



Oasis Rail Transit Project
PUBLIC INVOLVEMENT MEETINGS
SUMMARY REPORT
for the
December 2013 Meetings

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EXECUTIVE SUMMARY

On December 10 and December 11, 2013, the Ohio Department of Transportation (ODOT) hosted three public involvement meetings for the Oasis Rail Transit project. The purpose of the meetings was to share updates on the project's advancing development and to gather public input on various project components. The three meetings were held at different locations within the project corridor, though the content of each meeting was the same and focused on the following topics:

- Study results and project recommendations summarized in the Oasis Rail Conceptual Alternative Solutions report (Nov. 2013)
- Proposed schedule options for rail service
- Recommended rail vehicle technology
- Updates on potential track alignment options and requirements
- Recommended station locations and upcoming planning needs
- Preliminary cost estimates
- Next steps

An overview of the Eastern Corridor Program was also provided at the meetings.

The public involvement meetings were held at three different locations along the project corridor. Two were held in the evening and one was held during daytime hours:

- Tuesday, December 10: R.G. Cribbett Center, 6:00 p.m. – 8:00 p.m.
- Wednesday, December 11: Taft Center at Fountain Square, 11:30 a.m. – 1:30 p.m.
- Wednesday, December 11: Miami Township Civic Center, 6:00 p.m. – 8:00 p.m.

MEETING FORMAT

Organized in an open house format, each of the Oasis Rail Transit public involvement meetings were centered around a series of information stations which provided overviews of the Eastern Corridor Program and the Oasis Rail Transit project, summarized recommendations made in the Oasis Rail Conceptual Alternatives Summary (CAS) report and presented information about Station Area Planning (SAP). Each station was staffed by project team representatives. Meeting participants were able to tour the information stations throughout the meeting times, meet project representatives, ask questions and share their comments.

A Public Comment Session was held one hour into each session during which comments from meeting participants were received in a group setting; information stations remained open during the sessions. Once the Comment Sessions concluded, attendees were invited to return to the information stations to speak further with project team representatives.

MEETING ATTENDANCE

A total of 117 participants signed in at the meetings. Actual attendance numbers were slightly higher as some attendees chose not to sign in.

PUBLIC INPUT

Meeting attendees were able to provide feedback through multiple channels:

- Individual discussions with project team representatives
- Participation in the Public Comment Sessions
- Submitting comments on the Eastern Corridor website
- Emailing comments to EasternCorridor@EasternCorridor.org
- Sending letters directly to Andy Fluegemann, Planning Engineer for ODOT District 8 and Oasis Rail Transit Project Manager
- Completion of an internet-based survey powered by MetroQuest (multiple iPads were available at the meetings for this purpose; surveys could also be completed online using computers, tablet devices and smartphones up until Jan. 10, 2014)

Following is an overview of the input received through the above channels.

PUBLIC COMMENT SESSIONS

An open-forum public comment session was held at each meeting during which participants could share their comments and questions with project team representatives. Topics that tended to be discussed most frequently during these sessions included:

Ridership – Several people mentioned concerns about ridership projections and how those numbers would impact passenger fares. Others questioned whether the projected numbers were enough to sustain the rail line.

Funding – Several participants made comments or asked questions about funding and related issues. Some expressed concern that funding has not yet been identified yet for right-of-way acquisition, construction, capital expenses, and operations and maintenance. Others asked about where the funding would come from and some stated concerns that funding would come from new taxes leveraged upon local residents.

Track Usage – Several participants expressed a preference that existing rail tracks be used for the commuter rail line as much as possible, particularly through the Newtown area.

Station Locations – Two participants requested that the study team consider placing stations in Mariemont and in East End.

Project Support – Several participants used the public comment sessions to express their support or lack thereof for the proposed rail project and two expressed their lack of support for the SR 32 Relocation project.

Session notes from the Public Comment Session discussions are provided in Appendix B: Public Input.

