The Eastern Corridor

July/August 2012
Public Involvement Meetings
Summary Report

APPENDIX A
MEETING MATERIALS

Handouts

Eastern Corridor Program Fall/Winter 2011 Newsletter

Oasis Rail Project – Fact Sheet

Oasis Rail Transit Project – Overview and Findings four-page brochure

Oasis Rail Transit Project – Regional Rail Vehicles Fact Sheet

SR 32 Relocation Project – Fact Sheet

SR 32 Relocation Project – Frequently Asked Questions

(See Public Input for Comment Forms)

Information Boards

Eastern Corridor Information Boards

Oasis Rail Transit Information Boards, Part A and B

SR 32 Information Boards

SR 32 Improvements, Eastgate Area Information Boards

Red Bank Corridor Information Boards

Oasis Rail Expands Options For Travel Through Eastern Corridor

The proposed Oasis Rail Transit is a regional rail line designed to transport residents, workers and visitors between downtown Cincinnati and the City of Milford, and the communities that lie in between. The rail corridor extends 17 miles between downtown's Riverfront Transit Center and I-275 in Milford. The line would serve communities throughout the Eastern Corridor and stations have been proposed for 10 possible locations (see box at right).

The rail line is divided into four segments and would run on tracks that follow a combination of new and existing rail alignments:

- **Segment 1** (1 mile): Riverfront Transit Center to the Boathouse
- **Segment 2** (7 miles): Boathouse to US 50 in Fairfax
- **Segment 3** (4 miles): US 50 in Fairfax to Ancor (slightly northeast of Newtown)
- **Segment 4** (5 miles): Ancor to Milford

Segments 1 and 2 may be considered for construction first. Segment 3 is being developed in close coordination with the SR-32 Relocation project. This portion of the rail line will run in conjunction with SR-32's new alignment through this area and across the Little Miami River. Segment 4 will be constructed with Segment 3 or independently.

In addition to providing a valuable transportation alternative for Eastern Corridor communities, the Oasis project also offers valuable community enhancement and development opportunities, particularly in relation to the proposed rail stations. Comprehensive station area planning is in progress for each station. This process will consider the current and future land use visions of the communities in which the stations are located. Development plans for the stations – and the surrounding area – will then be prepared in a manner that supports local needs and goals for future growth. During upcoming months, the Oasis project team will be working with local communities to develop these plans.

Current Project Status

Work on the Oasis project's Tier 2 study began in 2010. To date, the project team has completed assessments of passenger rail technologies, the Riverfront Transit Center and the condition of the project corridor. The team has also completed environmental and demographic studies, economic modeling of the project corridor and has started the station area planning process. Three community meetings were held in the spring of 2011 to introduce and discuss the project with local communities.

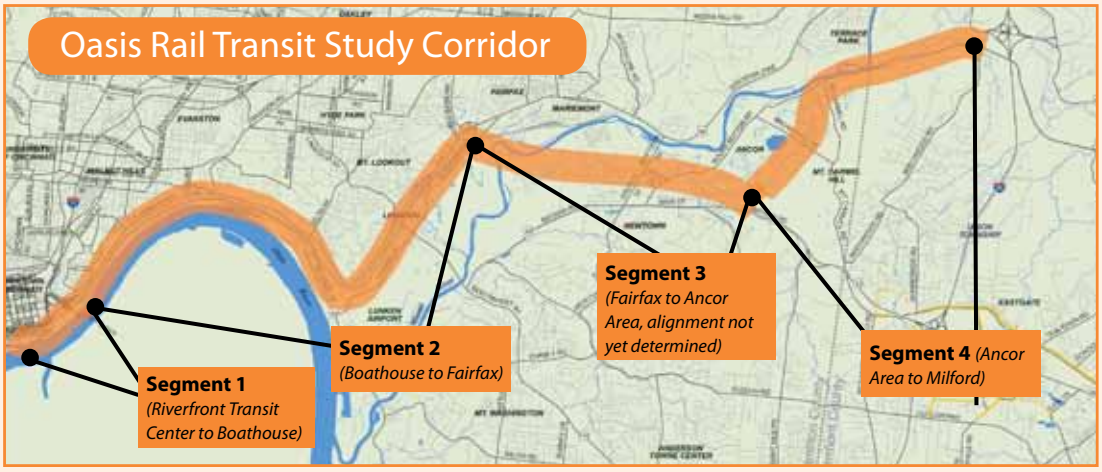
Over the next few months, the Oasis project team will continue with station area planning and will complete ridership projections as well as additional economic analyses and environmental studies. The Oasis Tier 2 study is scheduled to conclude in 2012 with the identification of:

- The type of trains that will be used
- Conceptual rail service requirements
- Station locations and station area land use plans
- A conceptual financing plan
- A locally-preferred rail transit alignment alternative

Possible Oasis Rail Station Locations

- Riverfront Transit Center *(Downtown Cincinnati)*
- East Riverfront *(Adams Crossing area)*
- East End *(near Torrence Parkway)*
- Columbia Tusculum *(at Columbia Parkway and Delta Avenue)*
- Lunken Airport *(along Wilmer Avenue)*
- Beechmont Avenue *(at Wooster Pike)*
- Red Bank Road area *(south of Fairfax)*
- Newtown Area *(near Newtown Road)*
- Ancor/Broadwell Road Area *(slightly northeast of Newtown)*
- Milford *(near the I-275/US-50 interchange)*

These locations were identified during previous studies. The options will be revisited and fine-tuned through public input as part of the current study.



Red Bank Corridor is Important Link for Eastern Corridor Program

The Red Bank Corridor extends between US-50 (Columbia Parkway) in Fairfax and the I-71 ramp in Madisonville. Its primary road, the Red Bank Expressway, is one of the only north-south thoroughfares east of I-71, and the local roadway network supports multiple sites that are experiencing a resurgence of development and growth.

The goal of the Red Bank Corridor project is to create a balance of mobility and access through this area to better serve the local communities, businesses and neighborhoods, while at the same time, improve connections to and between US-50 and I-71.

Proposed project elements include:

- Improve the Red Bank transportation corridor to better support current and future traffic volumes
- Coordinate intersection improvements with roadway design to improve accessibility, safety and traffic efficiency
- Accommodate bicyclists and pedestrians as part of overall design

It has yet to be determined what shape and form these improvements will take. Over the next several months, the Red Bank Corridor project team will be working closely with local stakeholders through the Tier 2 study process to develop a series of preliminary alternatives to be considered for the project.*

Once a set of alternatives has been identified, the project team will perform the preliminary engineering and environmental studies needed to refine the alternatives and determine their feasibility (see article below). Study results will be shared with the public and feedback received will be used to help narrow down the options and identify a preferred project alternative.

** Development of the preliminary alternatives will be consistent with the stated objectives and purposes identified in the Tier 1 FEIS and the Federal Highway Administration's 2006 Tier 1 Record of Decision.*

Current Project Status

Thus far into the Tier 2 study, the Red Bank Corridor project team has been:

- Preparing and compiling base mapping and survey data for the study area
- Identifying specific natural and man-made environmental and design issues that need to be considered during project development
- Conducting traffic analyses to evaluate current and future problem areas

This work will continue over the next several months. The project team will also work with stakeholders to share study results and data gathered to date; identify stakeholders' concerns and visions for the corridor; and begin developing preliminary project alternatives.

A Look At Preliminary Engineering and Environmental Analysis

Much of the Tier 2 work for the Eastern Corridor projects will include preliminary engineering and environmental analysis of the feasible alternatives.

