



Oasis Rail Transit Project

Public Involvement Meetings December 2013 Summary Report

Revised Version July 2014

APPENDIX C: MetroQuest Online Survey Results Report

Contents

- **Section 1: Description of MetroQuest Software**
- **Section 2: Overview of the Oasis MetroQuest Survey**
- **Section 3: Survey Results**
- **Section 4: Comments Received and Responses to Comments**

SECTION 1: DESCRIPTION OF METROQUEST SURVEY SOFTWARE

MetroQuest is an online community engagement platform useful for planning projects. The software enables the public to learn about a project and to provide feedback and comments on it using a variety of content-rich, visually appealing screens. The process is intended to be informative and fun, and not overly time-consuming.



For each project, the MetroQuest team creates custom screens to best convey and capture the project's background and particulars, as well as to collect from survey participants their input on important project options and alternatives.

Being based online, the MetroQuest survey provided

interested members of the public access to project information at any time of the day or night, at their convenience. Combined with online posting of presentation boards and links that allowed for downloading of project reports, the survey helped provide a “virtual” public involvement meeting, with all the materials presented at the three in-person public meetings.

The survey was also available at the three in-person public meetings, with survey access provided via four iPads located at a survey table.

Online access to the survey was available via the Eastern Corridor's website: www.easterncorridor.org, and was available between December 10, 2013 and Friday, January 10, 2014.

SECTION 2: OVERVIEW OF THE OASIS METROQUEST SURVEY

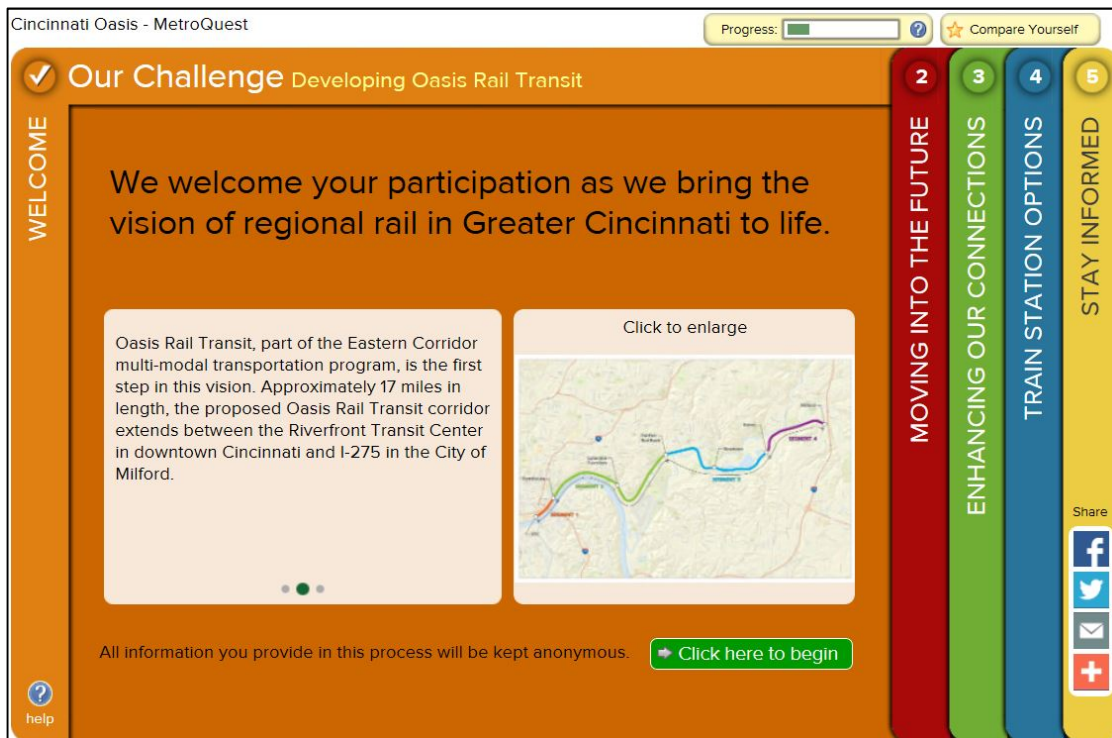
The Oasis survey consisted of five tabbed main pages plus a number of supporting screens located under the first four main tabs. The tabs included:

TAB 1: WELCOME - This tab, consisting of three pages, provided an introduction to the Oasis Rail Transit project. It presented project-related maps, such as the study corridor and proposed stations locations, and its context as the potential first phase of a regional rail network. Figures C1, C2, and C3 show the three pages comprising the Welcome tab.

Figure C1: Oasis Survey Welcome Screen (Page 1 of 3)

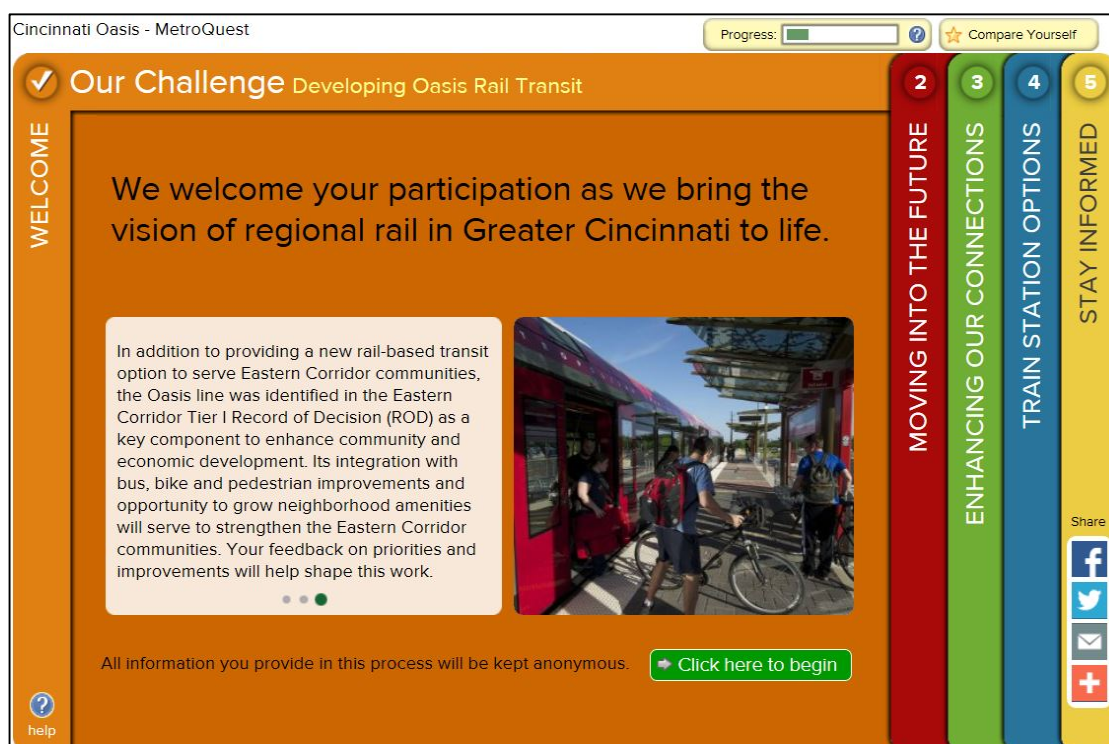


Figure C2: Oasis Survey Welcome Screen (Page 2 of 3)



The third page under the Welcome Tab provided a brief summary on project work previously completed and the 2006 Tier 1 Record of Decision. The Record of Decision documented the Oasis Rail Transit service as a key component of the multi-modal Eastern Corridor Program. It also documented the Oasis rail transit option as a means to enhance the communities it would serve and to foster economic development through better integration with other Eastern Corridor travel modes: roadways, walking, bicycling, low-build Transportation System Management (TSM) projects and bus transit options.

Figure C3: Oasis Survey Welcome Screen (Page 3 of 3)

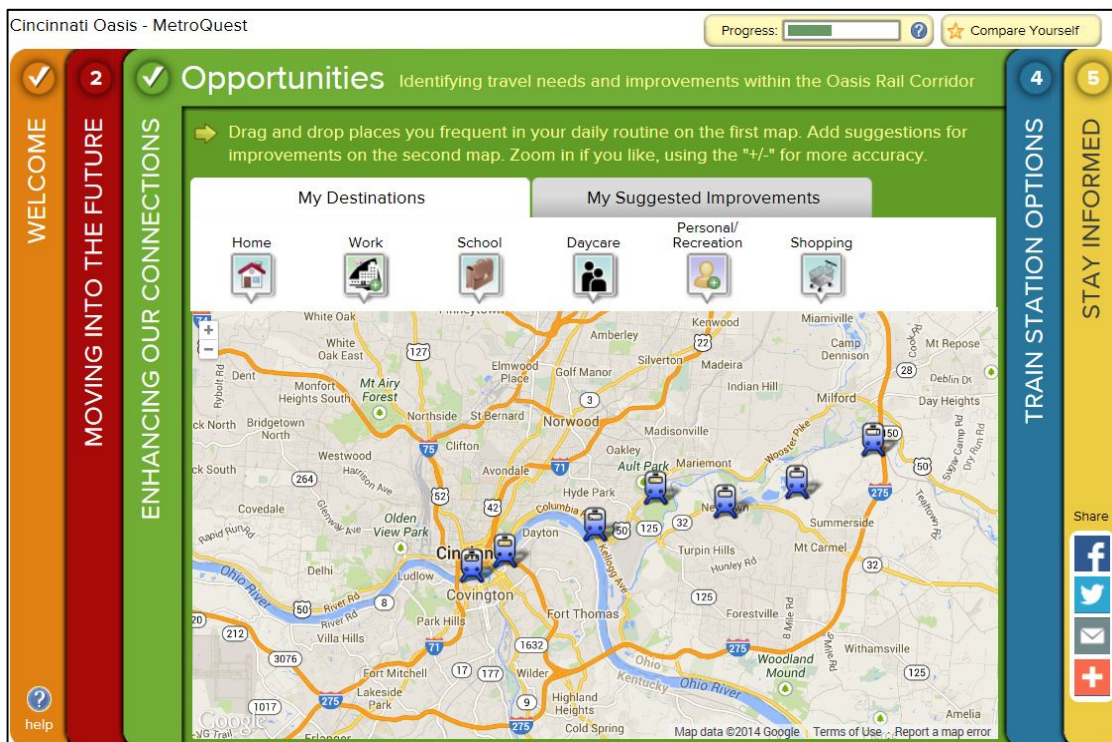


TAB 2: MOVING INTO THE FUTURE - Within this second tab, survey respondents were asked to rank their top three priorities for all forms of travel by dragging and dropping their options above a preference line. In addition to the priorities shown, survey participants also had the opportunity to add their own priorities. Figure C4 presents an image of this screen. Responses and priorities indicated are documented in Section 3: Survey Results. Priorities added are documented in Table C1 in Section 4: Comments Received and Responses Provided.

Figure C4: Oasis Survey “Moving Into the Future” Tab

TAB 3: ENHANCING OUR CONNECTIONS – The survey’s third tab showed the location of proposed Oasis rail stations and asked survey participants to identify their typical travel destinations (home, work, school, shopping, etc.) on a map. This information was collected to help provide planners with a better sense of travel needs. Figure C5 shows the screen.

Figure C5: Oasis Survey “Enhancing Our Connections” Tab (Page 1 of 2)



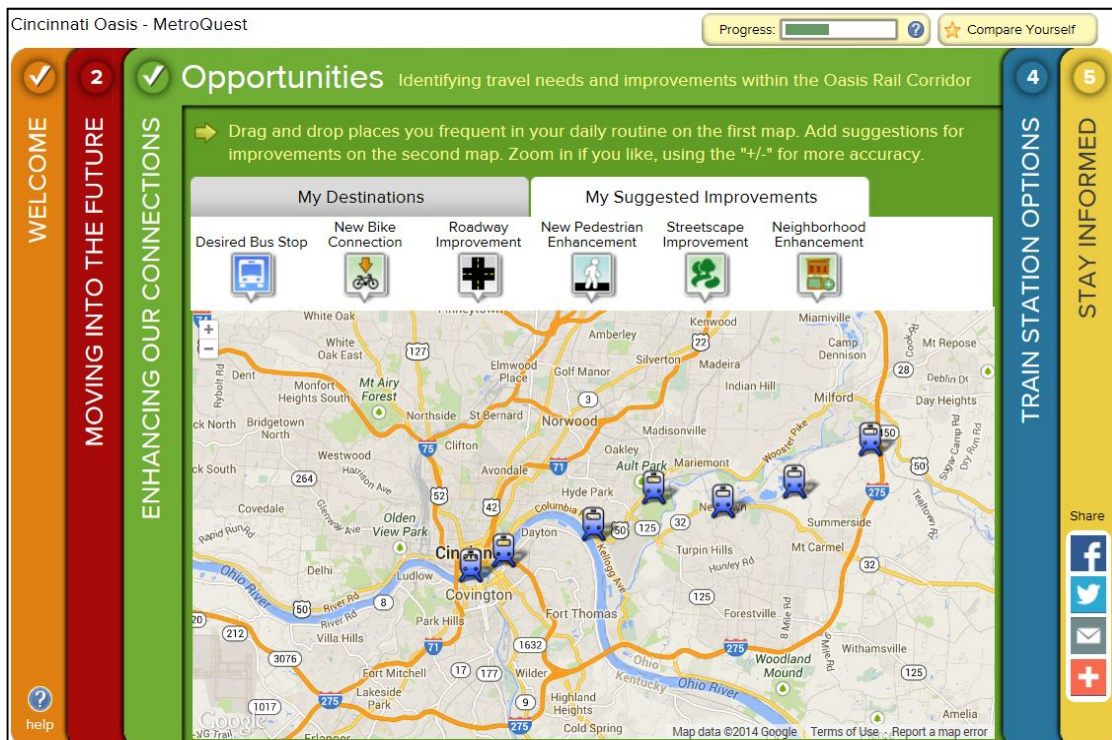
A second page within this tab offered survey participants a chance to suggest transportation-related infrastructure projects they would like to see considered. Figure C6 provides a view of the online screen. An interactive Google map application allowed survey participants to zoom in on the exact location desired and to drop a pin to identify and describe their proposed improvement project.

A wide range of project types were available for suggestion, including:

- New Bus Stop locations
- Bike connections (to existing or planned bicycle facilities)
- Roadway improvements (of any kind)
- Pedestrian enhancements – crosswalks, signals, curb extensions, new/wider sidewalks, etc.
- Streetscape improvements – lighting, street furniture, landscaping, Complete Streets, new parking, etc.
- Neighborhood enhancement – a “catch all” category for projects not described under the other project categories. This could include desires for new retail, shopping or dining opportunities, etc.

The results of these suggestions were compiled and shared with appropriate Oasis Partner agencies (Ohio Department of Transportation (ODOT), the City of Cincinnati, Clermont and Hamilton transportation improvement districts, Ohio-Kentucky-Indiana Regional Council of Governments (OKI), and SORTA) for their review and future consideration as planning and funding opportunities might allow.

Figure C6: Oasis Survey “Enhancing Our Connections” Tab (Page 2 of 2)



TAB 4) TRAIN STATION OPTIONS - The fourth tab asked survey participants to identify which factors, such as frequency of service, weekend service, fares, etc., would influence their usage of commuter rail, and to rank those factors by their relative importance. The feedback provided by survey respondents will be useful in refining the conceptual operating schedules for the proposed Oasis Rail Service.

On a second page under this tab, survey participants were also asked to rank their priorities for transit station design features such as sheltered platforms, convenience amenities, Wi-Fi access, and bike storage. This information will help the local funding Partners and planners in providing those amenities deemed most important as part of initial station designs, and determining those features which might be incorporated into stations in the future.

Figures C7 and C8 show these pages of the Oasis MetroQuest survey.

Figure C7: Oasis Survey “Train Station Options” Tab (Page 1 of 2)

Cincinnati Oasis - MetroQuest

Progress: [Compare Yourself](#)

4 Schedule, Service and Amenities

WELCOME **2 MOVING INTO THE FUTURE** **ENHANCING OUR CONNECTIONS** **TRAIN STATION OPTIONS** **5 STAY INFORMED**

[help](#)

Factors Influencing Train Schedule and Usage **Priorities for Station Design**

Introduction Using the sliders next to each question, show how influential that factor would be when considering Oasis Rail Transit as a travel mode.

Click on the button to the left to get a description of that factor.

Frequency of service

I'd like evening service

I'd like weekend service

Special event access

Fares

Free, ample parking at stations

Ability to transfer quickly

Feeder shuttle services

Technology applications

Ease of getting to station

[Next](#)

Share

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Figure C8: Oasis Survey “Train Station Options” Tab (Page 2 of 2)

Cincinnati Oasis - MetroQuest

Progress: [Compare Yourself](#)

4 Schedule, Service and Amenities

WELCOME **2 MOVING INTO THE FUTURE** **ENHANCING OUR CONNECTIONS** **TRAIN STATION OPTIONS** **5 STAY INFORMED**

[help](#)

Factors Influencing Train Schedule and Usage **Priorities for Station Design**

Higher Priority ↑

Drag your top priorities above this line

Electronic messaging boards

Bike storage & access

Sheltered platforms

Supportive services

Station Wifi access

Improved streetscapes

On-site security

On-site shopping & dining

Give your input on priorities for the rail stations by dragging and dropping them above the line in priority order.

Share

[Facebook](#) [Twitter](#) [Email](#) [More](#)

TAB 5) STAY INFORMED - On the fifth and final screen tab, survey participants were asked to answer a few demographic questions related to their age, ethnicity and residential zip code, as well as provide information about how they might use rail transit. Finally, participants could register to get project updates, meeting notices, and related-information on the Oasis Rail Service and the Eastern Corridor via email. Respondents could also enter general response comments for the Project Team’s review and consideration. Figure C9 provides a view of the Stay Informed screen.

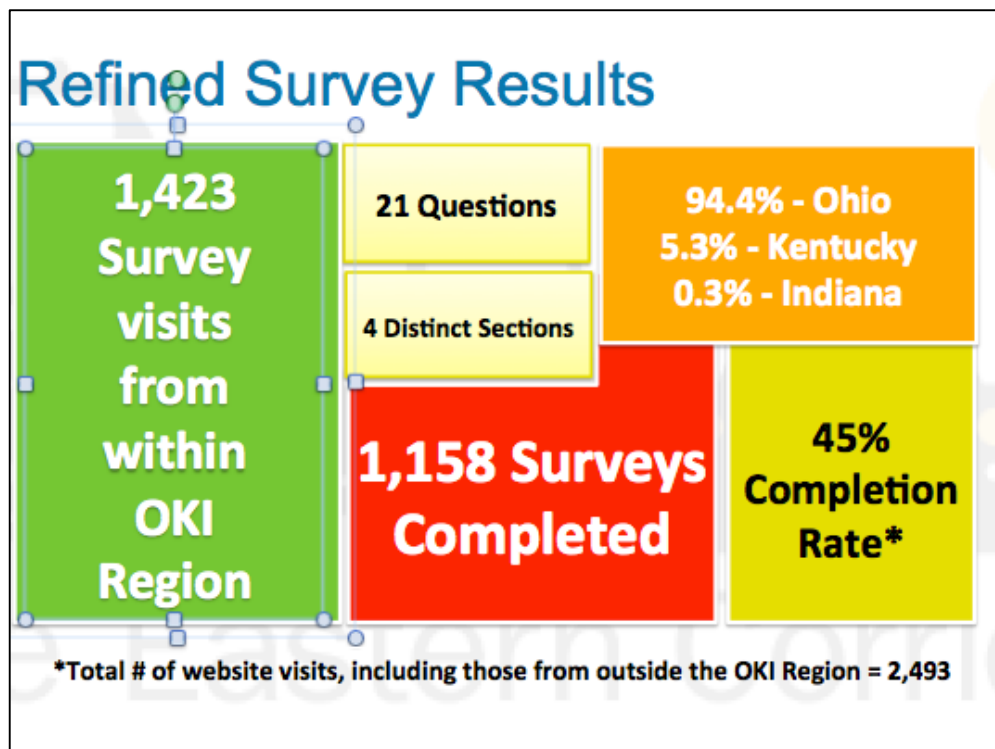
Figure C9: Oasis Survey “Stay Informed” Tab

Note: A unique feature of the Oasis MetroQuest Survey can be seen in the upper right hand corner of each survey screen: “Compare Yourself.” This feature, based on inputs received from other survey participants and updated continuously, allowed a user see how their opinions and inputs were similar to or different from that of other respondents.

SECTION 3: SURVEY RESULTS

Detailed results from the MetroQuest survey are presented in this section. Over the course of the survey's availability, nearly 2,500 people visited the survey site and of those, approximately 1,200 submitted completed surveys. Figure C10 provides a graphic summary of the number of visits to the online survey and surveys completed.

Figure C10: Summary of Survey Results



Although almost 2,500 unique visits to the website were recorded, the Oasis Project Team focused its attention on those visits that were from within the nine-county OKI region which encompasses the generalized Eastern Corridor/Oasis project study area. As Figure C10 shows, the largest percentage of surveys were completed by people living in Ohio (94.4%), followed by those living in Kentucky (5.3%) and Indiana (0.3%). Of those, 1,158 surveys were completed, representing a 45% completion rate.

