

Attachment E

Public Involvement

- In-Person & Virtual Open House
Summary Report
 - Appendix C: Comments
Received

RESPONSES TO COMMENTS RECEIVED

The majority of comments received during the North Hamilton Crossing (NHX) Virtual Public Open House provided a direct answer to the questions asked and did not require a response. However, some comments received included a suggestion or question, or otherwise warranted a response from the project team. Those comments are compiled in the tables below and responses are provided.

NOTE: Comments and questions included in the tables below are presented exactly as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.

CONDITIONS TAB

Are there any other environmental features that you are aware of that are not included on the maps above? If you said yes, what are they?

Questions	Response
1. Are the wetlands behind Fordson natural?	Yes. The wetlands behind Fordson Heights Park are natural and are protected resources under the Clean Water Act.
2. Difficult to read maps at the scale presented. Is the Great Miami River an ecological resource apart from the FEMA considerations? Champion Paper is now Spooky Nook not sure if the change in context affects historic status? Any historic association with the railroads in the study area?	<p>The Great Miami River is considered an ecological resource apart from FEMA considerations due to the habitat it provides for various plants and wildlife species, including several species of freshwater mussels.</p> <p>While the function of the Champion Paper property has changed, it is still listed on the National Register of Historic Places (NRHP).</p> <p>The C.H. & D. Bridge railroad bridge is considered a historic structure by the State Historic Preservation Office by virtue of its age (over 50 years). However, it is not a listed Historic Bridge and is not on the NRHP.</p>
3. If you are going to have bike paths, how will you keep the citizens safe while on the path? Will there be dogs allowed and will there be a breed restriction?	Proposed paths alongside the NHX roadway include a sidewalk on one side and a shared-use path that can accommodate bicyclists, pedestrians, runners, strollers, wheelchairs and more on the other. Users will be responsible for sharing the path with others, as appropriate. The City of Hamilton does not

Questions	Response
	have a dog breed restriction, therefore, there will not be a breed restriction on the shared-use paths.
4. Fairgrounds. What will be done to preserve the land of the fairgrounds to keep it a place our kids can continue to have programs through 4h and FFA	The NHX design team understands that the fairgrounds have significant community value. If a route impacting a portion of the fairgrounds is advanced to the next phase of study, details will be developed about how possible impacts will be mitigated (for example, if it is unavoidable to miss a building, the design team will look for a nearby location on which the building can be rebuilt prior to removing it). We are still looking at the routes at a very high level and it's possible that none of the routes that impact the fairgrounds will be advanced for further study. We expect to narrow down the routes to two or three choices later this spring and those will be studied in more detail over the next nine months to a year.
5. Where is the Butler county fairgrounds listed on here?	The Butler County Fairgrounds is listed by the Ohio State Historic Preservation Office (SHPO) as a historic resource (over 50 years old). It is not listed on the National Register of Historic Places. (NRHP). Any impacts to resources on or eligible for listing on the NRHP will be identified as part of the detailed environmental studies to be conducted on the recommended alternatives in the next phase of the NHX project.

Suggestions	Response
1. There is a historical arch bridge on the former CH&D/B&O line/current CSX line spanning the Old River/Hamilton Hydraulic Canal; Also, the area highlighted in blue on the ecological map is known as Campbell's Island, historically known as Millikin's Island, and does contain a Ft. Ancient Culture site, though it was excavated in the 1920s. I see that the site is marked on the map, but feel that needs to be given proper attention if any project were to occur in that area.	Thank you for highlighting these features. The project team will ensure that they – and any potential impacts to them – will receive the appropriate amount of consideration should any alignments near them be advanced for further study.
2. As a suggestion- If we implemented a contract with the train stations that they could not operate during rush hour traffic times that would allow traffic flow to bounce to the additional needed areas and would cost less than the additional structures submitted to be put in place. It would also allow train engineers to get the breaks that they need and allow the city operate and function as the previous plan. Obviously that contract would	<p>Unfortunately, the railroads are not open to negotiating their schedules. Therefore, we will need to work with the current train schedules.</p> <p>The NHX design team understands that the fairgrounds have significant community value. If a route impacting a portion of the fairgrounds is advanced to the next phase of study, details will be developed about how that impact will be mitigated (for example, if it is unavoidable to miss a building, the design</p>

Suggestions	Response
<p>cost the city funds but it's worth an idea to see the price difference versus construction costs.</p> <p>Additionally if anything were to be done to the Butler County Fair grounds for the sake of our city I think our city should ultimately pay a heavy price for that as that's a county wide known location that bring in revenue to our city with guests from all over the county.</p> <p>The bike and walking trails could be a great thing or a bad thing as the trails in other cities like that tend to have a lot of news articles come out about late night murders. With it being right next to Spooky Nook it could potentially not be great for our community. It would be beautiful for sure but if it's constructed, safety would have to be a number one priority.</p> <p>I also believe we should implement a "warming station" in a specific part of town so that the homeless have a place to charge their phones, ride share to jobs, change of clothes. Homelessness is running rampant. Shelters aren't able to take many people anymore and evictions are happening all over. We're only as strong as our "weakest" link. Many people who are homeless are amazing people with terrible luck. It would be nice to see us invest in our own people to get us up and moving again while the city is prospering again. Help the small landlords be able to compete with the big time real estates that are buying everything up like a monopoly game.</p>	<p>team will look for a nearby location near where the structure can be rebuilt prior to removing it). We are still looking at the routes at a very high level and it's possible that none of the routes that affect the fairgrounds will be advanced for further study. We expect to narrow down the routes to two or three choices later this spring and those will be studied in more detail over the next nine months to a year.</p> <p>Safety is also a key consideration for the NHX project. More details about the proposed shared-use path will be developed in the next phase of study. This will include aspects such as specific locations, width, and safety measures to be installed.</p> <p>Thank you for your suggestion about the warming station. We will share that with the City of Hamilton for their consideration.</p>

Needs Response	Responses
<p>1. We do not need another bike path near Spooky Nook. This will not be safe for Bikers or all of the guests of Spooky Nook. We already have a good Bike trail on the East side of the River. Do NOT waste the money on a Bike trail between the River and the Hotel of Spooky Nook!</p>	<p>There are no bike-only path proposed as part of the NHX project. However, the concept for the road includes a shared-use path that can accommodate bicyclists, pedestrians, runners, strollers, wheelchairs and more. The path would be constructed along one side of the NHX roadway and a sidewalk would be built on the other side. The location of the roadway and the shared-use path and sidewalk that will run alongside it has yet to be determined.</p>
<p>2. Farmland should be protected. Major disruption of land and possibly historical sites like the Greenwood Cemetery and Butler County Fairgrounds. All this for a transportation project to make Spooky Nook, an unproven financial investment for the the community and its investors as it</p>	<p>NHX is a complex project. Our task is to thread improvements through the study area in a way that minimizes impacts to farmlands and other important community features to the best degree possible. But, because of the density of the area, it will be impossible to fulfill the project's purpose and need without</p>

Needs Response	Responses
<p>is too new to evaluate, more accessible.</p>	<p>affecting some combination of existing properties, buildings, land, or neighborhoods in some manner. That said, we understand and respect community concerns and are committed to working with affected neighborhoods and property owners to try to find ways to minimize or mitigate impacts as project planning advances through the next phases of development.</p> <p>The design team has been working hard to develop project alternatives that avoid or minimize impacts to Greenwood Cemetery. Of the 16 possible routes that have been discussed, six would impact a small area in the northeast corner of the cemetery near the intersection of Joe Nuxhall Boulevard and Neal Boulevard (less than an acre). Most of this potentially impacted area is open space. The City does not anticipate the need to relocate any graves.</p> <p>NHX has been a city, county, and regional transportation objective since the early 2000s. It's been included in local and regional transportation planning documents since 2002 and has remained a top priority in both the City of Hamilton's comprehensive plan, Plan Hamilton, and the Butler County Thoroughfare Plan. Until recently, the city and county have been completing other transportation improvements in the area; now attention has turned to developing plans for NHX. And while the opening of Spooky Nook may have helped accelerate the NHX project, NHX is not a response to it.</p>
<p>3. Disturbing final resting places of those deceased. I just learned about this today in a post I hope this is not even being considered and was just a misunderstanding on this persons part. There is no road important enough to allow you to remove a loved one from a grave site and relocate them.</p>	<p>The design team has been working hard to develop project alternatives that avoid or minimize impacts to Greenwood Cemetery. Of the 16 possible routes that have been discussed, six would impact a small area in the northeast corner of the cemetery near the intersection of Joe Nuxhall Boulevard and Neal Boulevard (less than an acre). Most of this potentially impacted area is open space. The City does not anticipate the need to relocate any graves.</p>
<p>4. BUTLER COUNTY FAIRGROUNDS. You cannot destroy a piece of history. Investors/contractors/city officials should have thought about all of these traffic concerns BEFORE moving forward with the spooky nook project. Unbelievable.</p>	<p>The NHX design team understands that the fairgrounds have significant community value. If a route impacting a portion of the fairgrounds is advanced to the next phase of study, details will be developed about how that impact will be mitigated (for example, if it is unavoidable to miss a building, the design team will look for a nearby location near where the structure can be rebuilt prior to removing it). We are still looking at the routes at a very high level and it's possible that none of the routes that affect the fairgrounds will be advanced for further study. We expect to narrow down the routes to two or</p>

Needs Response	Responses
	three choices later this spring and those will be studied in more detail over the next nine months to a year.
<p>5. The Greenwood Cemetery needs to be left alone, period. 170 year old cemetery that is a resting sanctuary for more than 10 of my family members, one which was laid to rest 1 year ago, is a historical site in Butler County. The engineer on Fox 19 News stated "they do NOT envision" moving any grave sites etc. However, until there is something in writing that states they will not move or relocate any existing plots or future plots that have already been purchased by other family members, I do not believe a word they say. This is absolutely ridiculous that they want to build a two lane crossway with center landscaping islands and decorative trees on the outside of each lane. It was stated in the "cons" that half of an acre of the Greenwood Cemetery would be affected in three different proposals.</p>	<p>The design team has been working hard to develop project alternatives that avoid or minimize impacts to Greenwood Cemetery. Of the 16 possible routes that have been discussed, six would impact a small area in the northeast corner of the cemetery near the intersection of Joe Nuxhall Boulevard and Neal Boulevard (less than an acre). Most of this potentially impacted area is open space. The City does not anticipate the need to relocate any graves.</p>

If you have any comments regarding the demographics of the study area shown on the maps above, please share them below.

Questions	Responses
<p>1. Excess traffic, taxes, ect. What?</p>	<p>Thank you for your comment.</p>
<p>2. They already have gotten rid of a lot affordable homes people lived in and pushed elderly people out of their homes previously. where are they suppose to go that's affordable since the market has skyrocketed in Hamilton.</p>	<p>The City has begun discussions with its Neighborhood Housing department about constructing replacement housing on vacant City-owned lots within the North End Neighborhood and surrounding areas. The City is also looking into the possibility of purchasing and rehabilitating vacant housing in the area. It's possible that these options could be used to create a new stock of affordable housing units.</p>
<p>3. Please keep in mind that Hamilton is our county seat. I am sure some of the hundreds of rural Butler County children that learn important skills at the fair are underserved as well, even if they don't live within the affected area. With easements and such, the fairgrounds would be gone. Can you afford to buy and build a new fairground elsewhere? Or will we be the only county in the state with no county fair?</p>	<p>The NHX design team understands that the fairgrounds have significant community value. If a route impacting a portion of the fairgrounds is advanced to the next phase of study, details will be developed about how that impact will be mitigated (for example, if it is unavoidable to miss a building, the design team will look for a nearby location near where the structure can be rebuilt prior to removing it). We are still looking at the routes at a very high level and it's possible that none of the routes that affect the fairgrounds will be advanced for further study. We expect to narrow down the routes to two or</p>

Questions	Responses
	<p>three choices later this spring and those will be studied in more detail over the next nine months to a year.</p>
<p>4. Stakeholders that have come to start the Spooky Nook project came with a few million in pocket. However, the citizens of Hamilton have been footing the bill since and will now be forced to provide the funds for this project. Majority of this population is underserved and this is wrong. Relocating the underserved population, regardless of buy out with a portion of their own tax dollars to do this, will impact the ongoing cost of maintaining their new home. Are the stakeholders going to pay for that???</p>	<p>NHX has been a city, county, and regional transportation objective since the early 2000s. It's been included in local and regional transportation planning documents since 2002 and has remained a top priority in both the City of Hamilton's comprehensive plan, Plan Hamilton, and the Butler County Thoroughfare Plan. Until recently, the city and county have been focused on completing transportation improvements in other areas, such as the South Hamilton Crossing. Now that those are complete, attention has moved on to NHX.</p> <p>The Ohio Constitution requires just payment for properties acquired for transportation projects. The City is committed to working with anyone who is required to move as a result of the project to make sure they are able to move into a new home that is comparable to, if not better than, where they live now. The City did this when we built South Hamilton Crossing and it went very well. Click here for more information about ODOT's process regarding compensation for required relocations.</p> <p>The City has also begun discussions with its Neighborhood Housing department about constructing replacement housing on vacant City-owned lots within the North End Neighborhood and surrounding areas. The City is also looking into the possibility of purchasing and rehabilitating vacant housing in the area. It's possible that these options could be used to create a new stock of affordable housing units.</p>
<p>5. Transportation from new location may negatively affect their employment or income because many people now walk to local health care centers, the cemetery, ball parks, and local stores and may be forced to purchase vehicles that are now in their budget. Are the stakeholders going to pay for new vehicles for these families???</p>	<p>ODOT's relocation process attempts to relocate displaced residents to areas within or adjacent to their existing community.</p>
<p>6. I fear the term "economic development" as applied to the North End. The neighborhood that will remain to the north of the route that plows through the area and south of the cemetery will be easy pickings for buyout for some sort of mass development similar to that what is being done on N. Second St. north of Black Street. Then the area south of the</p>	<p>This is a complex project. Both data analysis and input received from the public clearly show that something needs to be done to improve traffic flow in the North Hamilton area. Aside from road improvements, many improvement requests received included a new bridge and new grade-separated railroad crossing. The challenge is that this is an urban environment that already has</p>

Questions	Responses
<p>proposed route and north of Heaton St. will fall prey to the same thinking. The area with the least means to defend itself, the least means to find and afford adequate housing in areas out side of the "north end" and with a history of being ignore and overlooked are being preyed upon with these plans. This kind of urban planning went out in the 70s. Splitting up neighborhoods to create more direct traffic routes has been thoroughly REJECTED as an intelligent means of dealing with mass transit projects through urban environments. Inn fact, cities like Portland, Oregon and Boston have reclaimed the the land lost to multilane traffic route through their cities. It just isn't done anymore. Why are you even considering this costly and destructive plan? If ever there was an example of certain class of people having no "privilege" to be heard, represented and protected by their city government.</p>	<p>significant development throughout. Our task is to thread improvements through the area in a way that minimizes impacts to the best degree possible. But because of the density of the area, it will be impossible to fulfill project purpose and need without affecting some combination of existing properties, buildings, land and/or potentially neighborhoods. That said, we understand and respect community concerns and are committed to working with affected communities and property owners to try to find ways to minimize or mitigate impacts as project planning advances through the next phases of development.</p>
<p>7. A dollar of rent in the area known as the North End will not equal a dollar in other areas of the city. I have friends who rent a three bedroom house for their family of four on N. Seventh for \$875. Just two blocks away on Dayton Street you can barely find a one bedroom apartment for that amount. The city claims they have a support program for those displaced, including rent support. How long will the financial assistance continue. How will they afford to live in Fairfield where a two bedroom apartment runs \$1400? How will the be able to access public housing they may qualify when the waiting list holds little promise of securing housing for months and even years? Yes, some of the housing stock in the effected area may not meet the standard most of us expect. That is the result of poor enforcement of zoning and safety laws. Proper enforcement would raise the standard. We seem to be in such a hurry to displace people from their homes in the name of these new and to date, unproven and incomplete commercial developments. One only has to look at the area at the corner of N. Tenth and High St. The developer has yet to come up with a final plan two years after the city was in a big hurry to tear down the housing there.</p>	<p>The City has begun discussions with its Neighborhood Housing department about building replacement housing on vacant City-owned lots within the North End Neighborhood and surrounding areas. The City is also looking into the possibility of purchasing and rehabilitating vacant housing. It's possible that these options could be used to create a new stock of affordable housing units.</p> <p>The amount of rent support provided for displaced residents would be based on ODOT's relocation policy.</p>
<p>8. Were they certified for accuracy</p>	<p>The demographic information was obtained from the latest US Census as posted on the ODOT TIMS application.</p>

Suggestions	Responses
<p>1. Go through Walden Pond instead</p>	<p>Thank you for your comment.</p>
<p>2. Crossing from NW Washington Blvd over to Joe Nuxhall Blvd around the Cemetery over to Route 4 and around the back of the fairground would impact the least number of homes.</p> <p>There are a lot of vacant lots in that area where new houses and apartments could be built to rehouse those residents whose homes are impacted and they would not have to leave the area.</p> <p>It would also be a good opportunity to make small parks with play ground equipment, basket ball hoops, picnic table and chairs etc, to improve the quality of life in the area. So that the affected street community residents can stay connected, rather than have traffic light to hold up the traffic have a pedestrian bridge over the road as used a lot in Europe and Las Vegas.</p>	<p>Thank you for your comment. There are many factors which are considered when choosing a project alignment including other environmental factors, traffic impacts, travel time, etc. These are each considered when identifying a preferred alternative. The Project Team has looked in detail at potential alignments in this location (A, B, and AC) and has developed these alternatives to balance the factors identified above.</p> <p>The City has begun discussions with its Neighborhood Housing department about building replacement housing on vacant City-owned lots within the North End Neighborhood and surrounding areas. The City is also looking into the possibility of purchasing and rehabilitating vacant housing. It's possible that these options could be used to create a new stock of affordable housing units.</p> <p>Thank you for your suggestion regarding the parks. The project team will share that with the City's planning department and the Hamilton Parks Conservancy.</p>
<p>3. I think we need to start making an effort to have more Spanish translated materials. Also, where possible, include recordings for blind and visually-impaired people.</p>	<p>Thank you for your suggestion. We will continue to keep an eye on translating project materials into other languages and will provide accommodations for those needing assistance with reviewing project materials or participating in meetings.</p> <p>For the most recent round of public input, we had a "translate" option featured on the project website, and we offered several information sheets (project fact sheets, flyers, and meeting notification materials signage promoting the upcoming community meeting in Spanish.</p>

Needs Response	Responses
<p>1. This improvement MUST happen for Hamilton to keep up with the other growing areas around us. However, in the video it is said "a fair price will be given for those displaced by the project and relocation will be paid for." This needs to be paid for up front, not through a reimbursement, because most all of the people being displaced do not have the funds to move. Also, your fair price will essentially price them</p>	<p>Any project relocations will be undertaken in accordance with ODOT's relocation policy.</p>

Needs Response	Responses
<p>out of finding any home in Hamilton as the property values there will be much lower than what is available in the market. So, in the funds I believe that it needs to be allocated that the price of their property be paid for at whatever level is needed for them to afford comparable housing in Hamilton and not based on the property value. Hamilton, especially the more wealthy population, will benefit greatly from this improvement and that needs to be paid out upfront to the less fortunate. Hamilton decimated families when they built 129, don't do this again.</p>	
<p>2. A person that use to work for a city public works city's really don't think about stuff before making decisions because your going to destroy the fair grounds where kids like my daughter make memories!</p>	<p>The NHX design team understands that the fairgrounds have significant community value. If a route impacting a portion of the fairgrounds is advanced to the next phase of study, details will be developed about how that impact will be mitigated (for example, if it is unavoidable to miss a building, the design team will look for a nearby location near where the structure can be rebuilt prior to removing it). We are still looking at the routes at a very high level and it's possible that none of the routes that affect the fairgrounds will be advanced for further study. We expect to narrow down the routes to two or three choices later this spring and those will be studied in more detail over the next nine months to a year.</p>
<p>3. My family is buried in greenwood cemetery. Thats hollowed ground. I do not believe in disturbing our dead. Both green wood nd the butler county fair grounds should not be touched. They are historical land marks</p>	<p>The design team has been working hard to develop project alternatives that avoid or minimize impacts to Greenwood Cemetery. Of the 16 possible routes that have been discussed, six would impact a small area in the northeast corner of the cemetery near the intersection of Joe Nuxhall Boulevard and Neal Boulevard (less than an acre). Most of this potentially impacted area is open space. The City does not anticipate the need to relocate any graves.</p> <p>The NHX design team understands that the fairgrounds have significant community value. If a route impacting a portion of the fairgrounds is advanced to the next phase of study, details will be developed about how that impact will be mitigated (for example, if it is unavoidable to miss a building, the design team will look for a nearby location near where the structure can be rebuilt prior to removing it). We are still looking at the routes at a very high level and it's possible that none of the routes that affect the fairgrounds will be advanced for further study. We expect to narrow down the routes to two or three choices later this spring and those will be studied in more detail over the next nine months to a year.</p>

NHX CONCEPT TAB

(Optional) Please use this space to share any additional comments you may have regarding the proposed concept for the roadway.

Questions	Responses
1. Isn't this a little slow to get all of the west side of Hamilton across town?	The proposed concept is to provide an additional alternative to High/Main Street.
2. If you feel the need for a Bike Trail then make the Bike Trail separate. Don't we already have a Bike Trail in Hamilton?	The proposed concept for NHX includes a sidewalk on one side of the road and a shared-use path that can accommodate bicyclists, pedestrians, runners, strollers, wheelchairs and more on the other. It does not include plans for a bike-only trail.
3. How will the street in this area be lit up at night?	Lighting will be included as part of the NHX project. However, specific details about lighting have yet to be developed.
<p>4. If the route is going to go through the North End part of Hamilton, will access to the roadway be somewhat limited. If there are going to be a lot of traffic lights or stop signs, it won't end up being much better than RT 129 (High Street) is now. I thought the idea was to take the through traffic on RT 129 from east of Hamilton via the North Crossing and send them to Washington Boulevard to points north and west of Hamilton. That way the only through town traffic that would be absolutely required would be to get to Millville Avenue.</p> <p>If traffic is funneled to Washington Boulevard, is the going to be some sort of traffic control for the areas side streets other than just stop signs? The four way stop at Washington Boulevard and Cleavland Avenue spaces out traffic on Washington Boulevard. This makes getting out of or crossing the side streets between Cleavland Avenue and Eaton Avenue difficult at times.</p>	During the next phase of study, alternative alignments advanced will be analyzed to determine which streets will intersect the NHX roadway and which will not.
5. Will there be safe crossing to get to the other side?	Yes. The concept for the roadway includes crosswalks and bump outs at intersections to improve visibility and reduce the distance between the sides of the road. Crossing signals will also be installed to help manage the pedestrian crossings.
6. Cross traffic control???	Thank you for your comment. Alternative alignments advanced for further study will be analyzed during the next phase of development to determine

Questions	Responses
	which streets will intersect the NHX roadway and which will not. At that time, we will also look at how best to manage crossing traffic.
7. Concerned about more road noise. We live above the fairgrounds in Fairfield Ridge and are worried about noise. Will a sound barrier be installed of the tree road removes trees and grassland behind our homes? Also, the of loss of natural resources for the fox, deer, etc that live between us and the fairgrounds will be ousted once again.	We will evaluate the project for noise impacts during the next phase of project development and a determination will be made as to whether noise walls are recommended. We value the natural habitats within the project area and will minimize and mitigation all impacts of the project.
8. Parking on a bridge?	Space for parking will be provided along the road, where possible. However, no parking is planned on the bridge over the Great Miami or on the railroad overpass.
9. I am very concerned if this road development uses north west Washington Blvd the access points from residential streets and residential driveways is already a nightmare!! At morning hours and evening rush hour it is almost impossible to get out of driveways and side street to travel towards downtown. I have not seen any plan that outlines how this traffic pattern will be safer? There are several senior communities along this route and their safety is my concern too	Traffic impacts to existing residential streets and residential driveways will be evaluated during the next phase of study, as the preferred alignment is developed.
10. how do you cross the streets at the intersections safely will there be traffic lights	The concept for the roadway includes crosswalks and bump outs at intersections to improve visibility and reduce the distance between the sides of the road. Crossing signals will also be installed to help manage the pedestrian crossings.
11. It's amazing that for more than 50 years people wanted a bridge across the Miami River south of Columbia bridge, by St. Claire Ave. Now all of a sudden we need one north of town?	NHX has been a city, county, and regional transportation objective since the early 2000s. It's been included in local and regional transportation planning documents since 2002 and has remained a top priority in both the City of Hamilton's comprehensive plan, Plan Hamilton, and the Butler County Thoroughfare Plan. Until recently, the city and county have been focused on completing transportation improvements in other areas, such as the South Hamilton Crossing. Now that those are complete, attention has moved on to NHX.
12. What would it look like when it crosses the flood plain. Would it be a raised causeway?	Yes, the roadway will be raised on embankment (fill) that includes pipes/openings to allow floodwater to pass.