Preliminary Engineering

The primary purpose of preliminary engineering is to establish and develop project designs to a level such that the scope, schedule, and budget for the remainder of the design process can be determined. Preliminary engineering also provides a level of design that allows for an educated selection of the preferred alternative.

Environmental Analysis

Environmental analysis is used to quantify and qualify the characteristics of the natural and man-made environment. Environmental field studies are conducted for alternatives defined in the preliminary engineering study. Reports generated from these environmental field studies are used to determine whether further investigations are needed. If it is determined that additional field work is necessary to further refine potential impacts, this work will be conducted only for the preferred alternative during future design development phases.

SR-32 RELOCATION

SR-32 Project To Provide More Direct, Efficient Connections For Corridor Communities

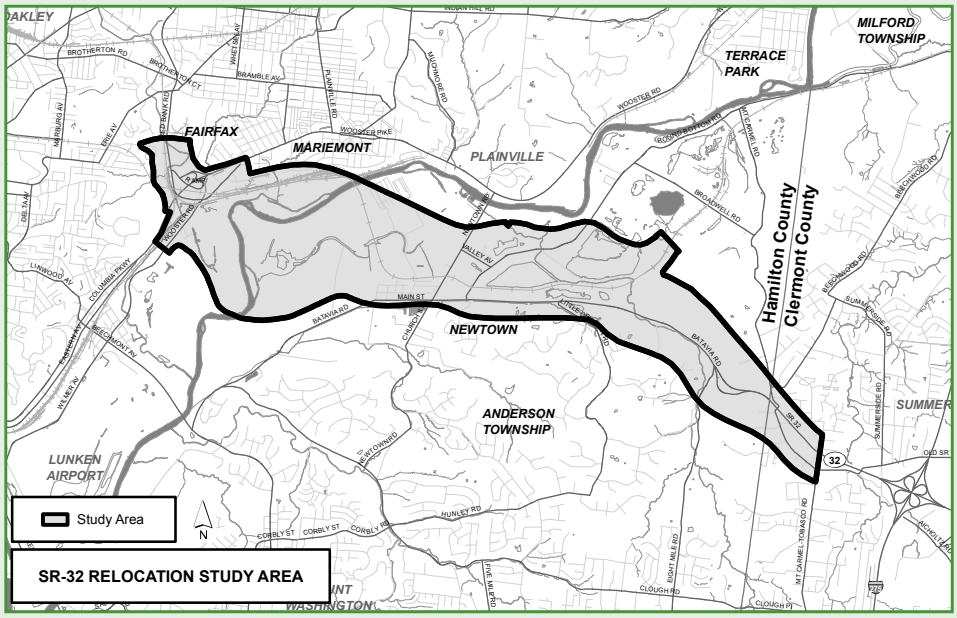
As one of the primary thoroughfares within the Eastern Corridor region, SR-32 is a key element of the Eastern Corridor Program. Currently, this roadway experiences high volumes of commuter, heavy truck, and residential traffic. This creates high levels of congestion and accident rates and poor levels of overall service. In addition, like all transportation routes in the region, travel is primarily limited to vehicular traffic.

The proposed SR-32 Relocation project is intended to address these issues. The project would make local roadway network improvements, expand capacity and consolidate the many entrances and exits to the roadway, making it safer for travel and requiring less time in the car. The western end of SR-32, which currently intersects with Beechmont Avenue, would shift north to create a new direct link with the Red Bank business corridor and I-71. This connection would be established through a new, clear-span bridge to be built across the Little Miami River and a new intersection linking SR-32, US-50 (Columbia Parkway) and Red Bank Road.

Improvements to SR-32 will not be limited to travel by cars and trucks. This multi-modal project will support expanded bus service and accommodate the needs of bicyclists and pedestrians. It also is being developed in coordination with the proposed Oasis Rail Transit project which will provide a rail-based travel alternative along central portions of the SR-32 project corridor (See Oasis Rail Transit).

Tier 2 goals for the SR-32 Relocation project include:

- Identify a preferred design alternative
- Further develop/refine design plans
- Perform the necessary environmental studies



The SR-32 Relocation project will extend between US-50 in Fairfax to SR-32 and Bells Lane, just west of the I-275 interchange in Clermont County.

Current Project Status

The Tier 2 study for the SR-32 Relocation project is expected to take approximately 26 months to complete. The process is just now getting started and will be well-underway in the next few months. Updates about the project's progress will be shared in public meetings and posted on www.EasternCorridor.org.

Efforts will initially be focused on examining in detail the conceptual alternatives presented in the Tier 1 FEIS. Then, work will shift toward refining and narrowing them down to two or three feasible options for further study. This process will take into consideration impacts to the natural and man-made environment; the regional land use, economic development, and environmental stewardship visions; and public opinion (see Public Input article, on back page). The results of the study will be presented in a Tier 2 Environmental Impact Statement (EIS). Approval of the Tier 2 EIS by FHWA will conclude the Tier 2 study as well as the preliminary engineering and environmental phase of the project.

Did You Know?

Information about upcoming public meetings and involvement opportunities will be posted under the Public Participation link on the Eastern Corridor website, www.EasternCorridor.org. You can also share comments and questions by clicking on Submit Feedback.

SR-32 Projects in Eastgate Area Will Ease Congestion, Improve Local Travel

In the Eastgate area, SR-32 is a key connector between businesses, shopping and residential neighborhoods. However, like many other roads within the Eastern Corridor, travel on this section of SR-32 is hampered by high levels of congestion and frequent accidents.

The SR-32 Improvements, Eastgate Area project focuses on the length of SR-32 that extends between Eastgate Boulevard and Olive Branch-Stonelick Road. Project goals are to better serve current and projected travel demand, reduce travel delays and improve safety in a manner consistent with local transportation and economic development goals.

Proposed improvements include expanding the roadway's capacity and consolidating entrance and exit points. Access to SR-32 would be eliminated at Glen Este-Withamsville Road but other connections to the roadway would be added.

Five conceptual alternatives have been developed based on the results of comprehensive technical studies, needs assessments and public input. The project team is currently studying these alternatives in detail and working to refine and narrow them down to a single preferred alternative. The alternatives include:

- **Alternative 1** – Widen the existing SR-32 by including five through lanes and added turn lanes at intersections.
- **Alternative 2** – Construct an interchange on SR-32 between Glen Este-Withamsville Road and the existing Elick Lane/Bach Buxton Road.
- **Alternative 3** – Construct an interchange on SR-32 at the existing Elick Lane/Bach Buxton Road intersection.
- **Alternative 4** – Construct an interchange on SR-32 between the existing Elick Lane/Bach Buxton Road and Old SR-74.
- **Alternative 5** – Do not build.

These alternatives were presented to the community at a public involvement meeting held in late September.* One of the primary concerns raised was about potential impacts on the new Union Township Library. Project representatives assured participants that while the parking lot may lose some spaces, the library itself will not be affected. All comments received from the public have been recorded as official record and will be considered as the project team moves forward with the alternative evaluation and refinement process.

Current Project Status

Over the next year, the conceptual alternatives will be refined and narrowed down. The project team will complete preliminary engineering and environmental analyses related to the remaining alternatives, and begin the documentation process. Another community meeting will be held in 2012 to share the results of these efforts and gather public opinion on a preferred alternative.

Once a preferred alternative has been identified, the team will prepare a preliminary design plan and submit for environmental approval. Once funding is obtained, the project team will begin securing right-of-way and developing detailed construction plans.

