



NORTH HAMILTON CROSSING (NHX)

PID 115755

PUBLIC INPUT OPPORTUNITY #1 SUMMARY

March 1, 2022

Prepared For:

Butler County Transportation Improvement District (BCTID)
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INTRODUCTION

The City of Hamilton, in collaboration with the Butler County Transportation Improvement District (BCTID), is developing the North Hamilton Crossing (NHX) project to address transportation issues within the northern part of the City and western Butler County. First identified as a concept in the City's 2002 transportation plan, the NHX project is included in the [Butler County Thoroughfare Plan](#), the Ohio-Kentucky-Indiana Regional Council of Government's [2050 Metropolitan Transportation Plan](#), and is a priority in the City's comprehensive master plan, [Plan Hamilton](#).

Travel through northeastern Hamilton is often slowed due to increasing congestion and travel delays caused by higher volumes of vehicles traveling on City streets, high vehicle crash rates, delays caused by trains crossing City streets at 23 different locations, and limited options for crossing the Great Miami River which bisects the City. Other transportation challenges include poor east-west connectivity within both the City and the County and limited options for multi-modal travel. These problems are expected to get worse as more people and businesses continue to be attracted to the city and nearby areas. The overall goal for the NHX project is to better support economic development in the City of Hamilton and western Butler County by reducing congestion and improving connectivity through the study area.

In 2021, the project team began conducting a feasibility study to identify potential transportation improvements to be completed through the NHX project. As part of its study efforts, the team gathered and analyzed traffic volumes, travel safety, and other data to help identify specific transportation challenges. In August, the project team initiated a 30-day public input opportunity through which the community was invited to review the initial data findings and provide additional comments regarding travel challenges and transportation improvement opportunities in the study area. The project team will use the input provided by the public to identify transportation needs in the study area, develop transportation improvements, and guide decision making throughout project development.

This report provides an overview of the information provided to the public and the feedback received. Public engagement and notification efforts were conducted in compliance with the National Environmental Policy Act (NEPA).



PUBLIC INPUT OPPORTUNITY OVERVIEW

Due to COVID-19 public gathering restrictions, the first North Hamilton Crossing public input opportunity was conducted virtually using the Public Input platform. The online event took place between August 29, 2021 and September 30, 2021. Participants were invited to visit the site any time convenient to them and revisit as often as desired. Anyone needing special assistance or interpretation services was provided information on how to arrange for assistance. No requests were received.

The purpose of this first public input opportunity was to share information about the purpose and need for the North Hamilton Crossing project and the results of studies completed to date. In addition, the public outreach provided an opportunity to gather information from the public on transportation concerns in the study area. The information collected from the public will be used to confirm the primary and secondary needs identified for the project, and to identify any other issues or problems that need to be considered as project development proceeds forward.

Public Input Site

The virtual public input opportunity was hosted on a dedicated project page of the Public Input online platform. The page was subdivided into eight primary sections, described below. Embedded into most sections were questions that captured information about participants' experiences when traveling through the study area, level of agreement with needs identified, and priorities on improvements to be made, as well as information about where the respondents live and work.

Welcome Message – Outlined the purpose and format of the public input opportunity and provided instruction on how to navigate through the material and how to share questions and comments with the project team. The information also highlighted who to contact should interpretation services or other special assistance be needed.

Overview section – Discussed the growth of the City of Hamilton area, transportation improvements already completed and needs that must still be addressed. This page also identified the boundaries of the study area and included several questions about where participants live and work. (See Figure 1).

OVERVIEW PURPOSE CONDITIONS SAFETY CONNECTIVITY

In recent years, the City of Hamilton has been experiencing a resurgence of economic growth and redevelopment. Major new development includes 27 new restaurants, retail, and entertainment businesses; the Saica corrugated packaging manufacturing facility; several new mixed use apartment buildings; and the redevelopment of the Champion Mill property into the Spooky Nook Sports Champion Mill complex which is expected to attract a million visitors a year. While these changes have had a positive impact on jobs and progress in our community, they've also amplified local transportation challenges including:

- Inefficient roadway connections to major state routes and interstates
- Difficulty traveling between the east and west sides of Hamilton, both on streets and across bridges
- High crash rates at key intersections
- Travel delays caused by congestion and frequent train crossings
- Lack of adequate sidewalks and bike paths
- Few public transit alternatives

Recognizing that these issues need to be addressed to better support our businesses, residents, and visitors both now and in the future, the City and the BCTID have already completed multiple improvements including:

- Construction of the South Hamilton Crossing (SHX) Jim Blount Overpass (completed in 2018) to provide an overpass across four busy CSX railroad tracks, reduce travel times, increase safety and provide improved access to the Miami University Hamilton Campus, Vora Technology Park, and 60+ acres of vacant land;
- Completion of several improvement projects on Main and High streets to make needed repairs, support higher traffic volumes, remove overhead utilities, replace old water mains and improve streetscapes;
- Reconfiguration of Rhea Ave. and North B Street to support better traffic flow to and from the Spooky Nook Sports Champion Mill Complex;
- Implementation of vehicle and pedestrian safety improvements along the Main Street corridor;
- Reconfiguration of the intersection of SR 177 (Main St.) with Cereal, Haldimand, Western, and McKinley to improve traffic flow;

Project Contact

If you have any questions, please contact:

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345 High Street | Hamilton, OH 45011
Allen.Messer@hamilton-oh.gov
(513) 785-7286

Documents

- DRAFT NHX Purpose and Need Statement.pdf
- NHX Fact Sheet.pdf
- NHX Location.pdf
- Study Area Map.pdf

Timeline

- COMPLETE INITIAL DATA COLLECTION
- COMPLETE PUBLIC INPUT OPPORTUNITY #1 August 29, 2021 - September 30, 2021

Figure 1: Screen grab of the Overview page on Public Input.

Purpose section – Summarized the purpose and needs of the NHX project and asked participants about their experience when traveling through the study area.

Conditions section – Discussed the existing transportation conditions within the study area including: traffic volumes and levels of service on key streets and areas of travel delays. This page also included a mapping exercise where participants were asked to place pins on a map of the study area to identify locations where they experience heavy congestion and/or traffic backups.

Safety section – Discussed the results of safety studies related to vehicle travel and train crossings, and improvements needed for bicyclist and pedestrian safety. Questions on this page assessed each respondent’s comfort level in terms of safety when traveling in the study area. A second mapping exercise asked participants to indicate locations of safety concerns within the study area and to describe their concerns.

Connectivity section – Discussed the need to improve connectivity between the east and west sides of the City of Hamilton, which is bisected by the Great Miami River, and portions of Butler County. Questions on the pages invited participants to share their priorities for transportation improvements. This page also included a third mapping exercise that asked respondents to indicate the locations of any other areas of concern and to describe them.

NHX Project section – Highlighted the primary and secondary transportation needs identified for the project and discussed the Feasibility Study development process, project schedule, and funding considerations. Questions on the page asked respondents if they agreed with the primary and secondary needs identified for the project.

Stay Connected section – Invited respondents to share their email address if they wanted to receive project updates by email. An open response question on the page also allowed respondents to provide additional comments.

Documentation of the content on the individual pages and illustrations shared are provided in Appendix A: Exhibits & Materials. Also included in Appendix A are copies of the project fact sheet, NHX location map, and project study area map, which were included in the Documents section of the open house webpage, along with a copy of the draft Purpose and Need Statement.

Question 5

The study area is in the center of the highlighted portion of the map below. Click the + to zoom in for a closer view. **Please identify any areas where you tend to experience heavy congestion and/or traffic backups when driving through the study area.** Click on the blue Add Point button in the upper right corner of map, then click on the map to mark your locations. Use the comment pop-up box to share more information, such as street or intersection name and a description of the issue encountered at that location. **Please also identify the day(s) of week and time(s) of day the issue typically occurs.** You can place multiple pins on the map.

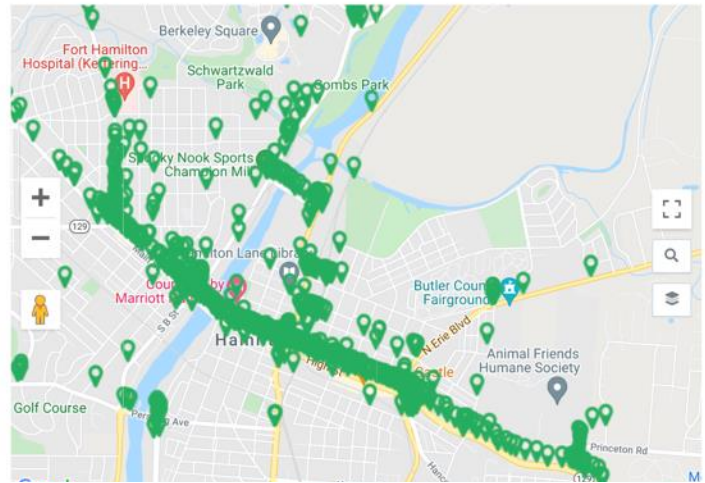


Figure 2: Screen grab of the mapping exercise featured in the Conditions section of the NHX Public Input page.

PUBLIC NOTIFICATION

Notifications publicizing the public input opportunity were distributed using multiple communications channels including:

- Ad placement in *Journal-News* newspaper – Sunday, August 29, 2021
- Email notices sent to City of Hamilton stakeholders (Eblasts)
 - August 30, 2021 (initial announcement)
 - September 9, 2021 (reminder notice)
 - September 16, 2021 (reminder notice)
 - September 27, 2021 (final notice)
- Postings on the City of Hamilton and Butler County Transportation Improvement District website
- Social media posts on the City of Hamilton’s Facebook and Twitter pages
- News release, distributed to local media outlets – Tuesday, August 31, 2021

Copies of all notification materials are provided in Appendix B: Notification Materials.

PUBLIC INPUT SUMMARY

By the time the public input opportunity closed on September 30, 2021, the Public Input site had received 4,374 views. Of these, 1,590 individuals went on to answer questions embedded throughout the site. Together, they submitted a total of 14,827 responses. These included 4,188 comments submitted as part of the three mapping exercises, responses to the final open-ended question on the Stay Connected page, and email addresses submitted by those who wanted to receive project email updates.

In addition to answering questions embedded into the Public Input site, visitors were also invited to share questions and comments via mail, email, and phone calls directed to Allen Messer, Assistant Director of Engineering, City of Hamilton. Throughout the 33-day comment period, Mr. Messer received four emails and four phone calls. No letters were received. Contact logs documenting the emails and phone calls received and responses provided are included in Appendix C: Public Input Documentation.

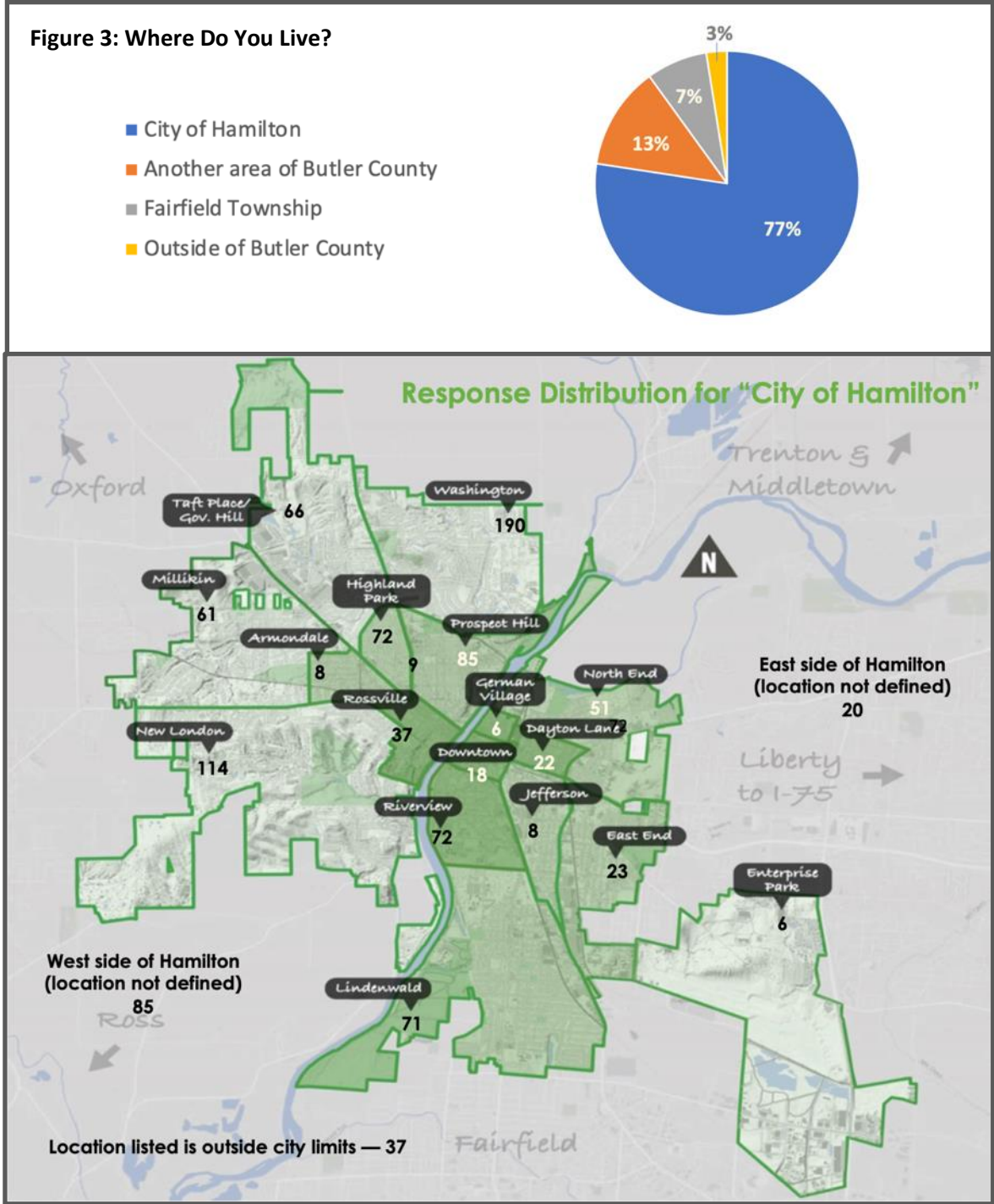
A summary of the feedback received is provided on the following pages.

Input Received – Survey Results

Following is a summary of the feedback received for each of the survey questions and mapping exercises embedded into the Public Input website.

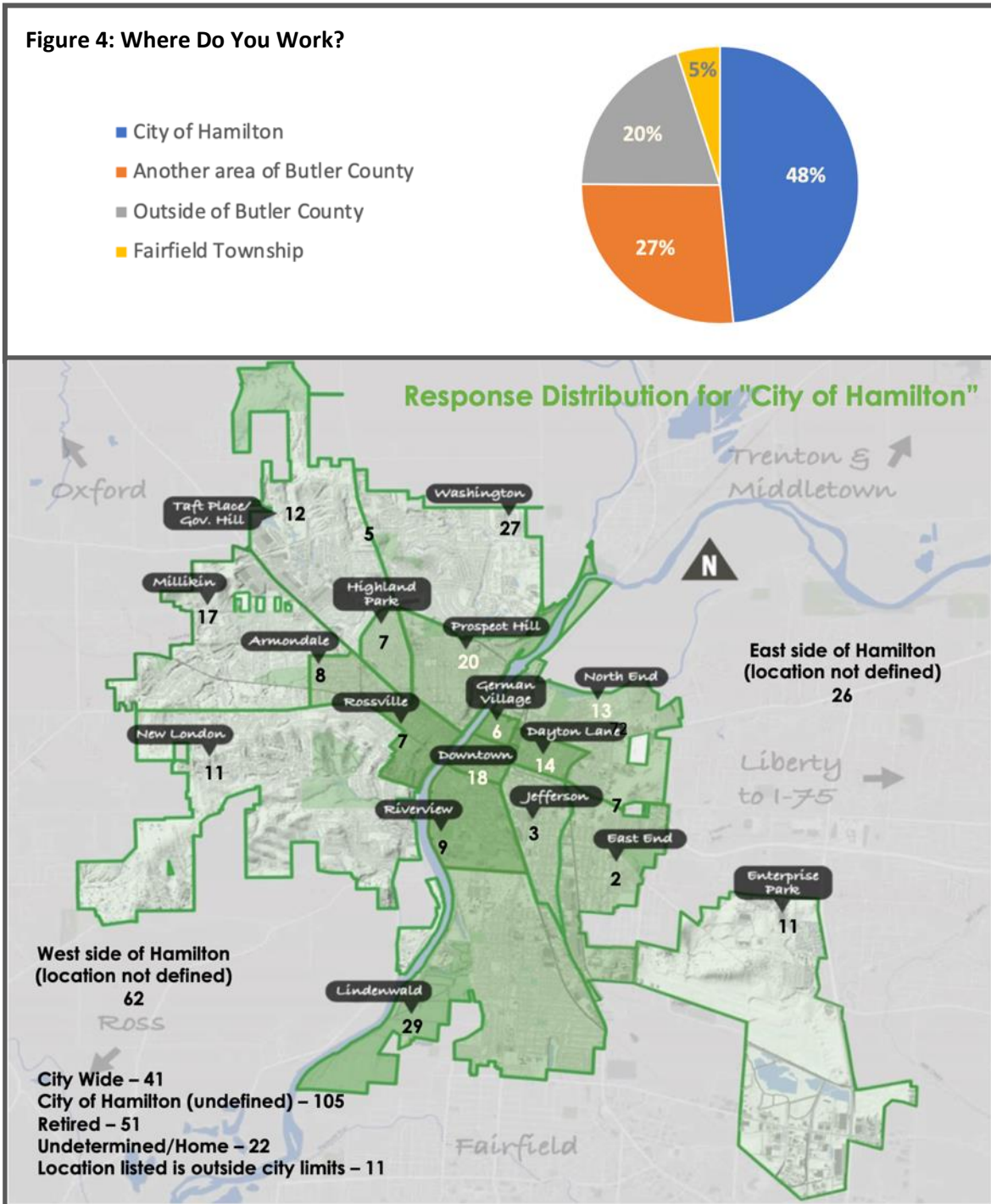
QUESTION 1 – WHERE DO YOU LIVE?

The majority of respondents to Question 1 (77%) said they lived within the City of Hamilton. Another 13% said they lived in another area of Butler County. Those that live in the city were asked to further identify the neighborhood they live in. The distribution of their responses is shown in the map in Figure 3. Neighborhoods outside the study area are indicated with white numbers.



QUESTION 2 – WHERE DO YOU WORK?

Nearly half of the respondents to Question 2 (48%) said they worked within the City of Hamilton. Another 27% said they lived in another area of Butler County. Those that work in the city were asked to further identify in which neighborhood they work and the distribution of their responses is shown in the map in Figure 4. Neighborhoods next to the study area are indicated with white numbers.



QUESTION 3 – EXPERIENCE WHEN TRAVELING THROUGH THE STUDY AREA

Which of the following statements best represent your experience when driving through the study area?

A total of 1,346 people responded to this Question 3. Approximately 38% of these respondents said that driving through the study area can be a bit challenging and it can be difficult getting to where they want to go. Another 30% said that although they can get to where they need to pretty easily, traffic tends to slow them down. Approximately 25% try to avoid driving through the study area when possible. The distribution of responses is illustrated in Figure 5.

QUESTION 4 – REASONS FOR TRAVELING THROUGH THE STUDY AREA

I most often travel through the study area to . . .

Of the 1,301 people who responded to this question, nearly half (48%) said they pass through the study area to get to destinations located outside of the study area. However, 87% said they travel through the study area to get to locations within or next to it.¹ Nearly 10% travel through the area to avoid other congested areas in the city. The distribution of responses is illustrated in Figure 6.

Eighteen people submitted comments to explain their “Other” responses. Reasons offered include:

- To go to work (4)
- To visit family and friends (3)
- To go to the west side (1)
- I live here (1)
- For shopping (1)
- To get to I-75 (1)
- To visit a cemetery (1)

Five individuals commented on the high amount of congestion experienced when traveling through the area.

¹ Participants could check multiple responses.

Figure 5: Experience when driving through the study area.

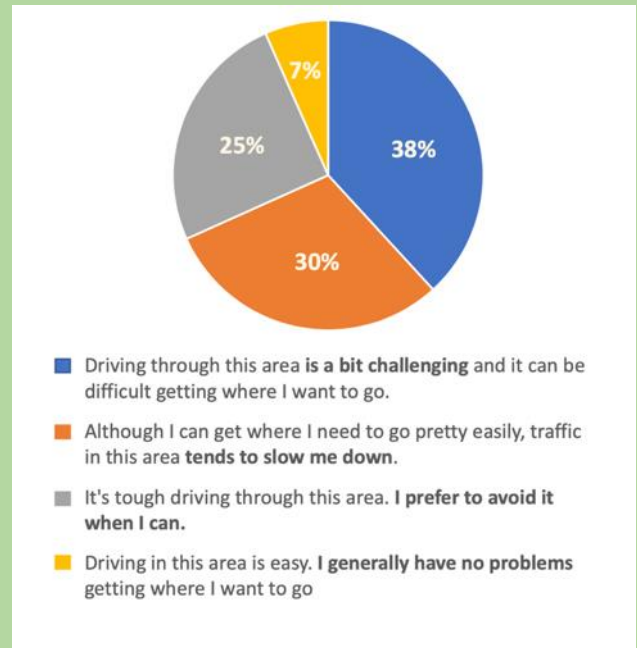
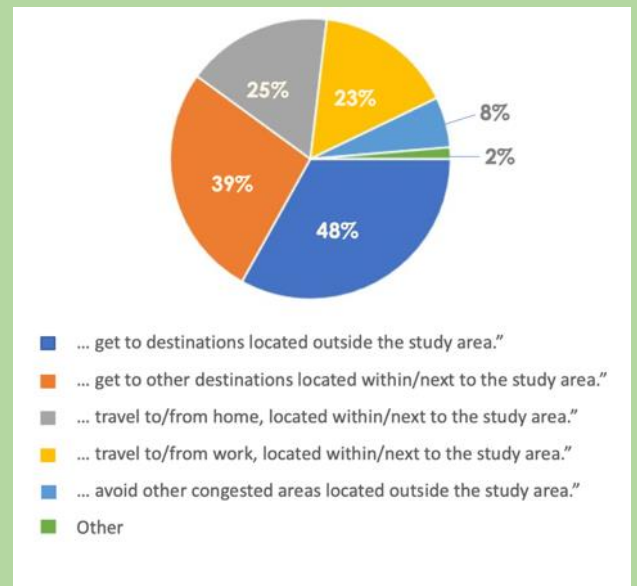


Figure 6: “I most often travel through the study area to...”



QUESTION 5 – MAPPING EXERCISE #1, HEAVY CONGESTION AND BACKUPS

The study area is in the center of the highlighted portion of the map below. Please identify any areas where you tend to experience heavy congestion and/or traffic backups when driving through the study area. Click on the blue Add Point button in the upper right corner of the map, then click on the map to mark your locations. Use the comment pop-up box to share more information, such as street or intersection name and a description of the issue encountered at that location. Please also identify the day(s) of week and time(s) of day the issue typically occurs. You can place multiple pins on the map.

In Question 5, respondents were asked to place digital pins on a Google-based map of the study area to identify locations where they experience heavy traffic and backups within the study area. Once a pin was placed, a pop-up box asked the respondents to describe their concern(s) at that location.

In total, respondents placed 666 pins on the map and 455 comments were submitted. Of the responses received, 262 pins and 66 comments were located outside of the study area and were therefore removed from analysis. The information they contained, however, was reviewed by the project team and shared with the City of Hamilton for their reference when considering future projects.

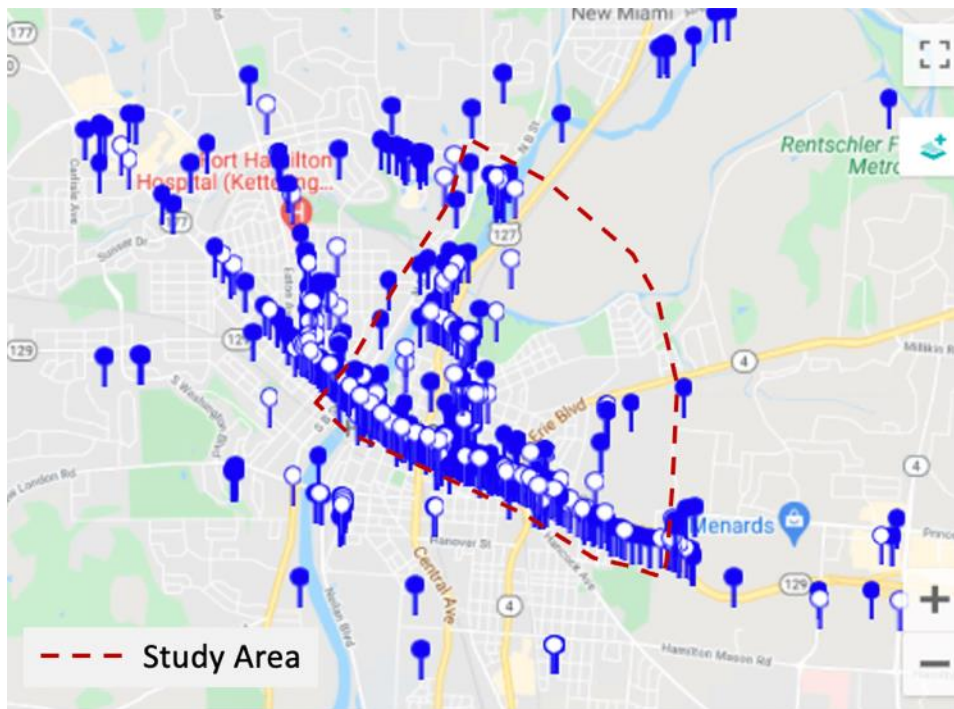


Figure 7: Travel Experience. The pins on the map identify the locations of heavy congestion and/or traffic backups experienced by respondents as they traveled through the study area (indicated by the red dotted line). Blue pins indicate that respondents included comments with their pins. No comments were provided for white pins.

QUESTION 6 – SAFETY WHEN TRAVELING IN A VEHICLE

Based on your personal experience, please let us know how concerned you are with safety when traveling in a vehicle in through the study area.

Of the 1,040 people who answered this question, 81% said that they were either very concerned (29%) or somewhat concerned (52%) about safety when traveling through the study area in a vehicle. Less than 20% said that they weren't really concerned (13%) or weren't concerned at all (4%). The distribution of responses is shown in Figure 8.

QUESTION 7 – SAFETY WHEN TRAVELING BY BIKE OR WALKING

Based on your experience, please let us know how concerned you are with safety when traveling by bike or walking through the study area.

Of the 1,029 people who answered this question, 71% said that they were very concerned (41%) or somewhat concerned (30%) about traveling through the study area on a bicycle or when walking. Approximately 12% said they were not really concerned (9%) or not concerned at all (3%). Five percent weren't sure and 12% said that they don't travel through the study area. The distribution of responses is shown in Figure 9.

Figure 8: Safety concern when traveling through the study area in a vehicle.

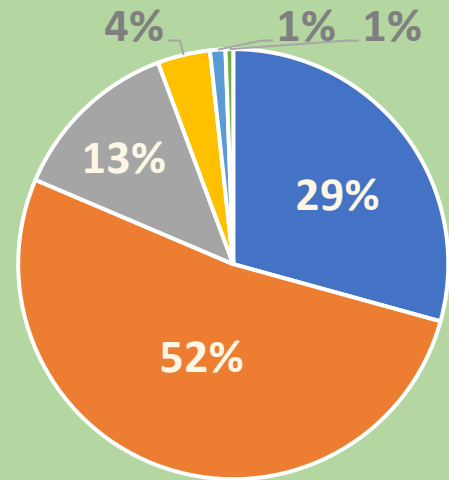
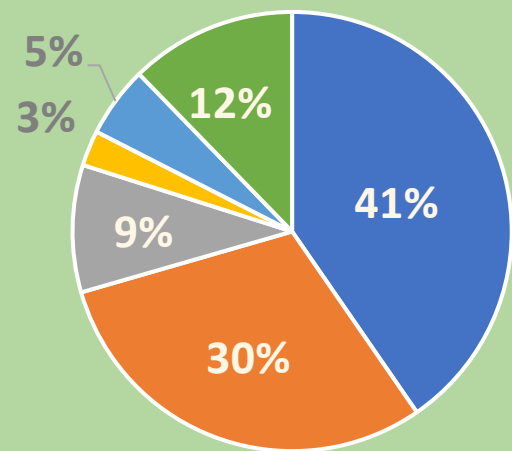


Figure 9: Safety concerns when traveling through the study area on a bike or when walking.



- Very concerned
- Somewhat concerned
- Not really concerned
- Not concerned at all
- Not sure
- I don't travel through the study area

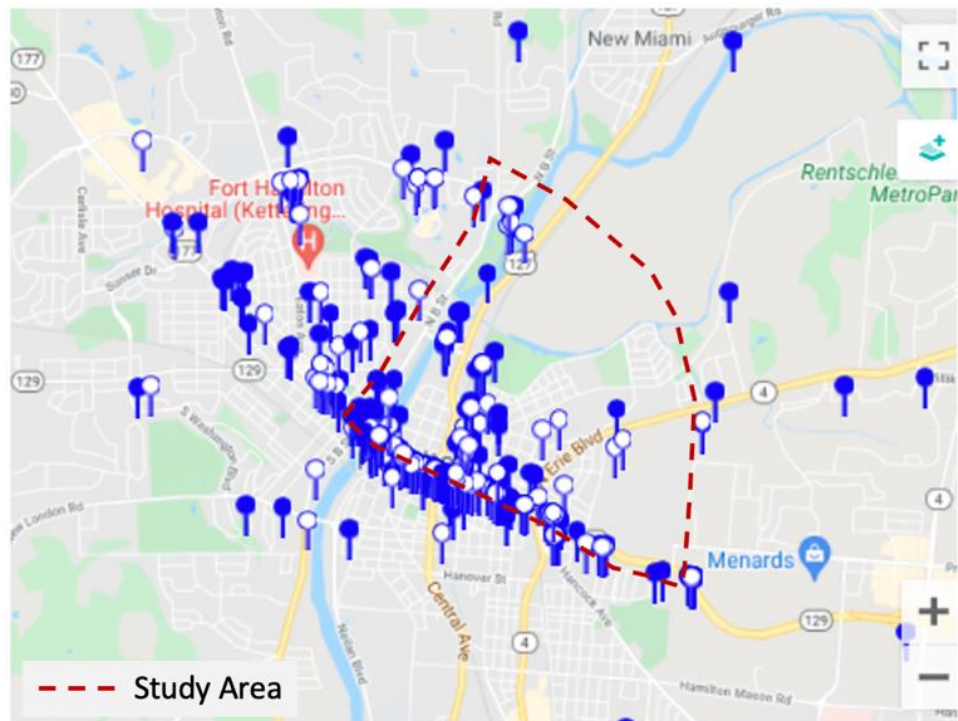
QUESTION 8 – MAPPING EXERCISE #2, SAFETY CONCERNS

The study area is in the center of the highlighted portion of the map below. To help us make sure we've identified all the key hot spots, please use this map to identify areas where you have encountered vehicle crashes, near-misses, or other safety issues, if any, when driving around the study area. Click on the blue Add Point button and then click on the map to mark your locations. Use the comment pop-up box to include additional details, such as street or intersection name and a description of the issue encountered at that location. You may place multiple pins on the map.

For Question 8, respondents were asked to place pins on another map of the study area to identify locations where they have encountered vehicle crashes, near-misses, and other safety issues, if any. In total, respondents placed 329 pins on the map and 216 comments were submitted. Approximately 38% (124 pins) were located outside the project study area and they, along with comments associated with them, were removed from analysis. The data they contained however was reviewed by the project team and shared with the City of Hamilton for reference and use in future planning efforts.

Figure 10: Safety Concerns.

The pins on the map identify where respondents have encountered vehicle crashes, near-misses, and other safety issues within or near the project area (indicated by the red dotted line). Blue pins indicate that respondents included comments with the pins. No comments were provided for white pins.

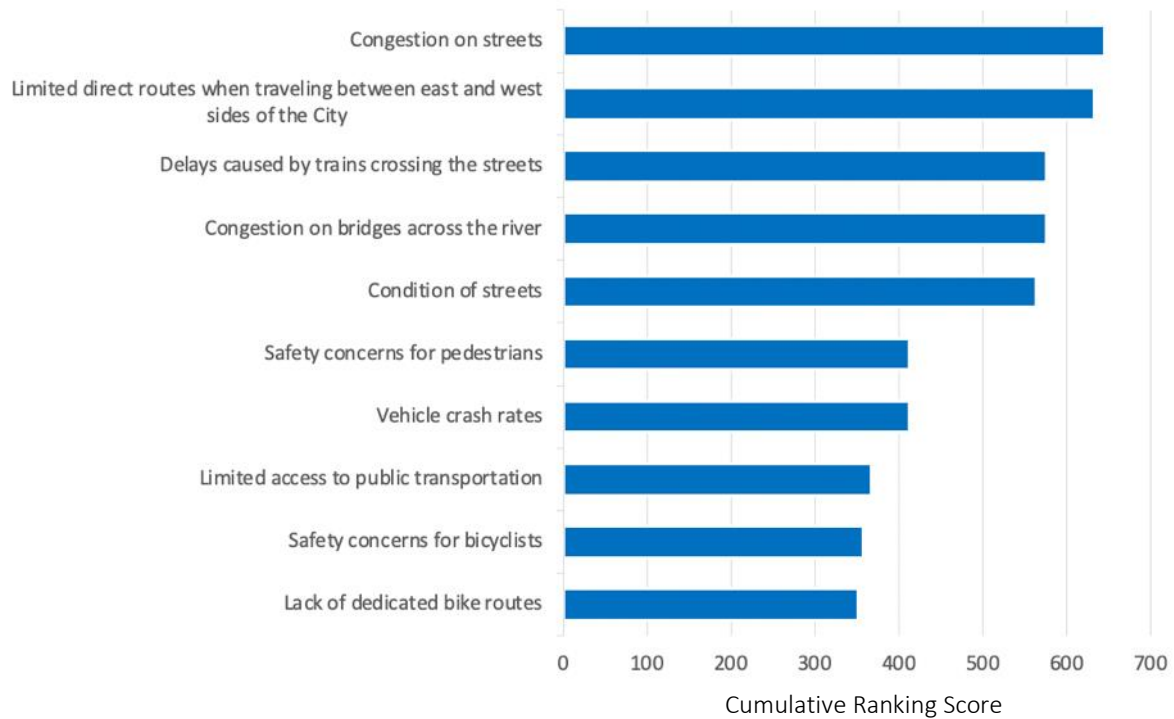


QUESTION 9 – ISSUES IMPACTING TRAVEL

We've identified a number of issues that impact travel through the study area. Please help us better understand which of them concern you most. Click on the issues below to drag and drop to arrange them in your preferred order.

A total of 834 people responded to this question and ranked their responses in order of their preference. Issues placed at the top of the list received higher ranking scores than those at the bottom. The cumulative ranking scores are illustrated in Figure 11, below.

Figure 11: What issues concern you most?



Would you add anything else to the list above?

Question 9 also asked respondents if they would add anything else to the list of issues and 352 comments were submitted. All comments were reviewed and themes were identified to assist with processing the information received.² Following is a brief discussion of the 10 theme categories that garnered the most comments. A table identifying all theme categories follows the discussion. All comments are documented in their entirety in Appendix C.

² Note: Multiple themes were identified within a single comment. Therefore, the total number of theme counts exceeds the number of comments received.

Spooky Nook

There were 80 mentions of Spooky Nook in the comments provided for Question 9. Most comments referenced the complex in regards to its construction and potential impacts on traffic flow and congestion once the facility opens. Typical comments expressed:

- Concerns that the opening of the Spooky Nook complex will significantly increase congestion and/or that measures are not yet in place to manage the additional traffic volumes. Some of these comments also included concerns about how congestion generated by Spooky Nook traffic will impact nearby residential areas and pedestrians, particularly children and visitors.
- Pedestrian safety concerns caused by traffic to and from the facility
- Comments that transportation improvements (such as the North Hamilton Crossing project) should have been completed prior to the construction of the facility
- Comments that a new bridge will need to be constructed to help manage traffic from the facility
- Lack of adequate parking for Spooky Nook visitors and the resulting impact on nearby areas (some of these comments also suggested construction of new parking decks)
- Suggestions for shuttle services to and from the facility
- Concerns that traffic congestion surrounding the facility will deter visitors, thus causing the facility to fail
- Concerns unrelated to transportation – such as a need for more lodging options for visitors
- Concerns questioning the benefit of investments made into the Spooky Nook complex

Congestion

Sixty-three comments mentioned congestion in the city. More than half of these comments mentioned congestion in passing, without much commentary beyond statements such as traffic is slow due to congestion, congestion is expected to get worse in general, or acknowledging that congestion exists. Approximately 30% noted that congestion is bad or is a problem and many of these comments referenced specific locations. Multiple comments included suggestions for improving traffic flow such as adding traffic signals, improving signal timing, introducing a streetcar/shuttle service and/or adding another bridge across the river. Several comments noted concerns about how congestion is impacting inner-city neighborhoods and potentially reducing the appeal of the neighborhoods and the attractions around them.