EASTERN CORRIDOR EMAIL

During the month-long public comment period, 22 people submitted Oasis-specific email messages through the Program's email system and the Eastern Corridor website. Of these, three expressed support for the project; three offered suggestions for consideration; eight were requests to be added to the project update distribution list; two contained questions or requests for more information; four included general comments; and two expressed skepticism and disapproval of the Eastern Corridor Program. All comments received and responses provided are documented in Appendix B.

LETTERS

Three letters were received during the public comment period--one from the Sierra Club, one from a Madisonville resident and one from a Mariemont resident. Comments in these letters challenged various aspects of the proposed rail project. They also advocated for other rail lines in the Greater Cincinnati region to be developed first; that focus be redirected toward improving the existing bus system; that the Wasson line be considered instead of the Oasis line; and that project development efforts be redirected toward reevaluating Tier 1 decisions.

METROQUEST ONLINE SURVEY

A MetroQuest online survey was launched at the first public involvement meeting and remained open until the close of the public comment period. Nearly 2,500 unique visits to the survey site were recorded and of those, approximately 1,200 resulted in completed surveys.

Following is an overview of the feedback received regarding respondents' travel priorities, proposed Oasis Rail Transit service and rail station features.

Travel Priorities

Travel Alternatives, Predictable Travel Times and Congestion were considerations most

frequently identified as respondents' top priorities when considering travel modes. When respondents were asked to rank their priorities in order of importance, the availability of travel alternatives received the highest ranking.

Frequency and Timing of Service

The majority of respondents (86%) indicated that frequency of service would have a strong influence in determining their use of the Oasis Rail line. Further, a majority of respondents (60%) indicated that their preferred start time for rail service would fall between 6:00 a.m. and 8:00 a.m., while 76% indicated that they would like to see service end at midnight or later. Survey respondents also expressed a strong interest in Weekend and Special Event rail service, indicating that those services would be influential in determining their use of rail line.

Fares and Parking

Ticket cost was reported by 77% of respondents as a strong influence for determining likely use of the rail line. Free parking was also reported to be an important consideration.

Access and Transfers

Nearly all respondents (94%) indicated that ease of getting to a station would influence their use of the Oasis Rail line. Nearly 64% also said that the ability to transfer quickly to other transportation modes was an important consideration. However, only 42% said that availability of a feeder shuttle service was an influential factor for them.

Rail Station Features

When provided a list of rail station features, respondents most frequently selected sheltered platforms, electronic messaging boards and on-site security as their top priorities. Support services and on-site shopping and dining were selected the least often as top priorities.

All comments received in the MetroQuest survey and responses provided by the project team are documented in Appendix C: MetroQuest Online Survey Results Report.

PUBLICITY

To publicize the public involvement meeting dates and locations, the Eastern Corridor Communications Team utilized multiple tactics including legal ad placement, media outreach, email notification, Internet communications and social media networking. The channels through which meeting notifications were made are detailed in the Publicity section of this report and copies of notification materials are provided in Appendix D: Publicity.

MEETING OVERVIEW

The Oasis Rail Transit meetings were held on December 10 and 11. The meetings took place at three different locations along the project corridor:

Meeting Date	Location	Time
Tuesday, December 10, 2013	R.G. Cribbet Center 5903 Hawthorne Avenue Cincinnati, OH 45227	6 p.m. - 8 p.m. (Comment Session: 7 p.m.)
Wednesday, December 11, 2013	Taft Center at Fountain Square 425 Walnut Street Cincinnati, OH 45202 (US Bank Bldg., 2 nd Floor)	11 a.m. - 1 p.m. (Comment Session: 12:30 p.m.)
Wednesday, December 11, 2013	Miami Township Civic Center 6007 Meijer Drive Milford, OH 45150	6 p.m. - 8 p.m. (Comment Session: 7 p.m.)

The same information was shared at each meeting. During the first half of each meeting, attendees viewed a series of information stations highlighting different elements of the projects (more detail is provided in the Information Stations section of this report). Project team representatives were positioned at each station to provide further information about the station topics, answer questions and receive comments.

