



Oasis Rail Transit Project  
Public Involvement Meetings Summary Report  
December 2013 Meetings

## APPENDIX A: MEETING MATERIALS

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### *Handouts*

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

### *Information Boards*

- Eastern Corridor Information Boards
- Oasis Rail Transit Information Boards

# APPENDIX A: MEETING MATERIALS

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## Oasis Rail Transit Project Fact Sheet



# Oasis Rail Transit Project Fact Sheet

Updated December 2013

## ABOUT THE EASTERN CORRIDOR PROGRAM

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

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

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



## OASIS RAIL TRANSIT OVERVIEW

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

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

## PROJECT STATUS

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

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

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

## COMMUNITY ENHANCEMENT THROUGH STATION AREA PLANNING

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



# Oasis Rail Transit Project Fact Sheet

## PROPOSED RAIL STATIONS

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

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

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

## PUBLIC INVOLVEMENT

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

## THE OASIS ROUTE

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

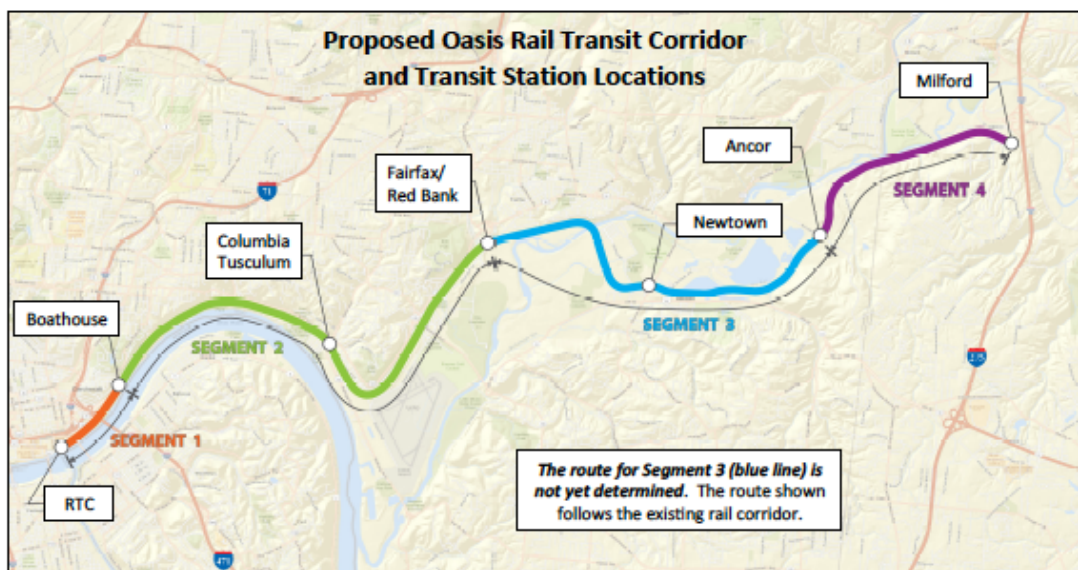
Segment 1: Riverfront Transit Center (RTC) to the Boathouse (1 mile)

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

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

Segment 4: Ancor area to Milford (5 miles)

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

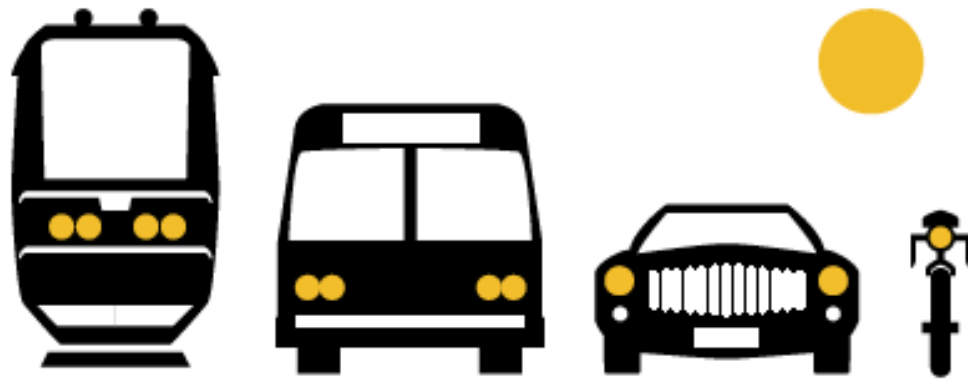




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Eastern Corridor Program Fact Sheet



# The Eastern Corridor

## FACT SHEET

### ► Implementation Partners

- 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, District 8

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

# OVERVIEW

The Eastern Corridor Program is a regional effort. It integrates roadway network improvements, new rail transit options, expanded bus service, bikeways and walking paths to improve travel and access between Greater Cincinnati's eastern communities and its central employment, economic and social centers.

Comprised of a comprehensive series of projects, the Eastern Corridor Program will address critical congestion issues, make travel between and among the eastern communities and the region's core easier and safer, and will help get more people out of their cars, onto trains and buses, riding their bikes and walking.

The Eastern Corridor Program has been developed through nearly 15 years of extensive economic development, land use visioning and environmental impact studies which were conducted in close collaboration with the Eastern Corridor communities. When complete, the program will:

- **Ease** travel through the region
- **Establish** safer and more efficient travel connections
- **Provide** travel options within the Corridor for those who cannot or choose not to drive: new rail transit, expanded bus service and improvements for bicyclists and pedestrians
- **Reduce** congestion, travel times and daily wear on local roadways
- **Eliminate** up to 50 million vehicle miles of travel from the region's roadways each year, reducing fuel consumption, air pollution and accidents
- **Support** the land use, economic development and environmental stewardship visions developed in coordination with Eastern Corridor communities
- **Provide** the infrastructure needed to facilitate community enhancement, economic development and sustainable regional growth

## The Process

Currently in the second phase of study and development, the Eastern Corridor Program has been divided into four core projects. Although functionally independent, these projects are interrelated and complementary to each other. The combined completion of all projects will allow our region to realize the greatest benefit from these transportation investments. The four core Eastern Corridor projects are:

- Red Bank Corridor Project
- State Route (SR) 32 Relocation Project
- SR 32 Improvements, Eastgate Area
- Oasis Rail Transit

These projects are currently undergoing Tier 2 analysis, the second phase of the stringent project development and evaluation process prescribed by the National Environmental Policy Act (NEPA) of 1969. Each project is being examined in close detail and evaluated for function, impact, context, constructability and affordability. Project alternatives will be narrowed and refined as additional information is obtained and specific impacts are better known. Tier 2 analysis for each project will conclude by identifying a preferred alternative that, unless a No Build option is chosen, will eventually undergo detailed design and construction.

## NEPA Process

The NEPA process focuses on identifying a proposed project's potential effects on the natural and cultural environment and identifying ways to avoid or minimize negative impacts before final decisions are made.

## Eastern Corridor Projects

The Eastern Corridor Program consists of four core projects. The projects are centered on roadway and rail transit elements, however, each project also includes bus, bicycle and pedestrian components. The projects are described below. Project area maps and more information about each project is available on the Eastern Corridor website.

### ► Red Bank Corridor

The Red Bank Corridor project extends approximately 2.5 miles between US-50 (Columbia Parkway) in Fairfax and the I-71 ramp in Madisonville. The project's goal is to create a balance of mobility and access along this important connector to improve travel and better serve local businesses and adjacent neighborhoods. The project will reduce congestion and delays along the Red Bank Expressway and at key intersections, improve accessibility and travel safety, and provide new accommodations for bicyclists and pedestrians.

