

Oasis Purpose and Need

The purpose of Oasis Rail Transit is to implement effective passenger rail transit service within the Eastern Corridor.

This will:

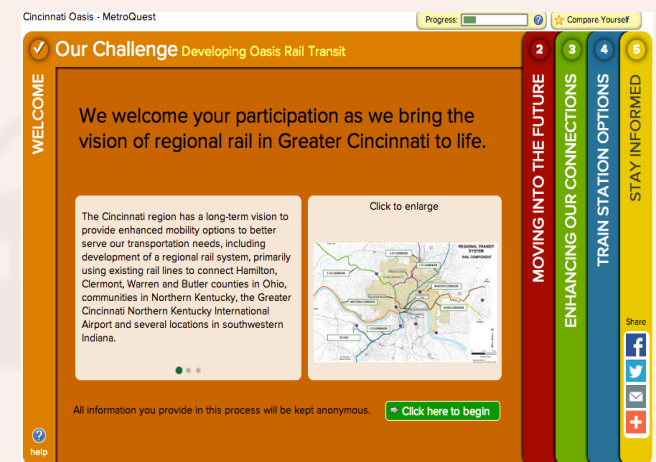
- Provide a new, regional scale **alternative to driving**
- **Increase mobility**
- **Connect people** to jobs, regional attractions and recreation destinations
- **Support neighborhood** development and revitalization
- **Expand travel options** by coordinating with transit modes and other active transportation modes such as bicycling and walking
- **Reduce demand for new road capacity** while providing a way to meet the future travel demand
- **Link to and support** the Eastern Corridor's multi-modal transportation vision and land use plan

- From Final Tier 1 Environmental Impact Statement, Record of Decision, June 2006