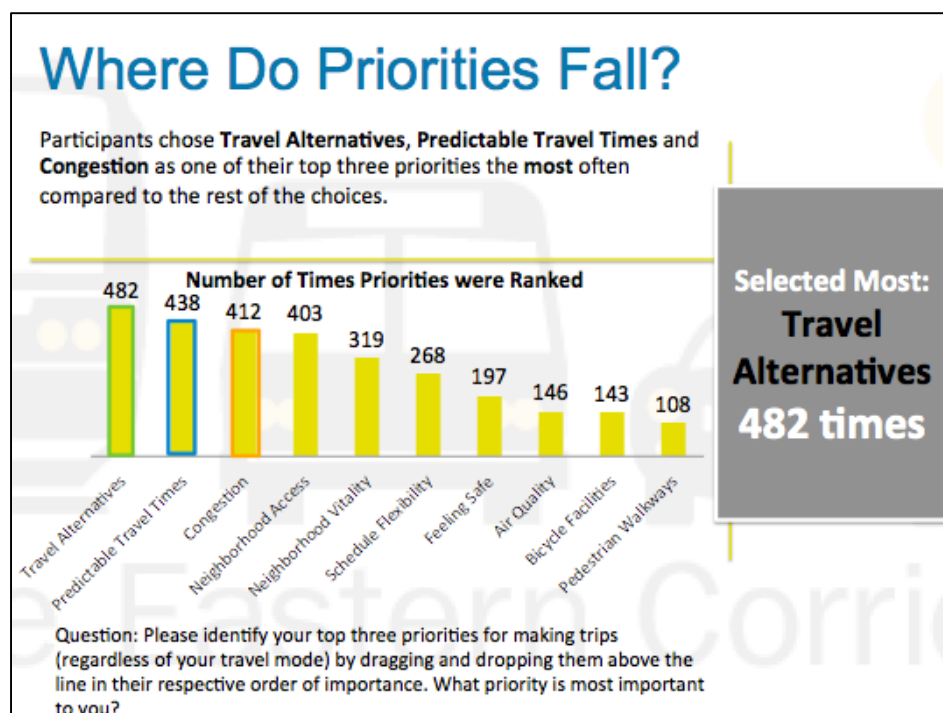
FACTORS INFLUENCING TRAVEL MODE CHOICE

In responding to the questions under Tab 2: Moving Into the Future, survey participants gave direction to the Project Team regarding their most-important priorities when making a travel mode choice decision. The top three priorities indicated, in order of their importance by the number of times they were ranked, were:

- Travel Alternatives (selected 482 times)
- Predictable Travel Times (selected 438 times)
- Congestion (selected 412 times)

These priorities match well with the benefits of a rail transit option like Oasis. Rail can offer high-quality service to connect travelers with destinations along the corridor, including the important home-to-work and back commute as well as other trip types. The complete list of factors and their relative importance to survey respondents is shown in Figure C11.

Figure C11: Priority Considerations for Travel Mode Choice



Respondents were also asked to rank their top three priorities in order of importance to them. When comparing results across all respondents, Travel Alternatives received the highest ranking, followed by Congestion, then Air Quality. Predictable Travel Times came in fourth. Figure C12 shows the rankings of each factor.

Figure C12: Priority Considerations for Travel Mode Choice



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

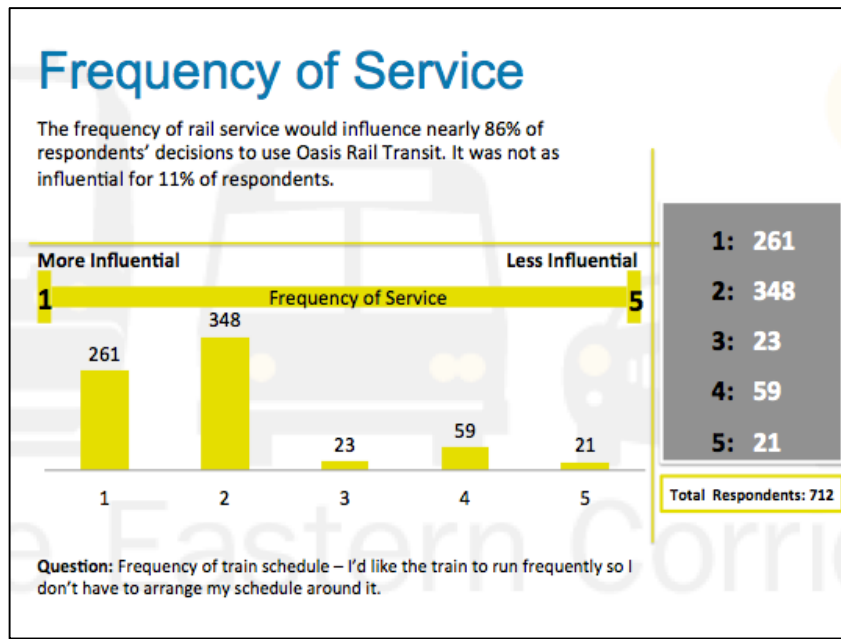
- Reduce fossil fuel/carbon footprint
- Minimize noise and impacts to nearby communities and environment
- Preserve quality of life of nearby communities
- Cost Considerations
- Maintain businesses
- Weekend service options
- Sustainability of rail line
- Environmental concerns
- Use existing tracks

All comments received pertaining to added priorities are documented in Section 4: Comments Received, Table C1. Responses from the project team are also provided in Table C1.

In the series of questions described on the following pages, respondents were asked to use a sliding scale to indicate how influential various factors would be to them when considering Oasis Rail Transit as a travel mode. The scale ranged from 1 to 5, with 1 being More Influential and 5 being Less Influential.

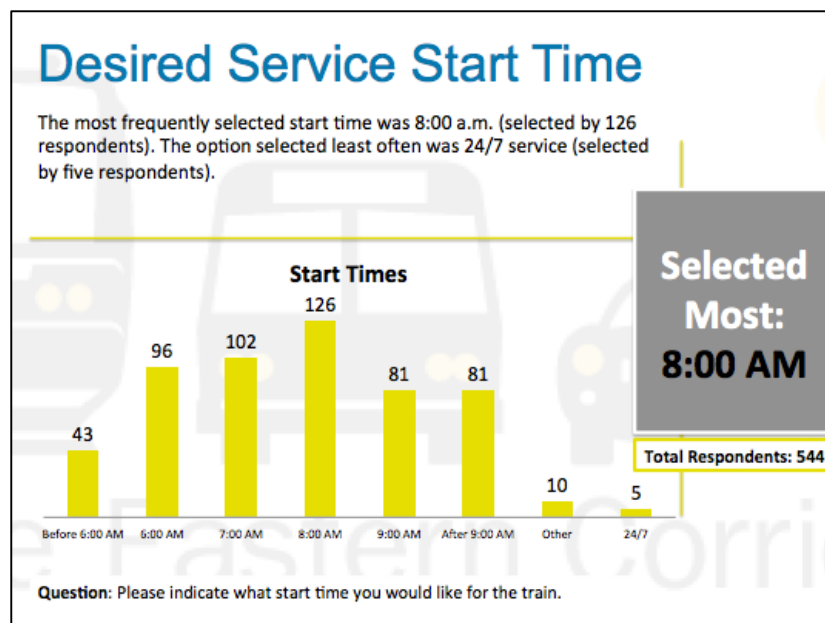
Frequency of Service: When asked how influential frequency of train service would be in making a choice to use Oasis, 86% of survey participants indicated that it was an influential factor, with the majority of respondents giving it an influential rating of 2 (49%) and another 37% giving it a 1. Figure C13 shows the distribution of responses to this question.

Figure C13: Priority Considerations for Travel Mode Choice



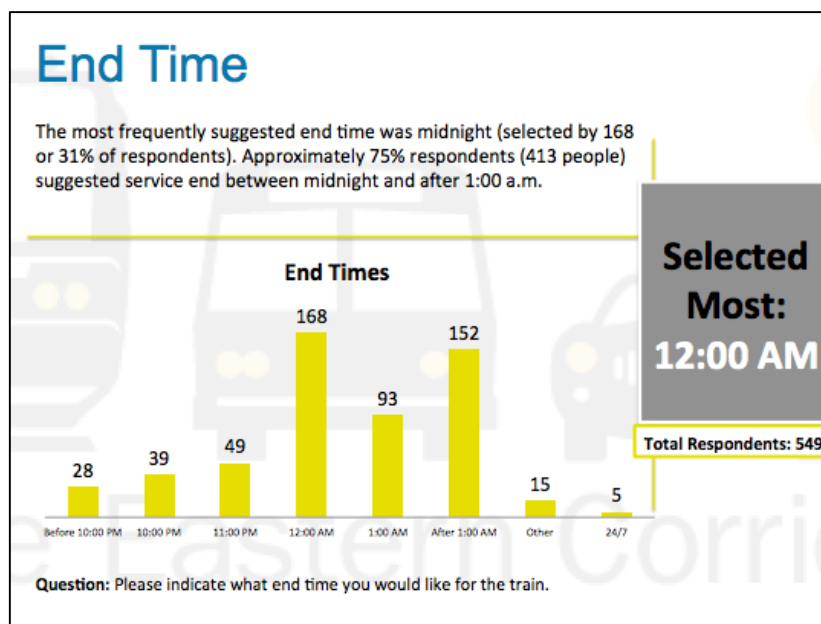
Service Start Time: When asked what time of day they would like train service to start, 67% of respondents selected 8:00 a.m. or earlier (23% said 8 a.m.; 19% said 7:00 a.m.; 18% said 6 a.m.; and 8% said before 6 a.m.). Figure C14 shows the range of preferred start times.

Figure C14: Desired Oasis Rail Service Schedule Start Time



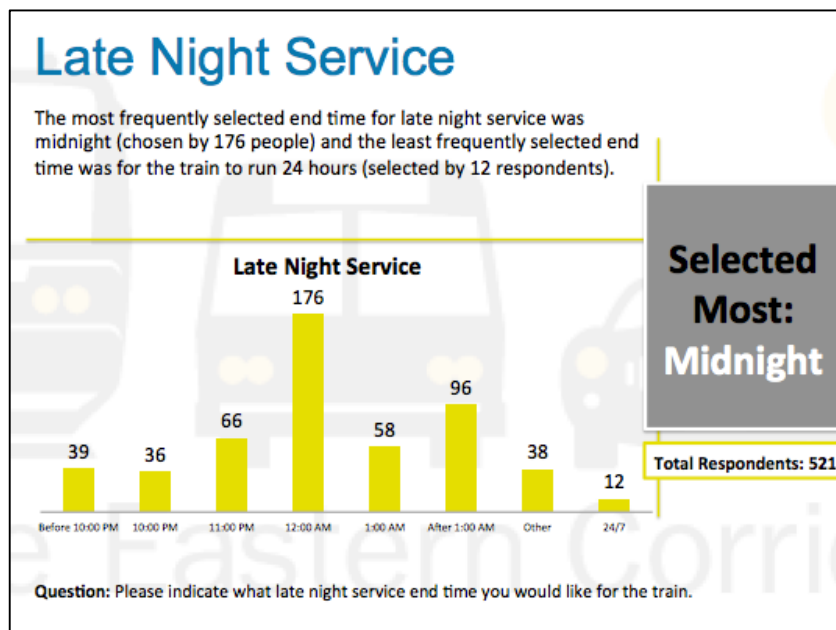
Service End Time: Respondents also indicated their preference for the time at which Oasis service should end. Options ranged from before 10:00 p.m. until after 1 a.m., or 24-hour service. Figure C15 shows the distribution of survey participants' responses: 76% said 12:00 a.m. or later. Only five percent said before 10:00 p.m. and three percent said "Other."

Figure C15: Desired Oasis Rail Service Schedule End Time



For potential Weekend or Special Event service, survey participants were asked when they would prefer service to end. Midnight was the most frequently selected termination time (selected by 176 or 34%), as shown in Figure C16.

Figure C16: Desired Oasis Rail Service Schedule End Time (Weekend/Special Events)



Weekend/Special Event Service: When asked about potential Weekend and/or Special Event service, a majority of survey participants indicated that both services would influence their decision to use Oasis. These results are consistent with the findings of previous public outreach efforts that took place earlier in the project development process. Figures C17 and C18 show how influential those services would be in attracting ridership.

Figure C17: Relative Influence of Weekend Service as a Travel Mode Choice

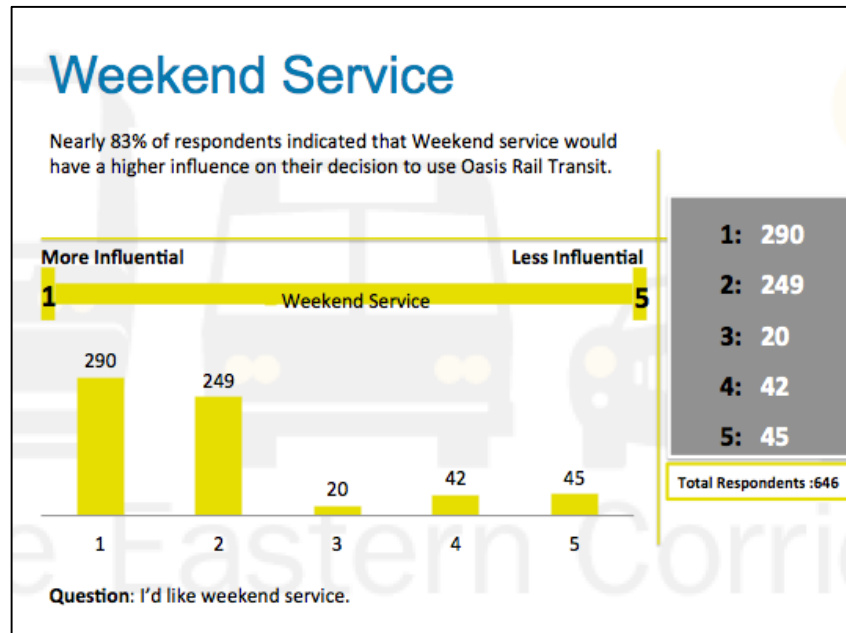
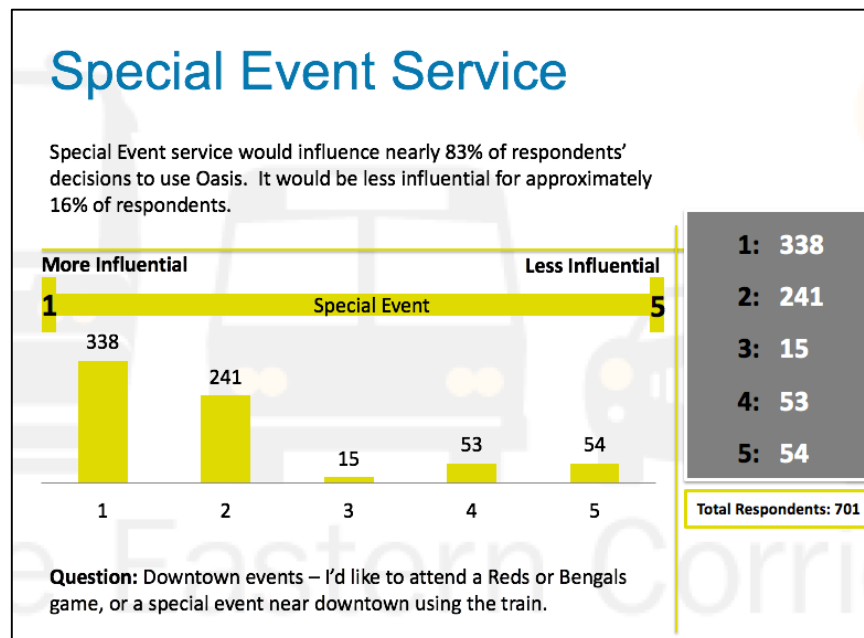
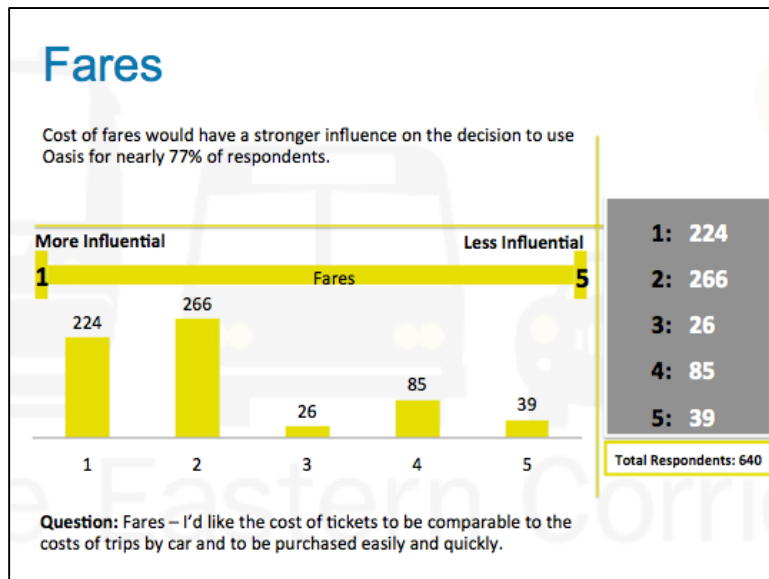


Figure C18: Relative Influence of Special Event Service as a Travel Mode Choice



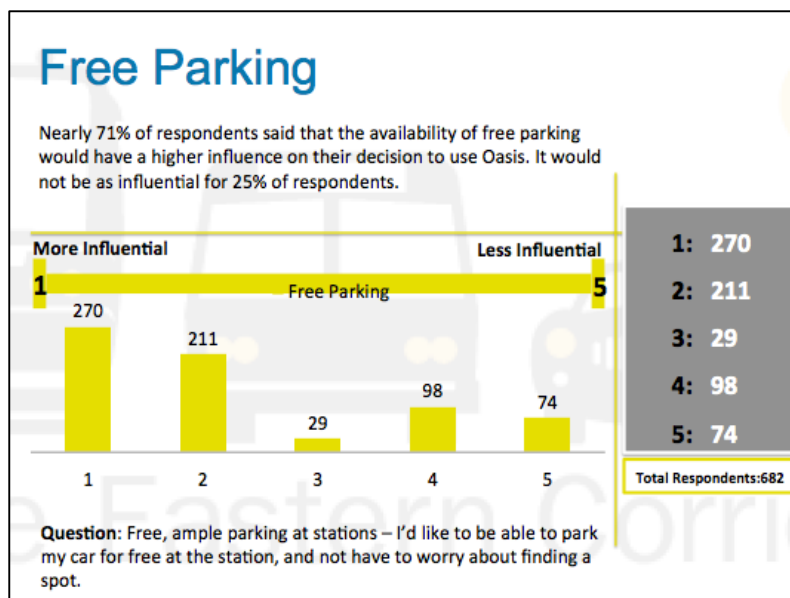
Survey responses show that the cost of fares will be important to respondents' decisions on whether or not to use Oasis. Approximately 77% gave ticket costs the higher influence ratings of 1 (35%) and 2 (42%), while 19% gave tickets costs the lower influence ratings of 4 (13%) and 5 (6%). Figure C19 shows the full distribution of responses.

Figure C19: Influence of Fares on Travel Mode Choice



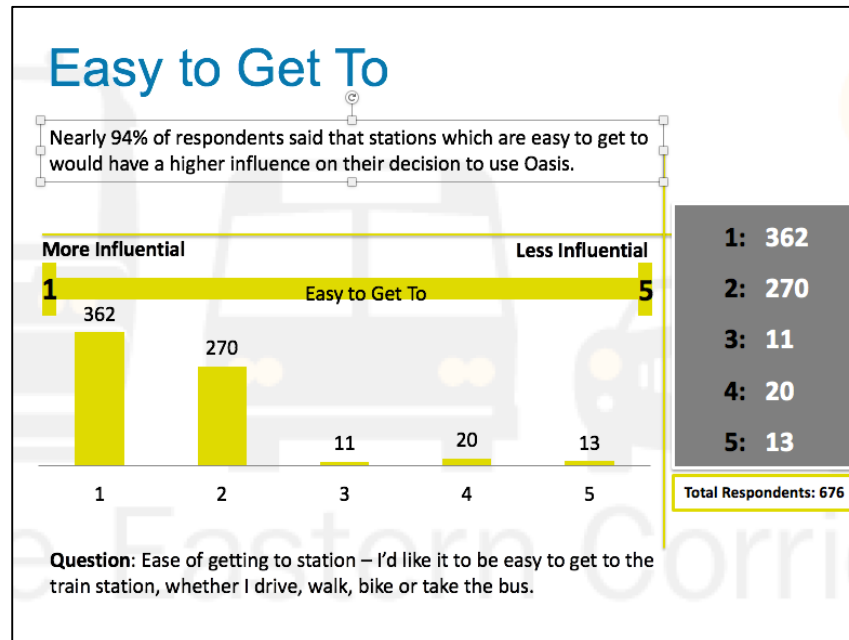
Free Parking: Availability of free parking was indicated by a significant number of survey respondents as an important factor in influencing their travel choice. However, while 71% said free parking would likely have a higher influence on their decision to use Oasis, approximately 25% said it would have less influence.

Figure C20: Influence of Free Parking on Travel Mode Choice



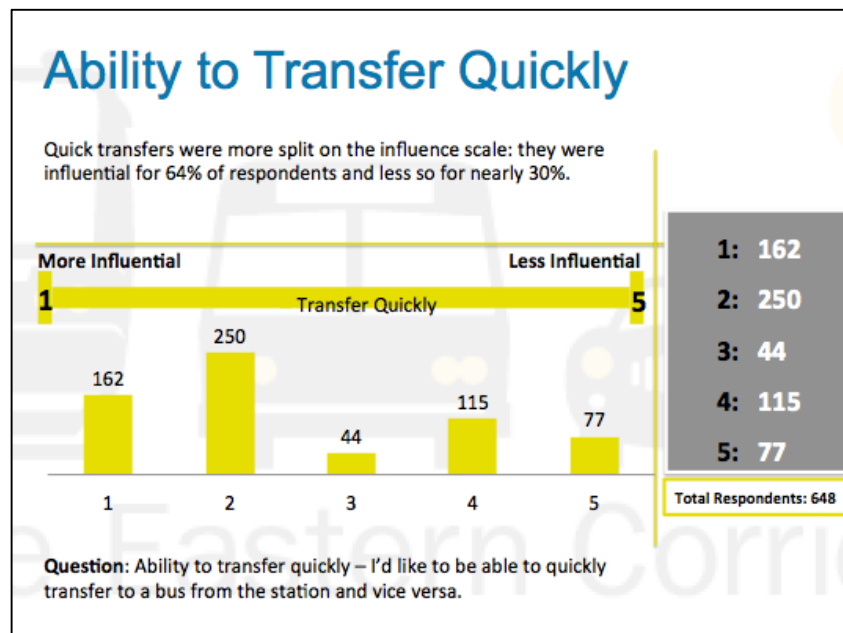
Access and Transfers: Easy access to an Oasis rail station by car, bus, bicycle or on foot appears to have a strong influence on respondents' decision-making. Approximately 94% gave this consideration the higher influence ratings of 1 (54%) and 2 (40%). Figure C21 shows the participants' responses on this factor.