### ► State Route 32 (SR-32) Relocation

The SR 32 Relocation project extends between US 50 in Fairfax to SR 32 and Bells Lane, just west of the I-275 interchange in Clermont County. The project will establish a multi-modal transportation corridor that includes an improved SR 32 on new alignment; new rail and bus transit options; local roadway network improvements; and expanded accommodations for bicyclists and pedestrians. The project would improve the flow of traffic through the corridor, thus decreasing congestion and travel times and increasing travel safety. A new connection between SR 32, US 50 (Columbia Parkway) and Red Bank Road will provide the Eastern Corridor communities with a direct link to the Red Bank corridor and I-71.

### ► State Route 32 Improvements, Eastgate Area

The Eastern Corridor's multiple Eastgate Area improvement projects focus on making travel easier and safer along SR 32, from the I-275 Interchange to Olive Branch-Stonelick Road. Goals are to better accommodate current and future traffic, reduce congestion and travel delays and improve travel safety and access to local shopping, businesses and neighborhoods. The projects include wider lanes and access improvements along SR 32; relocated and better-spaced entrance/exit ramps and traffic signals; and a reconfiguration of the I-275/SR-32 and SR 32/Eastgate Boulevard interchanges.

### ► Oasis Rail Transit

Offering a new, world-class transportation alternative to the Greater Cincinnati region, Oasis Rail Transit is a commuter/passenger rail line that will transport residents, workers and visitors between downtown Cincinnati and communities extending into western Clermont County. The 17-mile Oasis line is the foundation upon which Greater Cincinnati's envisioned regional rail system can be built to better connect our region. Oasis also offers new opportunities for community enhancement, revitalization and economic growth through the creation of transit oriented developments – mixed-used community spaces – that will surround the new stations built to serve the rail line and its passengers.

## Public Involvement

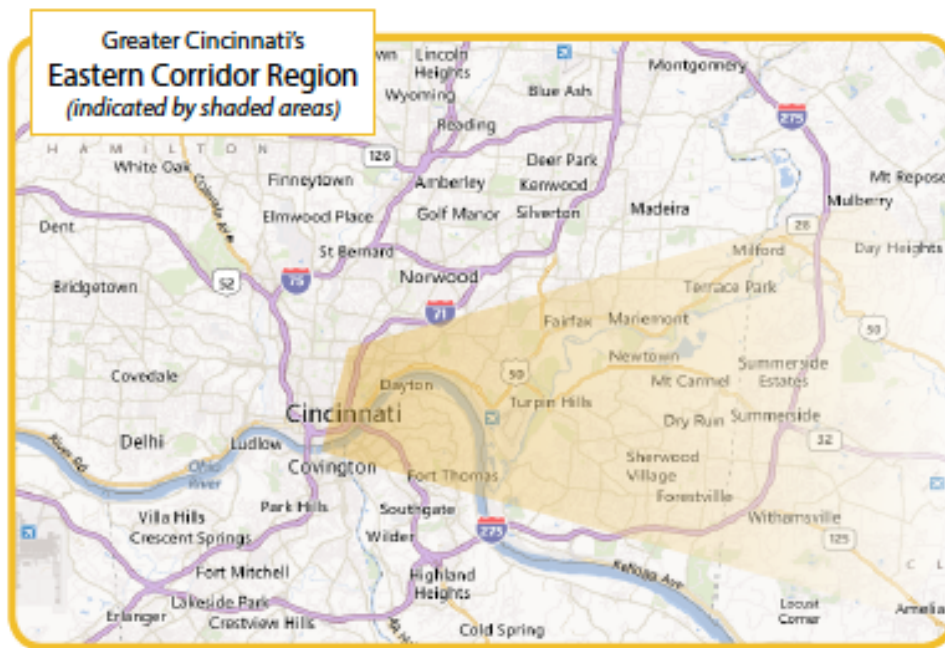
Public participation has played a critical role in determining the purpose and need for the Eastern Corridor Program and shaping its supporting projects. Public involvement continues to be instrumental as the proposed projects undergo further development, evaluation and refinement.

As part of the current Tier 2 analysis work, the Eastern Corridor Implementation Partners are working 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.\*

The public is able to engage in the planning process by participating in public involvement meetings, Community Partner Committees, attending public presentations and corresponding with project representatives at meetings, through the Eastern Corridor website ([www.EasternCorridor.org](http://www.EasternCorridor.org)) and through social media networking. *Continued on Page 4.*





## At-A-Glance

Spanning nearly 165 square miles, the Eastern Corridor Program area extends east from downtown Cincinnati through Hamilton County to just beyond the I-275 corridor in Clermont County.

There are few direct routes connecting Eastern Corridor communities with Cincinnati's central economic and social centers. Instead, commuters are using circuitous routes on I-275, I-471 and congested surface streets to reach their destinations.

These transportation routes already exceed their designed capacity, and population growth and economic expansion continues to take place within the Eastern Corridor. This intensifies road congestion, increases travel time and fuel consumption and impedes the efficient movement of people, goods and services.

The Eastern Corridor Program's multi-modal solutions will address these long-standing transportation needs of the Eastern Corridor and will provide valuable opportunities for community enhancement, economic development and sustainable regional growth.

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

► Questions and comments can be sent to [EasternCorridor@EasternCorridor.org](mailto:EasternCorridor@EasternCorridor.org).

*Public Involvement, continued.*

Email can be sent to Program representatives at [EasternCorridor@EasternCorridor.org](mailto:EasternCorridor@EasternCorridor.org). Further information about public involvement opportunities is posted on the Program website under the Public Involvement tab.

*\*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 (ROD).*



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Eastern Corridor Program Newsletter, Winter 2013/2014





# NEWS

## Eastern Corridor Projects Stimulate Job Creation and Regional Growth

Improve access and mobility. Ease congestion. Improve travel safety. Support the efficient movement of people, goods and services. Provide opportunities for economic development and growth.

Each of these needs are among the many reasons that local and regional community leaders and transportation planners are developing the projects of the Eastern Corridor Program.

*The reduction in fuel consumption, the improved multimodal capabilities and the travel time savings for both personal travel and freight are important investments that will grow our economy.*

— Matt Davis, Interim Executive Director of the Cincinnati USA Partnership, the economic development arm of the Cincinnati Chamber of Commerce

Travel through the eastern portion of the Greater Cincinnati metropolitan area — the Eastern Corridor — has long been a challenge. The region has few direct transportation routes, forcing vehicles onto lengthy stretches of I-275 and I-471 or onto crowded roads like US 50, SR 32, SR 125 (Beechmont Avenue) and SR 561 (Linwood Avenue), many of which wind through residential neighborhoods, to reach their destinations. The frequent congestion experienced throughout these areas means more time in the car, more money spent on gas, more vehicle emissions polluting our air and more accidents.

While current travel through the Eastern Corridor may be congested for local residents, the region's traffic delays can

also mean a loss of money for businesses and fewer growth opportunities within the region.

"The Cincinnati USA Regional Chamber of Commerce supports the Eastern Corridor Program of projects because of its well-documented strengths and potential for significant positive impact to our region," said Matt Davis, Interim Executive Director of the Cincinnati USA Partnership, the economic development arm of the Cincinnati USA Regional Chamber.

"The reduction in fuel consumption, the improved multimodal capabilities and the travel time savings for both personal travel and freight are important investments that will grow our economy," continued Davis.

Shaped in large part by input and feedback received from the Corridor's 17 jurisdictions, two counties and hundreds of residents, business owners and other stakeholders, the Program provides a multimodal solution to the Corridor's transportation needs. This includes the introduction of a new commuter rail line (Oasis Rail Transit), expanded bus service and accommodations for travel by bicycle and on foot. By including these alternative transportation options in the overall transportation improvement plan, the need for more and larger roads is reduced.

