Appendix A
History of Past Transit Plans in Cincinnati Region

Projects and Plans Over Past Ten Years

Study	Year	Results and Recommendations
Conceptual Bus Staging and Light Rail Transit Alternatives	1998	The Conceptual Bus Staging at the Riverfront Transit Center was further developed as part of the Fort Washington Way project. The light rail and commuter rail components were accommodated in the Fort Washington Way redesign The event bus staging component presented the most challenges in terms of function, operation, location, integration and compatibility with proposed redevelopment. There are two functions of the bus-staging component: • Passenger alighting and boarding of park and ride or shuttle buses, operated by Metro and TANK, as part of the transportation system during major Riverfront and sporting events. • Staging charter buses for planned and proposed attractions along the Riverfront, including the Underground Railroad Freedom Center. These conditions may not require but do suggest that a single, centrally located event bus staging area, rather than several single use facilities or on-street staging, would most efficiently serve all Riverfront attractions.
I-71 Corridor Transportation Study Major Investment Study	1998	The Locally Preferred Strategy for the I-71 Corridor included four elements: light rail transit, improved regional transit service, transportation system management (TSM), and additional lanes on I-71.
Eastern Corridor Major Investment Study	1999	The following initial rail transit plans were part of the MIS study: • Establish new east-west transit service on existing and upgraded railroad lines that connect major job centers • Provide access to downtown Cincinnati jobs and attractions and to the airport and other sites along the proposed I-71 rail system by connecting with the proposed Fort Washington Way intermodal transit center • Use vehicles with new self-propelled technology that have low floors and provide easy access/storage for bicycles, strollers and wheelchairs • Preserve right-of-way along existing rail line between the Xavier area and Fairfax, including the line along Wasson Avenue for future use

Projects and Plans Over Past Ten Years

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Central Riverfront Urban Design Master Plan	2000	This master plan made provisions to include light rail transit that was proposed as part of the I-71 corridor plan. The alignments for light rail pass through Fort Washington Way from Clay Wade Bailey Bridge, utilizing Second/Third Streets to Main/Walnut Streets. The Intermodal Transit Center below Second Street was noted as being able to accommodate public parking, transit, and riverfront development. The street network proposed was developed to accommodate other transit modes beyond automobiles and pedestrians.
Economic Impact Study for Transportation Options	2001	Conclusions from this study made were that light rail improves mobility through availability of affordable transportation to low-income people and budgetary savings that arise from reduced social service agency outlays on home-based health and welfare services. Economically, light rail makes sense for the I-71 corridor. Light rail is a low-risk project and investment in widening of I-71 has a higher risk for a return on investment.
Cincinnati Riverfront Transit Rail Study	2001	The types of transit rail systems (TRS) that were determined not feasible from this study were passenger train locomotives and coaches, and commuter rail systems utilizing a third rail as a power source. The types of TRSs that were determined to be feasible to operate within the riverfront area would be the streetcar/trolley, light rail, and diesel mechanical unit (DMU). These types of systems are either diesel powered or gain power from an overhead power source (catenary system).
Central Area Loop Study	2001	This study was an analysis of a loop circulator system between Cincinnati, Ohio and Covington and Newport, Kentucky. The study also assessed the feasibility of constructing a light rail link to Newport from the proposed I-71 Corridor Light Rail Transit line. Technologies evaluated were rubber-tire bus; light rail transit (LRT)/Streetcar; and personal rapid transit. These technologies emerged from a larger list of possibilities and were found to work well in an urban setting. The conclusion was there is a need for expanded circulator type transit and additional study of surface rail alternatives serving the urban cores of Covington, Newport and Cincinnati should be conducted and incorporated as an integral part of the proposed Regional Rail Plan.

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MetroMoves Regional Transit Plan	2002	The proposed MetroMoves plan includes: • Expansion of Metro bus service • Proposed transit options: light rail across the region; Streetcars linking Northern Kentucky and Cincinnati riverfront up to the University of Cincinnati; and eventual commuter rail system connecting to Indianapolis, Chicago, Dayton, Columbus, and Cleveland The streetcar was proposed as a way to link downtown Cincinnati to Clifton and University of Cincinnati. Two streetcar routes were proposed: 1) an Uptown route that connects downtown Cincinnati to Clifton and 2) a Riverfront route that connects the central business district of Cincinnati, Covington, and Newport. The Uptown route utilized the Vine Street corridor to the University of Cincinnati and the Cincinnati Zoo and also connects to the proposed I-71 light rail stops at Martin Luther King, Jr. Drive and downtown Cincinnati.