Questions	Responses
13. trees will hurt the sight lines, who is going to keep children from playing in the center median?	Appropriate vegetation choices will be made to minimize sight line issues. Planted center medians are commonly used to provide a “boulevard” feel to the roadway.
14. The current roadways in Hamilton (129 lo High St,) has less traffic from current employers in Hamilton on weekends when soccer tournaments are going on at Spooky Nook. So why put in all of this infrastructure to accommodate out of town families., We hen current Hamilton taxpayers are footing the bill for all of this?	<p>NHX has been a city, county, and regional transportation objective since the early 2000s. It’s been included in local and regional transportation planning documents since 2002 and has remained a top priority in both the City of Hamilton’s comprehensive plan, Plan Hamilton, and the Butler County Thoroughfare Plan. Until recently, the city and county have been focused on completing transportation improvements in other areas, such as the South Hamilton Crossing. Now that those are complete, attention has moved on to NHX.</p> <p>We are also looking at how best to manage transportation needs related to future growth in the city and surrounding areas. Our studies have shown that providing a new route like NHX in addition to new river and railroad crossings is necessary to keep traffic moving efficiently both now and in the future.</p>

Suggestions	Responses
1. We do also have a railroad track on vine that would allow traffic to flow through he without destroying the homes and lives of hundreds of people. This neighborhood is so unique and to just tear it down and put people in danger by digging up Chem Dyne (which isn’t ready for public reuse) is very unnecessary.	Thank you for your suggestion.
2. This looks like it would fit on Joe Nuxholl all the way up through campbell, then across route 4, behind the engineer office and up the hill to the highway	Thank you for your suggestion.
3. 129 at Hampshire is dangerous and already hard to get in and out of as it is. If it must come close, why not send the traffic down Princeton Pike past the stores and restaurants there instead. I'm sure they would all benefit from the excess traffic and the by-pass is an easy access to the regional highway.	Thank you for your suggestion.
4. Most people try to avoid all downtown streets of Hamilton. Traffic is never moving. Need more trees. Need a faster less interrupted roadway. Should	Thank you for your suggestions.

Suggestions	Responses
<p>be kept away from residential areas and allow traffic to actually move. Do not need additional congested areas that we already have and continue to just further exasperate instead of improve. Most of the roads in the area need repaired. Need to repair before make more to need repair</p>	
<p>5. If necessary the roadway could be separated to facilitate accommodation of existing structures. I think the bridge should line up with Washington Blvd on the West end and terminate with Hampshire on the East. I think that closing the Black Street Bridge because of age probably necessary, but It needs to be replaced with the replacement lining up with the rerouted Rhea St. The East end of the new route ending on Hampshire will reduce traffic on the East end of High Street which is a big benefit. Extending the road from the new Black St. Bridge to the new North Crossing blvd. will also reduce High Street traffic.</p>	<p>Thank you for your suggestions.</p>
<p>6. So many other options!!!! Why not use the old truckers route when the Ford plant was there? Why not use that route? It would be a much easier way to go and it's already set for 3 lanes which would include a turn lane if needed. Then spam the Great Miami River and turn the road to connect back to Spooky Nook. But the better question is why wasn't Spooky Nook built at better location that could handle the influx of traffic?. That's just my 97 cents worth</p>	<p>Thank you for your suggestions.</p>
<p>7. Many houses or land will need to be used to make that happen. Maybe one lane both ways and a turn lane and parking if needed.</p>	<p>Thank you for your suggestion. Additional traffic analysis is planned during the next phase of this project. If the anticipated traffic volume indicates that a smaller roadway section will work, the number of roadway lanes will be reduced.</p>
<p>8. The new overpass on Grand Boulevard present the city with a low cost alternative to the NEX. Traffic from the west side of the city can be routed down B street to the Pershing Avenue Bridge. With minor improvements. B street could be widened, or have more lanes open southbound in the A.M. and more lanes open northbound in the P.M. Traffic crossing the river at Pershing avenue can proceed across the new overpass, through Grand Boulevard onto Hamilton Mason to By-pass 4. It so simple. The new traffic circle and overpass greatly aide the flow of traffic both ways on this route.</p>	<p>Thank you for your suggestions. The goal of the NHX project is to provide similar relief to traffic north of High Street as the Grand Boulevard overpass did for traffic south of High Street.</p>

Needs Response	Responses
1. This is a waste of time and money. No one is going to take this route when trying to get to the west side. It is too far out of the way.	Thank you for your comment.
2. Seems like it will just turn into another route 4 of people driving too fast and houses selling to businesses to make more used car lots.	Thank you for your comment.
3. Nice idea but likely not enough capacity long-term and we will back to the status quo of too much congestion.	The proposed alternatives have been developed to address both current and projected future transportation needs.
4. Fact. Bike trails here is an expense we could prolly do without. Im more for a DEDICATED bypass, and not just more roads with stop signs and stoplights, if it is done that way, the congestion will just sit in a different part of town. Good grief, bike trails. Why?	The proposed concept for NHX includes a sidewalk on one side of the road and a shared-use path that can accommodate bicyclists, pedestrians, runners, strollers, wheelchairs and more on the other. It does not include plans for a bike-only trail.
5. Pick somewhere else	Thank you for your comment.
6. Just fix the streets that were torn up and badly patched many many years ago instead of correctly resurfacing streets Hamilton made all of them a hot mess. We don't really care as people of Hamilton make it easier for out of Townes can get to spooky nook Fix the streets that are already present. This idea is the most ridiculous thing I have ever heard of for one establishment (spooky nook). If they don't like our city streets move on to another city and tear it up	<p>Community requests to fix existing infrastructure and streets have been noted by the City.</p> <p>NHX has been a city, county, and regional transportation objective since the early 2000s. It's been included in local and regional transportation planning documents since 2002 and has remained a top priority in both the City of Hamilton's comprehensive plan, Plan Hamilton, and the Butler County Thoroughfare Plan. Until recently, the city and county have been focused on completing transportation improvements in other areas, such as the South Hamilton Crossing. Now that those are complete, attention has moved on to NHX.</p>
7. An extremely expensive vision that is going to drain the city for many a year	Thank you for your comment.
8. Has any one from the city and stakeholders shared that the underserved population are footing the bill for this decorated landscaping and north Hamilton crossing??? You will bankrupt our city!!!! Stop presenting these routes as great for the community when the end goal is to get athletes to Spooky Nook!	<p>NHX has been a city, county, and regional transportation objective since the early 2000s. It's been included in local and regional transportation planning documents since 2002 and has remained a top priority in both the City of Hamilton's comprehensive plan, Plan Hamilton, and the Butler County Thoroughfare Plan. Until recently, the city and county have been focused on completing transportation improvements in other areas, such as the</p>

Needs Response	Responses
	South Hamilton Crossing. Now that those are complete, attention has moved on to NHX.
<p>9. You will not be digging up our ancestors in the cemetery. Nor plowing through our beloved fairgrounds</p>	<p>The design team has been working hard to develop project alternatives that avoid or minimize impacts to Greenwood Cemetery. Of the 16 possible routes that have been discussed, six would impact a small area in the northeast corner of the cemetery near the intersection of Joe Nuxhall Boulevard and Neal Boulevard (less than an acre). Most of this potentially impacted area is open space; the City does not anticipate the need to relocate any graves.</p> <p>The NHX design team understands that the fairgrounds have significant community value. If a route impacting a portion of the fairgrounds is advanced to the next phase of study, details will be developed about how that impact will be mitigated (for example, if it is unavoidable to miss a building, the design team will look for a nearby location near where the structure can be rebuilt prior to removing it). We are still looking at the routes at a very high level and it's possible that none of the routes that affect the fairgrounds will be advanced for further study. We expect to narrow down the routes to two or three choices later this spring and those will be studied in more detail over the next nine months to a year.</p>

INITIAL ROUTES TAB

If you have any comments regarding on the initial alternatives discussed above, please share them in the box below. It will help us if you identify which alternative(s) you are referring to in your response.

Questions	Responses
<p>1. In your October 2022 meeting notes, it says no further study was recommended for these routes. What happened to that?</p>	<p>It was important to us that the public has an opportunity to review and provide feedback on the same alternatives that the Stakeholder Committee had the opportunity to review. Through the Stakeholder Committee meetings, we gained the committee's preferences and recommendations on which alternatives to advance for further study. The public open houses (both the in-person and virtual sessions) allowed us to gather input from the public. We will consider the feedback gathered from both groups as we</p>

Questions	Responses
	determine which, if any, of the alternatives to advance to the next phase of development.
<p>2. Has a route north of the study area been examined? I would suspect that a lot of traffic is coming into the city from 129 from 75 as I experience it often. Connecting something like Liberty Fairfield Road to Washington Blvd seems as though it would drastically reduce the traffic congestion through minimal relocations as there are roads in place as well as a potentially already existing river crossing leaving only the need for a smaller 'creek' crossing.</p> <p>Something like this should not be about providing economic growth by taking people into an area. It should be about freeing up the areas where there is current economic growth taking place so that people who choose can more easily access them with elimination of noise (traffic) pushing individuals away.</p> <p>Also fully against having this terminate at Spooky Nook! Doing so is going to increase traffic delays in an area that through unlimited planning will only be able to handle destination traffic and never through traffic which the NHX is proposed to do.</p> <p>LASTLY, back to the first point of looking outside of the study area there is a greater potential to increase the speed on the roads to make up for the increased distance ultimately creating a winning situation to ease congestion and simply handle traffic.</p>	<p>Any route that is further north does not address our purpose and need (i.e., safety and congestion concerns on High/Main Street).</p> <p>Traffic analysis has been conducted to determine areas in the study area with traffic demands.</p>
<p>3. I would like the community to have very clear information about:</p> <ol style="list-style-type: none"> 1. What any of these options will do to property value of the surrounding homes. 2. What plans are in place to build affordable housing for the "underserved communities" in Hamilton so that all this development doesn't push out residents. 3. What immediate help will be available to renters who will lose their homes if the plan pushes them out. 	<ol style="list-style-type: none"> 1. The project's impact to adjacent property values is not known at this time. 2. The City has begun discussions with its Neighborhood Housing department about building replacement housing on vacant City-owned lots within the North End Neighborhood and surrounding areas. The City is also looking into the possibility of purchasing and rehabilitating vacant housing. It's possible that these options could be used to create a new stock of affordable housing units. 3. Any project relocations will be undertaken in accordance with ODOT's relocation policy.

Questions	Responses
<p>4. How might this project spur local neighborhood economic development by residents and become a national model for inclusive economic development? In other words, foster the growth of mom and pops that build community and sense of place and reverse the decades long trend of wiping them out with big retailers.</p>	<p>Thank you for your comment. A secondary need of this project is to support local economic development. Planning policies which dictate the type of development within the North Hamilton area are beyond the scope of this project.</p>
<p>5. A lot of these routes take out historic property of the Butler County Fairgrounds, a tradition over 140 years old. If you destroy the horse barns, arenas, secondary entrance and potentially the track do you plan on replacing it?! Butler County children work hard for months preparing for fair week, taking 4H from them could potentially mean an end to the BC fair altogether. Forcing hundreds of 4H children and their families to show in surrounding counties will certainly take money away from your city. We all want better traffic flow but please use a route that does not impede on the historical integrity of Butler County and the City of Hamilton.</p>	<p>The NHX design team understands that the fairgrounds have significant community value. If a route impacting a portion of the fairgrounds is advanced to the next phase of study, details will be developed about how that impact will be mitigated (for example, if it is unavoidable to miss a building, the design team will look for a nearby location near where the structure can be rebuilt prior to removing it). We are still looking at the routes at a very high level and it's possible that none of the routes that affect the fairgrounds will be advanced for further study. We expect to narrow down the routes to two or three choices later this spring and those will be studied in more detail over the next nine months to a year.</p>
<p>6. I do not understand how building a new road system through the North End neighborhood of Hamilton would not support economic development. I feel it would enhance the properties remaining and bring new opportunities. Will there be restrictions added to the remaining properties not allowing growth, renewal and changes because of the new road?</p>	<p>Thank you for your comment. Planning policies which dictate the type of development within the North Hamilton area are beyond the scope of this project.</p>
<p>7. I am concerned about the impact on Butler County Educational Service Center (as well as the surrounding neighborhoods). Several proposed routes suggest completely repurposing a large part of the organization's property and parking lot that is regularly filled during daytime hours. What plans are in place to generate new parking options for one of Hamilton's larger employers (800 staff)?</p>	<p>As part of the next phase of work, mitigation of parking impacts would be further studied.</p>
<p>8. I just want to know when the area is going to get rezoned for businesses so I can plan for the future.</p>	<p>Planning policies which dictate the type of development within the North Hamilton area are beyond the scope of this project.</p>
<p>9. What impact would a major flood have?</p>	<p>All options shown would be outside the 100-year flood.</p>
<p>10. Where are the other hybrid models shown at the open house?</p>	<p>All alternatives developed by the Project Team and shown at the community meeting held in November were shown at the Public Open House.</p>

Questions	Responses
<p>11. How is going down Heaton saving any time ?? Will there be multiple stop lights?? After crossing the bridge to west side will have to turn left or right to go to Main Street (129) or towards Rhea avenue. I also noticed you taking out part of the fairgrounds.. a historical landmark property in this area not only because of the fair but because it was a battleground during the civil war era. However I did notice that ODOT behind the fairgrounds was left safely untouched. They can relocate?? I am also curious as to how far in to the cemetery would be used? My grandparents, a cousin and an Aunt are all rested there close to Neal Blvd. My dad currently resides on Neal Blvd. I am thinking that Route A is the best to access the west side of Hamilton, as well as north of Hamilton into New Miami with truck access being able to go to 127N without having to go through town... if there will be truck access. I do wish that there were better drawings and maps to show just how the connections would be at Washington Blvd, B street and 127.</p>	<p>The alternative that you described was just one of the alternatives developed. All alternatives would provide a grade-separation with the railroad (i.e. a railroad overpass or underpass), eliminating potential delay. Alternatives advancing to the next phase will be evaluated for traffic to determine intersections, traffic lights, etc.</p> <p>The NHX design team understands that the fairgrounds have significant community value. If a route impacting a portion of the fairgrounds is advanced to the next phase of study, details will be developed about how that impact will be mitigated (for example, if it is unavoidable to miss a building, the design team will look for a nearby location near where the structure can be rebuilt prior to removing it). We are still looking at the routes at a very high level and it's possible that none of the routes that affect the fairgrounds will be advanced for further study. We expect to narrow down the routes to two or three choices later this spring and those will be studied in more detail over the next nine months to a year.</p> <p>The design team has been working hard to develop project alternatives that avoid or minimize impacts to Greenwood Cemetery. Of the 16 possible routes that have been discussed, six would impact a small area in the northeast corner of the cemetery near the intersection of Joe Nuxhall Boulevard and Neal Boulevard (less than an acre). Most of this potentially impacted area is open space. The City does not anticipate the need to relocate any graves.</p> <p>It's currently too early in the design process to know where intersections will be located and what they will look like. We first have to determine what the route for the NHX will be. We are still about a year away from having that answer as more detailed study on proposed alternatives needs to be completed. Once a Preferred Alternative is identified next spring, then we will get into more specific design details and those will be shared with the public during future public review and input opportunities.</p>


Suggestions	Responses
<p>1. I have a plan to save all the homes & the ball fields</p>	<p>Thank you for your comment. If you would like to share your plan with the project team, you can send it via mail or email to Allen Messer:</p>

Suggestions	Responses
	<p>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</p>
<p>2. Don't love any of them. If you went just south of Hamilton Hamilton Mason Road to grand Boulevard straight across the river. There is very little housing affected and will allow greater access to bypass four and 129.</p>	<p>This does not address needs north of High/Main Street but may be addressed as part of the South Hamilton Crossing project in the future.</p>
<p>3. Every route impacts something worth preserving--homes, parks, fairgrounds, etc. Make this project transformative by finding ways to mitigate those impacts--relocate houses to vacant lots, create new parkland, employ street calming measures to reduce higher speeds, etc.</p>	<p>We will be examining project alternatives advanced for further study in much more detail during the next phase of project development. This will take place during the next 12 months. As part of this process, we will be working closely with affected neighborhoods to refine the proposed alternatives and identify ways to minimize or mitigate the impacts. The ideas you have shared are all options that can be explored.</p>
<p>4. Plan should run NW Washington, "B" St. to current Black St. Bridge, over new bridge, overpass over RR, to Nuxhall Blvd, to Neal Blvd, to Rt 4, to Fairview to Rt 129.</p>	<p>Thank you for your comment. This is very similar to Alternative D, which the Project Team has evaluated but would have more residential impacts than Alt. D. Widening the road between Garfield Middle School and Fairwood Elementary School would not be desirable and would likely require property from each school. In addition, this alignment would not address existing traffic issues at the intersection of SR 129 and Fair. This alignment would create more proximity issues at the historic section of Greenwood Cemetery.</p>
<p>5. A better solution would be to extend Grand Blvd. across the river and run it to OH 128. It would be cheaper, impact fewer people, and get a better result</p>	<p>This does not address needs north of High/Main Street but may be addressed as part of the South Hamilton Crossing project in the future.</p>
<p>6. If Alternative A is selected, I do hope that Washington Blvd is widened between Cleveland Ave and Eaton Ave to allow for the added traffic. Also, there should be one traffic light added on Washington Blvd to allow area residents to cross or access Washington Blvd. The logical place for that traffic light would be at Cleveland Ave.</p>	<p>Thank you for your comment. Potential traffic changes on NW Washington Blvd. will be studied in the next phase of this project.</p>

Suggestions	Responses
7. why not up joe nuxholl, up campbell, across rt 4, behind the engineers office, and up the hill?	There is insufficient width along the Campbell alignment given the existing topography, as well as the hydraulic canal, bird sanctuary, and residences in this area.
8. Alternatives B and C would have the least impact on neighborhoods. They make use of Joe Nuxhall Blvd. which is already a 4 lane road. The parts that go around Greenwood Cemetery can be dealt with by possibly making the road narrower in that area.	Thank you for your suggestion. We agree that one way to reduce impacts is to slightly alter or narrow the design of the road in key locations. These opportunities and the impacts they might have on traffic flow will be studied in more detail in the next phase of project development.
9. I understand parents concern about the fairgrounds for the kids, but could the exchange be to move the fairgrounds out of the downtown area. I think there is enough support to keep fairgrounds in the county, but why not have a newer facility away from the congestion of the city. This would also allow more space for other development to support the new road. I am typically just cutting through from West to 129 and would love an option that allows me to come from Waahington Blvd and bypass all of downtown.	Thank you for your suggestion. However, the NHX design team understands that the fairgrounds have significant community value. If a route impacting another portion of the fairgrounds is advanced to the next phase of study, details will be developed about how that impact will be mitigated (for example, if it is unavoidable to miss a building, the design team will look for a nearby location near where the structure can be rebuilt prior to removing it). We are still looking at the routes at a very high level and it's possible that none of the routes that affect the fairgrounds will be advanced for further study. We expect to narrow down the routes to two or three choices later this spring and those will be studied in more detail over the next nine months to a year.
10. Option A needs to take into consideration that NW Washington is already a nightmare, especially during school hours. It is difficult getting in/out of Hamilton West Estates already due to back-up from the 4 way stop at Cleveland or traffic from the schools going West Elkton. There needs to be updates made to both of those already flooded intersections and considerations for those living in the neighborhoods of Hamilton West Estates, Washington Estates, Berkeley Square, the condominium community, and the new subdivision being developed (which will also add to traffic along NW Washington).	Thank you for your comment. Potential traffic changes on NW Washington Blvd. will be studied in the next phase of this project.

Needs Response	Responses
1. I don't like any alternatives that impact any historical parts of the county. There should not even a consideration of running a boulevard through the fairgrounds or german village. We know that this project is priority now because of Spooky Nook. Its a shame that its even thought of ruining a piece	This project will include further cultural resource studies, which will be coordinated with the Ohio State Historic Preservation Office (SHPO). Any impacts to cultural resources in the project area will be minimized and mitigated.

Needs Response	Responses
<p>of property that has been used for the same purpose since 1851 for a business that may or my not be around in 15 years.</p>	
<p>2. Please do not destroy the fairgrounds! These kids work so hard all year on their projects and look forward to the fair every year. Many of your proposed routes would eliminate the horse show arenas and could potentially eliminate Butler County’s 4-H horse department!</p>	<p>The NHX design team understands that the fairgrounds have significant community value. If a route impacting a portion of the fairgrounds is advanced to the next phase of study, details will be developed about how that impact will be mitigated (for example, if it is unavoidable to miss a building, the design team will look for a nearby location near where the structure can be rebuilt prior to removing it). We are still looking at the routes at a very high level and it’s possible that none of the routes that affect the fairgrounds will be advanced for further study. We expect to narrow down the routes to two or three choices later this spring and those will be studied in more detail over the next nine months to a year.</p>
<p>3. Ditto: Consideration needs to be made on the impact of the ButlerCpunrt Fairgrounds and the negative effect these plans will have on the 150 year history of the fair as well as our large 4H Youth Development programs. Please do not destroy/ impact the hoarse barns, equine show arena, equine camping, secondary entrance, etc. Youth Development is incredibly important for our society right now. Other option: relocate the butler county fairgrounds to a plot of land in the country AND provide all appropriate barns, arenas, grandstands, etc.</p>	<p>The NHX design team understands that the fairgrounds have significant community value. If a route impacting a portion of the fairgrounds is advanced to the next phase of study, details will be developed about how that impact will be mitigated (for example, if it is unavoidable to miss a building, the design team will look for a nearby location near where the structure can be rebuilt prior to removing it). We are still looking at the routes at a very high level and it’s possible that none of the routes that affect the fairgrounds will be advanced for further study. We expect to narrow down the routes to two or three choices later this spring and those will be studied in more detail over the next nine months to a year.</p>
<p>4. I just want to know when the area is going to get rezoned for businesses so I can plan for the future.</p>	<p>Planning policies which dictate the type of development within the North Hamilton area are beyond the scope of this project.</p>
<p>5. Please do not put a road through the fairgrounds! We are one of the last fairgrounds to offer a large equine program. Having a major road even close to the fairgrounds will ruin it.</p>	<p>The NHX design team understands that the fairgrounds have significant community value. If a route impacting a portion of the fairgrounds is advanced to the next phase of study, details will be developed about how that impact will be mitigated (for example, if it is unavoidable to miss a building, the design team will look for a nearby location near where the structure can be rebuilt prior to removing it). We are still looking at the routes at a very high level and it’s possible that none of the routes that impact the fairgrounds will be advanced for further study. We expect to narrow down the routes to two or three choices later this spring and those will be studied in more detail over the next nine months to a year.</p>

Needs Response	Responses
<p>6. These options are what is best for Spooky Nook, not the vast majority. The place is barely opened and not worth investing new roadways in yet, or ruining homes, fairgrounds, cemeteries etc that the LOCAL community established. Let's see if Spooky Nook can even hold it's own before uprooting others.</p>	<p>NHX has been a city, county, and regional transportation objective since the early 2000s. It's been included in local and regional transportation planning documents since 2002 and has remained a top priority in both the City of Hamilton's comprehensive plan, Plan Hamilton, and the Butler County Thoroughfare Plan. Until recently, the city and county have been focused on completing transportation improvements in other areas, such as the South Hamilton Crossing. Now that those are complete, attention has moved on to NHX.</p>
<p>7. Alternative G is the only one that preserves the Fairgrounds. Time and money goes into these spaces from our 4-H and Adult/ child organizations for improvements. They work all year to to help keep this place going. It represents so much to so many. Agriculture is needed more now than ever. The Fairgrounds are a part of Hamilton/ Butler County history. It raises great upstanding adults!! Don't ruin the Fairgrounds for concrete. It will also be a very, very dangerous area for Fair Participants. Homeless will destroy the area and have greater access to the area more than they already do. There are lots of beautiful wildlife that live in this area as well. It will destroy their homes. I am very sad to see these plans. Unfortunately Alternative G is the only one to chose. Save the Fairgrounds!!! </p>	<p>The NHX design team understands that the fairgrounds have significant community value. If a route impacting a portion of the fairgrounds is advanced to the next phase of study, details will be developed about how that impact will be mitigated (for example, if it is unavoidable to miss a building, the design team will look for a nearby location near where the structure can be rebuilt prior to removing it). We are still looking at the routes at a very high level and it's possible that none of the routes that affect the fairgrounds will be advanced for further study. We expect to narrow down the routes to two or three choices later this spring and those will be studied in more detail over the next nine months to a year.</p>

HYBRID ROUTES TAB

If you have any comments regarding on the hybrid alternatives discussed above, please share them in the box below. It will help us if you identify which alternative(s) you are referring to in your response.