Together, these Program elements will better connect the Eastern Corridor with important employment, social and retail centers and will provide our region with the transportation infrastructure we need to grow and thrive.



### Public Involvement is a Key Part of Program Development

Public involvement has played a critical role in the planning and development of the Eastern Corridor Program. Public involvement will continue to be crucial as the projects undergo further evaluation. For more about how to participate in the project development process, visit the Eastern Corridor website and go to the Public Involvement tab.

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## Eastgate Area Improvements: Under Construction

Short-term traffic impacts lay the foundation for long-term regional benefit.

While the core Eastern Corridor projects continue to undergo planning, development and community review, other projects are already underway.

Multiple roadway network improvement projects in the Eastgate area, an important part of the Eastern Corridor, are now under construction. Though motorists may see orange barrels for a while, these barrels mean progress. Completion of the Eastgate-area projects will considerably improve the drive to and through the area by reducing congestion and making it easier to get around.

"Eastgate is growing," said Clermont County Engineer Pat Manger. "There are an increasing number of businesses and jobs locating here. Employers, employees and potential workers from throughout the region are looking to this area as a hub for economic development and strategic growth. At the same time, Eastgate is a popular destination for residents and families. It's our job to make sure the infrastructure is in place to support safe and efficient travel through the area."

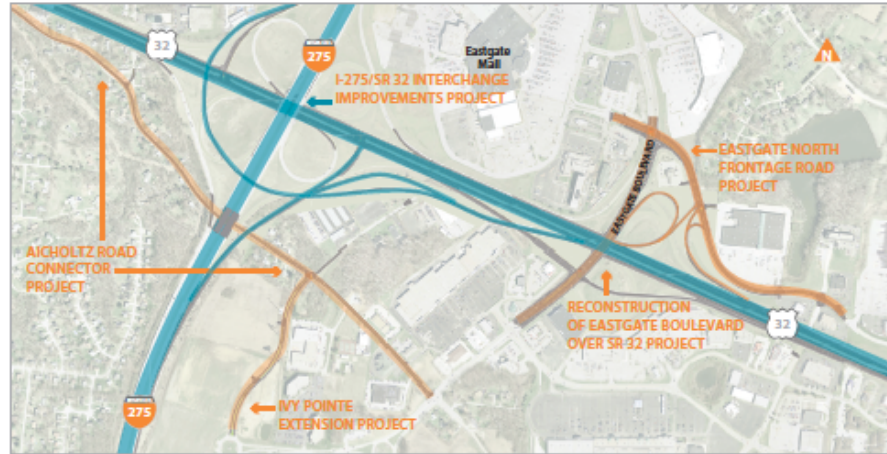
Work currently taking place in the Eastgate area is divided into three phases:

**PHASE 1:** Eastgate North Frontage Road Improvements – Complete!

**PHASE 2:** The reconstruction of Eastgate Boulevard over SR 32

**PHASE 3:** I-275/SR 32 Interchange Improvements

"These projects are not random acts of construction," said Manger, "but are planned, integrated projects that build upon one another. It may look like there's a lot going on — and there is — but it's



all happening in a coordinated sequence where the construction of one project lays the foundation for the next."

### A Closer Look

Recently complete, the **Eastgate North Frontage Road project (Phase 1)** focuses on realigning and widening lanes along Eastgate North Frontage Road (also known as Eastgate North Drive), as well as improving access to and from SR 32 and Eastgate Boulevard.

The reconstruction of **Eastgate Boulevard over SR 32 project (Phase 2)** focuses on widening the Eastgate Boulevard bridge over SR 32, relocating the existing westbound entrance and exit ramps from SR 32 to Eastgate North Drive instead of Eastgate Boulevard, and reconstructing the westbound loop ramp from Eastgate Boulevard to SR 32. Moving ramp traffic will improve levels of service along Eastgate Boulevard. Phase 2 work is currently in progress, will pause during the holiday season and is expected to conclude in the summer of 2014.

With foundation work well-underway, construction began in August on **I-275/SR 32 Interchange Improvements (Phase 3)**. This phase of work will involve modifications to the interchange and nearby areas to address a variety of issues

including high accident rates, increasing traffic and congestion and inappropriately spaced roadway access points that require motorists to merge quickly and weave between accelerating traffic. The I-275/SR 32 interchange project is expected to be complete in the fall of 2015.

Plans for road capacity and access improvements along SR 32, from Eastgate Boulevard to Olive Branch-Stonelick Road (Eastern Corridor Segment IVa), are currently under development. A public meeting will be held in upcoming months to further discuss the options and gather community input on a preferred alternative.

For additional information about these projects, maps and progress updates, visit [www.EasternCorridor.org](http://www.EasternCorridor.org) and go to the SR 32 Improvements, Eastgate Area pages. Information about additional roadway improvements being completed in the area by the Clermont County Transportation Improvement District can be found at [GoClermont.org](http://GoClermont.org).

Additional information, project area maps and status updates are available at [EasternCorridor.org](http://EasternCorridor.org).

## Eastern Corridor Projects Overview

The Eastern Corridor Program consists of four core projects. The projects are centered on roadway and rail transit elements; however, each project also includes bus, bicycle and pedestrian components. The projects are described below. Maps and more information about each project are available at [www.EasternCorridor.org](http://www.EasternCorridor.org).

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## OASIS RAIL TRANSIT

### Oasis Line is Foundation For Regional Rail Transit

The Greater Cincinnati metropolitan region depends almost exclusively on driving to get from one destination to another. However, people want more options and rail-based travel is attracting more attention.

The exciting news is that plans for a regional commuter rail system are already in the works.

This system would connect Hamilton, Clermont, Warren and Butler counties in Ohio, communities in Northern Kentucky, the Greater Cincinnati/Northern Kentucky International Airport and several locations in southwestern Indiana.

Envisioned by the Ohio-Kentucky-Indiana Regional Council of Governments and endorsed by the Hamilton County and Clermont County transportation

improvement districts as well as the City of Cincinnati, SORTA, ODOT and many other local entities, this commuter rail system would further solidify Greater Cincinnati's position as a world class destination for living, business, working and entertainment.

"A local commuter rail system isn't a vision for the future. It's here — now. The Oasis Rail Transit line, currently under development, will form the foundation upon which Greater Cincinnati's regional rail system can be built," said Todd Portune, Hamilton County Commissioner, OKI President, HCTID Chair.

An integral part of the Eastern Corridor Program, the Oasis Rail Transit line offers a rail-based travel option that connects downtown Cincinnati, the East End, Columbia Tusculum, the villages of Fairfax and Newtown, the City of Milford and the communities in between. The line would provide service for commuters going to and from work and passengers going shopping, to a Reds or Bengals game, one of Cincinnati's excellent festivals or parks, or simply a night out on the town.

Project partners have identified a preliminary preferred alignment for extending rail tracks from the Boathouse near Montgomery Inn to the Riverfront Transit Center in downtown Cincinnati and are closing in on a preferred alignment for the line out to Fairfax.

"We are making good progress on Oasis plans," said Larry Fronk, Chair of the Clermont County Transportation Improvement District. He also noted that discussions are taking place about incorporating links along the Wasson line which would provide a connection out to the Eastgate area.

Though there is still work to do, the planning team is moving forward and is well-positioned to have a local rail line up and running in just a few years.

For more about Oasis, visit [www.EasternCorridor.org](http://www.EasternCorridor.org).