Public Comment Sessions began at 7 p.m. during the evening meetings and at 12:30 p.m. during the daytime meeting. Andy Fluegemann (Planning Engineer for ODOT District 8 and Oasis Rail Transit Project Manager) moderated the sessions and Oasis Rail Transit project team representatives were available to address questions and comments received (more detail about these sessions is provided under the Public Input section of this report). Following the Public Comment Sessions, participants were invited to return to the information stations for further review of the information boards and discussion with Eastern Corridor Program representatives. The meetings concluded soon after.

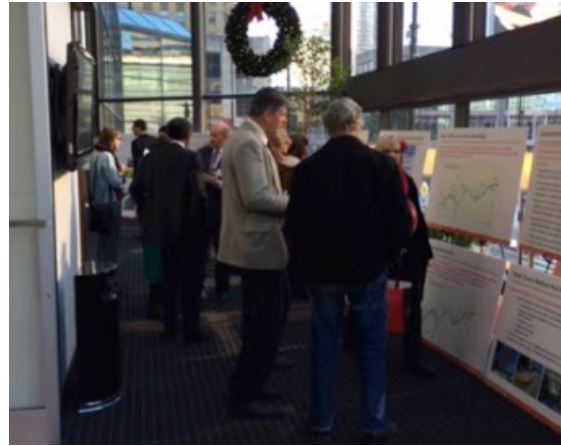
ATTENDANCE

A total of 117 people signed in at the meetings. Several attendees opted not to sign in, however, and were therefore not included in the overall attendance count. A breakdown of the number of people who signed in at each meeting location is provided below:

<u>MEETING LOCATION</u>	<u>NO. OF SIGN INS</u>
R.G. Cribbet Center	46
Taft Center at Fountain Square	37
Miami Township Civic Center	32

MEETING LOCATION SELECTION

The public meeting locations were selected to be convenient for people along the project corridor. Locations were chosen based on proximity to communities within the project corridor, size (must have space for at least 150 people); accessibility (in terms of both location and ADA accessibility); availability; cost; and availability of equipment needed for the meetings (tables, chairs, microphone system, etc.).



ODOT District 8 Deputy Director speaks with meeting attendees at the Taft Center.



HDR's Richard Dial provides an overview of the Oasis project at the Miami Township Civic Center meeting.



ODOT representatives answer a participant's questions at the R.G. Cribbet Center meeting.

INFORMATION STATIONS

A series of Information Stations were set up at each community meeting. The Information Stations consisted of information boards on easels staffed by project team representatives. Handouts related to the project were distributed to attendees upon entry to the meeting space.

Below is a description of the information shared at a Welcome Table and at each of the Information Stations. Copies of the materials provided are posted on the Eastern Corridor website and are included in Appendix A: Meeting Materials.

WELCOME TABLE

Upon entering the meeting space, participants were greeted by project team representatives who asked them to sign in, provided them with meeting materials, and explained the format of the meeting and Public Comment Sessions.

Station Staff:

- Kaity Dunn, Rasor Marketing Communications
- Julena Bingaman, Rasor Marketing Communications

Handouts Provided:

- Eastern Corridor Program December 2013 Newsletter
- Eastern Corridor Fact Sheet
- Oasis Rail Project Fact Sheet
- Speaker Request Card

EASTERN CORRIDOR PROGRAM STATION

The Eastern Corridor Program station provided an overview of the Eastern Corridor Program, the tiered study approach and showed a map illustrating the Eastern Corridor region. Station staff varied by meeting, but generally included:

- Andy Fluegemann, ODOT
- Steve Mary, ODOT
- Jeff Wallace, Parsons Brinckerhoff

Information boards shown:

- Eastern Corridor Program Overview
- Eastern Corridor Program Project Chart
- Eastern Corridor Program Summary with map
- A Tiered Study Approach

- Eastern Corridor Funding

OASIS RAIL TRANSIT STATIONS

The Oasis stations focused on multiple elements of the Oasis Rail Transit project. They provided an overview of the project, summary of the Conceptual Alternatives Solutions report, and information about Station Area Planning. Persons staffing the Oasis stations included:

- Steve Bergman, HDR
- Richard Dial, HDR
- David Taylor, HDR
- Chris Nyberg, HDR
- Steve Mary, ODOT
- Andy Fluegemann, ODOT
- Keith Smith, ODOT

Station 1: Oasis Rail Transit Overview

This station provided an overview of the project including its purpose and need, tasks completed to date and next steps. Maps highlighting the locations of existing rail corridors were also exhibited.