Bridges

Fifty-seven comments mentioned bridges in Hamilton. Of these, the majority referenced the need for a new bridge, primarily north of the existing Black Street Bridge. However, several people expressed concerns about the impacts that a new bridge in the area north of the Black Street Bridge might have on nearby neighborhoods already experiencing heightened congestion and travel delays. Several respondents suggested expanding the existing Black Street Bridge to include more travel lanes and components for multi-modal travel, while others suggested transitioning the bridge to a pedestrian-only bridge. The remaining comments mentioning bridges pertained mostly to the existing bridges in the city and noted that they were congested, their limited size created congestion in other parts of the city, and/or noted how the respondents used the various bridges to travel across the city.

Miscellaneous Suggestions & Comments

Fifty-five of the comments submitted for Question 9 were categorized as miscellaneous suggestions. A majority included ideas for improvements to be made at specific locations throughout the city. Other suggestions proposed alternative routes for the NHX project. A number of the suggestions were very general in nature (such as make High Street easier to travel, improve lighting, or create a different route to I-275) while others called for improvements to intersections, suggested roundabouts, or expanding/ improving public transportation options (such as busing or adding streetcar or shuttle services). A full documentation of all suggestions provided is included in Appendix C: Public Input Documentation.

Another 47 comments were categorized as miscellaneous comments. These tended to express general opinions about current conditions for travel in the city, traffic flow, road conditions, proposed improvements, past improvements, and the timing of work. Some of these comments mentioned specific areas either by road names and intersections or by neighborhood. A full documentation of these comments is also provided in Appendix C.

Signal Timing

Twenty-nine respondents discussed issues with signal timing. Many said that the timing of the lights in various locations throughout the city impaired traffic flow and therefore is a major source of congestion. A concern expressed by several people was that light sequences are not long enough to allow for adequate traffic flow. These and other comments also noted that because lights allowed only a few cars to travel through an intersection at a time, drivers tend to push forward to “make the light” and end up blocking intersections once the lights change.

Pedestrian Safety

Twenty-five respondents specifically mentioned issues with pedestrian safety. Many of these comments noted areas where heavy traffic flow creates hazardous crossing conditions for pedestrians, particularly around schools located along major streets and in residential areas. Multiple comments noted that the needs of pedestrians should be considered a higher priority when planning improvement projects. Some noted that impatient drivers and vehicles pushing to make it through lights and/or running red lights threaten the safety of pedestrians. Other comments expressed a desire for more sidewalks and/or safer options for walking within the city. Requests for “safer” walking options most often referred to transportation concerns, although some referred to a need for better personal safety in areas that experience higher levels of crime.

Speeding

Twenty-one people mentioned that speeding is a problem in locations throughout the city, particularly on side streets. Some suggested that drivers speed because they are impatient, inattentive, or to make up for time lost due to congestion. A number of respondents also expressed frustration that there is a lack of enforcement or consequences to drivers who violate speed limits.

Trains

Another 21 comments specifically mentioned trains. The majority of these either simply mentioned that trains are an issue or problem and/or expressed frustration with trains causing travel delays by blocking routes through the city. Several individuals mentioned concerns with the impact train blockages have on the ability to provide timely emergency response services. Several others suggested consolidating tracks or rerouting tracks out of the city. A few comments mentioned frustration with train noise, particularly train horns.

Street Condition

Twenty people noted that many of the streets within the city are in poor condition and need to be fixed. Many of these respondents also said that they would prefer that the condition of existing streets be addressed before further planning for other projects, like NHX, takes place.

Themes identified in the comments submitted for Question 9 are listed in the following chart. Note that multiple themes were often identified within a single comment. Therefore, the total number of theme counts exceeds the number of comments received.

TABLE 1: Comment themes for “WOULD YOU ADD ANYTHING ELSE TO THE LIST ABOVE?”

THEME	COUNT*	DESCRIPTION
Congestion	63	See above discussion
Spooky Nook	80	See above discussion
Bridges	57	See above discussion
Suggestions	55	See above discussion
Miscellaneous Comments	47	See above discussion
No comment	34	Includes comments that said "no comment", "N/A", or "."
Signal timing	29	See above discussion
Pedestrian Safety	25	See above discussion
Trains	21	See above discussion
Speeding	21	See above discussion
Street condition	20	See above discussion
Public transportation	14	Comments suggested adding, expanding, or improving public transportation and/or offering a shuttle service for Spooky Nook events
Parking issues	12	Comments outlined concerns regarding parking, whether it be a lack of parking, a need for more parking or how on-street parking slows traffic flow
Bike safety	11	Comments included general concerns for bicyclist safety, unsafe conditions for bicyclists, preferences to keep bike lanes off streets, and the need to make accommodations for bicyclists safer
Travel delays	11	Comments generally highlighted the length of time it takes to travel from one place to another in Hamilton
Running red lights	8	Comments noted that drivers frequently run traffic lights
Cut-throughs	7	Comments noted that congestion encourages cars and trucks to cut through side streets, many of which are residential; several people noted their personal cut-through habits
City Bypass	6	Comments suggested creating a bypass around congested city streets
EMS concerns	6	Comments noted concerns with congestion delaying the movement of emergency response vehicles
Blocked intersections	5	Comments noted that drivers trying to push through traffic lights often block intersections, contributing to congestion problems

THEME	COUNT*	DESCRIPTION
General safety	5	Comments noted concerns for overall safety
Neighborhood impacts	4	Comments noted concerns that proposed NHX improvements will cause negative traffic impacts to certain neighborhoods
Fast track project	2	Comments suggested that proposed improvements be done as soon as possible
Lodging	2	Comments outlined questions/concerns about where Spooky Nook patrons will stay
Need traffic enforcement	2	Comments suggested that more enforcement is needed at stoplights and intersections
Grade-separated RR crossing	2	Comments mentioned that a new grade-separated crossing is needed over or under local train tracks
Traffic lights	2	Comments said additional traffic lights are needed to better manage traffic flow; less lights would improve traffic flow

QUESTION 10 – MAPPING EXERCISE #3, OTHER AREAS OF CONCERN

The study area is in the center of the highlighted portion of the map below. Please use the map to highlight any additional areas where you have noted other concerns when traveling around the study area. These may include issues with traffic lights, streets or sidewalks needing repair, locations where crosswalks or bike lanes are needed, lighting issues, etc. Click on the blue Add Point button, then click on the map to mark your locations. Use the pop-up box to include additional details such as street or intersection name and a description of the issue encountered. If applicable, please also identify the day(s) of week and time(s) of day that the issue occurs. You can place multiple pins on the map.

Question 10 invited participants to place pins on a third Google-based map to identify the location of any other concerns they have when traveling through the project area. In total, 139 pins were dropped on the map and 108 included comments, summarized below. Approximately 63% (88 pins) of the pins dropped were located outside the project study area and they, along with comments associated with them, were removed from analysis. The data they contained, however, was reviewed by the project team and shared with the City of Hamilton for reference and use in future planning efforts.

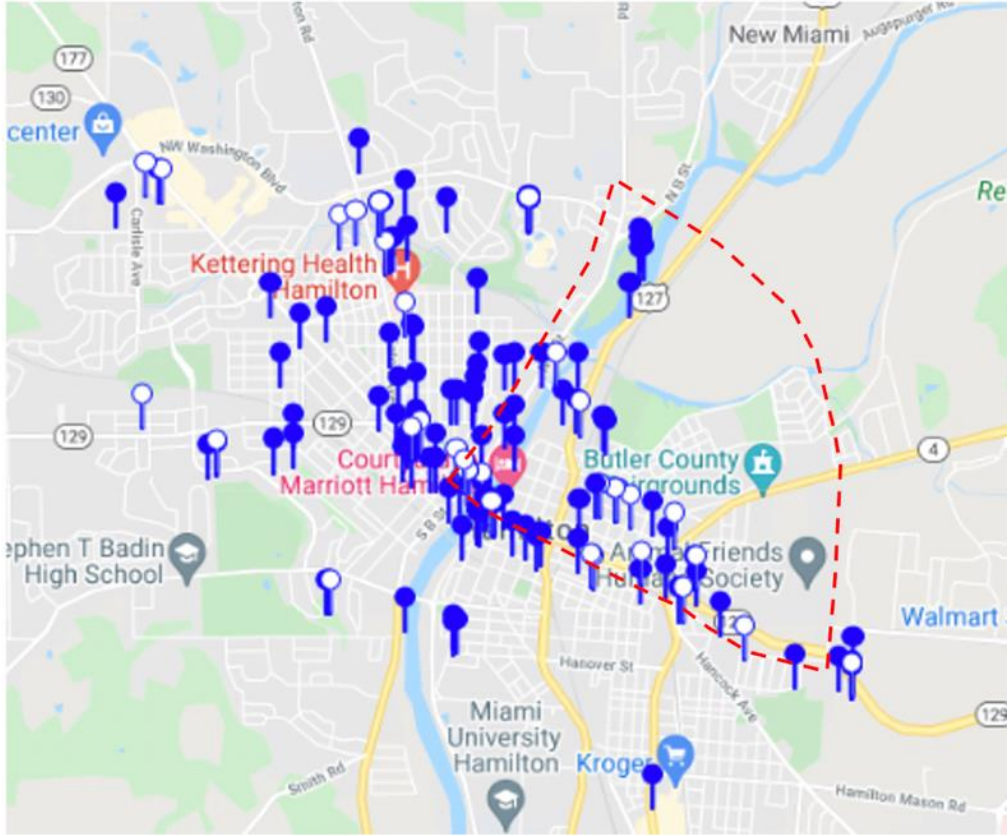


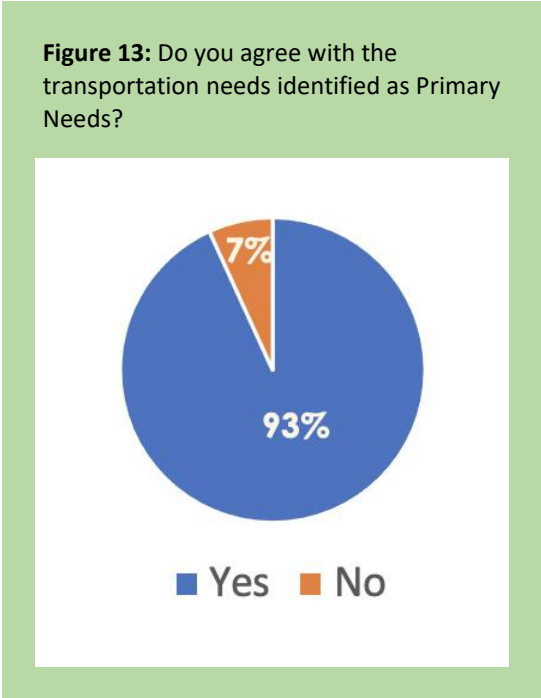
Figure 12: Other Areas of Concern. The pins on the map identify where respondents have indicated other concerns when traveling within or near the project area (indicated by the red dotted line). Blue pins indicate that respondents included comments with the pins. No comments were provided for white pins.

QUESTION 11 – PRIMARY NEEDS

The following issues were presented to participants as the primary needs that the North Hamilton Crossing project is intended to address:

- Reduce congestion and improve traffic flow
- Improve east-west connectivity
- Provide bridge crossings that would accommodate future traffic demand
- Support planned development

Question 11 asked if participants agreed with the primary needs that had been identified and 904 people responded. Of these, 93% said they agree and 7% said they did not. Respondents who didn't agree were invited to explain why not. Ninety-one people submitted comments and all responses received are documented in their entirety in Appendix C. Each comment was reviewed and themes were identified to assist with processing the information received. Thirteen respondents simply said they agree, they had no further comment or N/A. Another 18 used the opportunity to



share miscellaneous comments primarily about transportation issues in the city, the proposed NHX project, and the project’s relation to the Spooky Nook complex. Following is a summary of the remaining top five theme categories identified in the responses.

Fix Existing Infrastructure

Fifteen respondents noted that fixing existing infrastructure throughout the city (primarily streets) should be a priority. Several people also noted that fixing local streets should be completed before any new construction takes place.

Accommodations for Bicyclists

Nine respondents felt that improving accommodations for bicyclists should be a primary need rather than a secondary, or that providing bicycle accommodations should be encouraged throughout the city. One respondent also requested that bike/pedestrian accommodations be included on any new bridges built.

Accommodations for Pedestrians

Eight respondents noted that pedestrian accommodations should either be considered as a primary need or a priority, or at least encouraged as part of city planning efforts. One respondent also requested that bike/pedestrian accommodations be included on any new bridges built.

East – West Connectivity

Eight respondents said that improving east-west connectivity should be a primary need and/or considered to be the highest priority.

Public Transportation

Seven people discussed the need to expand or improve public transportation for a variety of reasons including to reduce the reliance on cars, provide dependable transportation for those without private means, and to improve transportation options throughout the city.

All themes identified in comments submitted for Question 11 are listed in the following chart. Note that multiple themes were often identified within a single comment. Therefore, the total number of theme counts exceeds the number of comments received.

TABLE 2 – Comment themes for “IF YOU SAID NO, PLEASE TELL US WHY NOT.”

THEME	COUNT	DESCRIPTION
Miscellaneous comments	18	See above discussion
Fix infrastructure	15	See above discussion
Accommodations for bicyclists	9	See above discussion
Accommodations for pedestrians	8	See above discussion
East west connectivity	8	See above discussion
Public transit	7	See above discussion
Congestion	6	Comments mentioned that traffic/congestion is a problem
Impact on Homes	3	Comments outlined concerns about the impact the NHX route would have on homes

Reevaluate train routes	3	Comments suggested reevaluating and/or redirecting train routes through the city
Suggestions	3	Comments suggested routing suggestions for improvements; requested that detours be communicated during construction
Grade-separated railroad crossing	2	Comments noted that a grade-separated railroad crossing is needed
There's not a problem	2	Comments said that there is not a problem to be addressed
Multi-modal needs	2	Comments said that multi-modal transportation needs should be considered a primary need

Several topics were only mentioned once and therefore weren't included in the theme count. These topics included: parking issues, general travel safety, speeding concerns, and travel delays caused by trains. One comment said that both the primary and secondary needs are equal.

QUESTION 12 – SECONDARY NEEDS

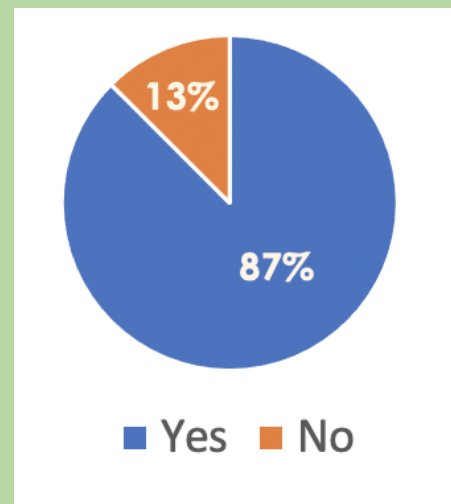
Do you agree with the transportation needs that we have identified as secondary needs?

The following issues were presented to participants as the secondary needs for the North Hamilton Crossing project to address if funding is available:

- Improve bike/pedestrian connectivity within the City and to the regional/ state shared-use trail system
- Improve multi-modal linkage, including bus transportation options

Question 12 asked if participants agreed with categorizing these issues as secondary needs and 864 people responded. Of these, 87% said they agree; 13% said they did not. Respondents who didn't agree were invited to explain why not. A total of 102 people submitted comments and all are documented in their entirety in Appendix C. Each comment was reviewed and themes were identified to assist with processing the information received. Ten respondents simply said they agree, they had no further comment, or N/A. Another seventeen used the opportunity to share miscellaneous comments that couldn't be easily categorized into themes. Following is a brief discussion of the remaining top five theme categories identified in the responses.

Figure 14: Do you agree with the transportation needs identified as Secondary Needs?



Public Transportation

Sixteen individuals responding to this question provided comments regarding the importance of public transportation with most saying that it should be considered as a higher priority or as a primary need. Four respondents, however, said the opposite and made note that they would not include bus

options or public transportation as a project need. One of these respondents said he/she doesn't think public transportation will be used, while another said they "aren't a fan."

Accommodations for Bicycles

Twelve respondents indicated that accommodations for travel by bicycle is important, with many noting that it should be considered a primary need. Another eight respondents made a point to say that bicycle accommodations shouldn't be a priority. Reasons offered are that the respondents don't think the accommodations will be used for commuting and/or focus should remain on vehicular travel.

Accommodations for Pedestrians

Eleven people said that better and/or more accommodations for pedestrians is needed to benefit those who travel on foot. One respondent noted a concern that if accommodations weren't included now, then they won't likely be addressed for a long time to come. Six respondents said that pedestrian accommodations shouldn't be a priority because walking is not a priority for them, people won't use walking paths for commuting, and paths and sidewalks already exist.

Fix Existing Infrastructure

Nine respondents said that the conditions of existing roads and infrastructure need to be addressed to improve function and appearance. Some noted that this should take priority over bicycle accommodations.

Grade-Separated Railroad Crossings

Seven people noted that adding one or more new railroad underpasses or overpasses is important to easing congestion and providing better traffic flow.

All themes identified in comments submitted for Question 12 are listed in the following chart. Note that multiple themes were often identified within a single comment. Therefore, the total number of theme counts exceeds the number of comments received.

TABLE 3 – Comment themes for "IF YOU ANSWERED NO, PLEASE TELL US WHY NOT."

THEME	COUNT	DESCRIPTION
Miscellaneous comments	17	See above discussion
Public transit	16	See above discussion
Accommodations for Bicycles	12	See above discussion
Accommodations for Pedestrians	11	See above discussion
Fix Existing Infrastructure	9	See above discussion
Bicycles are not a priority	8	See above discussion
Grade-separated RR crossing	7	See above discussion
Ped. Accommodations are not a priority	6	See above discussion
Multi-modal needs	4	Indicated that multi-modal transportation options are needed and would help reduce congestion
All are priorities	4	Noted that all needs listed as secondary should be considered primary

THEME	COUNT	DESCRIPTION
Congestion relief	4	Comments noted that reducing congestion in general was more important than those needs listed as secondary
Buses/Transit are not a priority	4	See discussion above
Bypass	4	Suggested building a bypass to avoid travel through the downtown area
Suggestions	3	Provided suggestions for reducing congestion in the city
Parking	2	Indicated that addressing parking is a need that should be addressed
Bridge	2	Noted that a new bridge is needed across the Great Miami River

Several topics covered in the comments received were only mentioned once and therefore weren't included in the theme count. These topics included: need a way to bypass High Street from the west side; support for economic development opportunities; general public health, and more lodging for visitors. One respondent stated that none of the needs identified as secondary were a priority.

QUESTION 13 – EMAIL UPDATES

Please share your email address if you would like to receive project updates by email.

477 people shared their addresses (four of which were street addresses). These addresses have been provided to the City of Hamilton.

QUESTION 14 – ADDITIONAL COMMENTS

Please let us know if there is anything else you would like us to consider as we continue planning this project.

Two-hundred and twenty-four people submitted a response for Question 14. All comments were reviewed and themes were identified to assist with processing the information received. Below is a summary discussion of the top 10 theme categories and a table that identifies all themes identified. All comments are documented in their entirety in Appendix C.

Miscellaneous Comments

Forty-two respondents submitted miscellaneous comments that couldn't easily be categorized into themes. These tended to include comments about existing conditions, experiences driving through the city and/or study area, personal travel habits, personal preferences on improvements to be made, concerns about impacts of the NHX project, other problems respondents would like the city to address (derelict properties, crime, homeless individuals, etc.), concerns about the construction process, and notes saying "thank you."

Fast Track the Project

Twenty-three respondents used this opportunity to say that the transportation improvements included in the NHX project are needed now and should be fast-tracked so they can be completed as soon as possible.

Spooky Nook

Twenty-three respondents mentioned Spooky Nook in their comments for Question 14. Many included concerns about the impact to local traffic flow once the facility opens. Several comments included suggestions to provide shuttle service to Spooky Nook or provide patrons with clear information about the best travel routes to access the facility. Other comments noted frustration that transportation improvements should have been made before the facility was completed. A couple of respondents also used this opportunity to complain about the impact of local street and/or bridge closures during the construction of the facility.

Miscellaneous Suggestions

Nineteen respondents submitted miscellaneous suggestions for transportation improvements to be made including several specific roadway connections.

Trains

Nineteen people used this opportunity to discuss issues with trains. Half of these mentioned problems and congestion caused by trains blocking streets as they pass by or are stopped on the tracks. Others expressed frustration that trains are not fined when they sit unmoving on tracks and block traffic flow. Several people suggested that the trains be re-routed to reduce impact on the city and a couple of people noted irritation with train noise (primarily from train horns).

Bridges

Sixteen comments discussed adding a new bridge across the river. Several of the comments included suggestions as to where a bridge should be located (i.e., near the Black Street Bridge, on the north side of town, or south of the Columbia Bridge) or suggestions for another bridge in addition to the new bridge being planned for NHX. Several comments suggested expanding bridge capacity and/or included comments on construction timing (i.e., complete before the opening of Spooky Nook).

Fix Existing Infrastructure

Sixteen people used this question to express their opinion that existing infrastructure (primarily roads) within the city should be considered a high priority and/or fixed before other projects are begun.

Congestion Relief

Eleven respondents specifically mentioned the need for congestion relief as a major issue. While a number of respondents mentioned congestion relief in relation to anticipated Spooky Nook traffic, others discussed the difficulty and length of time it takes when traveling between the east and west sides of the city. Others simply mentioned the impact of congestion in general.

Black Street Bridge

Ten comments mentioned the Black Street Bridge. Several called for keeping and re-opening the Black Street Bridge as an additional option for vehicular travel (two people noted that the closure of the bridge has caused additional congestion). Several comments suggested widening or replacing the bridge, while others asked that accommodations for bikes and pedestrians be added to the bridge.

Neighborhood Impacts

Ten people expressed concerns regarding the impact that the potential impacts of the NHX project on local neighborhoods, property, homeowners, and/or property values.

Additional themes identified in comments submitted for Question 14 are listed in the following chart. Note that multiple themes were often identified within a single comment. Therefore, the total number of theme counts exceeds the number of comments received.

TABLE 4 – Comment themes for “IS THERE ANYTHING WE SHOULD CONSIDER?”

THEME	COUNT	DESCRIPTION
Miscellaneous comments	42	See above discussion
Suggestions	33	See above discussion
Fast track project	23	See above discussion
Spooky Nook	23	See above discussion
Trains	19	See above discussion
Bridge	16	See above discussion
Fix Infrastructure	16	See above discussion
Congestion Relief	11	See above discussion
Black Street Bridge	10	See above discussion
Neighborhood impacts	10	See above discussion
Signal timing	7	Suggested that retiming signals (some at specific locations) could help improve the flow of traffic
Accommodations for Bicycles	6	Asked for bike lanes/accommodations be included
Communication needs	6	Asked that more information about the project and its potential impacts be shared with the community as planning advances; several comments asked that more communications take place during construction to help with wayfinding
East-West Connectivity	5	Noted the need for improvements when traveling between the east and west sides of the city
Question	5	Contained questions about the project
Cost	4	Noted concerns about project cost and impact on taxpayers
Grade-separated railroad crossing	4	Noted that more grade-separated railroad crossings are needed
Improve eastside	4	Noted concerns about conditions (in terms of streets and buildings/houses) on the eastside of the city
Lights - new	4	Suggested adding new traffic lights to better manage traffic flow
Pedestrian safety	4	Suggested improvements to help make walking safer and easier
Environmental impacts	3	Outlined concerns regarding impacts to green/open space and the canal area/bird sanctuary as well a potential flooding caused by more impervious surfaces
Lodging	3	Noted concerns with the lack of lodging in Hamilton, considering the anticipated increase in visitors

THEME	COUNT	DESCRIPTION
Shuttle	3	Suggested offering a shuttle service to and from Spooky Nook
Bypass	2	Suggested consideration of a bypass of the area
General Safety	2	Noted that public safety is a concern
Parking	2	Noted that more parking options are needed to support businesses on/around Main Street
Remove on-street parking	2	Suggested that removing on-street parking will improve traffic flow along Main Street and Washington
Roundabouts	2	Proposed roundabouts to improve traffic flow
Speeding	2	Noted that speeding in residential areas is or will soon be a problem
Traffic - enforcement	2	Mentioned that more traffic enforcement is needed, particularly for those who run red lights (Hancock Ave/Maple Ave and US 129/Hampshire Drive areas)

Several topics were only mentioned once and therefore weren't included in the theme count. These topics included more accommodations for pedestrians (including a pedestrian bridge across the river and more sidewalks), a concern about vehicles cutting-through residential streets, and concerns about the impact of more traffic on Washington Blvd.

INPUT RECEIVED – EMAILS, PHONE CALLS, & LETTERS

In addition to the public input survey, members of the public were invited to submit comments pertaining to the North Hamilton Crossing project to the City of Hamilton Assistant Director of Engineering, Allen Messer, via phone, email, and letters. During the public comment period, four emails and four phone calls were received; no letters were submitted. Below is a summary of the general content of these correspondences.

Emails

Email 1 – Provided comment on the current state of city infrastructure and planning; noted that the South Hamilton Crossing overpass was a great idea; suggested constructing a bypass

Email 2 – Shared concerns about the need for lodging and other infrastructure to support Spooky Nook patrons; suggested redeveloping area west of 3rd Street, north of Black Street

Email 3 – Questioned where the proposed route for the new improvements would be located

Email 4 – Expressed concern about connecting to US 129 due to current traffic volumes already on the street.

Phone Calls

Phone Call 1 – Expressed general support for the project and/or concerns about current afternoon traffic and traffic when Spooky Nook opens; encouraged use of stimulus funds to complete the project; suggested moving the river crossing further south.

Phone Call 2 – Expressed concerns about increased traffic on NW Washington; recommends moving the river crossing further south. Traffic on High Street is heaviest in afternoon.

Phone Call 3 – Suggested adding a sidewalk for kids walking along North B Street. River crossing should align with Rhea or NW Washington. Likes the design of the High-Mail bridge; is concerned about Spooky Nook traffic.

Phone Call 4 – Discussed the reach of EMS services and concerns about congestion impeding EMS routes and response times.

Appendix A: Exhibits & Materials

Public Input Site Content

North Hamilton Crossing Fact Sheet

North Hamilton Crossing Location Maps

Appendix A: Exhibits & Materials

Public Input Site Content

North Hamilton Crossing Fact Sheet

North Hamilton Crossing Location Maps

Appendix A

PUBLIC INPUT SITE CONTENT



North Hamilton Crossing

Thank you for visiting! The City of Hamilton (City), in partnership with the Butler County Transportation Improvement District (BCTID), developed this site to share more information about improvements being studied in the north Hamilton area to make travel between the east and west sides of the City easier and safer.

The first public input opportunity for the North Hamilton Crossing (NHX) project has closed, but more opportunities will be held as project development advances. In the meantime, the information on this site will help introduce you to the project and its purpose. The site is organized as a self-guided tour through a series of pages that highlight the issues we are working to address.

Begin by reviewing the **OVERVIEW** discussion in the section below. To advance between pages, click on the green **CONTINUE** button located at the bottom of each page. You can also move back and forth between pages by clicking on the tabs at the top of the discussion section. If you'd like to see larger versions of any of the graphics, click on the image and a larger version will pop up on the screen. Additional project-related information is posted under **DOCUMENTS** section of this page.

If you need any language translations, click on the **TRANSLATE** button located near the top of this page. If you need any other assistance to review these materials and/or provide comment, please contact Allen Messer at (513) 785-7286 or Allen.Messer@hamilton-oh.gov.

- OVERVIEW
- PURPOSE
- CONDITIONS
- SAFETY
- CONN

In recent years, the City of Hamilton has been experiencing a resurgence of economic growth and redevelopment. Major new development includes 27 new restaurants, retail, and entertainment businesses; the Saica corrugated packaging manufacturing facility; several new mixed use apartment buildings; and the redevelopment of the Champion Mill property into the Spooky Nook Sports Champion Mill complex which is expected to attract a million visitors a year. While these changes have had a positive impact on jobs and progress in our community, they've also amplified local transportation challenges including:

- Inefficient roadway connections to major state routes and interstates
- Difficulty traveling between the east and west sides of Hamilton, both on streets and across bridges
- High crash rates at key intersections
- Travel delays caused by congestion and frequent train crossings
- Lack of adequate sidewalks and bike paths
- Few public transit alternatives

Project Contact

If you have any questions, please contact:

Allen Messer, P.E.
 Assistant Director of Engineering
 City of Hamilton
 345 High Street | Hamilton, OH 45011
Allen.Messer@hamilton-oh.gov
 (513) 785-7286

Documents

DRAFT NHX Purpose and Need Statement.pdf

NHX Fact Sheet.pdf

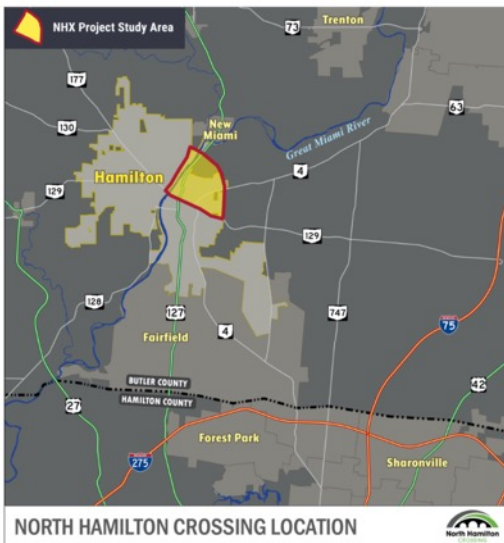
NHX Location.pdf

Stakeholder Committee Meeting #1 Notes.pdf

Recognizing that these issues need to be addressed to better support our businesses, residents, and visitors both now and in the future, the City and the BCTID have already completed multiple improvements including:

- Construction of the South Hamilton Crossing (SHX) Jim Blount Overpass (completed in 2018) to provide an overpass across four busy CSX railroad tracks, reduce travel times, increase safety and provide improved access to the Miami University Hamilton Campus, Vora Technology Park, and 60+ acres of vacant land;
- Completion of several improvement projects on Main and High streets to make needed repairs, support higher traffic volumes, remove overhead utilities, replace old water mains and improve streetscapes;
- Reconfiguration of Rhea Ave. and North B Street to support better traffic flow to and from the Spooky Nook Sports Champion Mill Complex;
- Implementation of vehicle and pedestrian safety improvements along the Main Street corridor;
- Reconfiguration of the intersection of SR 177 (Main St.) with Cereal, Haldimand, Western, and McKinley to improve traffic flow;
- Improvements to SR 129 (High St.) at the US 127 (MLK) and SR 177 (Main St.)/Milleville Ave./Eaton Ave. intersections;
- Installation of smart traffic signals to automatically adjust to changes in traffic flow (to be completed in 2021 and 2022).

We are now beginning another effort, referred to as the North Hamilton Crossing (NHX) project, to improve traffic flow through the northern part of Hamilton. Our study area, highlighted yellow in the map below, extends between NW Washington Blvd. and North B St. on the west side of the Great Miami River, and US 127 (North 3rd St.), SR 4 (Erie Blvd.) and SR 129 at Hampshire Dr. on the east side, all north of SR 129/High St. The need for improvements in this area was first documented in the BCTID's 2002 transportation study, and while only identified as a concept, it has remained a priority in [Plan Hamilton](#), the City's comprehensive plan.



Your Input is Needed

Public input is important and will be used to guide project development and decision-making. Multiple public feedback opportunities will be available as this study continues. Questions and comments can also be sent to the project team any time via this website, or by email, mail or phone. Contact information is provided in the Project Contact section of this site.

We've also included a number of questions for you throughout the following pages. Please take a few moments to answer each one so we can learn more about you and gather information about your experiences when traveling within the study area. The first questions are below.

Stakeholder Committee Meeting #1
Notes.pdf

Study Area Map.pdf

Timeline

COMPLETE

INITIAL DATA COLLECTION

COMPLETE

PUBLIC INPUT OPPORTUNITY #1

August 29, 2021 - September 30, 2021

LIVE

DEVELOP & EVALUATE PROJECT ALTERNATIVES

Fall 2021 - Summer 2022

PLANNED

PUBLIC INPUT OPPORTUNITY #2

Summer 2022

PLANNED

IDENTIFY A PREFERRED ALTERNATIVE

Late Summer 2022

PLANNED

PROCEED TO DETAILED DESIGN

Begin Fall 2022

The timing of construction has not yet been determined and will depend on the improvements to be made and availability of funding.

Question 1

Where do you live?

City of Hamilton

Fairfield Township

Another area of Butler County

Outside of Butler County

Closed to responses

If you answered City of Hamilton, which area or neighborhood do you live in?

Closed for Comments

Question 2

Where do you work?

City of Hamilton

Fairfield Township

Another area of Butler County

Outside of Butler County

Closed to responses

If you answered City of Hamilton, which area or neighborhood do you work in?

Closed for Comments

Continue

Project Purpose

The purpose of the NHX project is to better support planned development in the City of Hamilton and in western Butler County by reducing congestion and making it easier and safer to travel through the study area, highlighted in the map below.



More specifically, we want to:

- Improve mobility and reduce congestion
- Improve connections between the east and west sides of Hamilton
- Make travel across the Great Miami River easier
- Explore opportunities to improve and expand sidewalks and bike paths, and improve public transportation options

To accomplish this, we have begun by gathering data on current conditions to identify problem areas, assess current and future traffic levels and travel needs, and identify sensitive community and environmental issues within the study area.

Question 3

Which of the following statements best represents your experience when driving through the study area? (Check one)

Driving in this area is easy. I generally have no problems getting where I want to go.

Although I can get where I need to go pretty easily, traffic in this area tends to slow me down.

Driving through this area is a bit challenging and it can be difficult getting where I want to go.

It's tough driving through this area. I prefer to avoid it when I can.

Question 4

Check the options below that best apply to the following statement:

"I most often travel through the study area to . . .

. . . travel to and from work, which is located within or next to the study area."

. . . get to destinations (home, work, shopping, etc.) located outside the study area."

. . . travel to and from home, which is located within or next to the study area."

. . . avoid other congested areas located outside the study area."

. . . get to other destinations located within or next to the study area."

Other

Closed to responses

Continue

Travel throughout the study area is often slowed down or brought to a stand-still due to:

- Increasing numbers of vehicles on local streets
- A higher-than-average frequency of crashes
- Delays caused by trains frequently crossing the roads
- Congestion on bridges across the river
- Construction

While we have a pretty good understanding of where key problem areas are based on our data-gathering, we'd like your input to help to confirm our findings. Following is a brief summary of those findings, along with some questions for you.

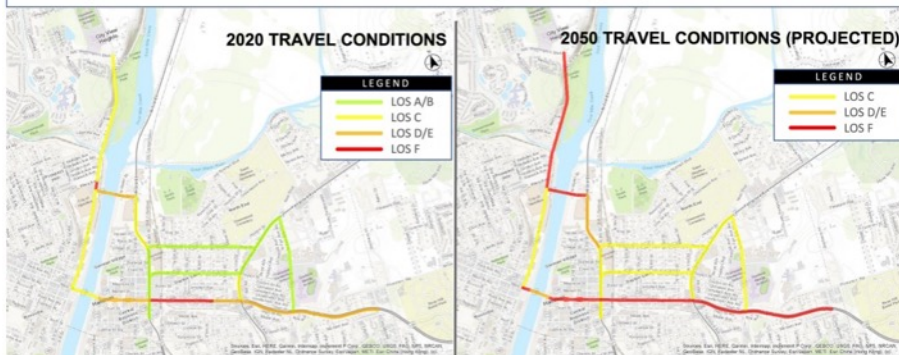
Travel Conditions

When evaluating travel conditions, we look at the amount of traffic traveling on a street compared with the volume of traffic the street was designed to support. We also consider how long it takes to travel from one point to another and other aspects like distance traveled, condition of the street, and safety hazards. Using congestion information as a reference, streets are also assigned a Level of Service (LOS) rating between A and F. Like a report card in school, LOS A is the best rating (represents highest driver comfort and free flowing traffic conditions) and LOS F is the worst (exhibits the highest levels of driver frustration and excessive delays and traffic jams).

Our traffic analysis of the study area showed that several primary streets and intersections in the study area currently are at or are exceeding their capacity, particularly SR 129/High Street. Looking forward 20 to 30 years, it's expected that conditions on these streets will only get worse as the City continues to attract more businesses and develop more attractions.

