



Eastern Corridor Development Team Meeting

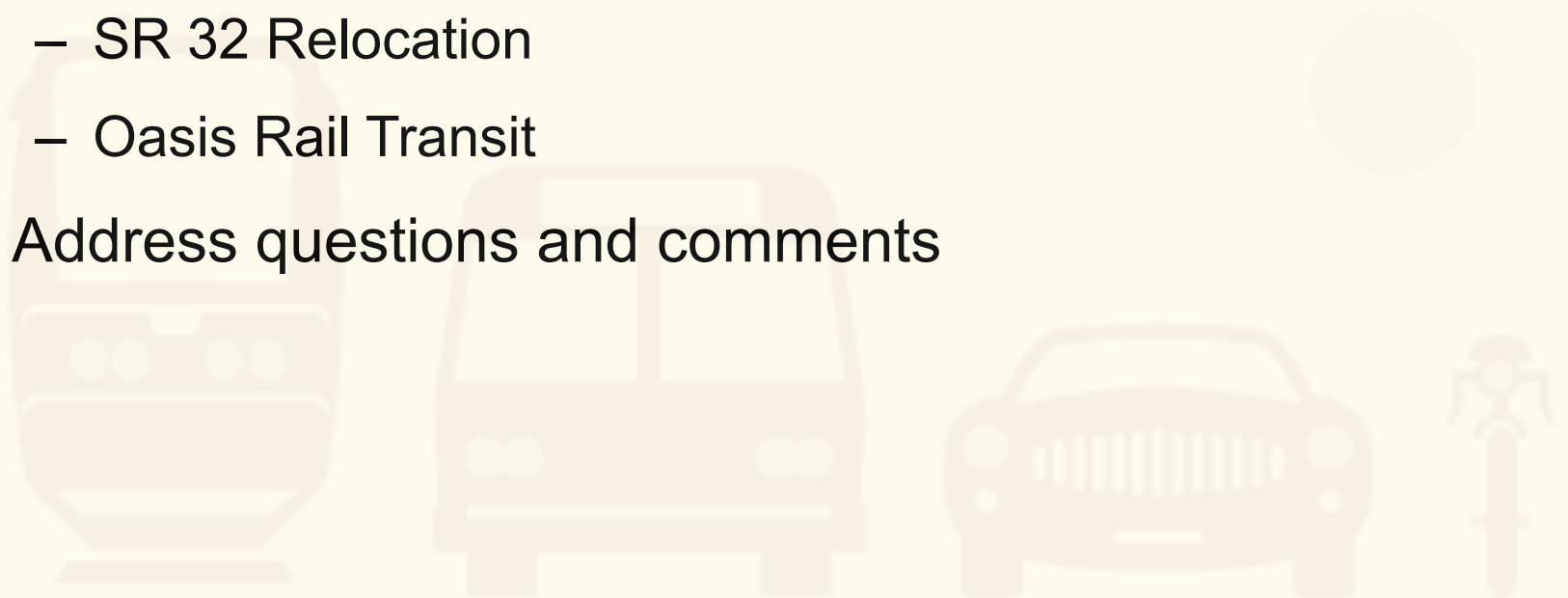
July 18, 2012

R.G. Cribbet Center, Fairfax

6:30 to 8:30 PM

Purpose of Tonight's Meeting

- Provide overview of the public involvement meetings
- Provide updates on the Eastern Corridor Program
 - Red Bank Corridor
 - SR 32 Improvements, Eastgate Area
 - SR 32 Relocation
 - Oasis Rail Transit
- Address questions and comments



Public Involvement Meetings

■ Oasis Rail Transit

- Tuesday, July 31
Milford High School
6 – 8 PM
- Wednesday, August 1
LeBlond Recreation Center (East End)
6 – 8 PM
- Thursday, August 2
Nagel Middle School, Anderson
5 – 8 PM