Questions	Responses
<p>1. Your October 2022 meeting notes say that no further study is recommended for AD-BE. Are those back on the table now?</p>	<p>It was important to us that the public has an opportunity to review and provide feedback on the same alternatives that the Stakeholder Committee was able to review. Through the Stakeholder Committee meetings, we gained the committee's preferences and recommendations. The public open houses (both the in-person and virtual sessions) allowed us to gather input from the public. We will consider the feedback gathered from both groups as we determine which, if any, of the alternatives to advance for further study.</p>

Questions	Responses
2. Why do all this work and not have connectivity to the west?	Even if an alignment has a jog on US 127, there would still be connectivity across the Great Miami River on a new bridge to access the western parts of the city.
3. I saw so many comments says stay away from the fairgrounds- do they not undersatnd most of the routes would aid people getting to the fairgrounds from 127 without having to go to High? Do they not see that the routes go around the fairgrounds? That might need to just be added to all the "Pros" where it applies "Does not impact fairgrounds"	Thank you for this suggestion. We will consider adding that comment the appropriate alternatives.
4. Hybrid purpose? Cut costs/add costs? Reducing 129 traffic paramount. Extending travel further west paramount (If we are doing this to help east/west travel through our city, don't reduce the route such as stopping at Lagonda.	After looking at the positives and negatives of the eight initial route concepts, the Stakeholder Committee, city, and county requested that the project team explore some additional options by mixing and matching the proposed river crossing segments of Alternatives A and B with some of the railroad overpass and road alignment options proposed in Alternatives C, D, and E. Using this approach, the project team developed the eight hybrid project alternatives.
5. I can't narrow my choice to one plan but I do like the plans that use US 127 to connect the two segments. I always envisioned that this route would go further out and around the city. As far as connectivity to Rhea Ava or NW Washington Blvd, what will be done to control traffic in those areas?	Thank you for your comment. Potential traffic changes to Rhea Avenue, Gordon Avenue, and NW Washington Blvd. will be studied in the next phase of this project.
6. These all are unacceptable. Chem-dyne, historic neighborhoods, historical fairgrounds that serve hundreds of youth, learning centers, cemeteries, low income neighborhoodsthese are unethical solutions. I would rather sit in the traffic rather than any of these come to fruition. And ANY option near the fairground will likely end the fairground and it's 166 of tradition and skills these kids use to carry on their multi generational farmsteads. The only county in Ohio with no fair? Will you be paying enough to relocate and build equivalent structures for the fair and homes to those put out? Doubtful. Please don't disappoint me Hamilton, I have been so proud of your recent revitalization.	<p>This project will include environmental and cultural resource studies which will evaluate project impacts to sensitive resources in the project area. The cultural resource studies will be coordinated with the Ohio State Historic Preservation Office (SHPO) and any impacts to cultural resources in the project area will be minimized and mitigated.</p> <p>The NHX design team understands that the fairgrounds have significant community value. If a route impacting a portion of the fairgrounds is advanced to the next phase of study, details will be developed about how that impact will be mitigated (for example, if it is unavoidable to miss a building, the design team will look for a nearby location near where the structure can be rebuilt prior to removing it). We are still looking at the routes at a very high level and it's possible that none of the routes that affect the fairgrounds will be advanced for further study. We expect to</p>

Questions	Responses
	<p>narrow down the routes to two or three choices later this spring and those will be studied in more detail over the next nine months to a year.</p> <p>The City has begun discussions with its Neighborhood Housing department about building replacement housing on vacant City-owned lots within the North End Neighborhood and surrounding areas. The City is also looking into the possibility of purchasing and rehabilitating vacant housing. It's possible that these options could be used to create a new stock of affordable housing units.</p>

Suggestions	Responses
<p>1. I'm curious how much it would improve traffic if you simply replace the Black Street bridge and put an over or under pass at the crossing on Heaton. I lived in Fordson Heights for over 15 years and frequently ended up taking High Street to get to the west side because trains delayed traffic. If the city expects people to follow the twists and turns of some of these plans, surely you can just as easily expect people to get to the new bridge taking the existing Fair and Heaton Avenues.</p>	<p>It is anticipated that the boulevard feel of the new alignment would help traffic follow this new route as compared to having them navigate the existing street network.</p>
<p>2. Follow my By Pass plan & save everybody</p>	<p>Thank you for your comment. If you would like to share your plan with the project team, you can send it via mail or email to Allen Messer:</p> <p>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</p>
<p>3. Combining Alt. AE with Alt. BC would seem to be a good route. Having the route go over the river just north of the gravel company would help with congestion on NW Washington BLVD. as well as provide better access to Spooky Nook. Using the Heaton St. access over/under the RR tracks might be a better route also. Hamilton needs an efficient route around Hamilton and this would provide that if traffic lights were not installed every block.</p>	<p>Thank you for your comment. This would be Alternative BE, which is being studied by the project team. We will be studying where signals will be needed in the next phase of work.</p>

Suggestions	Responses
4. The same comment as with the other options, have you looked outside the study area. 129 / Liberty Fairfield Rd / Washington Blvd.	Any route that is further north does not address the purpose and need for this project (i.e., address safety and congestion concerns on High/Main Street).
5. Worse case scenario, connect Washington Boulevard with a bridge to RT 129. Not everybody using High Street and Main Street are trying to travel all the way through Hamilton.	Thank you for your comment. This is the goal of the NHX project.
6. HIGHWAY STYLE NW TO SR129, 55-6-MPH	Thank you for your comment. In lieu of a high-speed facility, the NHX project is intended to be more integral to the neighborhoods that it passes through.
7. Fix existing streets	Thank you for your comment. Community requests to fix existing infrastructure and streets have been noted by the City.
8. add one.. up joe nuxholl, up campbell, across rt 4, behind the engineers office up the hill to 129	Thank you for your comment. There is insufficient width along the Campbell alignment given the existing topography, as well as the hydraulic canal, bird sanctuary, and residences in this area.
9. Perhaps the "No Build" alternative could involve building a new bridge, converting the Black Street Bridge into a pedestrian bridge, and not building a roadway.	Thank you for your comment. This alternative does not address the purpose and need for this project (i.e., address safety and congestion concerns on High/Main Street).
10. There. That sounds reasonable.	Thank you for your comment.

Needs Response	Responses
1. I do not understand how these professionals think some of these routes will not reduce traffic. If you give them a road that takes them out of traffic and a more direct route home.. they will use it. Like... what??!	Traffic modeling completed for this project attempts to determine destinations for motorists using the most efficient routes. Not all traffic using High/Main Street has the same destination.
2. These all are unacceptable. Chem-dyne, historic neighborhoods, historical fairgrounds that serve hundreds of youth, learning centers, cemeteries, low income neighborhoodsthese are unethical solutions. I would rather sit in the traffic rather than any of these come to fruition. And ANY option near the fairground will likely end the fairground and it's 166 of tradition and skills these kids use to carry on their multi generational farmsteads. The only county in Ohio with no fair? Will you be paying enough to relocate and build equivalent structures for the fair and homes to those put out?	<p>This project will include environmental and cultural resource studies which will evaluate project impacts to sensitive resources in the project area. The cultural resource studies will be coordinated with the Ohio State Historic Preservation Office (SHPO) and any impacts to cultural resources in the project area will be minimized and mitigated.</p> <p>The NHX design team understands that the fairgrounds have significant community value. If a route impacting a portion of the fairgrounds is</p>

Needs Response	Responses
<p>Doubtful. Please don't disappoint me Hamilton, I have been so proud of your recent revitalization.</p>	<p>advanced to the next phase of study, details will be developed about how that impact will be mitigated (for example, if it is unavoidable to miss a building, the design team will look for a nearby location near where the structure can be rebuilt prior to removing it). We are still looking at the routes at a very high level and it's possible that none of the routes that affect the fairgrounds will be advanced for further study. We expect to narrow down the routes to two or three choices later this spring and those will be studied in more detail over the next nine months to a year.</p> <p>The City has begun discussions with its Neighborhood Housing department about building replacement housing on vacant City-owned lots within the North End Neighborhood and surrounding areas. The City is also looking into the possibility of purchasing and rehabilitating vacant housing. It's possible that these options could be used to create a new stock of affordable housing units.</p>

INPUT TAB

If you have any additional comments or questions, please share them below.

Questions	Responses
<p>1. The minutes from the last stakeholder meeting show several of these options were recommended "No Further Study." Why are they included in this?</p>	<p>It was important to us that the public has an opportunity to review and provide feedback on the same alternatives that the Stakeholder Committee had the opportunity to review. Through the Stakeholder Committee meetings, we gained the committee's preferences and recommendations on which alternatives to advance for further study. The public open houses (both the in-person and virtual sessions) allowed us to gather input from the public. We will consider the feedback gathered from both groups as we determine which, if any, of the alternatives to advance to the next phase of development.</p>
<p>2. Concerned about the personal effect on my property (1) (2) new taxes, I'm a senior and live on a fixed income (3) and naturally (the biggie) what/how will the traffic be maintained in my neighborhood?</p>	<ol style="list-style-type: none"> 1. The effects of the NHX project on property taxes can not be determined at this time. 2. Traffic impacts to existing residential streets will be evaluated during the next phase of the project as the preferred alignment is developed.

Questions	Responses
<p>3. I find it hard to believe there is no possible way to reinforce and expand Black Street bridge. Couldn't something at least be built along side for foot traffic/bicycles and build a new 4 lane bridge? There also needs to be another bridge more north to connect Washington Blvd, esp if parts of New Miami/St Clair are being annexed by the city.</p>	<p>The substructure of the Black Street Bridge (filled arch design) is not wide enough to accommodate additional lanes, nor can it be widened. The city is hoping to preserve the historic Black Street Bridge by making it pedestrian/bicycle only.</p>
<p>4. Why are you trying to go through the fair grounds and about the cemetery? They need to rest. and you are going to tear up their resting places... also tearing up the barns, arenas, and other places that could eliminate horse shows and other events there altogether could impact Butler county because people will have to take their kids to other fairs and line those county's pockets with money because they have to take their 4H child to a fair that will allow them to show horses. these kids work hard on their projects all year... this is not fair to them at all. What about those losing thier homes because of this project? you might "compensate" them and "pay" for a new home. but what about those whose homes where there for years and do not want to move or lose their homes they had worked so hard to keep in their family?! Also you stated you would pay them to move. will you look for a new house they are looking for that they need for a higher price if one is more expensive than the home they have now due to the market increase? Will you be paying that as well? I am sure most of those families have homes that were passed down to them from family. And I am pretty sure they are worth more than you can give them... and they most likely can not move ore afford another house because of the wayt the housing market is and the crazy interest rates on homes anymore...</p>	<p>The NHX design team understands that the fairgrounds have significant community value. If a route impacting a portion of the fairgrounds is advanced to the next phase of study, details will be developed about how that impact will be mitigated (for example, if it is unavoidable to miss a building, the design team will look for a nearby location near where the structure can be rebuilt prior to removing it). We are still looking at the routes at a very high level and it's possible that none of the routes that impact the fairgrounds will be advanced for further study. We expect to narrow down the routes to two or three choices later this spring and those will be studied in more detail over the next nine months to a year.</p> <p>The design team has been working hard to develop project alternatives that avoid or minimize impacts to Greenwood Cemetery. Of the 16 possible routes that have been discussed, six would impact a small area in the northeast corner of the cemetery near the intersection of Joe Nuxhall Boulevard and Neal Boulevard (less than an acre). Most of this potentially impacted area is open space. The City does not anticipate the need to relocate any graves.</p> <p>Any project relocations will be undertaken in accordance with ODOT's relocation policy.</p>
<p>5. Would like to know schedule/timeline of next steps</p>	<p>We expect to narrow down the routes to two or three choices later this spring and those will be studied in more detail over the next nine months to a year to determine a final alignment. Construction for the majority of the project would likely not occur for at least five years after the alignment was chosen.</p>
<p>6. Isn't the current and anticipated 129/High St. congestion the main reason for building this road? If so, any of the routes that have little to no impact on the congestion, are a waste of resources, and should not be considered.</p>	<p>Yes, reducing congestion on 129/High Street is one of the goals of the NHX project. The degree to which an alternative can reduce traffic on 129/High Street is one of the key factors the project team is looking at as it considers which, if any, of the alternatives to advance for further study.</p>

Questions	Responses
<p>7. Can the project consider just a new river crossing and/or RR grade separation without a complete highway corridor from 129 that will impact large areas of the City?</p>	<p>One of the primary needs for the NHX project is to reduce congestion on local roadways. While providing a new river crossing and/or a new railroad overpass/underpass would reduce some of the back-ups now experienced in the city, constructing those alone would likely create back-ups in other locations. We are also looking at how best to manage transportation needs related to future growth in the city and surrounding areas, and studies have shown that providing a new route like NHX in addition to new river and railroad crossings is necessary to keep traffic moving efficiently both now and in the future.</p>
<p>8. Will we get exit ramps like the South Crossing put at Dixie Hwy. We will need one on MLK for those not going to North End/Dayton Lane areas or to Westside. It would be nice to have one in the North End/Dayton Lane area for those of us coming from Westside and not going near Route 4.</p>	<p>It's currently too early in the design process to know where intersections will be located and what they will look like. We first have to determine what the route for the NHX will be. We are still about a year away from having that answer as more detailed study on proposed alternatives needs to be completed. Once a Preferred Alternative is identified next spring, then we will get into more specific design details.</p>
<p>9. None of these options are great, just some are worse than others. This project should have been done years ago. It is hard to see the full impact with the maps shown, but on the surface Alternative D looks better than others. It appears to miss the Fairgrounds, Farmland and Regulated Materials. It is not too close to existing bridges. I could not determine how much Greenwood is affected, but if it close to 0.5 acres, it would be a small plot of land. How many graves would be affected? Or is it burial land for future use?</p>	<p>The design team has been working hard to develop project alternatives that avoid or minimize impacts to Greenwood Cemetery. Of the 16 possible routes that have been discussed, six would impact a small area in the northeast corner of the cemetery near the intersection of Joe Nuxhall Boulevard and Neal Boulevard (less than an acre). Most of this potentially impacted area is open space. The City does not anticipate the need to relocate any graves.</p>
<p>10. Nowhere do you address how this will impact the future of the Fairgrounds. What kind of compensation is there to the Agricultural society for displacing something that cannot be replaced?</p>	<p>The NHX design team understands that the fairgrounds have significant community value. If a route impacting a portion of the fairgrounds is advanced to the next phase of study, details will be developed about how that impact will be mitigated (for example, if it is unavoidable to miss a building, the design team will look for a nearby location near where the structure can be rebuilt prior to removing it). We are still looking at the routes at a very high level and it's possible that none of the routes that impact the fairgrounds will be advanced for further study. We expect to narrow down the routes to two or three choices later this spring and those will be studied in more detail over the next nine months to a year.</p>

Suggestions	Responses
<p>1. I suggest making B Street wider to Pershing Ave Bridge - this would allow traffic to use the Grand Ave overpass to Hamilton Mason Road to Route 4 By Pass to 129 or to I-275 via Route 4 and Gilmore or by 128 to US 27 to I-275</p>	<p>Thank you for your suggestion. Widening B Street would also be impactful to residential and commercial properties in this area.</p>
<p>2. Not sure why coming off of the rt4 bypass would not be a better alternative. People to the north, where much of the new housing developments are, would jump off 129 and take a straight shot across.</p>	<p>Any route that is further north does not address our purpose and need (i.e., safety and congestion concerns on High/Main Street).</p>
<p>3. The project comes down to 4 issues: where to put the road on the east side, where to put the road on the west side, where should the new bridge be and where should the new overpass be. The east side is where I live, so highly important to me. The choices seem to come down to Neal, Heaton, or Dayton streets. Heaton is the most logical because people are already using it as an alternative to high street. Also, the city has already been knocking down houses in the neighborhood for years and likely buying the properties at a sub-standard price. The road just needs a better connection to 129. People traveling to the west side on this road are either going to their homes or the shopping at the far end of town (Meijer, Movie Theatre, etc.) or to the High School or Oxford. Getting to the high school from the east side can be a nightmare - it took over 1/2 hour to get down Eaton last year for graduation.</p> <p>From the West side, people are either going to Bridgewater or leaving the city. If you want to go downtown, you would still use the downtown bridge. So the choices on the West side are either north of spooky nook or south of it. The logical choice is North of it - connecting to Washington blvd. That would provide residents on both sides to avoid the crush of downtown - and if we want to get there, we take the scenic route through downtown. Consider pumpkin fest - Hamilton closes the highway through town. Basically, forcing residents to use the other bridges. Main street cannot be improved to take more traffic.</p> <p>That said, the new underpass needs to be on the Heaton connector - either using the existing road going or a diagonal through the vine street area. I understand there are plans already for the Beckett Paper property and this might give that project the necessary access. If the new underpass were</p>	<p>Thank you for your comments.</p>

Suggestions	Responses
<p>built at the vine crossing, it would allow traffic to continue as is for the time being on Heaton. The bridge needs to go North of Black St bridge as well. I believe this was close to one of the alternatives and would be least disruptive and of most value to those of us who live north of 129. Thanks</p>	
<p>4. I believe the Old Ford Canal should be protected at all costs (or even enhanced/more integrated) and the road/crossing should ultimately connect with Washington. The land between the hydraulic canal and the river was always intended to be utilized as industrial space; maybe community grants can be found to protect the floodway as a planned wetland with development near 127</p>	<p>Thank you for your comment.</p>
<p>5. There is a need to reduce traffic congestion. However it seems this will just move the congestion to where this connects to 129. Were there any talks of the south side of Hamilton bypass. Hamilton Mason road at bypass 4 is a straight shot to 128 headed west. This would allow people to travel NSEW with east access to 129, byp 4, 128. To the north of Hamilton is rural areas with lower population. Lots of people passing through Hamilton go to Fairfield, Ross, Liberty Township and farther east. Just looking at aerial photos it looks to have the lowest impact on residential areas as well. Just my two cents. Thank you!</p>	<p>Thank you for your comment. The project was developed to address the transportation needs identified for the NHX study area and detailed in the project Purpose and Need, which can be viewed here. A goal of the NHX project is to support economic development occurring in the City of Hamilton, as well as improve pedestrian and bicycle connectivity by including sidewalks and a shared use path to connect to existing pedestrian and bicycle facilities in the area. A “south side of Hamilton bypass” would not meet these goals. Finally, the Project Team is conducting detailed traffic analyses to evaluate the impact of the proposed NHX project on the local road network. Alignments will not be advanced which increase congestion on the local road network.</p>
<p>6. All of the proposed alignments have too many intersections and too many curves. None of them would be an attractive alternate for drivers attempting to traverse Hamilton from east to west or vice versa. A much more reasonable alignment would bear directly north from OH 129 just west of Hampshire Dr. Continue nearly due north through the county engineer office area, cross the hydraulic canal, and then bear west across the vacant farm fields, Continue west to an interchange with US 127, across the Great Miami River, and connect to Washington Blvd.</p> <p>This study fails to address the traffic impacts on the west side of the river. All of the countless alternates would dump excessive traffic onto two-lane streets (Washington, Gordon, B, etc.) Before proceeding with this study, further engineering should address widening Washington Blvd or building a</p>	<p>Thank you for your comment. Potential traffic changes to Rhea Avenue, Gordon Avenue, and NW Washington Blvd. will be studied in the next phase of this project.</p>

Suggestions	Responses
new bypass farther to the north.	
<p>7. 1. Route using Neal/Joe Nuxhall are "off the beaten path." 2. Homes on Miami/9th in significant need of maintenance. Note: many are abandoned/boarded up. 3. Original plans on announcements had high focus on ABE/EBE - probably affected turnout from Fordson Heights. 4. The park/splashpad/ballfields rarely used. There were no community events planned or interest to make the ball fields "historical" until the city wanted to build on it. 5. People are worried about a park they never use!</p>	Thank you for your comments.
<p>8. Build river crossing & rail crossing & improve existing through/connector streets & work on community development.</p>	Thank you for your comment.
<p>9. It looks like A is the only feasible option imo...it needs to be farther north than right at SN...this gives the best option as far as eliminating most intersections and avoiding downtown Hamilton.</p>	Thank you for your comment.
<p>10. The East-west connector at NW Washington is needed, but perhaps the solution is to focus more on going toward 127 and then over to the Woodsdale/Rt 4/63 corridor to connect to I-75.</p>	Thank you for your comment.
<p>11. This comment hits the point exactly on what is being missed for the North Crossing. If the issue is to relieve traffic through downtown while getting people to the West Side this project should also be considered a by-pass (North Hamilton By-pass Crossing). This route when tweaked is the least disrupted, but needs to address the flow of traffic onto Washington Blvd.</p>	Thank you for your comment. Potential traffic changes to NW Washington Blvd. will be studied in the next phase of this project.
<p>12. add one.. up joe nuxholl, up campbell, across rt 4, behind the engineers office up the hill to 129</p>	There is insufficient width along the Campbell alignment given the existing topography, as well as the hydraulic canal, bird sanctuary, and residences in this area.