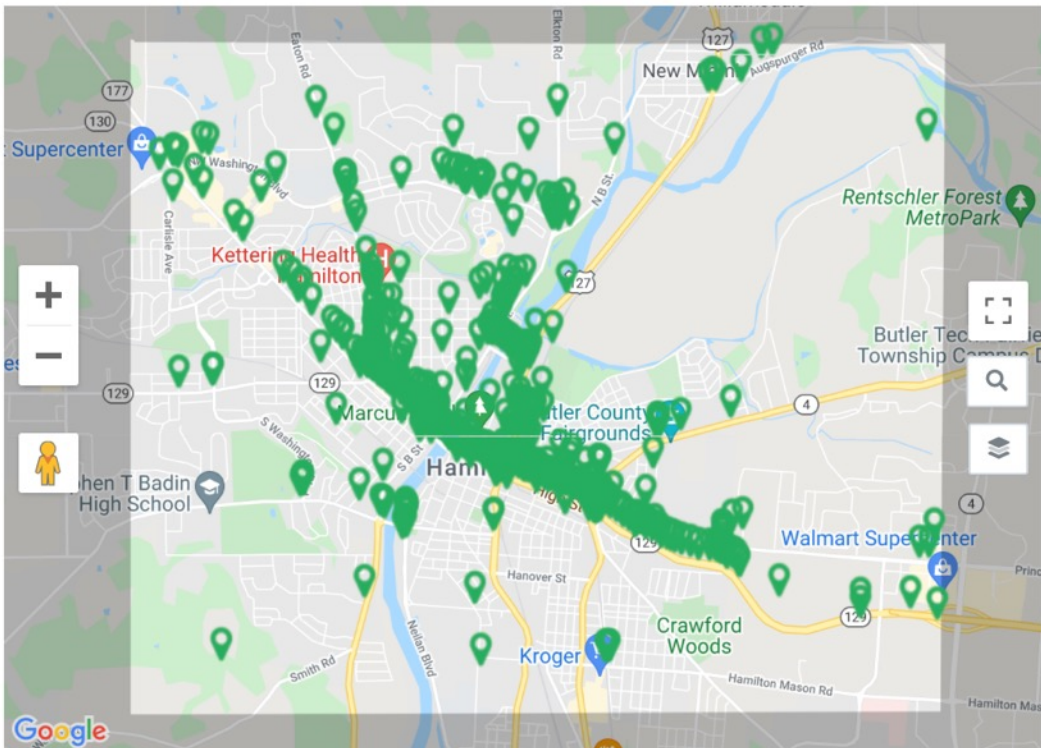
STUDY AREA TRAVEL CONDITIONS

- Several primary streets through the project area are currently at LOS F or D/E
- Projections indicate LOS will continue to decline throughout the region by 2050



Question 5

The study area is in the center of the highlighted portion of the map below. Click the + to zoom in for a closer view. **Please identify any areas where you tend to experience heavy congestion and/or traffic backups when driving through the study area.** Click on the blue Add Point button in the upper right corner of map, then click on the map to mark your locations. Use the comment pop-up box to share more information, such as street or intersection name and a description of the issue encountered at that location. **Please also identify the day(s) of week and time(s) of day the issue typically occurs.** You can place multiple pins on the map.



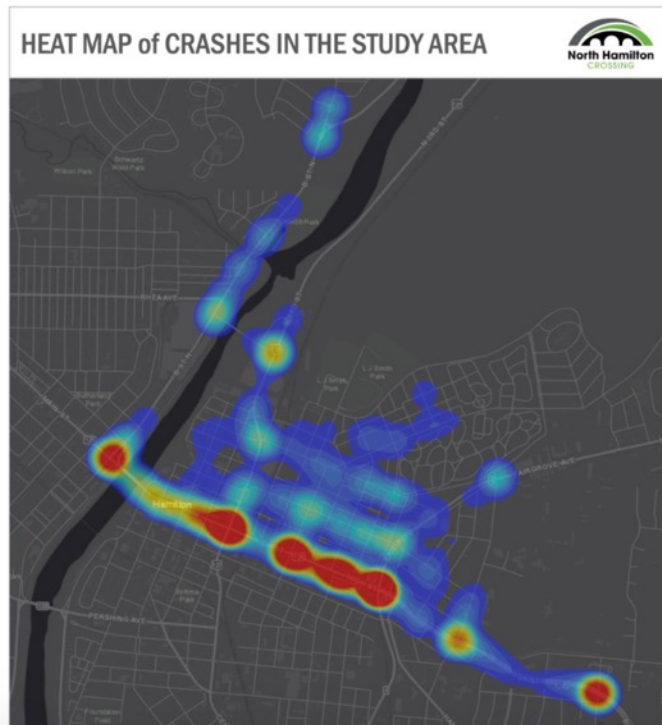
Continue

Safety Concerns

Our studies showed that travel safety is a concern throughout the study area. Due to poor safety ratings, four intersections are even ranked among ODOT's top priorities for urban intersection improvements in their statewide Highway Safety Improvement Program:

- SR 129/High Street at 7th Street (ranked 24th)
- SR 129/High Street at SR 4 (ranked 31st)
- SR 129/High Street at US 127 (ranked 40th)
- SR 129/High Street at B Street (ranked 57th)

Below is a heat map that further identifies the locations of past vehicle crashes within the study area. The brighter the color, the more crashes in that area.



Trains crossing streets are also a safety concern for vehicles and pedestrians. Every day, numerous trains pass through downtown neighborhoods and other highly populated areas. These trains back up traffic and sometimes cause drivers and pedestrians to take undue risks out of impatience and inattention. There are 23 locations where trains cross streets in the City and our studies found that street-level (or "at-grade") crossings within the study area are blocked by trains approximately 25% of the day.

We're looking at safety for bicyclists and pedestrians too. Bicyclists have to share lanes with cars in much of the City and our studies show that in the recent past, Hamilton has had the state's highest rate of bicycle crashes per population and the third highest pedestrian crash rate per population. Some of these crashes occurred in or near the study area.

Question 6

Based on your personal experience, please let us know how concerned you are with safety when traveling **in a vehicle** through the study area.

Very concerned	Somewhat concerned
Not sure	Not really concerned
Not concerned at all	I don't travel through the study area

Closed to responses

Question 7

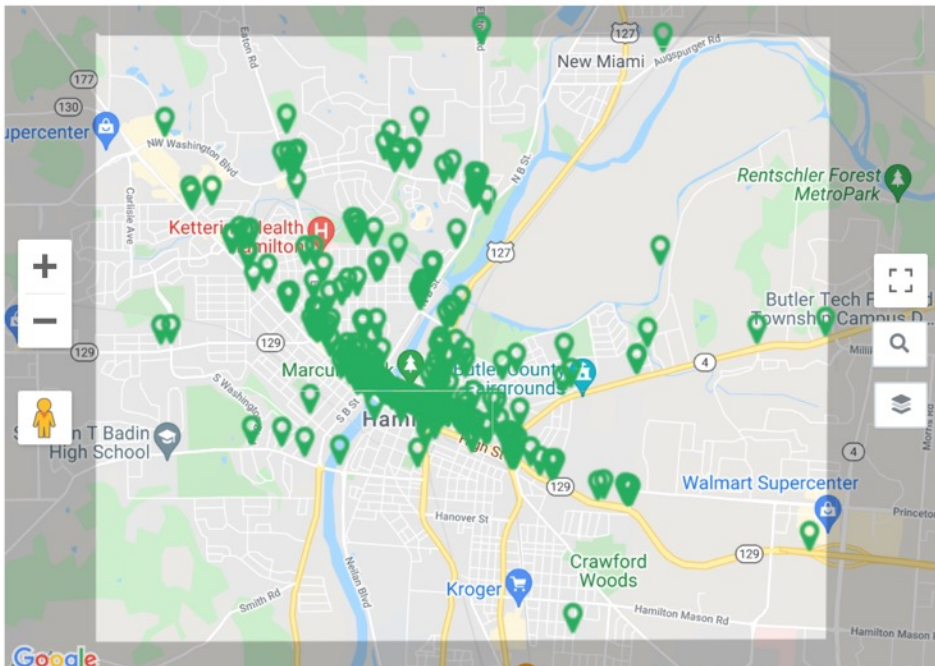
Based on your personal experience, please let us know how concerned you are with safety when traveling **by bike or walking** through the study area.

Very concerned	Somewhat concerned
Not sure	Not really concerned
Not concerned at all	I don't travel through the study area

Closed to responses

Question 8

The study area is in the center of the highlighted portion of the map below. Click the + button to zoom in for a closer view. **To help us make sure we've identified all the key hot spots, please use this map to identify areas where you have encountered vehicle crashes, near-misses, or other safety issues, if any, when driving around the study area.** Click on the blue Add Point button and then click on the map to mark your locations. Use the comment pop-up box to include additional details, such as street or intersection name and a description of the issue encountered at that location. You may place multiple pins on the map.



Continue

East-West Connectivity

Travel between the east and west sides of the City is challenging due to the 23 street-level railroad crossings and limited space on bridges over the Great Miami River. In fact, SR 129 is the only continuous east-west route through the City of Hamilton that is both unaffected by trains *and* crosses the Great Miami River. The only other bridge in the study area is the 100-year old Black Street Bridge, which is often congested due to its two narrow lanes and narrow sidewalks. Within the next 20 years, it's expected that the bridge will not be large enough to meet growing traffic demands. There have also been 25 crashes at the bridge within the last three years.

Due to these issues, most motorists travel indirect routes to avoid known congestion and problem areas when traveling between the east and west sides of the City. This leads to increased traffic and congestion on secondary roads, increased safety risks to motorists, bicyclists and pedestrians, and longer times traveling from one point to another.

Alternative Modes of Transportation

Within the City of Hamilton, 9.6% of households have no vehicle available and 41.3% have only one vehicle available. The City has made it a goal to encourage alternative modes of transportation to improve mobility and decrease traffic congestion. In addition to expanding opportunities for bicycle/pedestrian users, we'd like to improve and expand public transportation opportunities to connect transit-dependent individuals to jobs.

Question 9

We've identified a number of issues that impact travel through the study area. Please help us better understand which of them concern you most. Click on the issues below to move them to the Your Priority box, then drag and drop to arrange them in your preferred order.

Congestion on streets

Condition of streets

Vehicle crash rates

Lack of dedicated bike routes

Safety concerns for pedestrians

Safety concerns for bicyclists

Delays caused by trains crossing the streets

Limited direct routes when traveling between east and west sides of the City

Congestion on bridges across the river

Limited access to public transportation

Closed to responses

Would you add anything else to the list above? If so, please explain.

Closed for Comments

An additional bridge should have been constructed jointly with construction of Spooky Nook

4 months ago

Reply 101 Agree

Yes. Bridge should have been completed prior to opening Spooky Nooks.

4 months ago

31 Agree

putting all of our money in to benefit one for profit company makes no sense... if it doesn't do well, we'll have nice bridges and roads that lead to a dead city. we need to make sure this company will get off the ground before making knee jerk reactions

4 months ago

11 Agree

Imagine the first wave of Spooky Nook patrons returning home saying "That place is awesome! But getting in and out is a real pain. Why didn't they figure out a traffic solution? I'll think twice about coming back."

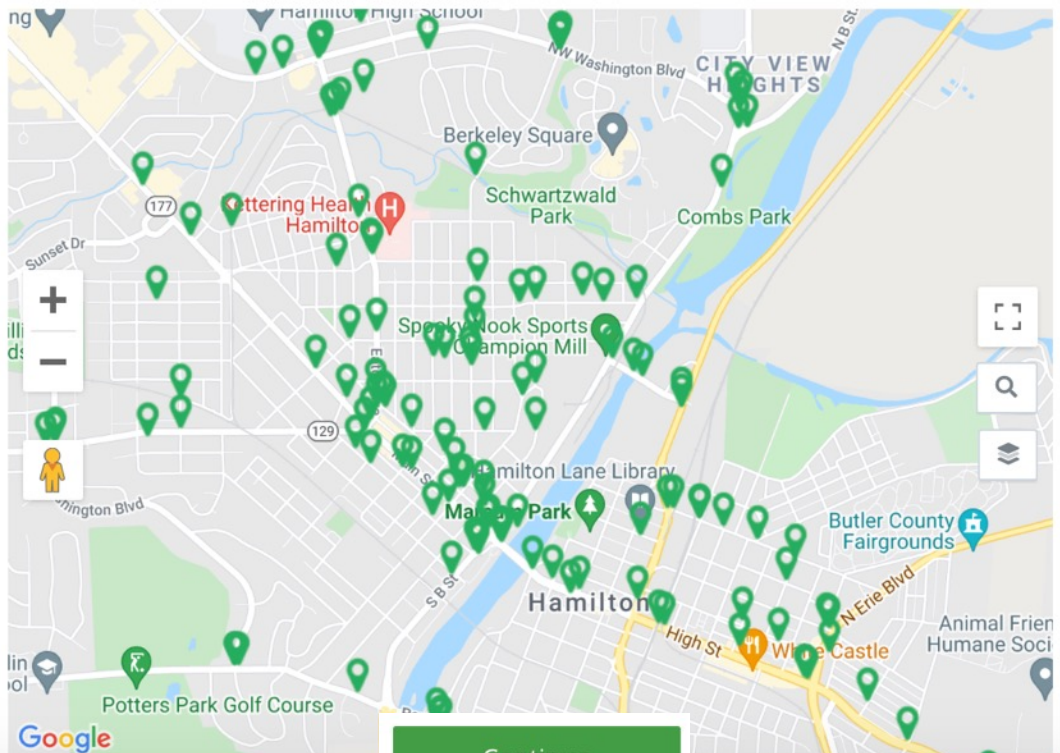
3 months ago

4 Agree

Show all comments

Question 10

The study area is in the center of the highlighted portion of the map below. Click the + to zoom in for a closer view. **Please use the map to highlight any additional areas where you have noted other concerns when traveling around the study area.** These may include issues with traffic lights, streets or sidewalks needing repair, locations where crosswalks or bike lanes are needed, lighting issues, etc. Click on the blue Add Point button, then click on the map to mark your locations. Use the pop-up box to include additional details such as street or intersection name and a description of the issue encountered. **If applicable, please also identify the day(s) of week and time(s) of day that the issue occurs.** You can place multiple pins on the map.



The North Hamilton Crossing project is being developed to address the transportation issues discussed in the preceding sections. Currently, these have been separated into two categories – Primary Needs and Secondary Needs:

PRIMARY NEEDS	SECONDARY NEEDS
<ul style="list-style-type: none"> • Reduce congestion and improve traffic flow • Improve east-west connectivity • Provide bridge crossings that would accommodate future traffic demand • Support planned development 	<ul style="list-style-type: none"> • Improve bike/pedestrian connectivity within the City and to the regional/state shared-use trail system • Improve multi-modal linkage, including bus transportation options

Primary needs are transportation needs that **must** be addressed to the extent feasible in order to satisfy the project's purpose. Secondary needs are issues that we'd **like** to address if enough funding is available.

Question 11

Do you agree with the transportation needs that we have identified as **primary needs**?

Yes

No

Closed to responses

If you said **no**, please tell us why not.

Closed for Comments

East west connectivity should be highest priority

4 months ago

↩ Reply 51 Agree

Agree

3 months ago 1 Agree

It is high priority

4 months ago

Make sure bridge doesn't degrade the levee or river water quality

4 months ago

↩ Reply 21 Agree

Definitely agree

3 months ago 1 Agree

But please consider those of us who walk or ride bikes as a priority.

4 months ago

↩ Reply 14 Agree

Show all comments

Question 12

Do you agree with the transportation needs that we have identified as **secondary needs**?

Yes

No

Closed to responses

If you answered **no**, please tell us why not.

Closed for Comments

We need more RR over/underpasses to allow a better flow of traffic

4 months ago

↩ Reply +35 Agree

Agree

3 months ago +1 Agree

I 100% agree!!

3 months ago +1 Agree

City of Hamilton needs improved transit options to assist those unable to drive and to reduce congestion and improve access to businesses and during busy Spooky Nook events.

4 months ago

↩ Reply +22 Agree

Agree

3 months ago +1 Agree

Show all comments

Feasibility Study

The studies we've been discussing are part of a larger Feasibility Study we're performing for the NHX project. The purpose of the Feasibility Study is to develop and evaluate possible solutions (or "alternatives") to address the project's needs. Based on our studies so far, we've identified the following three strategies to address the primary needs of the North Hamilton Crossing project:

- Establish a new bridge connection over the Great Miami River
- Construct a new railroad overpass
- Improve connections between NW Washington Boulevard, North B Street, US 127, SR 4, and SR 129

During the next phase of the Feasibility Study, we will explore what kind of street, bridge, and pedestrian/bicycle connections are needed and where they would best be located. We will also look at the expected benefits, projected costs, and possible impacts of each alternative on the natural environment, as well as possible impacts on existing buildings, historic landmarks, and neighborhoods. Public input will continue to be sought throughout the entire Feasibility Study process to help guide decision-making.

At the conclusion of the Feasibility Study, we will identify a **preferred project alternative**. We will share our recommendations with you during a public meeting, answer questions, and gather additional community input before finalizing the recommendations.

We expect to complete the Feasibility Study by the end of next summer, 2022. At that point, our focus will turn toward performing detailed design, preparing construction drawings, and obtaining any necessary environmental clearances and right-of-way. Our work will be completed in cooperation with the Ohio Department of Transportation (ODOT) and will follow ODOT's [Project Development Process](#). It will also adhere to the environmental review process as specified by the National Environmental Policy Act (NEPA).

Project Timeline

The Feasibility Study process is expected to be completed in the fall of 2022. The timing of construction has yet to be determined and will depend on the work to be done and the availability of funding.

Funding

The cost of the North Hamilton Crossing project will be determined as we advance further through the Feasibility Study and have a better idea as to what improvements will be made and where.

Some funding for project planning and development has already been identified through a variety of local, regional, and state resources and grants. We will continue to pursue additional funding as we advance through the planning stages and the project takes on solid shape.

Continue

Thank you for visiting this site and participating in this first public input opportunity for the North Hamilton Crossing project. If you would like to receive project updates by email, please share your email address with us in the box provided below.

Please enter your email address.

Closed for Comments

Please let us know if there anything else that you would like us to consider as we continue planning this project.

Closed for Comments

Can we please start applying the appropriate fines when these trains stop on the tracks. My guess is that they would single handedly pay for any future bridges or bypasses through Hamilton.

4 months ago

↩ Reply 61 Agree

This project needs to be fast tracked as much as possible. This proposed project has been sitting on the shelf for a long time. It should have been started when the South Hamilton Crossing was started.

4 months ago

↩ Reply 41 Agree

I notice all the construction is being done on westside, well what about eastside getting some work done on it for once. Grand Blvd and Laurel Ave train crossings could use some help. It backs up all the way up Ham-Mason Rd, Tuley, and Grand blvd because of trains stopping. How a... [See More](#)

4 months ago

↩ Reply 25 Agree

We need this now! Not ten years down the road.

4 months ago

↩ Reply 11 Agree

A hope for a commute that is no longer 30 minutes to get through congested downtown Hamilton. We

Show all comments

Appendix A: Exhibits & Materials

North Hamilton Crossing Fact Sheet

The City of Hamilton has been experiencing a resurgence of economic growth and redevelopment. While these changes have had a positive impact on jobs and progress in our community, they've also strained the local transportation infrastructure. The City and the Butler County Transportation Improvement District (BCTID) have already completed multiple improvements throughout Hamilton to reduce congestion and improve safety. We're now beginning another effort, called the North Hamilton Crossing (NHX) project.

NHX Project Goals

The NHX project is being developed to:

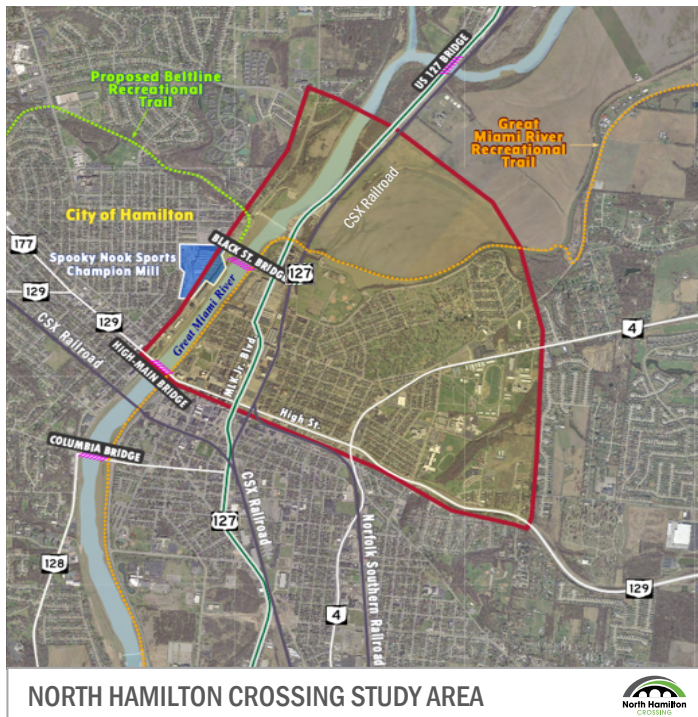
- Improve mobility and reduce congestion
- Improve connections between the east and west sides of Hamilton
- Make travel across the Great Miami River easier
- Explore opportunities to improve and expand sidewalks and bike paths, and improve public transportation options
- Support growth and redevelopment

Current Conditions

Preliminary studies show that travel through northeastern Hamilton is often slowed down due to:

- Increasing numbers of vehicles on local streets
- A higher-than-average frequency of crashes
- Delays caused by trains crossing streets
- Congestion on bridges across the river

It's expected that these conditions will get worse as more people and businesses are attracted to the city and nearby areas.



The NHX Feasibility Study

The City and BCTID are currently conducting a Feasibility Study to develop and evaluate possible solutions (or "alternatives") to address transportation concerns in the study area. We've identified the following three strategies so far:

- Establish a new bridge connection over the Great Miami River
- Construct a new railroad overpass
- Improve connections between North B Street, US 127, SR 4, to SR 129

As part of the study, we will explore what kind of street, bridge, and pedestrian/bicycle connections are needed and where they would best be located. We will also look at the expected benefits, projected costs, and possible impacts of each alternative on the natural environment, as well as possible impacts on existing buildings, historic landmarks, and neighborhoods.

The Feasibility Study will conclude with the identification of a **preferred project alternative**. We will share our recommendations during a public meeting, answer questions, and gather additional community input before finalizing the study.

We expect to complete the Feasibility Study by late summer 2022. From there, our focus will turn toward preparing detailed design plans. It's still too early to know when construction will begin. That will depend on the availability of funding for the recommended improvements.

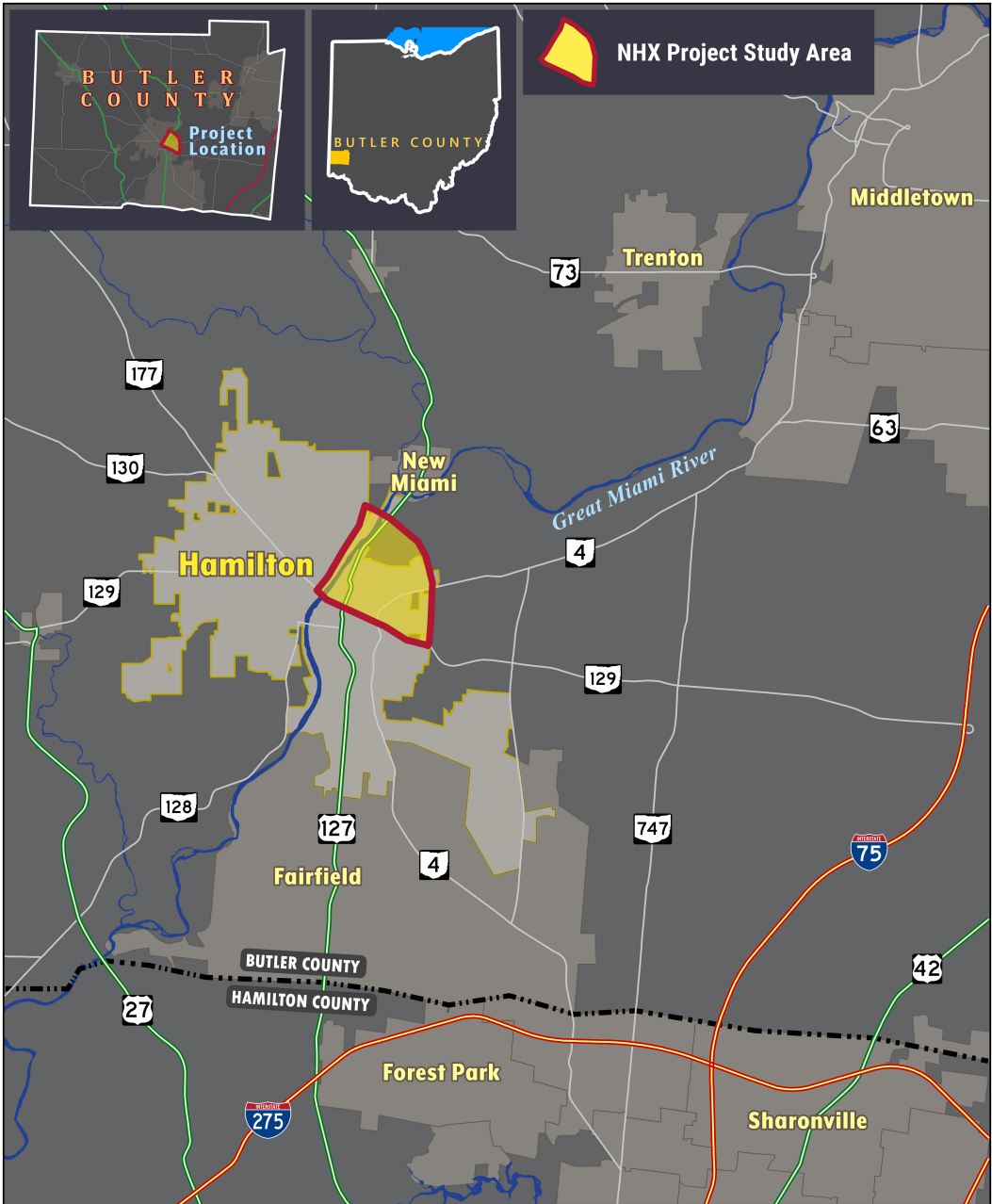
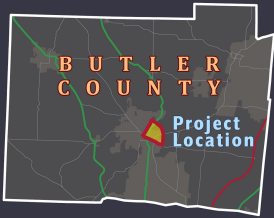
Public Input

Public input is important and will be sought throughout the Feasibility Study process. Feedback received will be used to help guide project development and decision-making. Multiple public feedback opportunities will be available as the study continues. Questions and comments can also be sent to the project team anytime at:

Allen Messer, P.E., Assistant Director of Engineering
City of Hamilton | 345 High Street | Hamilton, OH 45011
Allen.Messer@hamilton-oh.gov | 513-785-7286

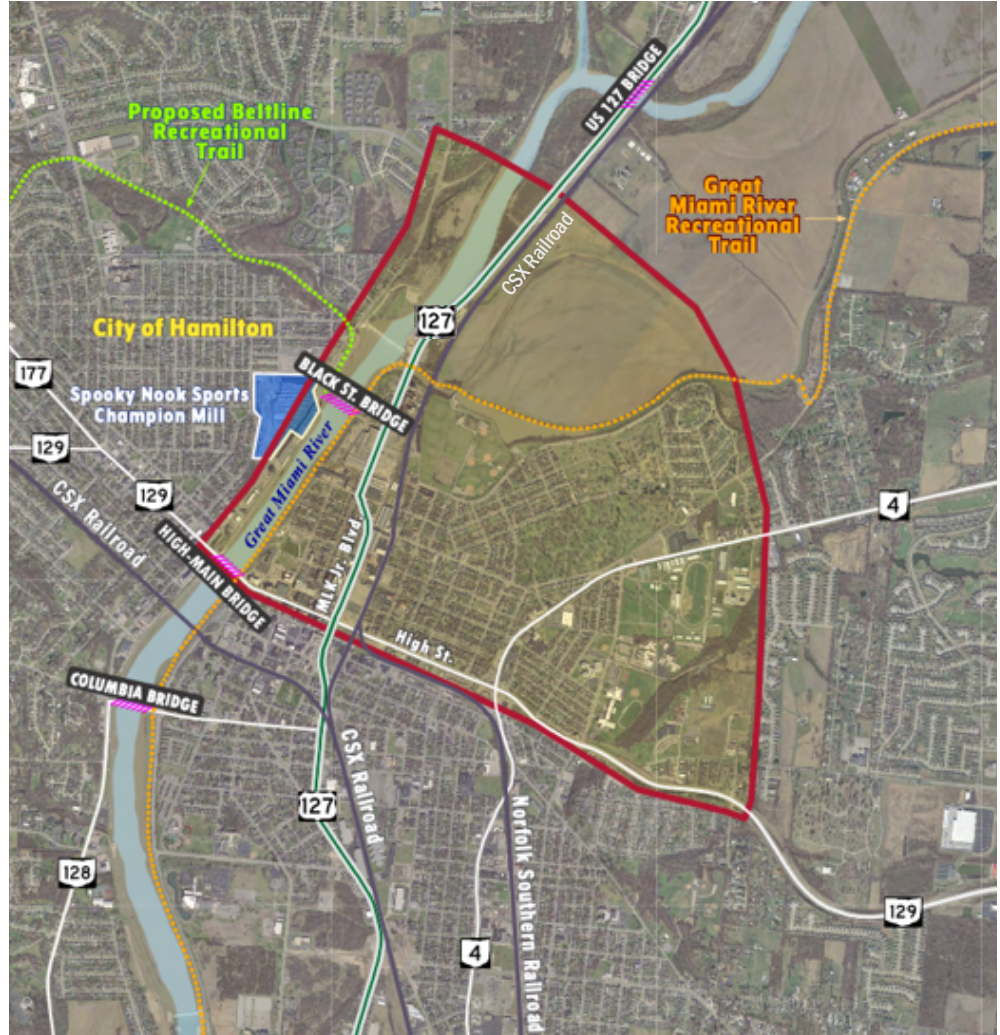
Appendix A: Exhibits & Materials

North Hamilton Crossing Location Maps



NORTH HAMILTON CROSSING LOCATION





NORTH HAMILTON CROSSING STUDY AREA

Appendix B: Notification Materials

Newspaper Ad

Email Notices

Social Media Calendar

News Release

Appendix B: Notification Materials

Newspaper Ad



PUBLIC INPUT OPPORTUNITY

AUGUST 29, 2021 – SEPTEMBER 30, 2021

TO PARTICIPATE, VISIT: WWW.NORTHHAMILTONCROSSING.ORG

The City of Hamilton and Butler County Transportation Improvement District are hosting a Public Input Opportunity to share information about the North Hamilton Crossing (NHX) project and gather community input. The purpose of the project is to improve travel between NW Washington Blvd. and North B St. on the west side of the Great Miami, and US 127/North 3rd St., SR 4/Erie Blvd, and SR 129 at Hampshire Dr. on the east side, all north of SR 129/High St.

YOUR INPUT IS IMPORTANT

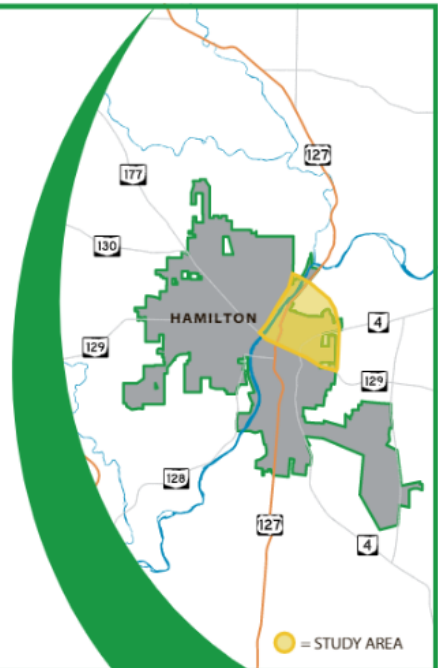
Your feedback will be used to help identify transportation issues, develop possible solutions, and ultimately select a preferred alternative for improvements. Additional feedback opportunities will be available as the study advances.

The online Public Input Opportunity is organized as a self-guided tour through exhibits highlighting the project and current study results. Questions for the public are embedded into the discussion.

Questions and comments can also be shared by email, mail or phone:

Allen Messer, P.E., Assistant Director of Engineering
City of Hamilton | 345 High St. | Hamilton, OH 45011 | Allen.Messer@hamilton-oh.gov | 513-785-7286

Individuals needing interpretation or other reasonable accommodations to participate in the Public Input Opportunity, review project materials, or provide comment should contact Allen Messer by Sept. 24. Public participation is encouraged without regard to race, color, sex, age, national origin, or disability.



CORONAVIRUS: THE LATEST

Russia reports record number of deaths from COVID in July

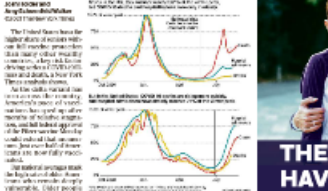
MOSCOW — A new report from the Russian government says that the number of deaths from COVID-19 in the country has reached a record number of 1,177 in July. The report says that the number of deaths has risen sharply since June, with the government reporting that it has recorded 1,177 deaths in July, up from 1,000 in June. The report also says that the number of deaths has risen sharply since June, with the government reporting that it has recorded 1,177 deaths in July, up from 1,000 in June.

Introducing . . .

Do the Russians? Would this be evidence of the Russian team in Oxford? Call today for a free quote.



Unlike Europe, many older Americans not vaccinated



The United States has been slower than other nations to get older Americans vaccinated. While many European countries have high vaccination rates for older populations, the US has significantly lower rates, especially for those aged 75 and older. This is due to a variety of factors, including limited access to vaccines, lack of information, and logistical challenges in reaching older populations in rural areas.



THESE FLOWERS HAVE A LOT OF FIGHT IN THEM. The Alzheimer's Association Walk to End Alzheimer's is a national campaign to raise awareness and funds for Alzheimer's disease research.

Walk to End Alzheimer's - Butler, Warren and Clinton Counties September 18 | 9:40 a.m.



Public Input Opportunity
 AUGUST 23, 2021 - SEPTEMBER 20, 2021
 TO PARTICIPATE, VISIT: WWW.NORTHAMILTONCROSSING.ORG

The City of Hamilton is currently in the process of reviewing and updating the North Hamilton Crossing (NHC) study and getting community feedback. The purpose of this public input opportunity is to gather feedback from the community on the NHC study and to provide an opportunity for the community to provide input on the study. The public input opportunity will run from August 23, 2021, to September 20, 2021. For more information, visit www.northhamiltoncrossing.org.

YOUR INPUT IS IMPORTANT
 Your feedback will be used to help identify transportation issues, develop possible solutions, and inform the city's public input process. Additional feedback opportunities will be available in the future. The city is committed to providing a public input process that is accessible to all members of the community. The public input process will be held in a public location that is accessible to all members of the community. The public input process will be held in a public location that is accessible to all members of the community. The public input process will be held in a public location that is accessible to all members of the community.

Appendix B: Notification Materials

Email Notices



Your Input is Requested

Public input for the North Hamilton Crossing project will be open from August 29th through September 30th.

North Hamilton Crossing (NHX) is a planned transportation project to build a new bridge across the Great Miami River and a railroad overpass connecting northwest Hamilton to US127, State Route 4, and State Route 129.

[Participate Now](#)

The City of Hamilton (City) and Butler County Transportation Improvement District (BCTID) are hosting a Public Input Opportunity to share information about the North Hamilton Crossing (NHX) project and gather community input. The opportunity is being hosted online and will be open through September 30.

THE PROJECT

The NHX project is being developed to improve travel through the northern part of the city. Our study area extends between NW Washington Blvd. and North B St. on the west side of the Great Miami River, and US 127 (N 3rd St.), SR 4 (Erie Blvd.) and SR 129/Hampshire Dr. on the east side, all north of SR 129/High St. The NHX project was first conceived of in the early 2000's, is included in the [County Thoroughfare Plan](#) and is a priority in [Plan Hamilton](#), the City's comprehensive plan.

NHX is currently in the planning and preliminary engineering phases of development. Project planners are gathering data and information that will be used to help determine which improvements will be made, and where they will be located. Strategies currently being considered include:

- Establishing a new bridge connection over the Great Miami River
 - Constructing a new railroad overpass
 - Improving connections between US 127, SR 4, to and SR 129
-



ABOUT THE PUBLIC INPUT OPPORTUNITY

The purpose of the public input opportunity is to share information that has been collected by the study team and gather information from the community about their experiences and observations when traveling through the study area.

The event is organized as a self-guided tour through exhibits highlighting the project and study results to date. There are also several questions for you to answer to provide important input into the study.

Visit at your convenience anytime between now and September 30 by clicking on the link below.

[Participate Now](#)

YOUR INPUT IS IMPORTANT

Public involvement is an important part of the project development process for proposed roadway improvements. Input received will be used to help identify transportation issues, develop possible solutions, and ultimately select a preferred alternative. Additional feedback opportunities will be available as the study advances.

In addition to participating in input opportunities, questions and comments can also be submitted by email, mail, or phone.

