



BACKGROUND

EASTERN CORRIDOR BACKGROUND

MAJOR INVESTMENT STUDY - 1999

- ✓ Assessed regional transportation needs
- ✓ Determined modal approach and general corridor locations for addressing transportation need
- ✓ Established goals for conducting rest of work:
 - an effective solution, that supports economy, balances impacts and considers land use

LAND USE VISION PLAN - 2002

- ✓ Assembled and involved stakeholders
- ✓ Evaluated land capabilities and resource needs
- ✓ Integrated economic market analysis
- ✓ Established a consensus Land Use Vision Plan

TIER 1 EIS - 2005

- ✓ Confirmed transportation needs
- ✓ Integrated Land Use Vision Plan
- ✓ Developed alternatives for different modal components
- ✓ Assessed preliminary costs, impacts and benefits
- ✓ Developed a feasible, coordinated multi-modal plan that meets MIS goals

TIER 1 RECORD OF DECISION - 2006

- ✓ Established a baseline of actions and consequences that have been considered and found consistent with the provisions of NEPA
- ✓ Identified a program-level approach for implementing components of the multi-modal plan
- ✓ Advanced feasible multi-modal components into Tier 2 NEPA evaluation, including:
 - Improved bus transit, including expanded bus routes, new community circulator, feeder routes, new bus hubs
 - New rail transit from downtown Cincinnati to Milford (the Oasis Rail Transit line)
 - New highway from Red Bank Road at I-71 to SR 32/I-275 in Eastgate
 - Various transportation system management components, including new bikeway elements

The Riverfront Rail Transit from the Boathouse to Riverfront Transit Center is the first segment of the proposed Oasis Rail Transit corridor forwarded into Tier 2 evaluation by the Eastern Corridor ROD.

RAIL TRANSIT

PURPOSE AND NEED

GENERAL GOALS FOR RAIL TRANSIT IN THE EASTERN CORRIDOR

- Increase accessibility in areas not currently being served
- Connect people with jobs
- Better serve the transit-dependent
- Improve overall transportation by linking with other modes
- Provide important future capacity
- Connect people with recreational attractions
- Provide a visible, high profile link to the Cincinnati CBD
- Improve regional connectivity
- Support land use
- Implement region's adopted long range transportation plan relative to rail investments

SPECIFIC GOALS FOR RIVERFRONT RAIL TRANSIT

- Establish a viable rail transit connection from the Boathouse to the Riverfront Transit Center
- Establish a safe rail transit connection
- Support and enhance existing and planned activities, major destinations, venues and events in and around downtown Cincinnati
- Enhance the economic vitality and growth of Cincinnati
- Establish a rail transit connection that fits, enhances and is consistent with the intent of all relevant City and County plans, projects and agreements, such as the Central Riverfront Park, Sawyer Point, the Banks, the Riverfront Transit Center, and abandonment of the Riverfront Running Track

RAIL TRANSIT TECHNOLOGY

The most visible parts of a rail transit operating system are the trackways, rolling stock (rail vehicles) and stations. Rail stations can vary widely in scale and design to fit traffic demand, site conditions and community factors.

The proposed technology for the Eastern Corridor rail transit is Diesel Multiple Units (DMU), which consists of several transit cars that operate on diesel engines (do not require overhead electrical systems) and can run on existing track, thereby reducing start-up and operating costs.

Shown here is an example of what DMU rail transit looks like as an operating system.