Information boards shown:

- 1A. Oasis Rail Transit Purpose and Need
- 1B. Tasks Completed to Date
- 1C. Planning Documents Now Available
- 1D. Major Tasks to Be Completed in this Phase
- 1E. Oasis Rail Project Map
- 1F. Regional Transportation Network Map

Station 2: Conceptual Alternatives Solutions Summary

Station 2 highlighted information presented in the Oasis Rail Conceptual Alternatives Solution (CAS) report (November 2013). Topics addressed included rail service options and potential service schedules, proposed rail vehicle technology, estimated travel times and ridership levels, rail modeling results, estimated project costs and next steps. In addition, several boards highlighted information about the possibility of integrating bus feeder routes, quiet zones and bicycle/pedestrian accommodations into rail line operations. A looped video showed the operation of DMU rail vehicles similar to those being considered for the Oasis line.

Information boards shown:

- 2A. Conceptual Alternative Solutions Report Summary Board
- 2B. Oasis Rail Service: Basic Service
- 2C. Oasis Rail Service: Evening and Weekend
- 2D. Oasis Rail Service: Special Event Services
- 2E. Estimated Rail-Based Travel Times
- 2F. Benefits of Rail
- 2G. Ridership Forecasts
- 2H. Ridership Comparisons
- 2I. Oasis Segments 1 and 2
- 2J. Oasis Segments 3 and 4
- 2K. Oasis Rail Technology: DMU
- 2L. DMU are in Service Throughout North America
- 2M. Rail Traffic Controller Modeling
- 2N. RTC Modeling Results
- 2O. Rail Vehicle Maintenance Facility
- 2P. Estimated Cost for Oasis Start-Up System
- 2Q. Conceptual Rail Bus Feeder Services
- 2R. Considerations for Bicycles and Pedestrians
- 2S. Quiet Zones Reduce Rail-Related Noise

Station 3: Station Area Planning (SAP)

Station 3 focused on defining Transit Oriented Development (TOD) and the Station Area Planning (SAP) process. Boards at this station explained station planning concepts, the role that Transit Oriented Developments can play in community development and enhancement, and the three station types being considered for the Oasis line (regional, district and community). Several additional boards outlined next steps in the SAP process.

Information boards shown:

- 3A. The Role of Station Area Planning
- 3B. What is Transit-Oriented Development
- 3C. Desired Features of TOD
- 3D. Oasis Station Types: Regional, District & Community Serving
- 3E. Station Planning Workshops
- 3F. Participate in Oasis Planning Online

PUBLIC INPUT

Attendees at the public involvement meetings contributed feedback through one-on-one discussions with Eastern Corridor/Oasis Rail Transit project representatives at the information stations, by participating in the Public Comment Sessions, and by submitting input via mail, email and the Eastern Corridor website. Additional feedback was received through an Internet-based, interactive feedback program powered by Metroquest.

PUBLIC COMMENT SESSIONS

Andy Fluegemann, ODOT District 8, served as moderator for each of the Public Comment sessions. After welcoming participants and briefly explaining the purpose and format of the public information meetings, Mr. Fluegemann introduced key Oasis Rail Transit project planners and Eastern Corridor Implementation Partners in attendance. Project team representatives who assisted with addressing comments and answering questions included:

- Andy Fluegemann, ODOT Dist. 8
- Richard Dial, HDR
- Todd Portune, Hamilton County
- Martha Kelly, City of Cincinnati
- Reggie Victor, City of Cincinnati

Discussions held as part of the Public Comment Sessions are documented in a series of Session Notes, one for each meeting. The notes summarize comments made and questions asked during the sessions, as well responses given. Topics that tended to be discussed most frequently included:

Ridership – Several people mentioned concerns about low ridership projections as well as how low ridership would impact passenger fares. Others questioned whether the projected numbers were enough to sustain the rail line.