■ SR 32 Relocation

- Thursday, August 2
Nagel Middle School, Anderson
5 – 8 PM

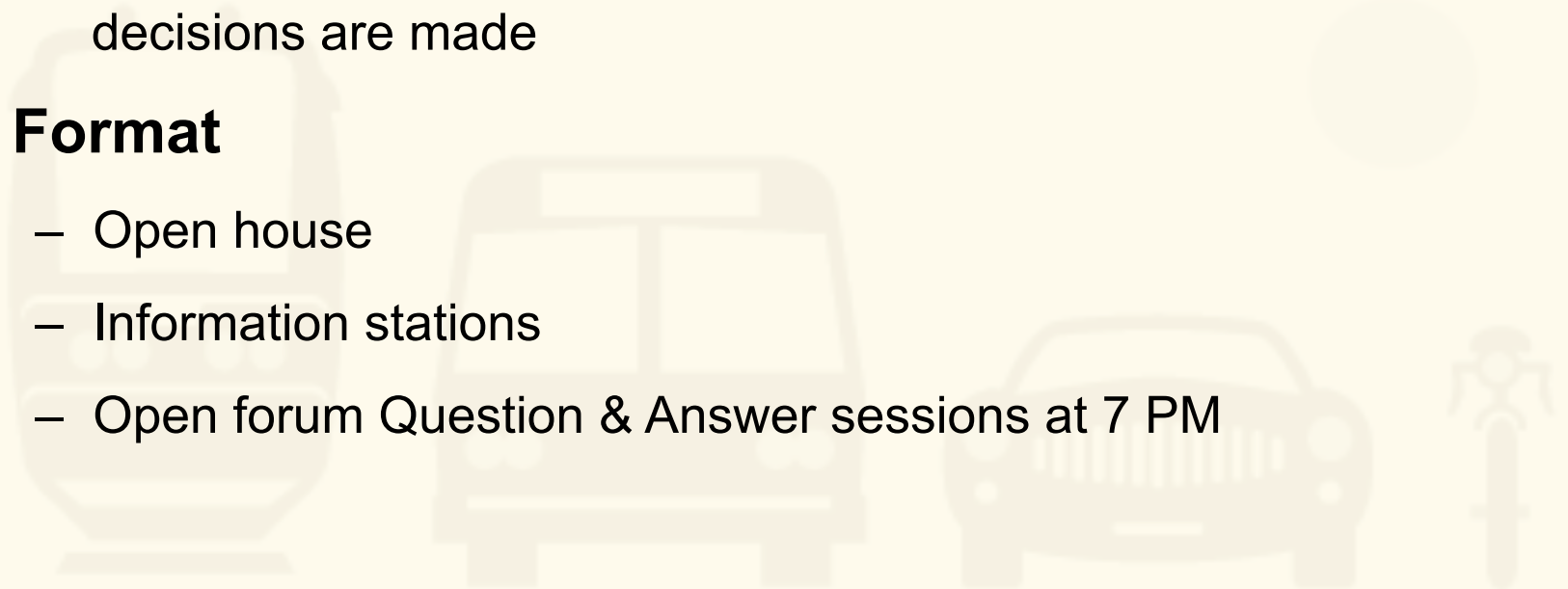
Public Involvement Meetings

■ Purpose

- Provide update on the status of the Oasis Rail Transit and SR 32 Relocation projects
- Address questions from the public
- Gather feedback/comments on project elements before decisions are made

■ Format

- Open house
- Information stations
- Open forum Question & Answer sessions at 7 PM



Public Comment/Feedback Opportunities

■ At Public Involvement Meetings

- Speak with project representatives at information stations
- Participate in Question & Answer session
- Complete comment forms provided

■ Additional Opportunities

- Complete survey at www.EasternCorridor.org
- Submit comments and questions on www.EasternCorridor.org
- Send comments and questions to EasternCorridor@EasternCorridor.org
- Call Eastern Corridor hotline at (513) 888-7625

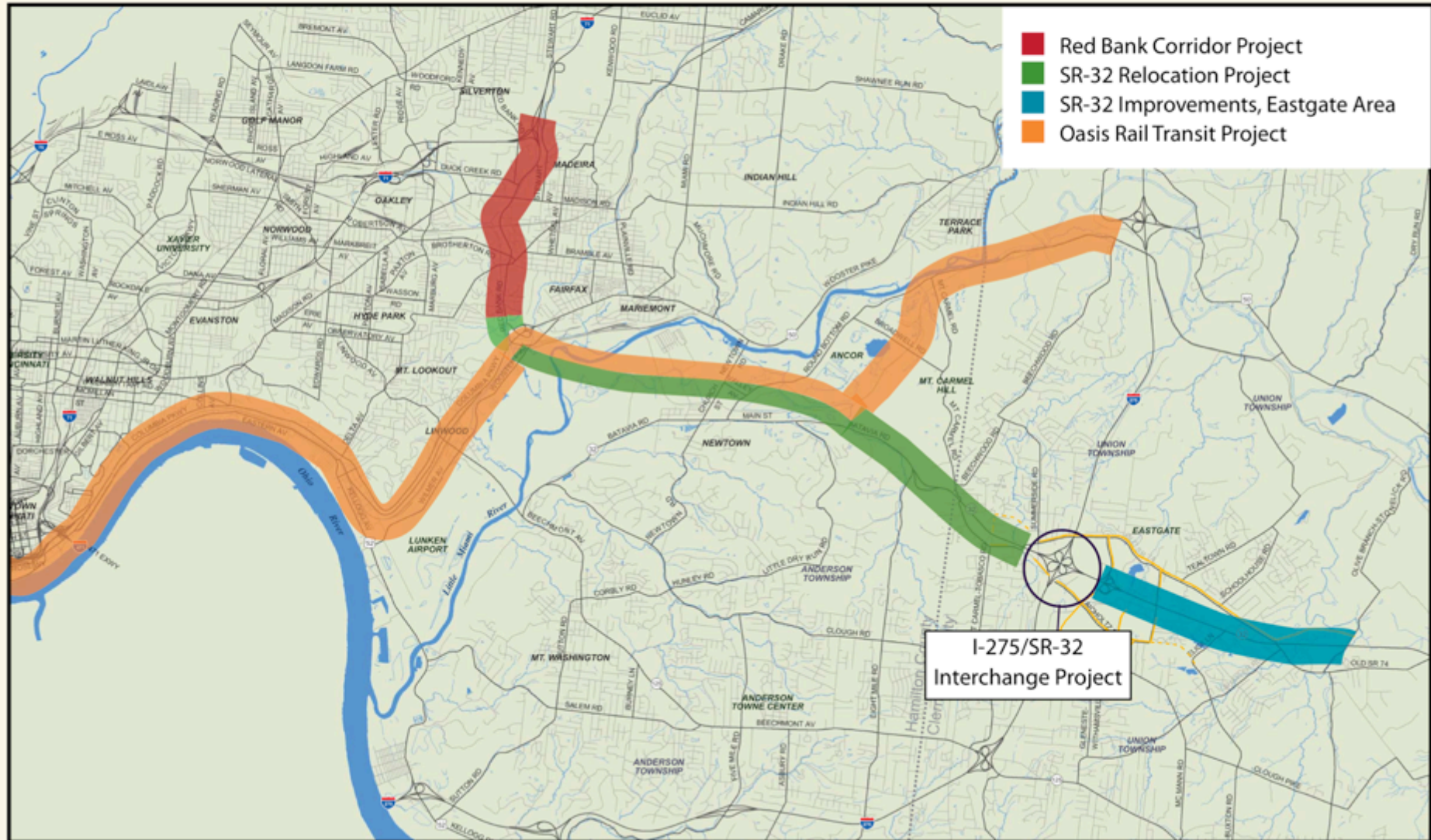
Public Involvement Meeting Notification

- **Announcements on websites**
(Eastern Corridor, Partner agencies)
- **Email Announcements to stakeholders**
- **Newspaper announcements**
- **Coordinating with TV, talk radio**
- **Social media announcements**
- **Notification mailers**
- **WE NEED YOUR HELP**
 - Announce at your meetings
 - Post information on your websites
 - Email meeting announcements