*The map on the right highlights possible routes for a local regional rail system. The Oasis line is the brown line that runs east from downtown out to the Milford area. The rail routes shown on this map are conceptual and follow existing rail tracks; exact routes have yet to be determined.*

*A local commuter rail system isn't a vision for the future. It's here — now. The Oasis Rail Transit line, currently under development, will form the foundation upon which Greater Cincinnati's regional rail system can be built.*

*— Todd Portune, Hamilton County Commissioner, OKI President, HCTID Chair*



## State Route 32 Improvements, Eastgate Area

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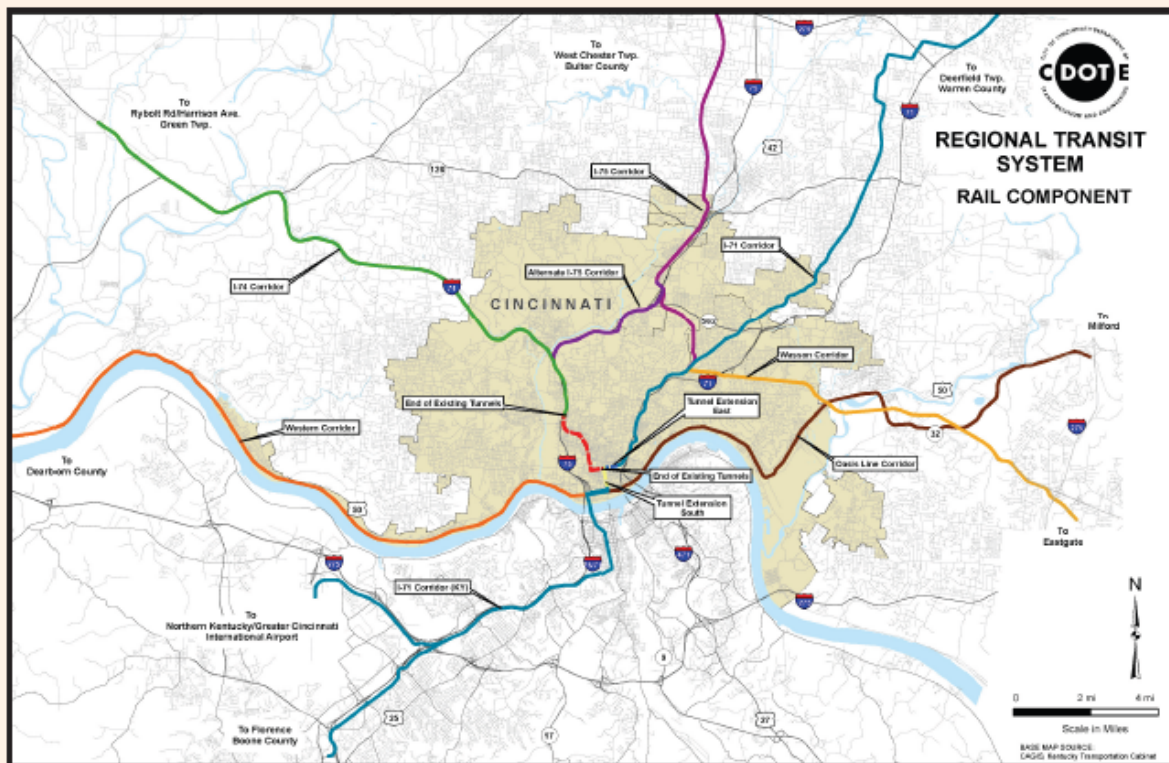
reconfiguration of the I-275/SR-32 and SR 32/Eastgate Boulevard interchanges.

## Oasis Rail Transit

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economic growth through the creation of transit oriented developments — mixed-used community spaces that would surround the new stations — built to serve the rail line and its passengers.



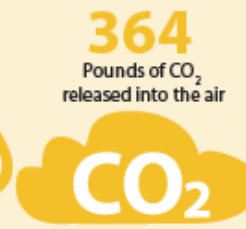
## Greater Cincinnati Transportation Trends

Greater Cincinnati is among more than 100 metropolitan areas studied and included in the 2012 Urban Mobility Report, published by the Texas A&M Transportation Institute. The study, which evaluated transportation trends and impacts of congestion in the Greater Cincinnati region, reported that since 2006, the number of daily vehicle miles of travel has increased by 2.9 percent (or 550,000 miles) on local highways and by 10.3 percent (or 1.2 million miles) on arterial streets. Per commuter, congestion generated from this traffic amounted to approximately 40 additional hours in the car in 2011, 18 more gallons of gas consumed and an additional 364 pounds of carbon dioxide added to the air through vehicle emissions (see graphic). To see the full report, go to <http://mobility.tamu.edu/ems/>.

### Texas A&M 2012 Urban Mobility Report Results

Since 2006, the number of daily vehicle miles traveled in the Greater Cincinnati region has increased by approximately 550,000 (2.9%) on local freeways and by 1.2 million (10.3%) on arterial streets.

Per commuter, these increases in vehicle miles traveled resulted in\*:



\*in 2011

## The Kennedy Connector

*The Kennedy Connector is one of many local-scale projects being completed throughout the Eastern Corridor to improve the local transportation network*

The Kennedy Connector will open to the public in early 2014. Located in the City of Cincinnati, near Norwood and the Oakley and Madisonville communities, this important project will improve local traffic flow and connectivity by extending Kennedy Avenue to Madison Road, and will improve access from Madison Road to I-71 and the Norwood Lateral. Another benefit: the project is opening up approximately 50 acres of land that can now be used to support community development and economic growth.

The Kennedy Connector is part of the Eastern Corridor Program's extensive series of smaller-scale roadway network improvements that are being implemented throughout the region to improve access, roadway connections and travel safety. These types of projects

address congestion, access and roadway safety issues through better traffic signal timing, intersection enhancements, minor improvements to existing roadways, new park and ride facilities and expansion of local bike and hike trails.

More than 180 of these projects – known by planners as Transportation System Management (TSM) projects – were identified as necessary improvements in the earlier stages of Eastern Corridor Program development through a collaborative effort between Program planners and local communities. To date,

nearly 70% of the projects have already been completed, are in progress or in planning. To learn more about the TSM projects and progress being made in your neighborhood, visit: [www.EasternCorridor.org/projects/TSM](http://www.EasternCorridor.org/projects/TSM).



A component of the Eastern Corridor Program, the \$35 million Kennedy Connector project will open to the public in early 2014.

## Station Area Planning Supports Communities, Growth

As planning for the Oasis Rail Transit line advances toward selection of a preferred track alignment and station locations, focus is turning toward creating plans for what the areas around the stations can look like. Referred to as Station Area Planning (SAP), this process is designed to encourage community enhancement, growth and development.

SAP looks at the desired features of the station itself as well as the use of the land surrounding the station and how it relates to the community's vision for development.

SAP helps establish the community's relationship to a transit station and how the arrangement of development can be most beneficial to the neighborhood, community and region. For Oasis rail transit stations, the intent of SAP is to:

- Build upon local assets and opportunities
- Adjust nearby development patterns, as desired by station area communities
- Support new travel modes and connectivity for bus, bike and pedestrian travel
- Integrate mixed-use activity such as housing, office, retail, dining and entertainment
- Respect nearby environmental, historic and cultural resources
- Secure a sustainable future for the region that is functional, environmentally beneficial and pleasant

During the next several months, the Oasis Rail Transit planning team and Eastern Corridor Implementation Partners will begin working with local communities to develop concepts for transit stations.

The initial focus will be on the four stations to be located between the Riverfront Transit Center in downtown Cincinnati and Fairfax. As development of the Oasis rail line advances east, the team will expand their efforts and work with communities on plans for additional stations. This phased transit station development strategy means that plans will be developed using the most current input from local

communities, businesses and residents.