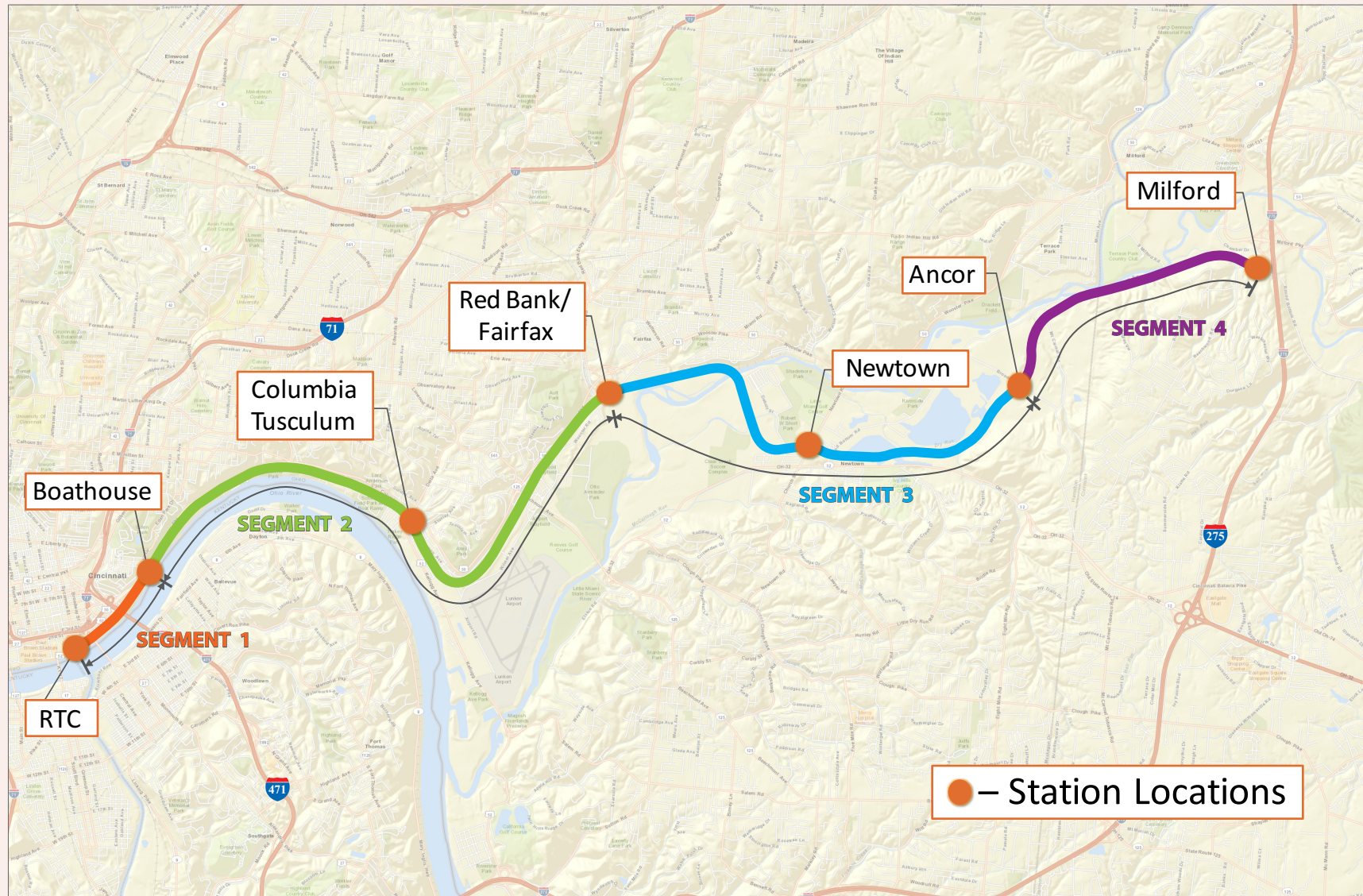
Public Input Has Helped Shape Project

Public input has helped guide and inform the development of the Oasis Rail Transit project. Public input opportunities have included:

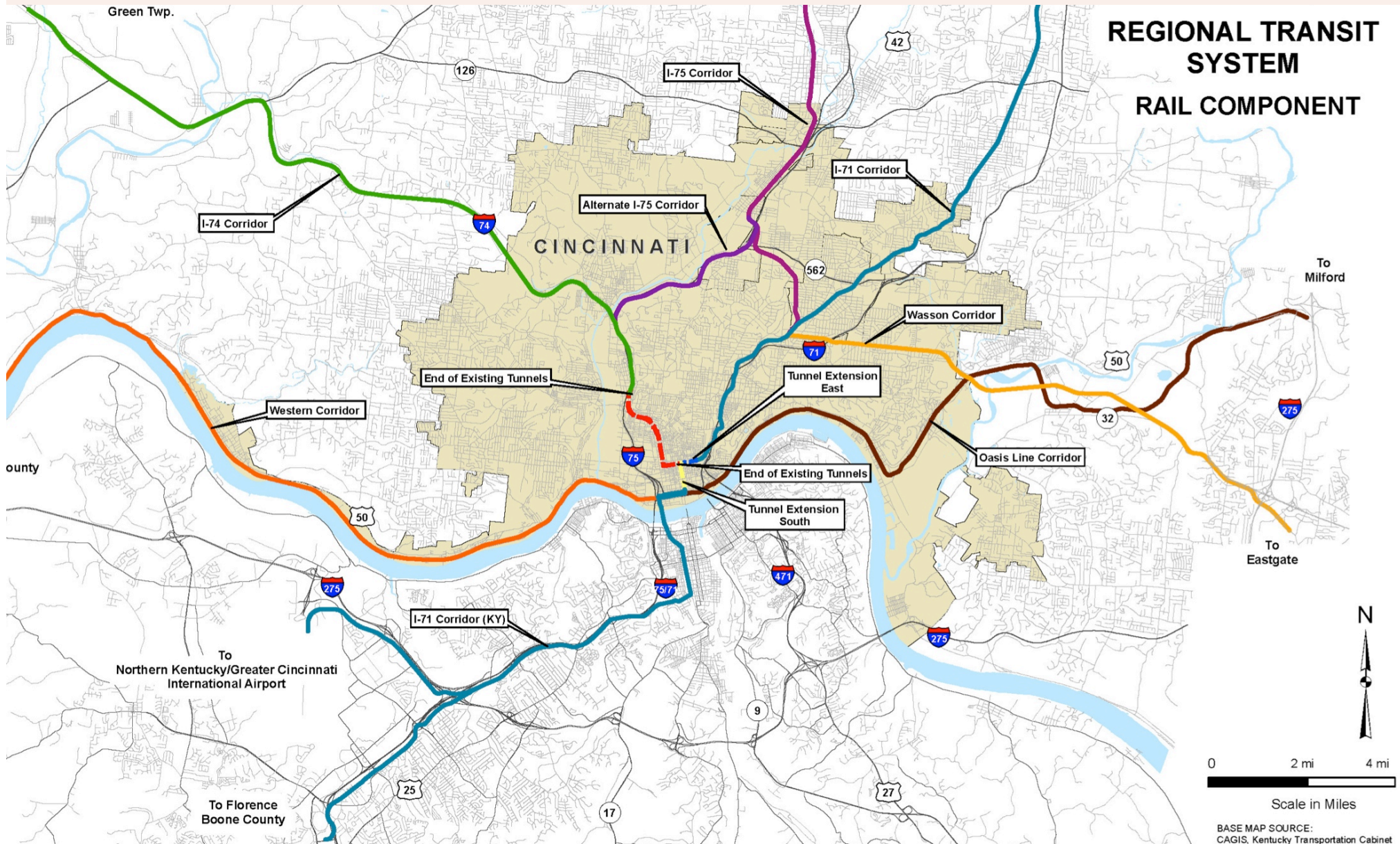
- Public meetings
- Community update presentations *(to the public, community councils, interest groups, etc.)*
- Workshops and focus groups
- Eastern Corridor Development Team and Community Partner Committee meetings
- Community-wide paper, telephone and online surveys *(includes the internet-based Oasis Rail Transit online survey which received more than 1,200 completed responses)*
- Eastern Corridor email
- Feedback tool on Eastern Corridor website
- Eastern Corridor telephone hotline



Oasis Rail Corridor Map



Vision for Regional Rail System



Studies Define Project

Oasis project planners have completed studies to define the Oasis Rail Transit project. Documented in the Conceptual Alternatives Solution Report*, the results of these studies:

- Describe proposed rail transit services
- Provide ridership estimates
- Discuss current corridor conditions
- Outline recommended stations and needs
- Identify DMU as the preferred rail vehicle technology for Oasis
- Suggest conceptual bus feeder routes
- Identify opportunities to enhance planned and proposed bicycle and pedestrian access improvements
- Provide planning-level estimates for capital and operations/maintenance costs
- Review Oasis financing needs and provide initial discussion of available financing strategies
- Outline recommendations for next steps

** The Conceptual Alternative Solutions Report is posted on the Eastern Corridor website under Oasis Rail Transit, Project Documents*

Oasis Service: Basic Weekday Schedule

Basic service would offer A.M./P.M. trains traveling in the primary direction of travel during peak hours with limited service in the reverse commute direction. This service would provide midday roundtrip access between the Riverfront Transit Center and the Milford station.