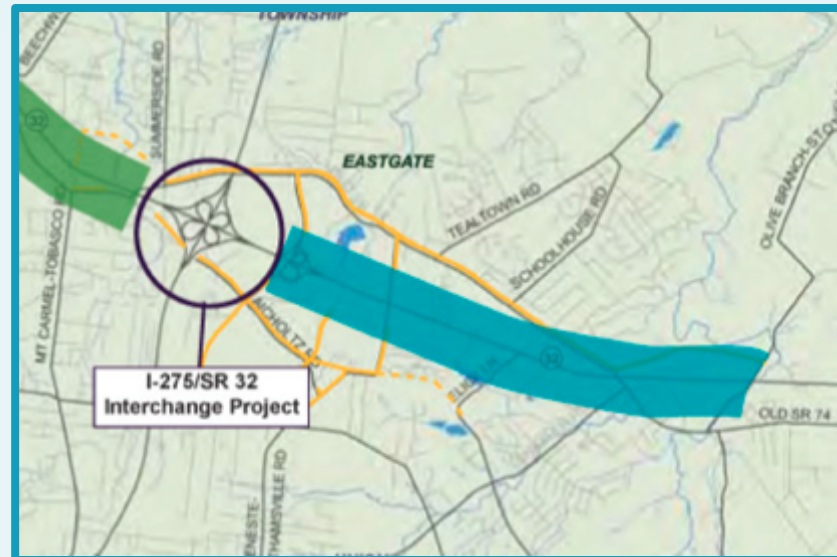


The Eastern Corridor

Eastern Corridor Program Study Area



STATE ROUTE (SR) 32 IMPROVEMENTS, EASTGATE AREA





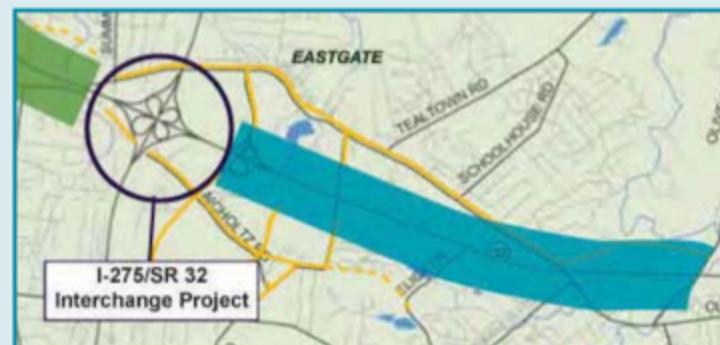
I-275/SR 32 Interchange Project – At A Glance

Planned Improvements

- Widen portions of SR 32 to expand capacity, reduce congestion and travel delays and improve air quality
- Improve spacing between intersections and interchange ramps to improve safety and operations
- Reconfigure ramps to provide easier, more efficient access
- Adjust spacing between signalized intersections to improve safety and traffic flow

Schedule

- The I-275/SR 32 Interchange improvements are the first Eastern Corridor efforts to begin
- The project will be constructed in phases over the next several years. Construction will begin in some areas as early as fall 2012. Subsequent phases will begin as funding is secured.



The I-275/SR 32 Interchange enhancement project will address problems with the existing I-275/SR 32 and Eastgate Boulevard interchanges and adjacent segments of SR 32.



SR 32 Improvements, Eastgate Area – Project Status

Work Completed to Date

- Developed and evaluated five conceptual alternatives
- Presented alternatives to public in Sept. 2011; incorporated feedback received into alternative evaluation process
- Began narrowing alternatives
- Completed the conceptual alternatives evaluation report

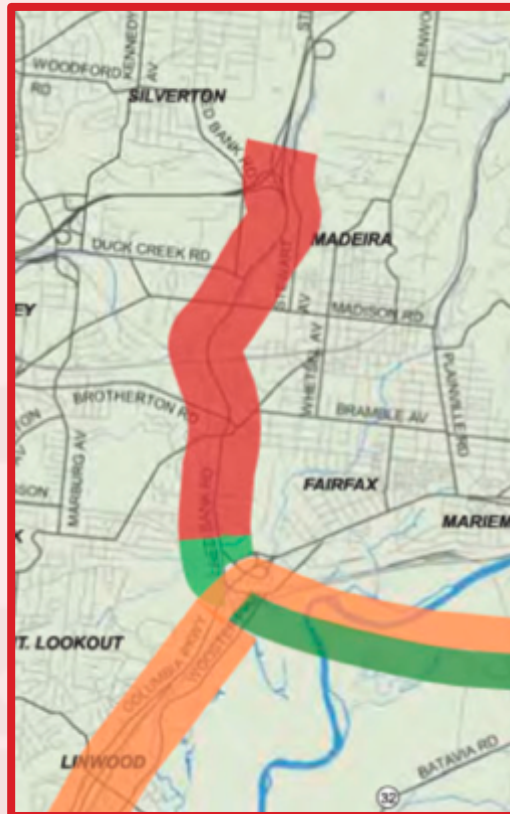
Next Steps

- Complete preliminary engineering and environmental fieldwork
- Complete the Alternative Evaluation Report
- Select a preferred alternative (process will include another public involvement meeting)

Schedule

Work for this project is expected to conclude in winter of 2012/2013. Detailed design will begin once funding has been obtained. A construction start date has not yet been determined and depends on funding.

RED BANK CORRIDOR PROJECT





The Eastern Corridor

Red Bank Corridor – At A Glance

Project Goals

- Create a balance of mobility and access to:
 - Better serve local communities, businesses and neighborhoods
 - Support current and future community and economic development goals
- Improve connections to and between US-50 and I-71



Proposed Project Elements

- Improve access to and within the Red Bank Corridor
- Better support current and future traffic
- Improve safety and flow of traffic at major intersections
- Provide accommodations for bicyclists and pedestrians

The Red Bank Corridor project is being developed in consideration of user needs and in a manner that advances the objectives of safety, mobility, enhancement of the local environment and preservation of local community values.