** Renderings of each alternative are included with the September 2011 Open House materials posted in the SR-32 Eastgate, Public Involvement section of the Eastern Corridor website, www.EasternCorridor.org.*

Changes Planned for I-275/SR-32 Interchange Area

The I-275/SR-32 Interchange project is the Eastern Corridor Program's first improvement action to get underway. The project will address problems associated with the existing I-275/SR-32 and Eastgate Boulevard interchanges and adjacent segments of SR-32 from approximately Bells Lane to just east of Eastgate Square Drive. These problems include high accident rates, increasing traffic and congestion and inappropriately spaced roadway access points that require motorists to merge quickly and weave in between moving traffic. Planned improvements include:

- Widening portions of SR-32 to expand capacity
- Improving spacing between intersections and interchange ramps and reconfiguring access ramps to provide easier, more efficient access
- Adjusting spacing between signalized intersections to improve flow of traffic

The project will be constructed in phases over the next four years, with a completion date planned for 2016. Pending funding, construction will begin in some areas as early as fall 2012.

Public Input Helps Shape Eastern Corridor Program

Public involvement has played a critical role in the planning and development of the Eastern Corridor Program. Public input will continue to be instrumental as the preliminary alternatives undergo further evaluation and preferred alignments are identified. Over the course of the Tier 2 study, the Eastern Corridor Implementation Partners will work closely with stakeholders to further develop the Eastern Corridor Program and its projects.* The Program team will keep you informed and engaged through the following:

- **Community meetings** – Meeting dates will be announced through email, local media, social media and on the Eastern Corridor website
- **Project-focused Community Workshops** – Meeting dates will be announced through the above channels
- **Social Media Networking** – Become a Facebook fan and follow us on Twitter
- **Community Presentations** – Contact us if you would like to schedule a presentation for your organization
- **Eastern Corridor Program Website** – www.EasternCorridor.org
- **Email Notifications** – Sign up for email notifications on the Program website under Public Participation, Submit Feedback

Questions and comments can be submitted on the Eastern Corridor website or by calling the Eastern Corridor telephone line at (513) 888-7625.

Get involved. Stay connected. We look forward to hearing from you.

**Efforts will keep consistent with the stated objectives and purposes identified in the Tier 1 FEIS and the Federal Highway Administration's 2006 Tier 1 Record of Decision.*

Contact Us

3665 Erie Avenue #5
Cincinnati, OH 45208
(513) 888-7625
www.EasternCorridor.org

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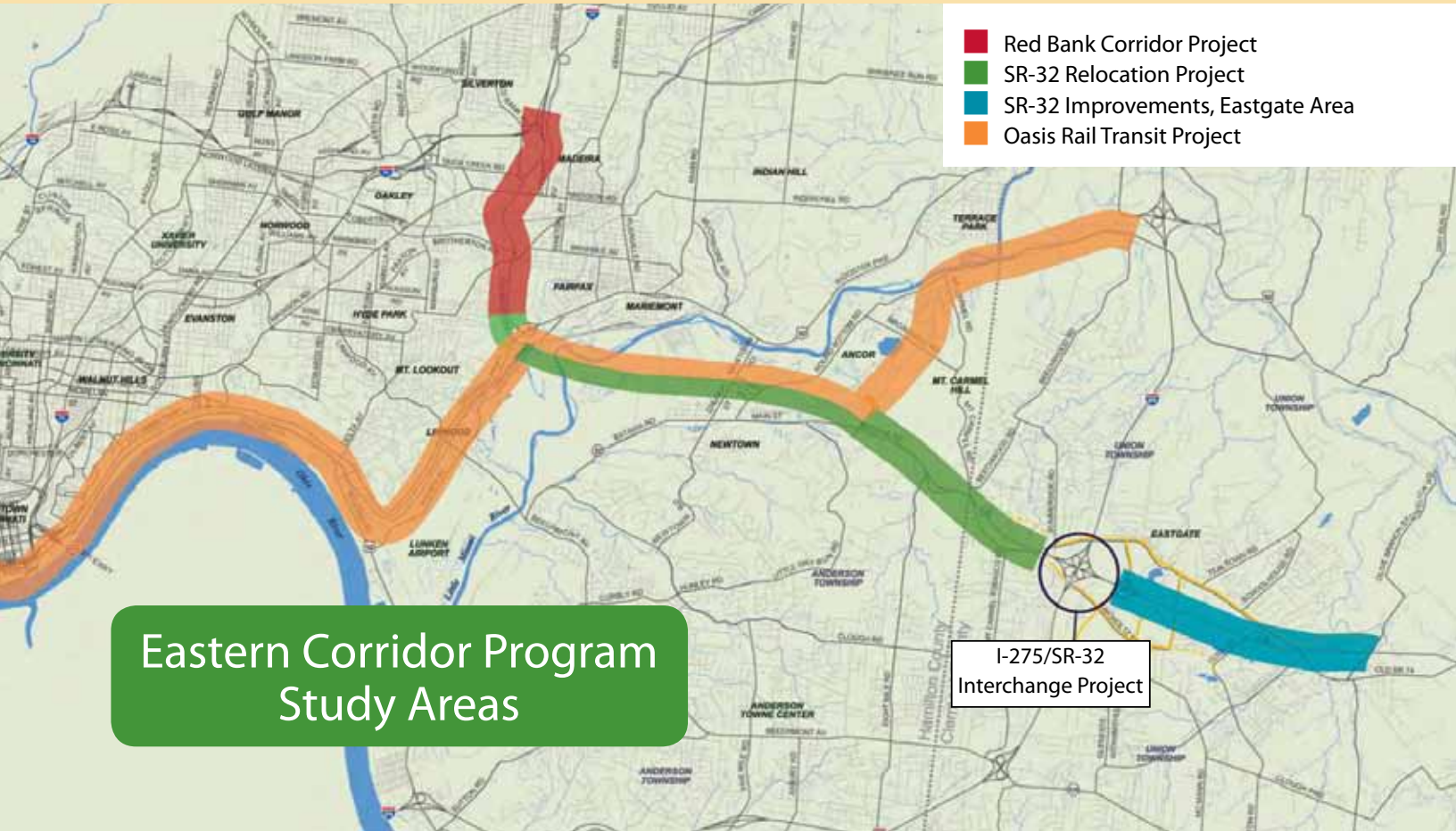
About Us

*The development of the Eastern Corridor Program is guided by a team of local, regional and state governmental and transportation agencies. This group of **Eastern Corridor Implementation Partners** includes:*

- *Hamilton County Transportation Improvement District*
- *Clermont County Transportation Improvement District*
- *City of Cincinnati*
- *Ohio-Kentucky-Indiana Regional Council of Governments*
- *Southwest Ohio Regional Transit Authority*
- *Ohio Department of Transportation*

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



The Eastern Corridor

Oasis Rail Project
Fact Sheet

Updated June 2012

PROJECT 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 rail corridor extends approximately 17 miles and will travel along a combination of existing and new tracks. Oasis rail stations will also 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.

For more information, visit
www.EasternCorridor.org
or call the Eastern Corridor hotline at **513.888.7625.**

PROJECT ELEMENTS

The Oasis Rail Transit project is currently undergoing Tier 2 National Environmental Policy Act (NEPA) analysis and preliminary engineering. This study will:

- Evaluate track alignment options; identify locally-preferred alternatives
- Determine the type of trains to be used
- Develop ridership projections
- Prepare a conceptual operation plan (hours of operation, frequency of trains, number of stops, etc.)
- Evaluate and select station locations
- Develop conceptual land use and development plans for areas surrounding Oasis stations
- Determine community and public benefits
- Complete environmental studies
- Prepare construction and operation cost estimates
- Begin development of a financing plan

PROJECT STATUS

The Oasis project's Tier 2 study began in 2010. To date, the project team has performed assessments of project corridor and facility conditions, identified possible rail vehicle technologies to be used on the line, and performed ridership projection studies. The team has also conducted environmental and demographic studies and economic modeling of the project corridor and has started the Station Area Planning process.