Trainset	WESTBOUND (toward Cincinnati)		Trainset	EASTBOUND (toward Milford)	
	Depart from Milford	Arrive at RTC*		Depart from RTC*	Arrive at Milford
Morning Service			Morning Service		
1	6:00 AM	6:35 AM	1	6:45 AM	7:30 AM
2	6:30 AM	7:05 AM	2	7:15 AM	7:50 AM
3	7:00 AM	7:35 AM			
4	7:15 AM	7:50 AM			
1	7:30 AM	8:05 AM			
2	8:00 AM	8:35 AM			
Midday Service			Midday Service		
1	10:00 AM	10:35 AM	1	9:00 AM	9:35 AM
2	12:00 PM	12:35 PM	2	11:00 AM	11:35 AM
3	2:00 PM	2:35 PM	3	1:00 PM	1:35 PM
Afternoon/Evening Service			Afternoon/Evening Service		
1	5:15 PM	5:50 PM	1	4:30 PM	5:05 PM
2	5:45 PM	6:20 PM	2	5:00 PM	5:35 PM
			3	5:15 PM	5:50 PM
			4	5:30 PM	6:05 PM
			1	6:00 PM	6:35 PM
			2	6:30 PM	7:05 PM

* Riverfront Transit Center

Oasis Service: Evening and Weekend

Additional evening and weekend service could address travel needs over and above basic daytime commuter service.

Evening Service

Trainset	Depart from RTC	Arrive at Milford	Depart from Milford	Arrive at RTC
4	-	-	6:15 PM	6:50 PM
1			7:15 PM	7:50 PM
4	7:00 PM	7:35 PM	7:45 PM	8:20 PM
1	8:00 PM	8:35 PM	8:45 PM	9:20 PM
4	8:30 PM	9:35 PM	-	-
1	9:30 PM	10:05 PM	-	-



Weekend Service

Trainset	Depart from Milford	Arrive at RTC	Depart from RTC	Arrive at Milford
1	10:30 AM	11:05 AM	11:15 PM	11:50 PM
1	12:00 PM	12:35 PM	12:45 PM	1:20 PM
1	1:30 PM	2:05 PM	2:15 PM	2:50 PM
1	3:00 PM	3:35 PM	3:45 PM	4:20 PM
1	4:30 PM	5:05 PM	5:15 PM	5:50 PM
1	6:00 PM	6:35 PM	6:45 PM	7:20 PM
1	7:30 PM	8:05 PM	8:15 PM	8:50 PM
1	9:00 PM	9:35 PM	9:45 PM	10:20 PM



Oasis Service: Special Event Service

Public feedback indicated significant interest in a rail-based option to get to and from downtown's many sporting and cultural events. Special event services could overlap with basic, weekday commuter service and evening and weekend service.

Special Event Service	
Headway	30 minutes
One-way travel time	35 minutes
Span of Service	5 hours

Baseball: This plan is based on an average of 17 home games on Saturdays and sixteen home games on Sundays between March and September.*

Football: This plan is based on an average of ten home games annually consisting of pre-season and regular season games.*

Festivals: This plan is based on service provided for five annual events held on Saturdays and Sundays.*

* Service for other games, events and festivals would overlap with basic, weekday commuter service and evening and weekend service.



Estimated Travel Times

The estimated peak-period, weekday travel time from Milford to the Riverfront Transit Center by rail is approximately 35 minutes (train travel and dwell times combined).

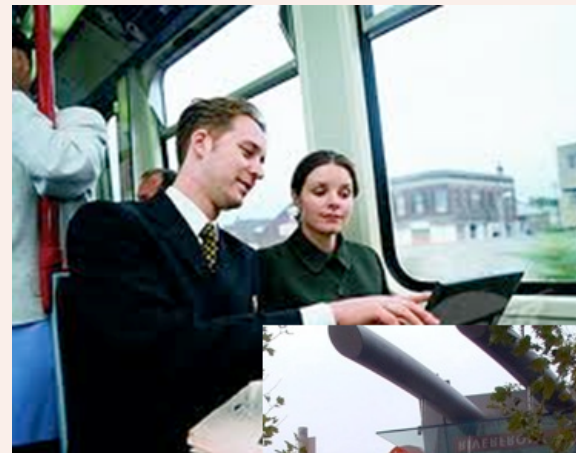
From	To	Distance (Miles)	Maximum Operating Speed (MPH)	Average Speed (MPH)	Train Travel Time (Min)	Dwell Time (Min)
Milford	Ancor	3.3	50	40.4	4.9	n/a
Ancor	Newtown	2.6	50	35.4	4.4	1
Newtown	Fairfax (Red Bank)	3.3	50	31.4	6.3	1
Fairfax (Red Bank)	Columbia-Tusculum	3.1	37	30.5	6.1	1
Columbia-Tusculum RTC		4.9	37	31.6	9.3	1
Total		17.2	--	33.3	31	4

