



# Oasis Rail Transit Project Fact Sheet

Updated December 2013

## ABOUT THE EASTERN CORRIDOR PROGRAM

The Eastern Corridor is a program of integrated, multi-modal transportation investments. The Program will enhance our regional transportation network by improving travel and connections between central Cincinnati and the communities extending east through Hamilton County into western Clermont County. Program elements include improvements to existing road networks, new and expanded roadways, new rail transit, expanded bus routes and improvements for pedestrians and bicyclists.

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

For more information, visit  
**[www.EasternCorridor.org](http://www.EasternCorridor.org)**  
or call the Eastern Corridor  
hotline at **513.888.7625**.



## OASIS RAIL TRANSIT OVERVIEW

Oasis Rail Transit is a regional rail line designed to better connect people with the places they work, live and play. Oasis will provide a new transportation alternative for the Eastern Corridor region, moving residents, workers and visitors between downtown Cincinnati and the City of Milford and the communities that lie in between. The proposed rail corridor extends approximately 17 miles and will travel along a combination of existing and new tracks. Oasis rail stations will serve as strong catalysts for local community enhancement and economic growth.

The Oasis line is a foundation upon which future passenger rail lines can be added, connecting communities throughout the Greater Cincinnati region.

## PROJECT STATUS

The Oasis Rail Transit project is currently undergoing Tier 2 study, National Environmental Policy Act (NEPA) analysis and preliminary engineering. As part of this work, the planning team is currently working to:

- Further evaluate current track conditions and needed improvements
- Determine preferred track alignments for each rail segment
- Refine ridership projections and operations plans (hours of service, frequency of trips, station locations, etc.)
- Refine and complete railroad modeling work
- Identify development opportunities around stations and develop land use strategies for those areas, in coordination with station area communities
- Complete environmental field work and studies
- Define community and economic benefits of the rail line
- Refine capital and operating cost projections and develop a financing plan
- Continue coordination with local, state and federal transportation agencies and railroad companies.

The Tier 2 study and NEPA analysis process is expected to conclude in 2014.

## COMMUNITY ENHANCEMENT THROUGH STATION AREA PLANNING

The Station Area Planning (SAP) process identifies valuable opportunities to enhance and even create livable, sustainable communities centered around rail transit stations. The process considers the current and future land use and economic development visions of the communities in which rail stations are located as well as those of the larger Eastern Corridor region. SAP can be used to reinforce and enhance existing neighborhoods; revitalize and redevelop by-passed properties and areas; and redefine or redirect new development and growth patterns around rail station locations.



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## PROPOSED RAIL STATIONS

As part of the current Tier 2 study, the planning team completed a comprehensive analysis of the 10 station locations proposed in the 2005 Tier 1 Final Environmental Impact Statement (FEIS). Following the in-depth evaluation, seven stations have been recommended for development:

- Riverfront Transit Center (*Downtown Cincinnati*)
- Boathouse (*East Riverfront, in the Adams Crossing area*)
- Columbia Tusculum (*at Columbia Parkway and Delta Avenue*)
- Fairfax area
- Newtown Area
- Ancor/Broadwell Road Area (*slightly northeast of Newtown*)
- Milford (*near the I-275/US 50 interchange*)

The Boathouse station would be used for special event service only. Future development of the remaining three proposed stations [East End area (near Torrence Parkway), Lunken Airport, and Beechmont Avenue (near Wooster Pike)] would be reserved pending ridership demand and available funding.

## PUBLIC INVOLVEMENT

Public involvement has played a critical role in the planning and development of the Eastern Corridor Program. More information about public involvement opportunities is available at [www.EasternCorridor.org](http://www.EasternCorridor.org). Comments and questions can also be submitted at any time on the website under the Submit Feedback link.

## THE OASIS ROUTE

For planning purposes, the Oasis rail corridor has been divided into four segments which will be constructed in phases:

**Segment 1:** Riverfront Transit Center (RTC) to the Boathouse (1 mile)

**Segment 2:** Boathouse to US 50 in Fairfax (7 miles)

**Segment 3:** US 50 in Fairfax to Ancor area, slightly northeast of Newtown (4 miles)\*

**Segment 4:** Ancor area to Milford (5 miles)

\* Segment 3 may run alongside portions of the relocated SR 32 or on an alternate alignment. Specific route alternatives are under development.