Contact:

Allen Messer, P.E., Assistant Director of Engineering
City of Hamilton
345 High Street
Hamilton, OH 45011
Allen.messer@hamilton-oh.gov
513-785-7286

Individuals needing interpretation or other reasonable accommodations to participate in the Public Input Opportunity, review project materials, or provide comment should contact Allen Messer at (513) 785-7286. Public participation is encouraged without regard to race, color, sex, age, national origin, or disability.

City of Hamilton

345 High Street, Hamilton, Oh 45011



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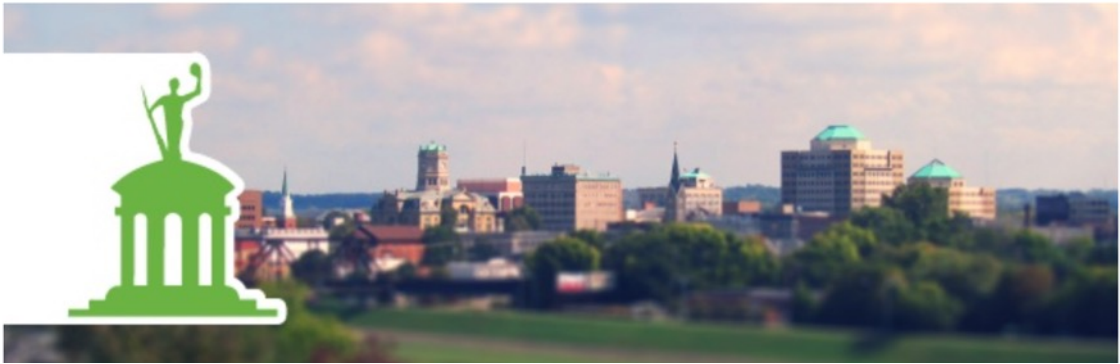
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September 9, 2021

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The latest from The City of Hamilton, just for Laura.
[Click here to personalize your stories, schedule, and format.](#)



North Hamilton Crossing Project Team Asks for Public Input



As the project proceeds into the feasibility study; we want to hear from you on the transportation needs and priorities in the area. To participate, visit NorthHamiltonCrossing.org

2 min read



City of Hamilton

345 High Street, Hamilton, Oh 45011

newsletters@hamilton-oh.gov



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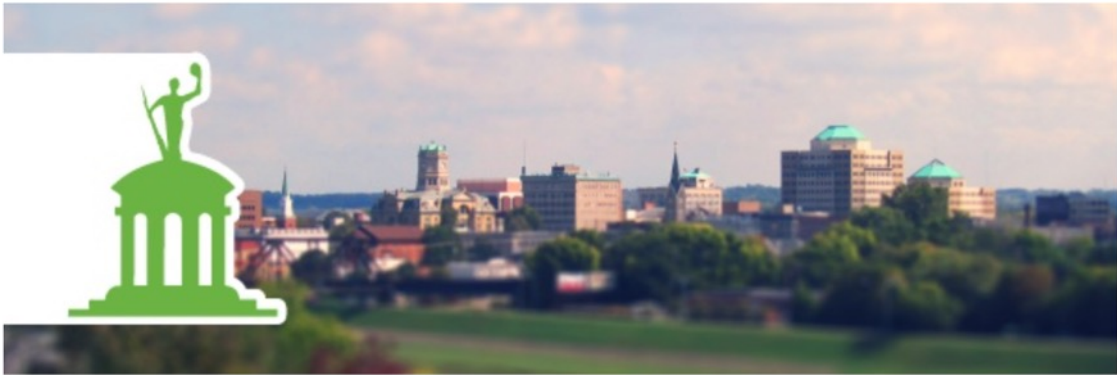
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September 16, 2021

Excerpt from the City of Hamilton Eblast

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Hamilton seeks input on proposed North Hamilton Crossing. What do you think?



As part of the planning for the North Hamilton Crossing bypass around Hamilton to alleviate traffic on High and Main streets, the city is taking online input about the project from citizens. via Journal-News

[Read More](#)



City of Hamilton

345 High Street, Hamilton, Oh 45011

newsletters@hamilton-oh.gov



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Public Input Opportunity Closes this Thursday, Sep 30th.

This is a reminder that the first public input opportunity for the North Hamilton Crossing (NHX) project closes this Thursday, September 30. We've had a tremendous response so far and have heard from nearly 1,300 individuals. If you haven't had a chance to participate yet, please do so by clicking on the button below and sharing your thoughts and comments by Thursday!

Participate Now



The City of Hamilton (City) and Butler County Transportation Improvement District (BCTID) are hosting a Public Input Opportunity to share information about the North Hamilton Crossing (NHX) project and gather community input. The opportunity is being hosted online and will be open through September 30.

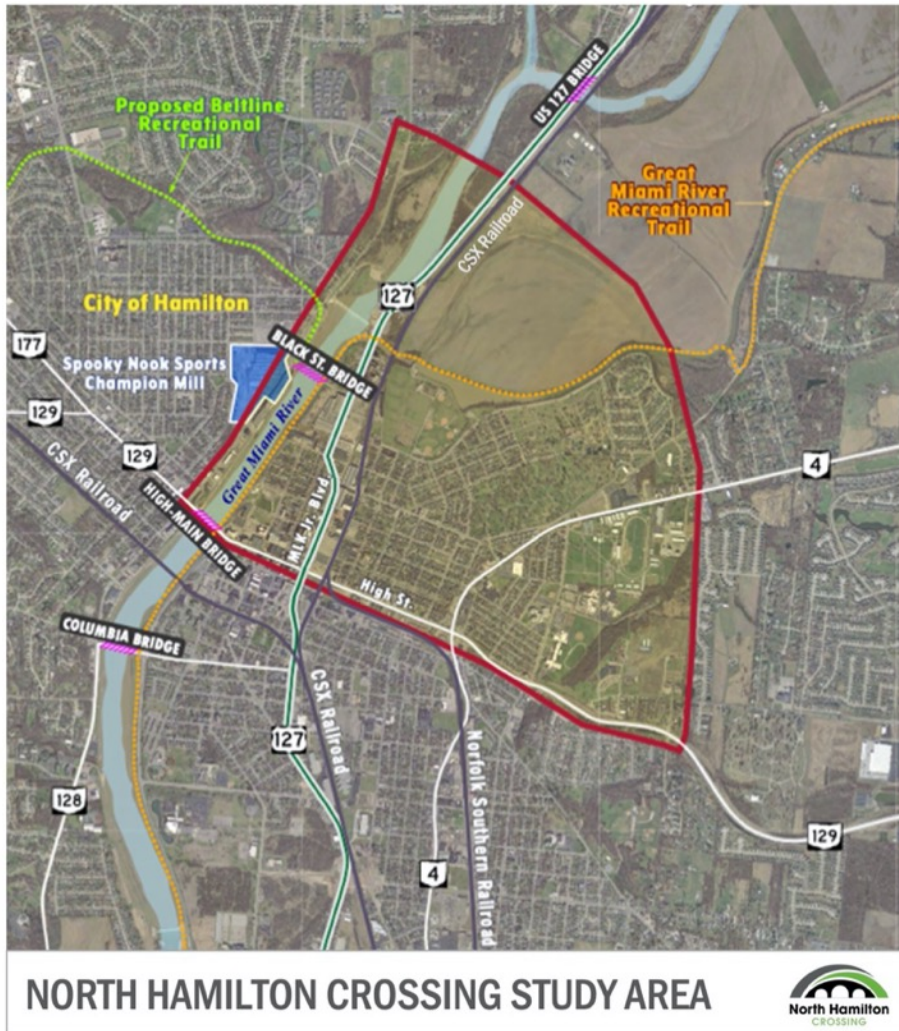
THE PROJECT

The NHX project is being developed to improve travel through the northern part of the city. Our study area extends between NW Washington Blvd. and North B St. on the west side of the Great Miami River, and US 127 (N 3rd St.), SR 4 (Erie Blvd.) and SR 129/Hampshire Dr. on the east side, all north of SR 129/High St. First identified as a concept in the City's 2002 transportation plan, the NHX project is included in the [Butler County Thoroughfare Plan](#), the Ohio-Kentucky- Indiana Regional Council of Government's [2050 Metropolitan Transportation Plan](#), and is a priority in the City's comprehensive plan, [Plan Hamilton](#).

The NHX project was first conceived of in the early 2000's, is included in the and is a priority in the City's comprehensive plan.

NHX is currently in the planning and preliminary engineering phases of development. Project planners are gathering data and information that will be used to help determine which improvements will be made, and where they will be located. Strategies currently being considered include:

- Establishing a new bridge connection over the Great Miami River
- Constructing a new railroad overpass
- Improving connections between US 127, SR 4, to and SR 129



ABOUT THE PUBLIC INPUT OPPORTUNITY

The purpose of the public input opportunity is to share information that has been collected by the study team and gather information from the community about their experiences and observations when traveling through the study area.

The event is organized as a self-guided tour through exhibits highlighting the project and study results to date. There are also several questions for you to answer to provide important input into the study.

Visit at your convenience anytime between now and September 30 by clicking on the link below.

[Participate Now](#)

YOUR INPUT IS IMPORTANT

Public involvement is an important part of the project development process for proposed roadway improvements. Input received will be used to help identify transportation issues, develop possible solutions, and ultimately select a preferred alternative. Additional feedback opportunities will be available as the study advances.

In addition to participating in input opportunities, questions and comments can also be submitted by email, mail, or phone.

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City of Hamilton
345 High Street
Hamilton, OH 45011
Allen.messer@hamilton-oh.gov
513-785-7286

www.NorthHamiltonCrossing.org

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City of Hamilton

345 High Street, Hamilton, Oh 45011



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Appendix B: Notification Materials

Social Media Calendar

NORTH HAMILTON CROSSING SOCIAL MEDIA CALENDAR



Tags:



City of Hamilton - @CityOfHamilton (to be used on posts from BCTID)

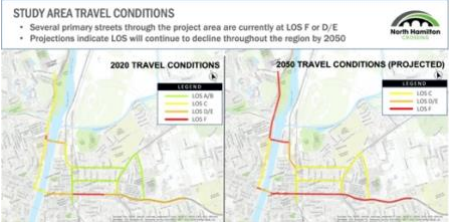
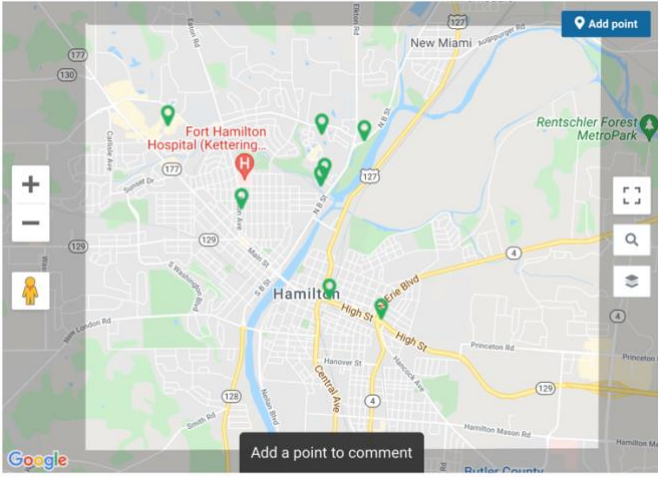
Butler County Engineer's Office - @BCEOnews


Butler County Transportation Improvement District - @ButlerTID (to be used on posts from Hamilton)

ODOT District 8 - @ODOT_Cincinnati

Date	Post Content
9/13	<p>For Facebook: Improving travel through the northern portion of Hamilton and Butler County is a priority for the City and the County. As we begin developing possible improvement alternatives through the North Hamilton Crossing project, we invite you to tell us more about changes you'd like made. Stop by our online Public Input Opportunity any time between now and Sept. 30 to learn more and share your thoughts. www.NorthHamiltonCrossing.org</p> <p>For Twitter: The North Hamilton Crossing project will improve traffic flow & safety in the northern portion of the City & Butler Cty. To tell us about your travel experiences in the area, visit www.NorthHamiltonCrossing.org. Your input will help guide planning.</p> <p>Twitter tags from Hamilton: @BCEOnews @ButlerTID @ODOT_Cincinnati Twitter tags from BCTID: @CityOfHamilton @BCEOnews @ODOT_Cincinnati</p> <div style="text-align: center;">  <p>North Hamilton CROSSING</p> </div>
9/16	<p>For Facebook: As part of the planning process for the North Hamilton Crossing project, we'd like to know more about your experience when traveling around the study area. Your input will be used to help guide project development. To participate, visit www.NorthHamiltonCrossing.org anytime between now and Sept. 30.</p> <p>For Twitter: As part of the planning process for the North Hamilton Crossing project, we'd like to know more about improvements you think need to be made. Stop by our online Public Input Opportunity at www.NorthHamiltonCrossing.org until 9/30 to share your thoughts.</p> <p>Twitter tags from Hamilton: @BCEOnews @ButlerTID @ODOT_Cincinnati Twitter tags from BCTID: @CityOfHamilton @BCEOnews @ODOT_Cincinnati</p> <div style="text-align: center;">  <p>NORTH HAMILTON CROSSING STUDY AREA</p> </div>
9/20	For Facebook:

Date	Post Content
	<p>People most often tend to think about cars and trucks when they hear “transportation planning.” But for the North Hamilton Crossing project, we’re looking at needs of bicyclists and pedestrians too. Tell us more about your experiences and wants when traveling around the project’s study area by visiting www.NorthHamiltonCrossing.org.</p> <p>For Twitter: For the North Hamilton Crossing project, we’re looking at needs of bicyclists & pedestrians too - not just cars & trucks. Tell us more about your experiences and wants for travel around the study area at www.NorthHamiltonCrossing.org</p> <p>Twitter tags from Hamilton: @BCEOnews @ButlerTID @ODOT_Cincinnati Twitter tags from BCTID: @CityOfHamilton @BCEOnews @ODOT_Cincinnati</p> 
9/22	<p>For Facebook: Data gathered for the North Hamilton Crossing project shows that street-level railroad crossings within the North Hamilton Crossing study area are blocked by trains 25% of the day. We want to know how this affects you when you travel through northern Hamilton and Butler County. Tell us more by visiting the online Public Input Opportunity at www.NorthHamiltonCrossing.org. Comments submitted will be used to help develop improvement alternatives.</p> <p>For Twitter: Data gathered for the North Hamilton Crossing project shows that street-level railroad crossings within the project study area are blocked by trains 25% of the day. How does this affect you? Tell us at www.NorthHamiltonCrossing.org</p> <p>Twitter tags from Hamilton: @BCEOnews @ButlerTID @ODOT_Cincinnati Twitter tags from BCTID: @CityOfHamilton @BCEOnews @ODOT_Cincinnati</p> 
9/24	<p>For Facebook: Recent traffic analyses of the North Hamilton Crossing study area show that several primary streets and intersections are currently at or exceeding their capacity, particularly SR 129/High Street. Looking forward 20 to 30 years, it’s expected that conditions on these streets will get worse. We’re now planning improvements and invite you to weigh in at www.NorthHamiltonCrossing.org.</p> <p>For Twitter:</p>

Date	Post Content
	<p>Recent traffic analyses of the North Hamilton Crossing study area show that many primary streets & intersections are currently at or exceeding their capacity, particularly SR 129/High Street. Give input at www.NorthHamiltonCrossing.org.</p> <p>Twitter tags from Hamilton: @BCEOnews @ButlerTID @ODOT_Cincinnati Twitter tags from BCTID: @CityOfHamilton @BCEOnews @ODOT_Cincinnati</p> 
9/27	<p>For Facebook: The first Public Input Opportunity for the North Hamilton Crossing project ends this week! This is a chance to use several interactive mapping exercises to tell us more about transportation-related problems you've observed in and around the study area. Your input will help us plan improvements. Stop by any time through Sept. 30. www.NorthHamiltonCrossing.org.</p> <p>For Twitter: The North Hamilton Crossing Public Input Opportunity has interactive mapping exercises for you to tell us about transportation-related problems you've seen around the study area. Help us plan improvements at www.NorthHamiltonCrossing.org</p> <p>Twitter tags from Hamilton: @BCEOnews @ButlerTID @ODOT_Cincinnati Twitter tags from BCTID: @CityOfHamilton @BCEOnews @ODOT_Cincinnati</p> 
9/30	<p>For Facebook: Don't forget – today's the last day to participate in the first North Hamilton Crossing Public Input Opportunity. We're gathering input from the public to help plan future transportation</p>

Date	Post Content
	<p>improvements for the northern portion of the City and Butler County. Visit www.NorthHamiltonCrossing.org to learn more.</p> <p>For Twitter:</p> <p>Twitter tags from Hamilton: @BCEOnews @ButlerTID @ODOT_Cincinnati Twitter tags from BCTID: @CityOfHamilton @BCEOnews @ODOT_Cincinnati</p> 
10/4	<p>For Facebook: Thank you to all who participated in the North Hamilton Crossing Public Input Opportunity. We received some great information. Over the next weeks, we will be blending the information received from you with the data we've compiled. Then, we'll begin preparing and evaluating improvement concepts. We expect to have those to share with you next summer. To sign up for updates and stay informed about our progress, visit www.NorthHamiltonCrossing.org.</p> <p>For Twitter: Public input we gathered for the North Hamilton Crossing project will be blended with existing data & used to develop improvement concepts. We expect to have those ready to share next summer. For updates, visit www.NorthHamiltonCrossing.org.</p> <p>Twitter tags from Hamilton: @BCEOnews @ButlerTID @ODOT_Cincinnati Twitter tags from BCTID: @CityOfHamilton @BCEOnews @ODOT_Cincinnati</p> 

Appendix B: Notification Materials

News Release



NEWS RELEASE

Media Contact: Jacob Stone

513.785.7072

Jacob.Stone@hamilton-oh.gov

NORTH HAMILTON CROSSING PROJECT TEAM ASKS FOR PUBLIC INPUT

Project proceeds into feasibility study; team requests feedback on transportation needs and priorities

To participate, visit NorthHamiltonCrossing.org

HAMILTON, Ohio (Aug. 31, 2021) - The City of Hamilton and Butler County Transportation Improvement District (BCTID) have entered into the feasibility study phase for the North Hamilton Crossing (NHX) project. The goal of the study is to identify transportation improvements that will improve traffic flow and make travel through the northern portion of the city easier and safer. First identified as a concept in the City's 2002 transportation plan, the NHX project is included in the [Butler County Thoroughfare Plan](#), the Ohio-Kentucky-Indiana Regional Council of Government's [2050 Metropolitan Transportation Plan](#), and is a priority in the City's comprehensive plan, [Plan Hamilton](#).

"We're constantly working to ensure that our local transportation network is well-positioned to support the significant growth and redevelopment that the City has been experiencing," said Allen Messer, Assistant Director of Engineering for the City of Hamilton. "We've already completed a number of improvements that are reducing congestion and improving access throughout the City. North Hamilton Crossing is the next big piece of the puzzle as new developments like the Spooky Nook Champion Complex begin to come on-line."

"The benefits of transportation improvements in north Hamilton will also extend well beyond the City," continued Dan Corey, Director of the Butler County Transportation Improvement District. "Hamilton's east-west roadway corridors serve as major connectors for those traveling between Hamilton, Oxford, and many other communities and employment hubs within Butler County."

As part of their initial data-gathering efforts for the feasibility study, the City and BCTID are seeking input from the public regarding their observations and experiences when traveling through the study area, which extends between NW Washington Boulevard and North B Street on the west side of the Great Miami River, and US 127 (North 3rd Street), SR 4 (Erie Boulevard) and SR 129 (East High Street) at Hampshire Drive on the east side, all north of SR 129/High Street (see map).

To facilitate the initial exchange of information, the City and BCTID are hosting a Public Input Opportunity between August 29, 2021 and September 30, 2021. To participate online, go to:

www.NorthHamiltonCrossing.org

- more -

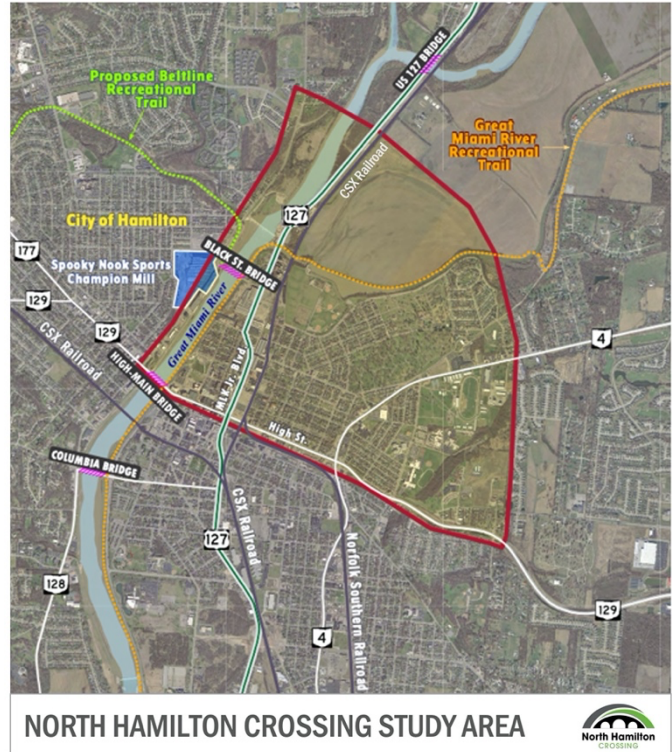
Information from the project team is presented as a self-guided tour through exhibits highlighting the project and study results to date. The public can share their observations, comments and priorities by responding to multiple, interactive survey questions that are included throughout the discussion. The website can be accessed by computer, tablet or smartphone. Anyone without internet access is invited to share comments with the project team via phone or mail by contacting:

Allen Messer, P.E.
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City of Hamilton
345 High Street | Hamilton, OH 45011
Allen.Messer@hamilton-oh.gov
513-785-7286

The project team will combine information gathered from the public with the data collected through multiple technical studies. Results will be used to begin developing improvement concepts and exploring potential routes. These alternatives will then be explored and evaluated in detail throughout the next year. The feasibility study is expected to conclude in the fall of 2022 with the identification of a Preferred Alternative that will outline the specific improvements to be made as part of the project. Timing of construction has yet to be determined and will depend on the availability of funding.

“Public input is an important part of the project development process and will be used to help guide decision-making for the project,” Messer said. “The current Public Input Opportunity is the first of several formal opportunities that will be held as the project advances, but questions and comments are welcome at any time.”

Project updates will be sent out throughout the project development process. Participants can sign up to receive the updates when they visit the public input opportunity site.



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Appendix C: Public Input Documentation

Comments Received through the Public Input Site/Survey

Contact Log

Public Input Summary Report

Appendix C: Public Input Documentation

Comments Received through the Public Input Site/Survey

QUESTION 9 – ISSUES IMPACTING TRAVEL, COMMENTS RECEIVED FOR “WOULD YOU ADD ANYTHING ELSE TO THE LIST ABOVE? IF SO, PLEASE EXPLAIN.”

(Note: All comments are presented as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization or punctuation.)

ISSUES IMPACTING TRAVEL - WOULD YOU ADD ANYTHING ELSE TO THE LIST ABOVE? IF SO, PLEASE EXPLAIN.	THEME
1. Bicycles don't belong on the street. They impede traffic that already moves slow enough. If they are on the road they should be required to have a license plate like a car to help pay for maintaining the roads. And they should be required to have insurance.	Bike safety
2. I personally don't like bike lanes on main roadways. I know, I know, they have a right to be there but they are UNSAFE! Can we make bike lanes that are exclusive to bikes and only cross/come in contact with cars occasionally? Maybe then more people would ride. Riding a bike in that much traffic is dangerous.	Bike safety
3. I wholeheartedly agree with this. I think communities need to remove bike lanes from the sides of roads. Many drivers are inexperienced when it comes to regular driving, and the chance of them colliding with or pulling out in front of a bike (in a bike lane) goes through the roof when the bike lanes are added to roadways. Dedicated bike paths that meander and cross through town make much more sense to me.	Bike safety
4. It is very difficult bicycling in town	Bike safety
5. I don't ride a bicycle or walk many places but it does concern me for others. Trains in HAMILTON aren't as bad as they used to be for me, except on Martin Luther King. I go down River Road to go to Fairfield, either via the Main Street Bridge or Columbia Bridge. Now from my vantage point, everything's a mess trying to get from my home to Route 4, Rt 129 or Fairfield due to the Spooky Nook project closing B St. and the closing of Black Street Bridge. A bridge across the river North of Black St bridge would be nice but I'm very concerned about traffic congestion for those of us who live off NW Washington Blvd and what the intersection of West Elkton and NW Washington will look like. Sometimes my neighbors and I can't get out of our subdivision now.	Bike safety, Bridge - need additional, Congestion, Neighborhood impacts, Pedestrian safety, Spooky Nook
6. Traffic on Eaton Ave is terrible and unsafe much of the day. Side streets are impacted and unsafe for pedestrians at times, Millville Ave is unsafe for bikes and pedestrians, Main St," is often a cluster.	Bike safety, Congestion - impacts, Congestion, Pedestrian safety

ISSUES IMPACTING TRAVEL - WOULD YOU ADD ANYTHING ELSE TO THE LIST ABOVE? IF SO, PLEASE EXPLAIN.

THEME

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| <p>7. Congestion on streets is also a problem--I know I take the secondary routes to avoid congestion. Dedicated bike routes would aid in keeping the bicyclists safer and assist with keeping traffic moving because there is not enough room on the road for car and bicycle to cruise safely together. Pedestrian safety is an issue because so many vehicles run red lights at many intersections in the city. Condition of (some) streets in the Highland Park area and Glencross off Brookwood Ave are horrible. Again, I choose to use other streets to avoid damage to my car. I find traffic is worst on SR 129 when I head west to east; traffic lights seem better timed when I travel east to west.</p> | <p>Bike safety, Congestion, Pedestrian safety, Signal timing, Street condition</p> |
| <p>8. Safety concerns for pedestrians is a nuanced issue. Pedestrians can include runners/recreation, able-bodied adults, older/disabled adults, and children. I think it is important to keep all of these groups with high priority in mind as considerations for pedestrian safety are reviewed. Additionally, not all bike routes are created equal and the biggest issue I have seen with bike routes in cities is when a larger shoulder is created with a painted bicyclist on the road. Drivers (of cars) tend to use it as another lane, especially for right-hand turns and street cleaning often leaves that area full of debris.</p> | <p>Bike safety, Pedestrian safety</p> |
| <p>9. unsafe feeling to travel by bike and foot through some of the neighborhoods from residents more then traffic</p> | <p>Bike safety, Pedestrian safety</p> |
| <p>10. With the anticipated increase in visitors to the city due to Spooky Nook, I anticipating biking more often to the city center with my family to enjoy the local businesses/restaurants so I don't need to worry about parking and traffic.</p> | <p>Bike safety, Spooky Nook</p> |
| <p>11. Side neighborhood streets like Gordon and Gray have become dangerous with the amount of traffic cutting through. Keep the traffic out of side streets. Make more dead end side streets to keep traffic on main roads with areas for bicycles still to travel through.</p> | <p>Bike safety, Suggestion</p> |
| <p>12. To somehow control drivers blocking intersections when traffic light has changed.</p> | <p>Blocked intersections</p> |
| <p>13. It is faster/easier for me to go down Millville/Rt 27 to Colerain than to try to get across town to Bridgewater. Everywhere in Hamilton is congested. Way too many people running lights or just sitting in the middle of intersections like they're oblivious to their surroundings. It's a nightmare trying to get from Main St to the daycare on Gordon Ave, which has become a drag strip itself.</p> | <p>Blocked intersections, Congestion, Running red lights, Speeding, Travel delays</p> |

ISSUES IMPACTING TRAVEL - WOULD YOU ADD ANYTHING ELSE TO THE LIST ABOVE? IF SO, PLEASE EXPLAIN.**THEME**

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| 14. Speeding through Main & High streets and blocking intersections and running red lights. | Blocked intersections,
Running red lights,
Speeding |
| 15. My struggle is with traffic signal lights. People tend to stop mid-intersection and block opposing traffic because they are trying to avoid the long traffic light. It is a common occurrence at the intersection of "D" and Main St. | Blocked intersections,
Signal timing |
| 16. Car (Drivers) Rt4 and High St blocking intersections.
Timing of yellow light changes. | Blocked intersections,
Signal timing |
| 17. Black st bridge is pretty old. Should have been replaced | Bridge - need additional |
| 18. an additional bridge connecting west to east could have help. | Bridge - need additional |
| 19. An additional bridge should have been built long before now. One main bridge between Main Street and High Street is not enough. | Bridge - need additional |
| 20. An additional crossing north of the Black Street Bridge would be helpful to access major highways | Bridge - need additional |
| 21. Another bridge is needed in the worst way. | Bridge - need additional |
| 22. Black St is a dead end on both sides. It gets you across the river but then you have to stop. A bridge that has better connectivity and crosses the river and railroad would have a huge impact on overall traffic flow. | Bridge - need additional |
| 23. The black St bridge is crumbling to begin with if expanded and replaced along with that road in general I think it would improve transportation in that area. | Bridge - need additional |
| 24. The Westsiders NEED an additional bridge. How this wasn't a big concern when the SN project came on is mind boggling. | Bridge - need additional |
| 25. This past couple of years you have closed a bridge across the Great Miami river at different times. You can't close a bridge when you only got three and your need five. | Bridge - need additional |
| 26. WE are lucky to have the four bridges in Hamilton. However, they were placed here in Older times and a new pattern is needed | Bridge - need additional |

ISSUES IMPACTING TRAVEL - WOULD YOU ADD ANYTHING ELSE TO THE LIST ABOVE? IF SO, PLEASE EXPLAIN.	THEME
27. We need a new bridge in place so that we are not so dependent on the Black Street Bridge.	Bridge - need additional
28. We need another bridge across the Great Miami	Bridge - need additional
29. Wish there was another bridge	Bridge - need additional
30. Wish this bridge had been built in 1993 when it was proposed by the county.	Bridge - need additional
31. Yes, new bridge to west side should be added!	Bridge - need additional
32. Also concerned about the solution to east- west travel north of Black St Bridge which I understand involves extending Washington Blvd across the Great Miami River. This will bring more traffic to what is now a residential neighborhood.	Bridge - need additional, Bridge - impacts, East West Connectivity, Neighborhood impacts
33. I think the old idea of narrow main streets is quaint and desirable for 'new' Hamilton, a lovely town to walk to awesome retail and restaurant experiences. Yet, the traffic is so heavy through the Main Street/ High Street corridor that the narrow streets cause a nightmare. Thus, I hope that you are not only trying to get another bridge over the river to handle east-west traffic but, I really really hope you are thinking beyond: a by-pass circle that totally ignores Hamilton and has access points from the various corners of the city.	Bridge - need additional, Bypass, Congestion
34. Another bridge and better control of traffic flow	Bridge - need additional, Congestion Relief
35. As a Westsider, I now plan an EXTRA 15 to 20 minutes of travel time just to get to Bridge Water. Getting across the river and into other areas feels like a rat traveling through a maze. A north bridge connector to 129 would be a wonderful addition and really help alleviate traffic congestion and lower travel times for most west side residents.	Bridge - need additional, Congestion Relief, Travel delays
36. Since the construction of spooky nook it was damn near impossible to get anywhere. I've had my vehicle damaged by the men that are working there from things being thrown from the construction vehicles. And that's when my car was parked kn my property beside my garage and the NEWS they put in was the worst because people would use our alley as a cut through street and they were going faster that 15 MPH which is the legal speed limit in ally ways I know this because I'm an officer. I hate that place illl never visit it and it was never in their minds to consult the people that lived in that area and how it would effect their daily lives. The bridge should've been the first thing	Bridge - need additional, Congestion, Cut-through, Miscellaneous comments, Speeding, Spooky Nook

ISSUES IMPACTING TRAVEL - WOULD YOU ADD ANYTHING ELSE TO THE LIST ABOVE? IF SO, PLEASE EXPLAIN.

THEME

constructed before all the road repairs and construction in Hamilton started. Because of all the detours is why its so CONGESTED!!!!!!

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| 37. | North Hamilton Crossing should have begun BEFORE Spooky Nook!!!! Common sense, people! Build the infrastructure first, then the businesses that draw people to town! I know the proposed road/bridge cuts through private farmland, but it NEEDS to be done, no matter what!! If we don't build another outlet to/from Hamilton, our roads will be forever congested and the businesses will suffer in the future....DO IT NOW!!!! | Bridge - need additional, Congestion, Fast track, Spooky Nook |
| 38. | A bridge should have been thought about or made during the spooky nooks construction. Also since I live near the hospital there is going to be a lot of congestion near there in the next year. Will there be a parking lot for all the cars and busses for the games or events in the arena ? Also if a bridge is proposed where is the expected location? We have a small river but black street and high street bridges aren't enough for the amount of traffic thats going to acrue in the next year we may need to suggest a multi story parking lot either near champion spooky nook or close by il. | Bridge - need additional, Congestion, Parking issues, Spooky Nook |
| 39. | Safety concerns regarding the Fire, police and ENS response time due to congestion and stopped traffic. Priority should be an additional bridge connecting NW Washington Blvd and the east side of the river. | Bridge - need additional, EMS concerns |
| 40. | Additional bridge is needed. Time is of the essence as The Nook unfolds the local traffic has the potential to become extreme. | Bridge - need additional, Fast track, Spooky Nook |
| 41. | A parking garage as well as a bridge should be constructed to replace the black street bridge for spooky nook complex. Another bridge across the river at north washington blvd should have been built years ago. | Bridge - need additional, Parking issues, Spooky Nook |
| 42. | I think NW Washington Boulevard needs to extend over the Great Miami River through the farm land and then cut down to the east of the Greenwood Cemetery and cross through the land which is now the Fairgrounds and connect to or close to Hampshire @ 129. Then, the Fairgrounds need to be moved north across the river to the north of Joe Nuxall Park (currently farmland). | Bridge - need additional, Parking issues, Spooky Nook, Suggestion |

Also, Re-align the Eastern edge of "Rhea Dr" to align with a newly angled Black St bridge (to avoid T-boning into Spooky Nook. Then Eliminate street parking along Rhea Dr to allow for 1 lanes in both directions with center median/left turn lanes (keep speed residential friendly).

ISSUES IMPACTING TRAVEL - WOULD YOU ADD ANYTHING ELSE TO THE LIST ABOVE? IF SO, PLEASE EXPLAIN.	THEME
43. An additional bridge should have been constructed jointly with construction of Spooky Nook	Bridge - need additional, Spooky Nook
44. Bridge should have been completed before spooky nook!	Bridge - need additional, Spooky Nook
45. Limited access across river on northern side of the city. Columbia bridge is a good option if traveling south, but it doesn't provide good access for people from northwest area of the city going north to areas like Monroe. I imagine people coming from out of town for spooky nook will want to take advantage of the outlet mall 20 minutes away.	Bridge - need additional, Spooky Nook
46. Spooky Nooks will fail without a new BRIDGE	Bridge - need additional, Spooky Nook
47. There needs to be another bridge to the westside, especially with the opening of the Spooky nook sports complex. 3 bridges is not going to be enough. Black Street bridge could us a upgrade as well.	Bridge - need additional, Spooky Nook
48. Yes.Bridge should have been completed prior to opneing Spooky Nooks.	Bridge - need additional, Spooky Nook
49. Additional bridge to avoid train congestion is needed. Current bridges barely accommodate traffic for the city which has less than one hundred thousand people in the population. Our streets, bridges, police and EMS support will come to a standby when 1 million visitors a year are added to existing infrastructure and support. Seems this should have been addressed with plenty of time to have it in place before this starts.	Bridge - need additional, Spooky Nook - congestion, Congestion, EMS concerns
50. A bridge or at the least a viaduct reconnecting B street with Rhea atop the hill in the mean time.	Bridge - need additional, Suggestion
51. A new bridge is a must. City leadership has shown the capability to tackle big issues. This project may be its biggest challenge yet.	Bridge - need additional, Suggestion
52. Buy my home Starr hill add hotel. Bridge should have been going in now	Bridge - need additional, Suggestion
53. Move the possible bridge further up b street near west Elkton so there is not a concentration of traffic on the b & black street bridge area	Bridge - need additional, Suggestion

ISSUES IMPACTING TRAVEL - WOULD YOU ADD ANYTHING ELSE TO THE LIST ABOVE? IF SO, PLEASE EXPLAIN.	THEME
54. Putting a new street with a bridge at New Miami junct. on B street would be good idea. Take it all way out to Hampshire Blvd.	Bridge - need additional, Suggestion
55. The inside turn lane at Columbia bridge needs to be extended in place of the trees in a median strip. A good deal of the back up is because of the number of cars in the lane to head into Ross. A bridge needs to be added across the river near Joyce Park at the end of St. Claire. It would alleviate a great deal of traffic at the Columbia bridge.	Bridge - need additional, Suggestion
56. Congestion on bridges in the city causing delays in emergency services	Bridge - congestion, EMS Concerns
57. NW Washington is already a busy road not meant to handle the traffic it currently takes on. Adding a bridge there will create even more traffic. It is dangerous pulling into/out of the neighborhood I live in and the 4 way stop at Cleveland/NW Washington is a nightmare.	Bridge - impacts, Congestion, Neighborhood impacts
58. DID YOU FORGET COLUMBIA BRIDGE AND WHY DIDN'T WE DO SOMETHING ABOUT BLACK STREET BRIDGE A LONG TIME AGO INSTEAD OF NOW.	Bridge - misc
59. Traffic on Main Street in downtown is especially bad with everyone funneling through the High Street bridge.	Bridge - misc, Congestion
60. Any new bridge needs to be north of Black St and connect directly into NW Washington Blvd. B Street is not able to accept heavy traffic.	Bridge, Bridge - need additional
61. Build another bridge north of black street with a by-pass loop	Bridge, Bridge - need additional, Bypass
62. Spooky Nook should have paid for an additional bridge	Bridge, Bridge - need additional, Spooky Nook
63. Ross Ave and B St. have become a problem because there is so much congestion on Main St going East in the morning. Having only 1 bridge open is a huge problem for people that need to go to and from work every day.	Bridge, Bridge - congestion, Congestion
64. An east-west bridge is needed to move traffic regardless of the needs with Spooky Nook. Also the trains have always been a hindrance to traffic flow. Cleveland and Wash. Blvd and Main and B streets are traffic safety concerns.	Bridge, General Safety, Miscellaneous

ISSUES IMPACTING TRAVEL - WOULD YOU ADD ANYTHING ELSE TO THE LIST ABOVE? IF SO, PLEASE EXPLAIN.