Funding and Cost Estimates – Several participants made comments or asked questions about funding, funding sources and related issues. Some expressed concern that funding has not yet been identified yet for right-of-way acquisition, construction, capital expenses, and operations and maintenance. Others asked about where the funding would come from and some stated concerns that funding would come from new taxes leveraged upon local residents. One participant asked how close the actual costs of other similar projects were to project estimates and another asked how much it would be to ride the train. Other related questions addressed concerns about whether the cost of the project can be justified.

Track Usage – Several participants expressed a preference that existing rail tracks be used for the commuter rail line as much as possible, particularly through the Newtown area.

Station Locations – Two participants requested that the study team consider placing stations in Mariemont and in East End. Another asked about the station development process.

Project Support – Several participants used the public comment sessions to express their support for the project while others said they do not support it. A few people also used the opportunity to state their lack of support for the proposed SR 32 Relocation project.

Copies of the Public Involvement Meeting Session Notes are provided in Appendix B: Public Input.

EASTERN CORRIDOR EMAIL

During the comment period that followed the public involvement meetings, 22 people sent Oasis-specific emails to the Eastern Corridor team through the Program's email system and the Eastern Corridor website (several emails addressed multiple topics):

- Four people expressed support for the rail project.
- Three offered suggestions to be considered including:
 - Consider the hearing impaired; “make things visual” and ADA accessible when designing rail system features and a rail line website
 - Expand the Program to include rail transit from Union Center to downtown Cincinnati
 - Combine rail with “a development program for walking/biking distance around the stations between downtown and Milford”
- Two people submitted questions. One asked about the success rate of farebox recovery systems. The other asked for the location of the Oct. 8, 2012, Phase 1 History/Architecture Report and the Verification Study for the Eastern Corridor Multi-Modal Projects
- Two expressed concerns about the proposed SR 32 Relocation project
- Two expressed skepticism and disapproval of the Oasis project
- One requested to be notified of Station Area Planning meetings
- Seven requested to be added to the project information distribution list

Each of the emails received and responses provided are documented in Appendix B: Public Input.

LETTERS

ODOT received letters from the individuals listed below outlining comments pertaining to the Oasis Rail Transit project. Copies of the letters and responses to comments made are provided in Appendix B.

- Bill Collins, Madisonville
- Karen Sullivan, Mariemont
- Marilyn Wall and Chris Curran, Sierra Club

Comments submitted in these letters challenged various aspects of the proposed rail project including: accuracy of project documentation, information materials and cost estimates; potential for development along the Oasis rail corridor; ridership projections; impact on environmental resources within the project corridor and overall project feasibility. The letters instead advocated for other rail lines in the Greater Cincinnati region (but outside of the Eastern Corridor) to be developed first (Bill Collins); that focus be redirected toward improving the existing bus system rather than developing the Oasis rail line (Sierra Club); considering use of the Wasson line instead of the Oasis line (Sierra Club); and redirecting project development efforts toward reevaluating Tier 1 decisions (Karen Sullivan).

METROQUEST ONLINE SURVEY

As part of the public input process, attendees were encouraged to participate in an easy-to-use internet-based survey powered by MetroQuest. The purpose of using the MetroQuest feedback tool was to extend the reach of the public meetings and give those not able to attend an opportunity to provide feedback to the project team. Four iPads were available for participants' use at each of the public involvement meetings. People were also able to access the survey using their personal computers, tablet devices and smartphones by going to the Eastern Corridor website and clicking on the survey link featured on the site's homepage. The MetroQuest survey tool was available to the public for the duration of the public comment period which ended on Friday, January 10, 2014.

