown. Trans service at Delta would serve us and no where to park for people. Most of who are too far away to walk up steep hills. Green space needs to be preserved and improved as result of the project. Rail line follows Columbia Parkway which is a "parkway." Greenbelts line each side and needs to be preserved. A large part of the commuting traffic from Eastern suburbs is going to UC & hospitals. They take Columbia Parkway. How will this project accommodate this hill? Needs to be electric liner. Diesel would be detrimental to neighborhoods along the line.
- Host community forum at downtown public library (Vine Street) to explain to residents and garner interest from neighboring communities Activities and lists were great and fun! Knowledgeable staff. Plenty of time to ask questions. Maps and charts very helpful, easy to understand.
- Will visit the website
- I would not want this to negatively affect the bike trails.
- Newtown is on record as opposing the Eastern corridor through the incorporated village. The existing rail line should be utilized and the planned station closely coordinated with the Village officials.
- While I generally support alternative transportation, I would be disappointed if it reduced the bus system. If the same amount of funding could be applied to the Eastern Corridor, I'm sure we would experience the same development opportunity with lower costs.
- Electric Light Rail or Cincinnati (modern) streetcar is much more appropriate for this rail line. The highway will not benefit the communities through which it runs. It only helps commuters from Clermont County. Rail can benefit the affected communities.

- Please make this happen! People in my demographic want to live in areas with this type of transportation option. Friends of mine have left the city because of the lack of these developments.
- Proponent of any rail system that provides transportation options for eastside communities and eliminates the need for intrusive highway development
- In touring the exhibits, I was able to establish the route of the Oasis line. I had heard the term frequently but until tonight did not know its beginning and ending. I appreciated the exhibits.
- I'd really like to have the section of trail/rail be bike friendly from Lunken to downtown
- I do have to say that I feel that the Wasson line would provide more in the way of passenger population vs the Oasis line. This is only my opinion. I certainly will support the Oasis project and feel it will be a real success if done properly.
- I am concerned about the highway and its destructive impact on the Little Miami River. I do not want to see the Oasis line used as means of supporting the building of the proposed Eastern Corridor highway.
- A bus/train station at the intersection of Red Bank and old Wooster where the Oasis and Wasson lines come together. The location would allow a parking garage above the Little Duck creek.
- Think about a route that would put a station close to Broadway Commons Casino now being built. If you would like to make a 10 minute presentation to the Downtown Residence Council, please call me at 513.793.9848 or email Craig Hudson at the DRC board.
- Projects such as this are long overdue. It is important to reach college students and the younger workforce. Cincinnatians on the whole don't get excited about change. Stress the time saved to and from work (and family).
- Since moving to Cincinnati in 1970 at age 25, I have watched study after study come and go with no results. I am now 66 and have pretty much given up having a train to ride. Please get something in place to show the public the value of what you are proposing. They will never vote for pie-in-the-sky studies, but might be convinced by a train ride.
- Get on with them!!
- You are studying the wrong line. Population is on the Wasson line!!!
- Could use videos of current successful city transportations in other areas
- Thank you for soliciting community feedback!

- Love light rail. Must be done very well to not poison the well and ruin any future efforts. Diesel line has low ridership. It's dirty and pollutes. Electric street car integrated into Cincinnati streetcar is a better choice.
- Lots of groups and individuals have strong opinions about the use of trolley vs. heavy rail, bus, no new bridges, etc. This project has a better chance at succeeding if you can stick to a cost effective solution that takes advantage of existing infrastructure and get something up and running soon.

Question 17

One hundred and fifteen respondents would like their email added to the project update distribution list.

Information about the Oasis Commuter Study will often be distributed via email. If you would like these updates, please provide your email address in the space below.

| Answer Options | Response Count |
|--------------------------|-----------------------|
| | 115 |
| <i>answered question</i> | 115 |
| <i>skipped question</i> | 85 |