THEME

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| | | comments, Spooky Nook, Trains - delays |
| 65. | You're absolutely right. It takes 5-10 times longer to drive from the westside of Hamilton to the entrance of 129 than it does from 129 to the west side of Hamilton. A Hamilton bypass would be advantageous and open up some more land on the northern fringe of Hamilton, and provide easier access for those leaving town that currently have to make the slow trek to High Street and on through town. | Bypass, Congestion |
| 66. | Better timed lights. Anyway to build something like bypass 28 in Milford? make | Bypass, Signal timing |
| 67. | Not enough roads to travel to liberty township or cincinnati area. With this long construction/detour near spooky nook, it is even taking longer to travel to any places. We need some sort of bypass highway near downtown hamilton where it is most congested | Bypass, Spooky Nook, Travel delays |
| 68. | Routes are needed to quickly bypass the city downtown (SR129) on the north side of the city | Bypass, Suggestion |
| 69. | A more direct connection to Rt. 4 and Rt. 129 to the West Side of Hamilton is a great idea to alleviate congestion and encourage future growth in Western Hamilton and Butler County.3:354 | Congestion |
| 70. | We need another bridge somewhere! Also, BCRTA is not a very good public transportation option because there are no benches or shelters, (usually just a small metal sign stuck in the grass). I have had to sit IN THE BERM with my groceries to wait 45 minutes for the bus! Also, the bus does not take you to the major stores in Hamilton. For Krogers, you get dumped on the grass next to the back of the parking lot and you have to hike over the grassy hill and across the whole parking lot to get to the doors!! Now, I can't even walk so I have a motorized wheelchair - how am I supposed to get to Krogers? The bus doesn't even stop anywhere near Walmart! In addition, when I used to be able to walk, I wanted to go to the Walmart on Princeton Road and got dropped off on Princeton Road instead of at Walmart. I had to walk a VERY long way to get to the doors and part of that was in the road into that shopping area, because there was no sidewalk! Speaking of sidewalks, Main Street needs to have sidewalk built from United Dairy Farmers all the way to Goodwill!!! I can't travel on my own because of the ridiculous lack of sidewalks along Main Street outside of the old West Side business district. | Congestion |
| 71. | Hamilton is always very congested because of having to cross the river, many RR crossings and the converging of 5 state highways. Hamilton has a rich history and I am proud to be living nearby | Congestion |
| 72. | Hamilton is extremely congested due to having to cross the river, many RR crossings and the converging of 5 state highways. Hamilton has a rich history and I am proud to live nearby | Congestion |

ISSUES IMPACTING TRAVEL - WOULD YOU ADD ANYTHING ELSE TO THE LIST ABOVE? IF SO, PLEASE EXPLAIN.	THEME
73. traffic is congested	Congestion
74. Trying to get business done in this area was very difficult during rush hour. Traffic didn't flow very well.	Congestion
75. You will only add congestion to east side near engineers office and Hampshirite drive	Congestion
76. Congestion to get across the river has been a problem since I moved to Hamilton in 1996. Just now discussing how to handle it seems ridiculous, it's like closing the barn after the horses have all gotten out.	Congestion
77. I live in prospect hill, and I work in downtown cincinnati... the fact that most of my driving time is taken up just driving through hamilton and I spend less time on stop-go traffic on 75 and throughout cincinnati is unacceptable	Congestion
78. Just way to much traffic.	Congestion
79. The traffic along High, Main, and the bridges is horrible	Congestion
80. TOO MUCH TRAFFIC	Congestion
81. Traffic is horrible any way you go to get to the eastside	Congestion
82. Way too much on-street parking on busy routes (127) that block views, congest the traffic lanes, etc. The project is already underway but the Spooky Nook is in the absolutely worst location. Great idea, horrible location. I truly believe it will not sustain itself after a few years. I know lifelong Hamiltonians who will not travel from the east side to the west side (and visa versa) due to traffic on a typical day. People are not going to pay for tournaments or leagues that they have trouble getting to--missing game times, getting their kids there late, etc. It is being built at the bottom of a hill next to a river..... This is only going to congest the roads through neighborhoods.	Congestion - impacts, Parking issues, Spooky Nook
83. Congestion from high street and rt 4 continue to put more traffic onto Dayton Street which is a neighborhood Street not a thoughfare	Congestion - impacts
84. The congestion near Eaton and Washington pulls traffic from these main roads onto neighborhood roads like Hermay, Mark, and Cleveland. As a result, cars go flying down the road despite the speed limit being 25.	Congestion - impacts, Speeding
85. I live on Prytania Ave right at the top of the area by the Spooky Nook complex and it is a one way street filled with children playing outside everyday and I also know there are some elderly residents with limited physical mobility	Congestion - impacts, Spooky Nook -

ISSUES IMPACTING TRAVEL - WOULD YOU ADD ANYTHING ELSE TO THE LIST ABOVE? IF SO, PLEASE EXPLAIN.**THEME**

- and since the traffic patterns have changed there is a huge increase in traffic on my street and daily I fear being rear ended when parking near my house by cars in a hurry to get wherever they are going and everyday there are several cars driving the wrong way down my street and I am very concerned about accidents with cars as well as a great concern that an adult or child may be hit or run over by random passing vehicles. I've lived here for close to 18 years and I'm the past maybe we would see one or two cars a year going to wrong way and now it's several times a day. It's become very dangerous to live on the street
86. I would like to add that this MAJOR CONGESTION issue started when streets were re-routed, blocked off completely to accommodate Spooky Nook. There is no way Hamilton can handle 1 million people. I am concerned that Hamilton will just be moving the traffic problem north toward New Miami/Cherokee Park. The intersection at NW Washington Blvd/W Elkton/B Street is a nightmare - especially with the bus and pick up traffic from the 2 schools there.
87. It is a mess daily!! It takes you over 30 min to get through Main St to High and Rt 4. If you have to go down streets that have trains that go slow and double tracks, it is ridiculous.
88. Get traffic moving better.
89. Additional traffic signals need to be added ASAP to help with traffic flow, especially at NW Washington and Cleveland and NW Washington B Street/W.Elkton. Not safe for anyone but especially the students at the Freshman school and the three retirement communities between those two intersections.
90. traffic congestion especially in am and 5-6 pm hours crossing west to east or out 129
91. City continues to reduce lanes of traffic. Example is lanes eliminated in various directions around columbia bridge causing more congestion. How is that helpful?
92. The consideration for West Side residents trying to get East is nil. It has reverberated back to neighborhoods that suddenly become thoroughfares for people looking to avoid congestion in other areas. As an engineer, I find the work of the public engineers dubious at best.
- congestion, Congestion, Pedestrian safety, Spooky Nook
- Congestion - impacts, Spooky Nook - congestion, Congestion, Spooky Nook
- Congestion - travel delays
- Congestion Relief
- Congestion Relief, General Safety, Pedestrian safety, Speeding, Traffic lights - new
- Congestion
- Congestion, Congestion, Miscellaneous comments
- Congestion, Miscellaneous comments

ISSUES IMPACTING TRAVEL - WOULD YOU ADD ANYTHING ELSE TO THE LIST ABOVE? IF SO, PLEASE EXPLAIN.

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| 93. | I use Black Street Bridge daily and I never have problems while driving that way. Using Eaton Ave to Main St to High Street is so very slow and it really upsets me. I now go to New Miami to get to the East side of Hamilton. I want Black Street opened soon! | Congestion, Black Street Bridge - reopen |
| 94. | Our goal is to build the small business community within the city. However the excessive congestion, which will only continue to worsen, will eventually become a deterrent to customers. I own a downtown business and we regularly hear concerns about traffic, parking and travel delays when our customers visit. I would surely hate for this problem to effect the success of businesses | Congestion, Parking issues |
| 95. | Often I avoid high street traffic by taking one of the parallel streets to main and re-entering later down the road. Traveling east on this detour is much easier than travelungbwest, as the traffic lights take way too long, resulting in more congestion. Parking is also an issue on main, and results in more congestion because people are looking for a spot. A garage of some sort on the west side would be very helpful | Congestion, Parking issues, Signal timing |
| 96. | Any concern about pedestrian safety is often related to impatient driving which is likely a result of slow and congested traffic routes. Ease the traffic pressure (real or perceived) and risk will likely decrease for pedestrians. | Congestion, Pedestrian safety |
| 97. | 1 way section of Park Ave is severely heavy, especially during rush hours. Cars travel at an alarming fast speed which is extremely unsafe with the number of children in this area. It is also extremely unsafe as it has a park with children playing. The speed limit should be 25 as opposed to 35mph. My understanding is that any street with a park was supposed to be 25mph. | Congestion, Pedestrian safety, Speeding |
| 98. | I seem to have more difficulty trying to get to 129 from the Westside compared to coming back to the westside from 129. Rush hour is almost impossible especially since Black St bridge has been closed. Going through New Miami only increases the congestion at MLK and High. Lights do not seemed to be timed to help when heading to 129. Many times all lights are green for several streets ahead but no cars are moving. What's up with that? There have been times coming back into town that I have made it all the way down High St to B with all green lights. Not sure why it doesn't seem to be that way when coming from Westside to High to 129 | Congestion, Signal timing |
| 99. | i refer to all of High Street and MLK as Christmas Tree Lane every other light is Red or Green if the vehicles in front of you don't move because the light is red NOTHING moves then you get the intersection jammers which clog the cross streets. | Congestion, Signal timing |
| 100. | Traffic light flow is terrible traveling on high street, leading to increased congestion | Congestion, Signal timing |

ISSUES IMPACTING TRAVEL - WOULD YOU ADD ANYTHING ELSE TO THE LIST ABOVE? IF SO, PLEASE EXPLAIN.**THEME**

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| 101. The amount of traffic that is rerouted to Washington Blvd and it being the 2nd way to get from Middle school to Main street, once you pass the 1st stop sign the traffic flow is extremely heavy and fast. Drivers are not going 35mph. they are traveling between 45-50. until you reach the light at Eaton Road... | Congestion, Speeding |
| 102. Everything needs to be done before Spooky Nook opens. Because of the traffic flow, venues will not come to Spooky Nook. | Congestion, Spooky Nook |
| 103. Too much traffic and Spooky is not even opened yet. | Congestion, Spooky Nook |
| 104. Very concerned about increased traffic due to Spooky Nook and how it will affect my ability to access major egress to the east of Random Hills. | Congestion, Spooky Nook |
| 105. As I expressed in a previous answer on this survey, it usually takes longer to get THROUGH Hamilton than it takes to get to destinations once outside Hamilton, such as Middletown or West Chester. Spooky Nook is going to make the congestion through the city worse, if it truly is the boon residents are being told it will be. Living on the west side to the north, I anticipate that it will be even more difficult to get to and from the main arteries. Trains blocking roadways make alternate routes almost impossible, and definitely unreliable. | Congestion, Spooky Nook, Trains, Travel delays |
| 106. With Black St. currently closed, the congestion on Main and High St. has become terrible. Add to that the bad condition of most of Eaton and you have an axle busting, nerve racking trip through the city. | Congestion, Street condition |
| 107. Condition of streets is second top priority, then congestion | Congestion, Street condition |
| 108. How do you expect traffic to behave when you bring thousands of people to a city with 2 main roads? Those main roads, by the way, are terrible. There are 15 million things Hamilton needs to sort out before it declares itself revitalized with an exclamation point! | Congestion, Street condition |
| 109. I try to avoid going to the West side as much as possible. It's a nightmare no matter what time of day. Unfortunately, my son is at the high school and I must drive him for late arrival and band rehearsal in the evenings 3 times a week! Gas is not cheap, and the roads are terrible! The wear and tear, and extra gas from sitting in stop and go traffic is killing our family's budget! I love my hometown, but something needs to change soon or we will go broke and have a broken down vehicle! | Congestion, Street condition |

ISSUES IMPACTING TRAVEL - WOULD YOU ADD ANYTHING ELSE TO THE LIST ABOVE? IF SO, PLEASE EXPLAIN.	THEME
110. A lot of side neighborhoods on route 4 between the bypass and the fairgrounds have to turn left onto route 4 with no traffic light. Another traffic light at Campbell or Eastview would help with the congestion at the intersection by the fairgrounds which is poorly designed.	Congestion, Suggestion
111. Rather than adding to the congestion at Hampshire and SR129, wouldn't be better to make the Eastside connection of NHX at Rt 4 and Bypass 4? Bypass 4 can be widened without further easements and utilize the existing SR129 ramps from Bypass 4. This keeps the added traffic off the already congested High Street	Congestion, Suggestion
112. I know everyone is so tired of the increasing traffic! It is always good to see growth, (new homes, businesses, new venues, etc) but if you can not open up more travel routes to move the growth, then it is a nightmare before it even starts! Trains have always been a problem here, and it is bad planning by someone to have one underpass to relieve the traffic backup.	Congestion, Trains
113. Apparently no communication between construction and traffic. If you're closing a road for repair, change the lights so everyone else can go straight thru (or give more time). So many projects that take months to complete and the traffic light timings are never changed. Getting police/traffic directors in place when large events occur (football games, parades, etc.) Post signage well before the change/construction zone (sometimes these are posted as you enter the construction area).	Construction, Signal timing
114. Keep excess traffic from out neighborhoods!!!	Cut-through
115. I live, work, go to church and mostly play near my home so I walk most places however my elderly mother lives in Taft place so I drive there daily and shop at Meijer. I cut through Sanders to avoid Eaton Ave and never incurred much traffic except when crossing g Washington Blvd.	Cut-through, Miscellaneous comments
116. Depending on the time of day we use side streets to cut through because of traffic. I would not want to live on these streets. With Spooky nook coming an alternative route is needed. Going from the west side past route 4 is challenging	Cut-through, Miscellaneous comments, Spooky Nook
117. I take Heaton St to bi-pass downtown traffic sometimes. Trains are a big issue but another is pedestrians. I drove through that way one day and people were laying in the street or kids are playing in the street.	Cut-through, Pedestrian safety, Trains

ISSUES IMPACTING TRAVEL - WOULD YOU ADD ANYTHING ELSE TO THE LIST ABOVE? IF SO, PLEASE EXPLAIN.**THEME**

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| 118. Train noise- why do trains need to honk continuously throughout the day? It's incomprehensible. Speeding in residential areas! These are due to redirected traffic from main roads | Cut-through, Speeding, Trains |
| 119. putting all of our money in to benefit one for profit company makes no sense... if it doesn't do well, we'll have nice bridges and roads that lead to a dead city. we need to make sure this company will get off the ground before making knee jerk reactions | Delay Improvements, Spooky Nook - Benefit Concerns |
| 120. It's hard for emergency vehicles to get down high street | EMS Concerns |
| 121. Train crossings and medians in busy roadways make fire dept response difficult. | EMS concerns |
| 122. Safety concerns for emergency vehicles. Other jurisdictions in the area use a product called opticom by 3M to alert other emergency services and drivers that an emergency vehicle is approaching an intersection. Additionally some jurisdictions have set this to change traffic patterns to allow for a more efficient and safe response. This would again allow drivers to visual see the light activate, encouraging them to become more vigilant about the potential emergency vehicle approaching bringing down possible accidents between emergency services and civilians and allowing traffic to prepare to make way for responding emergency vehicles especially during rush hour events. I would like to see this on main thoroughfares first and then eventually incorporated into neighborhoods where civilians may be less vigilant | EMS Concerns, Suggestion |
| 123. Lack of adequate police back-up for school crossing guards. Rampant disregard for crossing guards endangers school children. High and Monument and Front and Monument are also locations of daily incidents of drivers ignoring pedestrians' right of way. | Enforcement, Pedestrian safety |
| 124. Running through red lights is a major issue. Would like to see more enforcement cameras. | General safety, Need enforcement, Running red lights |
| 125. safety for driving and walking in this area | General safety, Pedestrian safety |
| 126. Stop lights take forever and people run the reds. It is a safety hazard and time killer. | General safety, Running red lights |

ISSUES IMPACTING TRAVEL - WOULD YOU ADD ANYTHING ELSE TO THE LIST ABOVE? IF SO, PLEASE EXPLAIN.**THEME**

127. Widen B Street.	Miscellaneous comment
128. Yes, no one wanted Rt. 129 , Look at it now.	Miscellaneous comment
129. .	Miscellaneous comments
130. 100 PERCENT AGREE.	Miscellaneous comments
131. 20% of our economy is in bad shape and the other 80% are having more success than ever before.	Miscellaneous comments
132. Agree	Miscellaneous comments
133. And beautify it.	Miscellaneous comments
134. cROSSING HIGH sTREET nORTH TO sOUTH	Miscellaneous comments
135. Does CSX contribute financially to any of the railroad crossings or does that come out of the taxpayers dollars	Miscellaneous comments
136. Especially south of High Street and the worst is south of the downtown core, headed south towards Miami Hamilton. Would think the city and leaders would work on cleaning up the community of houses and apartments in and around the college campus, as there seems to be lots of shootings taking place in that pocket of town.	Miscellaneous comments
137. Every time the city decides to hold an event you want to shut down the Main Street in the city it's stupid you can't shut the whole city down to have pumpkin fest or a parade or a car show it's ridiculous	Miscellaneous comments
138. High street is impossible!	Miscellaneous comments

ISSUES IMPACTING TRAVEL - WOULD YOU ADD ANYTHING ELSE TO THE LIST ABOVE? IF SO, PLEASE EXPLAIN.**THEME**

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| 139. I can't figure out how it would even be possible to extend Hampshire Blvd towards the North and West without running into the Fairgrounds, or residential neighborhoods or the Cemetery. Am I missing something? | Miscellaneous comments |
| 140. i disagree with this comment. It doesn't take 20 minutes to go that far. i live in Random Hills and it takes 10 minutes to get downtown even with Black Street Bridge being closed. That is also during the morning and evening rush. | Miscellaneous comments |
| 141. I do not believe that this route that you have implemented for this to take place on would be a good route because it would take out people's homes and lower their home values | Miscellaneous comments |
| 142. I do not feel that the street paving program is aggressive enough | Miscellaneous comments |
| 143. I think most of the traffic accidents are caused by people being in a rush and not paying attention to the road as well as everything on or near the roads. People disregarding school bus or traffic cross guards are idiots. Because you are supposed to stop if a school bus lights are flashing red. If they are flashing yellow, that means they are preparing to stop and you either stop or slow down.
People also need to put their phones down and away, in a holder. Light your cigarette before you start driving, and set your radio station too. If more people paid attention to the road and what is near the road, the traffic flow, there would be a whole lot less traffic accidents. | Miscellaneous comments |
| 144. I walk everywhere (I do have a car and do drive). Crossing from Eden Park to Kroger's | Miscellaneous comments |
| 145. I will assume NW Washington will continue to have more and more traffic, I have a concern for the streets and business exists going onto NWB, Kroger, Mexican place, pizza place, back entrance of Meijer, doctors office, etc. | Miscellaneous comments |
| 146. I would have liked to chose more than 1 item. I think they are all problems | Miscellaneous comments |
| 147. I'm concerned that one NW Washington is linked, that it won't be able to handle the traffic. Will widening occur? | Miscellaneous comments |
| 148. If people would quit looking and playing with their phones traffic would not be a problem. | Miscellaneous comments |

ISSUES IMPACTING TRAVEL - WOULD YOU ADD ANYTHING ELSE TO THE LIST ABOVE? IF SO, PLEASE EXPLAIN.**THEME**

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| 149. If we are encouraging more walking/biking traffic rather than driving what will we do to reduce street trash? Our main and high corridor are somewhat clean but the side streets and under the main high bridge and around the steps there are really quite gross. | Miscellaneous comments |
| 150. Less drugs in the area. lots of druggies walking around and getting in the way doing druggie stuff like driving slow and wrecking cars. Get rid of the drugs and make the area safe | Miscellaneous comments |
| 151. LOL | Miscellaneous comments |
| 152. Main Street is too narrow to handle the traffic from both directions, and is the major road for through traffic as well. | Miscellaneous comments |
| 153. Main Street was supposedly improved to help traffic flow. Unfortunately, it only made it worse. | Miscellaneous comments |
| 154. Makes sense to have the north crossing option! | Miscellaneous comments |
| 155. Paving contractors have had their schedules filed up a year or more in advance. They are also struggling with getting people to work. The street levy just past be patient. | Miscellaneous comments |
| 156. Rhea should never have been closed being one of the major routes through the west side neighborhoods. | Miscellaneous comments |
| 157. take a timeless approach. | Miscellaneous comments |
| 158. They ALL concern me. | Miscellaneous comments |
| 159. Too many one way streets in Progress Hill area which will increase the amount of accidents involving persons not from the area. | Miscellaneous comments |
| 160. Travelers to Oxford need a better way to get through town too | Miscellaneous comments |

ISSUES IMPACTING TRAVEL - WOULD YOU ADD ANYTHING ELSE TO THE LIST ABOVE? IF SO, PLEASE EXPLAIN.

THEME

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| 161. Who is going to pay for all the changes wanted? | Miscellaneous comments |
| 162. Why keep spending money and increasing utilities...I don't know how I can remain a hamilton resident paying over \$500 a month in utilities. Why is the city price gouging us residents for utilities? | Miscellaneous comments |
| 163. yes. East to west is very bad, but so is the west side, especially Eaton | Miscellaneous comments |
| 164. Your street system does not cause crashes. PEOPLE cause crashes. | Miscellaneous comments |
| 165. Agree with all issues making it difficult to prioritize. All are priorities. A few years ago during lunch hour I walked across B street at the light on Ross and a semi tried to run the light. I actually placed my hand on the front bumper of the semi and the driver appeared angry with me for making him stop. The light had definitely changed to red for him to stop before he got to the intersection. | Miscellaneous comments, Pedestrian safety |
| 166. The change from two lanes to one turning right onto River Road at Pershing is a good thing However, drivers are waiting until last minute and cutting off drivers to get over right before the cones begin. I have had quite a few close calls almost rear ending these drivers. Drivers need to slow down everywhere in the city! | Miscellaneous comments, Speeding |
| 167. We were told at a 2019 City Council meeting that a Hamilton North Crossing was many years away, that the current roads would handle the Spooky Nook traffic. | Miscellaneous comments, Spooky Nook |
| 168. Timing is suspect in this "input opportunity" One bridge is closed, for the SECOND time, for "utility work" Couldn't that been done the first time it was closed for....."utility work?" Nothing was done to help offset known traffic problems prior to the bridge closing. How about finishing the street project on Main/Western Ave. that has been going on for over a year? Totally agree that significant changes, requiring significant financial burdens, should not be done to benefit one, for profit business without some proven financial return to the city. | Miscellaneous comments, Spooky Nook - Benefit Concerns |
| 169. Traffic enforcement from HPD needs to be better | Need enforcement, Suggestion |
| 170. Connector will just concentrate more traffic in the Bridgewater Falls area. That area is already a nightmare for traffic. And it will be tearing down/devaluing a huge area of new housing. | Neighborhood impacts |

ISSUES IMPACTING TRAVEL - WOULD YOU ADD ANYTHING ELSE TO THE LIST ABOVE? IF SO, PLEASE EXPLAIN.**THEME**

171. .	No comment/NA
172. .	No comment/NA
173. .	No comment/NA
174. .	No comment/NA
175. I have nothing further to add to the list.	No comment/NA
176. LOL	No comment/NA
177. N/A	No comment/NA
178. N/a	No comment/NA
179. no	No comment/NA
180. No	No comment/NA
181. no	No comment/NA
182. No	No comment/NA
183. No	No comment/NA
184. No	No comment/NA
185. no	No comment/NA
186. no	No comment/NA
187. No	No comment/NA
188. No	No comment/NA
189. no	No comment/NA

ISSUES IMPACTING TRAVEL - WOULD YOU ADD ANYTHING ELSE TO THE LIST ABOVE? IF SO, PLEASE EXPLAIN.**THEME**

190. No	No comment/NA
191. No	No comment/NA
192. no	No comment/NA
193. No	No comment/NA
194. No	No comment/NA
195. no	No comment/NA
196. No	No comment/NA
197. No additional comments	No comment/NA
198. No thanks	No comment/NA
199. No.	No comment/NA
200. None	No comment/NA
201. Nope	No comment/NA
202. Nope	No comment/NA
203. Nothing else	No comment/NA
204. T	No comment/NA
205. n/a	No comment/NA
206. no	No comment/NA
207. x	No comment/NA
208. Lack of off street parking. I see lots, but we really need parking garages.	Parking issues

ISSUES IMPACTING TRAVEL - WOULD YOU ADD ANYTHING ELSE TO THE LIST ABOVE? IF SO, PLEASE EXPLAIN.**THEME**

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| 209. lack of parking - not having enough parking increases pedestrian traffic and other issues | Parking issues |
| 210. Lack of public parking facilities. City enticing all these businesses but not putting in the infrastructure to support patrons going to those businesses. Street parking is terrible. And adds to already congested roadways. The west side on Main Street has no parking. And the east side just made it all pay to park. Some public garages close to the businesses are needed for the businesses and to clear up the streets. | Parking issues |
| 211. Lack of parking in the area for residents of the city. It's great we're adding restaurants in the Main Street area. There is no parking then add all the people coming to spooky nook. Parking is going to be an issue and concern. | Parking issues, Spooky Nook |
| 212. Crossing streets in the Dora area is risky because drivers hurry through intersections. It's dangerous. | Pedestrian safety |
| 213. I walk everywhere although I have a car and do drive. Crossing from Eden Park to anything is so dangerous. The closest legal crossing is all the way down at Brookwood. | Pedestrian safety |
| 214. Kids need a sidewalk leaving the freshman building headed down B Street! | Pedestrian safety |
| 215. Living in Dayton Lane we frequently walk to downtown events. Walking down high Street and utilizing the underpass sidewalk has a scary and dangerous feel. Although it's illegal we find ourselves stepping over the guard rail and going over the tracks as opposed to walking down the underpass. | Pedestrian safety |
| 216. Now that we live downtown, I've seen how dangerous it can be for pedestrians to attempt to cross High or Main Street in the area from Martin Luther King over to Eaton Ave. on the west side. | Pedestrian safety |
| 217. Though it is not on your study area, my greatest concern is for pedestrians walking on Millville Ave. between Wasserman Rd. and Ohio Ave. I believe some pedestrians have been struck there. | Pedestrian safety |
| 218. with the addition of dining places in the downtown area, it is difficult to travel at lunch with the number of people crossing streets. Many times only one or two cars can turn (from Third st) onto High St. | Pedestrian safety |
| 219. Too many crossing for school aged students across main roads. 129 is too dangerous for kids to be crossing. Route 4 is another problematic crossing. | Pedestrian safety |
| 220. Crossing Hight Street in any crosswalk is dangerous - the timing of the lights in downtown Hamilton do not allow enough time for people to cross and drivers to get through the light. Drivers do not want to wait through another light cycle (4+ minutes) so they drive through the intersection even with pedestrians are in the crosswalk | Pedestrian safety, Signal timing |

ISSUES IMPACTING TRAVEL - WOULD YOU ADD ANYTHING ELSE TO THE LIST ABOVE? IF SO, PLEASE EXPLAIN.

THEME

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| <p>221. Safety for pedestrians in the cross walks. I have almost been hit multiple times because of drivers not obeying speed limits and driving right through active cross walks.</p> | <p>Pedestrian safety,
Speeding</p> |
| <p>222. I think more effort should be put into public transportation within the study area</p> | <p>Public transportation</p> |
| <p>223. Lack of public transport</p> | <p>Public transportation</p> |
| <p>224. We also need public transportation, too!</p> | <p>Public transportation</p> |
| <p>225. Am very very concerned about increased traffic in short order with Spooky Nook. Fee the north Hamilton bridge is ideal and making Black Street Bridge pedestrian and light transit shuttle areas to move pedestrians efficiently to parking lots, dining, etc.</p> | <p>Public transportation,
Black Street Bridge - ped
option, Bridge - need
additional, Spooky Nook
- congestion, Shuttle,
Spooky Nook</p> |
| <p>226. I think Hamilton would benefit from additional knowledge on BCRTA and promotion of the programs they have. Encouraging public transportation and options for getting around downtown/to and from main street to high street, especially with DORA. There's not a clear direct path for people who want to cross the High street bridge to get to and from the businesses on Main to High or vise versa.
I'm looking forward to ask the visitors and influx wee will experience in our businesses from Spooky Nook, but I'm sure that parking, travel and pedestrians will become an even larger issue.</p> | <p>Public transportation,
Bridge, Parking issues,
Pedestrian safety,
Spooky Nook</p> |
| <p>227. I think the improvements that have been made are wonderful. I know the new light system will help alot but just a few suggestions. Make the parking lot across from McDonnalds on High a 2 or 3 story garage. Have a street car system, maybe 3 or 4 individual cars that could hold 16-20 people, (could be privately owned) run from East side to West side down Dayton over the Black Street Bridge to Spooky Nook (stay off of Rt 129. Make a people walk under Rt 129 for school kids. This would be alot safer and could ease the congestion at that intesection. Thanks for asking.</p> | <p>Public transportation,
Congestion Relief,
Parking issues, Spooky
Nook, Suggestion</p> |
| <p>228. When I was younger, I often road the city bus, until had my driver's license. I much enjoyed it and when I had no car due to someone pulling out from a side street and hitting my car (early 20s), I then had no car and now there was no public transportation, either. I had to rely on my parents for transportation, and do extra work when I was not at my job to pay my parents back for the car they could afford to get for me, as the driver who hit me head-on</p> | <p>Public transportation,
Miscellaneous
comments</p> |

ISSUES IMPACTING TRAVEL - WOULD YOU ADD ANYTHING ELSE TO THE LIST ABOVE? IF SO, PLEASE EXPLAIN.

THEME

back then had let their car insurance policy lapse. And I didn't have full coverage or uninsured motorists added to my policy. It wasn't a law back then.

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| 229. | After Spooky Nook is opened traffic will be unbelievable. We need some type of shuffle bus to service Spook Nook to cover downtown areas so traffic can be reduced | Public transportation,
Spooky Nook |
| 230. | People from spooky nook will be coming in via car. Public transport will not solve those challenges, only scenario that would help spooky is if there is a shuttle that services spooky nook every 15 minutes and brings people downtown to get food and drinks in the evening. | Public transportation,
Spooky Nook |
| 231. | I'm concerned with where Spooky Nook visitors will be staying for each event / tournament. There do not seem to be enough hotels within Hamilton to accommodate the projected number of visitors - will they need to stay in Fairfield, Colerain, West Chester, etc.?

My other concern with Spooky Nook is the increased traffic in an already congested area of Hamilton. Can we encourage local hotels to offer shuttles and buses to and from the Spooky Nook complex? Imagine if each out-of-town sports team can fit into 1-2 shuttles to/from the complex rather than each family driving separately with 20+ cars, compounded over so many teams each hour. | Public transportation,
Spooky Nook -
congestion, Lodging,
Spooky Nook, Suggestion |
| 232. | It would be great if Hamilton had a Connector bus like Cincinnati to take visitors and residents alike to all the great stops we have in our city. Especially once Spooky opens, that alone could allivate some car travel within the city while still encouraging local commerce. | Public transportation,
Spooky Nook, Suggestion |
| 233. | It does not affect me but, I do see a need for more public transportation which should be free or very reasonable for those without cars or drivers license. | Public transportation,
Suggestion |
| 234. | Need to include some sort of (safe) public transportation option that runs the length of High Street to allow for a more walkabout core and to allow some new loft-style apartments to locate parallel to High street along the RailRoad tracks. | Public transportation,
Suggestion |
| 235. | Need to eliminate or redesign many intersections where you have to jackknife to turn onto a street. I'd suggest small roundabouts to allow for safer traffic flow through such intersections. | Roundabouts,
Suggestion |
| 236. | There needs to be another under or overpass across the railroad tracks. | RR over/under pass,
Suggestion |

ISSUES IMPACTING TRAVEL - WOULD YOU ADD ANYTHING ELSE TO THE LIST ABOVE? IF SO, PLEASE EXPLAIN.**THEME**

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| 237. Any pass (over or under) would greatly reduce delays caused by trains. | RR over/under pass,
Trains |
| 238. i agree, i have seen multiple people run the light at gordon and N B street | Running red lights |
| 239. If something is not done soon about the traffic lights someone is going to get seriously hurt cross the street. To many cars are running the lights in downtown Hamilton. I have been almost hit to many times to count coming and going to the government building. | Running red lights |
| 240. Vehicles running red lights especially at high and route 4 and Martin Luther King and high Street | Running red lights |
| 241. 129 and Hampshire Dr. Needs some serious consideration. There are accidents there regularly. Timing of the lights are a concern. People run red light at 129 and Hampshire on the east side of 129 waiting to turn left on to the south side of Hampshire Dr. | Running red lights, Signal timing, |
| 242. RT129 from RT27 in Millville will bring traffic from West Cincinnati to Spooky Nook. Please consider widening Millville Ave. from Rockford Ave to Edgewood to three lanes with a center turn lane and new side walks for traffic flow and pedestrian, | Sidewalks, Spooky Nook,
Suggestion, |
| 243. Excessive traffic lights and lack of planned but yet to be implemented smarter traffic routing systems | Signal timing |
| 244. lights for north and south direction last way to long versus east and west lights | Signal timing |
| 245. Lights often causes backups because some will go red later than other lights having a red green green red or other combination that snares traffic. | Signal timing |
| 246. Lights on Park and Eaton are not synchronized with Main and Eaton | Signal timing |
| 247. Pathetically long wait times for traffic lights when going N-S in town. Takes forever to traverse north to south. | Signal timing |
| 248. Poorly-coordinated traffic signals. | Signal timing |
| 249. The side street lights take too long | Signal timing |
| 250. The time of traffic lights are difficult | Signal timing |

ISSUES IMPACTING TRAVEL - WOULD YOU ADD ANYTHING ELSE TO THE LIST ABOVE? IF SO, PLEASE EXPLAIN.**THEME**

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| 251. This project must be expedited along with the smart traffic signals. This town will be in gridlock if we don't. The growth is exciting to be apart of but these two things must take precedent. | Signal timing |
| 252. timing of traffic light cycles on main thoroughfares across town | Signal timing |
| 253. Timing of traffic lights | Signal timing |
| 254. timing of traffic lights | Signal timing |
| 255. Timing of traffic lights. Specifically an issue going North/South across Main Street | Signal timing |
| 256. traffic signal timing to improve traffic flow | Signal timing |
| 257. Traffic signal timing to keep traffic moving. There are areas that get backed up with traffic waiting for a light to change while that street has no traffic on it. | Signal timing |
| 258. I wish the Main and High Street would stay longer on green and let the side streets wait longer. It takes forever to get through town. Have no parking on Main Street and have both lanes open both ways would help flow the traffic faster. | Signal timing, Suggestion |
| 259. the timing of the lights are very important. North Hamilton Crossing would be another good route if the lights on Grand would be green or red at the same time and not last as long! Plus I believe another under/overpass would be nice at Grand behind Kroger | Signal timing, Suggestion |
| 260. Add cameras to lights. Running red is popular going from 3rd st to High st or crossing route 4 onto High on 129 or from Rt 4 to High | Signal timing, Suggestion |
| 261. Cars speed through the area, run red lights, and are on their cell phones | Speeding |
| 262. excessive speed on side streets. Creates an unsafe situation for all involved | Speeding |
| 263. i agree, i live on prytania and the amount of accidents i have seen where people are speeding and hit parked cars is outrageous | Speeding |
| 264. I completely agree with this and add very few vehicles drive the 35 mph speed limit, making getting out of the retirement communities much harder. | Speeding |

ISSUES IMPACTING TRAVEL - WOULD YOU ADD ANYTHING ELSE TO THE LIST ABOVE? IF SO, PLEASE EXPLAIN.