Needs Response	Responses
<p>1. Would be nice to know if my house will be affected before I make any upgrades - patio, tankless water heater, seamless gutters just to name a few</p>	<p>We expect to narrow down the routes to two or three choices later this spring and those will be studied in more detail over the next nine months to a year to determine a final alignment.</p>
<p>2. I feel using Neal Blvd routes aren't going to help reduce much traffic. You'll be tearing down historic water fountain left in neighborhood. Miami/9th routes have higher abandoned homes, older/worn down homes not taken care of.</p> <p>Also the meeting in Nov 2022 didn't show ANY routes w/Neal, find it a little shady there are half alternative routes w/that street now. I feel like ppl in that area may not have came today due to that street not being shown prior.</p>	<p>Thank you for your comments.</p> <p>It was important to us that the public has an opportunity to review and provide feedback on the same alternatives that the Stakeholder Committee had the opportunity to review, so all alternatives were presented at the public open houses (both in-person and virtual). Through the Stakeholder Committee meetings, we gained the committee's preferences and recommendations on which alternatives to advance for further study. Note, at the November community meeting, the stakeholder committee preferences were shared. We will consider the feedback gathered from both groups as we determine which, if any, of the alternatives to advance to the next phase of development.</p>
<p>3. Why are you trying to go through the fair grounds and about the cemetery? They need to rest. and you are going to tear up their resting places... also tearing up the barns, arenas, and other places that could eliminate horse shows and other events there altogether could impact Butler county because people will have to take their kids to other fairs and line those county's pockets with money because they have to take their 4H child to a fair that will allow them to show horses. thesekids work hard on their projects all year... this is not fair to them at all. What about those losing thier homes because of this project? you might "compensate" them and "pay" for a new home. but what about those whose homes where there for years and do not want to move or lose their homes they had worked so hard to keep in their family?! Also you stated you would pay them to move. will you look for a new house they are looking for that they need for a higher price if one is more expensive than the home they have now due to the market increase? Will you be paying that as well? I am sure most of those families have homes that were passed down to them from family. And I am pretty sure they are worth more than you can give them... and they most likely can not move ore afford another house because of the wayt the housing market is and the crazy interest rates on homes anymore...</p>	<p>The NHX design team understands that the fairgrounds have significant community value. If a route impacting a portion of the fairgrounds is advanced to the next phase of study, details will be developed about how that impact will be mitigated (for example, if it is unavoidable to miss a building, the design team will look for a nearby location near where the structure can be rebuilt prior to removing it). We are still looking at the routes at a very high level and it's possible that none of the routes that impact the fairgrounds will be advanced for further study. We expect to narrow down the routes to two or three choices later this spring and those will be studied in more detail over the next nine months to a year.</p> <p>The design team has been working hard to develop project alternatives that avoid or minimize impacts to Greenwood Cemetery. Of the 16 possible routes that have been discussed, six would impact a small area in the northeast corner of the cemetery near the intersection of Joe Nuxhall Boulevard and Neal Boulevard (less than an acre). Most of this potentially impacted area is open space. The City does not anticipate the need to relocate any graves.</p> <p>Any project relocations will be undertaken in accordance with ODOT's relocation policy.</p>

Needs Response	Responses
<p>4. Please learn your lesson from the South Hamilton crossing. It doesn't get used a lot and it displaced families. It makes the neighborhood unattractive and it didn't encourage economic growth, defiantly not from attracting families to move into the neighborhood.</p>	<p>Thank you for your comment.</p>

If you would like to receive email updates about the North Hamilton Crossing project, please enter your email address below.

Needs Response	Responses
<p>1. I do not understand why it was noted during the October 2022 meeting the routes running through Fordson Heights were being removed from consideration, leading many homeowners and renters in Fordson Heights to believe they no longer had to worry about their quiet, family-friendly neighborhood being involved in this... but now these options are apparently back on the table?!? I wonder how many people from Fordson Heights have no idea that these options are still out there and are, therefore, not participating in this survey? Many of the homes on Neal Blvd are 80-95 years old, with at least one home from the 1890s and have been well cared for all of these years, sometimes owned by the same family for generations. Please do not wreck one of the most pleasant neighborhoods on the east side for this project</p>	<p>It was important to us that the public has an opportunity to review and provide feedback on the same alternatives that the Stakeholder Committee was able to review. Through the Stakeholder Committee meetings, we gained the committee's preferences and recommendations. The public open houses (both the in-person and virtual sessions) allowed us to gather input from the public. We will consider the feedback gathered from both groups as we determine which, if any, of the alternatives to advance for further study.</p>

ABOUT YOU TAB

Please suggest any additional ways you think we can improve the inclusiveness of our public outreach efforts.

Suggestions	Responses
<p>2. it's own social media page, news articles, yard signs in all 17 strong neighborhoods, posters in local businesses or the library?</p>	<p>Thank you for your suggestions.</p>
<p>3. Have more neighborhood reps present at stakeholder meetings and ensure reps are actually talking to people in their neighborhood (as I have talked to several in the potentially affected areas that had not heard anything from their</p>	<p>Thank you for your suggestions.</p>

Suggestions	Responses
neighborhood representative). Include reps from offices/businesses that will be directly affected by the route (such as Butler County ESC, Juvenile Court and Corrections Center, the businesses along the route..	
4. Include citizens at meeting that involve their houses.	During the next phase of project development, we will be meeting with potentially affected neighborhoods to discuss and explore the alternatives advanced for further study in much greater depth. These engagements will give the community and project team the opportunity to work together to ensure that both project goals and neighborhood/community goals are understood and considered as the proposed alternatives undergo further analysis and possible refinement.
5. If you know what streets would be utilized, put street names on the boards.	Thank you for your suggestion. Major streets will be labeled on future maps.
6. For younger people: social media For middle age/elders: utility bill inserts	<p>Thank you for your suggestion.</p> <p>Information about the project is currently being posted on the City of Hamilton's social media sites:</p> <p>Facebook: https://www.facebook.com/HamiltonOH Twitter: @HamiltonOH Instagram: https://www.facebook.com/HamiltonOH</p> <p>Information about the January 23, 2023 Public Open House and the Virtual Open House was sent out in residents' and property owners' January utility bills.</p>
7. Pick a better location and presubmit the info before the meeting	<p>Though we were pleased with the exceptionally high level of attendance and engagement at the January 23, 2023 in-person public open house, we understand that the cafeteria at the Fairview Elementary School proved to be too small of a venue for the meeting. We will be looking for larger venues for future public meetings.</p> <p>We were not able to release project materials prior to the January 23 in-person Open House because they were still in development up until the meeting date. However, we extended the length of the 30-day Virtual Open House (which also began on January 23) by another 15 days to provide the public with additional time to review the materials, provide</p>

Suggestions	Responses
	comment, and ask questions. In the future, we will consider delaying the date of any in-person public meeting to allow us enough time to complete the materials and release them for public review before the meeting date.
8. Signs, billboard, flyers	Thank you for your suggestions.
9. Provide more information on when and where public meetings are.	<p>Notification efforts for the January 23 Public Open House and the Virtual Public Open House included:</p> <ul style="list-style-type: none"> • ¼ page paid advertisement in the <i>Journal News</i> • Multiple email notices sent to City of Hamilton subscribers through the City’s eblast system • Posts promoting the in-person and virtual open houses on the City of Hamilton’s Facebook, Twitter, and Instagram pages • A news release distributed to local media outlets on Dec. 13, 2021 • Inserts placed in January utility bills of all City of Hamilton utility customers receiving paper billing; digital notices were included with bills for online payers. Inserts included a project Fact Sheet, Project Development Process information sheet, and meeting notification flyer. • 200 Fact Sheets, Project Development Process information sheets, and meeting notification flyers provided to North End RENEW and the North End Market for distribution and for North End RENEW representatives to leave as door drops around their neighborhoods • Approx. 250 Fact Sheets, Project Development Process information sheets, and meeting notification flyers distributed by City representatives via door drops at properties located in key North End areas and along Dayton Street • Yard signs (20) in both Spanish and English placed in throughout North End neighborhood and key other locations in the study area <p>Notifications for future meetings will be distributed in a similar manner.</p>
10. Newspapers, social media, mass mailings to areas affected. This is a once in a lifetime chance to better Hamilton. Don't be so worried about the cost but what is best for all involved. Another bridge over the river and railroad crossing	<p>Thank you for your suggestions. Notification efforts for the January 23 Public Open House and the Virtual Public Open House included:</p> <ul style="list-style-type: none"> • ¼ page paid advertisement in the <i>Journal News</i>

Suggestions	Responses
<p>is a plus where ever it is placed. But in my opinion, diverting traffic further to the north is the best way to go (Alternative A).</p>	<ul style="list-style-type: none"> • Multiple email notices sent to City of Hamilton subscribers through the City’s eblast system • Posts promoting the in-person and virtual open houses on the City of Hamilton’s Facebook, Twitter, and Instagram pages • A news release distributed to local media outlets on Dec. 13, 2021 • Inserts placed in January utility bills of all City of Hamilton utility customers receiving paper billing; digital notices were included with bills for online payers. Inserts included a project Fact Sheet, Project Development Process information sheet, and meeting notification flyer. • 200 Fact Sheets, Project Development Process information sheets, and meeting notification flyers provided to North End RENEW and the North End Market for distribution and for North End RENEW representatives to leave as door drops around their neighborhoods • Approx. 250 Fact Sheets, Project Development Process information sheets, and meeting notification flyers distributed by City representatives via door drops at properties located in key North End areas and along Dayton Street • Yard signs (20) in both Spanish and English placed in throughout North End neighborhood and key other locations in the study area <p>Notifications for future meetings will be distributed in a similar manner.</p>
<p>11. In addition to community members and homeowners, consider businesses that could potentially be impacted.</p>	<p>Thank you for the suggestion. Once the proposed alternatives are narrowed down to two or three options later this spring, we will be better able to identify and directly engage potentially affected businesses in the next phase of project development. This phase will focus on conducting deeper analysis of the alternatives advanced for further study, refining the alternatives, and identifying a Preferred Alternative.</p>
<p>12. us mail. door flyers are good if someone actually drops one off</p>	<p>Thank you for your suggestions. Notification efforts for the January 23 Public Open House and the Virtual Public Open House included:</p> <ul style="list-style-type: none"> • ¼ page paid advertisement in the <i>Journal News</i> • Multiple email notices sent to City of Hamilton subscribers through the City’s eblast system

Suggestions	Responses
	<ul style="list-style-type: none"> • Posts promoting the in-person and virtual open houses on the City of Hamilton’s Facebook, Twitter, and Instagram pages • A news release distributed to local media outlets on Dec. 13, 2021 • Inserts placed in January utility bills of all City of Hamilton utility customers receiving paper billing; digital notices were included with bills for online payers. Inserts included a project Fact Sheet, Project Development Process information sheet, and meeting notification flyer. • 200 Fact Sheets, Project Development Process information sheets, and meeting notification flyers provided to North End RENEW and the North End Market for distribution and for North End RENEW representatives to leave as door drops around their neighborhoods • Approx. 250 Fact Sheets, Project Development Process information sheets, and meeting notification flyers distributed by City representatives via door drops at properties located in key North End areas and along Dayton Street • Yard signs (20) in both Spanish and English placed in throughout North End neighborhood and key other locations in the study area <p>Notifications for future meetings will be distributed in a similar manner.</p>
<p>13. More signage. Like signs on several corners. Last time I saw one in Northend and two on Washington/Elkton same corner. Also walk through was a real turn off. People gathered in groups in front of the posters and we couldn't get around them to see a lot. So many routes that we didn't get to see. Plus several of us were using canes/walkers can't stand lengths of time. Seating was very limited. Need more signage, a bigger room, and more seats.</p>	<p>Thank you for your suggestions. We will consider more signage to help promote future meetings.</p> <p>Though we were pleased with the exceptionally high level of attendance and engagement at the January 23, 2023 in-person public open house, we understand that the cafeteria at the Fairview Elementary School proved to be too small of a venue for the meeting. We will be looking for larger venues for future public meetings. We did, however, extend the length of the 30-day Virtual Open House (which also began on January 23) by 15 days to provide the public with additional time to review the materials, provide comment, and ask questions, as needed.</p>
<p>14. I was just wondering where people would hear about this. I get the City of Hamilton weekly newsletter (I think it's called) so I was made aware of this</p>	<p>Notification efforts for the January 23 Public Open House and the Virtual Public Open House included:</p> <ul style="list-style-type: none"> • ¼ page paid advertisement in the <i>Journal News</i>

Suggestions	Responses
<p>survey but I wonder how many people are unaware.</p>	<ul style="list-style-type: none"> • Multiple email notices sent to City of Hamilton subscribers through the City's eblast system • Posts promoting the in-person and virtual open houses on the City of Hamilton's Facebook, Twitter, and Instagram pages • A news release distributed to local media outlets on Dec. 13, 2021 • Inserts placed in January utility bills of all City of Hamilton utility customers receiving paper billing; digital notices were included with bills for online payers. Inserts included a project Fact Sheet, Project Development Process information sheet, and meeting notification flyer. • 200 Fact Sheets, Project Development Process information sheets, and meeting notification flyers provided to North End RENEW and the North End Market for distribution and for North End RENEW representatives to leave as door drops around their neighborhoods • Approx. 250 Fact Sheets, Project Development Process information sheets, and meeting notification flyers distributed by City representatives via door drops at properties located in key North End areas and along Dayton Street • Yard signs (20) in both Spanish and English placed in throughout North End neighborhood and key other locations in the study area <p>Notifications for future meetings will be distributed in a similar manner.</p>
<p>15. Small community meetings with highest-impact neighborhoods (North End) with translators in attendance</p>	<p>During the next phase of project development, we will be meeting with potentially affected neighborhoods to discuss and explore the alternatives advanced for further study in much greater depth. These engagements will give the community and project team the opportunity to work together to ensure that both project goals and neighborhood/community goals are understood and considered as the proposed alternatives undergo further analysis and possible refinement.</p>
<p>16. With such a large impact to the Butler County Fairgrounds, I am disappointed that those that live outside the city, but use the fairgrounds and travel through the area frequently, were not very aware of this/it was not highlighted appropriately as a con/significant impact - I am on social media quite a bit and</p>	<p>We continue to build our outreach network every day which includes identifying individuals and organizations that should received information about the project. One of the best ways for us to reach you is through social media and email. Since we post information about the NHX project</p>

Suggestions	Responses
<p>had no idea about this and it's potential harm to the fairgrounds until 3/9/23.</p>	<p>primarily on the City of Hamilton's social media platforms, we encourage you to follow their pages:</p> <p>Facebook: https://www.facebook.com/HamiltonOH Twitter: @HamiltonOH Instagram: https://www.facebook.com/HamiltonOH</p> <p>We also encourage you to share your email address with us so we may send you project updates as they become available. You can sign up for updates by visiting the NHX project website and clicking on the Subscribe button at the bottom of any page of the website.</p> <p>The NHX design team understands that the fairgrounds have significant community value. If a route impacting a portion of the fairgrounds is advanced to the next phase of study, details will be developed about how that impact will be mitigated (for example, if it is unavoidable to miss a building, the design team will look for a nearby location near where the structure can be rebuilt prior to removing it). We are still looking at the routes at a very high level and it's possible that none of the routes that impact the fairgrounds will be advanced for further study. We expect to narrow down the routes to two or three choices later this spring and those will be studied in more detail over the next nine months to a year.</p>
<p>17. Stakeholders and city council members need to get out in the community to talk to the actual residents. Many do not have internet and have no idea what real impact you threaten our community. Using words like ENVISION or ILLUSTRATIVE purposes only leave a lot of room to lie. Start being honest with yourselves. Would you want a cemetery of your loved ones disrupted, or have opportunities of your children or grandchildren taken away in the town you live? Probably not, so go back to the drawing board.</p>	<p>We are continually working to keep stakeholders and City Council members up-to-date on the details and progress of NHX project development.</p> <p>To help inform community members about the public open house held in January, city representatives distributed approximately 250 information packets (which included a project fact sheet, Project Development Process information sheet, and a meeting notification flyer) to properties located in key North End areas and along Dayton Street.</p> <p>The design team has been working hard to develop project alternatives that avoid or minimize impacts to Greenwood Cemetery. Of the 16 possible routes that have been discussed, six would impact a small area in the northeast corner of the cemetery near the intersection of Joe Nuxhall Boulevard and Neal Boulevard (less than an acre). Most of this potentially</p>

Suggestions	Responses
	impacted area is open space. The City does not anticipate the need to relocate any graves.
18. Sadly today's government is constantly dividing the American people by race, gender, income, etc. I agree with giving all affected a voice, but this page could be done away with. My race, age, or income level has nothing to do with the pertinent details of building a road.	The page you are referencing features a series of demographic questions that the Ohio Department of Transportation asks on all of its surveys. The questions are designed to help ODOT better understand who is participating in the project development process. Feedback received is used to help ODOT identify possible improvements that need to be made to their outreach process.
19. Better organization & controlled meeting	We're sorry you were disappointed with the format of the in-person public meeting. We acknowledge that the meeting space chosen for the meeting, the cafeteria at Fairview Elementary School, proved to be too small due to the number of people who attended (more than 300). We will be looking for a larger meeting space for the next public meeting.

Needs Response	Responses
1. The walk thru meeting was way too small, way too vague. There are way too many routes not yet evaluated to see how people are going to be affected. I've been through this before living on High St.. It was horrible during constuction and no concern for the residents at all. Please treat all residents involved with respect. We received none until demanding meeting with all officials involved.	<p>We're sorry you were disappointed with the format of the in-person public meeting. Though we were pleased with the exceptionally high level of attendance and engagement at the January 23, 2023 in-person public open house, we understand that the cafeteria at the Fairview Elementary School proved to be too small a venue for the meeting. We will be looking for larger spaces for future public meetings. We did, however, share the same information and materials online through the Virtual Open House which was open 24/7 for 45 days. People could visit and review the materials there as often as they wanted.</p> <p>During the next phase of project development, we will be meeting with potentially affected neighborhoods to discuss and explore the alternatives advanced for further study in much greater depth. These engagements will give the community and project team the opportunity to work together to ensure that both project goals and neighborhood/community goals are understood and considered as the proposed alternatives undergo further analysis and possible refinement.</p>

Needs Response	Responses
	We encourage you to sign up for email updates by going to our website (northhamiltoncrossing.org) and clicking on the Subscribe button at the bottom of any page.
2. Continue to update your progress so the community knows. Thank You for this very thorough explanation regarding this North Hamilton Crossing	Thank you for your suggestions. We encourage you to sign up for email updates by going to our website (northhamiltoncrossing.org) and clicking on the Subscribe button at the bottom of any page.
3. why does my income have to do with it ?	This question was part of a series of demographic questions that the Ohio Department of Transportation asks on all of its public input surveys. The questions are designed to help ODOT better understand who is participating in the project development process. Feedback received is used to help ODOT identify possible improvements that need to be made to their outreach process.
4. These have nothing to do with this actual project!! (to reduce 129 congestion)	These questions were part of a series of demographic questions that the Ohio Department of Transportation asks on all of its public input surveys. The questions are designed to help ODOT better understand who is participating in the project development process. Feedback received is used to help ODOT identify possible improvements that need to be made to their outreach process.

Appendix C: Comments Received

All Comments Received

(submitted via Comment Forms and the Virtual Open House site)

ALL COMMENTS RECEIVED

CONDITIONS TAB

Question 6: Are there any other environmental features that you are aware of that are not included on the maps above? If you said yes, what are they?

Comment	Upvotes	Themes
1. Mental Health Treatment Center	1	Misc
2. Bike/walking path	0	Recreation
3. N/A	0	N/A
4. Are the wetlands behind Fordson natural?	0	Question
5. Quality Wetlands adjacent to the canal. Otters, Beaver, herons and waterfowl will be affected if the route close to the canal is selected.	17	Wetlands, Wildlife
6. Agricultural Habitat for wildlife, agricultural land vital to environment and economy.	4	Wildlife, Agriculture
7. We do not need another bike path near Spooky Nook. This will not be safe for Bikers or all of the guests of Spooky Nook. We already have a good Bike trail on the East side of the River. Do NOT waste the money on a Bike trail between the River and the Hotel of Spooky Nook!	11	No Bike Path, Needs Response
8. Butler county fairgrounds	7	Fairgrounds
9. The amount of land being disturbed for this is disgusting! This is NOT ok!	2	Misc
10. Butler County Fairgrounds on the fringe	1	Fairgrounds
11. Butler County Fairgrounds. Historical Cemetary	4	Fairgrounds, Cemetery
12. Butler county fair grounds!	3	Fairgrounds
13. Water main connections to primary residence are lead based underground and over 75 years old. Con: this project does not address the property owners environment.	0	Misc
14. Chemdyne Area	0	Chemdyne
15. Much more info needed	0	Misc
16. Map is too small to read	0	Misc
17. Butler county Fair grounds!	0	Fairgrounds
18. Butler County Fairgrounds.... Will greatly affect our 4H department	1	Fairgrounds
19. Ground water well sites	0	Misc
20. N/A	0	N/A
21. -	0	N/A
22. Fairgrounds are a historic site & canal is home to wildlife & eco system.	0	Fairgrounds, Wildlife
23. 20+ leaking storage tanks???? I'd say that needs addressed immediately	1	Misc
24. Printout is bad so I cannot comment.	1	Misc
25. Farmland that is included in the area that should be considered.	2	Agriculture

Comment	Upvotes	Themes
26. Butler County Fairgrounds/Agricultural Society	0	Agriculture, Fairgrounds
27. Difficult to read maps at the scale presented. Is the Great Miami River an ecological resource apart from the FEMA considerations? Champion Paper is now Spooky Nook not sure if the change in context affects historic status? Any historic association with the railroads in the study area?	0	Question
28. There is a historical arch bridge on the former CH&D/B&O line/current CSX line spanning the Old River/Hamilton Hydraulic Canal; Also, the area highlighted in blue on the ecological map is known as Campbell's Island, historically known as Millikin's Island, and does contain a Ft. Ancient Culture site, though it was excavated in the 1920s. I see that the site is marked on the map, but feel that needs to be given proper attention if any project were to occur in that area.	0	Historical, Suggestion
29. Butler county fair grounds	0	Fairgrounds
30. Butler County Fairgrounds and the farm land on the North End, plus the wet lands by the canal.	0	Agriculture, Fairgrounds, Wetlands
31. Butler county fairgrounds, local farmland, wooded areas and habitats for wetland animals	0	Fairgrounds, Agriculture, Wetlands, Wildlife
32. Disagree -- we need to connect along the river on both sides -- it is not about Spooky Nook, it is about linking other areas of town together, like Main St or further down to Southern Hills. The new bikeway ends at Spooky Nook and should continue to connect more neighborhoods.	1	Recreation
33. We need a safe path to the main trail.	0	Recreation
34. Bird sanctuary	0	Wildlife
35. The city in itself is in such dire need of all sorts of repairs, take a good look at the streets we have are absolutely TERRIBLE. And you want to create more of what you refuse to take care of now !!!!!	0	Misc
36. The wetlands and birding areas near the canal.	0	Wetlands, Wildlife
37. Farmland should be protected. Major disruption of land and possibly historical sites like the Greenwood Cemetery and Butler County Fairgrounds. All this for a transportation project to make Spooky Nook, an unproven financial investment for the the community and its investors as it is too new to evaluate, more accessible.	0	Historical, Agriculture, Fairgrounds, Needs Response
38. Nothing	0	N/A
39. It appears to me if I'm reading it correctly that option A addresses the current concerns	0	Misc
40. If you are going to have bike paths, how will you keep the citizens safe while on the path? Will there be dogs aloud and will there be a breed restriction?	0	Question
41. Bird Sanctuary, bike and walking trail and the farm	0	Recreation, Wildlife, Agriculture
42. Most of the houses in the North End could be considered historic structures. They survived the worst of the 1913 Flood.	0	Historical
43. If you download it, the picture becomes more readable.	0	Misc
44. Butler county fair grounds.	0	Fairgrounds
45. Butler County Fairgrounds need to be protected	0	Fairgrounds