Even if you don't live within one of the Oasis station areas, your participation and input on station design elements and desired amenities that may be common to all Oasis Stations is wanted and welcome. For more information about participating in the SAP process, visit [www.EasternCorridor.org](http://www.EasternCorridor.org). Also be sure to sign up to receive planning updates.

### STATION AREAS SHOULD:

- Be compact and walkable
- Have an identifiable center and edges
- Center on a civic or public space at or near the transit station
- Support places as mixed-use destinations
- Provide connecting streets and sidewalks scaled to each neighborhood



### Contact Us

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[www.EasternCorridor.org](http://www.EasternCorridor.org)  
[EasternCorridor@](mailto:EasternCorridor@EasternCorridor.org)  
[EasternCorridor.org](http://EasternCorridor.org)



### 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

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# APPENDIX A: MEETING MATERIALS

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## Additional Comments and Question Sheet



## Oasis Rail Transit Project Additional Comments & Questions

*Please use this sheet to share any additional comments or questions you have. Responses to questions asked will be provided in the Oasis Public Involvement Meeting Summary Report. When complete, this report will be posted on the Eastern Corridor website ([www.EasternCorridor.org](http://www.EasternCorridor.org)), under the Oasis Rail Transit Public Involvement tab. Question and comments can also be submitted online using the website's Feedback option at [www.EasternCorridor.org](http://www.EasternCorridor.org).*

*Please leave your comments on the Welcome Table, give to a project representative or send to the address below. Comments on the material shared at the Dec. 11 and Dec. 12 Oasis Rail Transit public involvement meeting must be submitted to ODOT by January 10, 2014. Thank you for your participation in the Oasis Rail Transit project development process.*

Mr. Andy Fluegemann, P.E.  
Ohio Department of Transportation, District 8  
505 S. State Route 741  
Lebanon, Ohio 45036

## APPENDIX A: MEETING MATERIALS

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Speaker Request Card



## Speakers Request Card

*If you would like to speak during the Public Comment Session, please provide the information requested below and give this card to a project representative before or during the Session. Your name will be called when it's your turn to speak. Please keep your comments to two minutes or less in length.*

---

*Name (please print)*

---

*Community of Residence*

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*Email Address (optional)*

# APPENDIX A: MEETING MATERIALS

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## Eastern Corridor Information Boards

# Eastern Corridor Program Overview

The Eastern Corridor Program is a regional effort to improve travel and connections between central Cincinnati and communities extending east through Hamilton County and into western Clermont County.

Defined by the results of extensive studies and public involvement, the Program integrates regional passenger rail, enhanced bus service, accommodations for bicyclists and pedestrians, new roads and roadway improvements to provide long-term transportation solutions and community enhancement and economic development opportunities for the Eastern Corridor region.

Extensive studies have been completed to define transportation problems and identify long-term solutions.

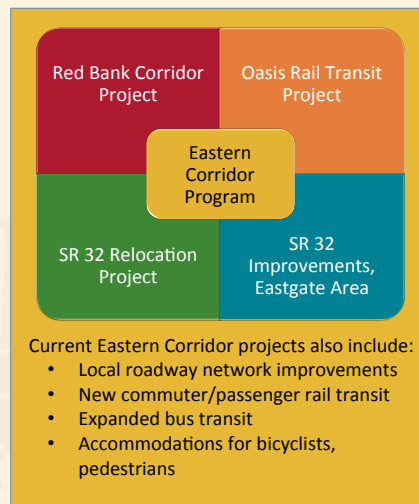
## PROGRAM GOALS

Four goals have guided the development, evaluation and future implementation of a recommended plan:

- Identify an effective, comprehensive transportation solution
- Support and grow the regional economy
- Implement improvements consistent with larger regional environmental goals
- Consider land use visions when structuring the transportation solution

[www.EasternCorridor.org](http://www.EasternCorridor.org)

# Eastern Corridor Program



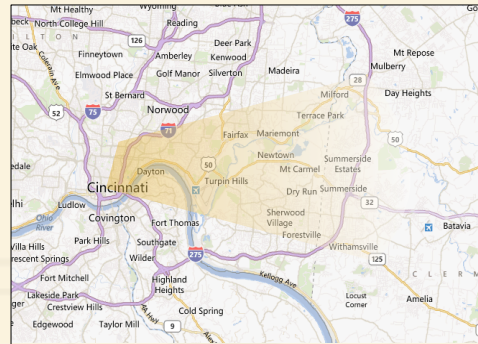
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# The Eastern Corridor

*Providing east-west connectivity for the Greater Cincinnati region*

- Regionally-supported
- Improve travel, access, safety
  - Address critical congestion issues
  - Help people spend less time in the car
- Offer more options to get around
- Reduce vehicle miles traveled and emissions
- Support local, regional visions for community enhancement, economic development and sustainable regional growth



*Greater Cincinnati's Eastern Corridor Region*

[www.EasternCorridor.org](http://www.EasternCorridor.org)

## A Tiered Approach

### Tier 1

Completed in 2006, the Tier 1 study examined a broad range of possible actions. The study resulted in a multi-modal transportation plan and a series of conceptual alternatives to be studied further. The recommended plan included:

- New rail transit options
- Improvements for bicyclists and pedestrians
- Expanded bus routes
- New and expanded roadways
- Improvements to local roadway networks

### Tier 2

The Tier 2 study is now underway. As part of Tier 2, the Implementation Partners:

- Will continue to gather and use public input to help guide decision making
- Are examining Tier 1 recommendations in detail and evaluating them for function, context, feasibility and cost
- Are narrowing and refining conceptual alternatives
- Will identify preferred alternatives that will eventually undergo detailed design and construction

[www.EasternCorridor.org](http://www.EasternCorridor.org)

# APPENDIX A: MEETING MATERIALS

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## Oasis Rail Transit Information Boards

## Oasis Purpose and Need

**The purpose of the Oasis Rail Transit project is to implement effective passenger rail transit service in the Eastern Corridor. This will:**

- Provide a new, regional scale transportation alternative to driving
- Increase mobility for non-drivers
- Provide a high-capacity transit mode to support the expanded bus, bike, pedestrian, and roadway systems
- Connect downtown Cincinnati with outlying areas of population and employment
- Support neighborhood development and revitalization consistent with the land use vision plan, and
- Reduce demand for new highway capacity while providing a way to meet the future travel demand.

*From Record of Decision, June 6, 2006*

Oasis Rail Transit Project

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## OASIS RAIL TRANSIT OVERVIEW (Station 1)

Oasis Rail Transit Project

[www.EasternCorridor.org](http://www.EasternCorridor.org)

## Tasks Completed to Date

- Completed the following studies/reports:
  - Draft Purpose and Need document
  - Riverfront Transit Center (RTC) evaluation
  - Conceptual Alternative Solutions (CAS) report
  - Station Area Planning (SAP) report
  - Multiple environmental field studies (cultural, historic, ecological)
- Developed Travel Demand Forecast Modeling Process and Assumptions
- Completed Segment 1 Alignment Coordination
- Developed Plan and Profile Sheets for Segments 1-4 (with two alternatives)
- Developed typical station and track layouts, as well as for maintenance facility
- Completed two rounds of Public Involvement meetings
- Coordinated with Railroad companies

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[www.EasternCorridor.org](http://www.EasternCorridor.org)

## Planning Documents Now Available

**The following Oasis reports are available for public review:**

- 1) Oasis Rail Conceptual Alternative Solutions Report (Station 2)
- 2) Station Area Planning (Station 3)