Red Bank Corridor – Project Status

Tier 2 Work Completed To Date

- Compiled base mapping and survey data for the study area
- Identified natural and man-made environmental issues to be considered
- Conducted traffic analyses to evaluate problem areas
- Met several times with local community representatives and stakeholder groups to:
 - Discuss the project and alternative development process
 - Identify community needs, objectives and goals
 - Begin developing preliminary design concepts
 - Meeting summaries are available at www.EasternCorridor.org

Next Steps

- Continue updating traffic studies. These predict how roadway network changes made will affect traffic flow in and around the area.
- Continue meeting with local stakeholders to discuss issues and visions for corridor; share study results and data gathered to date
- Develop preliminary project alternatives*

**Alternatives will be developed in a manner consistent with the stated objectives and purposes identified in the Tier 1 FEIS and FHWA's 2006 Tier 1 Record of Decision.*



The Eastern Corridor

Alternative Development Process

As part of the Red Bank Corridor Tier 2 study, a series of alternatives that would achieve project goals will be developed* and evaluated.

- Recent efforts have focused on defining:
 - Current and future needs
 - Visions and goals of the region and local communities
- Local communities and stakeholders are being engaged in the alternative development and selection process
- No decisions have been made for Tier 2

* Alternatives will be developed in a manner consistent with the stated objectives and purposes identified in the Tier 1 FEIS and FHWA's 2006 Tier 1 Record of Decision.

The project team is working with stakeholders to develop project alternatives.

- Once developed, the project team will perform the preliminary engineering and environmental studies needed to arrive at a Preferred Alternative.
- Results will be shared with the public. Feedback received will help narrow down options and be used to identify a Preferred Alternative for further development

SR 32 RELOCATION PROJECT





The Eastern Corridor

SR 32 Relocation Project Status

ODOT's 5-Phase Project Development Process



WE ARE HERE

What will be completed in the PE Phase?

Task	Description	Status
Feasibility Study	Evaluates and narrows down the number of preliminary corridors from Tier 1 for further evaluation; public involvement opportunities	Completed March 2012 – view the entire document at www.easterncorridor.org
Alternatives Development & Evaluation	Develop and evaluate Tier 2 alternative alignments within corridors carried over from the Feasibility Study, including the No Build; update cost estimates; public involvement opportunities	Next Step: results to be documented in an Alternatives Evaluation Report (AER) which will identify a Preliminary Preferred Alternative for detailed study; anticipated completion late 2012
NEPA studies	Assess environmental and other impact categories for the Tier 2 alternatives based on more detailed field studies and analyses; refine avoidance and minimization and mitigation measures carried over from Tier 1; public involvement opportunities	In progress: results to be documented in environmental base studies and included in the AER (see above) and Tier 2 Environmental Impact Statements (EIS), which will be developed in the next phase of work (Environmental Engineering)



Feasibility Study

The SR 32 Relocation Feasibility Study:

- Evaluated Tier 1 alternative corridors
- Recommended eliminating several corridors due to impacts, costs, engineering constraints, and other considerations
- Recommend several corridor for further evaluation in Tier 2
- A Preferred Alternative has not yet been identified
- Specific alignments will be developed within the recommended study corridors in the next step of the Tier 2 study process