Figure C21: Station Accessibility as Mode Choice Factor



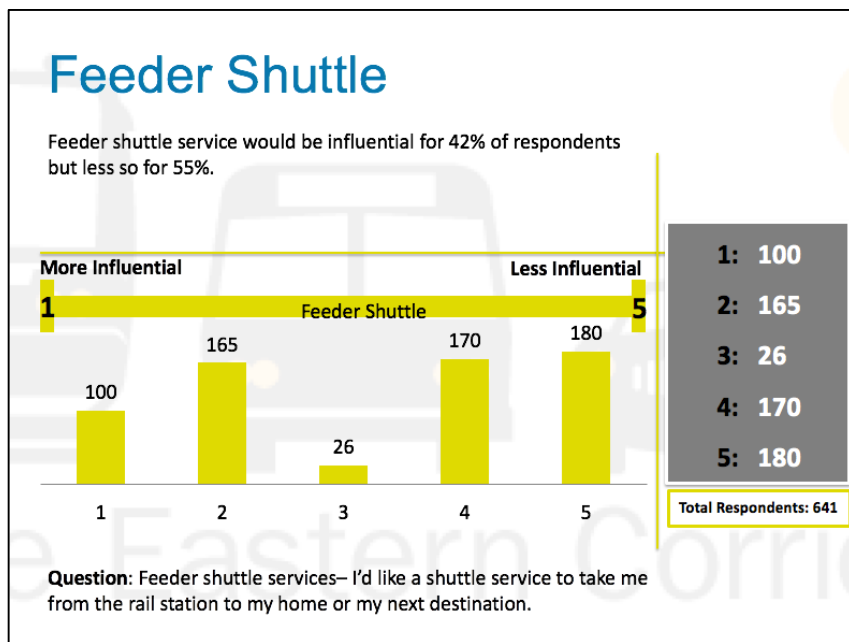
The ability to transfer quickly between Oasis and another travel mode (such as a bus, shuttle or streetcar) appeared to be an important consideration, though not as important as other factors, when making a decision to use Oasis. Figure C22 shows how influential the ability to transfer quickly was to respondents.

Figure C22: Influence of Transfer Opportunities on Travel Mode Choice



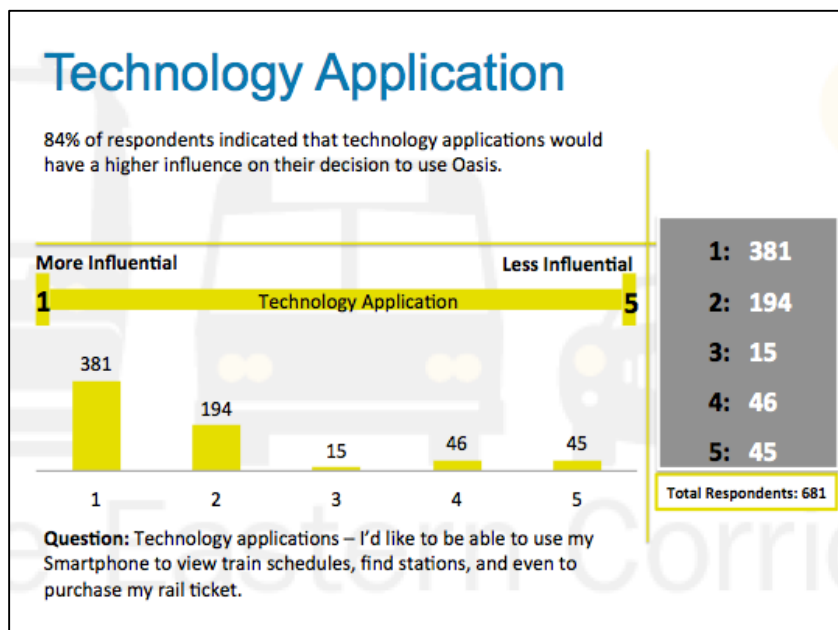
While the amount of time required for a transfer was seen as relatively important to survey respondents, the need for a feeder shuttle service was not as critical. Approximately 55% of respondents gave the concept the lower influence ratings of 4 (27%) and 5 (28%) and 42% gave it the higher ratings of 1 (16%) and 2 (26%). Figure C23 shows the full distribution of responses to this factor.

Figure C23: Availability of Feeder Shuttle Service in Travel Mode Choice



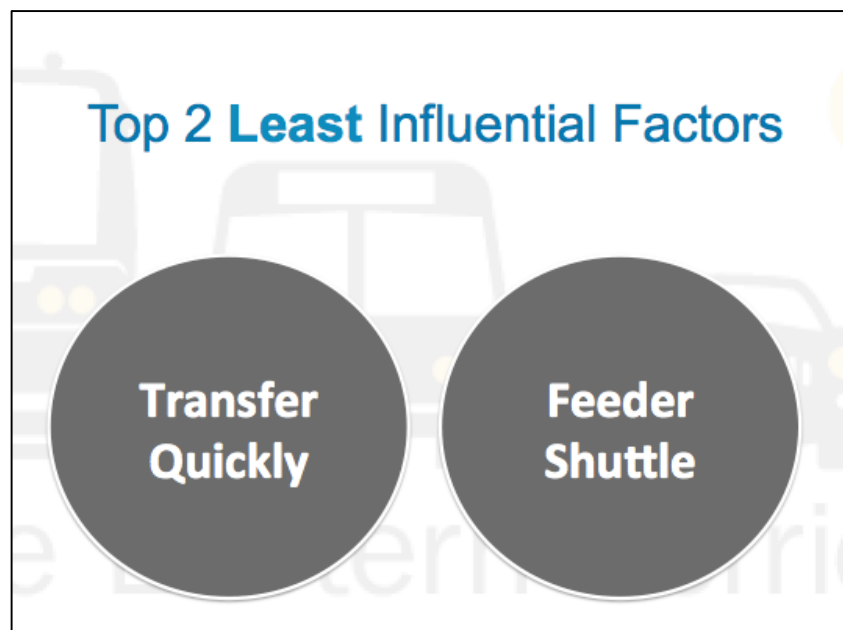
Technology Application: Other, albeit less-important, factors that could be influential for travelers when making a mode choice decision include the availability of rail service information via a smartphone application or online, as shown in Figure C24.

Figure C24: Service Schedule Information via Technology in Travel Mode Choice



Respondents had the ability to submit comments when answering questions pertaining to the various factors addressed in Tab 2 of the survey. All comments received, plus responses from the Project Team are documented in Section 4: Comments Received, Table C2.

In summary, the most and least important factors influencing anticipated use of the Oasis Rail Transit line appear to be:



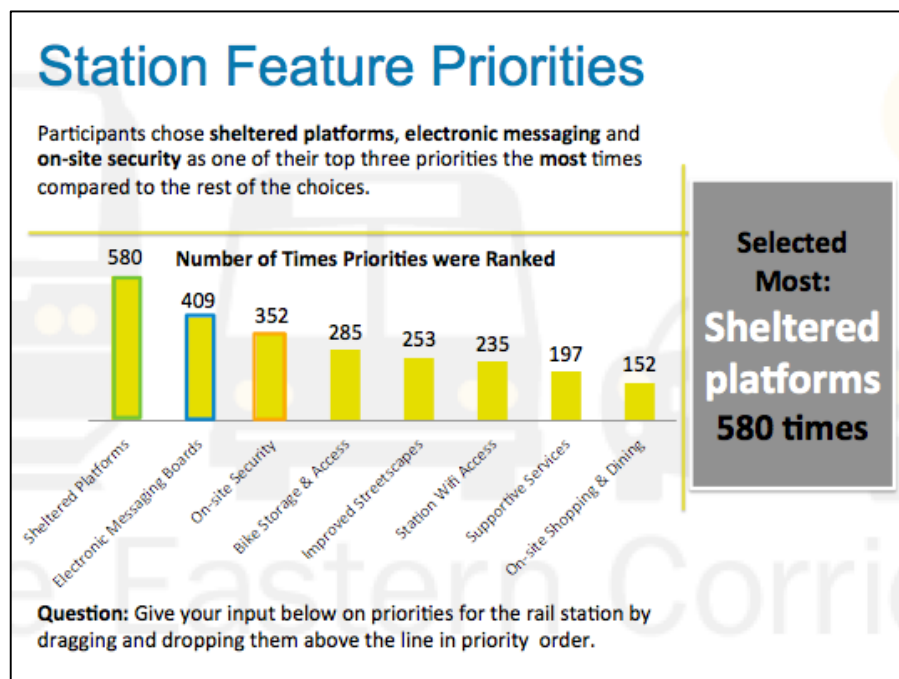
OASIS RAIL STATION FEATURES

Survey participants were asked to review a list of station features and select the three they felt were of highest priority for Oasis Rail stations. Options included:

- Sheltered platforms
- Electronic messaging (“Next Train”) boards
- Onsite security
- Bicycle storage
- Streetscape
- Wi-Fi access
- Supportive services in the station, and
- On-site shopping and dining at the stations.

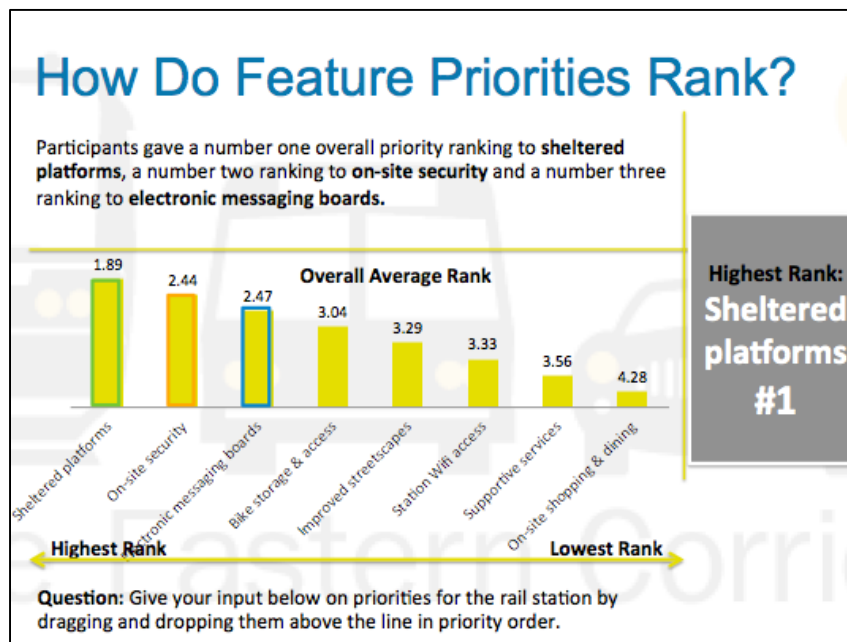
Figure C25 shows how often each factor was selected as a priority. This information could be important in determining which amenities might be provided at the various Oasis stations, pending funding availability.

Figure C25: Most Important Oasis Rail Station Amenities



Respondents were further asked to rank each of the priorities they selected in order of their relative importance to them. Sheltered platforms were most often ranked as the top priority, on-site security as the second highest and electronic messaging boards as the third highest priority. The distribution of rankings is shown in Figure C26.

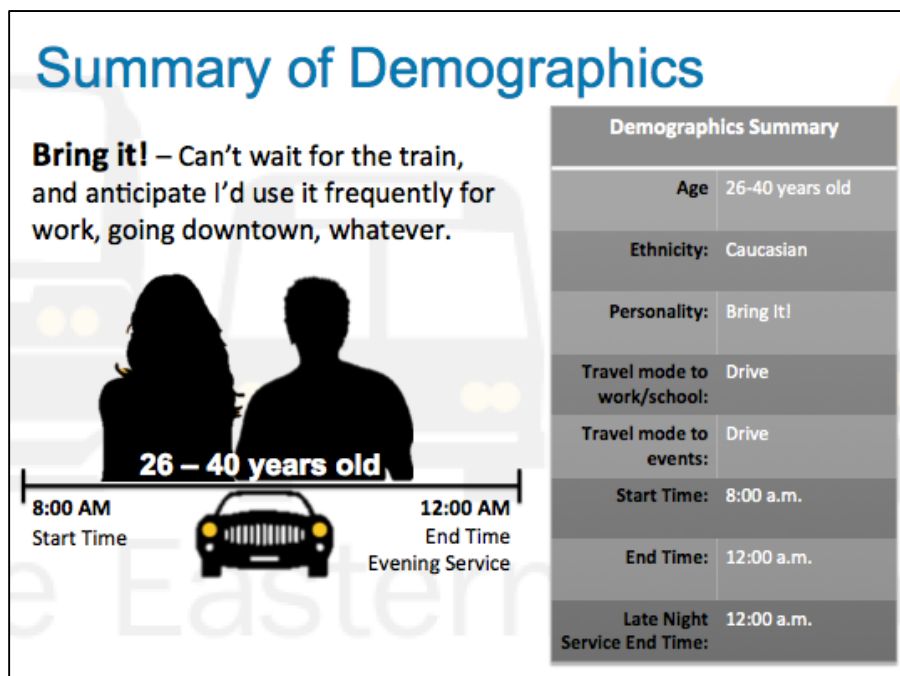
Figure C26: Ranking of Station Amenities by Relative Importance



SURVEY PARTICIPANT DEMOGRAPHICS

Survey participants were asked to provide demographic information which was used to better inform the Project Team on respondents' relative age, ethnicities, and "travel personalities." Figure C26 summarizes the "average" Oasis survey respondent.

Figure C26: Summary of "Average" Survey Participant Demographics



Additional demographic information is shown in the following Figures:

- Participant age ranges (Figure C27)
- Ethnicity (Figure C28)
- “Travel Personalities” (Figure C29) and Personality Descriptions (Figure C30)
- Current Travel Modes for Work/School (Figure C31) and Special Events (Figure C32)

Figure C27: Age Range of Survey Participants

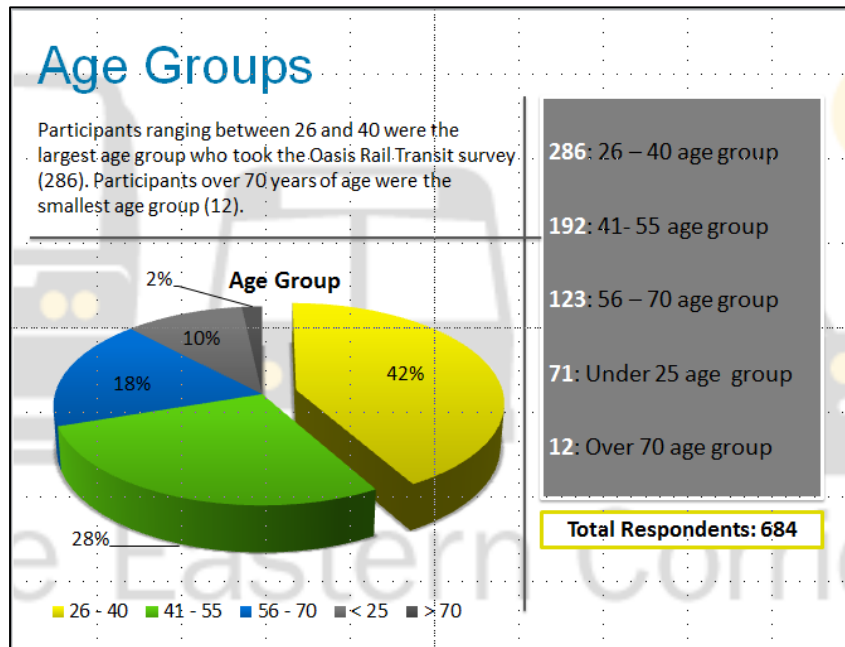


Figure C28: Ethnicity of Survey Participants

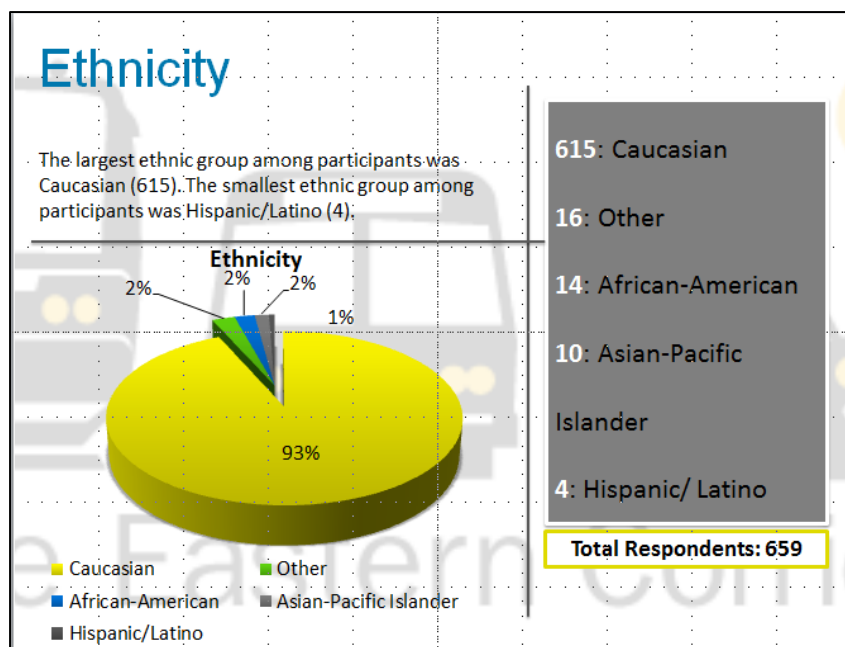


Figure C29: “Travel Personalities” of Survey Participants

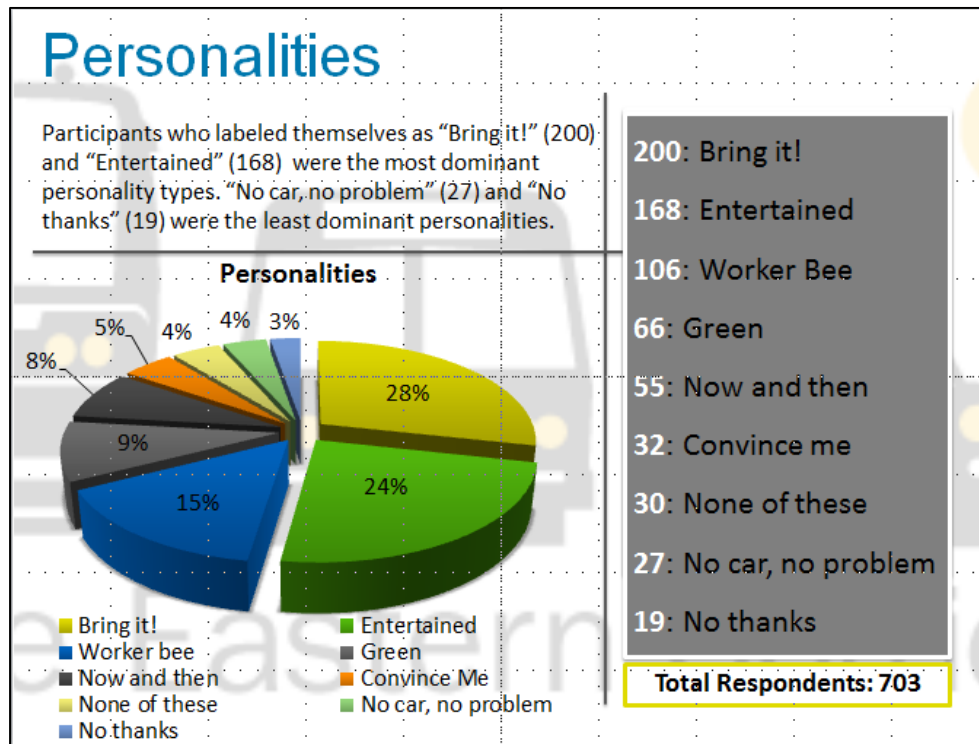


Figure C30: Personality Descriptions

Personality Descriptions	
<p>Worker bee – I’d use the train to get to/from work and school</p> <p>Entertained– I’d use the train because I want to save money and avoid parking hassles when I go downtown for things like sporting events and entertainment.</p> <p>Green– I’d use the train because I like to do what I can to reduce carbon emissions and support the environment.</p> <p>No car, no problem – Using a car isn’t something I do, so the train would be a good option.</p> <p>No thanks – I don’t think I’d use the train for anything.</p>	<p>Now and then – I might use the train for special events, depending on what else I have going on.</p> <p>Bring it! – Can’t wait for the train, and anticipate I’d use it frequently for work, going downtown, whatever.</p> <p>Convince me – sounds like a good idea, but I’m not sure about convenience/access/safety.</p> <p>None of these – but here’s a brief description of who I am as it relates to how and when I’d use the train.</p>