Currently, the Oasis team is working to identify preferred alternatives for the four Oasis route segments (see map on back), is completing further economic analyses and environmental studies, and is continuing Station Area Planning efforts. The Oasis Tier 2 study is scheduled to conclude in 2012.

COMMUNITY ENHANCEMENT THROUGH STATION AREA PLANNING

The Station Area Planning (SAP) process identifies valuable opportunities to enhance and even create livable, sustainable districts and 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.

The Eastern Corridor

Oasis Rail Project Fact Sheet

PROPOSED RAIL STATIONS

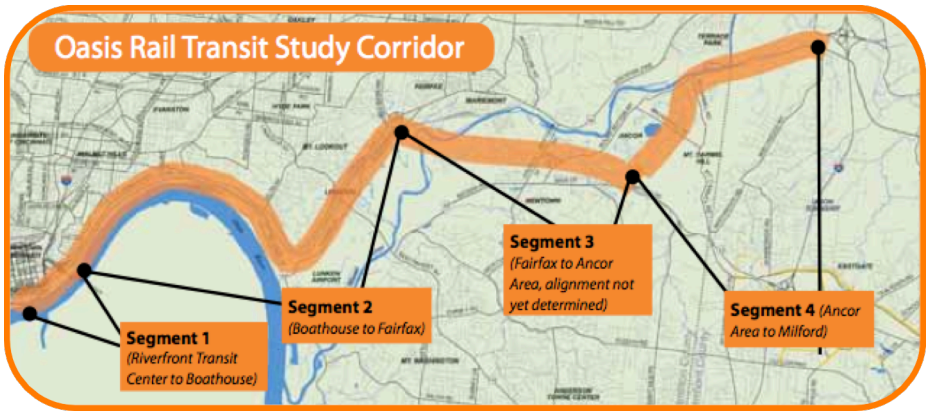
Ten possible station locations were identified in the 2005 Tier 1 Final Environmental Impact Statement (FEIS). As part of current Tier 2 study efforts, these locations are being further evaluated and examined in detail:

- Riverfront Transit Center *(Downtown Cincinnati)*
- East Riverfront *(Adams Crossing area)*
- East End *(near Torrence Parkway)*
- Columbia Tusculum *(at Columbia Parkway and Delta Avenue)*
- Lunken Airport *(along Wilmer Avenue)*
- Beechmont Avenue *(at Wooster Pike)*
- Red Bank Road area *(south of Fairfax)*
- Newtown Area *(near Newtown Road)*
- Ancor/Broadwell Road Area *(slightly northeast of Newtown)*
- Milford *(near the I-275/US 50 interchange)*

Community input will be used to help determine which station locations will be advanced through the SAP process and selected for final design and construction. Input can be shared at public involvement meetings and submitted on the Eastern Corridor website, www.EasternCorridor.org.

PUBLIC INVOLVEMENT

Public involvement has played a critical role in the planning and development of the Eastern Corridor Program. Public involvement will continue to be instrumental as the Oasis Transit project undergoes further evaluation and refinement. More information about public involvement opportunities is available at www.EasternCorridor.org. Comments and questions can also be submitted at any time on the website under the Submit Feedback link.



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, 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:

- Hamilton County Transportation Improvement District (HCTID)
- Clermont County Transportation Improvement District (CCTID)
- City of Cincinnati
- Ohio-Kentucky-Indiana Regional Council of Governments (OKI)
- Southwest Ohio Regional Transit Authority (SORTA)
- Ohio Department of Transportation (ODOT)

The Eastern Corridor

Oasis Rail Transit Project
Overview and Findings

The Oasis Rail Transit project is an important element of the Eastern Corridor transportation and land use strategy. The purpose of this update is to offer an overview of the progress-to-date and describe the direction the Oasis project is taking.

A Regional Approach

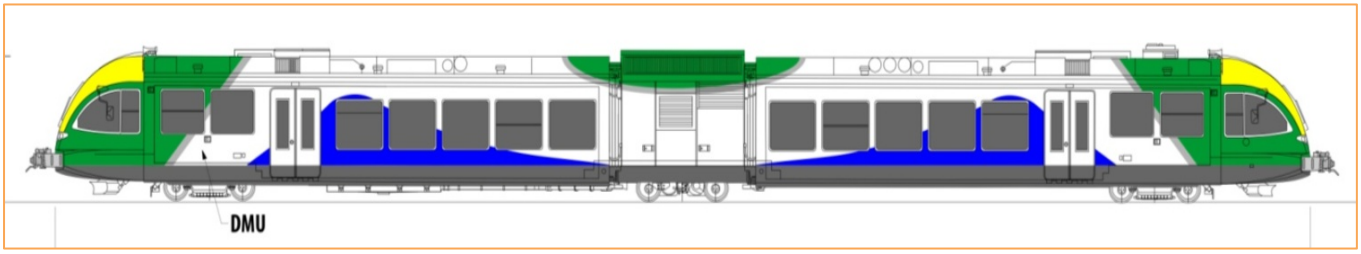
Oasis's approximately 17-mile long corridor can be a complementary element of the region's transportation system. The 2006 Tier I Environmental Impact Statement (EIS) finding recommended the Oasis transit plan as a way to provide a ***regional-scale alternative*** to driving. There were several key factors identified to support the approach. The Oasis Rail Transit project would:

- Increase mobility for non-drivers
- Provide a high-capacity transit mode to support other modes
- Establish stations at effective locations with links to other modes
- Connect downtown Cincinnati with outlying areas of population and employment
- Support neighborhood development and revitalization
- Reduce demand for new highway capacity
- Meet future travel demand

With this regional approach to rail transit service identified, there a number of characteristics that define how such a system functions. Among the characteristics for Oasis are that it connects outlying communities to downtown; riders may drive up to 10 miles to reach a station; stations are spaced between two to five miles apart; and typical operating speeds between 30-60 miles per hour

Matching the Vehicle to Regional Service Needs

The transit vehicle will be one of the most visible aspects of the system. The preferred vehicle is appropriate for regional service, with performance capabilities matched to ridership and station spacing; self-propelled (diesel multiple unit); and quiet, comfortable and odor-free. It is capable of running on existing freight railroad tracks, cost effective and proven in operations in other US locations. Too, the selected vehicle is attractive and scaled to the communities it serves.



Future Oasis Riders

Ridership estimates were made for 2016 as the starting year and for 2035 as the horizon year. The estimates were developed by HNTB, in conjunction with Ohio-Kentucky-Indiana Regional Council of Governments (OKI), using its travel demand forecasting model. Travel data are based on projected socio-economic and land use forecasts at the Traffic Analysis Zone (TAZ) level and predict movements between zones. Model refinements were made to estimate ridership boardings by station. The estimates are for weekday commuter service only and do not include ridership estimates for evening, weekend and special event service.

With Oasis as a regional rail service, ridership by station increases as the line moves eastward from the Riverfront Transit Center, with the highest daily boardings at the eastern-most stations: Red Bank, Newtown, Ancor, and Milford. Nearly 2,800 daily boardings (inbound and outbound) are forecast for 2016, increasing to 3,100 daily boardings by 2035. These ridership forecasts do not take into consideration the additional riders that can come from new development around the proposed stations.