THEME

265. Lack of concern during school zones	Speeding
266. People just generally violating traffic laws with no consequences. I have to be on constant watch for people who will do whatever they want because there are never any police to pull them over.	Speeding
267. Speeding down Millikin and Park to avoid traffic on Main has gotten ridiculous	Speeding
268. Speeding down parallel roads like Park and Millikin to avoid traffic on Main has been bad.	Speeding
269. The drivers who speed all over the city is ridiculous! It would be nice to see more accountability and more tickets being given to these reckless drivers who are going to cause accidents and/or kill someone!	Speeding
270. Unfortunately drivers are becoming more worried about getting somewhere on their schedule and everyone needs to get out of there way.	Speeding
271. I live on Sanders and I can agree with the speeding on the side streets. Fix the road too its terrible. Quit the buddy buddy Hamilton city and fix the problems	Speeding, Street condition
272. As spooky nook construction showed, traffic flowed into neighborhood streets or main st and high st making issues worse	Spooky Nook
273. Extreme lack of preparation knowing what is coming with Spooky Nook.	Spooky Nook
274. IT'S JUST GOING TO GET WORSE WHEN SPOOKY NOOK IS OPEN!!!!!!	Spooky Nook
275. Spooky Crook bad desicion	Spooky Nook
276. Spooky Nook project better make money or this will be one of Hamiltons biggest failures	Spooky Nook
277. The opening of Spooky Nook will increase the need for a direct route to major highways.	Spooky Nook
278. You should have taken the traffic situation into account before you started the process of this ridiculous sports complex thats going to ruin the city.	Spooky Nook
279. It's bad now, but how in the world is traffic going to be able to function when Spooky Nook opens? BTW - I think Spooky Nook will do GREAT things for the city if we can improve traffic flow SOON.	Spooky Nook - congestion, Spooky Nook

ISSUES IMPACTING TRAVEL - WOULD YOU ADD ANYTHING ELSE TO THE LIST ABOVE? IF SO, PLEASE EXPLAIN.

THEME

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| <p>280. Traveling the west side of Hamilton will be a nightmare once Spooky Nook starts operation especially on the weekends. If Hamilton doesn't get the traffic situation under control in short order, I fell Spooky Nook won't be around long. Besides the traffic situation for Spooky Nook visitors, where are these one million people going to stay when in the area?</p> | <p>Spooky Nook -
congestion, Lodging,
Spooky Nook</p> |
| <p>281. Additional traffic flow should have been studied with Spooky Nook plan.</p> | <p>Spooky Nook -
congestion, Spooky Nook</p> |
| <p>282. Concerned about traffic when the new sports complex opens up. Would love to have another way to get across town without going up High Street.</p> | <p>Spooky Nook -
congestion, Spooky Nook</p> |
| <p>283. Hard to imagine traffic through downtown once Spooky Nook operates, without having an option like north Hamilton crossing</p> | <p>Spooky Nook -
congestion, Spooky Nook</p> |
| <p>284. Imagine the first wave of Spooky Nook patrons returning home saying "That place is awesome! But getting in and out is a real pain. Why didn't they figure out a traffic solution? I'll think twice about coming back."</p> | <p>Spooky Nook -
congestion, Spooky Nook</p> |
| <p>285. Traffic is terrible High St, Main St. and Eaton Ave. Will only get worse with Spooky Nook opening. School traffic from Wilson and Hamilton High doesn't help either.</p> | <p>Spooky Nook -
congestion, Spooky Nook</p> |
| <p>286. We need the north Hamilton crossing option badly. We are expecting Spooky nook traffic to be a nightmare with very limited options otherwise.</p> | <p>Spooky Nook -
congestion, Spooky Nook</p> |
| <p>287. You are going to ruin this city for those that live here when spooky visitors are present. We won't be able to move! Not enough preplanning to accommodate for the amount of traffic you're bringing in to already over crowded areas. How is our downtown going to accommodate this other than adding breweries and restaurants?</p> | <p>Spooky Nook -
congestion, Spooky Nook</p> |
| <p>288. I may not be the smartest cookie in the jar and I get it that government agencies compete with each other by offering incentives to attract businesses to their area. How much taxpayers funds has the City (and the county) invested in the private, for profit development of Spooky Nook? How is the sale of the city government building helping the average Hamilton citizen? If it was such a great idea for funding infrastructure for Spooky Nook why wasn't it utilized to repair streets throughout the city before they got into such deplorable condition or to develop the necessary infrastructure to alleviate traffic problems prior to the opening of Spooky Nook ? Will Spooky Nook be coming to the City in a few years requesting reductions in evaluation for tax purposes because of problems</p> | <p>Spooky Nook -
congestion, Spooky
Nook, Spooky Nook -
Benefit Concerns, Street
condition</p> |

ISSUES IMPACTING TRAVEL - WOULD YOU ADD ANYTHING ELSE TO THE LIST ABOVE? IF SO, PLEASE EXPLAIN.**THEME**

- similar to those encountered by Liberty Center? Or will we have a vacant monster in the neighborhood such as the Forest Fair Mall? I hope not, but I fear that traffic problems will be a major issue for Spooky Nook and the City.
289. I'm one of those people that do not go to the west side of Hamilton (nor downtown) unless I absolutely have to. I don't want all that extra traffic from spooky nook traveling on the already congested and dangerous intersection on 129 and Hampshire. Spooky Nook,
290. RT 129 Millville Ave, from Millville RT27 will bring traffic from west Cincinnati to Spooky Nook in large numbers, Millville Ave from Rockford Ave needs to be widened to a minimum of three lanes with a turn lane in the middle, and sidewalks the full way! Please consider this for the safety of the pedestrians and traffic flow. Spooky Nook,
291. The citizens are going to struggle with the traffic with the opening of Spooky Nook for several years and in the long run do WE the residents really benefit? Why was this not thought out BEFORE committing millions of dollars for the building first?? Spooky Nook, Spooky Nook - Benefit Concerns
292. It is pretty messed up that our roads have been in horrible condition for a long time and nothing has been done, but the road to spooky nook is going to be brand new and smooth. Take care of us who live here and have to constantly pay to have our vehicles fixed, don't cater to tourists and send them through your golden view of Hamilton while the rest of it falls to pieces. Thanks. Spooky Nook, Street condition
293. I'd love to see the city and private companies to build a row of industrial style loft apartments and hotel rooms on the west side of B-Street with views towards the river and downtown. Could provide stays for those visiting Spooky Nook and/or other events in town. Then along the east side of B-Street, creating a much nicer riverfront park space along the entire stretch from High Street and on north of Spooky Nook. The apartments would make for nice Airbnb rentals for locals to make some extra money, as well as to provide guests of Spooky Nook more than just your run of the mill hotel rooms. Spooky Nook, Suggestion
294. Sometimes we get the cart before the horse. I have lived in Hamilton close to fifty years and an extension of Washington Blvd has been rumored as an alternative to cross the river improving east west traffic flow nothing has happened and hasn't been a concern until Spooky Nook, this needs to be a high priority and fast tracked Spooky Nook, Suggestion
295. There needs to be a transportation service for visitors coming to Spooky Nook that will bring them into the downtown High St/Main St area. Perhaps shuttles of trollies that run on a regular basis. Has there been any interest from the private sector in offering a service? Spooky Nook, Suggestion

ISSUES IMPACTING TRAVEL - WOULD YOU ADD ANYTHING ELSE TO THE LIST ABOVE? IF SO, PLEASE EXPLAIN.

THEME

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| <p>296. A developer from outside the city (in the 1980s) once asked me how people get to the east side of town from the west side and vice versa. My answer was "the best way one can." There was no good way then and certainly not now. We have become a commuting city since then due to the loss of good high-paying career jobs in Hamilton. Not a knock, just an observation. We need a direct access to 129 and back from the west side to alleviate traffic pressure off the High-Main corridor and a way for Spooky Nook patrons to have a more direct route into town. I would like to see a direct connection between NW Washington and 129. Elevated highway over Bonham Farms, the railroad tracks, and Rt 4, preferably using current county land up from the current engineering offices to non-traffic signaled entrance (EB) and exit (WB) to intersect with 129. Obviously, NW Washington would have to be widened from Cleveland east to Eaton and cross lights added. The sidewalks were constructed for such events. (It was planned that way when developed decades ago.)</p> | <p>Spooky Nook, Suggestion</p> |
| <p>297. Traffic issues when Spooky Nook opens</p> | <p>Spooky Nook, Traffic</p> |
| <p>298. Condition of my neighborhood roads (Highland Park)</p> | <p>Street condition</p> |
| <p>299. Fix existing streets</p> | <p>Street condition</p> |
| <p>300. Fix existing streets before you pipe dream about anything else.</p> | <p>Street condition</p> |
| <p>301. Hamilton's streets are so pothole filled and deteriorated that I've found ways to almost exclusively travel the perimeter of town rather than through it. This has been my modus operandi for the past several years, and I've heard other drivers who live in Hamilton say the same.</p> | <p>Street condition</p> |
| <p>302. If nothing else, fix the potholes and raised manholes throughout the city!</p> | <p>Street condition</p> |
| <p>303. Pave streets that are in bad repair.</p> | <p>Street condition</p> |
| <p>304. Street repair where needed.</p> | <p>Street condition</p> |
| <p>305. the roads in the study area are very rough to drive on.. better pavement would help in a lot of areas.</p> | <p>Street condition</p> |
| <p>306. It is reported that it may take up to 2 million dollars to move the old train station. That money could be better spent on the condition of our streets and the other items above. Plus the fact that our economy is in bad shape and many people are suffering for the necessities of life</p> | <p>Street condition, Suggestion</p> |

ISSUES IMPACTING TRAVEL - WOULD YOU ADD ANYTHING ELSE TO THE LIST ABOVE? IF SO, PLEASE EXPLAIN.	THEME
307. Use newly available federal funds to restore the streets before everyone travels only on Hamilton's perimeter and thereby consequentially avoids contact with local businesses in total. The local real estate tax levy to restore streets, although a belated step towards roadway improvement, is likely too little, too late to adequately confront the existing level of deterioration. process.	Street condition, Suggestion
308. We need to focus on the conditions of our streets, the abandoned buildings no one is using, and our homeless. Fix up the abandoned buildings, get the homeless off the street and fix the current roads... more businesses will want to be in Hamilton.	Street condition, Suggestion
309. West side isn't bad for trains but the side roads get pretty bad then the east side you avoid the trains but even if there isn't a train you have to be careful for the potholes	Street condition, Trains
310. Hampshire drive is already backed up.joining point to 129 should not be it	Suggestion
311. A left turn traffic light(both ways) at Main and B intersection would be helpful even today. I witnessed too many close calls	Suggestion
312. An additional road should run through Fordson Heights to connect Route 4 and the west side.	Suggestion
313. Better lighting during nighttime hours	Suggestion
314. differnt rout to 275	Suggestion
315. Easing of traffic and ease of route	Suggestion
316. Eliminate the rail line on the east side of town by joining it with the other rail line south of town near the old Fischer's Body Plant. They come very close together at that point. This would eliminate 7 crossings in the city and a lot of horn blowing.	Suggestion
317. I am very hopeful for an Amtrack stop here in Hamilton. Public transportation within the city exists, but it is very limited.	Suggestion
318. It would be nice to see the new East-West route connect to Washington Boulevard, this way we can have a more complete by-pass route through Hamilton, therefore eliminating the High/Main congestion.	Suggestion

ISSUES IMPACTING TRAVEL - WOULD YOU ADD ANYTHING ELSE TO THE LIST ABOVE? IF SO, PLEASE EXPLAIN.	THEME
319. Join the two rail lines that intersect in the center of Hamilton south of the city near the old Fischer Body Plant. There they come within a few hundred yards of each other and could intersect there. This would eliminate the line that runs along the east side of Hamilton and eliminate 7 rail crossing and a lot of horn blowing	Suggestion
320. Main Street needs to be widened or nothing done to High Street will make any difference	Suggestion
321. Make High Street easier to travel.	Suggestion
322. Need more options to get around main st. New London road is utilized a lot more now d/t black street closed and bridge closed	Suggestion
323. Should honestly only allow parking on one side of the street or create a better grid where some streets are the more thoroughfare routes and thus no street parking would be allowed and others would utilize those roads for moving across a neighborhood	Suggestion
324. Simply the inability to increase the volume of vehicle traffic on the main streets. They literally just need to be wider and there is no way to do that without encroaching on several residential properties. Widening Main St. should be the first priority. Most traffic in the study area comes from or going to the west side.	Suggestion
325. The city should consider making more streets one way when cars are allowed to park on both sides of the street. I often avoid shorter routes home because if you meet another car in the middle of the street one of you may have to back up.	Suggestion
326. The property from Washington Blvd. across the river to tie into 3rd st ext. is bought and paid for all river bottom and flood plain so a raised structure over to 3rd street would be needed first!. The other routes can be tied in later need to ease the traffic woes on High and Main.	Suggestion
327. The rail line that traverses the east side of Hamilton parallel to Route Four across Route four where intersects the other north bound rail line could be eliminated by having the two lines intersect near the old Fischer Body plant south of town. The two lines come within a few hundred feet of each other in that area. If they intersected there all trains could pass through Hamilton on the Line West of Route 4. That would eliminate 7 rail crossings in Hamilton and 7 reasons for Trains to be blowing their horn,	Suggestion
328. There needs to a round about at the intersection of Cleveland and NW Washington	Suggestion

ISSUES IMPACTING TRAVEL - WOULD YOU ADD ANYTHING ELSE TO THE LIST ABOVE? IF SO, PLEASE EXPLAIN.**THEME**

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|---|---------------------------|
| 329. We do not want a connection between N. Washington across river to Allison Ave as proposed. We have enough traffic, bicycle/walking traffic and crime already. Do not need a 4 lane highway to bring more to the area. | Suggestion |
| 330. Would be interested in participating in a study group. | Suggestion |
| 331. Would like to see extension of N Washington Ave to Rte 4 | Suggestion |
| 332. I slightly disagree. 129 is the direct route to my home, my street is off of Millville. ALL of 129 is an issue going east and west. It doubles my commute time. They need to accommodate the people who have to travel out of the city for work. | Suggestion, Travel delays |
| 333. I'd add the ridiculous number of traffic lights I have to get thru traveling on 129. | Traffic lights |
| 334. Lindenwald CSX tracks on Laurel Ave. Trains are always stopped blocking traffic for hours | Trains |
| 335. Relief from the trains seems as if it could help with congestion | Trains |
| 336. The trains block alternative routes to get to and from west and east side and this is very frustrating. | Trains |
| 337. Train delays are also a big headache! | Trains |
| 338. Trains are a huge issue too | Trains |
| 339. Trains suck | Trains |
| 340. What are the benefits for CSX to be such a constraint to the city of Hamilton | Trains |
| 341. You can sit at the train crossing on Augspurger 20-30 minutes. Sometimes have to go to Hamilton Trenton rd then go to Trenton to be able to get on Liberty Fairfield rd to get to the East side or go to High st to get to the East side. | Trains |
| 342. EMS services in Lindenwald with the trains constantly stopped on Laurel is a concern. Especially if they eventually move the fire station to Rt. 4 like has been mentioned. If the trains still block routes to the main residential portion, myself, family members and people I know could die if the EMS doesn't arrive ASAP. | Trains - EMS |
| 343. With the industrial trades leaving Hamilton, are there any local train stops? Or are the trains all through traffic? Could there be alternate train routes to bypass the city? | Trains - reroute |

ISSUES IMPACTING TRAVEL - WOULD YOU ADD ANYTHING ELSE TO THE LIST ABOVE? IF SO, PLEASE EXPLAIN.	THEME
344. As if it's not bad enough that there are only 2 options to avoid the tracks all together, the fact that these blessed trains STOP for HOURS ON END, OFTEN is unacceptable.	Trains - travel delays
345. I hate trains stopped on the tracks	Trains - travel delays
346. Stopped trains on the tracks sometimes over an hour blocking traffic flow and emergency vehicles!!	Trains, Trains - EMS, Trains - travel delays
347. I am blessed I work from home, but getting across town, anytime of day because of the few areas to cross the great miami and getting stuck by a train, is a nightmare.	Trains, Travel delays
348. Avoiding the congested area would cut at least 10 min off my work commute	Travel delays
349. In adverse weather conditions it takes you an hour to get across town and has always been this way.	Travel delays
350. It takes longer to get across Hamilton than it does to get to mason, Springdale, etc. mid day and evening traffic takes forever. No real shortcuts anywhere.	Travel delays
351. It takes so long to go from one end of Hamilton to the other that sometimes I will drive to Colerain to get on I275 just to get to I75. It is normally faster to do that than having to drive through Hamilton! Living on the far Westside of town and having to drive to places in Dayton sometimes, literally more than half of my travel time is spent traveling I29	Travel delays
352. The few blocks uptown, High and Main streets look to be in good shape Most of the rest of the city streets are a mess. When it takes up to 20 minutes to go from Ridgelawn Ave To Library it's a disgrace and shows poor judgement on the management of our city leaders	Travel delays

QUESTION 11: PRIMARY NEEDS, COMMENTS RECEIVED FOR “IF YOU ANSWERED NO, PLEASE TELL US WHY NOT”

(Note: All comments are presented as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization or punctuation.)

PRIMARY NEEDS - IF YOU SAID NO, PLEASE TELL US WHY NOT	THEME
1. Supporting the safety of bicyclists should also be a primary concern.	Accommodations for Bicyclists
2. Bike path must be included in primary	Accommodations for Bicyclists
3. Make dedicated bike lanes	Accommodations for Bicyclists
4. Walkable, bike able connectivity needs to be encouraged	Accommodations for Bicyclists, Accommodations for pedestrians
5. But please consider those of us who walk or ride bikes as a priority.	Accommodations for Bicyclists, Accommodations for pedestrians
6. Any new bridges must safely include non-motorized transportation modes (bikes & peds)	Accommodations for Bicyclists, Accommodations for pedestrians
7. I would include the bike/pedestrian connectivity also as a primary need.	Accommodations for Bicyclists, Accommodations for pedestrians
8. But please move pedestrian/bike issues to primary n	Accommodations for Bicyclists, Accommodations for pedestrians

PRIMARY NEEDS - IF YOU SAID NO, PLEASE TELL US WHY NOT

THEME

9. Increased ability to travel by means other than a personal vehicle would help to reduce local traffic, as well as improve conditions for Hamilton residents who are currently walking or biking several UNSAFE miles to and from their local jobs. These aren't secondary needs. We need to be able to live here just as much as we need to be able to come and go.	Accommodations for Bicyclists, Accommodations for pedestrians, Public transit
10. Yes i am a walker and hope they don't disregard our concerns.	Accommodations for pedestrians
11. I walk with my wife to the city living in northern is what brought us here the walk ability in the area is good but could be better with the sidewalks in disrepair and the lack of foot traffic ability at the Northern portion of the city.	Accommodations for pedestrians
12. na	Agree/NA/No comment
13. yes	Agree/NA/No comment
14. Yes	Agree/NA/No comment
15. O further comment	Agree/NA/No comment
16. No comments	Agree/NA/No comment
17. N/A	Agree/NA/No comment
18. Agreed	Agree/NA/No comment
19. na	Agree/NA/No comment
20. N/a	Agree/NA/No comment
21. Agreed	Agree/NA/No comment
22. .	Agree/NA/No comment
23. agree	Agree/NA/No comment
24. so much traffic now	Congestion

PRIMARY NEEDS - IF YOU SAID NO, PLEASE TELL US WHY NOT	THEME
25. Fix the traffic please.	Congestion
26. TRAFFIC ISSUE IS THE PRIMARY NEEDS, BY BUILDING AN OVERPASS OR BYPASS HIGHWAY TO EASILY ACCESS SR-129 GOING FROM WEST TO EAST AND VICE VERSA.	Congestion, East-west connectivity
27. Traffic and the roads in Hamilton are terrible. Edgewood needs paved.	Congestion, Fix infrastructure
28. Traffic is terrible and streets needs paved, Edgewood is terrible.	Congestion, Fix infrastructure
29. I live on Ross Avenue the cars get off Main Street And fly down Ross avenue at at least 40 miles an hour to make the light. Traffic is always backed up on Main Street just to get across town.	Congestion, Speeding
30. East west connectivity should be highest priority	East-west connectivity
31. If people want to walk or ride bikes have them go to the river or Joice Park instead of in Hamilton. We need to drive to the East side to connect us with I-75.	East-west connectivity
32. East/West connectivity should be first. That is the hardest problem to navigate.	East-west connectivity
33. Improve east-west connectivity	East-west connectivity
34. East-west connectivity is definitely the largest priority. Do this RIGHT	East-west connectivity
35. East west should be number one priority	East-west connectivity
36. East west connectivity is most important and would benefit drivers, bikers, and walkers. When some twit shut down Columbia bridge for a bunch of joggers a few weeks ago, it was a nightmare just trying to get across town. Tons of pissed off drivers out there. Knowing about it ahead of time didn't help things. Next year, if that twit does the same thing, rather than making them go jog in the park, hopefully there will be at least one more route across town.	East-west connectivity
37. We should start concentrating on the city infrastructure and what can be done for the residents. Let future businesses do their own financing.	Fix infrastructure
38. Tylersville road is loaded with pot holes. I am paying the tax black top the damn riad	Fix infrastructure

PRIMARY NEEDS - IF YOU SAID NO, PLEASE TELL US WHY NOT	THEME
39. Maintaining existing infrastructure should have priority above any new construction.	Fix infrastructure
40. need to spend money on infrastructure like water and sewer. Should have made sure existing roads were taken care of before building new ones. The only reason you are doing is if for Spooky Nook. The city doesn't care about its citizens or ordinary people	Fix infrastructure
41. While I agree that there are issues with traffic flow on high street, I think way too much emphasis is being placed accommodating Spooky Nook Road repair, traffic light timing and railroad crossings and other existing infrastructure should be addressed first	Fix infrastructure
42. Improvement of Grand Ave from 5 points to SHX (including the RR tracks) needs to be upgraded. Let's utilize the money we've already invested better.	Fix infrastructure
43. Street condition of current roads are worse. Take care of what you have before building more.	Fix infrastructure
44. need to repair the roads in the west end	Fix infrastructure
45. Actually I do agree with the primary needs. However, improving roads throughout the city should be added to this list. A levy was passed to pay for road improvements, yet we only see them being done out on Main around the business section. Most roads, everywhere, in Hamilton are in horrible shape.	Fix infrastructure
46. Fix the roads	Fix infrastructure
47. We need to fix the streets we already have, the city looks shameful.	Fix infrastructure
48. Streets are in horrendous shape Fix them first	Fix infrastructure
49. A top priority of all this regrowth in the city needs to be resurfacing the dilapidated and deteriorating roads that tax payers pay a small fortune for!	Fix infrastructure
50. Yes, but you missed adding another railroad under or overpass.	Grade-separated railroad crossing
51. Crossing the rail lines NOT at grade is just as important as crossing the river. Trains are ALWAYS blocking at grade intersections.	Grade-separated railroad crossing

PRIMARY NEEDS - IF YOU SAID NO, PLEASE TELL US WHY NOT	THEME
52. Because you are trying to put this route through people's homes who have lived in this city for years if you're going to do it it cannot affect people's homes I have an 8 year old little boy and I don't have anywhere to go buy another home if mine's Torn To The Ground without any notice	Impact on homes
53. I don't see these as problems. Your location of the new route is going to drastically decrease property values in the Fairfield ridge area. This is not what we signed up for	Impact on homes, There's not a problem
54. This is very bad to go through people's homes to try to build a project that could be built somewhere else	Impact on Impact on homes
55. It is high priority	Miscellaneous comment
56. Buses have been tried in the past, they are always empty.	Miscellaneous comment
57. Make sure bridge doesn't degrade the levee or river water quality	Miscellaneous comment
58. No automobile centric planning will encourage a more connected active population	Miscellaneous comment
59. This will just transfer the traffic to residential streets.	Miscellaneous comment
60. Some seem to direct away business from downtown Hamilton	Miscellaneous comment
61. I agree. I think it is vital to take in consideration, the Spook Nook. It will affect all local traffic!	Miscellaneous comment
62. Although I do not agree that "support planned development" is a priority need. Because what has not been said it what are the effects, damage done, properties taken from residents from Hampshire/Princeton Rd to the river? I did not see that explained.	Miscellaneous comment
63. We should not have to pay for this! The city should have too. Our property taxes are already outrageous in the city of Hamilton!!!	Miscellaneous comment
64. Property taxes in Hamilton are pretty low compared with neighboring cities and towns... and you want the benefit, but aren't willing to pay for it, and you want the city to pay for it.. Where do you think the city gets its money -- from its residents.	Miscellaneous comment
65. Won't let me leave this section blank.	Miscellaneous comment
66. Let's see if spooky nook takes off like anticipated	Miscellaneous comment

PRIMARY NEEDS - IF YOU SAID NO, PLEASE TELL US WHY NOT	THEME
67. The only reason this is being considered is Spooky Nook. Stop pretending you give a damn about Hamilton residents	Miscellaneous comment
68. There has been issues for years	Miscellaneous comment
69. There are so many problems that have cropped up since beginning working on spooky nook and I don't feel safe my community anymore between the people flying up and down my street that's supposed to only be one way to the "backpack brigade " of homeless drug addicts cruising the sidewalks day and night and now you're wanting to reroute traffic through the North End, I try to avoid the North End if possible unless there's such a congestion of traffic and then I get stuck there counting the minutes I'm there and rolling up my windows. I've been buying security cameras because of all the random people trying to break into garages and back yard gates it's ridiculous	Miscellaneous comment
70. You ask about walking or biking somewhere, how funny, I don't own a gun and I don't see me doing either otherwise	Miscellaneous comment
71. If Main St was widened things would be better. You have 4 lanes dumping into one and that is a major problem	Miscellaneous comment
72. it only fixes westside	Miscellaneous comment
73. Not going to help congestion or traffic flow. Will just move those problems elsewhere.	Miscellaneous comment
74. I think that multi-modal transportation needs to be a primary need. By having more options for moving through and around the city, it will also help to create reduced congestion and have a positive environmental impact as well. As an example, if I could safely bike to work, I would do so much more often.	Multi-modal needs
75. Parking needs to be addressed especially in the Main Street area of Hamilton	Parking
76. I find your primary and secondary of equal importance.	Primary & Secondary are equal
77. I think addressing public transportation should be a primary concern. As stated earlier over 9% of households have no access to a car. As a walker myself I have high hopes for this project, and i hope the secondary concerns arent disregarded.	Public transit

PRIMARY NEEDS - IF YOU SAID NO, PLEASE TELL US WHY NOT	THEME
78. Getting individuals back and forth to our downtown and spooky nook by busing , golf cart and other means from parking structures should be priority and also working with Amtrak to have a station that connect us so we can bring people to the area via train . if we included an Amtrak stop near the nook we would slow down the need to expand streets as quickly because individuals could use the Amtrak to flow in and it would bring move visitors via train than car.	Public transit
79. Recognizing the primary needs marginalize the poorest individuals - they need access to transportation and safe connectivity to employment opportunities	Public transit
80. Too car-oriented. Many people depend on public transportation and walking too, and they can't afford to wait as long.	Public transit
81. Busing needs to be increased	Public transit
82. secondary needs are important and the city never gets around to addressing these issues. Public transportation is awful and needs to be addressed	Public transit
83. I think instead of re-routing vehicular traffic through town, the system of train tracks need to be looked at with a fine toothed comb and determine which tracks are really needed, which are redundant, and which could utilize a different path to bypass the city all together.	Reevaluate Trains
84. The train situation will need to be added as a primary need. Trains are causing traffic congestion already, new development will cause a worse issue to become detrimental. There is no reason that trains should be so long or stopped on tracks blocking traffic. I understand that the city has no authority over the rail system as that is old money.	Reevaluate Trains
85. Safety should be the number one concern. Deterring people from driving like maniacs and causing accidents.	Safety
86. It might be helpful to illustrate alternate routs for our existing roads while we work through this. For instance traffic is being re-routed down d street for people to get to main street but sometimes it flows better to go from D to ross and onto the bridge avoiding Main street altogether. I avoid high street by utilizing Dayton to Market to the bridge to park.	Suggestion

PRIMARY NEEDS - IF YOU SAID NO, PLEASE TELL US WHY NOT

THEME

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| 87. Either Heaton street needs to be turned into a new connector or a road that through trenton needs to be build to alleviate traffic. The south crossing is under used, and a much further north crossing needs to be build if Heaton isn't turned into a major throughway. | Suggestion |
| 88. Connect area near freshman building to route 4 and on out to regional and 75 | Suggestion |
| 89. This is not a problem now, and remains to be seen if it will be a problem in the future. | There's not a problem |
| 90. Trains are a big factor to delays and congestion too. This area needs addressed too. | Trains - travel delays |
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QUESTION 12: SECONDARY NEEDS, COMMENTS RECEIVED FOR “IF YOU ANSWERED NO, PLEASE TELL US WHY NOT”

(Note: All comments are presented as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization or punctuation.)

SECONDARY NEEDS – IF YOU ANSWERED NO, PLEASE TELL US WHY NOT	THEME
1. Bike path must be included in the primary	Accommodations for bicycles
2. yes we do need bike lanes.	Accommodations for bicycles
3. It matters to me, I ride daily.	Accommodations for bicycles
4. yes, but bikes and pedestrians will be critical to stoke economic growth	Accommodations for bicycles, Accommodations for pedestrians
5. I feel the bike/pedestrian connectivity should be Primary.	Accommodations for bicycles, Accommodations for pedestrians
6. bike/pedestrian connectivity should be a primary need not secondary	Accommodations for bicycles, Accommodations for pedestrians
7. bike/pedestrian connectivity should be primary need so that hamilton residents without easy access to cars benefit from development	Accommodations for bicycles, Accommodations for pedestrians
8. I've seen plenty of cities plan new busy roads and bikes and pedestrians become the afterthought that has to be changed or added later. if you want to attract active families to the area you will need to plan both simultaneously. If you don't add bike lanes now it will be ten years from now.	Accommodations for bicycles, Accommodations for pedestrians
9. Pedestrian and bike safety should be a priority!	Accommodations for bicycles, Accommodations for pedestrians

SECONDARY NEEDS – IF YOU ANSWERED NO, PLEASE TELL US WHY NOT

THEME

10. Bike/pedestrian travel should be encouraged just as much as the other primary concerns for multiple reasons.	Accommodations for bicycles, Accommodations for pedestrians
11. People that walk and bike should be a high priority because as the downtown and surrounding areas develop encourage the locals and places that air airbnbs for the nook can include bicycles the lime scooters and other means of getting around the city other than cars and it will also cause less congestion and encourage a healthier city .	Accommodations for bicycles, Accommodations for pedestrians
12. If we neglect walking/biking and public transit, and our millions of future visitors have no choice but to drive their personal vehicles around, we're just going to force traffic increases and make it even more dangerous for Hamilton residents trying to get around without a car. We need all of it.	Accommodations for bicycles, Accommodations for pedestrians, Public Transit
13. I think pedestrian safety should be on that list.	Accommodations for pedestrians
14. agree	Agree/NA/No comment
15. .	Agree/NA/No comment
16. Agree	Agree/NA/No comment
17. I 100% agree!!	Agree/NA/No comment
18. Agree	Agree/NA/No comment
19. yes	Agree/NA/No comment
20. N/A	Agree/NA/No comment
21. Yes	Agree/NA/No comment
22. .	Agree/NA/No comment
23. na	Agree/NA/No comment
24. It's a priority	All are priorities

SECONDARY NEEDS – IF YOU ANSWERED NO, PLEASE TELL US WHY NOT**THEME**

- | | |
|--|---|
| 25. These are of equal importance. | All are priorities |
| 26. First needs | All are priorities |
| 27. They should be primary. | All are priorities |
| 28. Bike traffic isnt a great concern.We have great bike trails | Bicycles are not a priority |
| 29. I am not concerned about pedestrian or bikers in our town. We have a nuce bike oath and several sidewalks. We need to be more concerned with vehicles as well as semi's and buses. Especially with spooky nook opening. We should have had a bridge being built while Spooky nook was being built. | Bicycles are not a priority,
Need bridge, Ped.
Accommodations are not a
priority |
| 30. Don't need bike lanes and no one utilizes buses | Bicycles are not a priority,
Buses/Transit are not a
priority |
| 31. Can we please not worry about bike paths until we figure out how in the world we are going to handle all of the car traffic? | Bicycles are not a priority,
Congestion relief |
| 32. Bike and walking trails should be at the bottom on the list. | Bicycles are not a priority,
Ped. Accommodations are not
a priority |
| 33. I just don't think anyone will utilize bike or walking paths for commuting daily. | Bicycles are not a priority,
Ped. Accommodations are not
a priority |
| 34. Biking and walking is not a priority. | Bicycles are not a priority,
Ped. Accommodations are not
a priority |
| 35. Bike/pedestrian connectivity seems fine the way it is. | Bicycles are not a priority,
Ped. Accommodations are not
a priority |

SECONDARY NEEDS – IF YOU ANSWERED NO, PLEASE TELL US WHY NOT	THEME
36. not a huge fan of public transport	Buses/Transit are not a priority
37. Not the bus transportation options.	Buses/Transit are not a priority
38. I feel all the visitors will be driving their own vehicles and not taking public transportation. I'd concentrate more on parking and hotels/motels	Buses/Transit are not a priority, Lodging, Parking
39. You have only identified a few concerns. Need new road that bypass the down town arrange. (Like Middletown). The new business along Main St will suffer because of congestion	Bypass
40. The top secondary need would be a bypass route to Rt 129 other then High Street from the West side.	Bypass
41. Hamilton needs a bypass route from the West side to 129, taking traffic off High St at peak times and Saturdays.	Bypass
42. Hamilton need to do something about the (1) Train Horn Noise, (2) Traffic, perhaps make more roads to bypass the downtown hamilton to oxford (Maimi U) or to liberty township/Cincinnati - feels like more traffic here than Cincinnati or Columbus.	Bypass, Congestion Relief
43. High consideration should be given to Neighborhoods directly connected to High Street to ensure they aren't getting additional traffic, making it difficult for residents to get where they need to be.	Congestion relief
44. Yes. Fix the car traffic first, enable everything else as demand evolves.	Congestion Relief
45. Any economic development should be in this category. The city has enough money to be this ambitious? How about fixing what you have, for the people who actually live in Hamilton.	Economic Development, Fix existing infrastructure
46. Again, repair existing infrastructure.	Fix existing infrastructure
47. Condition of roads	Fix existing infrastructure
48. Pot holes are more of a concern for me than bikes	Fix existing infrastructure
49. Our roads are in terrible shape	Fix existing infrastructure

SECONDARY NEEDS – IF YOU ANSWERED NO, PLEASE TELL US WHY NOT	THEME
50. Road conditions before bicycle considerations. Unsightly gateways, i.e., Heaton St and East Avenue more important	Fix existing infrastructure
51. Fix the streets	Fix existing infrastructure
52. The city streets that are already in place need fixed first. The city looks run down. Care about the citizens that have invested their whole life into Hamilton. Seems you only care about spooky nook and the ridiculous art you are placing around town, at an outrageous cost.	Fix existing infrastructure
53. All money needs to go to roadwork and train overpasses.	Fix existing infrastructure, Grade-separated railroad crossing
54. We need more RR over/underpasses to allow a better flow of traffic	Grade-separated railroad crossing
55. I'm not a bike rider, so I can't speak to this. I feel like another train track underpass/overpass would be more important.	Grade-separated railroad crossing
56. An underpass.....overpass would be a better choice	Grade-separated railroad crossing
57. Need more railroad crossings that are not at grade	Grade-separated railroad crossing
58. We need more RR over/underpasses to allow a better flow of traffic	Grade-separated railroad crossing
59. health should always be a priority	Health
60. I don't see the secondary needs	Miscellaneous comment
61. In this city which I live in Lindenwald and a train blocked Laurel Ave all day not too long ago. Do you realize the headache that caused. There were drivers going wrong way under the small underpass aoff Zimmerman Ave.	Miscellaneous comment
62. They can't be trusted with funding	Miscellaneous comment

SECONDARY NEEDS – IF YOU ANSWERED NO, PLEASE TELL US WHY NOT	THEME
63. Do not believe these should be a priority when \$'s can be used elsewhere	Miscellaneous comment
64. BIKES WILL GET WHERE THEY GOING CARS SLOW THE TRAFFIC	Miscellaneous comment
65. Needs to develop other direct routes other than using Main Street. Don't see how we could expend the Main Street.	Miscellaneous comment
66. While quality of life additions can be key to assist those who rely on some sort of public transportation, the cost associated with doing so may be better utilized for the primary purpose. Wasting \$'s on a want that is underutilized can be costly in the long run..i.e..Cincinnati Streetcar	Miscellaneous comment
67. I'm sure I'll be long from this world before any of this happens. I've been hearing about a bridge above the dam since the 60's.	Miscellaneous comment
68. East-west travel is for work. Large percentage of those who live on west side do not live within walking or biking distance of where they work. Buses from Hamilton do not go to work areas in Dayton, West Chester, Warren County or Cincinnati.	Miscellaneous comment
69. Our roads have been in the same condition they have been in four years and they still work fine they're not degraded in the place where the bread would be going through this nice housing	Miscellaneous comment
70. It doesn't matter how much you try to improve bike lanes or pedestrian crossings because most people don't use them to begin with, they just roam through traffic when and wherever they want.	Miscellaneous comment
71. There is limited funding and so much traffic coming in. Bikers are not a priority. Good grief.	Miscellaneous comment
72. Transportation across Hamilton has been an issue since I was a child over 20 years ago and only gotten worse. How will any business be successful without people being able to get there? Spooky Nook will not be able to prove it's worth if there is constant gridlock. Infrastructural investment will result in economic growth... Economic growth will not come first without some sort of injection of resources.	Miscellaneous comment
73. Bikes don't belong on the road	Miscellaneous comment
74. Distantly.	Miscellaneous comment
75. my concern is east side down town and east side to east side	Miscellaneous comment

SECONDARY NEEDS – IF YOU ANSWERED NO, PLEASE TELL US WHY NOT	THEME
76. This is a primary need. This should already be in place. But we just live here. We're ever the priority. It's all about people that got to invest in Spooky Nook making money now.	Miscellaneous comment
77. Buses have been tried in the past, they are always empty	Miscellaneous comment
78. I said that multi-modal transportation needs to be a primary need in my earlier response.	Multi-modal needs
79. Some can't afford to own cars. They need reliable transportation to get around the city, to jobs and appointments.	Multi-modal needs
80. Because having more transportation options would help congestion	Multi-modal needs
81. Improve multi-modal linkage, including bus transportation options	Multi-modal needs, Public Transit
82. There needs to be another way to cross the river and train tracks to ease the flow, or lack of, on Main and High connecting to Rt. 4.	Need bridge, Grade-separated railroad crossing
83. No	Not a priority
84. Parking	Parking
85. I don't walk. Not a high priority for me.	Ped. Accommodations are not a priority
86. City of Hamilton needs improved transit options to assist those unable to drive and to reduce congestion and improve access to businesses and during busy Spooky Nook events.	Public Transit
87. Concentrate on mass transit and streets. It's to the point where I'm beginning to question a lot of the funding.	Public Transit
88. Better and affordable public transportation could help with the congestion.	Public Transit
89. Public transportation should be given priority over cars	Public Transit
90. do use public transpertation	Public Transit
91. Bus transportation would alleviate some of the traffic issues	Public Transit

SECONDARY NEEDS – IF YOU ANSWERED NO, PLEASE TELL US WHY NOT	THEME
92. public transportation should take priority over bike lanes/connectivity to bike paths	Public Transit
93. Public Transportaion that is easily accessible and goes to all areas of Hamilton are critical to this city upgrade! Continue forward thinking by removing cars from the streets. If people can park at Spooky Nook & still get to downtown shops and even out lying restaurants, traffic will decrease and people won't need or want to drive to the places they want to go. Especially if they have been drinking.	Public Transit
94. Better public transport availability would be helpful to reduce some of the traffic using these routes.	Public Transit
95. Bus route should be in 1st priority	Public Transit
96. I think we need to be focusing on other forms of transportation and less and biking options.	Public Transit
97. Busing is a primary need	Public Transit
98. bus needs to be in first column	Public Transit
99. I think Pedestrian and public transport is a primary need too.	Public Transit, Accommodations for Pedestrians
100. GET RID OF ALL OF THE ONE-WAY STREETS. AND ELIMINATE STREET PARKING ON EAST-WEST THOROUGHFARES. NOT EVERY ROAD NEEDS AN INTERSECTION - SOME STREETS COULD BENEFIT FROM TERMINATING INSTEAD OF CROSSING OVER THE MAIN EAST-WEST RUNNING STREETS.. UTILIZE INSTEAD RIGHT TURNS ONLY ACCESS TO THE MAIN ROADS UNLESS ACCESSING VIA A TRAFFIC LIGHT.	Suggestion
101. Once Spooky Nook is completed, a trolley shuttle similar to what Miami University uses would be a terrific addition to take visitors to downtown (both sides of the bridge) and the Marriott/Marcum Park area. This will help cut down a lot of the congestion.	Suggestion
102. Make Main Street 4 lanes and regulate lights and that would eliminate congestion	Suggestion

QUESTION 14:

PLEASE LET US KNOW IF THERE ANYTHING ELSE THAT YOU WOULD LIKE US TO CONSIDER AS WE CONTINUE PLANNING THIS PROJECT.