The MetroQuest survey consisted of five different screens:

- 1) WELCOME: This screen provided an introduction to the Oasis project and featured project-related maps.
- 2) MOVING INTO THE FUTURE - Priorities for Travel: On this screen, respondents were asked to rank their top three priorities for travel by dragging and dropping options above a preference line. Participants also had the opportunity to add their own priorities.
- 3) ENHANCING OUR CONNECTIONS - Travel Needs and Suggested Improvements: This screen

offered participants the opportunity to identify their typical travel destinations (home, work, daycare, etc.) on a map and make suggestions for improvements along their standard travel routes (improved streetscapes, new bike connections, new crosswalks, etc.)

4) **TRANSPORTATION OPTIONS – Factors Influencing Train Usage and Priorities For Station Design:** This screen asked participants to identify the degree to which various factors (such as frequency of service, weekend service, fares, etc.) would influence their usage of commuter rail. Participants were also asked to rank their priorities for transit station design, such as sheltered platforms, convenience amenities, Wi-Fi access, and bike storage.

5) **STAY INFORMED:** Here, users were asked to answer a few questions related to their age, ethnicity and residential zip code, as well as provide information about how they might use rail transit.

Nearly 2,500 unique visits to the survey site were recorded and of those, approximately 1,200 resulted in completed surveys.

Respondent Demographics

Ninety-four percent of survey respondents were from Ohio, 5.3% were from Kentucky and 0.3% were from Indiana. The majority of respondents were Caucasians. Approximately 42% of respondents were between the ages of 26 and 40, and 28% were between the ages of 41 and 55. Eighty-five percent of respondents (479 people) reported that driving is their most common mode of transportation for work or school and eight percent said they rode the bus. The remaining respondents were split between walking and bicycling, though one percent said they carpooled. When asked to describe their personalities, 28% of respondents labeled themselves as “Bring it!” Twenty-four percent labeled themselves as “Entertained” and 15% said they were “Worker Bees.” Following are descriptions of each personality:

- **Bring it!** – Can’t wait for the train, and anticipate I’d use it frequently for work, going downtown, whatever.
- **Entertained** – I’d use the train because I want to save money and avoid parking hassles when I go downtown for things like sporting events and entertainment.
- **Worker Bee** – I’d use the train to get to/from work and school.

Following is a summary of feedback received regarding the proposed Oasis Rail Transit service and rail station features. The full MetroQuest Online Survey Results Report is provided as Appendix C.

Travel Priorities

When making a trip, respondents most frequently selected the following considerations as their top three priorities: Travel Alternatives (selected 482 times or 17%), Predictable Travel Times (selected 438 times or 15%), Congestion (412 times or 14%) and Neighborhood Access (403 times or 14%). The least frequently reported considerations were Air Quality (selected 146 times or 5%), Bicycle Facilities (selected 143 times or 5%) and Pedestrian Walkways (selected 108 times or 4%).

When asked to rank their priorities in order of importance to them, respondents most often ranked Travel Alternatives as their highest priority. Congestion was the second most highest ranked priority and Air Quality ranked third. Predictable Travel Times came in fourth.

Fifty-four respondents selected the Add a Priority option and submitted their own priority for consideration. The added priorities included:

- Reduce fossil fuel/carbon footprint
- Minimize noise and impacts to nearby communities and environment
- Preserve quality of life of nearby communities
- Cost Considerations
- Maintain businesses
- Weekend service options
- Sustainability of rail line
- Environmental concerns
- Use existing tracks

All comments received in the Priorities section of the survey are documented in Appendix C: MetroQuest Online Survey Results Report. Responses from the project team are also provided in Appendix C.

Frequency and Timing of Service

The majority of respondents (86%) indicated that frequency of service would have an influence in determining their use of the Oasis Rail line. When asked what time of day they would like train service to start, 67% of respondents selected 8:00 a.m. or earlier (23% said 8 a.m.; 19% said 7:00 a.m.; 18% said 6 a.m.; and 8% said before 6 a.m.). When asked what time respondents would like train service to end, 76% of respondents said 12:00 a.m. or later. Only five percent said before 10:00 p.m. and three percent selected the “other” option.