The Oasis Corridor Land Use Vision - A Key to Success

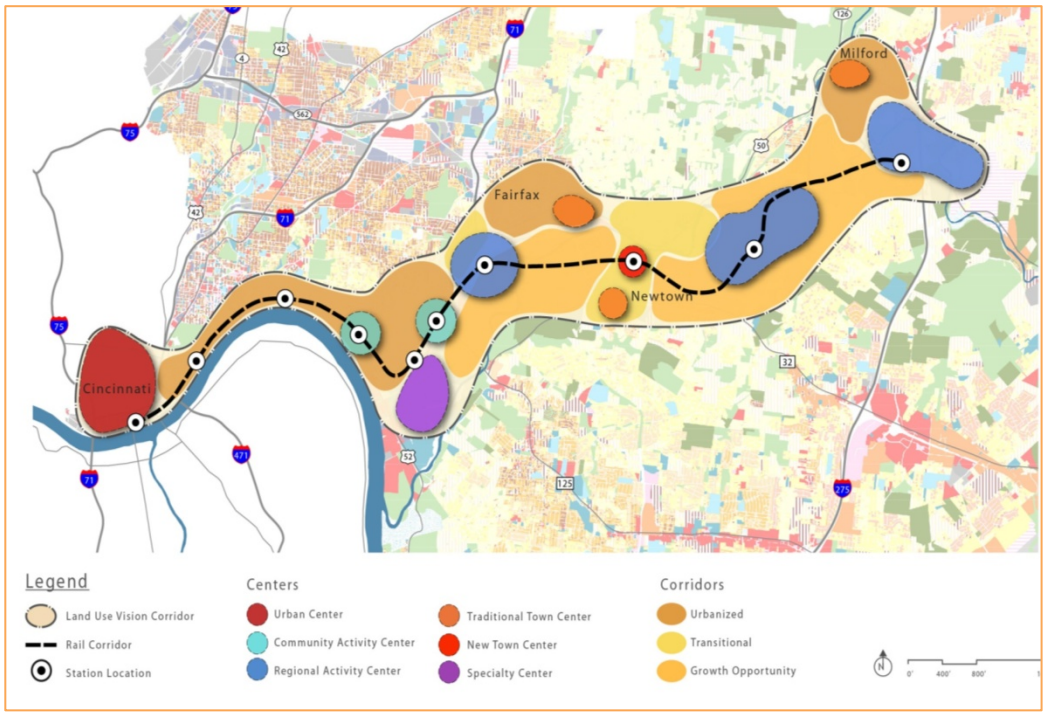
Focusing only on the transit line and a few stations means that longer-term success of the system would be harder to achieve. Since there is a relationship between transit and development, how the corridor grows is critical. Transit is a means to help create more livable places in the Cincinnati region. In the process, new transit-supportive land uses in the corridor and at stations also help improve transit ridership. Such an approach recognizes that transit can be a powerful investment that:

- ***Reinforces traditional neighborhoods and towns****, such as in Cincinnati, Newtown and Milford*
- ***Revitalizes by-passed and under-utilized properties*** *mid-way along the corridor and*
- ***Redefines new development patterns*** *in the more suburban locations to create a critical mass of walkable, mixed use places*

Without an essential Vision for the corridor, success will come more slowly and incrementally. The Oasis Land Use Vision builds on the original Eastern Corridor Land Use Vision, but gets more specific along the transit line. The 17 mile corridor was considered in total and three patterns emerged: **Urbanized,** uniformly developed with generally compatible uses; **Transitional,** more industrialized areas with uses from service facilities to distribution users; and **Growth**, locations with larger, undeveloped properties that can be developed as more transit-supportive community assets.

The corridor acts as a "host" for four activity centers, each with a distinctive role and function. They house a variety of station types. The four activity centers are:

- **Urban Activity Center** – Downtown Cincinnati is the sole Urban Activity Center, and it anchors the western end of the Oasis corridor.
- **Regional Activity Centers (RAC)** – Regional is the next level in the activity center hierarchy. The core of a RAC is office and service-oriented commercial and retail uses, but there is a conscious introduction of multi-family housing. RACs are proposed at Red Bank, Ancor and Milford.
- **Community Activity Centers (CAC)** – The third level is the CAC, and its role is to provide a core in areas with multiple existing neighborhoods or emerging community-scale development. Boathouse, East End, Columbia Tusculum, Lunken, Beechmont and Newtown are the candidate locations.
- **Traditional Town Centers (TTC)** – The corridor has several traditional town centers that need to be recognized for the value they bring. TTCs also help strengthen the corridor solely by their presence. Mariemont, Newtown and Milford are TTCs.



Understanding the Stations' Ability for Future Development

The 2006 Tier I Record of Decision identified ten stations located along the Oasis line from downtown Cincinnati to the City of Milford.

HDR completed an analysis of the stations to assess their development capability. A ½ mile radius around each station (500 acres) was analyzed, since this is the recognized station area walkshed. Since the Riverfront Transit Center is in place, the nine remaining stations - Boathouse, East End, Columbia Tusculum, Lunken, Beechmont, Red Bank, Newtown, Ancor and Milford – were reviewed. Each station's development capacity – how much net acreage was available for future development - was rated as High (Green), Medium (Blue) or Low (Yellow). The following chart reveals the results, and the findings were used as part of the station evaluation process.

Station	**TOTAL NET** 1/2 Mile (~ 502 acres)*	Vacant 1/4 mile (acres)	Vacant 1/2 mile (acres)	Vacant **TOTAL**	STC 1/4 mile (acres)	STC 1/2 mile (acres)	STC **TOTAL**	**Vacant/STC TOTAL**	**Percentage Vacant/STC**	**Rating**
Boathouse	147	3.9	13.9	17.8	0.8	2.28	3.08	**20.88**	**14.2**	
East End	296	5.7	19.9	25.6	0.2	0.3	0.5	**26.1**	**8.8**	
Columbia Tusculum	294	18.9	40.3	59.2	6.2	7.9	14.1	**73.3**	**24.9**	
Lunken Airport	250	4.9	11.8	11.8	1.8	2	3.8	**15.6**	**6.2**	
Beechmont	362	6.2	27.1	33.3	1.1	1.2	2.3	**35.6**	**9.8**	
Red Bank	270	7.3	27	34.3	22	128.7	150.7	**185**	**68.5**	
Newtown (Existing Track)	463	4.6	49.1	53.7	4.3	49.2	53.5	**107.2**	**23.2**	
Newtown (B)	486	6.5	48.1	54.6	0	41.4	41.4	**96**	**19.8**	
Ancor	396	16.5	121.4	137.9	14.6	61.1	75.7	**213.6**	**53.9**	
Milford	422	38.2	59.8	98	39.4	141.6	181	**279**	**66.1**	

Evaluating the Stations

The purpose of station evaluation is to consider each station based on the regional service model and to prepare an evaluation tool for screening. The evaluation process places stations in a vision framework, with a focus on station issues and opportunities. This resulted in an evaluation matrix that compares the ratings of each station.

Setting evaluation criteria is fundamental to the station rating. For purposes of the station evaluation, nine criteria were used:

- Supports the Oasis land use vision
- Consistent with federal livability principles
- Consistent with local plans or zoning
- Station spacing criteria
- Development potential within ¼ and ½ mile radius
- Access to stations
- Intermodal potential
- Physical constraints
- Ridership

Each station was compared against these factors, and a High (Green), Medium (Blue) and Low (Yellow) rating was given as appropriate. The following chart shows the composite rating.