Comment	Upvotes	Themes
46. The grounds for the Butler County Agricultural Society is not called out.	0	Agriculture
47. Butler County Fairgrounds. You cannot replace the land that you would destroy. Hamilton is so concerned about saving historical aspects of the city. The fairgrounds is a valuable part of our community's history and heritage	0	Fairgrounds
48. Butler County Fairgrounds. It will greatly affect our 4H program, local farmers and history. It is ridiculous to make even more concrete and black top. Need a better solution. Too many environmental and historical impacts.	0	Fairgrounds
49. Butler County Fairgrounds	0	Fairgrounds
50. Farmland along the river!	0	Agriculture
51. Butler County Fairgrounds. Several routes have significant impact on camping, parking, and the horse barns and arenas. There's nowhere to relocate these.	0	Fairgrounds
52. Disturbing final resting places of those deceased. I just learned about this today in a post I hope this is not even being considered and was just a misunderstanding on this persons part. There is no road important enough to allow you to remove a loved one from a grave site and relocate them.	0	Cemetery, Needs Response
53. Fairgrounds	0	Fairgrounds
54. The Butler County Fairgrounds	0	Fairgrounds
55. Butler Co. Fairgrounds.	0	Fairgrounds
56. Save Agriculture, it is a way of life and it's what puts food on your tables. The Butler Co. 4-H and FFA programs need to be helped and grown not squashed by a road plowing through. The BC Agricultural Society is historical and a family tradition. Save the Fairgrounds!	0	Fairgrounds
57. Agree. Back in the late 90's early 2000's a group of Hamilton Firefighters bought the OLD Kroger building on westside Hamilton and built a Sports Zone. It was for a short time a training facility for minor league players in the area. People are putting ALL their hope in Spooky Nook and who is to say how long it will be an investment in the community. Life happens and hardships happen.	0	Misc
58. Ya don't take away the butler county fairgrounds from all the kids apart of 4h	0	Fairgrounds
59. Do not take ground from the Fairgrounds!!! You already let a horrible Dollar General take the extra parking .	0	Fairgrounds
60. The Butler County Fairgrounds. 4-H and FFA are a few of the wholesome activities available to kids today. They keep our kids actively involved in learning new things of interest to them, taking care of livestock, understanding the processes involved in keeping our food sources available... Kids work year round on projects to be able to display and share their learning with others at the fair. This is a long standing tradition in Butler County - While the official 'start' of the Butler County Fair is said to be in 1851, the fair-like concept began many years prior. The first official Butler County Fair was held in 1831. Hamilton residents would gather around the old courthouse and showcase things such as farming equipment, livestock, and produce. This continued until the Butler County Fair was officially organized in 1851 by the Butler County Agricultural Society. Way too many things have been stripped from kids today. Technology cannot be the only thing we offer our kids. They need hands on learning, sharing,	0	Fairgrounds

Comment	Upvotes	Themes
<p>and friendships!!! Slow down, smell the fresh country air that is left, and drive like you have some sense, the roads will be fine as is....</p>		
<p>61. Butler county fair is cultural site</p>	0	Fairgrounds
<p>62. As a suggestion- If we implemented a contract with the train stations that they could not operate during rush hour traffic times that would allow traffic flow to bounce to the additional needed areas and would cost less than the additional structures submitted to be put in place. It would also allow train engineers to get the breaks that they need and allow the city operate and function as the previous plan. Obviously that contract would cost the city funds but it's worth an idea to see the price difference versus construction costs.</p> <p>Additionally if anything were to be done to the Butler County Fair grounds for the sake of our city I think our city should ultimately pay a heavy price for that as that's a county wide known location that bring in revenue to our city with guests from all over the county.</p> <p>The bike and walking trails could be a great thing or a bad thing as the trails in other cities like that tend to have a lot of news articles come out about late night murders. With it being right next to Spooky Nook it could potentially not be great for our community. It would be beautiful for sure but if it's constructed, safety would have to be a number one priority.</p> <p>I also believe we should implement a "warming station" in a specific part of town so that the homeless have a place to charge their phones, ride share to jobs, change of clothes. Homelessness is running rampant. Shelters aren't able to take many people anymore and evictions are happening all over. We're only as strong as our "weakest" link. Many people who are homeless are amazing people with terrible luck. It would be nice to see us invest in our own people to get us up and moving again while the city is prospering again. Help the small landlords be able to compete with the big time real estates that are buying everything up like a monopoly game.</p>	0	Suggestion, Fairgrounds
<p>63. Fairgrounds. What will be done to preserve the land of the fairgrounds to keep it a place our kids can continue to have programs through 4h and FFA</p>	0	Fairgrounds, Question
<p>64. Butler County Fairgrounds</p>	0	Fairgrounds
<p>65. Protect the Fairgrounds!</p>	0	Fairgrounds
<p>66. fairgrounds</p>	0	Fairgrounds
<p>67. Every year at the Butler County Fair kids from all over the county have the opportunity to bring their livestock and other projects to the fairgrounds. Throughout the year the kids, and adults, have meetings/events at the fairgrounds. Events outside of the 4-H/FFA organizations are also held at the Fairgrounds all through the year. Please do not take land away from the fairgrounds, it would significantly impact our local youth! In fact, the fairgrounds could have even more usefulness to the city with concerts and events that could attract more visitors!</p>	0	Fairgrounds

Comment	Upvotes	Themes
68. BUTLER COUNTY FAIRGROUNDS. You cannot destroy a piece of history. Investors/contractors/city officials should have thought about all of these traffic concerns BEFORE moving forward with the spooky nook project. Unbelievable.	0	Fairgrounds, Needs Response
69. Butler County Fairgrounds!	0	Fairgrounds
70. Butler County Fairgrounds	0	Fairgrounds
71. Fairgrounds	0	Fairgrounds
72. Joe Nuxhall Ballfields has a historic marker. Bird sanctuary along Joe nuxhall.	0	Historical
73. Bird sanctuary along Joe nuxhall. Joe nuxhall ball fields has a historic marker. Wetlands around the canal, the animals will be effected.	0	Wetlands, Historical
74. Canal and bird sanctuary. The less houses to be torn down the better	0	Wetlands
75. Joe nuxhall ballfields are historical.	0	Historical
76. Butler county fairgrounds/civil war encampment historical	0	Fairgrounds, Historical
77. Butler County Fairgrounds is not mentioned in any of these environmental sites. Not even once. Eliminated the equestrian program, removing horse arenas, and 2/4 horse barns is not acceptable to the 4-H members and families. The youth of Butler County works with their horse projects for years to prepare for this fair each year. Different from the livestock projects that are sold during the end of the week of the livestock auction, these horse exhibitors continue working with their horses years after years. 4-H members are eligible at 8 years old or in 3rd grade until 18 years of age.	0	Fairgrounds
78. The Greenwood Cemetery needs to be left alone, period. 170 year old cemetery that is a resting sanctuary for more than 10 of my family members, one which was laid to rest 1 year ago, is a historical site in Butler County. The engineer on Fox 19 News stated "they do NOT envision" moving any grave sites etc. However, until there is something in writing that states they will not move or relocate any existing plots or future plots that have already been purchased by other family members, I do not believe a word they say. This is absolutely ridiculous that they want to build a two lane crossway with center landscaping islands and decorative trees on the outside of each lane. It was stated in the "cons" that half of an acre of the Greenwood Cemetery would be affected in three different proposals.	0	Cemetery, Needs Response
79. Where is the Butler county fairgrounds listed on here?	0	Fairgrounds, Question
80. Greenwood Cemetery - concern about taking part of cemetery for the road with possible graves being disturbed. Fairgrounds - disturbed that road will go right through fairgrounds taking equestrian programs away from the 4-H children.	0	Fairgrounds, Cemetery, Needs Response

Question 7. If you have any comments regarding the demographics of the study area shown on the maps above, please share them below.

Comment	Upvotes	Tags
1. I believe the percentage of residents over 64 is incorrect in the Fordson Heights area. I lived there for 19 years and, while the demographics changed over time, there is still a significant amount of senior citizens that live there, many in home that they have lived in most of their adult lives or are multi-generational homes.	6	Fordson
2. The area of the North End that is listed as underserved could become more severed with this project. I would expect the city to want to make this area much nicer with more traffic and visitors driving through. This could be a great opportunity for residents to get that area cleaned up and nice.	7	Improve Areas
3. A deep concern for displaced residents. \$1 of rent/mortgage does not equal a \$1 elsewhere.	0	Financial Concerns
4. It's sad how you care more about Spooky nook and it making you money than the people who have lived in the community for decades. All you care about is money for yourselves. There is no empathy for those you are displacing.	0	Community Impacts
5. NA	0	N/A
6. Please ensure that NHX does not displace current residents due to gentrification. Make improvements for current residents, not just for those driving thru or those hoping to gentrify the area and reap financial benefits for investors, not residents.	13	Improve Areas
7. Pls find ways to allow residents around NHX to gain improved access to the jobs shown on the economic development section and access to the training and supports they may need to qualify for those jobs.	3	Improve Areas
8. Excess traffic, taxes, ect. What?	0	Community Impacts, Question
9. Con: not one mention of allocating any of this project to revitalizing infastructure of the property owners	0	Community Impacts
10. These populations need assistance and fair pricing for properties & moving expenses	0	Financial Concerns
11. I appreciate the consideration of the lower income, elderly, & non-English speakers	0	Misc
12. No problem with removal of uncared for property	0	Misc
13. You will cut into the fair grounds and cemetery	1	Fairgrounds, Cemetery
14. Most of these people can't afford to move to other areas where rent is higher.	0	Financial Concerns
15. Go through Walden Pond instead	0	Suggestion
16. Butler County Fairgrounds... will greatly affect our 4H department	1	Fairgrounds
17. Can't really see from your map but I heard that there is a farmer that will be adversely affected from losing farm land to project. We do not need any more farm land taken out of production	2	Community Impacts
18. The new roadway should avoid the north end residential areas as much as possible. This would avoid bisecting the neighborhood and allow for better traffic flow on the new roadway.	1	Community Impacts

Comment	Upvotes	Tags
19. I don't believe the benefit of the few out way to displacing of people out of their homes. Yes you are buying property but most of the people living in these homes do Not own them they are renting. And they rent in this low income area because they cannot afford to pay more .	4	Rent Not Own
20. MAIN THING IS TO GET RID OF TRAFFIC CONGESTION ON MAIN STREET.	3	Misc
21. We were planning on living here into our retirement years. Not so sure anymore. We pay taxes to both. Our home is Hamilton, our lots are Fairfield Township. This has been home to us for 27 years. It's SAD!!	1	Misc
22. I feel that this would be a great improvement concerning the congestion in the City of Hamilton. Especially for people who works outside of Butler County. I am so excited.	1	Misc
23. I cannot make a comment because maps are too hard to see/read,	2	N/A
24. No	0	N/A
25. This improvement MUST happen for Hamilton to keep up with the other growing areas around us. However, in the video it is said "a fair price will be given for those displaced by the project and relocation will be paid for." This needs to be paid for up front, not through a reimbursement, because most all of the people being displaced do not have the funds to move. Also, your fair price will essentially price them out of finding any home in Hamilton as the property values there will be much lower than what is available in the market. So, in the funds I believe that it needs to be allocated that the price of their property be paid for at whatever level is needed for them to afford comparable housing in Hamilton and not based on the property value. Hamilton, especially the more wealthy population, will benefit greatly from this improvement and that needs to be paid out upfront to the less fortunate. Hamilton decimated families when they built 129, don't do this again.	1	Financial Concerns, Needs Response
26. It is obvious that this project will have a significant impact to low income households in the study area. Minimize relocations and preserve existing housing to the extent possible. Do not displace residents for convenience of visitors or commuters outside the City.	0	Community Impacts
27. Please fix existing streets	0	Improve Areas
28. They already have gotten rid of a lot affordable homes people lived in and pushed elderly people out of their homes previously. where are they suppose to go that's affordable since the market has skyrocketed in Hamilton.	0	Question, Financial Concerns
29. Fix existing streets	0	Improve Areas
30. The NH Xing will bring economic opportunities for the City. Those gain, perhaps through a TIF, should then be redirected into investments within the North End neighborhood.	0	Improve Areas
31. Too many people are losing their homes	0	Community Impacts
32. No comment	0	N/A
33. These are not as cut and dry as these pictures would make it. When you look at a farm and a fairgrounds, many people are affected that don't live on the address.	0	Community Impacts
34. Crossing from NW Washington Blvd over to Joe Nuxhall Blvd around the Cemetery over to Route 4 and around the back of the fairground would impact the least number of homes.	0	Suggestion

Comment	Upvotes	Tags
<p>There are a lot of vacant lots in that area where new houses and apartments could be built to rehouse those residents whose homes are impacted and they would not have to leave the area. It would also be a good opportunity to make small parks with play ground equipment, basket ball hoops, picnic table and chairs etc, to improve the quality of life in the area. So that the affected street community residents can stay connected, rather than have traffic light to hold up the traffic have a pedestrian bridge over the road as used a lot in Europe and LasVagus.</p>		
<p>35. I think we need to start making an effort to have more Spanish translated materials. Also, where possible, include recordings for blind and visually-impaired people.</p>	0	Suggestion
<p>36. The city needs to invest in improving the roads, improve lighting, holding landlords accountable and sustaining affordable housing in the North End, not dividing the neighborhood and putting a 5 lane road through it. This would only hurt the underserved population more. The neighborhood has spoken and we say don't displace our residents, and leave our park and fields alone!!!!</p>	0	Community Impacts
<p>37. The North End residents were mainly kept in the dark about this until recently. Very few were aware of the first stakeholders meeting or the ones after. I would think that the stakeholders would consist of the homeowners that would be affected in the city's actions for these routes they are suggesting. I'm aware that most people that are in favor of the impact on northern live on the west side and are just looking for a quicker way to get back and forth across town.</p>	0	Misc
<p>38. Please ensure that we think and respect the lives here. We don't want to divide our community and push generations that have lived in their homes for years to be displaced. Please leave our green space, our parks, our homes alone. We are already an underserved community, we don't need a 5 lane road bisecting our quiet community.</p>	0	Community Impacts
<p>39. A person that use to work for a city public works city's really don't think about stuff before making decisions because your going to destroy the fair grounds where kids like my daughter make memories!</p>	0	Fairgrounds, Needs Response
<p>40. Preserve green wood cemetery</p>	0	Cemetery
<p>41. I DO NOT think it is ok to disturb the butler county fairgrounds or the cemetery either!!!!!!</p>	0	Fairgrounds, Cemetery
<p>42. Protect the 4-H and FFA youth of Butler County. Protect the Fairgrounds!</p>	0	Fairgrounds
<p>43. The Butler County Educational Service Center is severely impacted by a number of these alternatives. The fact that we employ over 750 people as well as host a number of large events each year will have serious consequences to not only our employees but the entire community serve.</p>	0	Misc
<p>44. Please keep in mind that Hamilton is our county seat. I am sure some of the hundreds of rural Butler County children that learn important skills at the fair are underserved as well, even if they don't live within the affected area. With easements and such, the fairgrounds would be gone. Can you afford to buy and build a new fairground elsewhere? Or will we be the only county in the state with no county fair?</p>	0	Fairgrounds, Question

Comment	Upvotes	Tags
45. My family is buried in greenwood cemetery. Thats hollowed ground. I do not believe in disturbing our dead. Both green wood nd the butler county fair grounds should not be touched. They are historical land marks	0	Cemetery, Fairgrounds, Needs Response
46. Displacing citizens is not the answer. If a road goes through the North End it will be detrimental to our community.	0	Community Impacts
47. The whole East side of Hamilton is underserved and always has been. No one cares about us. Look at our roads compared to west side roads which are continually repaved. Just one example.	0	Misc
48. Stakeholders that have come to start the Spooky Nook project came with a few million in pocket. However, the citizens of Hamilton have been footing the bill since and will now be forced to provider the funds for this project. Majority of this population is underserved and this is wrong. Relocating the underserved population, regardless of buy out with a portion of their own tax dollars to do this, will impact the ongoing cost of maintaining their new home. Are the stakeholders going to pay for that???	0	Question, Financial Concerns
49. Transportation from new location may negatively affect their employment or income because many people now walk to local health care centers, the cemetery, ball parks, and local stores and may be forced to purchase vehicles that are now in their budget. Are the stakeholders going to pay for new vehicles for these families???	0	Question, Community Impacts
50. These populations are not underserved. They are the most served! Lower income does not mean they are not being served the same as everyone else.	0	Misc
51. The Butler County Fair Grounds is a historical site existing over 165 years old. I am completely disappointed and outraged that stakeholders and the city council did not appropriately inform participants in the 4-H and FFA communities of the specific plans. Your illustrative maps and vague verbage undermine the people of this town. The first virtual meeting and invites were during the middle of a Nation-wide and World-wide pandemic when people of this town did not even feel safe going to the grocery store to feed their families. Shame on the people that though it was appropriate to have the first meeting during a pandemic.	0	Fairgrounds
52. I fear the term "economic development" as applied to the North End. The neighborhood that will remain to the north of the route that plows through the area and south of the cemetery will be easy pickings for buyout for some sort of mass development similar to that what is being done on N. Second St. north of Black Street. Then the area south of the proposed route and north of Heaton St. will fall prey to the same thinking. The area with the least means to defend itself, the least means to find and afford adequate housing in areas out side of the "north end" and with a history of being ignore and overlooked are being preyed upon with these plans. This kind of urban planning went out in the 70s. Splitting up neighborhoods to create more direct traffic routes has been thoroughly REJECTED as an intelligent means of dealing with mass transit projects through urban environments. Inn fact, cities like Portland, Oregon and Boston have reclaimed the the land lost to multilane traffic route through their cities. It just isn't done anymore. Why are you even considering this costly and	0	Community Impacts, Question

Comment	Upvotes	Tags
destructive plan? If ever there was an example of certain class of people having no "privilege" to be heard, represented and protected by their city government.		
53. A dollar of rent in the area known as the North End will not equal a dollar in other areas of the city. I have friends who rent a three bedroom house for their family of four on N. Seventh for \$875. Just two blocks away on Dayton Street you can barely find a one bedroom apartment for that amount. The city claims they have a support program for those displaced, including rent support. How long will the financial assistance continue. How will they afford to live in Fairfield where a two bedroom apartment runs \$1400? How will they be able to access public housing they may qualify when the waiting list holds little promise of securing housing for months and even years? Yes, some of the housing stock in the effected area may not meet the standard most of us expect. That is the result of poor enforcement of zoning and safety laws. Proper enforcement would raise the standard. We seem to be in such a hurry to displace people from their homes in the name of these new and to date, unproven and incomplete commercial developments. One only has to look at the area at the corner of N. Tenth and High St. The developer has yet to come up with a final plan two years after the city was in a big hurry to tear down the housing there.	0	Financial Concerns, Question
54. This doesn't affect the end goal. Anyone affected or forced to relocate should be compensated with fair market value.	0	Misc
55. Were they certified for accuracy	0	Question
56. This is immaterial, in my opinion, to the ultimate stated goals. (129 congestion)	0	Misc

NHX CONCEPT TAB

Question 8 (Optional): Please use this space to share any additional comments you may have regarding the proposed concept for the roadway.

Comment	Upvotes	Tags
1. Looks nice and homey	0	Misc
2. Isn't this a little slow to get all of the west side of Hamilton across town?	1	Question
3. The presentation was a mess over crowded, should have been held at a larger facility to facilitate the amount of people that are coming to be informed.	2	Misc
4. The proposed speed limit seems like an ideal balance of traffic flow with safety for residents. However the example photos appear to have wide lanes and long sight lines which leads to actual traffic conditions regularly exceeding the speed limit. Please consider traffic calming measures such as trees in the median and side lawns.	5	Speed Reducing
5. Needs to have median in middle and pedestrian friendly countermeasures to slow traffic down	3	Speed Reducing

Comment	Upvotes	Tags
6. There's a huge difference in the appearance of both examples.	0	Misc
7. All the trees and bike path would be great to see. This could be a great chance to make this area bright and become an area to showcase. This would make it easy for residents to get access to downtown, access the bike trail and access to the west side.	7	Bike Path
8. If you put this on Princeton it will be a traffic disaster! It will be noisy, and highly inconvenient. Specifically the neighborhood of Fairfield ridge will be greatly impacted.	0	Misc
9. Incorporate traffic calming measures to discourage speeding, but don't bog traffic flow with a lot of traffic signals	0	Speed Reducing
10. No curb parking	4	No Parking
11. You are taking away historic ballfields and peoples homes. I do not like it.	2	Removing Land
12. Any route that bisects residential areas north of Heaton and south of Northland will add more burden to an impoverished & underserved population. As an historical site, the ballfields need to stay intact as that is how we identified to the state of Ohio history connection.	0	Historic, Community Impacts
13. Speed pads will be necessary. As someone who grew up frequently travelling along Tylersville in that model area - drivers go 45-50 mph and it's very unsafe for walking even on the sidewalks.	0	Speed Reducing
14. This is a waste of time and money. No one is going to take this route when trying to get to the west side. It is too far out of the way.	0	Unsupportive, Misc, Needs Response
15. I would argue for a higher speed limit. Middletown has many similar designs at 45MPH - if cross streets and traffic allow, 45MPH seems reasonable.	0	More Efficient
16. Make a 4 lane hwy with speed of 45 or more By Pass	0	More Efficient
17. I (we) would have preferred a limited access roadway (such as/similar to HWY 129) with on/off-ramps for major streets, but that is probably prohibitively expensive and may not have best served the needs of the communities/stakeholders involved.	0	Limited Access
18. We do also have a railroad track on vine that would allow traffic to flow through he without destroying the homes and lives of hundreds of people. This neighborhood is so unique and to just tear it down and put people in danger by digging up Chem Dyne (which isn't ready for public reuse) is very unnecessary.	10	Chemdyne, Railroad Track, Suggestion
19. Speed limit should be raised as well as eliminating the landscaped median. The need for efficient travel should be an important aspect of the roadway. No roundabouts should be considered as they tend to slow traffic down and they are very expensive.	3	More Efficient
20. If you feel the need for a Bike Trail then make the Bike Trail separate. Don't we already have a Bike Trail in Hamilton?	2	Question, No Sidewalks
21. How will the street in this area be lit up at night?	0	Question
22. I particularly like the picture with the vegetation in the middle. Trees and landscaping really do make a community world's better. It shows commitment to the area and community. And to visitors coming to the area who see that we care enough to plant trees and take care of the landscaping sends a message that Hamilton is a good community in which to live.	0	Beautification

Comment	Upvotes	Tags
23. Impacts fairgrounds too much	0	Fairgrounds
24. If the route is going to go through the North End part of Hamilton, will access to the roadway be somewhat limited. If there are going to be a lot of traffic lights or stop signs, it won't end up being much better than RT 129 (High Street) is now. I thought the idea was to take the through traffic on RT 129 from east of Hamilton via the North Crossing and send them to Washington Boulevard to points north and west of Hamilton. That way the only through town traffic that would be absolutely required would be to get to Millville Avenue. If traffic is funneled to Washington Boulevard, is the going to be some sort of traffic control for the areas side streets other than just stop signs? The four way stop at Washington Boulevard and Cleavland Avenue spaces out traffic on Washington Boulevard. This makes getting out of or crossing the side streets between Cleavland Avenue and Eaton Avenue difficult at times.	3	Question, Limited Access
25. The tylersville example is a good one. It looks nice, it helps with environmental sustainability, and can be a point of pride for residents.	1	Beautification
26. Seems like it will just turn into another route 4 of people driving too fast and houses selling to businesses to make more used car lots.	1	Unsupportive, Misc, Needs Response
27. Nice idea but likely not enough capacity long-term and we will back to the status quo of too much congestion.	0	Unsupportive, Misc, Needs Response
28. Would like to see street trees and other streetscape improvements as much as possible. Consider install of public trashcans in key areas like commercial corridors.	0	Beautification
29. Will there be safe crossing to get to the other side?	0	Question
30. I would love to see reduction of traffic on 129/High/Main during morning and afternoon rush hours	0	Support
31. Understand the need. Like the fact that it is blvd style road. I think it will help address the Nook related congestion issue. Very interested to see what improvement are proposed around the roadway: Community improvements, possible residential development improvement ideas & plans.	0	Neighborhood improvements
32. It probably is the best kind of roadway, but we thought it was more of a highway	0	Thought Highway
33. Upgrade neighborhood alley roadways, electrical lines, water hookups, property needs, small road alley cut offs.	0	Neighborhood improvements
34. Do not disturb the Chem Dyne Area. Catastrophic consequences. I know about the original complaints about the area. I know the original (unintelligible) who stopped up this lethal location.	0	Chemdyne
35. Cross traffic control???	0	Question, Limited Access
36. Prefer a greened median in the center.	1	Beautification
37. Landscaped medians, while pretty and good for traffic calming, restrict left turn access to homes and businesses along the street. I too have concerns about digging up ChemDyne and more needs to be done to get CSX to cooperate with the city and give up their unused tracks.	2	Chemdyne, Railroad Track, More Efficient