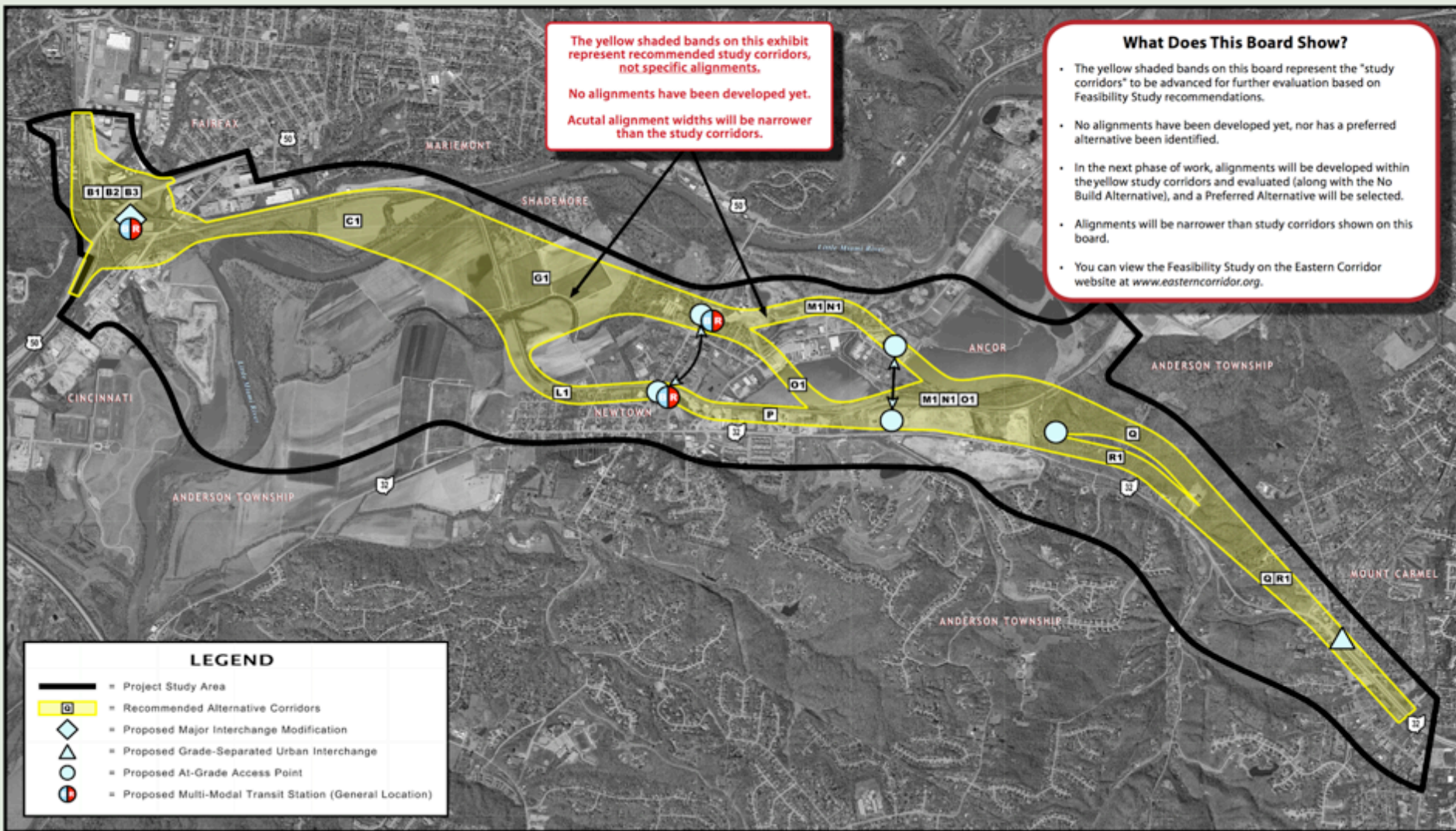
Evaluation Matrix Summary

SR 32 RELOCATION FEASIBILITY STUDY - MARCH 2012 ALTERNATIVES EVALUATION SUMMARY

Project Subarea	Considerations	Segments Evaluated	Recommendations	
			Advance	Don't Advance
US 50 / RED BANK ROAD	<ul style="list-style-type: none"> Connectivity with Eastern Corridor Red Bank Corridor Potential displacements Interchange configuration Traffic flow and local road network compatibility Coordination with Oasis Rail Transit Existing freight rail 	B1 B2 B3	B1, B2, B3 – Advance and further develop in conjunction with adjacent segments	All advanced (see left)
RIVER CROSSING	<ul style="list-style-type: none"> Clear-span crossing of the Little Miami River Floodway/floodplain encroachment Ecological resources Archaeological resources (Hahn District) Landfill encroachment Construction costs Connectivity with adjacent segments 	C D E F	C1 - Advance as an expansion of C for flexibility with: <ul style="list-style-type: none"> Alignment development Rail transit coordination Avoiding and minimizing archaeological impacts 	D, E, F - Don't advance due to: <ul style="list-style-type: none"> Cost and design issues Unstable river channel Extensive floodway crossings
RIVER PLAINS	<ul style="list-style-type: none"> Archaeological resources (Hahn District) Parkland Little Miami River floodplain and Clear Creek riparian corridor Agricultural and ecological resources Potential displacements Construction costs Connectivity with adjacent segments Coordination with Oasis Rail Transit 	G H I J K L	G1 – Advance as a modification of G for flexibility with: <ul style="list-style-type: none"> Alignment development Rail transit coordination Avoiding and minimizing archaeological impacts L1 – Advance as a modification of L for coordination with rail transit	H, I, J, K - Don't advance due to: <ul style="list-style-type: none"> Lack of connection to adjacent segments Impact and cost considerations
NEWTOWN / ANCOR	<ul style="list-style-type: none"> Potential displacements and disruption to Newtown Community resources (churches, cemeteries, schools) Parkland Historic properties Gravel pit lakes Landfill encroachment Coordination with Oasis Rail Transit 	M N O P	M1/N1, O1 – Advance as modifications of M,N, and O to reduce impacts to Newtown and avoid a historic property P – Advance in conjunction with L1 (see above) for coordination with rail transit	All advanced with modifications (see left)
MT. CARMEL HILL	<ul style="list-style-type: none"> Potential displacements Construction costs Woodlands and greenspace properties Surface streams Historic properties 	Q R S T	R1 – Advance as a modification of R to avoid a historic property Q - Advance due to comparatively lower impacts	S, T - Don't advance due to: <ul style="list-style-type: none"> Potential displacements Stream impacts Historic property impacts High costs



2012 Alternative Corridors Recommended for Advancement



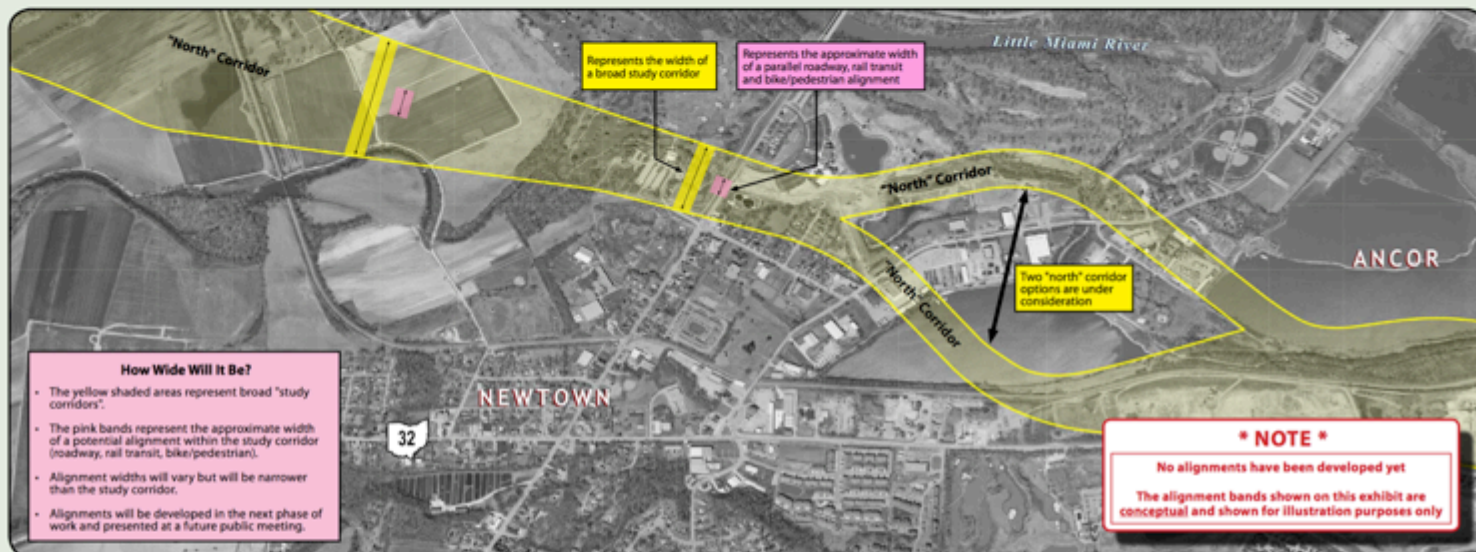


Alternatives Development Strategy for Tier 2: "Modes Together"

Modes Together

Involves development of alternatives that include a parallel (side-by-side) roadway, rail transit, and bike/pedestrian facility in the "north" corridor in the Newtown area.