Station	**Oasis Corridor Vision**	**Livabiliity Principles8**	**Planning / Zoning**	**Approximate Station Spacing (miles)**	**Development Potential within 1/2 mile buffer (acres)**	**Bus/Bike Access to Station**	**Multimodal Potential**	**2035 Ridership Forecast**	**Constraints on Access to Station**	**Composite Rating**
RTC	Yes	HIGH	Yes	0.0	High	High	High	1,550	None	
Boathouse	Yes	MED	No	1.0	Low 21/147(14%)	Low	Low	0	Distance, pattern, topo, roadways	
East End	Yes	LOW	Yes	2.0	Low 26/296(9%)	Low	Low	60	Distance, pattern, topo, roadways	
Columbia Tusculum	Yes	MED	Yes	1.4	Medium 73/294(25%)	Medium	Medium	180	Distance, topo, roadways	
Lunken Airport	Yes	LOW	Yes	1.5	Low 16/250(6%)	Low	Low	25	Distance, topo, roadways	
Beechmont	Yes	MED	Yes	0.7	Low 36/362(10%)	Low	Medium	100	Distance, pattern, topo, roadways	
Red Bank	Yes	MED	Yes	1.5	High 185/270(69%)	Low	Medium	250	Distance, pattern, topo, roadways	
Newtown	Yes	HIGH	Yes	2.0	Medium 237/486(49%)	High	High	310	None	
Ancor	Yes	LOW	No1	2.7	High 213/396(54%)	High	Low	250	None	
Milford	Yes	HIGH	Yes	3.3	High 279/422(66%)	High	High	375	Distance, pattern, topo, roadways	

Types of Stations

The next step in the process was to develop types of stations that are consistent with the Oasis Land Use Vision, meet the regional service model, and satisfy the specific role and function each will play. There are three station types – Regional-serving, District-serving and Community-serving.

- **Regional-serving** – This is the largest scale station type and typically at the "end-of-the-line". It has major intercept points and offers modal interchange and service functions. Additionally, it can have bus/transit staging and large Park & Ride lots.
- **District-serving –** The mid-level station has a sub-regional function and is connected by highways, arterials and main bus routes. It also serves as a major bus/rail transfer point, along with Park & Ride lots. They have limited walk-up riders but can expect bike-up riders.
- **Community serving -** The third station type is a significant station with the added benefit that it can provide an important community focal point. It is served by major arterials and by a feeder bus system. It has a higher number of walk-up/bike-up riders, and Park & Ride lots are more limited.

Regional-serving

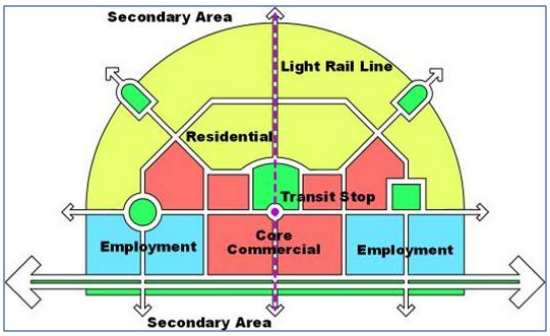
District-serving

Community-serving

Next Steps

Once the Summer 2012 Public Involvement meetings are concluded, the Eastern Corridor Implementation Partners will be making decisions regarding the type of regional transit service; the preferred vehicle; and the type, number and location of stations along the Oasis line. With these decisions made, the next steps for station area planning are to:

- Prepare and apply a Station Area Planning model and apply to each station
- Conduct targeted Station Area Planning workshops to better fit the stations with the communities and to help the stakeholders understand the features and benefits
- Prepare a series of Station Area Plans that reflect the community vision and opportunities to grow and mature over time.



The Eastern Corridor

Oasis Rail Transit Project

REGIONAL RAIL VEHICLES

Fact Sheet

www.EasternCorridor.org

OASIS 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 rail corridor extends approximately 17 miles and will travel along a combination of existing and new tracks. Oasis rail stations will also 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.

Establishing new rail transit service to provide additional mobility options is an important component of the Eastern Corridor's vision of an integrated, multi-modal transportation network.

The proposed Oasis Rail Transit corridor extends approximately 17 miles between downtown Cincinnati (Riverfront Transit Center) and I-275 in the City of Milford. In addition to providing a new rail-based regional transportation option serving Eastern Corridor communities, the Oasis line will offer new opportunities for community enhancement and development.

The vehicle (or train) is probably the most visible element associated with a rail system. There are several regional rail vehicle options being considered for the Oasis line and each vehicle is:

- Quiet
- Attractive
- Comfortable
- Proven
- Self-propelled and Efficient

QUIET

Regional rail vehicles are quieter than conventional locomotive-powered passenger trains or freight trains, minimizing their impacts on properties adjacent to the rail corridor. Moreover, their design and construction act to reduce noise impacts for passengers as well.

ATTRACTIVE

The sleek, modern design and expansive windows offered by single-level regional rail vehicles provide an appealing transportation option that will link the communities they serve. Future branding will determine an appropriate name and image for the Oasis Rail Transit service.

COMFORTABLE

Passengers would enjoy easy, low-floor boarding and comfortable seating for 200+ riders per car and up to 400 passengers per two-car train when fully occupied. The vehicles are fully ADA-compliant and feature overhead storage, tie-downs for bicycles, and other amenities such as onboard Wi-Fi.

DMU

REGIONAL RAIL VEHICLES

Fact Sheet

PROVEN

Regional rail vehicles being considered for the Oasis line are currently operating throughout the United States and Canada, and other lines are under design and construction. Similar rail service examples include:

- **Sprinter** (North County Transit District, Oceanside, CA) Service between Oceanside and Escondido, California.
- **River Line** (New Jersey Transit) Service between Camden and Trenton, New Jersey.
- **A Train** (Denton County Transportation Authority) Service between Denton and Carrollton, Texas
- **Capitol MetroRail** (Capital Metropolitan Transportation Authority) Service between Austin and Leander, Texas.
- **O-Train** (Ottawa, Ontario, Canada) Service between the Bayview and Greenboro stations
- **Sonoma-Marin Area Rail Transit** (under development) Will provide service between Larkspur (San Francisco Bay Area, Marin County) and Cloverdale, 70 miles north in Sonoma County

"The [rail vehicle] is quiet, rides well, is adaptable, and has no diesel odor or other nuisance issues. With its new fuel standards and advanced system…the boarding and riding experience is similar to an electrically-powered vehicle. These are wonderful, and I recommend them to any transit agency."

-- John Cowman
Mayor of Leander, Texas and Member of the Capital MetroRail Board

SELF-PROPELLED AND EFFICIENT

Unlike heavier locomotives pulling passenger coaches, regional rail vehicles provide their own power through highly-efficient, low-emission diesel engines within the vehicles. No overhead electrical system is required, reducing initial capital costs and facilitating joint-use for freight operations during periods when the passenger rail service is not operating. These vehicles offer fuel efficiency, fast acceleration, simplified maintenance, and reduced staff - just a single vehicle operator is required.

PUBLIC INVOLVEMENT

As a NEPA project, public participation has played a critical role in the planning and development of the Eastern Corridor Program. Public involvement will be instrumental in the evaluation and refinement of project alternatives. Over the course of the Eastern Corridor Program's Tier 2 study, the Eastern Corridor Implementation Partners will work closely with stakeholders to examine and refine proposed program elements into alternatives that best meet the needs of the Program and the region's communities.* Information about upcoming public involvement opportunities is be posted on the Eastern Corridor website, www.EasternCorridor.org.