Comment	Upvotes	Tags
38. Concerned about more road noise. We live above the fairgrounds in Fairfield Ridge and are worried about noise. Will a sound barrier be installed of the tree road removes trees and grassland behind our homes? Also, the of loss of natural resources for the fox, deer, etc that live between us and the fairgrounds will be ousted once again.	1	Question, Removing Land
39. Away from residences with higher speed limit ideal	0	More Efficient, Removing Land
40. Parking on a bridge?	0	Question
41. The road design is fine but any road that tears down homes and displaces residents is not a plan I favor.	0	Removing Land
42. find a way to do the crossing but not take farming and peoples land. This will create traffic in unwanted areas	1	Removing Land
43. For god's sakes install the bare minimum stop lights.	1	More Efficient
44. No need to slow down traffic, its a bypass not a state park. Keep traffic MOVING.	0	More Efficient
45. Fact. Bike trails here is an expense we could prolly do without. Im more for a DEDICATED bypass, and not just more roads with stop signs and stoplights, if it is done that way, the congestion will just sit in a different part of town. Good grief, bike trails. Why?	0	No Sidewalks, More Efficient, Needs Response
46. As long as it's not going down Neal Blvd.	1	Misc
47. I think a landscaped median between traffic heading in opposite directions will add significant value to this project.	0	Beautification
48. The entire concept is needed and is excellent.	0	Support
49. This is the least important item right now.	0	Misc
50. If the new roadway steers clear of mostly residential neighborhoods, sidewalks wouldn't be needed.	0	No Sidewalks
51. Sorely needed, especially with Spooky Nook now operating	0	Support
52. it's going to create homeless men, women and children and we don't need more homeless people.	2	Misc
53. Adding additional lanes on both sides of the roadway for street parking would actually be very helpful to the residence	1	Add Parking
54. CROSSING NEEDS TO BE SEPARATE OF NIEGHBORHOODS, LIKE AN EXTENSION OF 129 TO NORTHWEST HAMILTON TO SPEED UP TRAFFIC.PLENTY OF ROOM FOR BUSINESS AND RESIDENTIAL AFTER A HIGHWAY STYLE EXIT.	1	More Efficient
55. I agree with everything except the speed limit. I understand the 35 MPH for the neighborhood areas, but if there are any long stretches without neighborhoods I think the speed limit should be increased	0	More Efficient
56. The new roadway should have a median and synchronized traffic signals. No on street parking.	1	No Parking
57. A turn lane would be better than median or divider.	2	Misc

Comment	Upvotes	Tags
58. I am very concerned if this road development uses north west Washington Blvd the access points from residential streets and residential driveways is already a nightmare!! At morning hours and evening rush hour it is almost impossible to get out of driveways and side street to travel towards downtown. I have not seen any plan that outlines how this traffic pattern will be safer? There are several senior communities along this route and their safety is my concern too	1	Question
59. Great Idea. I believe the speed should be 45.	1	More Efficient, Support
60. Don't like the landscape median.	1	Misc
61. The only thing I don't like is the ability for people to speed.We have a real problem with speeders in residential neighborhoods and school zones with no response to the problem.Example Park Ave,the recent speed limit signs are useless	1	Speed Reducing
62. how do you cross the streets at the intersections safely will there be traffic lights	1	Question
63. It's amazing that for more than 50 years people wanted a bridge across the Miami River south of Columbia bridge, by St. Claire Ave. Now all of a sudden we need one north of town?	1	Misc, Question
64. Cross walks with flashing lights, like Miami Oxford has, should be used to ensure the safety of the residents in these neighborhoods.	1	Speed Reducing
65. I think enforcing a 35mph will be very challenging due to the two lanes each way. When Main & High are not congested, speed remains an issue there.	0	Speed Reducing
66. Please include provisions for street trees along both sides of any new roadway. Also consider placing utilities underground. Limit speeds to 25 mph in residential areas.	0	Beautification, Speed Reducing
67. Design is nice, but speed limit should be 40-45, given the distance it will cover (as long as it is not routed through residential areas where houses are in close proximity to the street, which I hope it is not).	0	More Efficient
68. Bike path money is a waste and very expensive	0	No Sidewalks
69. Please fix existing streets	0	Neighborhood improvements
70. Please fix existing streets	0	Neighborhood improvements
71. Roundabouts are proven to increase traffic flow. Folks just need to learn how to use them.	0	Misc
72. What would it look like when it crosses the flood plain. Would it be a raised causeway?	0	Question
73. Please include protected bike lanes within the design.	0	Bike Path
74. Trees in the median would be nice. Also if alot of parking is added the street will appear much more wide, although parking does also tend to slow traffic which may be a benefit.	0	Beautification
75. My biggest concern would be for Emergency vehicles. High street right now is a mess for Emergency vehicles and those trains that back traffic up at peak times.	0	Misc
76. trees will hurt the sight lines, who is going to keep children from playing in the center median?	0	Question

Comment	Upvotes	Tags
77. it is also very difficult to cross at the intersections between West Elkton and Cleavland now. We have to think of public safety before speed of travel. We will need traffic light on each side of the river. At 6 to 16 our children think they are indestructible and will not have the best judgement on crossing a 35 to 45 MPH road. Will it be your son or daughter that dies to get a traffic light put up, to little late.	0	Speed Reducing
78. Minimize the side roads/street lights on this roadway or it will clog up with cars just like High/Main street does	0	Limited Access
79. Parking should be included in drawings and will be needed!	0	Add Parking
80. Speed limit should be 40, like Neiland Blvd.	0	More Efficient
81. With the proposed installation of landscaping, it is important to anticipate/plan for future maintenance and consult with the City Arborist to ensure appropriate tree species are planted. If possible, lighting inside the island would look nice.	0	Beautification
82. Needs higher speed limit — at least 45mph	0	More Efficient
83. No grass medium 45 miles speed limit	0	More Efficient
84. This looks like it would fit on Joe Nuxholl all the way up through campbell, then across route 4, behind the engineer office and up the hill to the highway	0	Suggestion
85. I have been on both of those stretches of road on Tylersville and Wilmington Pike, Kettering. They are great. We can do this.	0	Support
86. 129 at Hampshire is dangerous and already hard to get in and out of as it is. If it must come close, why not send the traffic down Princeton Pike past the stores and restaurants there instead. I'm sure they would all benefit from the excess traffic and the by-pass is an easy access to the regional highway.	0	Suggestion
87. I think that mph caps are minimally observed (think Ross Ave, B Streets 25 mph, but rarely observed). Things like medians and multi-use lanes make the roads calmer, cleaner, and safer.	0	Speed Reducing
88. This is an unsafe plan, putting the road near or on chem dyne, near a park which children play at. Who will be held accountable when the first child fatality happens? We all know that Joe Nuxhall is already used as a drag strip. This will not only divide the neighborhood, but pose a huge safety concern.	0	Speed Reducing, Chemdyne
89. This is a safety issue and no matter what you do it won't mitigate the risks of children being put in danger of increased traffic, noise pollution and the division of the neighborhood.	0	Speed Reducing
90. The road should be built without dividing the North End neighborhood, uprooting families	0	Removing Land
91. The road should be built without dividing the North End neighborhood, without uprooting people and families, and without destroying the history of the neighborhood. This could be done by finding a path around the North End neighborhood, and in some places making the road narrower.	0	Removing Land
92. I would not see a problem with going through ChemDyne if it is done safely with the approval of the EPA or other officials who would be involved.	0	Chemdyne Support
93. Another 35 mph road. Need quicker commute	0	More Efficient

Comment	Upvotes	Tags
94. Most people try to avoid all downtown streets of Hamilton. Traffic is never moving. Need more trees. Need a faster less interrupted roadway. Should be kept away from residential areas and allow traffic to actually move. Do not need additional congested areas that we already have and continue to just further exasperate instead of improve. Most of the roads in the area need repaired. Need to repair before make more to need repair	0	More Efficient, Suggestion
95. Too large of an impact on Butler County Agricultural Society. The Fairgrounds need to be preserved. Keep 4-H and FFA significant in Butler Co.	0	Fairgrounds
96. Pick somewhere else	0	Unsupportive, Misc, Needs Response
97. Just doing quick math, I'm seeing approximately 100' wide path. Seems excessive considering there doesn't seem to be an ideal path without significant sacrifice.	0	Misc
98. Worried about impact to fairgrounds, a very important place in butler county	0	Fairgrounds
99. Leave the living where they live. The dead as well, no new road, no matter how much connectivity it will bring, is worth digging up the deceased. If this road was so highly needed why wasn't it put in before starting construction on spooky nook.	0	Removing Land
100. If necessary the roadway could be separated to facilitate accommodation of existing structures. I think the bridge should line up with Washington Blvd on the West end and terminate with Hampshire on the East. I think that closing the Black Street Bridge because of age probably necessary, but It needs to be replaced with the replacement lining up with the rerouted Rhea St. The East end of the new route ending on Hampshire will reduce traffic on the East end of High Street which is a big benefit. Extending the road from the new Black St. Bridge to the new North Crossing blvd. will also reduce High Street traffic.	0	Suggestion
101. Just fix the streets that were torn up and badly patched many many years ago instead of correctly resurfacing streets Hamilton made all of them a hot mess. We don't really care as people of Hamilton make it easier for out of Townes can get to spooky nook Fix the streets that are already present. This idea is the most ridiculous thing I have ever heard of for one establishment (spooky nook). If they don't like our city streets move on to another city and tear it up	0	Needs Response, Neighborhood improvements
102. I would like to see 40-45 mph	0	More Efficient
103. I do not agree with 35mph in a residential neighborhood. I also don't see the need to tear down more homes due to putting a median in with flowers.	0	Speed Reducing
104. Don't need a median.	0	Misc
105. So many other options!!!! Why not use the old truckers route when the Ford plant was there? Why not use that route? It would be a much easier way to go and it's already set for 3 lanes which would include a turn lane if needed. Then spam the Great Miami River and turn the road to connect back to Spooky Nook. But the better question is why wasn't Spooky Nook built at better location that could handle the influx of traffic?. That's just my 97 cents worth	0	Suggestion

Comment	Upvotes	Tags
106. I live in the 1400 block on Maple Ave. we have Rt 129 behind us and the tree lined walking path is between our backyard and Rt 129. The path is very lovely, however there is much garbage/litter that gets left to blow in the wind. There are no garbage cans. However if there were garbage cans, would they be maintained? This is the East side which no one cares about. Since the 129 connector was put in, people now use the 1300 & 1490 blocks of Maple as a cut-thru to avoid the traffic on Rt 129. Our street is now very unsafe for all the children who walk to and from school, as well as the residents who live on Maple. And the condition of the street pavement is horrendous: pot hole after pot hole. No one observes the speed limit either. Please consider all of this for the nearby residents of the new crossing.	0	Misc
107. Test response	0	Misc
108. An extremely expensive vision that is going to drain the city for many a year	0	Unsupportive, Misc, Needs Response
109. Many houses or land will need to be used to make that happen. Maybe one lane both ways and a turn lane and parking if needed.	0	Suggestion
110. Has any one from the city and stakeholders shared that the underserved population are footing the bill for this decorated landscaping and north Hamilton crossing??? You will bankrupt our city!!!! Stop presenting these routes as great for the community when the end goal is to get athletes to Spooky Nook!	0	Needs Response, Unsupportive, Misc
111. All these paths lead to Spooky Nook! This should have NEVER been brought to this small town. This same scenario happened in PA and completely bankrupt their small hometown. Shame on Hamilton Council for even allowing this to happen. Every route disrupts historical sites in Hamilton, OH. German Village/Historical District, Butler County Fairgrounds, and Greenwood Cemetery. All have been here between 170-175 years.	0	Historic
112. This plan has a major impact to the county fair	0	Fairgrounds
113. You will not be digging up our ancestors in the cemetary. Nor plowing through our beloved fairgrounds	0	Cemetery, Fairgrounds, Needs Response
114. The current roadways in Hamilton (129 Io High St,) has less traffic from current employers in Hamilton on weekends when soccer tournaments are going on at Spooky Nook. So why put in all of this infrastructure to accommodate out of town families., We hen current Hamilton taxpayers are footing the bill for all of this?	0	Question
115. The new overpass on Grand Boulevard present the city with a low cost alternative to the NEX. Traffic from the west side of the city can be routed down B street to the Pershing Avenue Bridge. With minor improvements. B street could be widened, or have more lanes open southbound in the A.M. and more lanes open northbound in the P.M. Traffic crossing the river at Pershing avenue can proceed across the new overpass, through Grand Boulevard onto Hamilton Mason to By-pass 4. It so simple. The new traffic circle and overpass greatly aide the flow of traffic both ways on this route.	0	Suggestion

INITIAL ROUTES TAB

Question 17: If you have any comments regarding on the initial alternatives discussed above, please share them in the box below. It will help us if you identify which alternative(s) you are referring to in your response.

Comment	Upvotes	Tags
1. First few are too long and unnatural looking. Not sure drivers will seek to go that far out of the way to get into the city. The last few are more direct and look to better aid in splitting up traffic more efficiently going in and through downtown.	2	Con North, Pro South
2. Alternative A allows for the most direct access to the north west and west side of the city. It allows a large volume of traffic to flow uninterrupted into the northern half of the West side. It would also incentivize through traffic traveling to/from north and west through the city to take NW Washington with less lights than risk taking High/Main with many lights. This would take significant strain off of the Eaton-Main st. and 129-127 intersections.	4	AltA Support
3. Most pros, least cons, least affected houses, stays away from graveyards and parks	0	Efficient
4. I want to keep the historical areas untouched, and the green spaces need to be preserved	10	Historic
5. Alternatives A through D would cause excessive problems for Fordson Heights, a quiet, peaceful neighborhood that has remained a charming subdivision since its creation, full of senior citizens and young families. It would also interfere excessively with businesses on route 4, particularly the new storage business that your roadway would run right through the middle of.	0	Con North
6. Alternatives A-D would affect too many people in the North End and Fordson Heights, not to mention businesses on Route 4 with very little benefit to traffic. Less than 30 seconds of drive time does not seem worth the monetary cost or the effect on these neighborhoods.	3	Community Impacts
7. In your October 2022 meeting notes, it says no further study was recommended for these routes. What happened to that?	2	Question
8. Please do not relocate families or existing neighborhoods. Build the road far enough out that development will expand.	1	Home Loss
9. Routes close to High seem like better options. I would not want to drive so much farther to the northeast on a long odd road. Excited to see what those areas in the Northend around 9 Street and Miami Ave will look like and become.	2	Con North
10. Having a river bridge as a backdrop to RiversEdge amphitheater - not a good idea	0	Misc
11. Please take into consideration the impact on the county fairgrounds and it's value to the development of youth in the county. Many of these routes impact the fairgrounds in a negative manner and really don't positively impact the surrounding areas either. It is important to consider the impact on the community as development continues to infringe on greenspace and agriculture and the overall impact that has on the community as a whole.	11	Fairgrounds

Comment	Upvotes	Tags
<p>12. Economic development farther up the river is very important as it will help reduce traffic on High St. Currently we only have development along High/Main. There will already be enough traffic around Spooky Nook from visitors. If it all ends at Spooky Nook, no residents will use the crossing because of traffic. It needs to be dispersed farther up the river.</p>	3	Expand Study
<p>13. All these routes show how little you care about the people who live I'm this neighborhood. You don't care how many lives you will destroy. You Al have been so sneaky during this entire process. You should be ashamed of yourselves.</p>	0	Misc
<p>14. routes to the north using Neal Blvd is too far out of the way to drive</p>	2	Con North
<p>15. I have a plan to save all the homes & the ball fields</p>	0	Suggestion
<p>16. I don't like any alternatives that impact any historical parts of the county. There should not even a consideration of running a boulevard through the fairgrounds or german village. We know that this project is priority now because of Spooky Nook. Its a shame that its even thought of ruining a piece of property that has been used for the same purpose since 1851 for a business that may or my not be around in 15 years.</p>	5	Historic, Needs Response
<p>17. Has a route north of the study area been examined? I would suspect that a lot of traffic is coming into the city from 129 from 75 as I experience it often. Connecting something like Liberty Fairfield Road to Washington Blvd seems as though it would drastically reduce the traffic congestion through minimal relocations as there are roads in place as well as a potentially already existing river crossing leaving only the need for a smaller 'creak' crossing.</p> <p>Something like this should not be about providing economic growth by taking people into an area. It should be about freeing up the areas where there is current economic growth taking place so that people who choose can more easily access them with elimination of noise (traffic) pushing individuals away.</p> <p>Also fully against having this terminate at Spooky Nook! Doing so is going to increase traffic delays in an area that through unlimited planning will only be able to handle destination traffic and never through traffic which the NHX is proposed to do.</p> <p>LASTLY, back to the first point of looking outside of the study area there is a greater potential to increase the speed on the roads to make up for the increased distance ultimately creating a winning situation to ease congestion and simply handle traffic.</p>	12	Expand Study, Question
<p>18. I completely agree. It notes a con being land taken from farming and land taken from Greenwood.. but it is not taking people from their homes. That is the most important factor to me. There are so many people that take Main, Park, Eaton and N. B to get to the upper portion of the west side. Why are we not taking this into consideration? I am a resident of the west side of town and NO route is convenient to people that live further out even past Walmart. This option is the best available for residents and</p>	2	AltA Support

Comment	Upvotes	Tags
<p>traffic and I do not see how it will take longer. It also doesn't affect any of the historical neighborhoods such as German Village or Dayton Lane. It's mostly blank land. It is unfortunate for the farms, but I guarantee they won't even be farms in a few years due to build a box neighborhoods popping up once Hamilton grows even larger due to Nook.</p>		
<p>19. Historic districts should not be considered. It's hard to believe that we can't change a paint color in the historic district without approval, but rerouting significant traffic and changing the neighborhood composition is being considered.</p>	2	Historic
<p>20. Least expensive alternative with the quickest travel time!</p>	1	Efficient
<p>21. Anything other than Alternative A is just going send more traffic right to the Spooky Nook area which is going to be a nightmare if projected crowds materialize. Or, traffic will just return back to RT 129 (Main Street) to get all the way through Hamilton.</p>	2	AltA Support
<p>22. I would like the community to have very clear information about:</p> <ol style="list-style-type: none"> 1. What any of these options will do to property value of the surrounding homes. 2. What plans are in place to build affordable housing for the "underserved communities" in Hamilton so that all this development doesn't push out residents. 3. What immediate help will be available to renters who will loose their homes if the plan pushes them out. 	1	Question
<p>23. How might this project spur local neighborhood economic development by residents and become a national model for inclusive economic devopment? In other words, foster the growth of mom and pops that build community and sense of place and reverse the decades long trend of wiping them out with big retailers.</p>	0	Question
<p>24. Don't love any of them. If you went just south of Hamilton Hamilton Mason Road to grand Boulevard straight across the river. There is very little housing affected and will allow greater access to bypass four and 129.</p>	1	None, Suggestion
<p>25. I know fair is only 1 week out of the entire year, however A-D looks like it would really impact 4-h families showing livestock and horses. Especially the families that set up campers around the outside of the track and between the horse show rings and the enginer property.</p>	0	Fairgrounds
<p>26. none of these alternatives should be considered. Displacing families and tearing up neighborhoods and parks because Hamilton didn't consider this need before Spooky Nook was developed</p>	1	None
<p>27. Please do not destroy the fairgrounds! These kids work so hard all year on their projects and look forward to the fair every year. Many of your proposed routes would eliminate the horse show arenas and could potentially eliminate Butler County's 4-H horse department!</p>	4	Fairgrounds, Needs Response
<p>28. Stay away from the fair grounds, you would be doing a great disservice to a lot of kids in 4H programs. Those fair grounds also bring the community together of all generations.</p>	4	Fairgrounds
<p>29. Alot of these routes take out historic property of the Butler County Fairgrounds, a tradition over 140 years old. If you destroy the horse barns, arenas, secondary entrance and potentially the track do you plan on replacing it?! Butler County children work hard for months preparing for fair week, taking 4H</p>	4	Fairgrounds, Question

Comment	Upvotes	Tags
from them could potentially mean an end to the BC fair altogether. Forcing hundreds of 4H children and their families to show in surrounding counties will certainly take money away from your city. We all want better traffic flow but please use a route that does not impede on the historical integrity of Butler County and the City of Hamilton.		
30. Every route impacts something worth preserving--homes, parks, fairgrounds, etc. Make this project transformative by finding ways to mitigate those impacts--relocate houses to vacant lots, create new parkland, employ street calming measures to reduce higher speeds, etc.	1	Suggestion
31. None of these alignments provide a true bypass to the downtown and eastern Hamilton residential areas. All will have too many curves, too many intersections.	1	None
32. I would prefer to cross the river up at NW Washington to give direct access to the west side.	3	AltA Support
33. None of the routes that utilize Neal Blvd.	0	No Neal
34. Looking to avoid going down Neal and across the new self storage business.	0	No Neal
35. We invested a lot of money to build a home in Hamilton and the road would be very close to our property probably devaluing it not sure why we weren't told when we began the bldg. process	0	Misc
36. After speaking the three people, I need more information.	0	Misc
37. Concern: Any vibration on the sight can cause slow leakage into the water - causing major health concerns.	0	Chemdyne
38. Alternative A seems to have the least potential stops from Wash Blvd to 129. Any stops or intersections will slow traffic. Also must think of ingress and egress to and from the route. Current infrastructure seems best at 129 and Wash Blvd.	0	AltA Support
39. I feel the numbers are completely off on cost of projects. All projects that impact the fairground is unworkable.	0	Fairgrounds
40. Most concerned about lose of homes. Please consider the number of families affected, not just the number of buildings affected. Many of the homes in the areas affected are divided into apartments and so displacement (destruction) of one building may affect multiple families. Especially concerned about net loss of low income housing units. I appreciate the idea that some of the vacant lots in the area may be used to build new homes for some who are displaced. But, I would like to see a one to one net replacement of lost housing units. We do not have enough affordable housing in Hamilton as it is. So even if some displaced families are housed outside of the area, it is still necessary to replace their housing unit in the area. So that after all this is said and done we have the same number of housing units or more (even better) than we started with. Also, I prefer you do not cross the ball field park. There are not many parks in this area and this is a historic park given its tie to Joe Nuxoll.	2	Home Loss, Historic
41. Alternative c really makes the most sense with the best impact and outcomes.	0	AltC Support
42. Plan should run NW Washington, "B" St. to current Black St. Bridge, over new bridge, overpass over RR, to Nuxhall Blvd, to Neal Blvd, to Rt 4, to Fairview to Rt 129.	0	Suggestion
43. This will have a huge negative impact on people doing fair, bringing horses and other animals will be more difficult if we don't have a way to get them there or a place to keep them.	0	Fairgrounds

Comment	Upvotes	Tags
44. Highly disagree. Any of those routes tear up historic neighborhoods. Those neighborhoods are why people are coming to Hamilton, to visit or to live, in the first place. Alternative A is the only one that makes sense	0	AltA Support
45. Alternative A ties into Washington Blvd, which makes for a good bypass around the city. None of the others achieve any kind of bypass goal at all	1	AltA Support
46. A better solution would be to extend Grand Blvd. across the river and run it to OH 128. It would be cheaper, impact fewer people, and get a better result	1	Suggestion
47. Ditto: Consideration needs to be made on the impact of the ButlerCpurnt Fairgrounds and the negative effect these plans will have on the 150 year history of the fair as well as our large 4H Youth Development programs. Please do not destroy/ impact the hoarse barns, equine show arena, equine camping, secondary entrance, etc. Youth Development is incredibly important for our society right now. Other option: relocate the butler county fairgrounds to a plot of land in the country AND provide all appropriate barns, arenas, grandstands, etc.	1	Fairgrounds, Needs Response
48. To me, this is the best solution of them all. Alternative A needs to be reworked a bit, but clearly offers the best path to the West side, and NW Washington. But AFTER arriving into the Freshman School area, it becomes another nightmare, and those properties are too new AND expensive to remove, ROUTE A simply needs a better look, and a slight alteration to fall into NW Washington again at the High School.	2	AltA Support
49. Agreed, the closer it gets to High Street, the more nonsensical it begins to look. E, E1 tweaked is as close to High Street as it should get, and somehow get to NW Washington Blvd. The congestion on NW Washington right now is very bad from Cleveland to Eaton, and there is ALOT of displacements needed to clear that, which wont happen. Or SHOULDNT	0	Con South
50. German Village needs to be left alone at all costs. That would both impact the historical area itself and it's residents, many of which are senior citizens/ the underserved.	0	Historic
51. Reducing traffic coming off 129 is the greatest need. If we are strapped for investment dollars, the cost of this plan is more reasonable	0	129 Reduction
52. If Alternative A is selected, I do hope that Washington Blvd is widened between Cleveland Ave and Eaton Ave to allow for the added traffic. Also, there should be one traffic light added on Washington Blvd to allow area residents to cross or access Washington Blvd. The logical place for that traffic light would be at Cleveland Ave.	0	Suggestion
53. To much R/W and historic impacts	0	Historic
54. Alternative A would allow for more development northeast of Hamilton.	0	AltA Support
55. You should absolutely avoid running a road this large through any properties that would impact Greenwood cemetery.	0	Cemetery
56. Please take into consideration the value that the farmland adds to our city. It may seem like a great opportunity because you aren't navigating already developed areas, however the farmland is historic	2	Agriculture