Figure C31: Current Travel Modes: Work/School

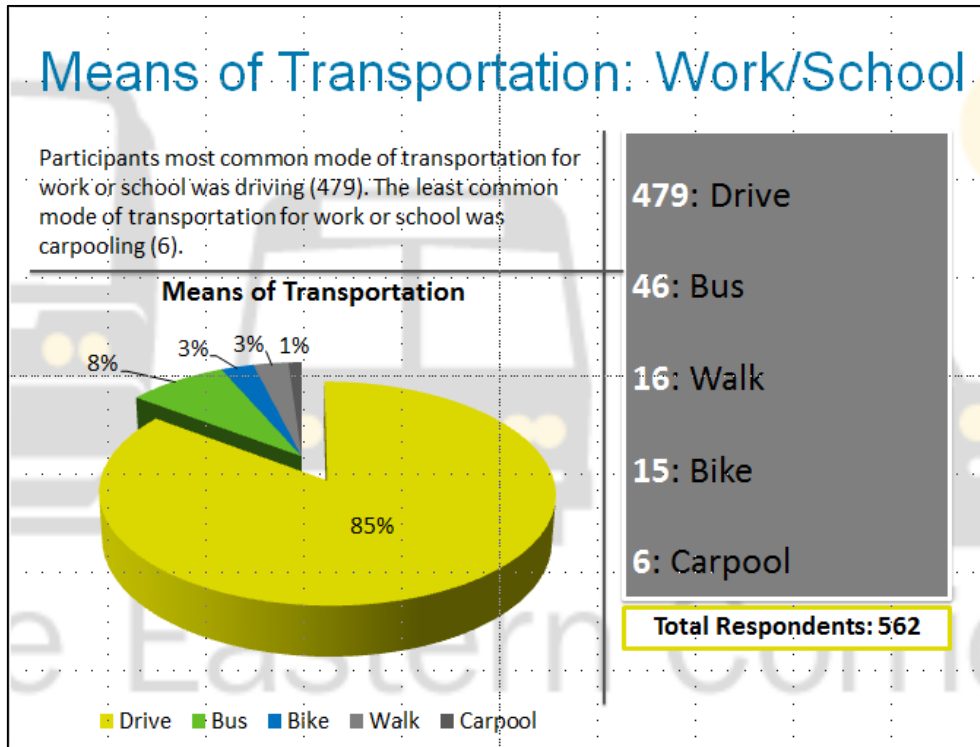
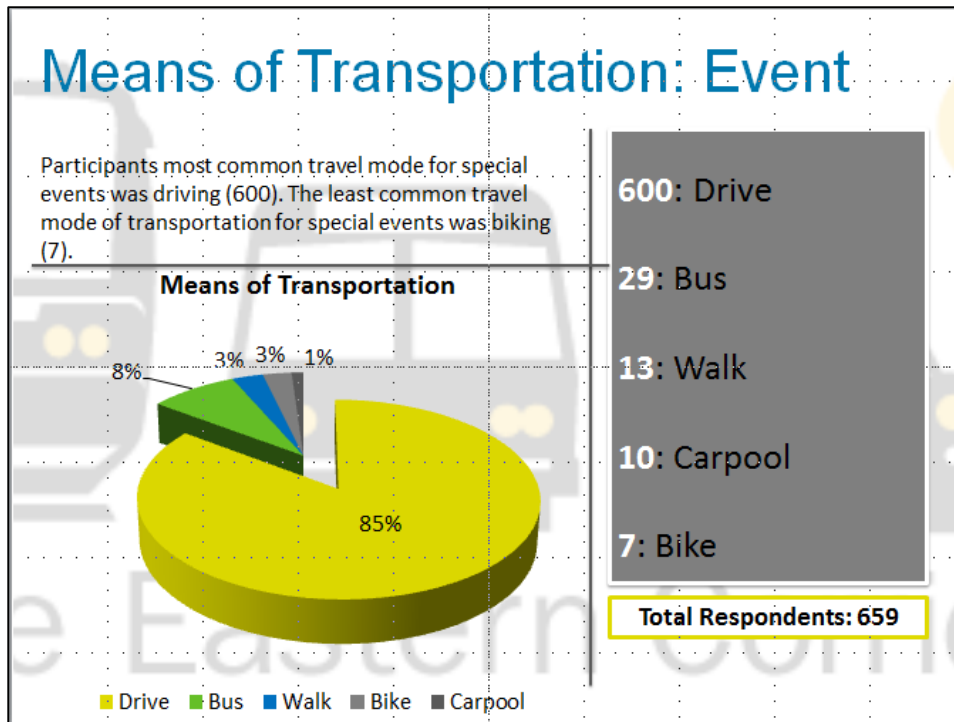


Figure C32: Current Travel Modes: Special Events



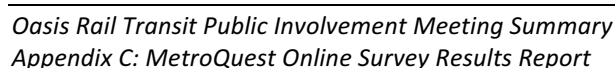
COMMENTS SUBMITTED

Tab 5 of the MetroQuest survey included space in which participants could submit comments for the Project Team's review and consideration. Seventy-two people chose to submit comments which have been placed in one the categories listed below. Comments that didn't fit into a specific category were placed into the Miscellaneous category. All comments received plus responses provided by the Project Team are documented in Table C3 in Section 4.

<u>COMMENT CATEGORY</u>	<u>NO. RECEIVED</u>
Support for Oasis/Would use rail transit if available	36
Against an Oasis Rail Transit line	6
Oasis wouldn't help me	5
Cost of Oasis is high	2
Comments pertaining to stations	2
Would like to see other rail lines established	8
Miscellaneous	13

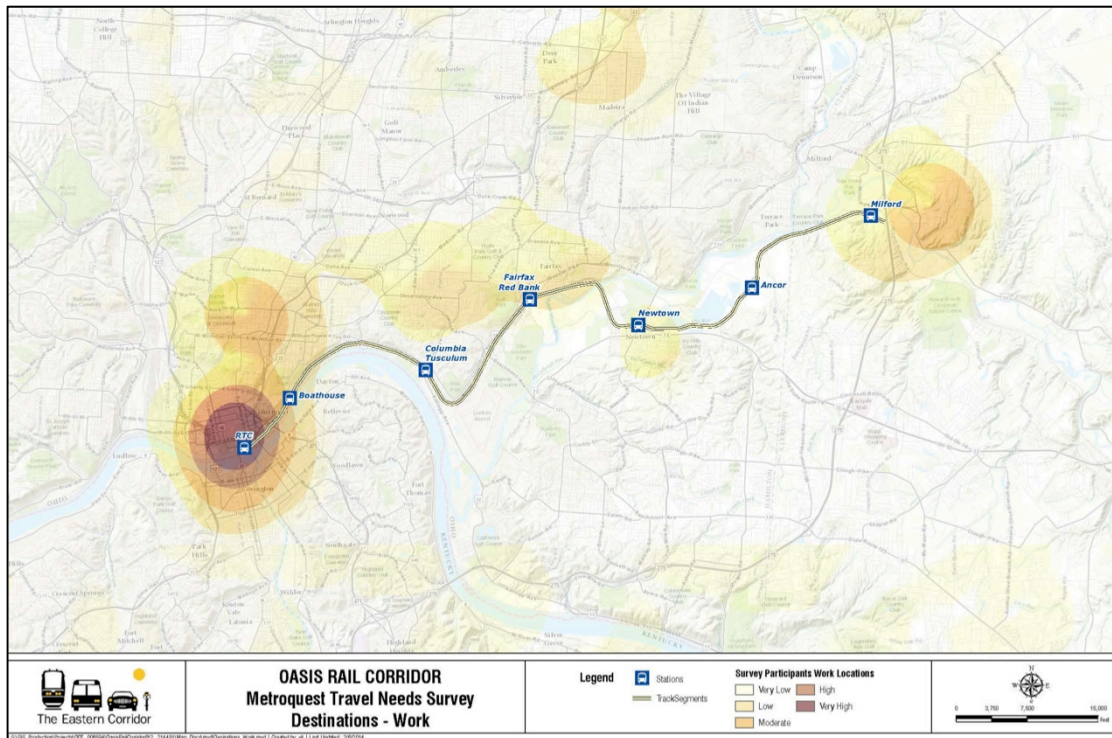
In addition to the information discussed on the preceding pages, survey participants also provided the Project Team with useful information on their travel habits and most frequent destinations for different trip types. This data will be instructive in refining the proposed service schedule and for future use in planning bus feeder routes between the Oasis stations and adjoining neighborhoods and activity centers.

Figure C33: Home Destinations of Survey Participants



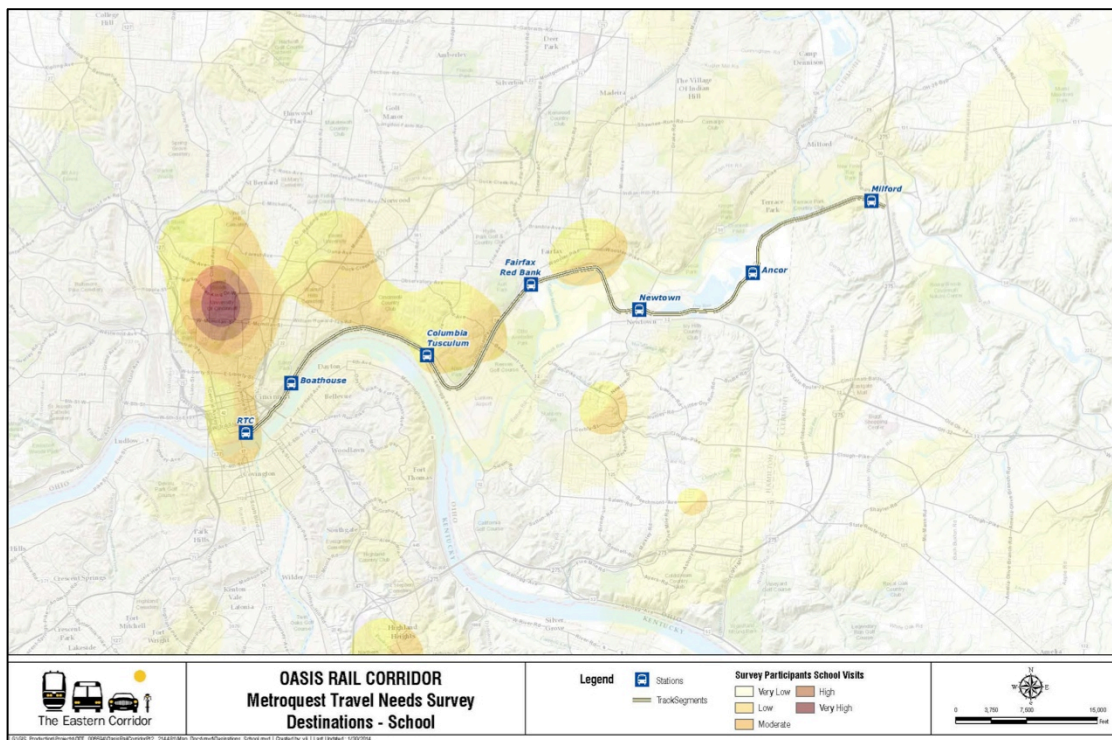
Work destinations show a much more pronounced concentration of responses, as shown in Figure C34. Downtown Cincinnati and Milford had the greatest number of responses, followed by the area around the Fairfax/Red Bank station location.

Figure C34: Work Destinations of Survey Participants



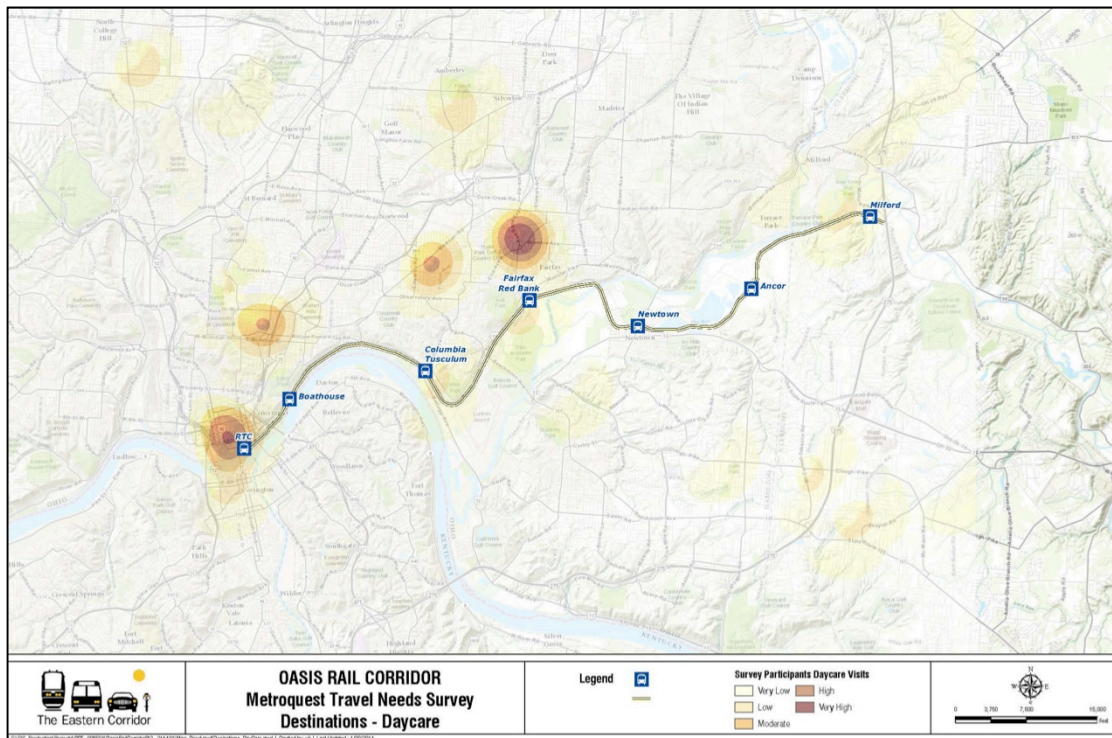
As would be expected, the locations of schools to which survey respondents (or their family members) travel are more evenly distributed throughout the project study area. At the University level, significant concentrations around the University of Cincinnati and Xavier University areas can be seen. Other significant school concentrations are near the Columbia Tusculum station area, and in Mariemont and Union Township.

Figure C35: School Destinations of Survey Participants



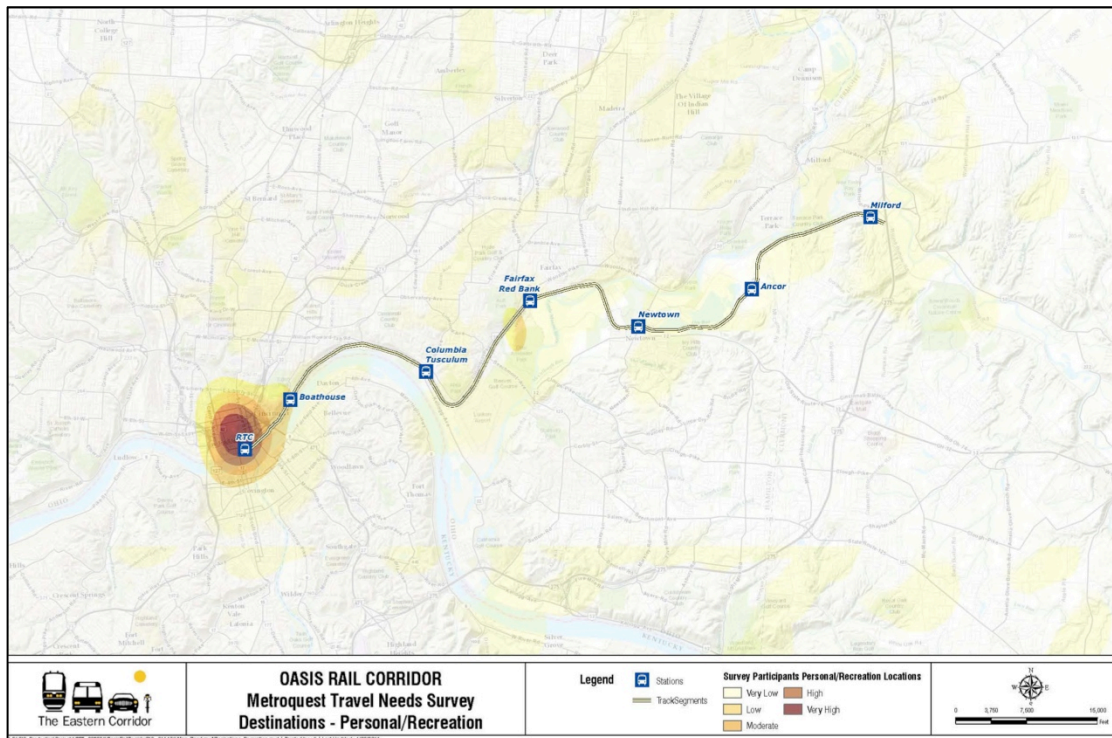
Oasis Rail Transit Public Involvement Meeting Summary
Appendix C: MetroQuest Online Survey Results Report

29



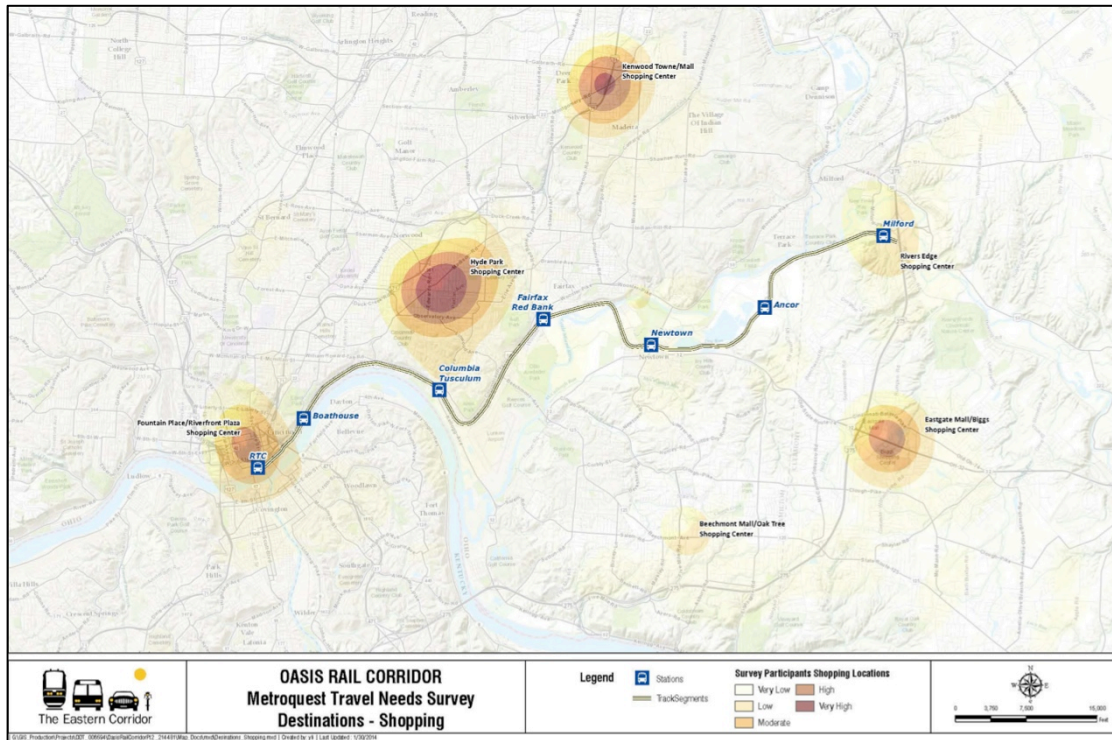
The Greater Cincinnati region features many opportunities for recreational and leisure activities. This wide range of options was borne out in the responses to a question about where respondents go for recreation/leisure purposes, as shown in Figure C37. Downtown Cincinnati, with its stadiums, arena, the Banks, Fountain Square, Music Hall, museums, parks and shopping, is a major destination for this trip type.

Figure C37: Personal/Recreational Destinations of Survey Participants



Shopping destinations tended to concentrate among major shopping centers in the Hyde Park, Kenwood, Eastgate, downtown Cincinnati and Milford areas, all of which generate large numbers of trips, as shown in Figure C38.

Figure C38: Shopping Destinations of Survey Participants



Looking beyond reporting destinations for existing trip types, survey participants were asked to provide the Project Team with suggested locations for new infrastructure projects. The results could be located within the Oasis/Eastern Corridor study area or anywhere. Responses to this question are shown in the following figures by suggested project type, including:

- Bus stops (Figure C39)
- Bicycle connections (Figure C40)
- Roadway improvements (Figure C41)
- Pedestrian enhancements (Figure C42)
- Streetscape improvements (Figure C43)
- Neighborhood enhancements (Figure C44)