**Efforts will keep consistent with the stated objectives and purposes identified in the 2005 Tier 1 FEIS and the Federal Highway Administration's 2006 Record of Decision.*

Eastern Corridor Implementation Partners

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:

Hamilton County Transportation Improvement District (HCTID)

Clermont County Transportation Improvement District (CCTID)

City of Cincinnati

Ohio-Kentucky-Indiana Regional Council of Governments (OKI)

Southwest Ohio Regional Transit Authority (SORTA)

Ohio Department of Transportation (ODOT)

The Eastern Corridor

SR 32 Relocation Project
Fact Sheet
July 2012

PROJECT OVERVIEW

As one of the primary thoroughfares within the Eastern Corridor region, State Route (SR) 32 is an important element of the Eastern Corridor Program. Currently, this roadway experiences high volumes of commuter, heavy truck, and residential traffic. This creates high levels of congestion and accident rates and poor levels of overall service. In addition, travel options are limited primarily to vehicular traffic. The proposed SR 32 Relocation project is intended to address these issues and provide direct, multi-modal access to US 50, the Red Bank corridor and I-71.

For more information, visit **www.EasternCorridor.org** or call the Eastern Corridor hotline at **513.888.7625.**

PROJECT ELEMENTS

The SR 32 Relocation project will:

- Expand capacity and consolidate access points on SR 32
- Improve safety, decrease congestion and travel time, reduce air emissions
- Implement roadway network improvements to improve mobility
- Create a new link between SR 32, US 50 (Columbia Parkway), and the Red Bank Road business corridor
- Construct a new, multi-modal clear-span bridge across the Little Miami River to connect SR 32, US 50 and Red Bank Road
- Incorporate accommodations for new rail transit, expanded bus service, bicyclists and pedestrians

The SR 32 Relocation project is being developed in close coordination with other core Eastern Corridor Program projects including the Red Bank Corridor project and Oasis Rail Transit project.

THE CURRENT STUDY

The SR 32 Relocation project is in the preliminary engineering phase of ODOT's new Project Development Process (PDP), Path 5. It is also following a tiered (or multi-stage) environmental impact analysis approach required by the National Environmental Policy Act (NEPA) of 1969. This process focuses on identifying the proposed project's potential effects on the natural and cultural environment, and identifying ways to avoid or reduce negative impacts.

In 2005, the Tier 1 Final Environmental Impact Statement (FEIS) presented a series of conceptual corridors within which a new alignment for SR 32 could conceivably be built. Now, as part of the Tier 2 study, these corridors are being examined in much more detail and some will advance for further study. Once feasible project corridors have been identified, project alignment alternatives will be developed and evaluated, including a No Build alternative. The Tier 2 study will conclude by identifying a preferred alternative for the SR 32 Relocation project.

PROJECT STATUS

The project team has conducted several studies since Tier 1, including a geomorphological assessment of the Little Miami River channel and additional archaeology reviews. Building upon information gained from these and previous Eastern Corridor studies, the team has evaluated the conceptual project corridors identified in Tier 1 and developed recommendations on which to eliminate from consideration and which to advance for further study. Their recommendations are documented in the SR 32 Relocation Feasibility Study report, now available for public review and comment at www.EasternCorridor.org (SR 32 Relocation, Study Documents links).

Moving forward, the project team will continue with environmental studies of the refined corridors and use the information gained to develop feasible project alignment alternatives. This environmental work will consist of multiple field

The Eastern Corridor

SR 32 Relocation Project
Fact Sheet
Continued

PROJECT STATUS (CONTINUED)

studies that may include building inventories, visual/walkover property inspections, topographical surveys, soil testing and stream and wetland delineations. Study results will be used to develop a comparative analysis of impacts for the feasible alternatives, including a No Build alternative, from which a preferred alternative will be identified.

No decisions have been made yet regarding specific corridors or alignments. All alternatives will be evaluated equally, as neither the NEPA process nor ODOT's Project Development Process allows a pre-determined outcome.

PUBLIC INVOLVEMENT

Public involvement has played a critical role in the planning and development of the Eastern Corridor Program. Public involvement will continue to be instrumental as the SR 32 Relocation project undergoes further evaluation and refinement. Throughout the Tier 2 study, the SR 32 Relocation project team will meet with local community representatives and stakeholders to discuss the project and its status, gain input from the community and gather additional information to be considered as part of the project evaluation and alternative refinement process.

Information about upcoming meetings will be posted on the Eastern Corridor website, noted in local papers and distributed via email. Additional information about how to get involved is provided on the Eastern Corridor website under the Public Participation link.

IMPORTANT CORRIDOR RESOURCES

The SR 32 Relocation study area contains a rich mix of important community and environmental resources that will be considered in the development of a context-sensitive transportation solution through this area. Key resources include:

- Community resources in the region including the Village of Newtown, portions of Anderson Township and southern edges of the villages of Fairfax and Mariemont
- A variety of land uses including residential, commercial and industrial development in and around Newtown and US 50 in Fairfax; wooded stream corridors and agricultural land along the National and State Scenic Little Miami River; and wooded uplands with developing residential areas along SR 32 to the south and east of Newtown
- A number of recreational and natural areas including golf courses, ball fields, township greenspaces and the Horseshoe Bend preserve
- Sensitive historic and archaeological resources, especially along the Little Miami River floodplain and in the villages of Newtown and Mariemont
- Extensive gravel mining in the Ancor area near Newtown and active landfills along US 50 west of the Little Miami River and along SR 32 east of Newtown

ABOUT THE EASTERN CORRIDOR PROGRAM

The Eastern Corridor is a regional effort to improve travel and connections between central Cincinnati and the communities extending east through Hamilton County and into western Clermont County. The program integrates multiple transportation modes – from rail and cars to buses, bikes and feet – to better connect and support communities and facilitate enhancement and economic growth opportunities.

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:

- Hamilton County Transportation Improvement District (HCTID)
- Clermont County Transportation Improvement District (CCTID)
- City of Cincinnati
- Ohio-Kentucky-Indiana Regional Council of Governments (OKI)
- Southwest Ohio Regional Transit Authority (SORTA)
- Ohio Department of Transportation (ODOT)

The Eastern Corridor

SR 32 Relocation Project

Frequently Asked Questions

July 2012

1. What is the SR 32 Relocation Project?

The SR 32 Relocation project is a core element of the Eastern Corridor Program, which is being developed to improve regional mobility and connectivity between central Cincinnati and the communities extending east through Hamilton County and into western Clermont County. The SR 32 Relocation Project extends from US 50 in Fairfax to the I-275/SR 32 interchange in Clermont County. It involves an improved SR 32 roadway coordinated with new rail transit and bike/pedestrian improvements. The project will consolidate access points along SR 32, improve safety and connectivity and decrease travel times through the region.

2. Why relocate SR 32?

There are few direct routes connecting Eastern Corridor communities with Greater Cincinnati's central employment, shopping and entertainment areas. Instead, people use I-275, I-471 and crowded surface streets to reach their destinations. This means more time in the car, more fuel consumption, more traffic and more congestion. It also means more accidents. These problems are expected to get worse as population and development increases within the Eastern Corridor region.