Comment	Upvotes	Tags
and makes the bike trail beautiful. They have already allowed the bike path to be built on their land for public benefit. Do not build a road through the middle.		
57. I do not understand how building a new road system through the North End neighborhood of Hamilton would not support economic development. I feel it would enhance the properties remaining and bring new opportunities. Will there be restrictions added to the remaining properties not allowing growth, renewal and changes because of the new road?	0	Question
58. I do not want any disruption of chem dyne or any land surrounding it. Period.	0	Chemdyne
59. The travel time measured is inconsistent as it does not take into account travel time from different parts of the west side. Crossing the river further north, as in Alternative A, yields different results than a proposed route that requires using the Black Street Bridge or a crossing even further south. I think attention needs to be paid for which of these routes is most accessible to the majority of travelers. Forcing them to travel from Washington (if that is the case) south on B Street to reach NHX will cause bottlenecks on two lane roads near Spooky Nook, which creates even more problems	0	Misc
60. I am concerned about the impact on Butler County Educational Service Center (as well as the surrounding neighborhoods). Several proposed routes suggest completely repurposing a large part of the organization's property and parking lot that is regularly filled during daytime hours. What plans are in place to generate new parking options for one of Hamilton's larger employers (800 staff)?	0	Question
61. A is the best option without moving families and underrepresented community. If travelers need to go to shops on Main, they can use 129, if they just need to drive pass Hamilton then use option A. It can greatly help divers traffic.	0	AltA Support
62. I believe this alternative is the most beneficial for long term traffic flow and supporting urban revitalization without serving as bypass of downtown. None are easy.	0	Misc
63. Fairfield Township is refusing to cooperate with any option that goes through their land so outside of this study area is not an option.	0	Misc
64. Sad to see so many people more concerned with the impact of the fairgrounds than they are of all the people who will end up displaced by this project. I get it, history is important, but the people living in these neighborhoods now are more important. I voted for A, E, and G for this very reason. While some people will be impacted no matter what, this project needs to happen regardless and those three seem to have the best balance of pros vs cons. I already commented that they need to do better by the people displaced and the lower cost of construction for some of these means there will be more room for money to be spent on the people who matter most who will not see long lasting benefit from this like the businesses and families (mostly west side).	0	Home Loss
65. I do not support any route that impacts a historic district or channels a high volume of traffic into a heavily residential/historical (though not officially designated) neighborhood. Also, all routes should be respectful of Greenwood and St. Stephen's Cemeteries. It is one thing to skirt around them, but the road should not pass through them. Because of this, the best, and really only acceptable, option is Alternative A.	0	AltA Support

Comment	Upvotes	Tags
66. Yes This survey is terrible TOO HARD to understand and participate in Cannot see it on our lap top computer. Therefore I am done with it.	0	Misc
67. Please fix existing streets	0	Fix Existing
68. Please fix existing streets	0	Fix Existing
69. I just want to know when the area is going to get rezoned for businesses so I can plan for the future.	0	Misc, Needs Response, Question
70. What impact would a major flood have?	0	Question
71. This does nothing for west-side residents - waste of time	0	None
72. Alternate A is by far the best Option, but needs reworked for a smoother transition through certain areas. This is the least disruptive to people.	0	AltA Support
73. No new bridge south of Black Street	0	Con South
74. Prefer Alt. A	0	AltA Support
75. Alt A	0	AltA Support
76. why not up joe nuxholl, up campbell, across rt 4, behind the engineers office, and up the hill?	0	Suggestion
77. It also says option A provides absolutely no reduction in traffic volume or traffic time. If you look at the route closely, there are many homes in Fordson Heights - and a brand new storage business on Route 4 - that would be torn down to run the route from Neal to Route 4. Plus, their initial renderings of A shows the street cutting front yards on Neal down to practically nothing. The lots in Fordson Heights aren't very big to begin with, and cutting them further seems completely unfair.	0	Home Loss
78. A is my preferred options as Ive previously stated	0	AltA Support
79. Where are the other hybrid models shown at the open house?	0	Question
80. Alternatives B and C would have the least impact on neighborhoods. They make use of Joe Nuxhall Blvd. which is already a 4 lane road. The parts that go around Greenwood Cemetery can be dealt with by possibly making the road narrower in that area.	0	Suggestion
81. One more thing they are trying to take from our kids!	0	Misc
82. Please do not put a road through the fairgrounds! We are one of the last fairgrounds to offer a large equine program. Having a major road even close to the fairgrounds will ruin it.	0	Fairgrounds, Needs Response
83. These options are what is best for Spooky Nook, not the vast majority. The place is barely opened and not worth investing new roadways in yet, or ruining homes, fairgrounds, cemeteries etc that the LOCAL community established. Let's see if Spooky Nook can even hold it's own before uprooting others.	0	Misc, Needs Response
84. These routes effect the fairgrounds and not to mention many families who live in that area.	0	Fairgrounds
85. I understand parents concern about the fairgrounds for the kids, but could the exchange be to move the fairgrounds out of the downtown area. I think there is enough support to keep fairgrounds in the county, but why not have a newer facility away from the congestion of the city. This would also allow more space for other development to support the new road. I am typically just cutting through from	0	Suggestion

Comment	Upvotes	Tags
West to 129 and would love an option that allows me to come from Waahington Blvd and bypass all of downtown.		
86. Historical areas need to be left alone, including the fairgrounds. Our youth and future generations need 4-H and FFA to positively impact their lives. We need agriculture to thrive in Butler County.	0	Historic
87. Please realize the importance of the fairgrounds to the community and participants. They are already using every inch of space they have and have nowhere to relocate if entrance, parking, camping spots, barns, show arenas, infield, etc. are taken away for this project.	0	Fairgrounds
88. Leave the fairgrounds alone. Any route you take should not go near.	0	Fairgrounds
89. I do not like any plans that disturb our historical landmarks especially any disruption of land at Greenwood Cemetery or the Fairgrounds.	0	Historic, Cemetery, Fairgrounds
90. Alternative G is the only one that preserves the Fairgrounds. Time and money goes into these spaces from our 4-H and Adult/ child organizations for improvements. They work all year to to help keep this place going. It represents so much to so many. Agriculture is needed more now than ever. The Fairgrounds are a part of Hamilton/ Butler County history. It raises great upstanding adults!! Don't ruin the Fairgrounds for concrete. It will also be a very, very dangerous area for Fair Participants. Homeless will destroy the area and have greater access to the area more than they already do. There are lots of beautiful wildlife that live in this area as well. It will destroy their homes. I am very sad to see these plans. Unfortunately Alternative G is the only one to chose. Save the Fairgrounds!!! 🍀	0	Fairgrounds, Needs Response
91. Minimize butler county fair impacts	0	Fairgrounds
92. This is very disappointing. Only one option won't GREATLY negatively affect the Butler County Fairgrounds (the youth of our own county, green space, and a historical space)!	0	Fairgrounds
93. Please leave the fairground alone!!	0	Fairgrounds
94. Alternatives E, E1 and F have drastic consequences for the Educational Service Center located at 400 N. Erie Hwy. The center provides a wide range of services to many citizens and works with a number of community partners. The loss of a majority of the parking lot would have a negative effect on the 750 employees that work at the ESC as well as all the community partners we work with on a daily bases.	0	Con South
95. Option A needs to take into consideration that NW Washington is already a nightmare, especially during school hours. It is difficult getting in/out of Hamilton West Estates already due to back-up from the 4 way stop at Cleveland or traffic from the schools going West Elkton. There needs to be updates made to both of those already flooded intersections and considerations for those living in the neighborhoods of Hamilton West Estates, Washington Estates, Berkeley Square, the condominium community, and the new subdivision being developed (which will also add to traffic along NW Washington).	0	Suggestion
96. Several of these alternatives would eliminate the majority of the parking lot for the Butler County Educational Services Center located at 400 North Erie. The center provides educational services throughout Butler County. It has 750 employees and works with many community partners and	0	Con South

Comment	Upvotes	Tags
residents on a daily basis. The loss of the parking lot space would have a significantly negative impact on the work of the ESC. Specifically, the alternatives with the most concern are E, E1 and F, as well as AE, BE, ABE, and EBE		
97. My biggest concern is the traffic congestion and noise from 129. I would like to see that reduced but not at the expense of environmental factors.	0	129 Reduction
98. How is going down Heaton saving any time ?? Will there be multiple stop lights?? After crossing the bridge to west side will have to turn left or right to go to Main Street (129) or towards Rhea avenue. I also noticed you taking out part of the fairgrounds.. a historical landmark property in this area not only because of the fair but because it was a battleground during the civil war era. However I did notice that ODOT behind the fairgrounds was left safely untouched. They can relocate?? I am also curious as to how far in to the cemetery would be used? My grandparents, a cousin and an Aunt are all rested there close to Neal Blvd. My dad currently resides on Neal Blvd. I am thinking that Route A is the best to access the west side of Hamilton, as well as north of Hamilton into New Miami with truck access being able to go to 127N without having to go through town... if there will be truck access. I do wish that there were better drawings and maps to show just how the connections would be at Washington Blvd, B street and 127.	0	AltA Support, Question
99. After looking over each options pros and cons it seems to me that some group or groups of peoples will be negatively impacted. I hope there are discussions to be made to make up for the loss for each individual group that will have.	0	Community Impacts
100. Better since it does not impact the Fairgrounds which is huge for the Agricultural and 4H communities and gives great opportunities for youth.	0	Fairgrounds
101. Need to stay away from the fairgrounds and yet not impact historical district either. Most of the others impact the fairgrounds and farmland on Canal which is not a good idea at all.	0	Fairgrounds
102. The stakeholders committee needs to go back to the drawing board. Consider a route from Route 4 and New Miami area of town. One that will not affect any of the historical sites in our town. Everyone of these proposals is poor and only benefits Spooky Nook Stakeholders pocket! Stop trying to take away opportunities for our children, disturbing the peace of the deceased, and taking away existing housing for our underserved population that walk to many places in the city. Shame on you!!!	0	Expand Study
103. There are not any alternatives that will not significantly impact people in this community. I was told this has nothing to do with Spooky Nook but people think that and will be very upset if you take land from the fairgrounds, softball fields or land from the cemetery. We need to preserve all the farmland we can in this area if we want to eat. Many have said alternative A but that farmland is the farmer's livelihood. We will severely impact him and his future generations all for the convenience of everyone else. I disagree with that. Spooky Nook may not last very long based on how the economy is going right now. You are going to uproot so many lives. I don't have another solution but I feel horrible for all those that will be impacted by this upheaval. Economic development is not the end all be all here.	0	None
104. This route parallels High Street that can accommodate traffic and this do iednt make sense at all.	0	Misc

Comment	Upvotes	Tags
105. I thought that the goal for this new road, was to reduce the current and anticipated congestion of 129/High St. Any option that doesn't reduce 129 congestion shouldn't be considered.	0	129 Reduction
106. Focus should be to address primary & secondary needs. Critical would be 1) economic impact to pay for upgrade. 2) East-west belt way around Hamilton. Alternative A is best solution.	0	Misc

HYBRID ROUTES TAB

Question 26: If you have any comments regarding on the hybrid alternatives discussed above, please share them in the box below. It will help us if you identify which alternative(s) you are referring to in your response.

Comment	Upvotes	Tags
1. Using Joe Nux Blvd and Neal seems like a sloppy and unnatural road. Its long and odd looking. Downtown and West side drivers may want a more straight and direct route. Keeping a road tighter and closer to High may aid in a better means to divert/split up city traffic.	5	Pro South
2. N/a	0	N/A
3. As previously stated, many of these alternatives create far too much negative impact on Fordson Heights (which has been a nice quiet neighborhood of senior citizens and young families since it was created), with basically no appreciable benefit to drive time. People will want the straightest shot from point A to B, not some twisting and turning road. Additionally, there are new businesses that have been built along routes AC-BD, not to mention there is a Head Start school, that would be effectively taken or ruined by these plans.	0	No Hybrid
4. Your October 2022 meeting notes say that no further study is recommended for AD-BE. Are those back on the table now?	0	Question
5. I'm curious how much it would improve traffic if you simply replace the Black Street bridge and put an over or under pass at the crossing on Heaton. I lived in Fordson Heights for over 15 years and frequently ended up taking High Street to get to the west side because trains delayed traffic. If the city expects people to follow the twists and turns of some of these plans, surely you can just as easily expect people to get to the new bridge taking the existing Fair and Heaton Avenues.	3	Suggestion
6. When there was a Vine Street crossing it also seemed to flow better instead of putting all traffic onto Heaton.	2	Misc
7. Keeping the road close to High would maybe be best to split up incoming downtown traffic. rather then a road farther to the Northeast which will not help the downtown flow. Some of the effected areas in the northend may come out ahead with a total clean up and fix up of those areas.	1	Pro South
8. na	0	N/A
9. Why do all this work and not have connectivity to the west?	0	Question

Comment	Upvotes	Tags
10.	0	N/A
11. I can't believe the city is willing to destroy so many houses, the park where Hoe Nuxhall was discovered by the reds at, a splash pad and a park where kids go sled ridding in the winter. Such heartless officials in office.	0	Community Impacts
12. routes to the north using Neal Blvd is too far out of the way to drive	4	Con North
13. Ask yourself why driver drive all the way out 129 to 75 to go to Cincinnatti or Dayton when they could just use Route 4	0	Misc
14. Follow my By Pass plan & save everbody	0	Suggestion
15. Combining Alt. AE with Alt. BC would seem to be a good route. Having the route go over the river just north of the gravel company would help with congestion on NW Washington BLVD. as well as provide better access to Spooky Nook. Using the Heaton St. access over/under the RR tracks might be a better route also. Hamilton needs an efficient route around Hamilton and this would provide that if traffic lights were not installed every block.	1	Suggestion
16. The same comment as with the other options, have you looked outside the study area. 129 / Liberty Fairfield Rd / Washington Blvd.	1	Suggestion
17. I do not understand how these professionals think some of these routes will not reduce traffic. If you give them a road that takes them out of traffic and a more direct route home.. they will use it. Like... what??!	0	Misc, Needs Response
18. Worse case scenario, connect Washington Boulevard with a bride to RT 129. Not everybody using High Street and Main Street are trying to travel all the way through Hamilton.	1	Suggestion
19. Worse case scenario, connect Washington Boulevard with a bride to RT 127. Not everybody using High Street and Main Street are trying to travel all the way through Hamilton.	0	Suggestion
20. These alignments all have too many curves, too many intersections. Poor engineering.	0	None
21. These ideas are to new, I don't know the benefits and/or forseable problems with either one.	0	None
22. Again, not Neal Blvd.	0	No Neal
23. Neal Blvd/Joe Nuxhall route is too far out of the way for people to use - won't save time ABE - I like the position of the bridge to the north of the dam - ext of NW Wash Blvd	0	No Neal
24. Looking to avoid Neal Blvd & going across self storage business.	0	No Neal
25. These routes seem shorter and streamlined which makes the most sense will not impact our property	0	Pro Hybrid
26. This should not be the final outcome. The economic impact on homeowners is devistating unless funds are alocated to property revitalization.	0	None
27. The maps were horrible & very unclear to see existing roadways & structures.	0	Misc
28. ABE & EBE were discussed a bit more so I had more information.	0	Misc
29. All sights that impact the butler county fairgrounds had a negative effect on	0	Community Impacts
30. Do not agree with any routes that disrupt the cemetery.	0	Community Impacts
31. I saw so many comments says stay away from the fairgrounds- do they not undersatnd most of the routes would aid people getting to the fairgrounds from 127 without having to go to High? Do they	0	Question

Comment	Upvotes	Tags
not see that the routes go around the fairgrounds? That might need to just be added to all the "Pros" where it applies "Does not impact fairgrounds"		
32. Most of these plans take out the field and horse barns (only G does not) and would likely result in the dissolvment of the fairgrounds. Just because that's the route, doesn't mean they don't have to take quite a bit of land to each side and have easements. And if you have never been around livestock, they are skittish and one large highway next to them is bad enough.	0	Fairgrounds
33. Can't see through the crowd	0	Misc
34. Hybrid purpose? Cut costs/add costs? Reducing 129 traffic paramount. Extending travel further west paramount (If we are doing this to help east/west travel through our city, don't reduce the route such as stopping at Lagonda.	0	Question
35. Any route North of Black Street bridge should require all the homes on B Steeet to be eliminated. B Street will need to be widened to accommodate the extra traffic.	0	Misc
36. HIGHWAY STYLE NW TO SR129, 55-6-MPH	0	Suggestion
37. The best option for crossing the river to the West is tying into Washington Blvd. All other areas listed are already congested.	0	AltA Support
38. I don't think that a hybrid route is the best way to go for this project. The inability of a segmented route to effectively convey traffic across the city can be seen in the proposed boulevard system for the West Side of Hamilton 1920s-1960s that resulted in the NW Washington, N Washington, and S Washington Blvds which were never able to be linked together to form a loop around the West Side as intended. If the NHX is also disconnected in this manner, I fear the same fate will befall it as time progresses. I also think it is important to remember that although this is proposed to be a two lane boulevard at this point, as the city continues to expand in the coming decades the need for expansion of this road will likely become apparent.	0	No Hybrid
39. Fix existing streets	0	Suggestion
40. I can't narrow my choice to one plan but I do like the plans that use US 127 to connect the two segments. I always envisioned that this route would go further out and around the city. As far as connectivity to Rhea Ava or NW Washington Blvd, what will be done to control traffic in those areas?	0	Question, Pro North
41. add one.. up joe nuxholl, up campbell, across rt 4, behind the engineers office up the hill to 129	0	Suggestion
42. Perhaps the "No Build" alternative could involve building a new bridge, converting the Black Street Bridge into a pedestrian bridge, and not building a roadway.	0	Suggestion
43. There. That sounds reasonable.	0	Suggestion, Misc
44. Stay away from the fairgrounds.	0	Fairgrounds
45. Minimize fairgrounds impacts	0	Fairgrounds
46. All of these would greatly impact the Butler County Fairgrounds!!!	0	Fairgrounds
47. Alternatives AE, BE, ABE,EBE have the same negative consequences to the Butler County Educational Service Center located at 400 N. Erie Highway that were discussed in previous comments above.	0	Con North

Comment	Upvotes	Tags
48. These all are unacceptable. Chem-dyne, historic neighborhoods, historical fairgrounds that serve hundreds of youth, learning centers, cemeteries, low income neighborhoodsthese are unethical solutions. I would rather sit in the traffic rather than any of these come to fruition. And ANY option near the fairground will likely end the fairground and it's 166 of tradition and skills these kids use to carry on their multi generational farmsteads. The only county in Ohio with no fair? Will you be paying enough to relocate and build equivalent structures for the fair and homes to those put out? Doubtful. Please don't disappoint me Hamilton, I have been so proud of your recent revitalization.	0	Question, Needs Response, None
49. I don't like the farmland being negatively impacted.	0	Agriculture
50. Stay out of our farmland and stop trying to take away opportunities for our children.	0	Agriculture
51. Do not like - these are short term solutions that will be hard for future growth of Hamilton.	0	None

INPUT TAB

Question 29: If you have any additional comments or questions, please share them below.

Comment	Upvotes	Tags
<p>1. I see the need for this project, it is long overdue and required. With the current growth and future development within the city of Hamilton it makes this project even more needed. After the opening of the well done South Crossing in the recent years. I understand the need for projects like this and the long term needs.</p> <p>I prefer the routes in the 9th or Miami area. Its looks more like a purpose-built road. It appears that those routes would better pull traffic off of High Street more efficiently. I would assume that those areas in the North End may seek this as an opportunity to revitalize and enhance that area.</p> <p>All of the routes that go more north are long and sloppy looking, That area around the old Grant Elementary/Fordson is a beautiful older neighborhood and having a road next to it may have a negative effect on one of the few thriving neighborhoods on the East Side. If you are going that far out of the way, maybe go even farther and build a bypass of sorts. But i understand that this would then not complete the primary goals this project is seeking to meet.</p> <p>This looks like it will be a giant project, but I truly see many greater long-term positives and successes it will bring the entire region.</p>	10	Pro Project
2. The minutes from the last stakeholder meeting show several of these options were recommended "No Further Study." Why are they included in this?	0	Question

Comment	Upvotes	Tags
3. Great to see the routes. Excited for what will become of this project. Hamilton has grown so much in the last few years. This road will help so much for years to come. Keeping it close to the SW and closer to High looks like the best way to go from a traffic standpoint. Those areas effected could really use a facelift and clean up also.	0	Pro Project
4. Don't mess up a beautiful area. Dayton Lane and Fordson Heights are gems to the city of Hamilton and it would be sad to destroy these areas just for a road. The Greenwood Cemetery area should not be touched at all as this is also a precious and old place. Cleaning up the North End wouldn't be a bad idea it's needed. A busy road running anywhere near a neighborhood is terrifying for a parent with kids especially ones that walk to school.	0	Misc
5. The alternatives to the north are too long and out of way for me to use, as I visit friends and family in Hamilton.	0	Con North
6. This needs to not impact the Butler County Fairgrounds. This would be detrimental to the function of the grounds.	2	Fairgrounds
7.	0	N/A
8. You are treating the citizens in the north end like second class citizens. Keeping them in the dark is unacceptable.	0	Misc
9. I just wish it wouldn't take so long to get started !	1	Pro Project
10. I suggest making B Street wider to Pershing Ave Bridge - this would allow traffic to use the Grand Ave overpass to Hamilton Mason Road to Route 4 By Pass to 129 or to I-275 via Route 4 and Gilmore or by 128 to US 27 to I-275	0	Suggestion
11. We are very excited about this project. Looking forward to its benefits to us: a) Faster, less congested route from where we live to West Hamilton; b) Less congestion on High Street & HWY 129, both of which we frequently use.	0	Pro Project
12. This project may be too complicated with trying to do all things such as economic growth and improving east west connectivity. In my opinion an overpass/underpass over/under the RR tracks and a new bridge should be the main focus of this project. The other things will follow because if you build a better way to get around Hamilton they will come and use it. The RR tracks in this city are dangerous and need to be addressed first above all else. People have died waiting for emergency squads to get through blocked roadways. So make it simple and efficient.	2	Less Priorities
13. Exactly!! Using a pro/con noting it doesn't reduce traffic from 129 is false. Just so false. If it is available, people will use it. I will use it simply to access Bridgewater rather than using the current routes available. I care more about people staying in their homes, bridges, over/under passes rather than economic development. That is already happening. Let us not throw irrelevant things into the mix. Not when there are more important factors to consider.	2	Less Priorities
14. Would be nice to know if my house will be affected before I make any upgrades - patio, tankless water heater, seamless gutters just to name a few	0	Misc, Needs Response