Figure C39: Suggested Bus Stops

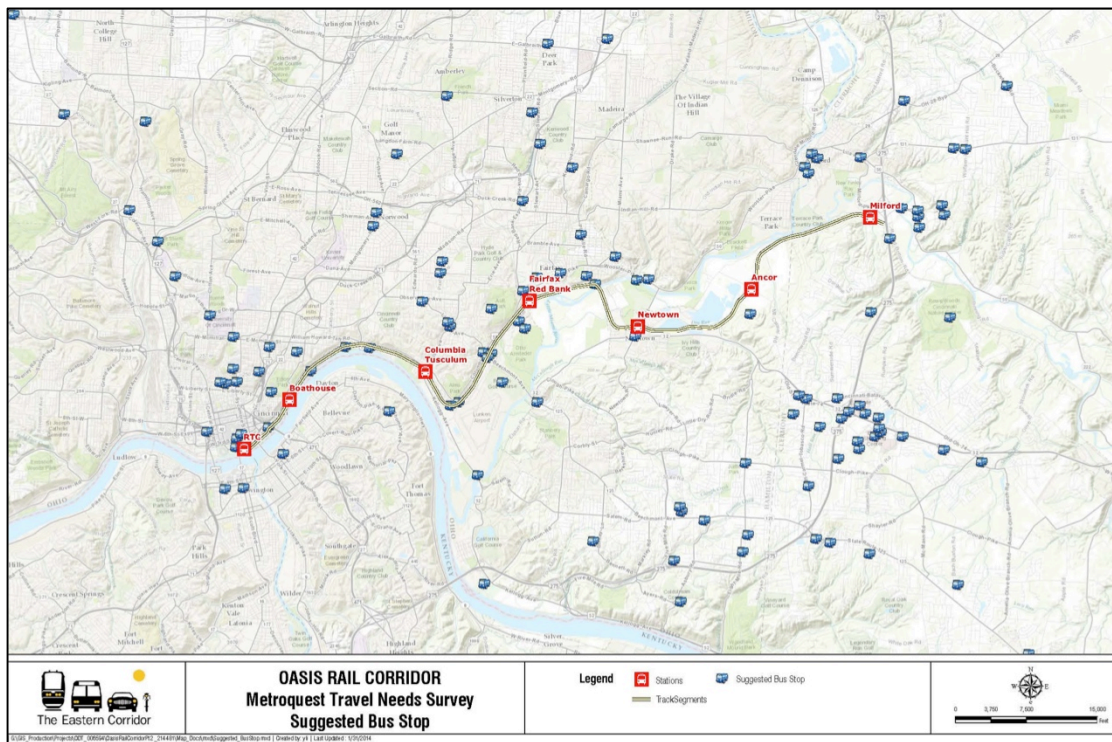


Figure C40: Suggested Bicycle Connections

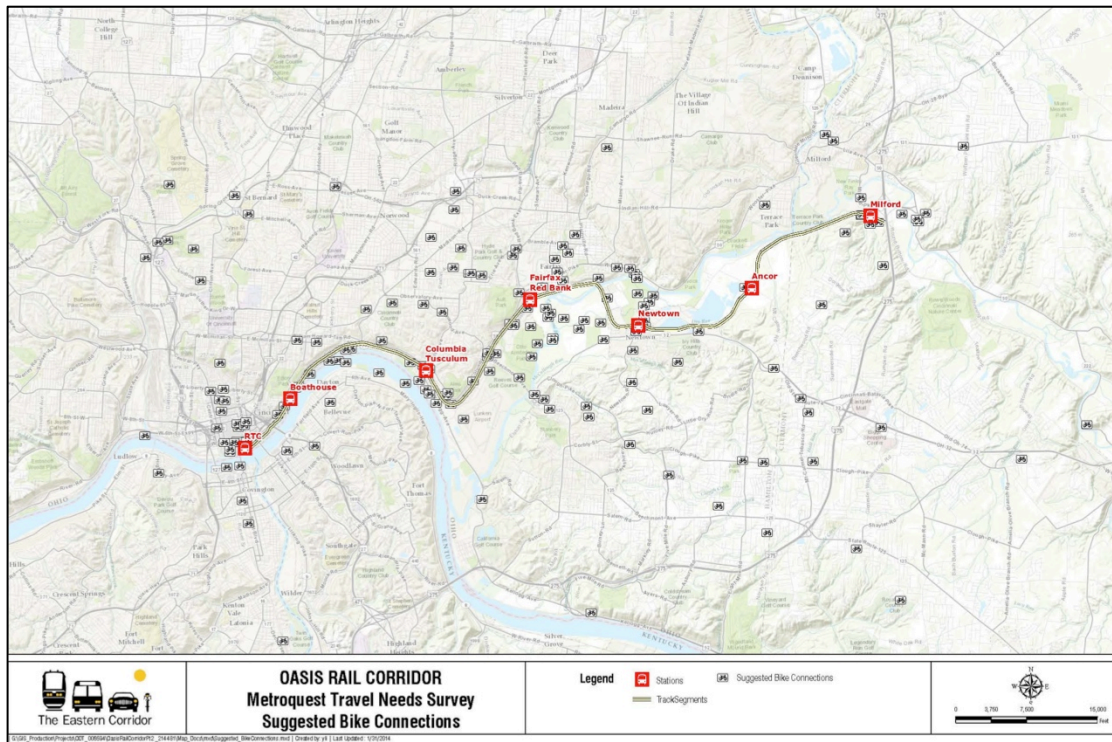


Figure C41: Suggested Roadway Improvement Projects

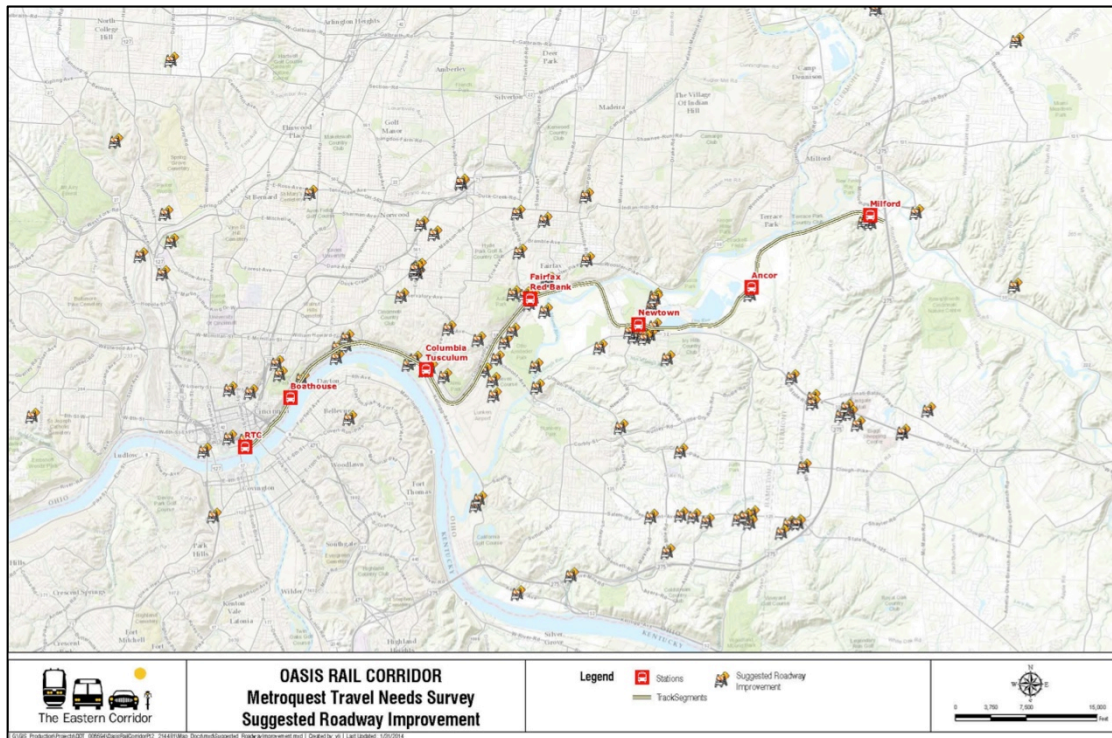


Figure C42: Suggested Pedestrian Enhancement Projects

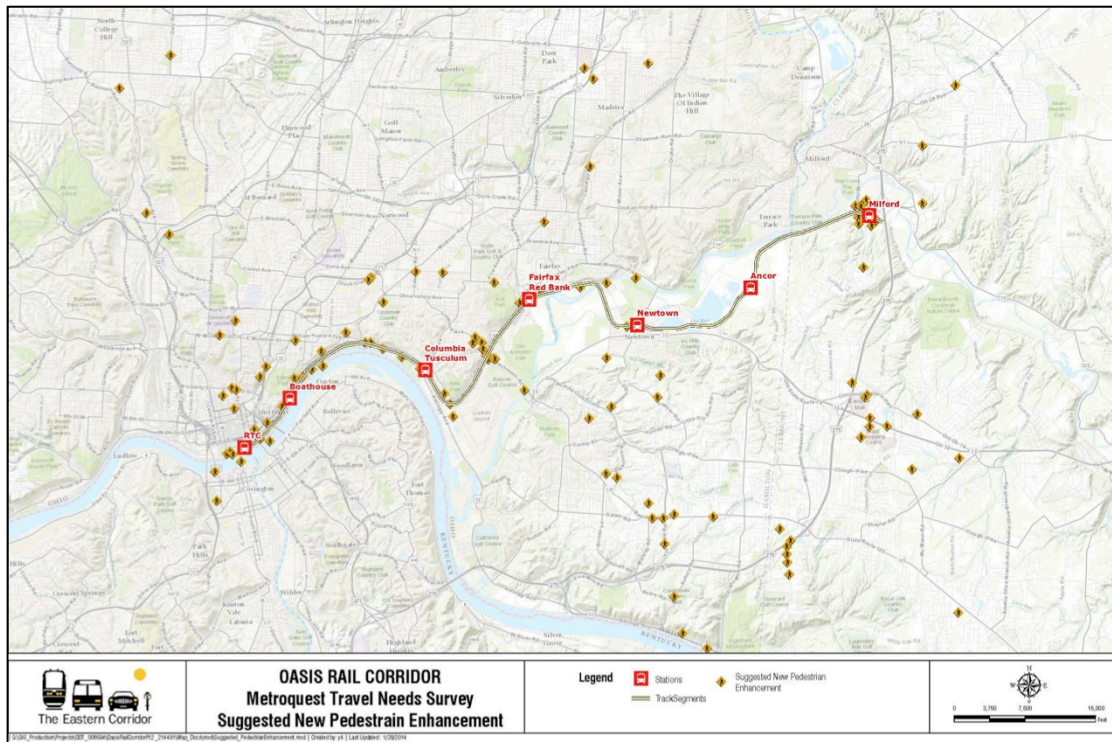


Figure C43: Suggested Streetscape Improvement Projects

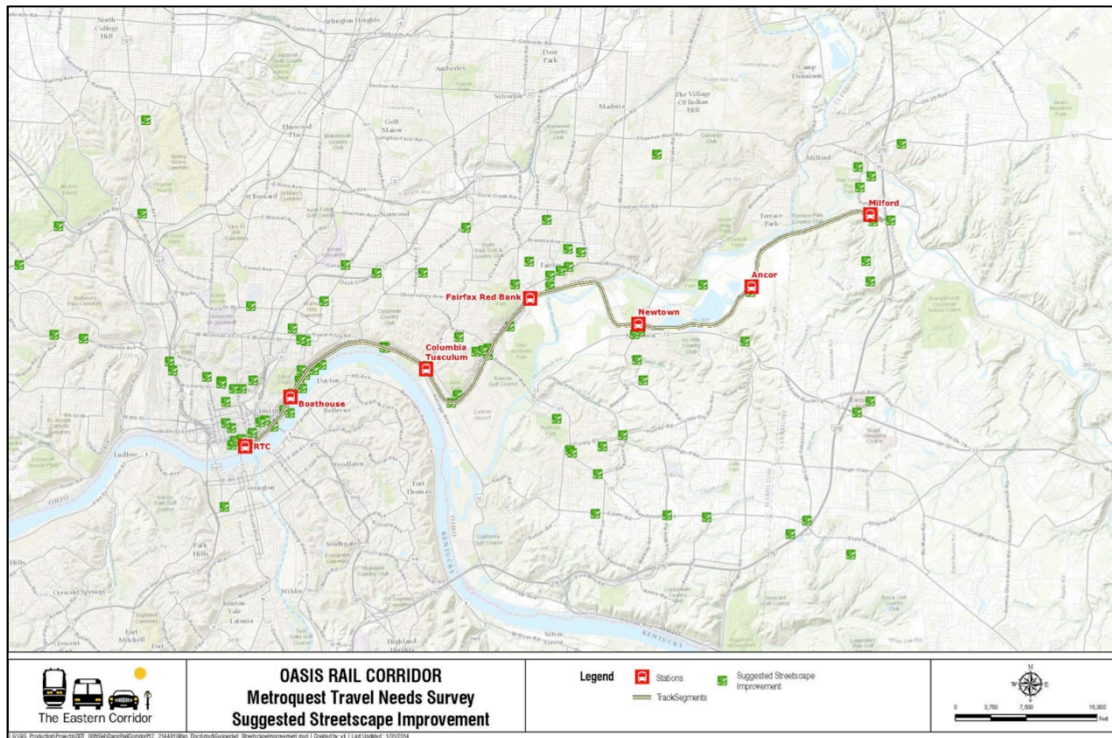
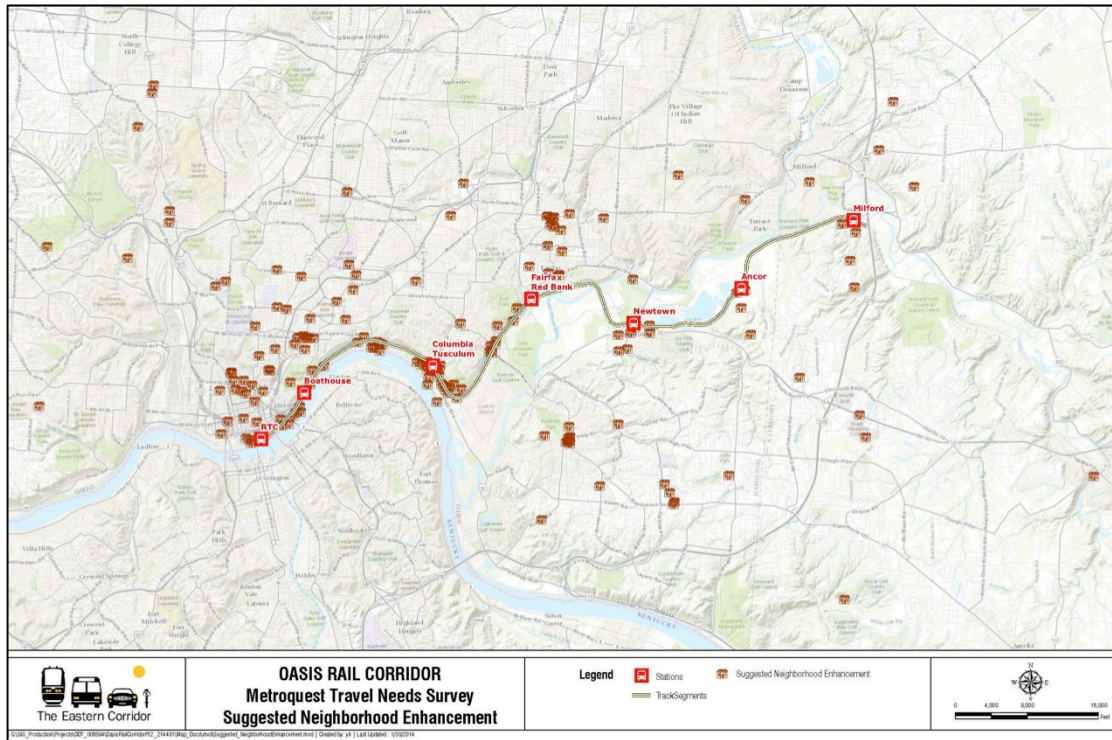


Figure C44: Suggested Neighborhood Enhancement Projects



Respondents' suggestions about additional transportation-related infrastructure projects were provided to the appropriate Oasis Partner agencies including the Ohio Department of Transportation, the Hamilton and Clermont county transportation improvement districts, the City of Cincinnati, OKI and SORTA, for their review and future consideration.

SECTION 4: COMMENTS RECEIVED

Various pages within the MetroQuest survey provided respondents with the opportunity to submit comments. The following pages document the comments received as well as responses provided by the project team.

TABLE C1: TAB 2, MOVING INTO THE FUTURE—PRIORITIES.

The following table documents the PRIORITIES ADDED by respondents using the Add A Priority option at the end of the list.

Comment Category	Comment Received	Response Provided/Action Taken
Add a Priority	Location of right of way...feel strongly that existing tracks should be used in lieu of destroying communities!	Within Oasis Segment 2, the existing Right-of-Way (ROW) will be used, with new stations and upgraded track and signals. In Segments 1, 3, and 4, the rail alignments have not been finalized. An alternative requiring more detailed analysis includes a shared alignment with relocated SR 32 in Segment 3. Alignments to Milford (Segment 4 and Eastgate) are being studied as well as a connection between the Boathouse and RTC in Segment 1.
Add a Priority	Utilize existing tracks in lieu of destroying communities!	Within Oasis Segment 2, the existing Right-of-Way (ROW) will be used, with new stations and upgraded track and signals. In Segments 1, 3, and 4, the rail alignments have not been finalized. An alternative requiring more detailed analysis includes a shared alignment with relocated SR 32 in Segment 3. Alignments to Milford (Segment 4 and Eastgate) are being studied as well as a connection between the Boathouse and RTC in Segment 1.
Add a Priority	Increased mobility for immigrants and those with low access to transportation	The Oasis rail service would provide increased mobility and transportation options for everyone living within its service area, including households dependent on public transportation.
Add a Priority	Noise Abatement	The Oasis rail service is being designed to minimize noise impacts. Vehicle types and the incorporation of Quiet Zone Supplemental Safety Measures at rail crossings are being considered to reduce noise impacts. Additionally, noise studies are to be performed along the route in future steps of the project to determine if noise mitigation strategies are to be required for adjacent communities.
Add a Priority	Maintenance of current neighborhoods	Station planning has included input from the impacted neighborhoods and allowed the development of options to enhance current trends and plans. Ongoing outreach is a priority.

Comment Category	Comment Received	Response Provided/Action Taken
Add a Priority	Lower carbon footprint	The use of rail as a transportation option will provide a lower overall carbon footprint for the service than the equivalent use of single-occupancy vehicles to provide for the same trips.
Add a Priority	Lower carbon footprint (Repeated comment from same user)	The use of rail as a transportation option will provide a lower overall carbon footprint for the service than the equivalent use of single-occupancy vehicles to provide for the same trips.
Add a Priority	Preserve Newtown, the Little Miami Golf Center in full, and not route a big hiway [sic] right through the middle	There is an alternative (which has not been finalized) that would include the rail alignment (Segment 3) in the relocated SR 32 roadway ROW, but this effort is being conducted separate from the Oasis work to this point. At this stage, the Funding Partners are considering implementing a first phase of operation in Oasis Segments 1 and 2.
Add a Priority	Low cost	Minimizing cost is always an important project consideration and various cost saving options are being considered. This has to be balanced with the need to provide a viable long term service.
Add a Priority	Cost	Minimizing cost is always an important project consideration and various cost saving options are being considered. This has to be balanced with the need to provide a viable long term service.
Add a Priority	Help with the Climate Change crisis	The Oasis rail service could provide an alternative to reduce Vehicle Miles Traveled within the service area, along with the air pollution and impacts associated with automobile use.
Add a Priority	Cost, stupid	Minimizing cost is always an important project consideration and various cost saving options are being considered. Costs are balanced with the need to provide a viable and effective service meeting the needs of the communities and population.
Add a Priority	71 and 71 get rail first	The Oasis Rail Corridor is moving forward as part of the Eastern Corridor Program of projects, which includes roadway, rail, bus, TSM, and pedestrian and bike facilities. Other potential rail corridors, such as that suggested to run parallel to the I-71, may be advanced for planning consideration sometime in the future under a separate initiative. Both projects would be part of a larger regional transit network and system.

Comment Category	Comment Received	Response Provided/Action Taken
Add a Priority	It is the economics, stupid	The objective of the current planning for the Oasis rail service is to determine the preferred alignment and associated capital and operating costs, as well as funding options, so that the Funding Partners and the public can make informed decisions on whether or not to proceed toward construction and operation. It is also crucial to address the purpose and need of the project as provided for in the Tier 1 EIS Record of Decision.
Add a Priority	Energy efficiency and sustainability, interconnectivity across modes.	The Oasis rail service is being planned with an eye toward providing an integrated, intermodal transportation option as part of the Eastern Corridor Program of projects. Energy efficiency and sustainability are key considerations.
Add a Priority	No tax subsidies for transportation	Our current system of funding for transportation - regardless of the mode - provides subsidies for different transportation options at differing levels of support. Various funding strategies are being developed and considered to address the purpose and need for the Eastern Corridor Program of projects.
Add a Priority	As it stands, it takes about 15 min to 30 min to get to I-71 from Newtown, Ohio. In Morning it can take longer	Planning to address future travel times and to provide options to travel by automobile is an important element of the Oasis rail service and of the Eastern Corridor Program of projects.
Add a Priority	Slow traffic down for neighborhoods	With the introduction of a passenger rail corridor and service in the Eastern Corridor, future demand can be more easily accommodated, thus providing an alternative to driving.
Add a Priority	At par with bigger cities (NY, Chicago, SF, etc.)	The Cincinnati region does not yet have much experience with rail. The Oasis rail service could be the first component of a regional rail network, such as those in the bigger cities you reference, providing new travel options.
Add a Priority	Good fiscal and financial responsibility	The Eastern Corridor Project Funding Partners are committed to providing travel options for the region that demonstrate responsible use of public resources to provide a broad range of options to meet future land use and travel demand needs.
Add a Priority	Plenty of weekend options	The feedback provided will be of assistance in refining the conceptual service

Comment Category	Comment Received	Response Provided/Action Taken
		schedule for the Oasis rail service.
Add a Priority	Effects on Communities	We believe that the introduction of a new, rail-based travel option can be of positive benefit to both the communities in which stations will be located and to the overall service area in that it can draw riders out of their automobiles, as well as provide new linkages for those who'd like to travel on foot or by bicycle. Proper Station Area Planning and community support and implementation can enhance the community.
Add a Priority	Improve commute times	The potential commute option offered by the Oasis rail service could result in an improved commute for its users, through consistency and reliability of travel time. OKI's travel model forecasts indicate that the average automobile travel time is likely to increase as a result of future roadway congestion.
Add a Priority	Reduce the environmental impact to the Little Miami River	Minimizing environmental impacts is always a consideration in planning and design for transportation improvement projects such as the Oasis rail service. State and Federal oversight agencies will be reviewing the recommendations coming from further environmental study and recommendations.
Add a Priority	I want mass transit that will economically sustain itself	Sadly, no investment in transportation (whether roadways, rail, transit, bicycle or pedestrian) completely "sustains" itself, and all are dependent on funding to assist with operations and maintenance. The Funding Partners continue to look at innovative ways to provide an economical and cost effective service.
Add a Priority	Share bikes, shuttles, train, to make it easy to travel from and to all neighborhoods	The Eastern Corridor Program includes projects of various modes and was designed to improve connectivity in the region. Feeder buses and pedestrian and bike facilities to connect riders between the stations and surrounding neighborhoods will be a part of the Oasis rail service, and will be planned for as part of the service's development.
Add a Priority	Cost effectiveness	Minimizing cost is always an important project consideration and the Funding Partners continue to look at ways to provide a costs effective project.

Comment Category	Comment Received	Response Provided/Action Taken
Add a Priority	Weekend travel to downtown or other local cities from Mariemont using bike, rail, trolley (anything but a car - go green)	The Oasis rail service could provide an alternative to reduce Vehicle Miles Traveled within the service area, along with the impacts associated with automobile use, and is certainly supportive of walking and bicycling.
Add a Priority	Lower cost alternatives both initial and ongoing	There is a low and high range for capital cost estimates, and for operations/maintenance expenses. Options to provide cost effective operations are being considered.
Add a Priority	Communication - ways to let people know when a street or travel mode is jammed up due to something. And an alternative suggestion.	Increasingly, such information is available through technologies (often referred to as Intelligent Transportation Systems) like roadside messaging signs, and via applications on our Smartphones. For Oasis, providing next train information both at the stations and via an application will be considered.
Add a Priority	Cost effectiveness versus other forms of travel, e.g. less expensive than by car and paying for parking	Many commuter rail operators use the total costs of driving (including vehicle acquisition, operation, parking, maintenance and insurance) in establishing their fare structure, and this is an option that will be considered by Oasis when the time comes.
Add a Priority	Cost	Minimizing cost is always an important project consideration and the Funding Partners continue to look at ways to provide a costs effective project.
Add a Priority	Maintain Newtown business viability	We believe that the addition of Oasis rail service may have a positive effect on Newtown and its businesses. The introduction of new access and ridership at a Newtown station could provide opportunities for increased patronage.
Add a Priority	Minimal increased noise pollution	The Oasis rail service is being designed to minimize noise impacts through the incorporation of Quiet Zone Supplemental Safety Measures at rail crossings and introduction of modern rail vehicles.