**Copies of these reports are available on**  
[www.EasternCorridor.org](http://www.EasternCorridor.org)

Or, scan the QR code below to download the reports now  
(Note: many of the files are substantial in size)

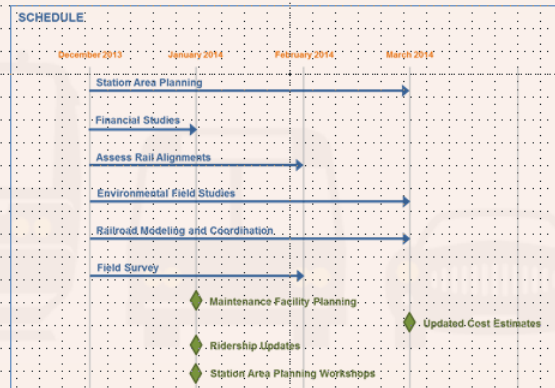


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## Major Tasks to be Completed in This Phase

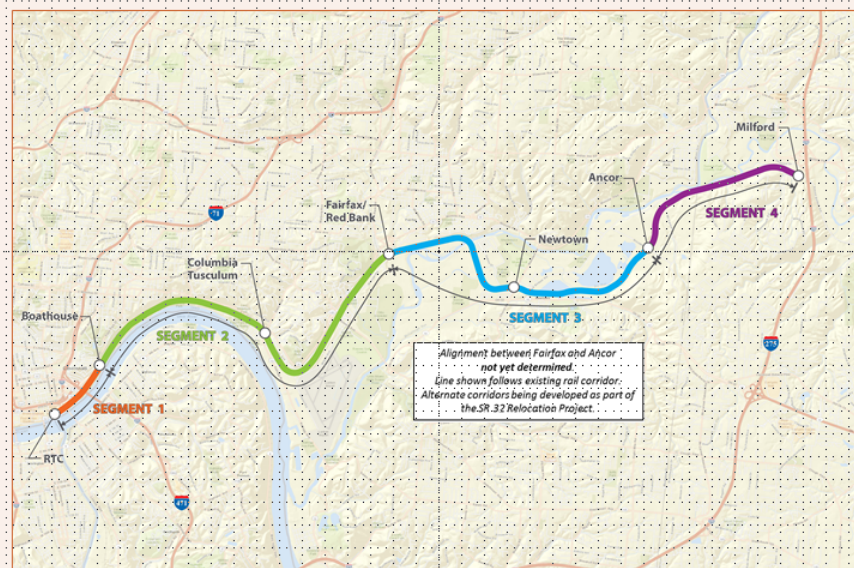
- Refine Feasible Alternatives for the rail service (and associated tasks)
- Hold public meetings to present current information and to solicit ongoing input and comment
- Develop Preferred Alternative
- Coordinate with SORTA, Railroads, Federal Transit Administration



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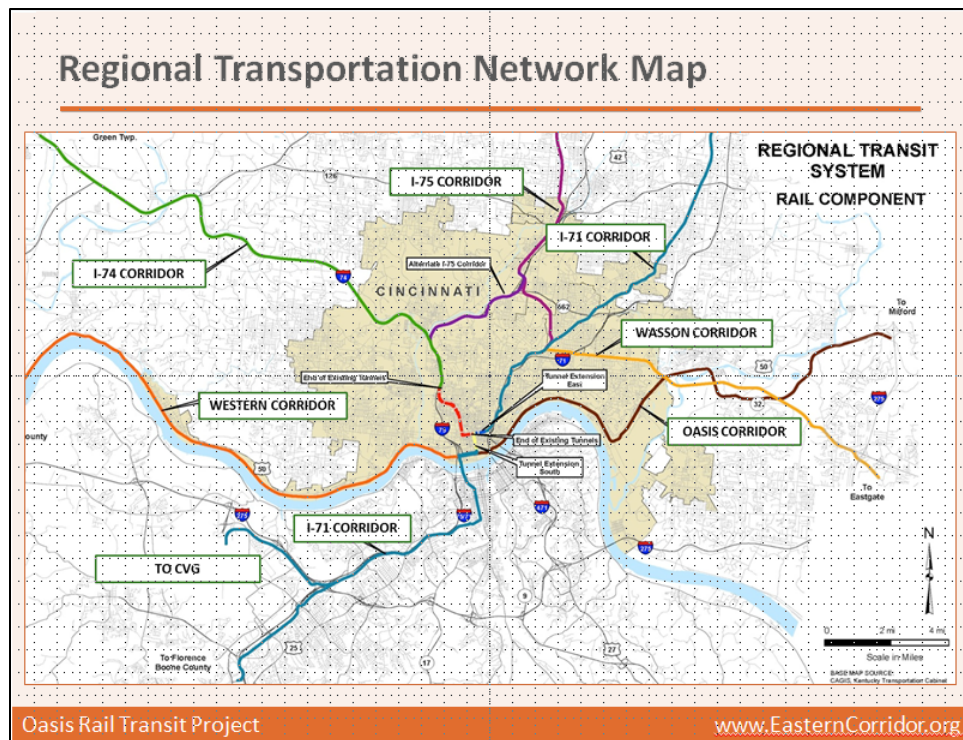
## Oasis Rail Corridor – Project Map



Oasis Rail Transit Project

[www.EasternCorridor.org](http://www.EasternCorridor.org)





## CONCEPTUAL ALTERNATIVES SOLUTIONS SUMMARY (Station 2)

**Oasis Rail Transit Project** [www.EasternCorridor.org](http://www.EasternCorridor.org)



## Conceptual Alternative Solutions Report

### Key Points

- Describes proposed rail transit services
- Provides ridership estimation
- Discusses corridor conditions
- Outlines recommended stations and needs
- Defines Alternately-Compliant DMU as preferred rail technology for Oasis
- Provides planning-level estimates for capital and operations/maintenance costs
- Suggests conceptual bus feeder routes
- Describes opportunities for integration with planned and proposed non-motorized transportation facilities to enhance bicycle and pedestrian access
- Reviews Oasis financing needs and provides initial discussion of available financing strategies



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## Oasis Rail Service: Basic Service

**Basic service would offer A.M./P.M. peak hour trains in the primary direction of travel, as well as a midday roundtrip between the Riverfront Transit Center and Milford station.**

Trainset	Westbound - Toward Cincinnati		Trainset	Eastbound - Toward Milford	
	Depart from Milford	Arrive at Riverfront Transit Center (RTC)		Depart from Riverfront Transit Center (RTC)	Arrive at Milford
Morning Service			Morning Service		
1	6:00 AM	6:28 AM	1	6:40 AM	7:08 AM
2	6:30 AM	6:58 AM			
3	7:00 AM	7:28 AM			
4	7:15 AM	7:43 AM			
1	7:30 AM	7:58 AM			
Midday Service			Midday Service		
1	11:30 AM	11:58 AM	1	12:10 PM	12:38 PM
2	12:00 PM	12:28 PM	2	12:40 PM	1:08 PM
Afternoon/Evening Service			Afternoon/Evening Service		
1	5:10 PM	5:38 PM	1	4:30 PM	4:58 PM
			2	5:00 PM	5:28 PM
			3	5:15 PM	5:43 PM
			4	5:30 PM	5:58 PM
			1	6:00 PM	6:28 PM

Source: HDR Engineering

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## Estimated Rail-Based Travel Times

The estimated peak-period, weekday travel time from Milford to the Riverfront Transit Center by rail is approximately 27 minutes (train travel & dwell times of about 40 sec per stop combined).