35 minutes

Benefits of Rail

Rail can provide an attractive alternative to auto travel, particularly during peak travel periods. Not only is travel by rail a better value than driving, it's relaxing, safer and better for the environment.

- Predictable, reliable
- Saves money (reduces gas, parking and vehicle maintenance costs)
- Reduces vehicle emissions
- Reduces congestion
- Is safer than driving
- Strengthens communities and improves livability
- Increases property values
- Fosters economic development
- Offers more time for YOU en route (working, reading, talking, napping)



Ridership Forecast

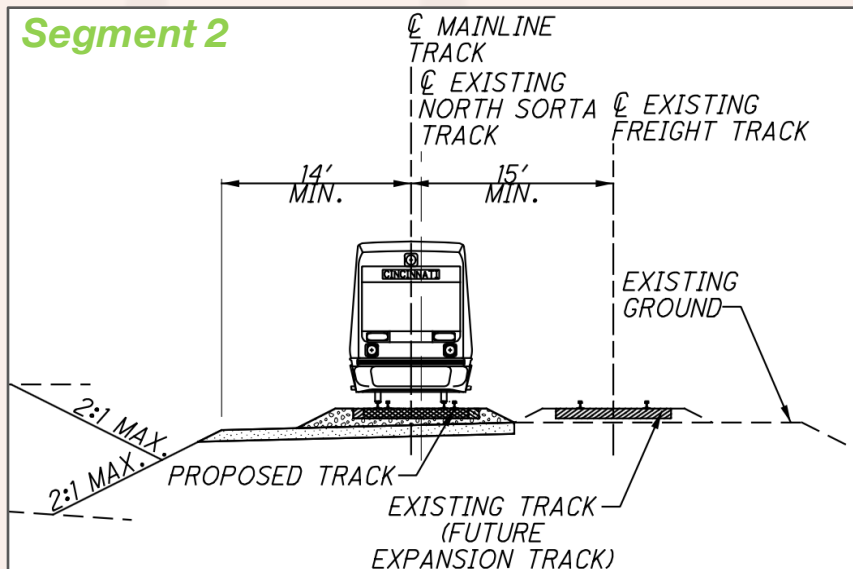
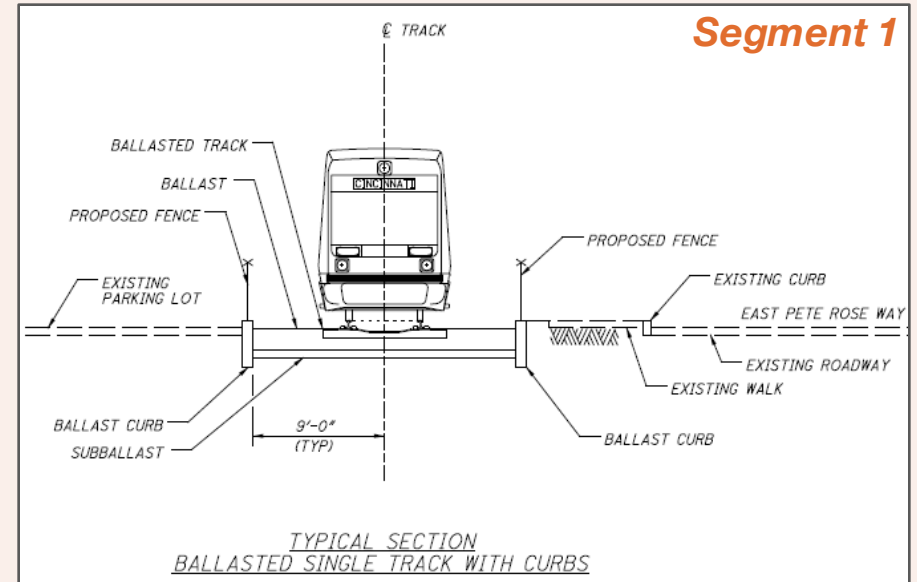
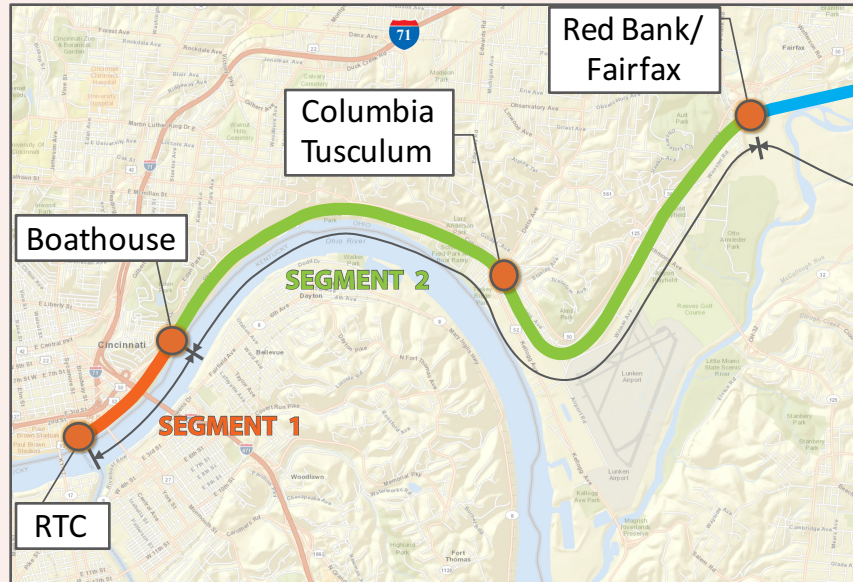
The forecast below projects Oasis Rail Transit ridership for the year 2020.