See below for additional information about what this transportation corridor might look like.



What Could the SR 32 Relocation Look Like?

- Relocated SR 32 is proposed to be a four-lane, divided roadway with limited access.
- The rail transit and bike/pedestrian components would be separated from the Relocated SR 32 roadway by grass berms or barriers.
- The total width of the facility would vary based on design details to be determined in the next phase of work.
- Public input is important to help determine how the proposed improvements can support communities.

Conceptual Illustration



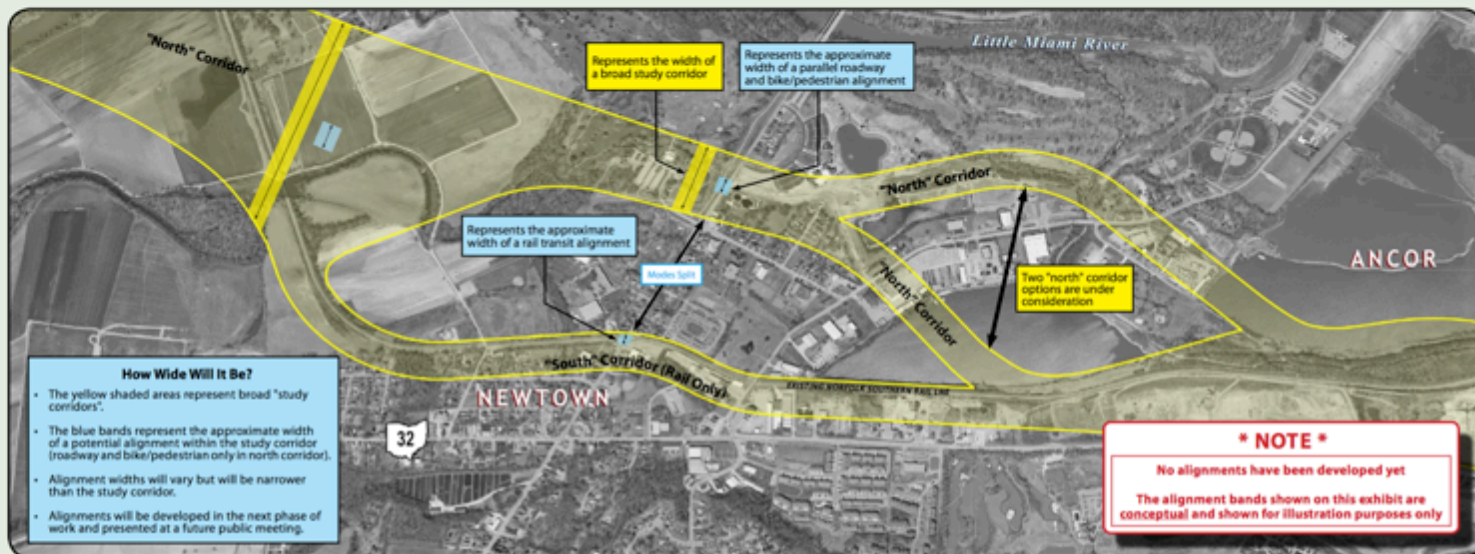


Alternatives Development Strategy for Tier 2: "Modes Split"

Modes Split

Involves development of alternatives that include a parallel (side-by-side) roadway and bike/pedestrian facility in the "north" corridor in the Newtown area, with rail transit following the "south" corridor (located along the existing Norfolk-Southern rail line).

See below for additional information about what this transportation corridor might look like.



What Could the SR 32 Relocation Look Like?

- Relocated SR 32 is proposed to be a four-lane, divided roadway with limited access.
- The bike/pedestrian component would be separated from the Relocated SR 32 roadway by grass berms or barriers. The rail transit component would utilize the existing Norfolk Southern rail line, or would parallel it.
- The total width of the facility would vary based on design details to be determined in the next phase of work.
- Public input is important to help determine how the proposed improvements can support communities.

Conceptual Illustration





The Eastern Corridor

SR 32 Relocation Project Schedule

Feasibility Study / Recommended Corridors..... We Are Here

Tier 2 Alternatives Development Aug to Nov 2012

Public Meeting #2 (Preliminary Preferred Alternative) Dec 2012

Alternatives Evaluation Report Approval Jan 2013

Tier 2 Environmental Impact Statement (EIS) 2013

Tier 2 Record of Decision (ROD) / Preferred Alternative Approved..... End 2014

Detailed Design 2014-2015*

Right-of-Way Acquisition 2015-2016**

Begin Construction 2017**

* Assuming approval of a Build alternative

** Dependent upon available funding

OASIS RAIL TRANSIT PROJECT

Proposed Rail Service Plan





Oasis Rail Transit Service – Estimated Travel Times

Station A	Station B	Distance (Miles)	In-Vehicle Travel Time (Minutes)	Wait Time at Station B (Minutes)
Milford	Ancor	3.1	3.7	0.50
Ancor	Newtown	2.6	3.1	1.00
Newtown	Fairfax	2.6	3.1	1.00
Fairfax	Beechmont	1.4	1.9	1.00
Beechmont	Lunken Airport	0.8	1.6	0.50
Lunken Airport	Columbia Tusculum	1.4	1.9	1.00
Columbia Tusculum	East End	1.4	1.9	1.00
East End	Boathouse	2.2	2.9	0.00
Boathouse	RTC	1.1	3.3	0.00
Total		16.6	23.4	6.00