When asked specifically about what time they would like late night service to end, 66% of respondents

selected 12:00 a.m. or later and seven percent selected the “Other” option. The 12:00 a.m. option was selected most frequently (34%).

When asked to rate how influential Weekend Service would be when considering Oasis Rail Transit as a travel mode (using a rating scale with 1 being More Influential and 5 being Less Influential), 83% gave the service a strong influence rating of 1 (45%) or 2 (39%). Approximately 14% gave the service the lesser ratings of 4 (7%) or 5 (7%). Special Event service received similar results. Eighty-three percent gave the proposed service a strong influence rating of 1 (48%) or 2 (34%). Only 16% gave the service the lesser 4 (8%) and 5 (8%) ratings.

Fares and Parking

Survey responses show that the cost of fares will be important to respondents’ decision on whether or not to use Oasis. Approximately 77% gave ticket costs the higher influential ratings of 1 (35%) and 2 (42%), while 19% gave tickets costs the lower influence ratings of 4 (13%) and 5 (6%). Responses were slightly more diverse when it came to the consideration of free parking. While 71% said free parking would likely have more influence on their decision to use Oasis, approximately 25% said it would have less influence.

Access and Transfers

Respondents were fairly united in saying that rail stations that are easy to get to would have a strong influence on their decision for using Oasis rail. Approximately 94% gave this consideration the higher influence ratings of 1 (54%) and 2 (40%).

The ability to transfer quickly between Oasis and an alternate travel mode (such as bus, shuttle, streetcar, etc.) appeared to be another important consideration for respondents’ likely use of the Oasis rail service, though respondents were more divided in their answers to this question. Nearly 64% rated quick transfers as a more influential consideration whereas 30% trended more toward the less influential side of the scale. When asked specifically how influential a feeder shuttle service would be to their decision on whether or not to use Oasis rail, 55% gave the concept the lower influence ratings of 4 (27%) and 5 (28%) and 42% gave it the higher ratings of 1 (16%) and 2 (26%).

Rail Station Features

Survey participants were asked to provide input on rail stations features that were important to them. Respondents were provided a list of options and asked to identify their top three priorities. Of the options offered, respondents most often chose sheltered platforms (selected 580 times), electronic messaging boards (selected 409 times) and on-site security (selected 352 times) as their top priorities. Support services and on-site shopping and dining were features chosen the least often as priorities (197 times and 152 times, respectively). When asked to rank their top priorities in order of most important

to least, sheltered platforms were most often ranked as the highest priority, on-site security as the second highest and electronic messaging boards as the third highest priority.

All comments received in the Train Station Options section of the survey (48 comments) are documented in Appendix C. Responses from the project team are also provided in Appendix C.

Additional information about home, work, school, shopping and other travel locations/destinations were obtained from respondents, as well as suggestions for additional infrastructure projects, bicycle connections, roadway improvements, pedestrian enhancements, neighborhood and streetscape enhancements were also obtained. The results of this data are detailed in Appendix C.

General comments received at the conclusion of the survey (72 comments) as well as responses provided by the project team, are also documented in Appendix C.

PUBLICITY

The Oasis Rail Transit Public Meetings were publicized through the channels described below.

LEGAL AD PLACEMENT

The Eastern Corridor Communications Team coordinated with ODOT District 8 to place two legal ads announcing the public involvement meetings in the Cincinnati Enquirer. The ads were published on November 25, 2013, and December 2, 2013. A copy of the legal ad is provided in Appendix D: Publicity.

INTERNET-BASED COMMUNICATIONS

The Eastern Corridor Communications Team publicized the public meetings online through a series of postings on key websites and through email announcements.

Website Postings and Social Media

The Eastern Corridor Communications Team coordinated postings of meeting announcements on websites belonging to the Eastern Corridor Program, Hamilton County, Clermont County, City of Cincinnati, ODOT and Cincinnati.com. Information was also sent to multiple blogging sites focused on local community issues. In addition, the Communications Team promoted the public involvement meetings through multiple postings on the Eastern Corridor Facebook site and through the Eastern Corridor's Twitter feed. ODOT also posted meeting information on their Facebook site.