	Daily Boarding	Annual Boarding
Peak Weekday Basic Service	3,200	832,000
Off-Peak Weekday Basic Service	2,100	546,000
Total Ridership	5,300	1,378,000

Notes:

- Forecasts are based on Federal Transit Administration (FTA) travel model application to corridor characteristics
- Forecasts do not include evening, weekend or special event service
- Forecasts do not consider potential new/increased development that could be attributed to the rail service/stations, which could increase ridership over these conservative forecasts.

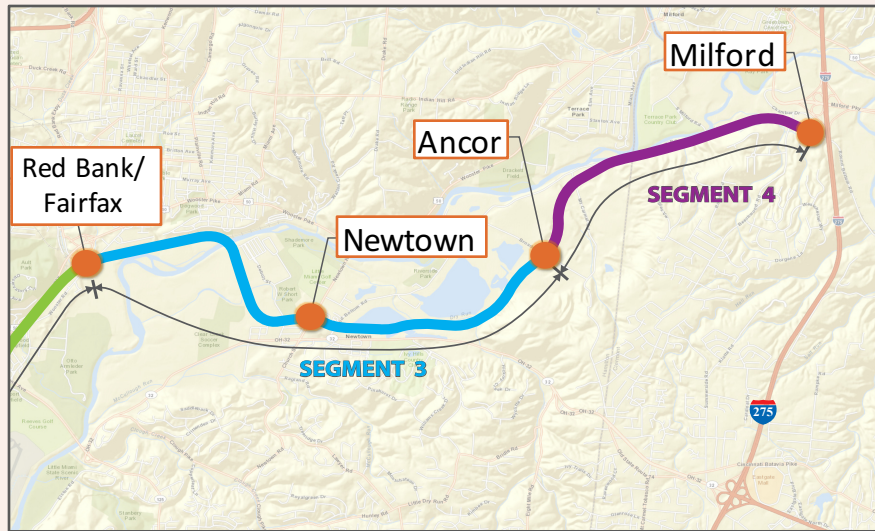
Oasis Segments 1 and 2



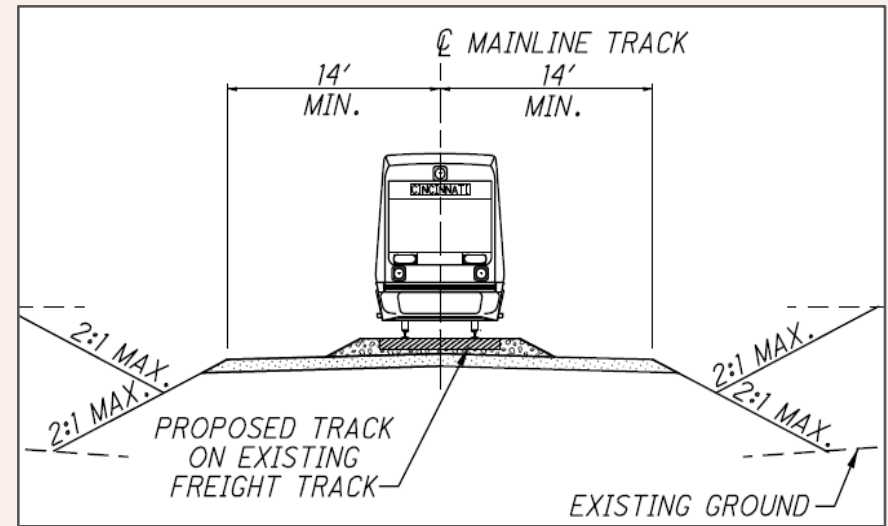