OASIS RAIL TRANSIT PROJECT

Rail Vehicle Technology (Train)





Oasis Rail Transit Service - Vehicle Technology

Rail vehicles (trains) powered by modern low-noise, low-emission diesel multiple unit technology match the characteristics and needs of the Oasis rail corridor and the communities it would serve. The vehicles:

- Are sleek, modern, attractive
- Are quiet and comfortable
- Are self propelled and efficient; train can move back and forth on its own
- Can travel on existing tracks
- Do not require overhead electric lines or electrified tracks which results in significant cost savings





Oasis Rail Transit Service – Diesel Multiple Units in Service





Other Cities Using DMU Rail Vehicles

Rail Service	Rail Vehicle	Location	Daily Ridership
Sprinter		Oceanside -Escondido: San Diego County (CA)	8,300
Capital Metro		Austin (TX)	1,800
O-Train		Ottawa (ON) , Canada	14,200
River Line		Camden-Trenton (NJ)	9,000



Oasis Average Weekday Ridership Forecasts, 2016/2035*

Station	Opening Year 2016 Boardings	Long-Term 2035 Boardings
Riverfront Transit Center (RTC)	1,400	1,550
Boathouse	0	0
East End	60	60
Columbia Tusculum	30	25
Lunken Airport	60	60
Beechmont	100	100
Red Bank	220	250
Newtown	280	310
Ancor	220	250
Milford	330	375
Total Weekday Line Boardings	2,800	3,100

- Ridership forecasts were developed using OKI's travel model, projecting travel movements between areas based on socio-economic and land use forecasts.
- Inputs included the proposed operating schedule and station locations.

* Does not include potential Special Event ridership



Ridership of Comparable Commuter Rail Systems to Oasis

System	Major Cities Served	Ridership (Average Weekday)	Route Miles	Number of Stations	Year Opened	Average Weekday Ridership per Route Mile	Farebox Recovery (in %)
Caltrain	San Francisco/San Jose	41,000	77	32	1987	537.7	47.0
A-Train	Denton County, TX	8,600	21	6	2011	409.5	n/a
Trinity Railway Express	Dallas, Ft. Worth, TX	8,200	34	10	1996	241.2	37.6
Virginia Railway Express	Washington, D.C.	19,200	90	18	1992	213.3	57.3
Tri-Rail	Miami, FL	13,300	72	18	1987	184.7	20.5
Oasis	Cincinnati, OH	2,800	17	10	TBD	168.7	n/a
NICTD South Shore Line	Chicago, IL	12,100	90	20	1903	134.4	44.9
UTA FrontRunner	Salt Lake City, UT	5,800	44	8	2008	131.8	10.5
Sounder Commuter Rail	Seattle/Tacoma, WA	10,100	80	9	2000	126.3	22.0
NCTD Coaster	San Diego, CA	5,000	41	8	1995	122.0	40.0
Westside Express Service	Beaverton, OR	1,600	15	5	2010	106.7	5.0
Capital MetroRail	Austin, TX	2,000	32	9	2010	62.5	0.5
Northstar Line	Minneapolis, MN	2,000	40	6	2009	50.0	15.8
New Mexico Rail Runner	Albuquerque, NM	3,900	97	13	2006	40.2	12.7
Shore Line East	New Haven, CT	2,200	59	13	1990	37.3	8.2

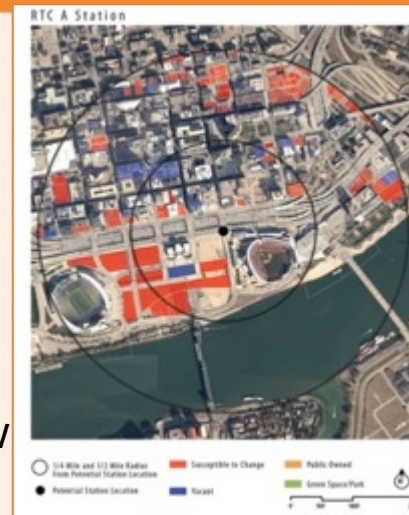
OASIS RAIL TRANSIT PROJECT

Rail Station Evaluation



Oasis Rail Station Evaluation – Development Capacity Potential

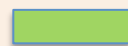
- Assess the areas around each station within a ¼ and ½ mile radius
- Calculate land use capacity of each station – including vacant properties and those potentially susceptible to change
- Develop ratings of High, Medium, and Low for these and related factors



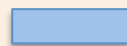
Station Area Development Capacity & Rating



Station	Net Area within ½ mile buffer (~502 acres)	Vacant Parcels within ¼ mile buffer (Acres)	Vacant Parcels within ½ mile buffer (Acres)	Total Vacant Area (Acres)	Area Susceptible to Change (STC) within ¼ mile buffer (Acres)	STC Area within ½ mile buffer (Acres)	Total STC Area (Acres)	Total Area Vacant and STC (Acres)	Percentage Vacant or STC Relative to Total Net Area	Rating
Boathouse	147	3.9	13.9	17.8	0.8	2.28	3.08	20.88	14.2%	Low
East End	296	5.7	19.9	25.6	0.2	0.3	0.5	26.1	8.8%	Low
Columbia Tusculum	294	18.9	40.3	59.2	6.2	7.9	14.1	73.3	24.9%	Medium
Lunken Airport	250	4.9	11.8	11.8	1.8	2	3.8	15.6	6.2%	Low
Beechmont	362	6.2	27.1	33.3	1.1	1.2	2.3	35.6	9.8%	Low
Fairfax	270	7.3	27	14.3	22	128.7	150.7	185	68.5%	High
Newtown (Existing Alignment)	463	4.6	49.1	53.7	4.3	49.2	53.5	107.2	23.2%	Medium
Newtown B	486	6.5	48.1	54.6	0	41.4	41.4	96	19.8%	Medium
Ancor	396	16.5	121.4	137.9	14.6	61.1	75.7	213.6	53.9%	High
Milford	422	38.2	59.8	98	39.4	141.6	181	279	66.1%	High