Comment Category	Comment Received	Response Provided/Action Taken
Add a Priority	Preserving quality of life in neighborhoods	The 2008 Public Transportation Fact Book (from the American Public Transit Association) notes that "public transportation fosters more livable communities." The Oasis rail service could be part of preserving and enhancing that quality of life within the Eastern Corridor.
Add a Priority	Adding to a rail network	The Oasis rail service represents the first component of a regional rail network for the Greater Cincinnati/OKI region.
Add a Priority	Easy access to downtown Cincinnati	The Oasis rail service would add another option for those looking to travel to and from downtown.
Add a Priority	How do you balance the will of property owners directly impacted in a negative way along the way who DON'T want this "in their yard" vs. the person say in Milford who "might want to take it to a ball game sometime"?	The project development process has been established to consider impacts of the project on the natural and man made environment. It is the Funding Partners objective to first avoid, second minimize, or third mitigate impacts.
Add a Priority	How about noise, strangers, drugs, crime at the stations, all traits that diminish the value of the property?	The Oasis rail service would provide a new option for traveling between downtown and communities along the Eastern Corridor, as well as can serve as the first component of a regional rail network. As to your suggestion that the introduction of transit would be "spreading more crime to the suburbs", while this is a commonly-expressed fear, it is not matched by statistics. A 2006 study conducted by the San Diego Association of Governments (with funding from the California Department of Transportation) found no correlation to any increase in crime after the introduction of a transit station (http://sandiegohealth.org/sandag/publicationid_1483_10995.pdf)
Add a Priority	Care to pay me top dollar to buy my home before all the progress?	No determination as to needed property acquisition to support the rail service or for stations has been made at this phase of project planning. Any acquisition that may be required will follow strict state and federal guidelines.
Add a Priority	Have the project financially viable for construction and operations	The intent in this phase of planning is to identify a preferred alternative complete with details for consideration by the Funding Partners.

Comment Category	Comment Received	Response Provided/Action Taken
Add a Priority	Noise	The Oasis rail service is being designed to minimize noise impacts through the selection of a modern rail vehicle and the incorporation of Quiet Zone Supplemental Safety Measures at rail crossings.
Add a Priority	Affordability	The fares for Oasis rail service will likely be equal to or less than the equivalent cost of driving, with discounts for monthly passes.
Add a Priority	Aesthetic design and route planning	The station designs will be informed by the community's input, both from an overall system look to the potential individualization of stations.
Add a Priority	No rail service disturbing the neighborhood. This survey is loaded and biased. Where is the no rail option.	A no-build alternative was evaluated in the Tier 1 EIS and will continue to be an option moving forward. The Tier 1 EIS Record of Decision included passenger rail as a viable option to address the purpose and need.
Add a Priority	Quiet neighborhood free of rail noise	The Oasis rail service is being designed to minimize noise impacts through the choice of rail vehicle and the incorporation of Quiet Zone Supplemental Safety Measures at rail crossings. Additionally, noise studies are to be performed along the route during future steps of the project to determine if noise mitigation strategies are to be required for adjacent communities.
Add a Priority	Need to make sure there is a greenbelt planned around these activities	Given the available right-of-way for rail operations, and the need to maintain it, provision of a greenbelt as you suggest may not be possible, but enhancements will be considered where appropriate and needed to support local land use plans.
Add a Priority	Comfortable facilities	The Oasis rail service stations and vehicles will be designed to provide a reliable, comfortable travel experience.
Add a Priority	Want to avoid need for a car/driving	Having an option for travel that doesn't require an automobile is what the Oasis rail service is all about - expanding the transportation network to serve trips using all modes and providing options to travelers.
Add a Priority	Scenic Route	Oasis Segment 2 is confined to the existing freight rail corridor. The final alignment for Segments 1, 3, and 4 have yet to be determined.
Add a Priority	Reduced use of fossil fuel	The Oasis rail service could reduce the overall use of fossil fuel as compared to automobiles.

TABLE C2: TAB 2, MOVING INTO THE FUTURE – PRIORITIES

The following table documents the comments received pertaining to the various priority options provided to respondents and responses offered by the Project Team.

Comment Category	Comment Received	Response Provided/Action Taken
Air Quality	The ideal vehicles for low carbon footprint are electric LRVs running on renewable electric energy.	Electric-powered rail vehicles were examined but eliminated from consideration due to a number of issues, including the stage of development of the technology. From a low-carbon footprint perspective, electricity might not be the best choice, either. According to the Public Utilities Commission (www.puco.ohio.gov) 77.87% of Ohio's electricity came from coal-fired plants. As technology progresses, new options may be presented and considered.
Air Quality	I like how in other cities I can hop from bus, train, trolley, subway, taxi, etc. Here it is too inefficient. I also know I won't stand out in the cold, snow, rain, etc. It was so easy in NY, Seattle, San Diego, Europe, etc. The routes must be timely and efficient	The proposed schedule for Oasis rail service is being refined based on the comments and input we've received from the public.
Air Quality	Air Quality is very important and clean air is a MUST!	The Oasis rail service would represent a more-environmentally sensitive travel option relative to travel by automobile, and even more so if combined with walking and/or bicycling.
Bicycle Facilities	I do not own a car. I walk, bike and bus everywhere. A lifestyle has emerging out of this "limitation"	Providing additional ways by which to get around is one objective of the Oasis rail service.

Comment Category	Comment Received	Response Provided/Action Taken
Bicycle Facilities	My preference for mode of transportation is bicycling, but to do that takes into account most of the other desired priorities - I need to have a safe route, without having to go way out of my distance and time range; congestion affects my safety as well as air quality - particularly when breathing car exhaust. When not able to take my bike my next preferences would be pedestrian and public transportation with bicycle/pedestrian extension capabilities. I also like to be able to easily see and visit the neighborhoods I bike through - one of the reasons I prefer biking.	The Eastern Corridor Program is committed to establishing good linkages to existing bicycle facilities, and to accommodating (to the extent possible given rail operational needs) non-motorized transportation facilities where sufficient right-of-way exists and will not be required to meet future rail needs. Oasis Stations located along the corridor can provide good connectivity by bike and pedestrian.
Bicycle Facilities	Bicycle storage on train is important and the entire route should be established as a multi-use trail until such time as the rail portion can be built, as a rail line with an adjacent trail.	The Eastern Corridor Program is committed to establishing good linkages to existing bicycle facilities, and to accommodating (to the extent possible given rail operational needs) non-motorized transportation facilities where sufficient right-of-way exists and will not be required to meet future rail needs. Oasis Stations located along the corridor can provide good connectivity by bike and pedestrian. As the planning proceeds to selecting the vehicle interior arrangements, the public will be actively solicited on how to best accommodate bikes onboard the rail cars.
Bicycle Facilities	Make sure Oasis corridor reserves space for the Ohio River trail from Lunken to Smale park.	Rail traffic controller modeling has identified that, given future rail needs, it may not be possible to accommodate a non-motorized transportation facility in much of Segment 2, as two tracks will be needed to provide reliability and sufficient capacity to move along the corridor. Beyond those areas identified as needed for rail operations, there can be opportunities to share the excess ROW if the appropriate agreements can be made.

Comment Category	Comment Received	Response Provided/Action Taken
Bicycle Facilities	The use of the Oasis line for bicycle trail use has been advocated for years. It could be as an alternative to rail transit either interim or if rail is not considered feasible, or bicycle facilities could be included as rails with trails. While this is important for the Oasis line in Sections 1 and 2, bicycle travel on Round Bottom Rd, Section 4, is also problematic and could be improved with the rail transit facilities here. Bicycles should be accommodated onboard the rail cars and with covered parking or lockers at the stations.	The Eastern Corridor Program is committed to establishing good linkages to existing bicycle facilities, and to accommodating (to the extent possible given rail operational needs) non-motorized transportation facilities where sufficient right-of-way exists and will not be required to meet future rail needs. Stations located along the corridor can provide good connectivity by bike and storage options will be explored and input sought from users. As the planning proceeds to selecting the vehicle interior arrangements, the public will be actively solicited on how to best accommodate bikes onboard the rail cars.
Bicycle Facilities	This would be the easiest way to take our bikes to the riverfront.	The Oasis rail service could provide a convenient option by which to extend your bicycling trips via rail.
Congestion	Currently living in Butler County. I would like to see this expanded to the north for those of us that commute to Downtown Cincinnati everyday. I think if OKI could get all cities/counties/states involved that way you could get everyone involved and not just any one segment of a population. Would much rather see taxes being used to free up the highways instead of adding more lanes of travel.	OKI and METRO have previously studied a number of potential corridors for possible rail service, and the Oasis corridor is the one selected for initial consideration as part of the Eastern Corridor Program. Oasis could be the first component of a future regional rail network that could include new routes to a number of areas, including Butler County.
Congestion	Whatever changes are made need to actually alleviate congestion not just offer people alternatives.	Transportation alternatives such as the Oasis rail service might not be useful for all trips, but giving people options does relieve congestion. No one solution can solve current or future congestion in the Eastern Corridor.
Congestion	This is my top priority. We need rail and bike paths!	The Oasis rail service would provide increased linkages to existing and planned non-motorized facilities.
Congestion	I support bus and rail!	Thank you for your comment.

Comment Category	Comment Received	Response Provided/Action Taken
Congestion	Parking downtown is expensive. Train to downtown will be a big help to middle income people	The Oasis rail service would provide a new option for traveling between downtown and communities along the corridor, giving travelers a chance to leave the car behind.
Congestion	As the area grows, we will need multiple modes of transportation	The Oasis rail service is part of the Eastern Corridor Program of projects, which proposes to increase the transportation options available within the study area.
Congestion	I find it difficult to navigate downtown Cincinnati	With the establishment of fixed route passenger rail service, the system becomes more familiar and predictable.
Feeling Safe	I understand that access to parking facilities is important, but I hope the line makes use of walkable areas in East End, Columbia Tusculum, and Milford as well.	Parking will be provided at certain stations, while others will be walk-up/ride-up/drop-off stations, to take advantage of their central locations within their respective neighborhoods. Connections to maximize access is a priority. The Funding Partners will continue to work with communities to identify opportunities presented by the introduction of passenger rail.
Feeling Safe	My main commute is from Anderson to Milford - the tech area on Eastman Drive. So for me to use it would need to be very convenient.	The current corridor will connect Milford with the Riverfront Transit Center downtown. Service options are being analyzed to meet the needs of the intended users.
Neighborhood Access	It would be great if they could be expanded to not only the east, but to the north/south/west. Being able to access rail from points in other counties/communities would be GREAT!	The Oasis rail service represents the first component of a regional rail network for the Greater Cincinnati/OKI region.
Neighborhood Access	First segment should be Wasson line from Fairfax to downtown, possibly using I-71 corridor, then extend to Eastgate area with parking coordinated with malls.	Consideration of an alignment to the Eastgate area has been added, and it will be brought up to the same level of planning as other segments of the Oasis rail corridor. Future expansion of the passenger rail system would be considered under separate projects.

Comment Category	Comment Received	Response Provided/Action Taken
Neighborhood Access	Just as a side note and comment. My family recently expanded and we are looking to move to the suburbs. We were looking at Milford and Loveland and as a person who believes in mass transit this makes my decision easy, move to Milford. We want to be part of the future of growing Cincinnati. Thank you for pushing for this project!	The Eastern Corridor Program is multi modal in nature and will offer various alternatives for travel.
Neighborhood Access	We need better ways to more easily access the assets of all our neighborhoods. It will increase economic development as well as the cultural atmosphere of living in the Cincinnati area.	Providing additional ways by which to get around is one objective of the Eastern Corridor Program, and the Oasis service can act as an additional catalyst for neighborhood development and enhance economic development opportunities. Land use planning has been an integral part of the Eastern Corridor Program.
Neighborhood Access	I live in Amelia and work in Park 50, Milford. There is no public transportation that will get me from A to B.	Transportation alternatives such as the Oasis rail service might not be useful for all trips, but giving people options does relieve congestion, which might benefit your commute trip. No one solution can solve congestion within the Eastern Corridor. In addition, the Funding Partners are also looking for opportunities to connect the rail line through a modified bus service.
Neighborhood Access	If I have to check a schedule and hit the right moment in a two-hour time frame (the way that bus service in my neighborhood outside rush hour) I'm never going to use a public transportation system. If I could walk up to a stop and know the next train or bus would be along in 10 minutes or so, I would use the system all the time.	Based on the feedback and suggestions received during this round of public involvement, the proposed Oasis rail service would offer an expanded schedule. One possibility could include the creation of a Smartphone app that could help you check the next train information and to calculate your travel options and kiosks to inform riders of the next boarding. Passenger rail systems are designed to be reliable and predictable.

Comment Category	Comment Received	Response Provided/Action Taken
Neighborhood Access	Serving an existing neighborhood with opportunities for growth is much preferable to an open field where a new development would be built. Then you don't have to wait for services and businesses to be built and opened just so that you can have a functional neighborhood. If those businesses are already there, then you are strengthening them while bringing economic development to the neighborhood.	The existing Oasis rail corridor provides such opportunities to serve existing, well-established neighborhoods along its route, as well as to connect with newer development opportunities. The Funding Partners continue to look for economic development opportunities along the line and associated implementation timeframes, tied to a solid land use plan.
Neighborhood Access	Wasson Line accesses many of the east side neighborhoods. Oasis Line (if ever built) will have pitiful ridership because it does not. Very simple.	The Wasson line does access a number of neighborhoods that the Oasis line does not. However, the Oasis line has been selected for initial planning and consideration, and can serve as the first element of a regional rail network that could add other corridors, such as the Wasson line, in the future. The Oasis line connects Milford and/or Eastgate with the Riverfront Transit Center in downtown Cincinnati, as well as the other communities between.
Neighborhood Access	I would like to be able to connect with a City streetcar that moves me to different neighborhoods and key centers in the City.	The Oasis rail service will connect with the Cincinnati Streetcar at its Second Street terminus (above the Riverfront Transit Center).
Neighborhood Access	I would never use. Isn't the largest growing population in the Liberty Township and Mason area?	Transportation alternatives such as the Oasis rail service might not be useful for all trips or areas, but this is the corridor and service currently under consideration. Service to other areas may be considered as part of a larger regional network and expanded in the future.
Neighborhood Access	If I have to have a car, I will likely stay in the car to my destination. Neighborhood access is the key to the light rail's success.	Providing good connections between the rail station and the communities they will serve is an important component of the Station Area Planning process that will be used for all stations identified along the Oasis line.

Comment Category	Comment Received	Response Provided/Action Taken
Neighborhood Vitality	I do not connect neighborhood vitality with "new places to live, work, shop and eat." To me, neighborhood vitality means that we avoid degrading our neighborhoods with intrusive transportation elements.	The 2008 Public Transportation Fact Book (from the American Public Transit Association) notes that "public transportation fosters more livable communities." The Oasis rail service could be part of preserving and enhancing that quality of life and will be built to piggyback on neighborhood plans.
Neighborhood Vitality	Cutting through the middle of existing communities does not make them more "vital". It destroys the tax base, pollutes the area with noise and smells, and reduces property values.	The 2008 Public Transportation Fact Book (from the American Public Transit Association) notes that "public transportation fosters more livable communities." The Oasis rail service could be part of preserving and enhancing that quality of life.
Neighborhood Vitality	Vitality also means making sure the neighborhoods aren't ruined by the changes	The 2008 Public Transportation Fact Book (from the American Public Transit Association) notes that "public transportation fosters more livable communities." The Oasis rail service could be part of preserving and enhancing that quality of life. Ongoing outreach and participation by the communities will enable neighborhoods to build a system to enhance future growth plans.
Neighborhood Vitality	It's ironic that all of the "priorities" are only positive-based ones. There is no comment to allow for how this proposed route would affect the communities that it would run through. Living near Fairfax and Mariemont, I am firmly against any proposed light rail route running near or through either of these two communities.	The 2008 Public Transportation Fact Book (from the American Public Transit Association) notes that "public transportation fosters more livable communities." The Oasis rail service could be part of preserving and enhancing that quality of life.

Comment Category	Comment Received	Response Provided/Action Taken
Neighborhood Vitality	Neighborhood vitality is important as every community that is touched by this project will have some sort of impact where it be construction or alterations to various areas. This shouldn't be a project where other neighborhoods are placed at a higher priority than others to fulfill their needs vs. every community. Doing this can cause exclusion and turn businesses and residents away from those areas in the future, hurting growth potential.	There will be opportunities for all the communities with Oasis rail stations to benefit from the transportation investment, and as other areas grow and develop along the corridor, there may be new stations proposed and established. As envisioned, this line would be one of many lines contained within a regional rail network.
Neighborhood Vitality	It is about time some is thinking rail, every country to use it, except the United States, to move people.	The Eastern Corridor recognizes the need to take a multi-modal approach to addressing transportation needs.
Neighborhood Vitality	My 100% priority is AUTOMOBILE travel. All other "alternatives" are statist and collectivist and therefore contrary to one of my most fundamental American freedoms. Do your jobs and improve existing roads and build more - and get those @#\$\$%& bike lanes out of our way.	Transportation alternatives such as the Oasis rail service might not be useful for all trips, but giving people options does relieve congestion, which might benefit your commute trip. No one solution can solve congestion within the Eastern Corridor.
Neighborhood Vitality	The eastside of Hamilton County/western Clermont County has grown immensely over the last 20-25 years in terms of population. Now it's time for the infrastructure to support it.	The Oasis rail service would expand the transportation network in this area, providing additional travel options to the people who live and work there.
Neighborhood Vitality	The rail system will be a novelty at best. By the time someone will drive to a station to board a train, arrive at the downtown station, travel to wherever their final destination would be...they have spent more time just trying to get downtown than what it is worth, not to mention they have to get back. What should and does take 20 minutes to drive will take hours between both trips.	Providing a reliable and predicable travel option that is not impacted by roadway congestion or weather could be of benefit to many travelers. Moreover, the ability to do other things while traveling by rail can make it a more-productive use of their time as compared to sitting behind the wheel of an automobile. We recognize that transportation alternatives, such as the Oasis rail service, might not be useful for all users and all trips, but giving people options does relieve congestion, which might benefit your commute trip. No one solution can solve congestion in the Eastern Corridor.

Comment Category	Comment Received	Response Provided/Action Taken
Neighborhood Vitality	It's well-demonstrated that development will occur along a rail line.	The 2008 Public Transportation Fact Book (from the American Public Transit Association) notes that "public transportation fosters more livable communities." The Oasis rail service could be part of preserving and enhancing that quality of life, while also supporting development opportunities.
Neighborhood Vitality	The program needs to promote Transit-Oriented Development and showcase realistic visions of TOD to the public as a way to get buy-in for the rail project. Tell stories of what rail projects do for other cities.	It has been demonstrated that TOD can be a real benefit to the community and enhance ridership. Consideration of how to incorporate realistic TOD at each station will be an important part of the Station Area Planning process that will be used for all stations. The Funding Partners will continue to work with local communities in the development of land use plans supporting a local vision.
Neighborhood Vitality	I really don't want our rail stops to simply be park and rides with fast food restaurants in the parking lots. I want to be able to walk to Mariemont, East End, Milford, etc. from the rail stations and I want people in those communities to do the same. This needs to do more than cut down on automobile traffic. It needs to enhance the cities/neighborhoods that it goes to. Commuter lines far from business districts will not enhance their economies.	Providing good connections between the rail station and the communities they will serve is an important component of the Station Area Planning process that will be used for all stations. Land use planning has, and will continue to be, an integral part of the Eastern Corridor program.
Neighborhood Vitality	I am not sure what this project can directly do with neighborhood vitality, but Cincinnati's neighborhoods are what make this city distinctive.	The 2008 Public Transportation Fact Book (from the American Public Transit Association) notes that "public transportation fosters more livable communities." The Oasis rail service would be part of preserving and enhancing that quality of life. Outreach to communities located along the line will continue to occur.

Comment Category	Comment Received	Response Provided/Action Taken
Pedestrian Walkways	Improving commute times would be the single most important advantage that transit could have to attract riders. A Bus Rapid Transit route would fit this corridor much better and improve commute times with non-stop and limited stop services. It's more practical for our busy lifestyles. It opens the prospect of private providers buying access and reducing subsidies. Light Rail will only increase subsidies. Please don't waste our capital and operating funding resources on this. They are already spread too thin.	Other modes were studied during the OKI led Eastern Corridor Major Investment Study completed in 2000. As a result, commuter rail was recommended for further study. Reduced travel time, while desirable, is not the single biggest factor in choosing transportation options. Other factors such as total travel time, reliability, and cost are also important. The Oasis rail service would be one component of the overall transit network and would be coordinated with other transit services to provide a broad range of travel options.
Pedestrian Walkways	In suburban shopping areas like Kenwood Mall area crossing the street and pedestrian friendliness is lacking. In the city during the dark winter months, crossing streets is dangerous just due to darkness. Getting to bus stops in the snow is dangerous.	Providing improved pedestrian connections, including dedicated corridors to the Oasis rail stations will be an important element of the Station Area Planning process to be used for all stations. Your observations about the Kenwood Mall area will be passed along to the appropriate jurisdiction.
Pedestrian Walkways	Similar to the comment I had about neighborhood vitality, I want walking from the stations to local business and from the local businesses to the stations to be the priority. Don't surround these stations with unattractive parking lots/fast food restaurants on all sides. Try to bring the stations as close to a walkable neighborhood as possible and provide convenient, safe, walkable routes between the two.	Incorporating the Oasis rail stations within the communities they serve will be an important element of the Station Area Planning process. One size doesn't fit all, and will be highly dependent on the station location and type needed to handle the modal demand. The Funding Partners will continue to work with communities in the development of land use plans which address a local vision.
Pedestrian Walkways	It's the last mile that is the toughest, right? Individuals able to walk the last mile is huge.	It is said that "all trips begin and end on foot". The Funding Partners are not only focused on the rail line, but also the connections to that line. It is acknowledged that improved access to the stations is an important component of the project.