Many strategies for managing Eastern Corridor traffic have been explored through comprehensive studies and public involvement. These efforts are documented in previous Eastern Corridor Tier 1 studies posted on the project website at www.EasternCorridor.org. Based on Program goals, local land use vision, study results and public input, four projects were identified as the core elements of the Eastern Corridor's transportation improvement program: SR 32 Improvements Eastgate Area; SR 32 Relocation; Red Bank Corridor Improvements; and Oasis Rail Transit. These projects work in concert with each other to provide maximum benefit to the region. Key components of the SR 32 Relocation project include:

- Shifting the west end of SR 32 which currently intersects with Beechmont Avenue, north to create a new link with the Red Bank business corridor and I-71
- Construct a new, clear-span crossing of the Little Miami River to link SR 32, US-50 and Red Bank Road
- Make improvements to the local roadway network by expanding capacity and consolidating the many entrances and exits to SR 32
- Develop the project in coordination with Oasis Rail Transit, support expanded bus service, and accommodate the needs of bicyclists and pedestrians

3. What work has been completed?

The Eastern Corridor is following a tiered (or staged) development approach for evaluating potential project impacts on the natural and social environment, as required under the National Environmental Policy Act (NEPA). After reviewing comprehensive program scoping and environmental impact studies, the Federal Highway Administration issued a Tier 1 Record of Decision (ROD) in 2006 that outlined the current multimodal Eastern Corridor Program to improve regional mobility. The Program includes expanding and improving local roadway networks, establishing a new rail transit line, expanding bus options, and better accommodating bicyclists and pedestrians. These recommendations have been divided into the Eastern Corridor's four core projects which are now undergoing further evaluation and development in Tier 2. Tier 2 studies are focusing on completing in-depth project impact assessments, identifying measures that can be taken to minimize or avoid negative impacts, and determining specific project alignment locations and configurations. Initial Tier 2 work completed for the SR 32 Relocation Project is presented in the SR 32 Relocation Feasibility Study, which can be viewed on the Eastern Corridor project website.

4. What is the SR 32 Relocation Feasibility Study about?

The Feasibility Study takes an in-depth look at the 21 preliminary corridors identified in Tier 1 for the relocation of SR 32. The Study concludes with recommendations about which of these corridors should be eliminated from further consideration and which should be advanced for additional study. Corridors recommended for advancement represent broad study areas in which more detailed alignments for the roadway, rail transit line and bike and pedestrian paths will be developed in the next step of the study process. As part of the project development process, these corridors will undergo further analysis to determine options for minimizing negative impacts, and to eventually identify a Preferred Alternative.

5. What is a Preferred Alternative?

A Preferred Alternative is the alternative which project planners identify as best fulfilling a project's purpose and need, giving consideration to environmental, economic, technical and other factors, including public input.

6. Maps in the Feasibility Study show a number of shaded bands or "corridors" that seem to affect a large area. What's the difference between a study area, a study corridor, and an alignment?

Avoiding and minimizing negative environmental and community impacts is an important consideration in ODOT's project development process and under the requirements of NEPA. In the Tier 1 study, important resources (such as rivers, floodplains, historic and archaeological resources, homes, etc.) were identified and mapped within a large study area to help identify key constraints. Study corridors were then developed within the large study area that avoided important resources to the greatest extent possible. In order to provide flexibility for further project development, study corridors were generally 400 feet to 800 feet in width and much wider than the footprint needed for an actual roadway alignment. As additional studies have been performed within the broad study corridors in the early part of Tier 2, some have been recommended to be eliminated from further consideration due to impacts, costs or other issues, as described in the Feasibility Study.

For corridors that remain under consideration, more detailed alignments will be developed in the next step in the study process. Alignments are much narrower than the study corridors and represent the footprint needed for an actual roadway, including the travel lanes, shoulders, median, ditches, slopes and other design components. Multiple alignment alternatives will be developed within the broad study corridors, and a comparative evaluation of impacts and costs will be performed to help identify a Preferred Alternative, including consideration of the No Build (Do Nothing) Alternative. Public input will continue to be considered when developing and evaluating alignments as the SR 32 Relocation project continues.

7. I've heard that the traffic modeling done for the Eastern Corridor used 2005 data? Is that correct?

Existing and future traffic volumes developed in January 2012 for the Eastern Corridor Program (as reported in the SR 32 Relocation Feasibility Study) used the Ohio-Kentucky-Indiana's 2005 Regional Travel Demand Model (OKI RTDM). The 2005 OKI RTDM is the currently accepted travel model used by ODOT and all of the local jurisdictions in the eight-county OKI region as a starting point in traffic analyses. Traffic data used to evaluate the Eastern Corridor project, however, was not from 2005. Traffic volumes were based on traffic counts taken in 2011 and 2012 along key roadways in the Eastern Corridor. These volumes were then adjusted based on traffic trends from updated population and employment data entered into the model. Traffic data will continue to be updated as more detailed alignments are developed and evaluated.

8. What decisions have been made about the SR 32 Relocation Project and who makes the final call?

The SR 32 Relocation project is still in the development and evaluation stage and no decisions have been made on selecting a preferred alignment, including the No Build alternative. As part of the Eastern Corridor Program, the SR 32 Relocation project has evolved through extensive planning over the years, with various decisions being carried forward from one project development phase to the next based on appropriate levels of analyses and public input. The Federal Highway Administration (FHWA) in cooperation with the Ohio Department of Transportation (ODOT) will issue a Tier 2 Record of Decision (ROD) upon completion of the SR 32 Relocation Tier 2 Environmental Impact Statement (EIS) that identifies a Preferred Alternative. This decision will be made based on equal consideration of all feasible project alternatives, including the No Build alternative.

9. Why aren't other transportation corridors that follow existing roadways being considered?

The Eastern Corridor Major Investment Study (MIS) evaluated a broad range of transportation improvement options within a 200 square mile study area based on travel performance, costs, environmental issues and public input. The MIS was conducted at a level of detail appropriate for the regional planning issues under consideration. It documented the elimination of a number of roadway improvement options as part of the Eastern Corridor Program, such as various interstate improvements, US 50 widening, Wilmer/Wooster Road widening, the Five Mile Connector, and a relocated SR 32 linking US 50 and SR 125 using the Beechmont Levee, amongst others. These options were eliminated because they didn't effectively fulfill the purpose and need for the project and Program goals or other options were determined to be more efficient, offer more opportunities, etc. A summary of the MIS can be downloaded from the Eastern Corridor Program website.

10. How will the project affect businesses and residences in local communities in the area?

Avoidance and minimization of negative impacts to communities within the project area have been and will continue to be a key consideration for the SR 32 Relocation project. Potential impacts to businesses and residents were recognized and addressed during Tier 1 by incorporating the Eastern Corridor Land Use Vision (2002) and Green Infrastructure (2005) planning efforts into the project development process. Project development in Tier 2 will continue under this context-sensitive framework where proposed transportation solutions are designed to help support local land use planning based on input from affected communities. More information about the Eastern Corridor Land Use Vision Plan and the Green Infrastructure Plan can be found on the project website.

11. What is a Context-Sensitive Framework?

The SR 32 Relocation project is being developed using the Federal Highway Administration's (FHWA) Context-Sensitive Solutions (CSS) approach. CSS is a collaborative, interdisciplinary, holistic approach to the development of transportation projects. It involves a broad range of stakeholders, including community members, elected officials, interest groups, and affected local, state, and federal agencies. It puts project needs and both agency and community values on a level playing field and considers the trade–offs in decision making. The CSS approach is guided by four core principles:

1. Strive towards a shared stakeholder vision to provide a basis for decisions
2. Demonstrate a comprehensive understanding of contexts
3. Foster continuing communication and collaboration to achieve consensus
4. Exercise flexibility and creativity to shape effective transportation solutions, while preserving and enhancing community and natural environments

12. What could the roadway look like?

The initial concept for the SR 32 Relocation is a four-lane divided roadway with limited access. Rail transit and bike/pedestrian components would be separated from the roadway by grass berms or barriers. The location of the roadway will need to be identified before considering design details including specifics on the roadway width, bridge type, multimodal connections, access, aesthetics, etc. All of these will depend on drainage, floodplain, topography, minimization of environmental and community impacts, public input, and other considerations identified during the project development process. It is possible that the roadway and rail modes could be split, with the rail transit line following the existing railroad tracks that run through Newtown and the relocated roadway traveling on an alternate alignment along the north edge of Newtown. Specific alignments have yet to be determined.