(Note: All comments are presented as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization or punctuation.)

Please let us know if there anything else that you would like us to consider as we continue planning this project.	Themes
1. Dedicated bike lanes with curbs or berms to protect cyclists. Use the Seattle model, dedicated lanes, traffic lights and more.	Accommodations for bicycles
2. Bike routes moved into a first priority status. Electric bicycles are becoming very popular and could potentially relieve a lot of congestion on streets if sufficient routes are available.	Accommodations for bicycles
3. please support the funding and construction of bike/pedestrian lanes and connectivity to other local/regional paths.	Accommodations for bicycles, Accommodations for pedestrians
4. Traveling from west side to high st. Is very difficult during most times of the day. A “by-pass” of this area should be considered. Also bike lanes would be a nice bonus.	Accommodations for bicycles, Bypass, East-west connectivity
5. Continue to make walking and biking a priority and safe means of travel. Makes our city much more attractive to people moving into the urban core.	Accommodations for bicycles, Pedestrian safety
6. A pedestrian and bike bridge is a must. And we all know a bridge must be added on the north side of town for traffic directly to SN. The problem is where does that bridge go and what neighborhoods will be effected. We all know it will be the north end. But where!?	Bike safety, Bridge, Pedestrian safety
7. Need to get black street bridge open until some thing else happens for a newer bridge	Black Street Bridge
8. Reopen the Black St. Bridge as soon as possible.	Black Street Bridge
9. Keep and reopen the Black Street Bridge for car traffic.	Black Street Bridge
10. why not rebuild Black St bridge to 4 lanes then widen the roads from it all the way to Fair Ave/129	Black Street Bridge

Please let us know if there anything else that you would like us to consider as we continue planning this project.

Themes

- | | |
|--|--|
| <p>11. 1. Get black street bridge open before Shady Nook opens or it will be a disaster and a travel nightmare for those living in Hamilton.
2. We need another bridge across the great Miami. I think it should be south of Columbia Bridge for those wanting to avoid Main St mess. Isn't there a way around it.</p> | <p>Black Street Bridge, Bridge</p> |
| <p>12. Once the North Hamilton crossing crossing is in leave black street bridge open to vehicular traffic and install a new bridge at black street that way we have 4 bridges connecting East and West that would alleviate the traffic congestion once you all start having to do road construction again.</p> | <p>Black Street Bridge, Bridge, Congestion Relief</p> |
| <p>13. We need to replace the Black Street bridge or somehow expand the number of lanes on the current bridge to accommodate increased traffic for Spooky Nook, immediately. I want to see that project succeed and bring increased revenue to the city.</p> | <p>Black Street Bridge, Bridge, Spooky Nook</p> |
| <p>14. Traffic has already been a challenge trying to travel West to East. The Black Street Bridge has been closed on several occasions and has caused an increase in commute and headaches. The only option is for those of us who live close to Spooky Nook is going across High Street Bridge or going to through New Miami. If you're lucky you can cut through New Miami if there's no train and head out to Route 4. Most of the time that's not an option. We've already discussed how we probably won't be leaving our homes on the weekends because we won't be able to get around unless we make our way towards 27 via Millville or we go to Oxford. We knew Spooky Nook was coming. There was discussion 10 years ago. It's a little frustrating that this is now being addressed and we're only in the research phase. Then they'll be additional planning so it'll be years before this is actually addressed. I lived in Hamilton all of my life and I am excited about the progress we've made and where the future will take the city. However, this could be a deterrent for some because of the traffic. Please keep in mind a timeline and the impact of the citizens. Monthly communication to all of us would help to alleviate frustration so we're in the "know" of what is happening or what could be causing a potential delay. It is completely possible I could be retired and my elementary aged child will be graduating college by the time this is done. The other concern is the additional traffic on NW Washington Blvd and the intersection at Washington and Cleveland. The stop sign is frequently ran and semi trucks often use the residential area as a cut through to avoid Main and High street area. Having lived in Random Hills for over 30 years the traffic only continues to increase and with Spooky Nook (which we're very excited about) it will only get worse. Please take into consideration how this will effect the surrounding neighborhoods and a plan to prevent some of these on-going issues as they'll on get worse. The crossing is absolutely needed, however please take some of these other issues that will increase the traffic into consideration.</p> | <p>Black Street Bridge, Communications, Congestion relief, East-west connectivity, Neighborhood impacts, Spooky Nook, Suggestion</p> |

Please let us know if there anything else that you would like us to consider as we continue planning this project.	Themes
15. This project needs to occur quickly, with Spooky Nook due to open. In addition, alternate routes during construction need to be well planned or coordinated with the railroad companies. There was at least one time period (during filming of a @\$% movie!) when High Street was closed, the alternate was Black Street (to get to that part of town) , but that couldn't be reached because trains were stopped across all roads!	Black Street Bridge, Fast track the project the project, Spooky Nook
16. Please make sure residents can easily go across Black Street Bridge. That is one of my highest concerns. We live on Prospect Hill on N E when the bridge closed it made it very difficult to get to my parents by Butler Tech. I would love to see another under or overpass by Beckett Paper to get through easier! Trains are unbelievable in that area as you know.	Black Street Bridge, Grade-separated railroad crossing
17. Making the new bridge easily accessible. Some people will be driving out of their way to use it	Bridge
18. Past the NHX project, we should give consideration to another bridge south of the Columbia Bridge (Fairview, Joyce Park, or extend Grand). Back-ups at the Columbia Bridge on both sides of the river are primarily from traffic from the south and is funneled through downtown.	Bridge
19. Build a bridge please	Bridge
20. If a bridge were to be built, please ensure it can help support large trucks. The large trucks really clog up High Street and Main Street. I think you'd rather have cars traveling on these streets instead of having those people bypass the area.	Bridge
21. If you would check the Traffic Engineering files, you should be able to find the drawings that were prepared in the late 1980's and early 1990's , that had a preliminary drawing of a bridge connection between NW Washington Blvd. and US Route 127. There is also a drawing for extending ST. Clair Ave. with a bridge to SR 128.	Bridge
22. The roads that aren't finished need to be finished before the end of the year along with a bridge needs to be done by the time spooky nook is finished even if it means delaying the opening day of the sports complex.	Bridge, Fast track the project the project, Spooky Nook
23. Hamilton needs another crossing over the river and the railways	Bridge, Grade-separated railroad crossing

Please let us know if there anything else that you would like us to consider as we continue planning this project. Themes

- 24. Need another railroad crossing and river crossing
Bridge, Grade-separated railroad crossing
- 25. I'd like the bridge to stay in the City of Hamilton, I'd like the bridge to cross from B Street to Vine with under pass or over pass to cross on the closed section of train track on Vine to aid in access to Joe Nuxhall Ball Fields for kids to cross back and forth safely. This would also bring business back to the North End. We use to have drug stores, pizza, small business, church, clubs ect... Then connect the road to go both ways, Joe Nuxhul to Route 4 and Heaton to head towards Fair and 129. Going straight across from Vine to the West Side your right at all the main roads to go either direction right next to Spooky Nook's south side C, D, Park, Liberty.
Bridge, Miscellaneous comment
- 26. Although memory fades, I seem to recall the City's having retained counsel to annex land at the intersection of North B Street and West Elkton Road in partial furtherance of a possible river crossing (bridge) at this location.
Bridge, Miscellaneous comment
- 27. I feel like adding one bridge will help with the current traffic issues, but it doesn't seem like it will be sufficient to support added traffic expected from spooky nook.
Bridge, Spooky Nook
- 28. We just need more bridges & roads to travel in and out of downtown Hamilton area. It is a small city but more traffic than any bigger cities. Also, the city needs to do something about Trains (train horn noise, blocking streets, bad air quality, etc.)
Bridge, Trains - noise, Trains - travel delays
- 29. Hoping for a Hamilton bypass from 129 to the West Side to avoid congestion on High/Main & improve traffic flow for Spooky Nook
Bypass, Spooky Nook
- 30. I work at a Dental Office on Park Ave. We have major concerns with the future traffic volume concerning new facilities. We are planning to move to a new building- also on park, but access to our office for patients is a major concern. It would be great if the businesses located directly in the specific area were updated - even quarterly- on changes in traffic patterns and construction. We could pass information to the patients to decrease the stress of being late or not having access to roads under current construction.
Communications
- 31. Keeping public support with timely updates and hearing how our local,state and federal representative support this project this project will benefit the entire region
Communications
- 32. I think all the progress in the city is wonderful. However, you need to communicate with residents in a timely manner about road closures. When you closed B St at Gordon Ave for 2 months there was no notice given to the residents. I left for work and the road was open and when I came home it was closed. I find this to be very
Communications

Please let us know if there anything else that you would like us to consider as we continue planning this project.	Themes
disrespectful. My time is valuable too. As well as every citizen in this city. The very least you could have done is posted a sign beforehand. A sign after the fact is a slap in the face. It tells me you don't value the citizens of this area.	
33. My home is at 1845 Campbell Drive and it shows through your route that you're going to demolish my house if so the people of this neighborhood need to know well in advance	Communications
34. Just want to see the plan for acquiring property from Hampshire/Princeton Rd to the River. What non-developed land will need to be destroyed for this? Again, I love the idea of the Spooky Nook but it is in the absolute wrong location.	Communications, Spooky Nook
35. A hope for a commute that is no longer 30 minutes to get through congested downtown Hamilton. We don't live in Chicago.	Congestion Relief
36. Traffic flow concerns are crucial to the growth and development of our city. If it's difficult people just wont come.	Congestion Relief
37. There are so many benefits for the people of our community as we consider adding another crossing. Not being a native Hamiltonian, I am proud to now call this home and I take great pride in living here. The only thing that would make it even better is simply to be able to get across town a little easier. Good work and thank you for asking for the community's input.	Congestion relief
38. Please consider that so many people live in Hamilton yet work outside the city, we need a fast way to bypass all the lights and traffic and to connect to major roads/highways. 129 flow improvement be the highest priority.	Congestion relief
39. Faster access to the west side	Congestion relief, East-west connectivity
40. In addition to the bridge, please consider short term congestion relief like additional stop lights, roundabouts and better timed lights. I appreciate that we're finally looking at new ways to have Hamilton grow.	Congestion Relief, Lights - new, Roundabouts, Signal timing
41. The traffic that comes through Mark Avenue to Cleveland on the west side of Hamilton needs to be addressed. It is non stop traffic, kids are playing in the streets, people are on bikes and cars are going way to fast. Pulling out from Mark avenue onto Eaton Avenue is dangerous.	Congestion Relief, Miscellaneous comment

Please let us know if there anything else that you would like us to consider as we continue planning this project.	Themes
42. Increased traffic into areas around Spooky Nook is a problem. Vehicles travel too fast, and the drivers are unfamiliar with the area. They go the wrong way one one way streets. AND they don't stop at stop signs or traffic lights - this is a BIG problem all over Hamilton	Congestion relief, Miscellaneous comment, Speeding, Spooky Nook
43. I have traveled with sport teams many times....Spooky Nook will bring double or triple the traffic we all ready have. There needs to be alot of thought and planning to the future.	Congestion relief, Spooky Nook
44. keep costs aslow as possible	Cost
45. City of Hamilton property taxes are already outrageous! The city itself should have to pay for this! Not us, we pay enough already!!!	Cost
46. Please try to do this within a budget that does not lead to a lot of new taxes. We are about to our limit.	Cost
47. I am really concerned with tax payers paying for many of the changes to accommodate a for profit business. Between tax breaks, grants, etc what is the investor really bringing to the table? The tax payers are covering many of the major bases and then we will be the ones paying to get into a building that we already paid for. Not sure about others but the cost of a membership at the Nook is more than I am willing to pay. Especially when I spend quite a bit of money replacing items stolen by the drug users in the city.	Cost, Miscellaneous comment
48. I live on Gray. If my street continues to get busier, I will move away from Hamilton. I didn't buy a house on a busy street on purpose. Because of the road closer on Rhea everyone cuts past my house now. I'd like to see it return to the traffic we had on Gray and many of the side streets in prospect hill before 2019.	Cut throughs, Neighborhood impacts
49. this is essential to facilitate e-w traffic and connection to veterans highway which would facilitate growth and development of entire county	East-west connectivity
50. Better connectivity to each side of town is needed. Trains need to be rerouted to not impede traffic.	East-west connectivity, Trains - reroute
51. I do NOT want the canal area/bird sanctuary disturbed with our new construction. This area needs to be preserved.	Environmental impacts
52. Drainage issues. potential flooding with more cement.	Environmental impacts

Please let us know if there anything else that you would like us to consider as we continue planning this project.	Themes
53. Our green space - I love this idea and appreciate the efforts. However, I'm equally as concerned about the possible damage to natural areas and wildlife that this project may create.	Environmental impacts
54. This project needs to be fast tracked as much as possible. This proposed project has been sitting on the shelf for a long time. It should have been started when the South Hamilton Crossing was started.	Fast track the project
55. We need this now! Not ten years down the road.	Fast track the project
56. Better get busy!	Fast track the project
57. If possible to speed up the project work 24 hours a day during the week.	Fast track the project
58. Start building a new bridge and road as soon as possible.	Fast track the project
59. The sooner this happens the better. Traffic has been a mess. It takes 20-30 minutes to move through Hamilton and get to anything.	Fast track the project
60. This project was supposed to be on the TID's drawing board 23 years ago. This is needed as quickly as possible.	Fast track the project
61. Time is passing quickly. Hope this helps.	Fast track the project
62. The sooner these projects can be completed, the better.	Fast track the project
63. There were so many pins on the map that I didn't have room to add any. This should be an immediate need to be fixed.	Fast track the project
64. Immediate action needed or traffic will get much worse.	Fast track the project
65. Needed soon!	Fast track the project
66. Make it quick! These can't be years long projects in a city that already has construction everywhere!	Fast track the project
67. The plan is too far into the future. Something needs done now.	Fast track the project
68. Time is of the essence!! Daylight is burning! Thanks for fast tracking this project.	Fast track the project

Please let us know if there anything else that you would like us to consider as we continue planning this project.	Themes
69. Your already about 10 years late, speed is of the essence.	Fast track the project
70. If you're going to do it, DO IT! Do it right and big and RIGHT, lol, so we don't have to readdress a problem in 10 years because, "we didn't think that would happen..." And leave room in the planning to expand in the future if needed. Don't lock yourself into a box.	Fast track the project the project
71. Project implementation in 2022/3 is too late! The traffic is going to be even more chaotic once Spooky Nook opens and it will devastate many people's commute. This needs to be fast tracked!!	Fast track the project, Spooky Nook
72. Start building the NHX as soon as possible!! Even without Spooky Nook in operation yet, the residents need another way across the Great Miami!	Fast track the project, Spooky Nook
73. As a retired journalist, I know how slowly transportation projects move when state/federal highways and funding are involved. We can't afford to wait 5-10 years longer, especially with Spooky Nook and other developments that will bring people to Hamilton. The current transportation issues could create a poor image for the city unless resolved much sooner.	Fast track the project, Spooky Nook
74. I know these things take a long time. Spooky Nook will be opening shortly and we hope it is a big success, but it really is LATE to start this process. Our access roads and other infrastructure are painfully lacking, which could seriously inhibit their success and make our lives a living Hell while we are waiting for these improvements. In that respect, we are really not looking forward to the opening : traffic will be awful; our restaurants will be overwhelmed; worried that frustrated visitors will express their anger in negative ways; more trash; and expect more crashes as visitors try to navigate our sparse points of access.....	Fast track the project, Spooky Nook
75. Please blacktop tylersville riad	Fix existing infrastructure
76. Before money is spent on any new roads, repair the existing roads. The existing roads have been neglected on purpose for too long. One primary function of city govt should be to fix the streets. Using tax payer money for speculative real estate is not in the best interest of every citizen.	Fix existing infrastructure
77. residents who have lived in the area for many years deserve to have decent roads and pathways. to spend money on an outside company and neglect local roads is not right	Fix existing infrastructure

Please let us know if there anything else that you would like us to consider as we continue planning this project.	Themes
78. Plan long term for paving and infrastructure work. Too often are new roads destroyed by secondary projects and improvements (blacktop patching, etc. causing premature breakdown of the roads). This is already very evident on multiple portions of Main St.	Fix existing infrastructure
79. Fix all the roads.	Fix existing infrastructure
80. streets need repair	Fix existing infrastructure
81. Fix the streets	Fix existing infrastructure
82. Fixing existing streets and cleaning up Hamilton. It looks terrible and very dirty.	Fix existing infrastructure
83. FIX THE CRAPPY ROADS WE ALREADY GOT!! Then worry about everything else	Fix existing infrastructure
84. I like that you are thinking about this project but what happened to the fix our streets project that our tax dollars are supposedly paying for. There are streets on the west side that need serious help.	Fix existing infrastructure
85. Filling potholes and leveling raised manhole covers throughout city of Hamilton.	Fix existing infrastructure
86. PLEASE PAVE Stahlheber!!	Fix existing infrastructure
87. Fix nw washington blvd from where school ends and the houses begain the street is in disrepair	Fix existing infrastructure
88. remember the east needs cleaned up and so home values climb as expected	Fix existing infrastructure, Improve eastside

Please let us know if there anything else that you would like us to consider as we continue planning this project.	Themes
89. A lot of streets on the East side of Hamilton are in very bad condition. Patches on top of patches. It appears the street levy was primarily for Spooky Nook access roads. Please don't neglect our city's Historic Districts. These areas should be promoted for tourism too.	Fix existing infrastructure, Improve eastside, Spooky Nook
90. Please address fixing the existing streets. Many are in horrid condition. Though some of these streets fall outside of the business district, with more and more people expected to visit Hamilton in the future, they will be needing additional lodging in lieu of available hotels and booking local AirBnB's as an alternative.	Fix existing infrastructure, Lodging
91. Safety	General Safety
92. public safety is always a concern	General Safety
93. Overpass for another train crossing would be desired.	Grade-separated railroad crossing
94. More railroad overpass options.	Grade-separated railroad crossing
95. Community impact of more traffic on Washington Blvd. Intersection of Cleveland Ave and Washington Blvd is already impassible when school buses are involved.	Impact of more traffic
96. rid the derilick eastside houses so values up as expected	Improve eastside, Miscellaneous commentellaneous comment
97. I notice all the construction is being done on westside, well what about eastside getting some work done on it for once. Grand Blvd and Laurel Ave train crossings could use some help. It backs up all the way up Ham-Mason Rd, Tuley, and Grand blvd because of trains stopping. How about fining them when they block the crossing for more than 15 minutes at a time?	Improve eastside, Trains - fines
98. A traffic light needs to be added at the intersection of New London and Washington Blvd.	Lights - new
99. My earlier comment I may have failed to complete my concern, having traffic lights may be very helpful on NW WB	Lights - new

Please let us know if there anything else that you would like us to consider as we continue planning this project.	Themes
100. A left turn traffic signal at Main and B would be helpful even now.	Lights - new
101. I'm concerned with the lack of hotels in the area that a direct route to 129 from the west side will serve as a fast track to restaurants and activities outside the City of Hamilton. Visitors may bypass our bars, restaurants and businesses to be closer to the hotels in the Liberty Center area.	Lodging
102. HOPEFULLY THIS SPOOKY NUK IS GOING TO BE A SUCCESS. BUT FOR SOME REASON WE NEED OTHER ENTERTAINMENT PLACES, NICE HOTELS AND SO ON. WE ONLY HAVE 1 HOTEL IN HAMILTON. AND WHAT ABOUT CRIME WHEN THIS PROJECT IS DONE.	Lodging, Miscellaneous comment
103. litter.	Miscellaneous comment
104. The "improvements" recently at Main and Eaton Are Not good traffic is blocked up worse than ever and semis have a hard time making a right turn on to Eaton. Not thought out guys	Miscellaneous comment
105. I agree. The former intersection was atrocious, but I'm not real impressed with the new setup, either. I'll go miles out of my way to avoid that intersection as it's poorly laid out.	Miscellaneous comment
106. Detour routes for construction	Miscellaneous comment
107. Because of both the traffic on Main Street on the west side of the river and the train tracks to cross, I usually choose to travel either D street or New London - both of which are longer, but faster. Thanks for creating an alternative. I look forward to more good things.	Miscellaneous comment
108. Primarily High St.	Miscellaneous comment
109. The current process/specifications used for bidding street work, both paving and curb & sidewalks, results in unnecessarily long timelines; neighborhoods are disrupted for months. In other areas such as City of Fairfield or the " township cites", the work is done in far less time. Fairfield also crowns their residential streets much more and aggressively crack seals to slow the degradation. For evidence, compare the recent work in the "Lakes" area of Fairfield to any Hamilton subdivision work.(right now, Random Hills) Soft contractual timelines save money but the months for project completion causes high resident dissatisfaction. Cleveland ave has been torn up for close to 3 months; a few years ago Beeler Blvd was a mess	Miscellaneous comment

Please let us know if there anything else that you would like us to consider as we continue planning this project.

Themes

for even longer. This does not happen elsewhere.

Perhaps more carrot than stick is needed for incentives but you get what you invite in your bid documents.

110. Highest priority to most citizens.

Miscellaneous comment

111. Think outside the box - not existing infrastructure and roads, but what it can be in 20, 50, 100 years

Miscellaneous comment

112. Please have Hamilton police monitor the rec path along the great miami, it has become more dangerous with drug addicts, and irradict behavior. While riding my bike and walking, I have become fearful approaching illicit behavior, trash, needles, etc. thank you.

Miscellaneous comment

113. streets are horrible...railroad crossings are horrible..in general everything with the traffic is horrible..

Miscellaneous comment

114. you have covered everything is the survey

Miscellaneous comment

115. Thanks for your willingness to receive public input. I hope any negativity received doesn't weigh down the process of handling such an important project with the onset of Spooky Nook

Miscellaneous comment

116. Get a new traffic engineer

Miscellaneous comment

117. THANK YOU for all the work you guys do!

Miscellaneous comment

118. Please continue on your path of advancing the City of Hamilton. Thank you

Miscellaneous comment

119. My dude, I moved from an area where the taxes were 5,200 a year. Hamilton taxes are 100% low and manageable.

Miscellaneous comment

120. It's very possible to do this, especially if they have 3 crews. I lived in California for 4 years and this is EXACTLY how they fixed all their roads and made changes. They worked 24 hrs a day by having 3 crew shifts and used giant daylight lamps for any work that was done during the darker hours of the day... And I'm not talking in the warmer regions of California - but in the northern areas near Sacramento.

Miscellaneous comment

121. Connecting 129 bypass to Oxford would be wonderful

Miscellaneous comment

122. keep up the good work on bringing businesses back into Hamilton! Just give us some better roads and routes. Please and thank you!

Miscellaneous comment

Please let us know if there anything else that you would like us to consider as we continue planning this project.	Themes
123. Keep up the good work! So happy to see a revitalization of this city that I was born in and choose to live in!!	Miscellaneous comment
124. Quit with the breweries, the city trying to make everyone alcoholics	Miscellaneous comment
125. You are looking for a reason to spend tax dollars. Let's wait and see what the actual impact will be.	Miscellaneous comment
126. Hamilton has a great future and has already shown remarkable progress. Important to continue placing a priority on quality of life issues in addition to economic development.	Miscellaneous comment
127. Excited	Miscellaneous comment
128. Removing the drug addicts wandering around in the night and AM	Miscellaneous comment
129. When planning any major traffic on NW Washington, please keep in mind all the freshman kids that walk and the tremendous amount of traffic that parent pick up and bussing causes twice per day.	Miscellaneous comment
130. The most expensive thing that Hamilton could do is not to invest in it's future. It takes money to make money.	Miscellaneous comment
131. Please do something about the backpackers. I don't know if we need an additional shelter or increased police presence or probably both but I have a grade school child and a high schooler who walks and the increase in traffic and the elements of danger are just ridiculous	Miscellaneous comment
132. From one perspective you may be right, I'm picturing 10,000 extra people shopping, drinking, eating out, looking for entertainment and lodging. I think the city will more than make up the incentives they have provided. Incentives are up front dollars - payback lasts for years and years.	Miscellaneous comment
133. Thanks for the opportunity to chime in.	Miscellaneous comment
134. When adding the bike route between B st and Cleveland Ave. need to address the homeless living in those woods,, as it will be a haven for crime..	Miscellaneous comment
135. It is really important to me that you don't develop the route that's been suggested, through the beautiful farmland along the canal canal bike path. That area is what makes the bike path so wonderful to use. That area of houses near Fernway, canal, and the Hamilton School that is over there houses some homes that are really well taken care of. I beg you to consider using Heaton street. I drive through there every day with my son and lock the doors and just get so sad. The city owns many of the houses, half have been torn down, and the	Miscellaneous comment

Please let us know if there anything else that you would like us to consider as we continue planning this project.	Themes
<p>others are "being worked on by people" which is a cover for drifters and drugs. Have you driven through? A once historic neighborhood (my grandmother grew up there) is now a skeleton and a blight on the city. I know the obvious route is the undeveloped Bonhams farm but that would be such a betrayal to that family , the houses in its path of good, tax paying citizens who care about the city, and to the people who enjoy escaping city life to walk on the bike path. Please reconsider.</p>	
136. interested in larger effort to create/inspire bicycling culture in hamilton	Miscellaneous comment
137. high priority project, best of luck	Miscellaneous comment
138. Look at it for the long term like 50 years from beginning. The High St corridor was a mess due to lack of foresight and it's already happening at Main and Cereal.	Miscellaneous comment
139. It's too late to start now. Should have been done before opening spooky nook. Once people and groups have issues with traffic they will look for other venues without issues	Miscellaneous comment, Spooky Nook
140. no	NA/No Comment
141. None	NA/No Comment
142. YESSSSS	NA/No Comment
143. none	NA/No Comment
144. No	NA/No Comment
145. NA	NA/No Comment
146. No other comment.	NA/No Comment
147. N/A	NA/No Comment
148. na	NA/No Comment
149. No	NA/No Comment
150. N/A	NA/No Comment

Please let us know if there anything else that you would like us to consider as we continue planning this project.	Themes
151. Nothing at present.	NA/No Comment
152. nothing	NA/No Comment
153. Nothing	NA/No Comment
154. N/A	NA/No Comment
155. N/a	NA/No Comment
156. not at this time	NA/No Comment
157. No	NA/No Comment
158. None	NA/No Comment
159. Please save the values of the neighborhoods that you are proposing to run this east/west connection. As my neighborhood of Fordson Heights is very close~!	Neighborhood impacts
160. Consider how this is going to affect people in the housing developments that you will be bull dozing. These are high end houses. And you will be losing their tax dollars. I, for one, will not stay in the area if my house is taken.	Neighborhood impacts
161. Need to find an alternative location. You are going to greatly reduce property value in Fairfield ridge. No one will want to stay and we won't be able to sell our houses. This isn't even necessary	Neighborhood impacts
162. Please avoid Fordson Heights. It is a quiet little neighborhood full of young families and retirees. My grandparents lived there, I have other family there, and my family lived there for 18 years (and moved only because our family outgrew our home). It is a diamond in the rough. Please don't ruin it with a main artery to the west side.	Neighborhood impacts
163. How many will lose their homes and where will they go? A lot would not be able to buy another home with what they would get for their current home, especially if they have mortgage	Neighborhood impacts
164. How many will lose their homes and where will they go? Many will not be able to buy another home especially if they currently have a mortgage that is higher than what their homes are worth	Neighborhood impacts

Please let us know if there anything else that you would like us to consider as we continue planning this project.	Themes
165. Please minimize disruption to residents' properties.	Neighborhood impacts
166. I know it is too late now, but this should have been addressed before spooky nook was even a thought. When they open, traffic will be 3 times as bad. I use back roads but the trains effect that quite a bit. I also live in the area you're looking to build this road and have major concerns with that as well.	Neighborhood impacts, Spooky Nook, Trains - travel delays
167. Parking for new Main Street restaurants and urban hubs. Parking for the current stores open on Main Street is difficult but when you add new places it's going to be worse.	Parking
168. Parking needs to be addressed in the area of Main Street this adds to congestion because people cannot find ample parking and it's going to get worse	Parking
169. I would love to see a pedestrian bridge over the river.	Pedestrian Bridge
170. walk ways	Pedestrian safety
171. Do not allow semis and dump trucks to go down B street near spooky nook once construction is complete. Have them go down 127 to Pershing Ave to 128. Eliminating those heavy trucks will help preserve road and be safer for pedestrians	Pedestrian safety
172. Is NW Washington wide enough for more traffic	Question
173. Is the train bridge still utilized by arches? Could it be repurposed if not?	Question
174. Where will the NHX terminate in fairfield twp.?	Question
175. I've studied your graphic for 10 minutes, and don't actually see any proposed crossing. Am I missing something?	Question
176. WHATS GOING TO HAPPEN AROUND THE 129 AND HAMPSHIRE INTERSECTION.	Question
177. You seem to be concentrating on traffic coming from I75. What about the traffic coming off I275? I do not think the North Hamilton Crossing should be given such a high priority.	Question
178. If Washington is used as a main route, on street parking must be eliminated, therefore provisions should be considered for their parking	Remove on-street parking

Please let us know if there anything else that you would like us to consider as we continue planning this project.	Themes
179. main st traffic is getting worse already. not sure if possible, but removing on street parking in order to have extra lanes would go a long way in getting through that area (obviously additional parking would need to be found in the alleys or side lots for the businesses). If not realistic, then Ross and Park need to have better flow and light timing to bypass main st.	Remove on-street parking, Signal timing
180. More roundabouts could be installed. What are you afraid of?	Roundabouts
181. You will need to find out if and where future hotel/motel locations will be to provide ease of travel to Spooky Nook. If visitors can't easily get to Spooky Nook, then that may keep them from coming back	Shuttle, Spooky Nook
182. Shuttles to Spooky Nook from parking areas, buses throughout the city.	Shuttle, Spooky Nook
183. Encourage local hotels or visiting teams to provide buses and shuttle services to and from Spooky Nook. Traffic will be a mess in an already congested area of the city each weekend.	Shuttle, Spooky Nook
184. Adding a sidewalk for the kids leaving the freshman building headed down B Street. Deter traffic from North West Washington Blvd, heavy route for busses and children.	Sidewalks, Suggestion
185. The timing of the traffic light on Main/High Street during time when crossings are blocked by trains.	Signal timing
186. Traffic light pattern change on Main Street.	Signal timing
187. It would be nice if the traffic lights were programed to promote a better flow of traffic. Sometimes you can get stopped at every light for multiple minutes when no one if coming from the other direction	Signal timing
188. The timing of the traffic lights in this city is possibly some of the worse I've ever seen. There are lights that last forever and there are lights that last a few seconds and only a couple cars get through and this is usually the busiest intersections.	Signal timing
189. Traffic light at Park & Eaton needs to be adjusted. Traffic backs up on Eaton (sometimes back as far as Ft. Hamilton) while light is green for traffic moving up Park (across Eaton). I avoid Eaton and this intersection whenever possible. Traffic is a mess for a community this size. Can't imagine what it will be like when out-of-town drivers converge on Spooky Nook.	Signal timing, Spooky Nook
190. The south crossing is limited due to access on either side. Long light at Erie, then you are very likely to get stopped by a train on grand near mosler	Signal timing, Trains - travel delays

Please let us know if there anything else that you would like us to consider as we continue planning this project.	Themes
191. Figure out ways to help with speeding through the neighborhoods in the urban core	Speeding
192. Water taxi from spooky nook to parking or business on other side of high st bridge	Spooky Nook
193. I think there should have been a rerouting of N. B Street behind Spooky Nook as was originally planned. I also would like to see quick development of the trail between Cleveland Ave. and North B Street	Spooky Nook, Suggestion
194. A current solution could be doing all we can to ensure travelers for Spooky Nook are instructed with recommended alternative routes when coming. If this is properly advertised as the safest routes to minimize congestion for them as well as locals this could do a lot.	Spooky Nook, Suggestion
<p>Such as, coming from I75 north of Monroe, directing them down 63 to RT 4, to 73 through Trenton and bringing them down 127 that way. That will leave the congestion coming into town on 127, no engaging high/main at all. Coming from the west, have them exit 275 at 27, direct them to 128 in Ross and bring them in from that direction to limit congestion along Columbia bridge.</p>	
195. Apparently there is \$33 million in COVID funds available to be used as determined by the city. That could be an option for partial funding of this project, rather than giving that money to a private developer.	Suggestion
196. When you choose a company to do the work. Make sure they know what they are doing to projects don't need to be redone .	Suggestion
197. 127 is not a good rout to get out of town, why is there no emphasis on 128 which actually gets the west side out of town and to the highway in the most efficient way. 129 will always have heavy traffic. You cant dump a 65 MPH highway onto a 35 MPH zone.	Suggestion
198. Keep Park Ave a one-way, make Main St a one-way the other direction	Suggestion
199. if Fordson Height would remain, better access to the bike trail across the canal.	Suggestion
200. Please have the different departments within the City of Hamilton discuss improvement projects together. We had a beautiful Main St. until other water/wastewater infrastructure failed. We can't look like Mason or Liberty Twps. until the departments work out the timeline of improvement projects. Also when accepting bids, it seems that City of Hamilton projects will take a back burner to other improvement projects to save	Suggestion

Please let us know if there anything else that you would like us to consider as we continue planning this project.