Comment Category	Comment Received	Response Provided/Action Taken
Pedestrian Walkways	Improved commute times are the single biggest factor in choosing transportation options. Bus Rapid Transit would provide quicker service with limited and non stop service. It also would open the prospect of private sector involvement buying access to routes to reduce subsidies. We have dwindling funding resources to operate our transit. We need it to be fast and operating during as many hours as possible.	Other modes were studied during the OKI led Eastern Corridor Major Investment Study completed in 2000. As a result, commuter rail was recommended for further study. Typically, there are a number of modes and technologies needed to serve growing urban areas. Reduced travel time, while desirable, is not the single biggest factor in choosing transportation options. Other factors such as total travel time, reliability, and cost are also important. The Oasis rail service would be one component of the overall transit network and would be coordinated with other transit services to provide a broad range of travel options by a means other than by automobile.
Predictable Travel Time	Reliability. If I know I can trust it, I will ride it.	Providing reliability and predictability for the service is important, and is incorporated into a wide area of project planning.
Predictable Travel Time	A True express situation would be beneficial	Depending on the demand, it might be possible to have skip-stop services in the future that would only serve the busiest stations, reducing the travel time (compared to the regular service which would stop at all stations).
Predictable Travel Time	Anyone replacing their car commute with light rail needs to know how long it will take them to complete the trip. Many people have children to pick up at daycare. With a car, you have the option to leave work early if the weather is bad or traffic is heavy. We need the same assurances that the rail won't be unpredictably delayed.	Based on the feedback and suggestions received during this round of public involvement, the proposed Oasis rail service would offer an expanded schedule that could help address changes in your travel schedule based on unique situations. With a service of this type, it encourages a change in the way people typically operate. It would also provide a reliable and predictable service.

Comment Category	Comment Received	Response Provided/Action Taken
Schedule Flexibility	The idea of public transportation is that you learn to plan ahead better and to not get so riled up when encountering something unexpected.	Based on the feedback and suggestions received during this round of public involvement, the proposed Oasis rail service would offer an expanded schedule that could help address changes in your travel schedule based on unique situations. It would also provide a reliable and predictable service.
Schedule Flexibility	It is necessary so I wouldn't have to wait for another train or can use alternatives like express bus.	Based on the feedback and suggestions received during this round of public involvement, the proposed Oasis rail service would offer an expanded schedule that could help address changes in your travel schedule based on unique situations. It would also provide a reliable and predictable service.
Schedule Flexibility	Seems most workable for scheduled travel, i.e. to/from work and downtime social and sporting events. If it costs same/less than parking then cost is a wash. Plus, no car to deal with downtown.	Based on the feedback and suggestions received during this round of public involvement, the proposed Oasis rail service would offer an expanded schedule that could help address changes in your travel schedule based on unique situations.
Schedule Flexibility	Transportation options in Cincy need to recognize people live and work in the suburbs. An effective network should connect suburbs with each other in a timely manner with reg. trips, not just express routes on weekdays that only run one direction and only serve downtown.	Based on the feedback and suggestions received during this round of public involvement, the proposed Oasis rail service would offer an expanded schedule that could help address changes in your travel schedule based on unique situations. With the introduction of passenger rail, bus service and routing would also be modified, providing suburban linkages to the stations and improving connectivity.
Schedule Flexibility	The most important thing to make rail transit reliable is to offer frequent service. I currently don't take the Express Route to Fields Ertel from Downtown and back for work because there are only a handful of buses travelling and only occur during rush hour. If I miss the last one I am out of luck. I also don't want a "guaranteed ride home"	Based on the feedback and suggestions received during this round of public involvement, the proposed Oasis rail service would offer an expanded schedule that could help address changes in your travel schedule based on unique situations. Most nights, service would run until 10 p.m., with Midnight service

Comment Category	Comment Received	Response Provided/Action Taken
	<p>program. I want to use transit that goes well into the night to allow me to stay at work longer if I need to and leave earlier if I need to. I don't want to be constrained to a timetable.</p> <p>I would use the Metro express routes if they ran more like the Metro*Plus routes until 10pm or so and starting around 6am.</p>	on Friday and Saturday evenings. It would also provide a reliable and predictable service.
Schedule Flexibility	Air pollution and traffic snarl is a problem we need to address via offering mass transit options.	The potential commute option offered by the Oasis rail service could result in an improved commute for its users, through consistency and reliability of travel time. OKI's travel model forecasts indicate that the average automobile travel time is likely to increase as a result of future roadway congestion. Offering alternative modes of travel provides a variety of benefits.
Schedule Flexibility	Not every day has a definite schedule. If I work late one day, I need to know I won't be stranded or facing an expensive cab fare to get home.	Based on the feedback and suggestions received during this round of public involvement, the proposed Oasis rail service would offer an expanded schedule that could help address changes in your travel schedule based on unique situations.
Schedule Flexibility	There has to be more than one reverse commute train time. It is a common occurrence to need to stay at the office a little bit longer to finish up an important project. Having at least 2 trip times means that you can put in that extra time for your boss while still able to make the last train. This could also help boost ridership in that riders could afford to stop for a drink at the Banks after work, and still be able to get home without needing to plan around someone to drive home.	Based on the feedback and suggestions received during this round of public involvement, the proposed Oasis rail service would offer an expanded schedule that could help address changes in your travel schedule based on unique situations.

Comment Category	Comment Received	Response Provided/Action Taken
Schedule Flexibility	The Eastern Corridor is vital to assuring that the Eastern suburbs are connected to, and share in, the blossoming revitalization of the urban core of Cincinnati. Light rail is a vital component	The Oasis rail service is part of the Eastern Corridor Program of projects, which seeks to increase the transportation options available within the study area. Improved connections and access between communities offers opportunities to not only support existing establishments, but allow for additional growth.
Priorities - Travel Alternatives	Need to involve FTA	The FTA is actively involved as the lead federal agency for the Oasis rail project.
Priorities - Travel Alternatives	What would be the impact of the proposed trail?	The Eastern Corridor Program of Projects is a multi-modal effort that will look to accommodate bicycle and pedestrian improvements wherever possible. That being said, Rail Traffic Controller modeling has identified that given future rail needs it may not be possible to accommodate a non-motorized transportation facility in much of Segments 1 and 2, as two tracks will be needed to provide reliability and sufficient capacity to move along the corridor. Beyond those areas identified as needed for rail operations, there can be opportunities to share the excess ROW if the appropriate agreements can be completed.
Priorities - Travel Alternatives	Is Oasis rail in the RTP or the TIP?	The Oasis rail project is included in OKI's 2040 Regional Transportation Plan (RTP).
Priorities - Travel Alternatives	Need area wide rail network	The Oasis rail project would serve as the first component of a future regional rail network..
Priorities - Travel Alternatives	Would be nice not to drive everywhere and burn fuel and not add to air quality issues as well as accessibility to other parts of town.	Providing a reliable travel option as an alternative to travel by automobile is one benefit.
Priorities - Travel Alternatives	Being able to us Mass Rail instead of individual vehicle transportation is the way to go. Also would be great on the environment!!!!	Providing a reliable travel option as an alternative to travel by automobile is one benefit.

Comment Category	Comment Received	Response Provided/Action Taken
Priorities - Travel Alternatives	this is a pathetic survey.	It is the Funding Partners intent to reach out to the public at the early stages of project development. This not only provides information to the public, but also feedback to the decision makers as priorities are determined. Outreach will continue as the project is further defined.
Priorities - Travel Alternatives	If an alternative is needed it can be either local or express bus to downtown.	The Oasis rail service will add a new high-capacity transportation alternative, in addition to allowing for coordination with other transit services to better serve travel needs within the Eastern Corridor study area. The rail option came out of previous studies and was identified by the Tier 1 EIS Record of Decision as an option to move forward.
Priorities - Travel Alternatives	A new road is not the answer	While a part of the Eastern Corridor Program of projects, the Oasis Rail service is one of the vital components to address future needs within the region. A multi-modal approach has been identified to improve conditions within the Eastern Corridor.
Priorities - Travel Alternatives	I would like to see the region connected by light rail for commuters.	The Oasis rail service will add a new high-capacity transportation alternative, in addition to allowing for coordination with other transit services to better serve travel needs within the Eastern Corridor study area. It can also serve as the first component of a future regional rail network. Expansion of the regional rail network will consider all technologies, including light rail.
Priorities - Travel Alternatives	Multimodal travel is the wave of the future.	Multi-modalism is a term used to denote linkages and connections to better serve all transportation options. This has been an objective of the Eastern Corridor and the Funding Partners.
Priorities - Travel Alternatives	Traffic is extremely congested inside the 275 loop. For a city of this size it is amazing that there are few options besides travel by car. There needs to be a higher priority placed on mass transit vs. more roads and construction because the latter has not alleviated traffic issues at all.	The Oasis rail service would provide a new option for traveling between downtown and communities along the corridor, giving you an option to leave your car behind.

Comment Category	Comment Received	Response Provided/Action Taken
Priorities - Travel Alternatives	Currently on my commute from Madeira to Eastgate there is no travel mode reasonably safe and timely except car. The bus alternative goes downtown and due to uncoordinated transfer times takes 2.5 hours. If the transfer times were coordinated it would be 1.5 hours for a 22 minute car trip. Many bicyclists go between Madeira and Mariemont/Milford, but the roads are dangerous with no sharrows. Route 32 has no safe walking or bike route or alternative.	The Oasis rail service will add a new high-capacity transportation alternative, in addition to allowing for coordination with other transit services to better serve travel needs within the Eastern Corridor.
Priorities - Travel Alternatives	I hope Cincinnati will progress with additional rail service. I have flown into many cities- NYC, Baltimore/DC, Atlanta, London, Paris, Seoul/Incheon- hopped a train, and been able to get to my destination as well as traverse the cities and surrounding regions w/o ever needing a car. My young adult children and their friends who have experienced this convenience in other cities are relocating elsewhere, and the lack of reasonable, convenient transportation options here is one main reason. More convenient bus service would also be a plus. I have commuted by bus for years, but on the outskirts and in the suburbs, buses are much less frequent and may not run outside of business hours. Having to connect downtown to get to a different area of the city makes many trips take way too long.	The Oasis rail service will add a new high-capacity transportation alternative, in addition to allowing for coordination with other transit services to better serve travel needs within the Eastern Corridor study area.

TABLE C3: TAB 5, STAY INFORMED

The Stay Informed Tab provided space for participants to submit general comments for the Project Team's consideration. The following table documents the comments received and responses provided by the Project Team.

Comment Category	Comment Received	Response Provided/Action Taken
General Comments	Cars are a hassle. The rail line would allow for travelling downtown without needing the car.	The Oasis rail service would provide a new option for traveling between downtown and communities along the corridor, giving you an option to leave your car behind.
General Comments	I'm in my late 20s and have lived in the Boston, LA and DC areas. I hate that Cincinnati only uses cars. Even LA, which is infamous for car use, would allow me to travel from Pasadena to downtown on light rail. It just seems crazy to me that this does not exist in Cincinnati. This would be something that would make me stay around and not move away when I'm allowed to move next for work.	Recent national trends dictate the need to consider other modes of travel. The Oasis rail service would provide a new option for traveling between downtown and communities along the corridor, giving you an option to leave your car behind.
General Comments	I am from Portland, Oregon and we used the light rail system every time we needed to go downtown. It is great for traveling to a baseball game.	The Oasis line would provide a direct connection from the suburbs to the stadiums, Banks development, streetcar and other attractions in the area.
General Comments	See the USA in your Chevrolet -- or any other car, for that matter. Trains suck.	The Eastern Corridor is a program which contains various modal options, all of which work together to address long term travel issues. While the majority of travelers will continue to use cars, some will choose to use Oasis, which will alleviate traffic and further expansion of the roadway network.
General Comments	I live in the city and I do not see it going out to many places I would want to go, except maybe Lunken for recreation.	Although this particular service may not meet your immediate needs, future expansion of a regional rail network may be more accommodating.

Comment Category	Comment Received	Response Provided/Action Taken
General Comments	Ridership should cover costs	Sadly, no investment in transportation (whether roadways, rail, transit, bicycle or pedestrian) completely "sustains" itself, and all are dependent on funding to assist with operations and maintenance. The Funding Partners continue to look for ways to mitigate the costs while meeting the purpose and need for the projects being considered.
General Comments	The train is totally worthless some people work in Fairfield ,Blue Ash etc. All I see it doing is spreading more crime to the suburbs.	The Oasis rail service would provide a new option for traveling between downtown and communities along the Eastern Corridor, as well as can serve as the first component of a regional rail network. As to your suggestion that the introduction of transit would be "spreading more crime to the suburbs", while this is a commonly-expressed fear, it is not matched by statistics. A 2006 study conducted by the San Diego Association of Governments (with funding from the California Department of Transportation) found no correlation to any increase in crime after the introduction of a transit station (http://sandiegohealth.org/sandag/publicationid_1483_10995.pdf)
General Comments	I currently live on the west side of town, but we are interested in moving back east. If I moved back, this would be GREAT for work and entertainment.	Providing connection options will improve short and long term conditions in the Eastern Corridor.

Comment Category	Comment Received	Response Provided/Action Taken
General Comments	This is an ill conceived expensive project. It will destroy the downtown parks and the neighborhoods that it burdens but does not serve such as the East End. Start with INTA-URBAN light rail which would actually serve rather than destroy Cincinnati neighborhoods. SHAME on you for wasting taxpayer money. A worthwhile project such as I-71 or I-75 light rail with service to the airport should be considered--projects that help rather than destroy neighborhoods. Shame on you	The Oasis rail service has the potential to reduce vehicular travel and improve access to many downtown venues along the Ohio riverfront. On the contrary to your statements, it can provide increased utilization of the parks and amenities by more people without the congestion that concentrated auto travel might cause. As to the question about impacts to the East End, while consideration of a station there as part of the initial introduction of service is not included in the plans, there is the potential to add a station when land use and demand conditions might warrant its introduction. Lastly, the Oasis rail would be part of a regional rail network that could include other corridors you mentioned.
General Comments	Wish a line to NW Cincy near the I-71 corridor could be revived.	The Oasis Rail Corridor was selected for initial consideration over other potential rail corridors as a result of a number of studies, most recently OKI's Eastern Corridor Major Investment Study (2000). Other potential rail corridors may be advanced for consideration sometime in the future.
General Comments	Please consider extending a spur line into Eastgate as well as the Milford Location!	Consideration of an alignment to the Eastgate area has been added, and it will be brought up to the same level of planning as the other segments of the Oasis rail corridor.
General Comments	I'd also fit under entertained	Thank you for your comment.
General Comments	I just want to stay informed by visiting Metro's site or Facebook and Twitter pages.	Information concerning the Eastern Corridor will be continually updated on the website and through other media outlets.
General Comments	I live in Camp Washington and the train would not help me	The Oasis Rail Corridor was selected for initial consideration over other potential rail corridors as a result of a number of studies, most recently OKI's Eastern Corridor Major Investment Study (2000). Other potential rail corridors may be advanced for consideration sometime in the future.

Comment Category	Comment Received	Response Provided/Action Taken
General Comments	I live in Hyde Park, so my current commute downtown by car is not congested and does not take a long time. I would be interested in living in a transit oriented community if I could walk from my home to the train and take it downtown to work. The current stops would probably not be convenient for me, but I am supportive of the project. If I were ever to move, the train stops would be a factor in my decisions.	The Oasis line recognizes the need to link other modes, to not only the benefit of the community and land use, but also the ridership.
General Comments	I don't believe this city can build this in my lifetime due to overwhelming stupidity of majority of its residents.	We continue to reach out to the public for input, and to date have had positive responses.
General Comments	The zoning around the train station should be changed to allow higher density. I want to get off and be able to get to something interesting other than a parking lot.	Consideration of changing land uses and/or increasing density of those uses at or near a station will be part of the Station Area Planning process used for all stations. This process will include extensive outreach and involvement of local residents, business owners and other stakeholders.
General Comments	Since I live in Groesbeck, I currently drive to Friendship or Eden Park, then bike to Cincinnati Water Works on Kellogg. With the train, I could bike to downtown, then take the train east and bike the remaining miles to GCWW, thereby avoiding car usage.	The Oasis rail service would provide a new option for traveling between downtown and communities along the corridor, giving you an option to leave your car behind.
General Comments	I think this is a silly idea. No point at all!	Public outreach provides an opportunity for the public to react to various options being considered. The Funding Partners will continue to collect comments which will help steer decisions.
General Comments	I like the idea of the train, but not sure I like how it may affect existing neighborhoods, parks, and transportation	The Oasis rail service would provide an additional transportation alternative to the region. Consideration of changing land uses and/or increasing density of those uses at or near a station will be part of the Station Area Planning process. This process will include extensive outreach and involvement of local residents, business owners and other stakeholders.

Comment Category	Comment Received	Response Provided/Action Taken
General Comments	I would love to use this rail corridor however it completely bypasses where I live the way it is designed. If there were multiple routes that connected through this I would definitely use it as I do not drive often. However the stops are very remote and do not touch a lot of the city areas so I am not sure how convenient it would be to use.	The Oasis rail service would be the first element of a future regional rail system, and the initial operating segment may not provide for your individual travel needs. Feeder buses serving the stations and linkages with pedestrian and bike facilities may enhance station access opportunities.
General Comments	I'm really excited about this possibility. I live in the corridor between downtown and work. I would love to be able to take the train downtown in evenings and weekends. I would consider taking the train to work as well. Although I don't know that it would really improve my commute given my current proximity and the likely difficulty in getting from the Fairfax/Redbank station to my office once off the train.	Feeder buses to connect riders between the stations and surrounding neighborhoods will be a part of the Oasis rail service, and will be planned for as part of the service's development.
General Comments	Often have work functions downtown, attend events downtown, sports/rec downtown.. etc. Often take taxis on the weekend to downtown entertainment (from Mt. Lookout). Would love a more reliable and affordable option to make getting downtown more enjoyable and more frequent.	The Oasis rail service would provide a new option for traveling between downtown and communities along the corridor, giving you an option to leave your car behind. The service will also open up opportunities to visit communities between Milford and the Banks area. The service would be reliable and predictable.
General Comments	Maybe use it to go out for lunch from work. Otherwise the route is not conducive to my daily routine.	The Oasis rail service would be the first element of a future regional rail system, and the initial operating segment may not provide for your individual travel needs. Feeder buses to connect riders between the stations and surrounding neighborhoods will be a part of the Oasis rail service, and will be planned for as part of the service's development
General Comments	This would be ideal for Reds games. I love the idea. I think it would get a lot of use and increase traffic downtown as well. Current driving options to downtown from the far east side are abysmal.	The Oasis rail service would provide a new option for traveling between downtown and communities along the corridor, giving you an option to leave your car behind.

Comment Category	Comment Received	Response Provided/Action Taken
General Comments	If there was a route from my home in Amelia to Park 50 in Milford, rail or bus, I would use it to get to and from work.	The Oasis rail service would provide a new option for traveling between downtown and communities along the corridor, giving you an option to leave your car behind.
General Comments	Would love something around 275! However, this is a great start. Given my home, I would rarely use	The Oasis rail service would be the first element of a future regional rail system, and the initial operating segment may not provide for your individual travel needs.
General Comments	I'd actually likely not use it much since I live and work downtown. But I know a large part of our city lives in the eastern corridor and commutes downtown to work. This should be seen as a tool to help the commuter and I think can connect the city more to the city-center. This is a very attractive project, ESPECIALLY if it connects to the streetcar. If so, this could be very powerful.	The Oasis rail service would provide a new option for traveling between downtown and communities along the corridor, giving you a chance to leave your car behind. It would connect with the Cincinnati Streetcar project at the Riverfront Transit Center terminal station.
General Comments	I have a 'reverse commute' from near Downtown out to Milford.	The Oasis rail service would include reverse commute options between downtown and Milford in the mornings, mid-day, and in the afternoon/evenings.
General Comments	My job (professional, salaried) demands that I stay late unpredictably. Additionally, I am required to work at different sites (downtown, Madisonville) and need to move quickly between the two. Our major corporate employers would need to change their expectations fairly significantly for this to work for me.	Based on feedback received from the public during our December 2013 meetings, the proposed service schedule has been expanded to provide significantly more travel options throughout the day and the service would run well into the evening.
General Comments	I'm not right on the line, but I'd use it to get around, especially if it links up with the streetcar system.	The Oasis rail service would provide a new option for traveling between downtown and communities along the corridor, giving you a chance to leave your car behind. It would connect with the Cincinnati Streetcar project at the Riverfront Transit Center terminal station.

Comment Category	Comment Received	Response Provided/Action Taken
General Comments	<p>I would use a train that ran along the existing Wasson Way tracks frequently - this runs through the areas where I live, where I do most of my shopping and where I work. The Oasis line is useful only for the occasionally trip downtown.</p> <p>The idea of ripping out existing tracks on Wasson to make a pedestrian path is just colossal stupidity. Use it for a train!!!!</p>	The Wasson line does access a number of neighborhoods that the Oasis line does not. The Wasson corridor has been identified as a potential future rail corridor in the Tier 1 EIS Record of Decision.
General Comments	Doubtful that traffic will increase trying to get Downtown in future. Don't see why that was used as a significant reason for this option. Telecommuting and businesses leaving Cincinnati is and will continue to be the new norm.	In addition to daily commuters, demand dictates that events and other attractions at the Banks will continue to draw visitors, thus the need to examine various modes of transportation linking communities.
General Comments	I'm OK with the train but firmly AGAINST the relocation of Ohio 32!!	The Eastern Corridor is a program which contains various modal options, all of which work together to address long term travel issues. While the majority of travelers will continue to use cars, some will choose to use Oasis,
General Comments	So excited for the prospect of rail service in Cincinnati! Yay Cincinnati!	Future outreach will occur as the project continues to progress.
General Comments	I think the Oasis line is a bad idea with low ridership. Going through Mariemont's South 80 is a horrendous idea.	Various alignments continue to be studied to meet the demand.
General Comments	Aren't you "profiling" via the questions on age / ethnicity?	With the development of a passenger rail project, various statistics need to be studied. In addition, the FTA and FHWA have strict Environmental Justice regulations that require assurances that minority and low income populations are not disproportionately impacted through the introduction of a project.