- Estimated travel time by car in 2013: 40 minutes
- Estimated travel time by car in 2040\*: 90 minutes (evenings)

\* As forecasted by OKI travel demand modeling

From	To	Distance (Miles)	Train Travel Time (Min)	Dwell Time (Min)	Average Speed (MPH)
Milford	Ancor	3.1	3.7	~.66	39.4
Ancor	Newtown	2.6	3.1	~.66	37.9
Newtown	Fairfax	2.6	3.1	~.66	37.9
Fairfax	Columbia-Tusculum	3.6	5.3	~.66	40
Columbia-Tusculum	Boathouse	3.6	5.3	~.66	31.4
Boathouse	RTC	1.1	3.0	n/a	20.0
Total Travel Time = Train + Dwell		16.6	23.5	3.3	34.4

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## Benefits of Rail

For many, there's no better way to travel than by rail. 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 fuel consumption
- Reduces congestion
- Is safer than driving
- Strengthens communities and improves livability
- Increases property values
- Fosters economic development
- More productive time while en route (working, reading, talking, napping)



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## Ridership Forecasts

Proposed Service	Starting Year Ridership		2030	
	Avg. Daily Boardings	Annual Boardings	Avg. Daily Boardings	Annual Boardings
Basic Service (Mon.-Fri., Peak/Off-Peak)	3,060	795,600	3,440	894,400
Evening Service (Monday-Friday)	180	46,800	210	54,600
Weekend Service (Saturday + Sunday)	740	38,480	830	43,160
Special Event Service (Varying days)	n/a	31,000		36,000

### Notes on Ridership Forecasts:

- Based on OKI Travel Demand Model
- Does not consider potential new/increased development that could be attributed to the rail service/stations, which could increase ridership over these conservative forecasts.

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## Ridership Comparisons

System	Major Cities Served	Route Miles	Average Weekday Ridership per Route Mile	Ridership (Average Weekday)	Number of Stations	Year Opened	Farebox Recovery (in %)
Caltrain	San Francisco/San Jose	77	537.7	41,000	32	1987	47.0
A-Train	Denton County, TX	21	409.5	8,500	6	2011	n/a
Trinity Railway Express	Dallas, Ft. Worth, TX	34	241.2	8,200	10	1996	37.6
Virginia Railway Express	Washington, D.C.	90	213.3	19,200	18	1992	57.3
Oasis	Cincinnati, OH	17	190.6	3,240	7	TBD	n/a
Tri-Rail	Miami, FL	72	184.7	13,300	18	1987	20.5
NICTD South Shore Line	Chicago, IL	90	134.4	12,100	20	1903	44.9
UTA FrontRunner	Salt Lake City, UT	44	131.8	5,800	8	2008	10.5
Sounder Commuter Rail	Seattle/Tacoma, WA	80	126.3	10,100	9	2000	22.0
NCTD Coaster	San Diego, CA	41	122.0	5,000	8	1995	40.0
Westside Express Service	Beaverton, OR	15	106.7	1,500	5	2010	5.0
Capital MetroRail	Austin, TX	32	87.5	2,800	9	2010	0.5
Northstar Line	Minneapolis, MN	40	50.0	2,000	6	2009	15.8
New Mexico Rail Runner	Albuquerque, NM	97	40.2	3,900	13	2006	12.7
Shore Line East	New Haven, CT	59	37.3	2,200	13	1990	8.2
Altamont Commuter Express	San Jose, CA	86	34.9	3,000	10	1998	34.0
Music City Star	Nashville, TN	32	31.3	1,000	6	2006	14.0

Source: WDA Engineering

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## Oasis Segments 1 and 2

### Oasis Segment 1

**Riverfront Transit Center (RTC) to Boathouse**

### Oasis Segment 2

**Boathouse to Fairfax/Red Bank**

To provide for an earlier introduction of Oasis Rail Service, it is possible to begin initial operations between the Riverfront Transit Center (RTC) and Fairfax/Red Bank station.



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## Oasis Segments 3 and 4

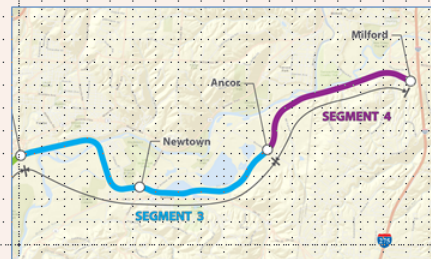
### Oasis Segment 3

**Fairfax to Ancor**

### Oasis Segment 4

**Ancor to Milford**

At this time, several issues need to be addressed before Oasis Segments 3 & 4 can advance in planning and development:



- Rail alignment alternatives for Segment 3 will be developed as part of the proposed SR 32 Relocation project. This project is still under study and final alignment alternatives have not yet been developed.
- Norfolk Southern (NS) owns and operates the existing rail tracks in Oasis Segment 3. The planning team is currently coordinating with NS about sharing the rail tracks and right-of-way.
- A potential new rail connection to the Eastgate residential, businesses and retail hub is currently under consideration.

Oasis Rail Transit Project

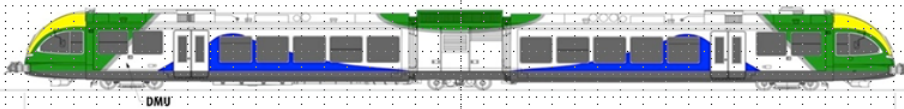
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## Oasis Rail Technology: DMU

**Modern, low-emission Diesel Multiple Unit (DMU) rail vehicles have been identified as the best option for Oasis Rail Transit. These vehicles:**

- Are quiet, low-emission, neighborhood friendly
- Are comfortable, sleek, attractive
- Self-propelled and efficient
- Can travel on existing tracks
- Have low floor access to ease boarding
- Don't require overhead electric lines or electrified tracks



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## DMUs Are in Service Throughout North America



San Antonio, TX



Oceanside-Escondido, CA



Denton County, TX



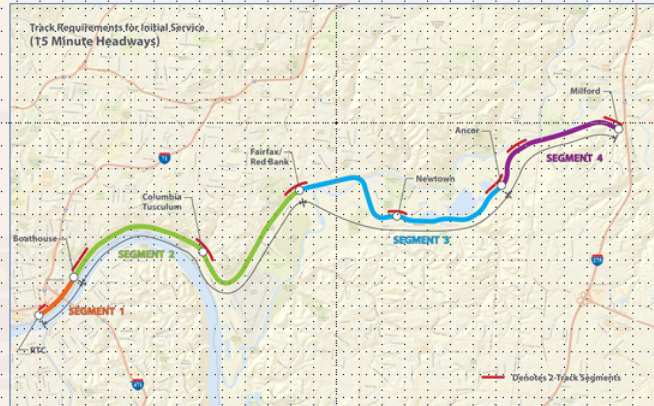
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## Rail Traffic Controller Modeling

Rail modeling software has been applied to identify where double tracks are required. Providing single track for most of the corridor will reduce project construction costs.

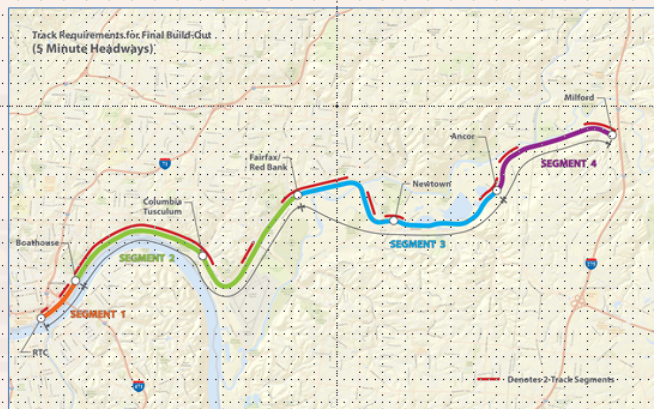


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## RTC Modeling Results

As the volume of trains rises over time, additional track capacity will be required, resulting in new sections of double track – particularly in Segment 2, which would eventually be double tracked between Boathouse and Columbia-Tusculum Stations.