Themes

money. Please consider the impact and \$\$\$ it has on local businesses. Hamilton has come a long way to attract new business just to have it run off by roadway improvements.

- | | |
|--|------------------------------|
| 201. Clean up some of the areas that are within the city limits | Suggestion |
| 202. Connectors off of the bridge that connect 127 and a connection leading to Rhea | Suggestion |
| 203. Connect me Washington out to route 4, the bypass and 75 | Suggestion |
| 204. Honestly, it seems like a limited access highway extension running from 129 to 127 would be the best bet. There really needs to be fast access to the west side of town if there will ever be economic expansion toward Oxford/Eaton areas. Businesses keep failing on the west end of 129 and expansion has been slow. I had family members complaining about this back when the Mike Fox highway was built... The west side of town is hopeless without highway access. | Suggestion |
| 205. It seems to me that NHX would be better if it connected to Bypass 4 at Rt 4 and used the existing Bypass 4 / 129 ramps. Seems this would save tax payers money. | Suggestion |
| 206. Connect Washington out to RTE4 bypass. | Suggestion |
| 207. Please reduce the speed limit to 25mph on the 1 way section of Park Ave as there is a park located on this street where children play | Suggestion |
| 208. A direct route from NW Washington to bypass 4 near bridgewater | Suggestion |
| 209. Make the new road connect to Washington Blvd. in order to make a more complete by-pass for traffic. | Suggestion |
| 210. Re-routing trains through town, instead of having tracks and crossing all over the place. Hamilton isn't much of an industrial city as it used to be, so why are all the tracks still needed? Also, Hamilton's neighborhoods surrounding High Street, Main Street, Eaton, etc, should not have so many one-way roads. Make them all 2-way and restrict parallel parking to one-side of the narrow, neighborhood streets... and eliminate parallel parking along the East-West thoroughfares, in order to add additional driving lanes to move cars through town. Hamilton's neighborhoods are a modge-podge mess of gridded streets -- many of them do not need to criss-cross every main street in town. Instead, every other street (at a minimum) should either terminate prior to crossing the main street (essentially becoming a cul-de-sac or should be "right turn only" onto the main street, or exiting off of the main street - except where a traffic light is located. I'd also suggest relocating the | Suggestion, Trains - reroute |

Please let us know if there anything else that you would like us to consider as we continue planning this project.

Themes

Fairgrounds to north of Greenwood Cemetery, north of Joe Nuxall park in that agriculture land area to spawn some more growth that direction.

- | | |
|---|---|
| 211. More traffic law enforcement | Traffic - enforcement |
| 212. Hancock ave. And Maple Ave. And 129 and Hampshire Dr. People run red lights there often. | Traffic - enforcement |
| 213. Trains stopping on crossings is a large issue. As posted below, their fines need to either be enforced more or increase the fine. Needing to use the underpass creates long delays and sitting through multiple lights. | Trains - enforcement,
Trains - travel delays |
| 214. Can we please start applying the appropriate fines when these trains stop on the tracks. My guess is that they would single handedly pay for any future bridges or bypasses through Hamilton. | Trains - fines |
| 215. Increase the penalties for trains blocking intersections and actually enforce them. | Trains - fines |
| 216. I completely agree with the comments about fining the train companies. I hit one going to and coming home from work no matter when I time it. I have been delayed more than what is considered reasonable and my employer does not understand why this continues to be an issue. | Trains - fines |
| 217. Quiet crossings for trains | Trains - noise |
| 218. Eliminate the rail line on the east side of the city by joining it to line going through the center of town by joining the two south of town near the/old Fischer's Body Plant. They come very close together there. If they joined there. We could eliminate 7 crossing in town and a lot of noise horns. | Trains - reroute |
| 219. IT MAY NOT APPLY HERE, HOEVER TRAINS COMPLETELY STOP WEST SIDE TRAFFIC IN TWINBROOK AND OTHER NIEHBORHOODS ON WEST SIDE | Trains - travel delays |
| 220. Trains do seem to be on the tracks for long periods. I'm not sure what the limit is supposed to be but there are so many places where tracks cross that it makes it difficult to get out from point a to point b. Very frustrating. | Trains - travel delays |
| 221. Please know how frustrating it is for most Hamiltonians who are hemmed in on every side by trains, from home to jobs, trying to get around the city, when trains are stopped on the tracks. | Trains - travel delays |

Please let us know if there anything else that you would like us to consider as we continue planning this project.

Themes

222. It seems railroad crossing delays are a problem all over the city. I live in Lindenwald and the train crossing on Laurel is regularly blocked the extended periods of time, anywhere from 15 minutes to 4 or 5 hours. I would appreciate any help for this problem

Trains - travel delays

223. Train delays

Trains - travel delays

224. Trains stopping and blocking streets for LONG periods of time needs to be a priority as in most times when this happens there are few, if any, ways to avoid the resultant traffic mess.

Trains - travel delays

Appendix C: Public Input Documentation

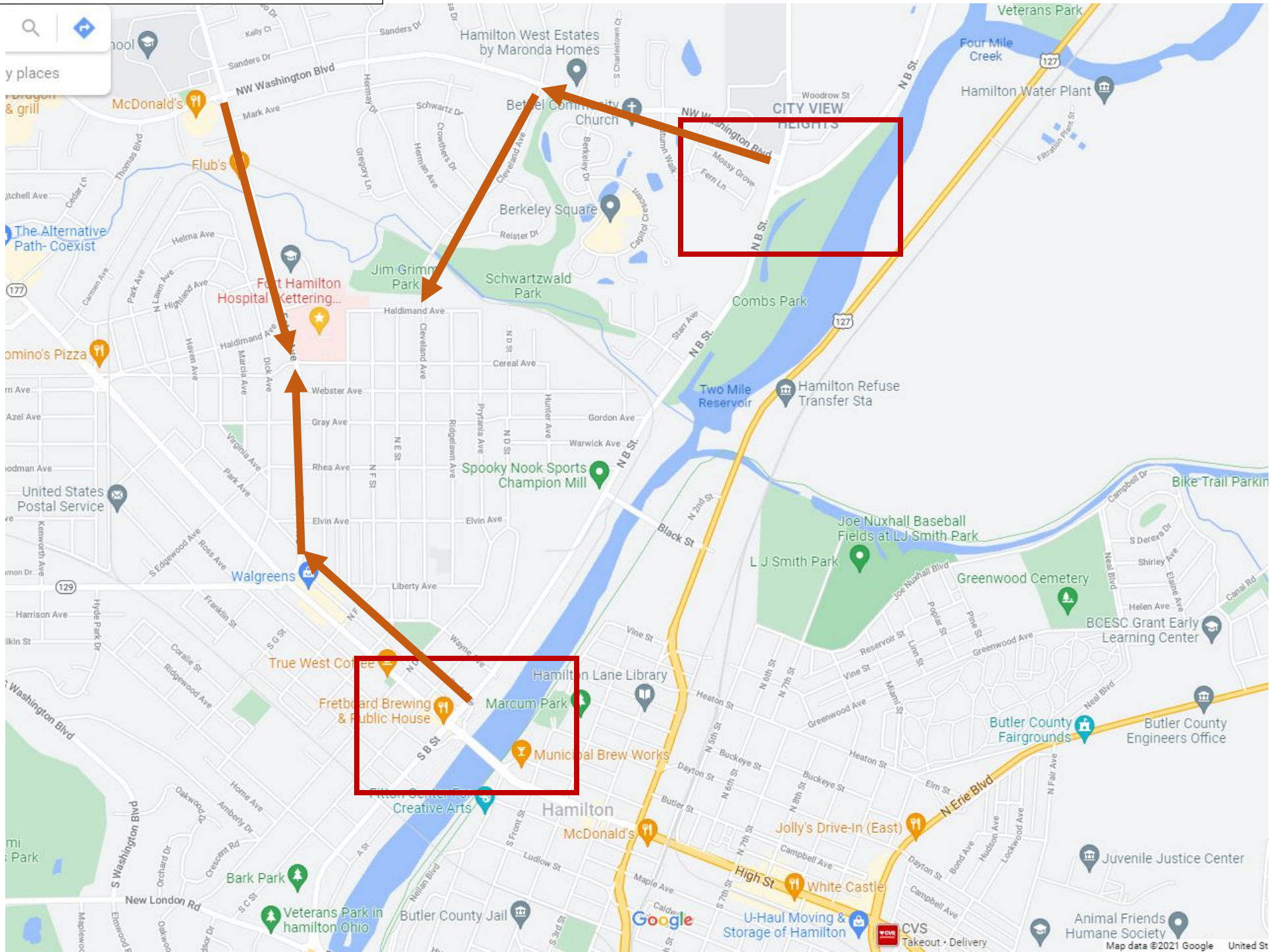
Contact Log



NHX CONTACT LOG

DATE	name	CONTACT INFORMATION	CONTACT METHOD	MESSAGE	RESPONSE	RESPONSE DATE	Additional Notes
8/30/21	James Wirsing	javkavw@comcast.net	Allen Messer Email	<p>Dear Mr. Messer,</p> <p>My name is James Wirsing and I grew up on the Hamilton/Fairfield line in the 1950s and 1960s. I frequently visit. I have thought about this traffic situation for many years. Here are a few comments which I hope will aid you. Hamilton is a challenge to growth, and growth has happened! The main highways coming in from the west have not changed in 50-100 years. They are still 2-lane for the most part and continue with the same old traffic lights grinding away 24/7/365. A few recent improvements have been made. Essentially, though, nothing has changed. The east side's Miami and Erie canal is long gone but the streets and highway layouts have not changed very much in 100 years. The same old traffic lights grind away 24/7/365. The Cox highway was designed to bring in a lot of traffic, only to meed the brick wall that is High Street. The South Hamilton Crossing overpass was a GREAT idea! I want to say that although there is growth resurgence downtown, I don't think it will last. Parking is still awkward and the iffy neighborhoods are only a block or two away from High Street. Are you getting my drift here? Why is North 3rd street not 4 lanes by the Hamilton electric generating plant? That could have been done 50 years ago. I believe that the planning process suffers from lack of foresight, and basic hopes that Hamilton's street designs will live forever. From what I've seen in my lifetime, bypasses or "outerbelts" are usually installed on the perimeter of existing housing tracts. In that light, a bypass could be built by an expressway replacing Boyle Rd north of Rt, 129, they curving to replace Beissinger Rd, then cutting south to replace West Elkton Rd, then turning east across the Miami River and continuing on to Rt 4 just east of the Seventh Day Adventist Church. I do not see a way to connect with the Rt 129 Cox Highway. I guess you're on your own on that. Please do not use traffic lights!!!!!!!!!!!! They used them on Bypass 4, and that is a driving nightmare. You'll need to 4-lane north B St to the new highway. Hamilton has a LOT of old hillbilly shacks that can go and hills are just a matter of moving dirt.</p> <p>All that being said, get a plan that will work, and ramp up budget funds to support it. Don't do a lackluster job that spends s lot of money but doesn't solve problems. Thanks for listening. Best wishes!</p> <p>Jim Wirsing</p> <p>PS: The traffic lights on Main St from the bridge to Eaton Ave should all go away. Block off B through F streets at High Street. Local Main St patrons will not suffer, and through traffic on Main St will benefit greatly.</p>	<p>Mr. Wirsing,</p> <p>Thank you for taking the time to share your ideas about the North Hamilton Crossing project and traffic improvements in Hamilton as a whole. I'll share these thoughts with the design team. Thank you again for reaching out. Your input is greatly appreciated.</p> <p>Regards,</p> <p>Allen</p>	8/31/21	
8/31/21	Wayne Henson	None provided	Allen Messer Phone Call	<p>Summary by A. Messer:</p> <p>Supports the project and encourages use of stimulus funds to complete the project. Has concerns about traffic when Spooky Nook opens. Afternoon traffic is also bad. Recommends rivercrossing further south</p>	<p>Thanked him for his comments and support for the project</p>	8/31/21	
9/3/21	James Wirsing	javkavw@comcast.net	Allen Messer Email	<p>Mr. Messer:</p> <p>Thanks for the opportunity to offer more input.</p> <p>Assuming that the Spooky Nook project does not go belly-up, where is Hamilton going to house all the participants? You need infrastructure ... hotels, restaurants, and something to make people want to bring their kids into the shadow of the Cohen scrap waste world. The area north of Black Street, west of N 3rd St, and across from the Power plant could be razed and developed. You could have guided tours of the ugly Cohen complex.</p> <p>There is a dichotomy ... revitalized German Village and new Spooky Nook among a very run-down city. Are you putting all your cards on Spooky Nook? In a more general sense, the traffic through the center of Hamilton will be a problem to be solved, Spooky Nook or not.</p> <p>I want to emphasize again ... Hamilton is designed around a century or more of mindless traffic lights running 24/7/365. Do you want to have that be your basis of improvement and growth?</p> <p>Thanks for listening, and best wishes in your endeavor!!!</p> <p>Jim Wirsing</p>	<p>Mr. Wirsing,</p> <p>Thanks again for the comments. I'll share these thoughts with the design team. Much appreciated.</p> <p>Regards,</p> <p>Allen</p>	9/8/21	
9/1/21	Richard Heck	None provided	Allen Messer Phone Call	<p>Concerned about increased traffic on NW Washington. Recommends the river crossing be further south. Supports the purpose of the project. Noted that currently traffic is heaviest on High Street in the afternoon</p>	<p>Project is in the planning stages. The river crossing will likely be south of NW Washington due to cost associated with the flood plain. We will know more as the feasibility study progresses.</p>	9/1/21	
9/8/21	Janice Glenn		Allen Messer Phone Call	<p>Concerned about turning out of Lagonda Avenue and kids walking along North B Street and thinks there should be a sidewalk along that stretch. Thinks the river crossing should connect at either Rhea or NW Washington. Sees a need due to traffic on High Street between river and SR 4. Likes the design of High-Main Bridge. Concerned about Spooky Nook traffic</p>	<p>Thanked her for her comments and said that we will take the comments into consideration.</p>	9/8/21	
9/18/21	Elizabeth Howard	bethmm1979@gmail.com	Allen Messer Email	<p>Good morning,</p> <p>As someone who lives in Fordson Heights, I read the proposal, but I did not see where the projected route for this project is. I saw that obviously we are in the study area but do you have an idea where this road is specifically going to go?</p> <p>Thank you</p> <p>Elizabeth Howard</p>	<p>Beth,</p> <p>Thanks for your interest in the project. At this time a route hasn't been selected. We are going to take all the public input and begin focusing in on the best routes later this fall. By next spring we plan to have a preliminary route selected. The actual route is expected to be finalized by next summer. Updates on the route selection process will be posted on the website NorthHamiltonCrossing.org as information becomes available. Please let me know if you have any questions or ideas for the route in the meantime.</p>	9/18/21	

DATE	name	CONTACT INFORMATION	CONTACT METHOD	MESSAGE	RESPONSE	RESPONSE DATE	Additional Notes
9/21/21	Kevin Attridge	Director of Business Development Fort Hamilton Hospital kevin.attride@ketteringhealth.org (513) 867-2774 (main) (423) 276-0021 (cell)	Allen Messer Phone Call	Summary by A. Messer: I spoke with Mr. Attridge at Fort Hamilton Hospital about the attached document and his interest in the NHX project. The attachment shows the primary routes used to access the hospital from the east and north. He indicated that the hospital draws trauma patients from as far east as Bypass 4. They also have a number of trauma doctors who live east of the river and need to report to work quickly. He is concerned about traffic congestion impeding their routes. He also wants access from the terminus of NHX to be considered. I told him that he and the hospital will be included in the stakeholder discussion that is planned for early to mid November. Allen Messer, P.E.	Response provided during phone call. Document was added to project records.	9/21/21	
9/30/21	Delores Fishwick	deloresf24@gmail.com	Allen Messer Email	I am concerned about connecting to 129. The traffic it extremely crowded at certain times of the day. If you connect to it anywhere from Hampshire to high street you will soon need to increase lanes. Check the traffic there Monday to Friday between 4:30 and 6.	Mrs. Fishwick, Thank you for taking the time to share your ideas about the North Hamilton Crossing project and the impact it will have on SR 129. I'll share these thoughts with the design team. Thank you again for reaching out. Your input is greatly appreciated. Regards, Allen	9/30/21	



Appendix C: Public Input Documentation

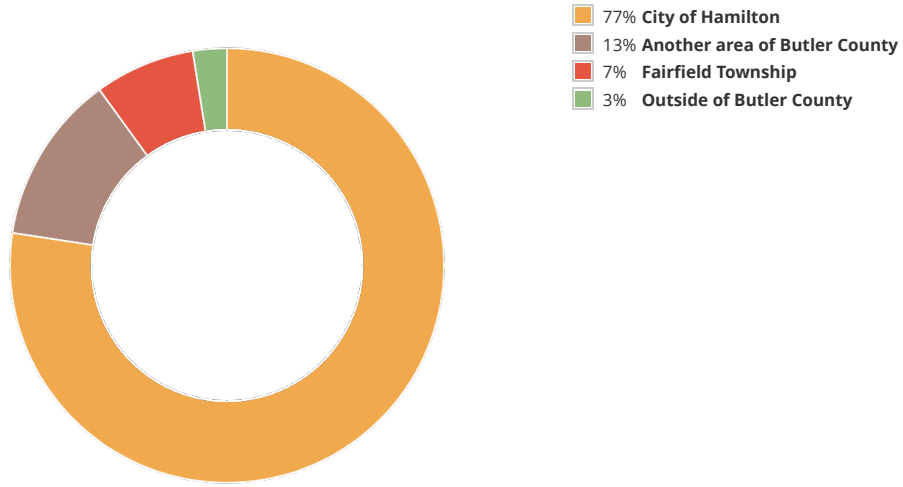
Public Input Summary Report

Project Engagement

VIEWS	PARTICIPANTS	RESPONSES	COMMENTS	SUBSCRIBERS
4,631	1,590	14,827	4,188	1

Question 1

Where do you live?



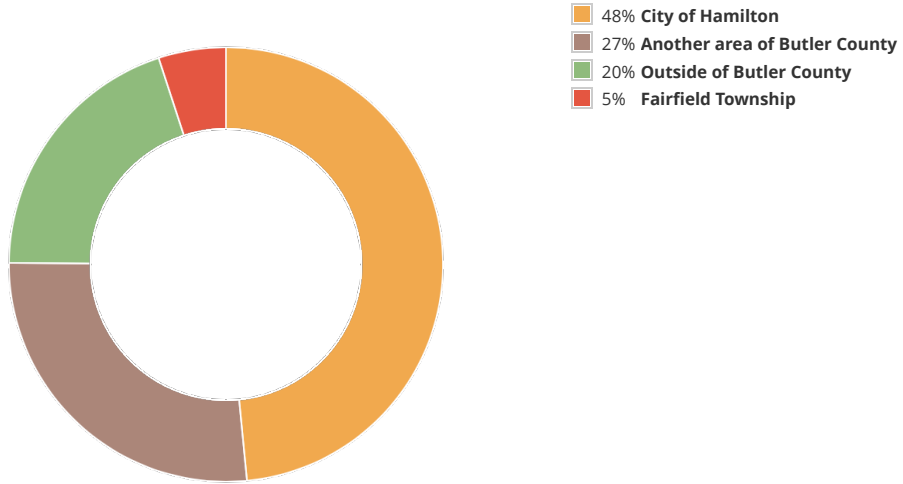
1,539 respondents

If you answered City of Hamilton, which area or neighborhood do you live in?

- Deerfield village
 - Liberty Township, OH
 - n w washington blvd
 - Random hills
 - Central Business District
-

Question 2

Where do you work?



1,293 respondents

If you answered City of Hamilton, which area or neighborhood do you work in?

Gordon Smith Blvd

1,293 respondents

east side

1,293 respondents

Retired

1,293 respondents

Near Highland Park

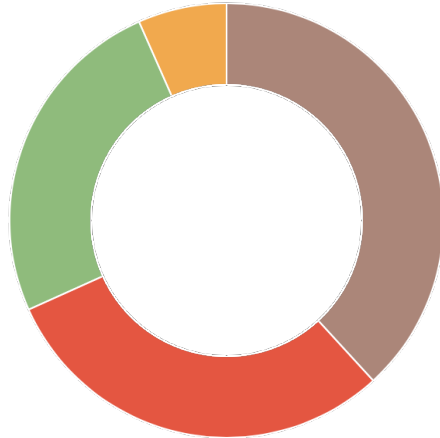
1,293 respondents

retired

1,293 respondents

Question 3

Which of the following statements best represents your experience when driving through the study area? (Check one)



- 38% **Driving through this area is a bit challenging and it can be difficult getting where I want to go.**
- 30% **Although I can get where I need to go pretty easily, traffic in this area tends to slow me down.**
- 25% **It's tough driving through this area. I prefer to avoid it when I can.**
- 7% **Driving in this area is easy. I generally have no problems getting where I want to go.**

1,346 respondents

Question 4

Check the options below that best apply to the following statement:

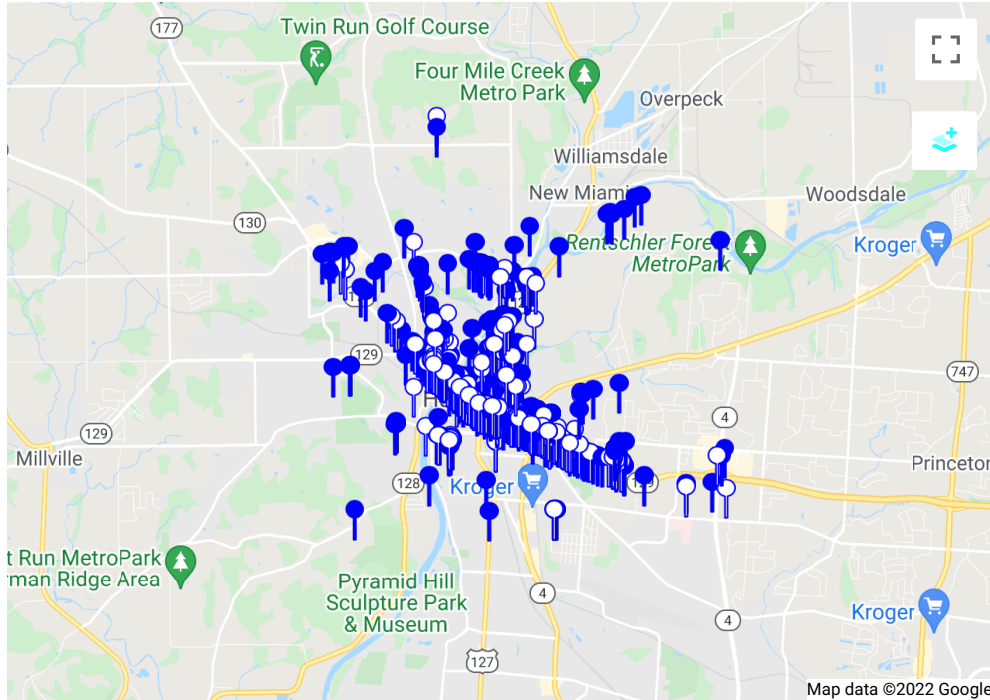
"I most often travel through the study area to . . .

48%	. . . get to destinations (home, work, shopping, etc.) located outside the study area."	627 ✓
39%	. . . get to other destinations located within or next to the study area."	510 ✓
25%	. . . travel to and from home, which is located within or next to the study area."	319 ✓
23%	. . . travel to and from work, which is located within or next to the study area."	303 ✓
8%	. . . avoid other congested areas located outside the study area."	110 ✓
2%	Other	25 ✓

1,301 Respondents

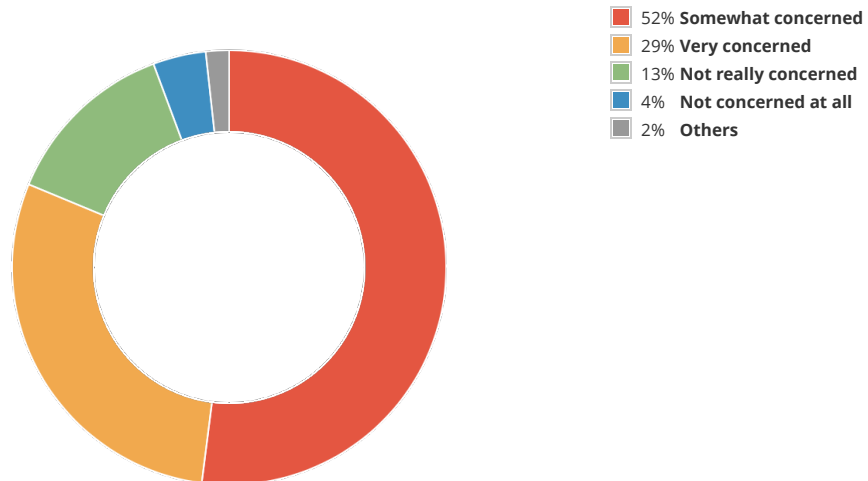
Question 5

The study area is in the center of the highlighted portion of the map below. Click the + to zoom in for a closer view. **Please identify any areas where you tend to experience heavy congestion and/or traffic backups when driving through the study area.** Click on the blue Add Point button in the upper right corner of map, then click on the map to mark your locations. Use the comment pop-up box to share more information, such as street or intersection name and a description of the issue encountered at that location. **Please also identify the day(s) of week and time(s) of day the issue typically occurs.** You can place multiple pins on the map.



Question 6

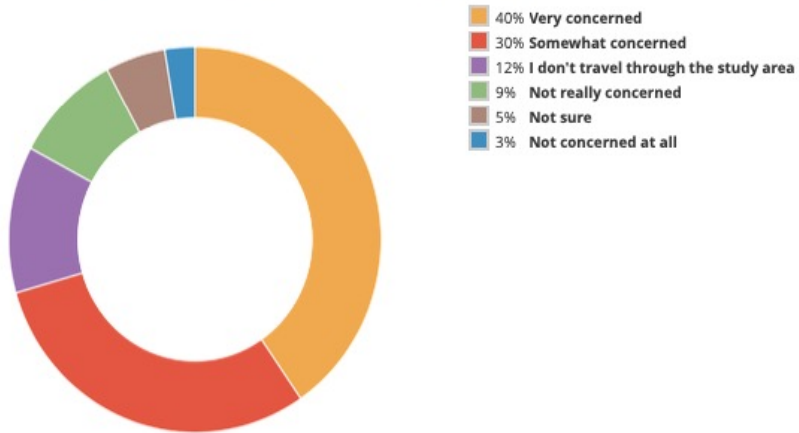
Based on your personal experience, please let us know how concerned you are with safety when traveling in a vehicle through the study area.



1,040 respondents

Question 7

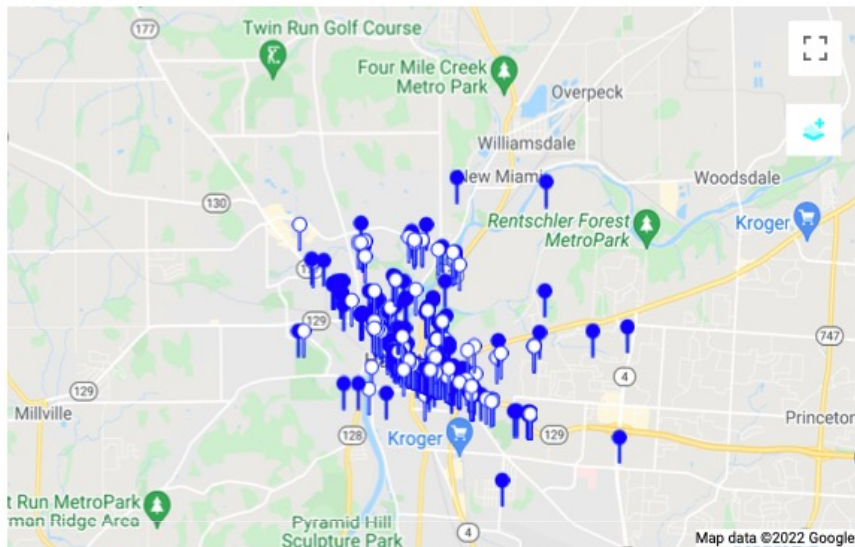
Based on your personal experience, please let us know how concerned you are with safety when traveling **by bike or walking** through the study area.



1,035 respondents

Question 8

The study area is in the center of the highlighted portion of the map below. Click the + button to zoom in for a closer view. **To help us make sure we've identified all the key hot spots, please use this map to identify areas where you have encountered vehicle crashes, near-misses, or other safety issues, if any, when driving around the study area.** Click on the blue Add Point button and then click on the map to mark your locations. Use the comment pop-up box to include additional details, such as street or intersection name and a description of the issue encountered at that location. You may place multiple pins on the map.



Question 9

We've identified a number of issues that impact travel through the study area. Please help us better understand which of them concern you most. Click on the issues below to move them to the Your Priority box, then drag and drop to arrange them in your preferred order.

76%	Limited direct routes when traveling between east and west sides of the City	Rank: 2.65	633 ✓
77%	Congestion on streets	Rank: 2.76	645 ✓
69%	Congestion on bridges across the river	Rank: 3.34	576 ✓
69%	Delays caused by trains crossing the streets	Rank: 3.74	576 ✓
67%	Condition of streets	Rank: 3.77	564 ✓
49%	Vehicle crash rates	Rank: 5.58	412 ✓
49%	Safety concerns for pedestrians	Rank: 5.62	413 ✓
43%	Safety concerns for bicyclists	Rank: 6.79	358 ✓
44%	Limited access to public transportation	Rank: 7.01	368 ✓
42%	Lack of dedicated bike routes	Rank: 7.41	352 ✓

837 Respondents

Would you add anything else to the list above? If so, please explain.

An additional bridge should have been constructed jointly with construction of Spooky Nook

[101 Agree](#)

The congestion near Eaton and Washington pulls traffic from these main roads onto neighborhood roads like Hermay, Mark, and Cleveland. As a result, cars go flying down the road despite the speed limit being 25.

[74 Agree](#)

Safety concerns regarding the Fire, police and EMS response time due to congestion and stopped traffic. Priority should be an additional bridge connecting NW Washington Blvd and the east side of the river.

[39 Agree](#)

traffic signal timing to improve traffic flow

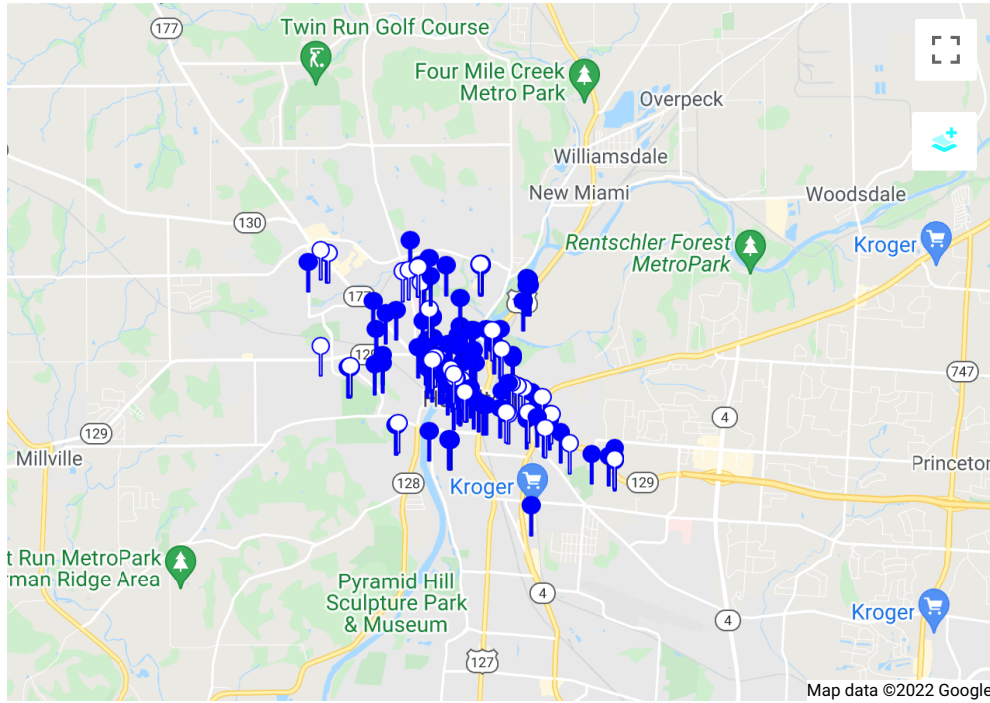
[20 Agree](#)

Timing of traffic lights. Specifically an issue going North/South across Main Street

[10 Agree](#)

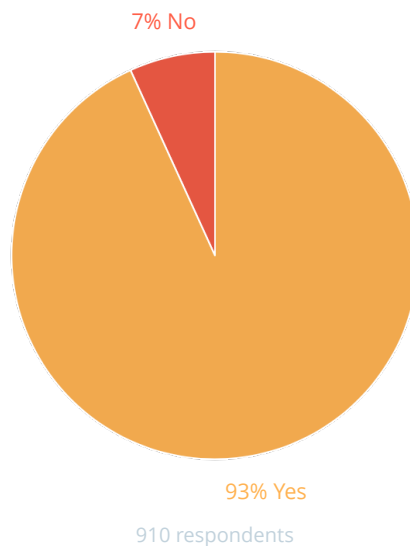
Question 10

The study area is in the center of the highlighted portion of the map below. Click the + to zoom in for a closer view. **Please use the map to highlight any additional areas where you have noted other concerns when traveling around the study area.** These may include issues with traffic lights, streets or sidewalks needing repair, locations where crosswalks or bike lanes are needed, lighting issues, etc. Click on the blue Add Point button, then click on the map to mark your locations. Use the pop-up box to include additional details such as street or intersection name and a description of the issue encountered. **If applicable, please also identify the day(s) of week and time(s) of day that the issue occurs.** You can place multiple pins on the map.



Question 11

Do you agree with the transportation needs that we have identified as **primary needs**?



If you said **no**, please tell us why not.

East west connectivity should be highest priority

51 Agree

Make sure bridge doesn't degrade the levee or river water quality

21 Agree

But please consider those of us who walk or ride bikes as a priority.

14 Agree

We should start concentrating on the city infrastructure and what can be done for the residents. Let future businesses do their own financing.

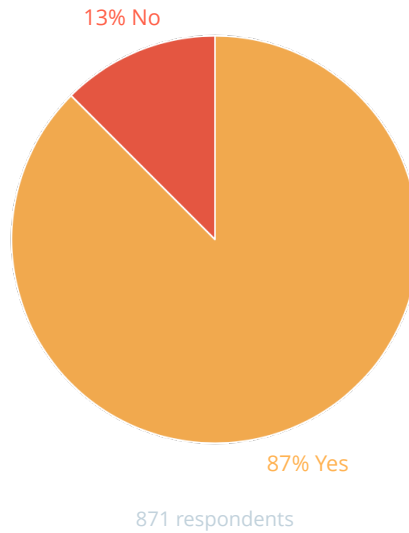
5 Agree

While I agree that there are issues with traffic flow on high street, I think way too much emphasis is being placed accommodating Spooky Nook Road repair, traffic light timing and railroad crossings and other existing infrastructure should be addressed first

5 Agree

Question 12

Do you agree with the transportation needs that we have identified as **secondary needs**?



If you answered **no**, please tell us why not.

We need more RR over/underpasses to allow a better flow of traffic

35 Agree

City of Hamilton needs improved transit options to assist those unable to drive and to reduce congestion and improve access to businesses and during busy Spooky Nook events.

22 Agree

Do not believe these should be a priority when \$'s can be used elsewhere

7 Agree

bike/pedestrian connectivity should be a primary need not secondary

3 Agree

I feel the bike/pedestrian connectivity should be Primary.

3 Agree

Please enter your email address.

Please let us know if there anything else that you would like us to consider as we continue planning this project.

Can we please start applying the appropriate fines when these trains stop on the tracks. My guess is that they would single handedly pay for any future bridges or bypasses through Hamilton.

61 Agree

This project needs to be fast tracked as much as possible. This proposed project has been sitting on the shelf for a long time. It should have been started when the South Hamilton Crossing was started.

41 Agree

I notice all the construction is being done on westside, well what about eastside getting some work done on it for once. Grand Blvd and Laurel Ave train crossings could use some help. It backs up all the way up Ham-Mason Rd, Tuley, and Grand blvd because of trains stopping. How about fining them when they block the crossing for more than 15 minutes at a time?

25 Agree

We need this now! Not ten years down the road.

11 Agree

A hope for a commute that is no longer 30 minutes to get through congested downtown Hamilton. We don't live in Chicago.

1 Agree