High



Medium



Low

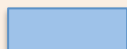


Station Evaluation Criteria and Ratings

Station	Supports Oasis Corridor Land Use Vision	Consistent with Livability Principles	Consistent with Planning / Zoning	Station Spacing (Miles)	Development Potential within ½ mile buffer (Acres)	Potential for Bus / Bike Access	Multimodal Potential	2035 Ridership Forecast	Constraints on Access to Station	Overall Rating
RTC	Yes	High	Yes	0.0	High	High	High	1,550	None	High
Boathouse	Yes	Medium	No	1.0	Low	Low	Low	0	Distance, Pattern, Topo, Roadways	Low
East End	Yes	Low	Yes	2.0	Low	Low	Low	60	Distance, Pattern, Topo, Roadways	Low
Columbia Tusculum	Yes	Medium	Yes	1.4	Medium	Medium	Medium	180	Distance, Topo, Roadways	Medium
Lunken Airport	Yes	Low	Yes	1.5	Low	Low	Low	25	Distance, Topo, Roadways	Low
Beechmont	Yes	Medium	Yes	0.7	Low	Low	Medium	100	Distance, Pattern, Topo, Roadways	Low
Fairfax	Yes	Medium	Yes	1.5	High	Low	Medium	250	Distance, Pattern, Topo, Roadways	High
Newtown	Yes	High	Yes	2.0	Medium	High	High	310	None	Medium
Ancor	Yes	Low	No	2.7	High	High	Low	250	None	High
Milford	Yes	High	Yes	3.3	High	High	High	375	Distance, Pattern, Topo, Roadways	High



Low



Medium



High

OASIS RAIL TRANSIT PROJECT

Station Area Planning





Transit Oriented Developments (TODs)

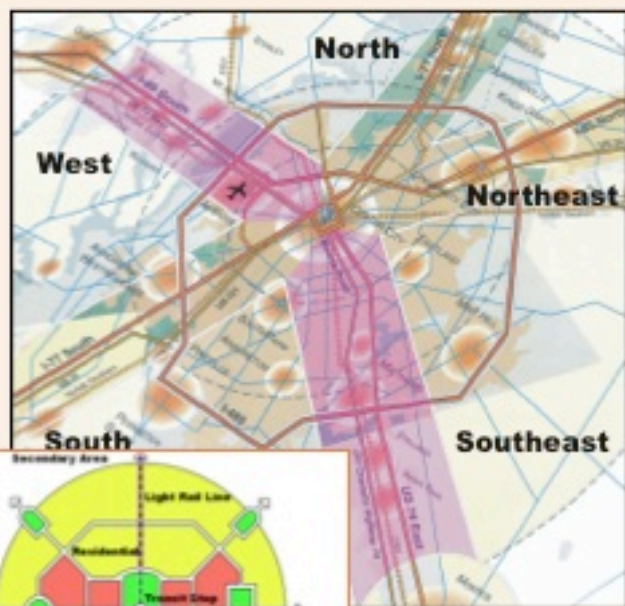
Located within easy walking distance of quality public transit stations, TODs are compact, mixed-use community spaces that integrate housing, office, retail, entertainment and/or other amenities into walkable neighborhoods. TODs:

- Reinforce traditional neighborhoods
- Revitalize by-passed properties and can increase their value
- Redefine development patterns by focusing growth along corridors served by transit
- Expands mobility choices beyond travel by automobile and supports bicycling and walking





Role of Station Area Planning



Station Area Planning (SAP) is the process of planning and designing the community space around transit stations. SAP facilitates opportunities for community enhancement, growth and development by:

- Re-balancing community and mobility needs
- Expanding mobility choices
- Putting land use goals first, then adding transit
- Recognizing the potential for changing regional development patterns





Oasis Rail Stations – Desired Features



The areas around the ten proposed Oasis station locations have been assessed for their ability to create and encourage:

- Defined centers around which the community can continue to grow and thrive
- Compact, walkable areas supporting a diverse mix of uses, including residential, retail and commercial
- Civic and/or public spaces for increased interaction
- Areas for pedestrian and bicycle use
- A connected neighborhood street and sidewalk network
- Opportunities for increased transit ridership



Oasis Station Area Planning – Next Steps

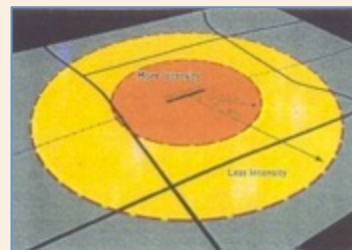
Future efforts in refining station areas will involve close coordination with each station community and its shareholders.

This can be important in attracting developer interest and pursuing funding opportunities.

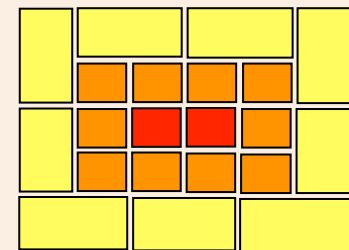
Steps include:

- Applying a Station Planning Model
- Conducting Station Area Workshops with the public
- Preparing a Station Area Plan reflecting the community's vision for the station's evolution over time

Examples of Station Planning Models



Center



General

Edge

Examples of Station Area Plans





FEEDBACK WANTED FROM PUBLIC



Oasis Rail Transit Service – Tier 2 Study Next Steps

- Continue public outreach
- Identify horizontal and vertical alignment/typical sections
- Determine Federal Transit Authority (FTA) measures (mobility improvements, operating efficiencies and cost effectiveness)
- Prepare rail operations plan
- Draft rail systems plan
- Continue environmental studies
- Prepare capital and operating cost estimates
- Identify maintenance facility requirements and location
- Complete Business Case Assessment
- Develop conceptual financing plan
- Coordinate with freight railroads

Questions/Comments



Public Comment Period



Public Involvement Meetings

■ Oasis Rail Transit

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Milford High School
6 – 8 PM
- Wednesday, August 1
LeBlond Recreation Center (East End)
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■ SR 32 Relocation

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