Email Announcements

Public meeting announcements were sent out multiple times via email to those in the Eastern Corridor Stakeholder Database. More than 1,400 individuals are included in the database. These individuals represent Eastern Corridor communities, business associations, special interest groups, resource agencies, environmental justice organizations, property owners, residents and other interested parties.

The initial email announcement was sent out on Nov. 19 and reminder emails were sent on Nov. 25 and Dec. 3. The announcements outlined the purpose of the public involvement meetings purpose as well as dates, times, and locations. They also included links to additional information and the news release posted on the Eastern Corridor website (a copy of the email announcement is included in Appendix D: Publicity). A follow up email was distributed on

December 12 providing recipients links to meeting materials posted online and encouraging their participation in the online feedback survey.

Eastern Corridor Development Team

An email announcement about the upcoming meetings was sent directly to Eastern Corridor Development Team (ECDT) members, most of whom have leadership roles in their respective communities. In the email, ECDT members were asked to share information about the upcoming public meetings with their constituents.

MEDIA RELATIONS

The Eastern Corridor Communications Team distributed a news release about the upcoming public information meetings to multiple local media outlets. The release outlined the purpose of the public involvement meetings and the meeting dates, times and locations. It also provided an overview of the Oasis Rail Transit Project and topics to be discussed at the meetings. A copy of the release is provided in Appendix D: Publicity.

Print Media

The Eastern Corridor Communications Team sent the meeting release to the following print media outlets:

- *Business Courier*
- *Cincinnati Enquirer*
- *Cincinnati Herald*
- *Cincinnati Profile Magazine*
- *Cincinnati Magazine*
- *City Beat*
- *Clermont Sun*
- *Community Press newspapers*

Placements of meeting announcements or articles were confirmed in the following print publications:

- *Cincinnati Enquirer*
- *Eastern Hills Journal*
- *Forest Hills Journal*
- *Milford Miami Advertiser*
- *North Clermont Community Journal*

Television/Radio

Public meeting information was sent to the following television and radio outlets. The Communications team actively followed up with TV and key radio stations to ensure receipt of information and to pitch promotion of the meetings.

- WCPO-TV, Channel 9
- WKRC-TV, Channel 12
- WLWT-TV, Channel 5
- WXIX-TV, Channel 19
- WLW-AM
- WVXU-FM
- WDBZ-AM
- WKRC-AM
- WNKU-FM

Television placements were confirmed on the following:

- WKRC-TV, Channel 12
- WXIX-TV, Channel 19
- WVXU-FM

In addition, the Communications Team coordinated a 15-minute segment on WKRC's (Ch. 12) *Newsmakers* program during which Hamilton County Commissioner Todd Portune discussed the Oasis Rail Transit project and upcoming public involvement meetings with program host Dan Hurley. The segment aired on Sunday, Dec. 8, 2013.

Online

In addition to print and broadcast media, public meeting information was sent to the following local blogs:

- Cincywhimsy.com
- UrbanCincy.com
- Building Cincinnati Blog
- 5chw4r7z.blogspot.com
- Cincinnati Development Blog

Postings about the Oasis and SR 32 Relocation community meetings were confirmed on the following websites:

- Cincinnati.com (Cincinnati Enquirer website)
- Cincinnati.com (Cincinnati Enquirer calendar pages)
- WVXU.org (WVXU website)
- Communitypress.cincinnati.com (Community Press website)

- [Facebook.com/easterncorridor](https://www.facebook.com/easterncorridor) (Eastern Corridor website)
- [Facebook.com/ODOTDistrict8](https://www.facebook.com/ODOTDistrict8) (ODOT District 8 Facebook page)
- Hamiltoncounty.org (Hamilton County website)
- ODOT.state.oh.us (ODOT website)
- WCPO.com (WCPO Channel 9 website)
- Fox19.com (Fox 19 website)
- Local12.com (Channel 12 website)

APPENDICES