Segment 1 would generally travel along the south side of Pete Rose Way from the Riverfront Transit Center to the Boathouse.

Segment 2 follows SORTA right-of-way which includes two tracks, and would use the north track.

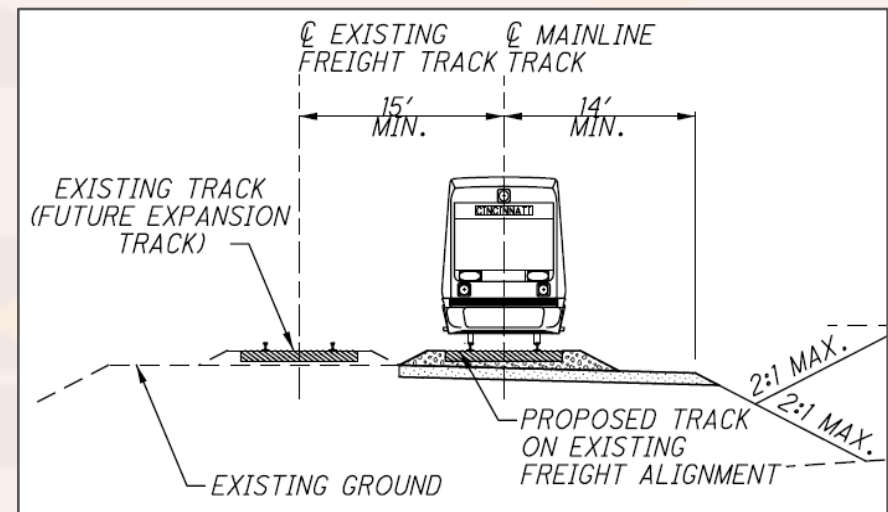
Oasis Segments 3 and 4



- Segments 3 and 4 would both use the Norfolk Southern (NS) right-of-way (ROW) between the Fairfax/Red Bank and Milford Stations
- **The preferred option is to share the existing NS tracks with freight operations**
- Construction of a parallel passenger line along the NS right-of-way is also an option if shared use is not possible



Preferred Option



Alternate Option