Comment Category	Comment Received	Response Provided/Action Taken
General Comments	Entertainment, green, and work appeal to me (although I currently work in Mason, that could change). Please make sure it ties in closely with the streetcar to ensure mutual success. Is the Wasson Way route considered an alternative route, or additional route?	The Oasis rail service would provide a connection with the Cincinnati Streetcar at the Riverfront Transit Center. Other rail corridors, such as the Wasson Way, may be future candidates for study.
General Comments	If the fare is reasonable and the transport is safe and the times convenient, I will use it!	We continue to refine the service hours and fare structure.
General Comments	basic transportation to town from Newtown	Thank you for your comment.
General Comments	Worker AND would use for entertainment	Thank you for your comment.
General Comments	I foresee myself and my husband using the train for multiple purposes including commute to work in Downtown Cincinnati 5 days/week and for attending museums and special events in downtown Cincinnati. We are very supportive green initiatives and ensuring natural habitats and current residential areas are disrupted minimally for such a project.	The Oasis rail service would provide a new option for traveling between downtown and communities along the corridor, giving you a chance to leave your car behind.
General Comments	I am disabled and not permitted to drive a car.	The Oasis rail service would provide increased mobility and transportation options for everyone living within its service area. In addition to the physically challenged community, the service would also increase mobility to households without access to cars.
General Comments	Cincinnati desperately needs commuter rail, but not on the Oasis Line.	The Oasis Rail Corridor was selected for initial consideration over other potential rail corridors as a result of a number of studies, most recently OKI's Eastern Corridor Major Investment Study (2000). Other potential rail corridors may be advanced for planning consideration sometime in the future. The rail component compliments other modes proposed within the Eastern Corridor.
General Comments	Don't live in town, but know people to visit and would use it to get downtown easier!	The Oasis rail service would provide increased mobility and transportation options for everyone living within its service area. It would also provide predictable and reliable service.

Comment Category	Comment Received	Response Provided/Action Taken
General Comments	Problem is that this train does not serve my area	The Oasis Rail Corridor was selected for initial consideration over other potential rail corridors as a result of a number of studies, most recently OKI's Eastern Corridor Major Investment Study (2000). Other potential rail corridors may be advanced for planning consideration sometime in the future.
General Comments	You need to provide information on how much this will cost taxpayers. Seems like a huge waste of money.	As the planning is advanced for the Oasis rail service, cost estimates for both capital and operations and maintenance will continue to be refined. The Conceptual Alternative Solutions report contains current estimates for both. Looking at options for generating revenue in support of the investment is ongoing.
General Comments	We are looking at moving to an area that would be covered by Oasis, and I'm extremely excited by the prospect of having this as a future option for my daily commute and other trips downtown.	The Oasis rail service would provide a new option for traveling between downtown and communities along the corridor, giving you an option to leave your car behind.
General Comments	Need access down the SR125 corridor, specifically at SR125 and 9 Mile.	The Oasis Rail Corridor was selected for initial consideration over other potential rail corridors as a result of a number of studies, most recently OKI's Eastern Corridor Major Investment Study (2000). Other potential rail corridors may be advanced for planning consideration sometime in the future.
General Comments	Business owner. Business located downtown	The Oasis rail service would provide a new option for traveling between downtown and communities along the corridor, giving you an option to leave your car behind. In addition, the line provides an opportunity to bring more people from outlying areas to downtown, thus increasing business opportunities.

Comment Category	Comment Received	Response Provided/Action Taken
General Comments	Business owner. Business located downtown. Rail would make business a convenient meeting place.	The Oasis rail service would provide a new option for traveling between downtown and communities along the corridor, giving you an option to leave your car behind. In addition, the line provides an opportunity to bring more people from outlying areas to downtown, thus increasing business opportunities.
General Comments	Put in mass transit between I-71 & I-75 corridor	The Oasis Rail Corridor was selected for initial consideration over other potential rail corridors as a result of a number of studies, most recently OKI's Eastern Corridor Major Investment Study (2000). Other potential rail corridors may be advanced for consideration sometime in the future.
General Comments	I would use the train for both work and socializing.	The Oasis rail service would provide a new option for traveling between downtown and communities along the corridor, giving you an option to leave your car behind. Various service hours of operation are being considered to serve the daily commuters and social activities.
General Comments	Didn't need a car in Chicago. Can't wait for that to be true here.	The Oasis rail service would provide a new option for traveling between downtown and communities along the corridor, giving you an option to leave your car behind.

Comment Category	Comment Received	Response Provided/Action Taken
General Comments	I live on Walworth which is the street where the Columbia Tusculum station would be. I would use the train to go downtown though I don't work downtown anymore. I think that the train stations need to be located in areas that attract people. If you look at cities that have been successful with light rail, each stop have destinations within walking distance. I have traveled in big cities and in Europe. If you make light rail only a "special event" concept then it will never be successful. People need to feel like they can accomplish their daily tasks whether that be work, shopping, dining, etc. by using the train that is safe. One thing in Europe is that the train areas and the trains themselves are incredibly safe. Safety is a necessity to ensure success.	The Oasis rail service would provide a new option for traveling between downtown and communities along the corridor, giving you an option to leave your car behind. As service is implemented, it is expected that land use will also change due to the introduction of rail service. We would also expect that people's perceptions and travel patterns would change with the introduction of a new regional rail system.
General Comments	The cost to create this line would not justify the positive externalities it would produce because the population density through this corridor is so minimal.	The Oasis Rail Corridor was selected for initial consideration over other potential rail corridors as a result of a number of studies, most recently OKI's Eastern Corridor Major Investment Study (2000). Other potential rail corridors may be advanced for consideration sometime in the future. The Oasis line is one component of the multi-modal Eastern Corridor Program, all of which work in concert to address deficiencies in the region.
General Comments	from the airport to Downtown would be a blessing to reduce I-75 traffic jams	The Oasis Rail Corridor was selected for initial consideration over other potential rail corridors as a result of a number of studies, most recently OKI's Eastern Corridor Major Investment Study (2000). Other potential rail corridors - including a service to Cincinnati Northern Kentucky International Airport - may be advanced for consideration sometime in the future.

Comment Category	Comment Received	Response Provided/Action Taken
General Comments	I think it is important to remember that commuter rail is most usable when it comes into walkable areas. I'm concerned with the stations being in areas that are more auto oriented. I think rail from Mariemont, Fairfax, Columbia Tusculum and other neighborhoods near the route should be incorporated in order to create a system that allows people to commute without a car. The ridership will be much higher if it is more usable.	The Oasis Rail Corridor was selected for initial consideration over other potential rail corridors as a result of a number of studies, most recently OKI's Eastern Corridor Major Investment Study (2000). Other potential rail corridors may be advanced for consideration sometime in the future. Many of these communities mentioned developed based on a passenger rail service, and have since reinvented themselves as these systems were systematically moth balled. As service is implemented, it is expected that land use will change due to the introduction of rail service, as well as people's perceptions and travel patterns.
General Comments	I would love to use the train to commute to work and for entertainment. However, the current layout of the line does not appear to come close enough to Mt. Lookout or Hyde Park to make this feasible. The train route should be modified to go through these more dense neighborhoods with high populations of downtown workers on its way to Xavier University. Building a train to Clermont County would seem to only reward urban sprawl rather than promote walkable communities.	The Oasis Rail Corridor was selected for initial consideration over other potential rail corridors as a result of a number of studies, most recently OKI's Eastern Corridor Major Investment Study (2000). Other potential rail corridors may be advanced for consideration sometime in the future as part of a regional rail network.
General Comments	none of these	Thank you for your comment.
General Comments	If it went to places I frequented, I would use it more often.	The passenger rail component of the Eastern Corridor has been highlighted at the recent meetings. The Eastern Corridor also includes improving access through the introduction of other modes, including roadways, which will improve connections.
General Comments	My parents live on the east side. It'd be easier to visit them.	The Oasis rail service would provide a new option for traveling between downtown and communities along the corridor, giving you an option to leave your car behind.
General Comments	I don't necessarily live in a place that would benefit from the line, but it has a benefit to others in the community.	Thank you for your comment.

Comment Category	Comment Received	Response Provided/Action Taken
General Comments	I don't live on the east side, so honestly I probably wouldn't use it a ton. But I LOVE the idea.	Thank you for your comment.
General Comments	I would use it on trips to the city and when visiting/meeting friends living outside the downtown.	The Oasis rail service would provide a new option for traveling between downtown and communities along the corridor, giving you an option to leave your car behind.
General Comments	Cincinnati needs more rail and bike options. Plus, any development that can help neighborhoods spark business is great in the end.	The Funding Partners continue to reach out the local communities in anticipation of future service through Station Area Planning workshops.
General Comments	When I worked downtown I would have LOVED to have had a train option. Unfortunately, it would have dumped me in the middle of downtown and I worked near Christ Hospital. I did not/ do not feel safe taking bus from downtown to Mt. Auburn / Christ Hospital /University of Cincinnati area.	The Oasis rail service would provide a new option for traveling between downtown and communities along the corridor. Future expansion would be anticipated as part of a regional system. Security issues will be addressed as the project moves forward.
General Comments	I would use the train to get to neighborhoods outside of downtown as well.	The Oasis rail service would provide a new option for traveling between downtown and communities along the corridor, giving you a chance to leave your car behind. The service will also open up opportunities to visit communities along the line and throughout the area.
General Comments	Driving makes me nervous, especially during the morning commute.	The Oasis rail service would provide a new option for traveling between downtown and communities along the corridor, giving you an option to leave your car behind.
General Comments	Personally I wouldn't use the train often, I don't tend to go to that side of town, however I believe that if this were a successful venture it may lead to a train that I do use and would be quite convenient and less infuriating than driving.	The Oasis line is expected to be one of the first phases on a regional network.

Comment Category	Comment Received	Response Provided/Action Taken
General Comments	Downtown resident who would visit east side more often if train is convenient	The Oasis rail service would provide a new option for traveling between downtown and communities along the corridor, giving you an option to leave your car behind.
General Comments	I have a Family of 6 and going downtown and packing an oversized SUV is a hassle so at this time we do not do it much and would do it more if an option like this was available to us today.	The Oasis rail service would be a new option for traveling between communities along the corridor, giving you a chance to leave your car behind. It would also be convenient and safe, thus allowing to more frequently visit the downtown attractions.

Comment Category	Comment Received	Response Provided/Action Taken
Station Design - Bike Storage	First segment should be Wasson line from Fairfax to downtown, possibly using I-71 corridor; then extend to Eastgate area with parking coordinated with malls.	The Oasis Rail Corridor was selected for initial consideration over other potential rail corridors as a result of a number of studies, most recently OKI's Eastern Corridor Major Investment Study (2000). Other potential rail corridors may be advanced for consideration sometime in the future.
Station Design - Bike Storage	Bike & Ride....YES I support that.	Bike storage is an amenity that will be considered for all Oasis stations and vehicles.
Station Design - Bike Storage	Covered bike storage is essential. Totally enclosed storage is even better, considering the cost of most mid level bikes is now over \$1000.	Bike storage is an amenity that will be considered for all Oasis stations and vehicles.
Station Design - Electronic Messaging	Bike compatibility will be important since you've chosen to put the stations in no man's land and are using the wrong rail corridor.	Storage for bicycles and connectivity with nearby bicycle/pedestrian facilities will be part of the Station Area Planning and design processes.
Station Design - Electronic Messaging	Ability to access Zipcar or other similar vehicle options	We will explore opportunities with those companies to see if they might be successfully introduced at Oasis rail stations.
Station Design - Electronic Messaging	Safe and simple bike access will increase ridership and help convert those still clinging to cars.	The Eastern Corridor is a multi-modal program and includes bikeway connections.
Station Design - Electronic Messaging	Definitely necessary	Thank you for your comment.
Station Design - Electronic Messaging	Provide ample signage for approaching and departing trains with clear and pronounced info on arrival/departure of trains	Kiosks will be an important station component.

Comment Category	Comment Received	Response Provided/Action Taken
Station Design - Electronic Messaging	This is a given...	Thank you for your comment.
Station Design - Electronic Messaging	Real-time info from smartphone app would be preferred.	Providing next train and schedule information will be explored. We agree that having access to this information can be useful to riders, and can increase ridership.
Station Design - Improved Streetscapes	moving priorities doesn't work and the priorities are mundane and inconsequential at this point. How about just getting better transportation in our Cincinnati Metro Area. And not just from suburb to downtown. From Madeira to Eastgate. From Tri County to Madeira. From suburb to suburb.	The Oasis Rail Corridor was selected for initial consideration over other potential rail corridors as a result of a number of studies, most recently OKI's Eastern Corridor Major Investment Study (2000). Other potential rail corridors and modal connections may be advanced for consideration sometime in the future.
Station Design - Improved Streetscapes	if this becomes reality, I will use it everyday to travel to work and school	The Oasis rail service would provide a new option for traveling between downtown and communities along the corridor, giving you an option to leave your car behind.
Station Design - Improved Streetscapes	Communication is essential, but they don't have to be electric. As long as there is a plan and the trains run on time, then I think people will trust the service.	The benefit of passenger rail is reliability and predictability and the Oasis project will be designed to ensure both.
Station Design - Improved Streetscapes	It doesn't seem that this is the best route for new rail as it is a relatively unpopulated area, and the river and hillsides prevent denser development	The Oasis Rail Corridor was selected for initial consideration over other potential rail corridors as a result of a number of studies, most recently OKI's Eastern Corridor Major Investment Study (2000). Other potential rail corridors may be advanced for consideration sometime in the future. The Oasis rail corridor would provide the initial segment for a future regional network, including important access to the downtown area via the Riverfront Transit Center.

Comment Category	Comment Received	Response Provided/Action Taken
Station Design - Improved Streetscapes	It would be nice to see the train to connect with downtown transportation services. Is there a Loveland plan	The Oasis Rail Corridor was selected for initial consideration over other potential rail corridors as a result of a number of studies, most recently OKI's Eastern Corridor Major Investment Study (2000). Other potential rail corridors may be advanced for consideration sometime in the future.
Station Design - Improved Streetscapes	Instead on going from Milford to downtown, go to universities (NKU, UC, CTC), hospitals (St. E, UC Med area, TriHealth), and malls (Eastgate, Kenwood, Florence). Do an inner or outside 275 loop.	The Oasis Rail Corridor was selected for initial consideration over other potential rail corridors as a result of a number of studies, most recently OKI's Eastern Corridor Major Investment Study (2000). Other potential rail corridors may be advanced for consideration sometime in the future.
Station Design - Onsite Security	Make this a location people WANT to go to. Not a place people go to just to park their car and save money on commuting. Allow it to benefit the community. Otherwise it suffers from the "Greyhound Syndrome" (I made this term up) where people only go to the stations because they have to. Not because they are convenient or lively.	The Station Area Planning process and resulting designs will be informed by the community's input, both from an overall system look to the potential individualization of stations. This will be important in helping establish new places to which people want to go, or to locate the stations near existing destinations.
Station Design - Onsite Security	I don't necessarily need on site security, but well designed spaces can greatly affect the safety of a place in addition to improved streetscapes.	The station designs will be informed by the community's input, both from an overall system look to the potential individualization of stations, and providing security - both through design and layout, as well as through lighting, cameras, and security staff would be important elements.

Comment Category	Comment Received	Response Provided/Action Taken
Station Design - Onsite Security	If it doesn't look good, people are less likely to use it or want to be associated with it.	Security at Oasis rail stations would be provided both through design and layout, as well as through lighting, cameras, and security personnel.
Station Design - Onsite Security	The station designs I have seen are ugly and not compatible with residential areas	No designs for any Oasis stations have yet been developed. The station's designs will be informed and developed through an iterative public process. Each station, while having a consistent theme to identify it as part of the Oasis rail service, would have the opportunity to be individualized to reflect the neighborhood character and local desires.
Station Design - Onsite Security	Security is needed.	Security at Oasis rail stations would be provided both through design and layout, as well as through lighting, cameras, and security personnel.
Station Design - Onsite Security	Buses are not safe, so unless security is extended to them, the option is to make the station safe and travel to safe areas where people can walk from the station. This does not seem viable in this region. You need to get to the station and from the station to get to where you are going. Cincinnati was not designed for this. Unless you create lots of trains and lots of stations, the concept sounds nice but is amazingly impractical.	Thank you for your comment.
Station Design - Onsite Shopping & Dining	security is important but i feel lots of lighting and cameras monitored in real time would suffice	Security measures, such as cameras and patrols will be provided, both along the line, at the stations, and on the rail vehicles themselves.

Comment Category	Comment Received	Response Provided/Action Taken
Station Design - Onsite Shopping & Dining	Depends on station location, and time-of-day, number of riders.	Thank you for your comment.
Station Design - Onsite Shopping & Dining	If there are electronic message boards, perhaps security cameras can also be installed. I don't think stations need to have around the clock security, but patrols along the line would be nice.	Security measures, such as cameras and patrols will be provided, both along the line, at the stations, and on the rail vehicles themselves.
Station Design - Onsite Shopping & Dining	If there is grocery store like Kroger or restaurants like McDonalds nearby the train station....it's definitely a good idea to do that.	Proximity to nearby grocery stores can be beneficial both for those using the rail service as well as those persons who live nearby and can easily access them. Land use at the proposed stations will need to be considered by communities based on the opportunities presented by the introduction of a station.
Station Design - Onsite Shopping & Dining	The station area, not necessarily the station itself. Putting businesses closer to the station than parking is important, because then the parking can be shared by both commuters and people frequenting the business who aren't commuting.	As the planning is advanced for the Oasis rail service and for its stations, the Station Area Planning process will address access issues, such as to nearby businesses.
Station Design - Sheltered Platforms	I think encouraging private companies to locate near the stations would be better than station-run cafes or convenience stores. Make the area a walkable neighborhood that can encourage people live nearby and walk to the station or bike to the station.	Stations offer an opportunity to enhance neighborhoods and development. Carefully planned land use options will be developed with local communities.
Station Design - Sheltered Platforms	It is important that there is viable economic activity within a five minute walk from stations. This will increase ridership and maximize land development potential. Additionally it creates new tax base for the county.	Through experience gained in other cities, we agree with the comment.

Comment Category	Comment Received	Response Provided/Action Taken
Station Design - Sheltered Platforms	Great, but not necessary. I'm guessing some business owners would like the opportunity and could even help to fund a station.	The Partners are investigating a variety of funding options.
Station Design - Sheltered Platforms	Preferably enclosed due to harsh winter weather	Providing shelter from the elements would be important considerations in the design of Oasis rail station platforms and stations.
Station Design - Sheltered Platforms	Stations need to be designed to make it comfortable for the users. The stations should not be designed in a way that focuses on park/ride users. The train service and station itself should be used to encourage transit oriented development and support walkable community centers around them.	The stations will be designed to serve their respected neighborhoods, stressing easy walk and bike access from their surrounding area, while others will also include parking to accommodate those who've driven to access the rail service (toward the outlying stations).
Station Design - Sheltered Platforms	This should be a necessity not an option. Especially the less often the trains run	Providing shelter from the elements would be important considerations in the design of Oasis rail station platforms and stations.
Station Design - Sheltered Platforms	For better protection against bad weather...YES it is necessary.	Providing shelter from the elements would be important considerations in the design of Oasis rail station platforms and stations.
Station Design - Sheltered Platforms	Design platforms that are similar to the MetraLink in St. Louis that provide shelter, but also ample ability to see the train and when it approaches.	We have obtained an example of this shelter style and added it to our collection of potential designs.
Station Design - Sheltered Platforms	Again, only "positives" for the stations themselves. So long as the route and the stations do not run anywhere near or through Fairfax or Mariemont, go ahead and spend millions of dollars we do not have to build this thing wherever you'd like.	Various alignments continue to be studied to meet the demand.

Comment Category	Comment Received	Response Provided/Action Taken
Station Design - Sheltered Platforms	These are made less necessary if there is an enclosed cafe nearby which has travel information displayed inside, where riders could congregate in inclement weather, and head to the platform when the display indicated. The cafe would have to essentially be on the station platform for this to work.	A good idea that has been used elsewhere. An additional option might be the creation of a Smartphone app that would provide similar information, which could be viewed from a café or anywhere.
Station Design - Station Wi-Fi Access	I believe the Wasson corridor is a much more important connection to downtown than the Oasis corridor since it serves a comparatively enormous population that's already well-suited for rail transit.	Other rail corridors, such as the Wasson Way, may be future candidates for the level of study and planning currently underway on the Oasis Corridor.
Station Design - Wi-Fi Access	Sheltered and preferably some type of glassed room for colder months.	Providing appropriate shelters at the station platforms will be addressed as part of the Station Area Planning process used for all stations.
Station Design - Supportive Services	Sheltered platforms should be a requirement.	Providing appropriate shelters at the station platforms will be addressed as part of the Station Area Planning process.
Station Design - Supportive Services	Much needed WI-FI on not only trains but buses (local or express)	Adding amenities to better serve travelers - such as Wi-Fi - will be considered as part of the Station Area Planning process.
Station Design - Supportive Services	While day care and some services are necessary near stations, they don't necessarily have to be at every station. For example, day care would be more helpful near downtown and employment areas near stations, because I don't want to miss a train and not be able to pick up my kid from day care. The same can be said for services that require appointments like dental services.	Adding amenities to better serve travelers - such as provision of personal services - will be considered as part of the Station Area Planning process.

Comment Category	Comment Received	Response Provided/Action Taken
Station Design - Supportive Services	PITA for you, I know. But it will be very popular and increase ridership.	Adding amenities to better serve travelers - such as restaurants and food vendors - will be considered as part of the Station Area Planning process.
Station Design - Supportive Services	Convenience is key, so sundry sales, cleaners, daycare would all be great. But daycare might not be safe right by a rail line.	Consideration of what amenities can and should be provided at or near a station will be part of the Station Area Planning process.