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## Rail Vehicle Maintenance Facility

### Potential Features:

- Vehicle Maintenance Area
- Administration / Operations Center
- Train Washer
- Refueling Area
- Storage and Maintenance Track
- Security and Train Control Center
- Location to be determined – either near Lunken Airport (temporary) or at Ancor (permanent)



This facility could be located on either a temporary or permanent basis (depending on its location), and would be designed to be adaptable – with sufficient storage capacity to be expanded in future to store and maintain additional vehicles to serve increased demand and/or other rail corridors.

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## Estimated Capital Cost for Oasis Start-Up System

Category	Cost Estimate* (avg of low to high)
Trackwork	\$45,000,000
Stations & Maintenance Facility	\$23,400,000
Rail Vehicles	\$20,600,000
Soft Costs & Contingency	\$24,300,000
<b>TOTAL</b>	<b>\$113,300,000</b>

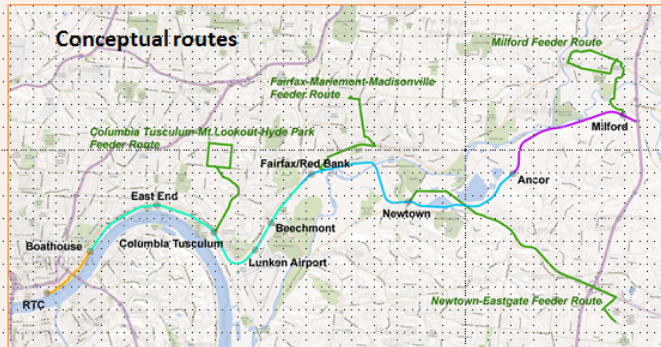
- A Start-Up system would operate within Segments 1-2 – between the Riverfront Transit Center (RTC) and the Fairfax/Red Bank Station – with a temporary maintenance facility near Lunken Airport.
- Preliminary cost estimates for the full Segments 1-4 system – RTC to Milford – range between \$230M and \$323M
- Cost estimates shown above present an average cost for an initial, minimal start-up system and are based upon current year (2013) average unit costs.
- Estimate does not include Freight RR Negotiated Costs, Right of Way Acquisition Costs, Environmental Mitigation or Utility Costs. Estimate may be higher or lower depending on final alignments and design details.

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## Conceptual Rail Bus Feeder Services

New bus feeder shuttle routes would facilitate access to the Oasis rail service from multiple points along the corridor.



- Compact routes would provide quick travel times and easy connections between the rail corridor and regional activity centers
- Feeder services would match frequency and service hours to maximize ridership and convenience

Consideration will also be given to adjusting existing bus routes to provide better connections to the Oasis Rail Transit service and eliminate duplicative services. Development of these feeder services will be conducted in partnership with SORTA and other transit agencies.

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## Considerations for Bicycles and Pedestrians

To incorporate non-motorized (pedestrian and bicycle) modes where possible in the Oasis Rail corridor, planners must consider:

- The width of the available rail right-of-way (ROW), particularly in Segment 2
- Preservation of adequate space within the ROW to accommodate current and future operational, maintenance and security needs
- Where the rail corridor width is not sufficient or privately owned, any bike/ped facilities would need to be located outside the ROW
- Should rail service use the existing bridge over the Little Miami River, any bike/ped facilities would need to utilize a separate crossing
- Needs and requirements of freight RRs, and Federal, State and Local Agencies



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## Quiet Zones Reduce Rail-Related Noise

### Oasis At-Grade Crossings Could be Designed for Quiet Zones

- Quiet Zones provide enhanced supplemental safety measures, such as:
  - 4-Quadrant Crossing Gates (at selected crossings)
  - Raised, extended medians to prevent cars from going around crossing gates when lowered
  - Pedestrian gates
  - Additional signage
  - Wayside horns
- Within a Quiet Zone, engineers are not be required to sound their horns (engineer retains the ultimate discretion to use horn in an emergency)



Oasis Rail Transit Project

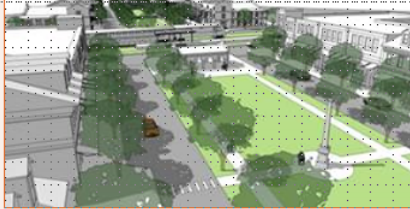
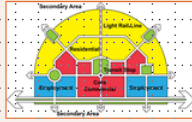
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## OASIS RAIL TRANSIT STATION AREA PLANNING (Station 3)

Oasis Rail Transit Project

[www.EasternCorridor.org](http://www.EasternCorridor.org)

## The 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

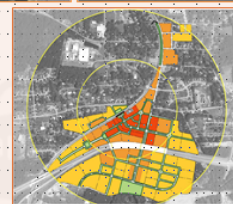
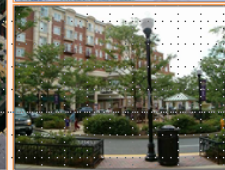
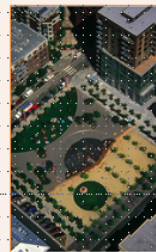
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## What is Transit-Oriented Development?

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

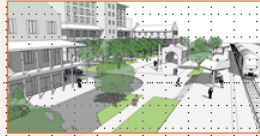


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## Desired Features of TOD



The areas around the seven 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 Rail Transit Project

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## Oasis Station Types: District & Community-Serving

### District Type : Fairfax/Red Bank and Ancor Stations

- Connected to highways, major roads, main bus routes
- Provides bus/rail transfer
- Includes Park & Ride – but has bike up/walk up potential as well
- Allows for High/Moderate density mixed-use development
- Offers Special Event access



### Community Type: All Other Stations

- Have fewer bus transfer options, may be served by feeder routes
- Has higher bike up/walk up potential
- Offers limited parking
- Allows for Moderate density mixed-use development
- Offers Special Event access



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## Station Planning Workshops

Station Planning Workshops will engage neighborhood stakeholders and others in determining how best the Oasis Rail Stations can be integrated into the communities they will serve.

### Workshop Topics

- Stations Access
- Orientation
- Desired amenities (which will be common to all Oasis stations)
- Elements to establish a more-unique local character and identity at each location

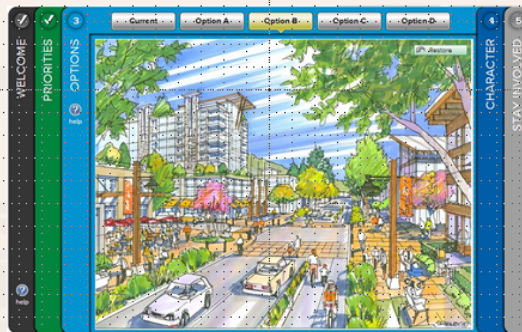


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## Participate in Oasis Planning Online

The Eastern Corridor Planning Team is using an online public engagement program to capture public input on service schedule refinement, and community desires for station design elements. Available [here](#) tonight, and at [www.EasternCorridor.org/cincinnati-oasis-survey](http://www.EasternCorridor.org/cincinnati-oasis-survey) this interactive feedback tool is accessible via any internet-enabled computer, tablet or smartphone.



Information gained through this tool will form the baseline concepts for the development of Greater Cincinnati's long-planned regional rail network; of which Oasis is the first piece.

Oasis Rail Transit Project

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