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I-71 Preliminary Engineering/ Draft Environmental Impact Statement (DEIS) Light Rail Transit	Revised 2003	The DEIS for I-71 light rail transit evaluated the alternatives that came out of the I-71 Corridor Transportation Study. The downtown Cincinnati segment alignment was proposed to run northbound on the west side of Main Street and southbound on the east side of Walnut Street. The Main and Walnut Street alignment was chosen based on: • Best proximity to downtown employment centers • A north-south alignment provides a direct linkage between downtown, UC and the riverfront • Northbound and southbound alignments are provided on the same or adjacent and parallel streets for user understanding • Turns in the downtown area are undesirable • Optimizes the length and curvature of a proposed Mount Auburn tunnel and provides least impact to residential property In the Over-the-Rhine segment, the alignment was proposed to run northbound on the west side of Main Street and southbound on the east side of Walnut Street. North of Liberty Street, both directions of tracks would be on the west side of Main Street, and then enter a tunnel north of Liberty Street. The tunnel would emerge in the median of Jefferson Avenue south of Charlton Street.
North South Transportation Initiative (NSTI)	2004	The NSTI studied the multimodal transportation system of the Ohio Kentucky Indiana Regional Council of Governments (OKI) and Miami Valley Regional Planning Commission (MVRPC) regions. Intracity alternatives were recommended to be advanced on Central Avenue and Central Parkway. The light rail alternative was I-71 between downtown and Xavier University and crossing over to I-75 north of Norwood.
Midwest Regional Rail System	2004	The Midwest Regional Rail Initiative is a plan to implement a high-speed passenger rail network in Midwest states using Chicago as a hub. The regional rail system has a provision for multi-modal connections to improve access within cities. Currently, the plan identifies a feeder bus system as the way to connect to passenger rail.

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Eastern Corridor Study PE/EIS	2005	The feasible alternatives recommended from the Eastern Corridor Tier 1 DEIS for evaluation in Tier 2 for rail transit included the Oasis Line and the Wasson Line. The Oasis line extends from downtown Cincinnati to Milford (along a combination of the existing Oasis rail corridor, new alignment co-located with the highway corridor, and on or closely paralleling existing Norfolk-Southern rail right of way), and using Diesel Multiple Unit (DMU) technology with a total length approximately 17.1 miles. The Wasson line extends from the Xavier/Evanston vicinity to the Eastgate area in Clermont County (along a combination of the existing Norfolk-Southern "Wasson" rail corridor and new alignment co-located with the highway corridor). The line would use Electrically Powered Light Rail (LRT) technology consistent with other parts of the I-71 LRT corridor. The total length is approximately 11.7 miles.
Government Square	2005	Completed in 2005, the Government Square transit facility is Metro's busiest stop. Located on Fifth Street between Walnut and Main, Government Square serves as Metro's downtown transit hub.
Fort Washington Way		Elements of the Fort Washington Way project were designed to accommodate future transit options. The intersections of Second Street at Pete Rose Way; the Clay Wade Bailey Bridge, and Main Street and Walnut Street bridges over Fort Washington Way, Central Avenue, and Broadway and Pete Rose Way were designed to accommodate street running light rail vehicles and modern streetcars. As part of the Fort Washington Way Project, the bridges over Ft. Washington Way at Main St. and Walnut St were built to provide for future LRT and streetcar service. Second and Third Streets were also designed with LRT and streetcars in mind.

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Cincinnati Streetcar Feasibility Study	2007	A feasibility study was conducted to determine if streetcar transit is viable and practical to serve as an urban circulator for downtown Cincinnati and surrounding neighborhoods. Part of the study was to identify and evaluate potential streetcar transit corridors. The alternative alignments considered for this study were: • Alternative A – utilizing Main/Walnut Streets to Elm/Race Streets • Alternative B - utilizing Main/Sycamore Streets to Elm/Race Streets • Alternative C – utilizing Elm/Race Streets Each of the alternatives connected the Banks area, south of Third Street, with the Findlay Market/Brewery District in the northwest quadrant of Over-the-Rhine. The selected study alignment from the feasibility study is a representation of the range of feasible streetcar routes.
OKI 2030 Regional Transportation Plan Update	2008	The OKI 2030 Regional Transportation Plan was updated in 2008. The Cincinnati Streetcar Phase II, Uptown loop extension, is a fiscally constrained portion of this plan. Phase I is a starter line that would operate between Main, 12th, McMicken, Walnut, and Race Streets, Central Parkway, and Freedom Way. The future alignments for the Cincinnati Streetcar System were identified. Other phases of the Cincinnati Streetcar system beyond the Over-the-Rhine to Uptown Phase IB, which is included in the financially constrained portion of this plan, are envisioned by the city of Cincinnati. Extensions of the system would connect with the Union Terminal Museum Center and Broadway Commons as Phase II.