Comment	Upvotes	Tags
<p>15. Not sure why coming off of the rt4 bypass would not be a better alternative. People to the north, where much of the new housing developments are, would jump off 129 and take a straight shot across.</p>	3	Suggestion
<p>16. The project comes down to 4 issues: where to put the road on the east side, where to put the road on the west side, where should the new bridge be and where should the new overpass be. The east side is where I live, so highly important to me. The choices seem to come down to Neal, Heaton, or Dayton streets. Heaton is the most logical because people are already using it as an alternative to high street. Also, the city has already been knocking down houses in the neighborhood for years and likely buying the properties at a sub-standard price. The road just needs a better connection to 129.</p> <p>People traveling to the west side on this road are either going to their homes or the shopping at the far end of town (Meijer, Movie Theatre, etc.) or to the High School or Oxford. Getting to the high school from the east side can be a nightmare - it took over 1/2 hour to get down Eaton last year for graduation.</p> <p>From the West side, people are either going to Bridgewater or leaving the city. If you want to go downtown, you would still use the downtown bridge.</p> <p>So the choices on the West side are either north of spooky nook or south of it. The logical choice is North of it - connecting to Washington blvd. That would provide residents on both sides to avoid the crush of downtown - and if we want to get there, we take the scenic route through downtown.</p> <p>Consider pumpkin fest - Hamilton closes the highway through town. Basically, forcing residents to use the other bridges. Main street cannot be improved to take more traffic.</p> <p>That said, the new underpass needs to be on the Heaton connector - either using the existing road going or a diagonal through the vine street area. I understand there are plans already for the Beckett Paper property and this might give that project the necessary access. If the new underpass were built at the vine crossing, it would allow traffic to continue as is for the time being on Heaton. The bridge needs to go North of Black St bridge as well. I believe this was close to one of the alternatives and would be least disruptive and of most value to those of us who live north of 129. Thanks</p>	6	Suggestion
<p>17. I believe the Old Ford Canal should be protected at all costs (or even enhanced/more integrated) and the road/crossing should ultimately connect with Washington. The land between the hydraulic canal and the river was always intended to be utilized as industrial space; maybe community grants can be found to protect the floodway as a planned wetland with development near 127</p>	0	Suggestion
<p>18. There is a need to reduce traffic congestion. However it seems this will just move the congestion to where this connects to 129. Were there any talks of the south side of Hamilton bypass. Hamilton Mason road at bypass 4 is a straight shot to 128 headed west. This would allow people to travel NSEW with east access to 129, byp 4, 128. To the north of Hamilton is rural areas with lower population. Lots of people passing through Hamilton go to Fairfield, Ross, Liberty Township and farther east. Just looking at aerial photos it looks to have the lowest impact on residential areas as well. Just my two cents. Thank you!</p>	1	Suggestion
<p>19. most of the ones agreeing with this project is not losing their homes. We shouldn't have to give up our homes because Hamilton screwed up!!</p>	1	Home Loss

Comment	Upvotes	Tags
<p>20. All of the proposed alignments have too many intersections and too many curves. None of them would be an attractive alternate for drivers attempting to traverse Hamilton from east to west or vice versa. A much more reasonable alignment would bear directly north from OH 129 just west of Hampshire Dr. Continue nearly due north through the county engineer office area, cross the hydraulic canal, and then bear west across the vacant farm fields, Continue west to an interchange with US 127, across the Great Miami River, and connect to Washington Blvd.</p> <p>This study fails to address the traffic impacts on the west side of the river. All of the countless alternates would dump excessive traffic onto two-lane streets (Washington, Gordon, B, etc.) Before proceeding with this study, further engineering should address widening Washington Blvd or building a new bypass farther to the north.</p>	3	Suggestion
<p>21. Concerned about the personal effect on my property (1) (2) new taxes, I'm a senior and live on a fixed income (3) and naturally (the biggie) what/how will the traffic be maintained in my neighborhood?</p>	0	Question
<p>22. The traffic downtown has been bad for quite some time. The trains are a disaster - always blocking the tracks.</p>	0	Misc
<p>23. I feel using Neal Blvd routes aren't going to help reduce much traffic. You'll be tearing down historic water fountain left in neighborhood. Miami/9th routes have higher abandoned homes, older/worn down homes not taken care of. Also the meeting in Nov 2022 didn't show ANY routes w/Neal, find it a little shady there are half alternative routes w/that street now. I feel like ppl in that area may not have came today due to that street not being shown prior.</p>	0	Misc, Needs Response
<p>24. 1. Route using Neal/Joe Nuxhall are "off the beaten path." 2. Homes on Miami/9th in significant need of maintenance. Note: many are abandoned/boarded up. 3. Original plans on announcements had high focus on ABE/EBE - probably affected turnout from Fordson Heights. 4. The park/splashpad/ballfields rarely used. There were no community events planned or interest to make the ball fields "historical" until the city wanted to build on it. 5. People are worried about a park they never use!</p>	0	Suggestion
<p>25. Build river crossing & rail crossing & improve existing through/connector streets & work on community development.</p>	0	Suggestion
<p>26. The storage unit behind us was just built and they spent a lot of money to build it. It would be a poor oversight on the City of Hamilton to encourage new builds that were very expensive to put a new road over. We like the idea of more opportunities to get across town.</p>	0	Pro Project
<p>27. All bridges across Miami River should be rebuilt economic impact of not being able to be a walking and people friendly environment has kept my home and businesses in area not assesible to economic growth. No where to park, parking tickets on homeowners and business owner in front of their own</p>	0	Businesses

Comment	Upvotes	Tags
properties has isolated the public, having another bypass around Hamilton will futher drive property owners out.		
28. I hope the three people, Raymond, Matt & Eric, were honest in that the voices of those who live in Hamilton matter.	0	Misc
29. I am aposed to any historic or farm land disruption or the disruption of graves	0	Cemetery
30. I am glad to see economic progress for Hamilton. However something must be done about East/West traffic. Alternatives currently to High/Main are through residential areas and are a danger.	0	Pro Project
31. MAP quality = POOR I need street names!	0	Misc
32. If housing units need to be displaced it would be great if part of the improvements in this project included the building of some low-income, well managed housing units in this area in a number to equal or to exceed those being eliminated, like two or three times the number. This would be a great asset and improvement for the area and for those living there.	0	Home Loss
33. I find it hard to believe there is no possible way to reinforce and expand Black Street bridge. Couldn't something at least be built along side for foot traffic/bicycles and build a new 4 lane bridge? There also needs to be another bridge more north to connect Washington Blvd, esp if parts of New Miami/St Clair are being annexed by the city.	0	Question
34. The Black street bridge will be converted to a pedestrian/bike crossing. They say that in the plans. It cannot sustain car travel indefinitely.	0	Black Street
35. Why are you trying to go through the fair grounds and about the cemetery? They need to rest. and you are going to tear up their resting places... also tearing up the barns, arenas, and other places that could eliminate horse shows and other events there altogether could impact Butler county because people will have to take their kids to other fairs and line those county's pockets with money because they have to take their 4H child to a fair that will allow them to show horses. thesekids work hard on their projects all year... this is not fair to them at all. What about those losing thier homes because of this project? you might "compensate" them and "pay" for a new home. but what about those whose homes where there for years and do not want to move or lose their homes they had worked so hard to keep in their family?! Also you stated you would pay them to move. will you look for a new house they are looking for that they need for a higher price if one is more expensive than the home they have now due to the market increase? Will you be paying that as well? I am sure most of those families have homes that were passed down to them from family. And I am pretty sure they are worth more than you can give them... and they most likely can not move ore afford another house because of the wayt the housing market is and the crazy interest rates on homes anymore...	1	Question, Fairgrounds, Cemetery, Needs Response
36. Would like to know schedule/timeline of next steps	0	Question
37. Any plan that favors relocating members of the community during a period of historically high housing cost is not a plan I can support. This road is textbook gentrification and not the kind of progress I can support for the city.	0	Home Loss

Comment	Upvotes	Tags
38. My main concern is the impact of Hamilton businesses. It seems like we're building a direct liner to Liberty Twp businesses.	0	Businesses
39. This is a very well done overview.	0	Misc
40. 'l,['lm,['k[ok[ok[0	N/A
41. None at present	0	N/A
42. It looks like A is the only feasible option imo...it needs to be farther north than right at SN...this gives the best option as far as eliminating most intersections and avoiding downtown Hamilton.	0	Suggestion
43. Fixing the streets	0	Fix Existing
44. Fixing the existing streets in Hamilton should be the No. 1 priority. Fix these before any new streets are constructed.	0	Fix Existing
45. Everyone who lived in the area when Chem Dyne was open, then had the fire, then when the EPA moved in for clean up, please remember the mess. The EPA can tell us everything is fine but we all know better. How many people have suffered with cancer? And look at the EPA telling the residents of East Palestine that they are fine. NOTHING should be built on or near that property now.	0	Chemdyne
46. Isn't the current and anticipated 129/High St. congestion the main reason for building this road? If so, any of the routes that have little to no impact on the congestion, are a waste of resources, and should not be considered.	0	Question
47. Can the project consider just a new river crossing and/or RR grade separation without a complete highway corridor from 129 that will impact large areas of the City?	0	Question
48. This project needs to be done and has needed to be done since the 1970s due to the expansion of the West Side. Any cultural or historical sites impacted by or adjacent to the route of this project should be respected and commemorated. The loop on the outer perimeter of the city as shown in Alternative A is clearly the best option in my mind, as it does not add to conjestion in the city. It would be nice if that route could be continued into Fairfield Township and connected to 129 in the Hampshire Drive area.	0	Pro Project
49. Why do we have city council. Let THEM decide this. It is THEIR job. This was a terrible survery to take part in. Now you totally have no direction. This was THAT BAD...	0	Misc
50. The East-west connector at NW Washington is needed, but perhaps the solution is to focus more on going toward 127 and then over to the Woodsdale/Rt 4/63 corridor to connect to I-75.	0	Suggestion
51. Fix existing streets	0	Fix Existing
52. I bought my house 7 years ago with the assumption North End would be next in line for development once SpookyNook was open. My concern is the people, especially the renters, who haven't been able to find affordable housing NOW let alone after this project starts. Development will happen, but Hamilton has a responsibility to its citizens of all economic statuses. Market rate apartments going in by a railroad track is ridiculous. Hamilton needs to think of the people, not just the city's growth.	0	Home Loss
53. Will we get exit ramps like the South Crossing put at Dixie Hwy. We will need one on MLK for those not going to North End/Dayton Lane areas or to Westside. It would be nice to have one in the North End/Dayton Lane area for those of us coming from Westside and not going near Route 4.	0	Question

Comment	Upvotes	Tags
54. Long over due project which can be designed to be sensitive to those impacted and beneficial to the City's need to create economic opportunities for all.	0	Pro Project
55. This comment hits the point exactly on what is being missed for the North Crossing. If the issue is to relieve traffic through downtown while getting people to the West Side this project should also be considered a by-pass (North Hamilton By-pass Crossing). This route when tweaked is the least disrupted, but needs to address the flow of traffic onto Washington Blvd.	0	Suggestion
56. add one.. up joe nuxholl, up campbell, across rt 4, behind the engineers office up the hill to 129	0	Suggestion
57. None of these options are great, just some are worse than others. This project should have been done years ago. It is hard to see the full impact with the maps shown, but on the surface Alternative D looks better than others. It appears to miss the Fairgrounds, Farmland and Regulated Materials. It is not too close to existing bridges. I could not determine how much Greenwood is affected, but if it close to 0.5 acres, it would be a small plot of land. How many graves would be affected? Or is it burial land for future use?	0	Question
58. Please learn your lesson from the South Hamilton crossing. It doesn't get used a lot and it displaced families. It makes the neighborhood unattractive and it didn't encourage economic growth, defiantly not from attracting families to move into the neighborhood.	0	Misc, Needs Response
59. Nowhere do you address how this will impact the future of the Fairgrounds. What kind of compensation is there to the Agricultural society for displacing something that cannot be replaced?	0	Fairgrounds, Question
60. Fairgrounds need to be left alone!	0	Fairgrounds
61. 100% Agree	0	Misc, Fix Existing
62. Fairgrounds is a historical grounds	0	Fairgrounds
63. I think any option that affects the fairgrounds, disturbs a cemetery or ruins a historic area is likely not worth it.	0	Fairgrounds, Cemetery
<p data-bbox="100 959 1409 1203">64. Because it appears Hamilton might have a new North Hamilton Crossing bridge within a decade, I would like to suggest that consideration be given to naming the bridge in honor of Mr. David Belew, of Hamilton. Mr. Belew is almost certainly the city's last living "captain of industry," or local leader of an old Hamilton company, who was also a great civic leader of Hamilton. In this case, Dave Belew served as president and then chairman of the Beckett Paper Company, founded in 1848 and where he worked for more than 30 years. He has devoted much of his professional and personal lives to improving Hamilton.</p> <p data-bbox="100 1235 1409 1349">Naming the bridge after Mr. Belew, I believe, would serve as a tribute both to Hamilton's industrial history as well as to Dave Belew himself. This also would be a very visible way to acknowledge Mr. Belew's near lifetime of service to his city and its citizens.</p> <p data-bbox="100 1382 1409 1453">As for the construction of the bridge itself, I suggest that the bridge include, on its southern side, at least a bike lane and a pedestrian lane. Because of the height of the bridge – which I estimate at up to</p>	0	Misc

Comment	Upvotes	Tags
<p>55 feet at its western end, depending on where the bridge is built – and the ensuing wonderful view it will provide, I believe planners also should consider adding a parking lane on its southern side, to allow drivers to park their vehicles and enjoy the splendid vistas.</p> <p>The building of the bridge (and incorporating most or all of the aforementioned features) will make Hamilton, I believe, one of the nation's few cities of our population both with so many bridges (six, including the one planned to replace the Black Street Bridge's function) and such an outstanding view of its river valley.</p> <p>I consider the building of the North Hamilton Crossing bridge to be yet one more opportunity for a city experiencing a renaissance to further beautify itself and acquire yet another outstanding feature.</p> <p>I hope you the planners of the North Hamilton Crossing will agree that the construction features I have suggested will cost relatively little compared to the overall N.H.C. project while going a long way to creating a truly epic small-city bridge.</p>		
<p>65. From a business perspective route G is the least expensive & most effective at reducing 129 traffic; however, the beauty of Dayton St. would be greatly diminished. That historic street adds value to Hamilton. For this reason, I pick routes E, E1 & F. They have the next highest reduction in 129 traffic, and have a lower price tag than other options. Options that take part of the farm are expensive and have little to no impact on 129 traffic. Options that have little to no impact on 129 traffic should not even be considered.</p>	0	Misc
<p>66. The congestion problem on 129 is not going to go away without help.</p>	0	Misc

Question 30: If you would like to receive email updates about the North Hamilton Crossing project, please enter your email address below.

Comment	Upvotes	Tags
<p>1. Excited to see this project move forward. I do understand there will an emotional and impact on some residents and businesses. However, it will have a positive impact on a greater number of people. This is a classic case for eminent domain ...I know that is easy for those of us who are not emotionally impacted but it is the case. In the long run , it will be a major economic positive for the neighborhoods and the entire City.</p>	0	Misc
<p>2. Just wish this would have been built first before the nook went in.</p>	0	Misc
<p>3. I am hopeful this projects preserves the historic character of the North End</p>	0	Misc

Comment	Upvotes	Tags
4. I do not understand why it was noted during the October 2022 meeting the routes running through Fordson Heights were being removed from consideration, leading many homeowners and renters in Fordson Heights to believe they no longer had to worry about their quiet, family-friendly neighborhood being involved in this... but now these options are apparently back on the table?!? I wonder how many people from Fordson Heights have no idea that these options are still out there and are, therefore, not participating in this survey? Many of the homes on Neal Blvd are 80-95 years old, with at least one home from the 1890s and have been well cared for all of these years, sometimes owned by the same family for generations. Please do not wreck one of the most pleasant neighborhoods on the east side for this project	0	Needs Response

ABOUT YOU TAB

Question 39: Please suggest any additional ways you think we can improve the inclusiveness of our public outreach efforts.

Comment	Upvotes	Tags
1. The walk thru meeting was way too small, way too vague. There are way too many routes not yet evaluated to see how people are going to be affected. I've been through this before living on High St.. It was horrible during constuction and no concern for the residents at all. Please treat all residents involved with respect. We received none until demanding meeting with all officials involved.	7	Needs response
2. No suggestions	0	N/A
3. it's own social media page, news articles, yard signs in all 17 strong neighborhoods, posters in local businesses or the library?	0	Suggestion
4. Na	0	N/A
5. Have more neighborhood reps present at stakeholder meetings and ensure reps are actually talking to people in their neighborhood (as I have talked to several in the potentially affected areas that had not heard anything from their neighborhood representative). Include reps from offices/businesses that will be directly affected by the route (such as Butler County ESC, Juvenile Court and Corrections Center, the businesses along the route..	0	Suggestion
6. nope all was well done.	0	Good job
7. none	0	N/A
8.	0	N/A
9. Include citizens at meeting that involve their houses.	0	Suggestion
10. I think you are doing a good enough job on that. Newspaper coverage should be enough from here on out to satisfy the NEPA requirements.	0	Good job

Comment	Upvotes	Tags
11. Continue to update your progress so the community knows. Thank You for this very thorough explanation regarding this North Hamilton Crossing	5	Good job, Needs response
12. If you know what streets would be utilized, put street names on the boards.	0	Suggestion
13. For younger people: social media For middle age/elders: utility bill inserts	0	Suggestion
14. Pick a better location and presubmit the info before the meeting	0	Suggestion
15. Signs, billboard, flyers	0	Suggestion
16. The race section is of no concern. Everyone legally allowed to drive can be made up of any race, color, creed...you name it. All the same.	0	N/A
17. Provide more information on when and where public meetings are.	0	Suggestion
18. None	0	N/A
19. None at present	0	N/A
20. Newspapers, social media, mass mailings to areas affected. This is a once in a lifetime chance to better Hamilton. Don't be so worried about the cost but what is best for all involved. Another bridge over the river and railroad crossing is a plus where ever it is placed. But in my opinion, diverting traffic further to the north is the best way to go (Alternative A).	0	Suggestion
21. Good so far	0	N/A
22. In addition to community members and homeowners, consider businesses that could potentially be impacted.	0	Suggestion
23. us mail. door flyers are good if someone actually drops one off	0	Suggestion
24. More signage. Like signs on several corners. Last time I saw one in Northend and two on Washington/Elkton same corner. Also walk through was a real turn off. People gathered in groups in front of the posters and we couldn't get around them to see a lot. So many routes that we didn't get to see. Plus several of us were using canes/walkers can't stand lengths of time. Seating was very limited. Need more signage, a bigger room, and more seats.	0	Suggestion
25. I was just wondering where people would hear about this. I get the City of Hamilton weekly newsletter (I think it's called) so I was made aware of this survey but I wonder how many people are unaware.	0	N/A, Suggestion
26. NA	0	N/A
27. Small community meetings with highest-impact neighborhoods (North End) with translators in attendance	0	Suggestion
28. Unknown	0	N/A
29. With such a large impact to the Butler County Fairgrounds, I am disappointed that those that live outside the city, but use the fairgrounds and travel through the area frequently, were not very aware of this/it was not highlighted appropriately as a con/significant impact - I am on social media quite a bit and had no idea about this and it's potential harm to the fairgrounds until 3/9/23.	0	Suggestion
30. Na	0	N/A
31. why does my income have to do with it ?	0	Needs response

Comment	Upvotes	Tags
32. I believe that you have done a great job in including the public	0	Good job
33. This survey was difficult to take on a cell phone.	0	Misc
34. Stakeholders and city council members need to get out in the community to talk to the actual residents. Many do not have internet and have no idea what real impact you threaten our community. Using words like ENVISION or ILLUSTRATIVE purposes only leave a lot of room to lie. Start being honest with yourselves. Would you want a cemetery of your loved ones disrupted, or have opportunities of your children or grandchildren taken away in the town you live? Probably not, so go back to the drawing board.	0	Suggestion
35. Sadly today's government is constantly dividing the American people by race, gender, income, etc. I agree with giving all affected a voice, but this page could be done away with. My race, age, or income level has nothing to do with the pertinent details of building a road.	0	Suggestion
36. Better organization & controlled meeting	0	Suggestion
37. These have nothing to do with this actual project!! (to reduce 129 congestion)	0	Needs response

Appendix C: Comments Received

Email and Phone Contact Log

NORTH HAMILTON CROSSING CONTACT LOG

DATE	CONTACT METHOD	MESSAGE/COMMENTS SHARED	RESPONSE GIVEN
12/15/22	Allen Messer Email	<p>We may have chatted about this before. I have nothing else to say except PLEASE DO NOT SHUT DOWN THE BLACK ST. BRIDGE TO CARS. Any alternative will be awful to people who live on the west side, in the vicinity of HHS, who simply want to get downtown and use the Black St. bridge to do so. We don't want to have to drive all the way over to High St., or have to go through New Miami.</p> <p>Also, any proposal you're suggesting that either 1) destroys peoples' homes or 2) has to flatten wooded areas is just obnoxious. Again, if we wanted to live next to a highway, we would live in West Chester or Liberty Township or some place like that. We don't want or need access to anywhere – we already have it. Don't try to "fix" things that aren't broke!</p>	<p>I'm sharing your feedback with the design team so it can be noted. There are no plans to close Black Street bridge before a new river crossing is constructed to take its place.</p> <p>Sincerely,</p> <p>Allen Messer, P.E.</p>
12/30/22	Allen Messer Phone	Wanted to know if his house on [redacted] in Fairfield Township is needed for the project. He had heard that the route was along Alison Avenue.	Told him his property is over a mile from the routes being considered and asked him to have his neighbors call me if they are hearing rumors that the project is proposed in their area
1/3/23	Allen Messer Phone	Wanted to know the routes still being considered and said that he plans to attend the open house	Thanked him for his interest in the project and went through the utility insert with him to help him understand which routes the team plans to recommend for further study
1/4/23	Allen Messer Phone	Wanted to know if his and his neighbor's house in the [redacted] Block of Heaton Street were needed for the project. He also wanted to know how wide an area was needed and what the cross section would be.	Told him neither his nor his neighbor's homes were within the limits of the area that is currently being recommended for further study. Also explained to him that the roadway will not be similar to the limited access portion of SR 129 but instead it should be similar to NW Washington Boulevard
1/24/23	Allen Messer Phone	Wanted to know if properties [redacted] owned by him were needed for the project.	Told him which addresses were on a current alternative route and which ones are very unlikely to be needed for the project

DATE	CONTACT METHOD	MESSAGE/COMMENTS SHARED	RESPONSE GIVEN
1/24/23	Allen Messer Phone	Lives at [redacted] Neal Boulevard and had heard her house was needed for the project	Told her that Neal Boulevard was one of the routes being considered but that it did not appear there would be a need to purchase her house even if that route were selected
1/24/23	Allen Messer Phone	Lives at [redacted] S Derexa and had heard his house and many other houses in Fordson Heights were needed for the project	Told him that Neal Boulevard was one of the routes being considered but that it did not appear there would be a need to purchase his house even if that route were selected. Also told him the told number of houses that would be needed in Fordson Heights if one of the Neal Boulevard routes were selected was closer to half a dozen, not half the neighborhood
1/26/23	Allen Messer Phone	Left voice message. Had questions about Butler County ESC at 400 N Erie Boulevard	Asked if BCESC would like to be part of the stakeholders committee and told him I'd share the posters from Monday's meeting
1/27/23	Allen Messer Phone	Has lived at [redacted] Heaton Street for 14 years. She received flyers about the meeting and wanted to know more about the project time frame. She is a renter	Thanked her for her interest and explained the relocation process and the schedule
2/16/23	Allen Messer Phone	Has concerns about the Chemdyne site. Had heard on Facebook that City Council was afraid to ask about it and she wanted to know more about how Chemdyne might be impacted	Left voice message on 2/17 asking her to call back. Called her again on 2/27 and let her know the Chemdyne site is one of the top environmental issues being considered and that Council have walked the routes and asked many questions about it themselves.
2/1/23	Allen Messer Email and Phone Call	Mr. Messer, I attended the open house at Fairwood Elementary last week, and I was very disappointed with how it was set up and run. I'm sure you've heard from a lot of people about the cluster that it was. That said, I do have some questions for you. I live at [readcted]. I am in Fairfield township, but right on the edge. My wife's family are [redacted], and I am a board member on the Butler County Agricultural Society.	I was great talking to you yesterday. Thank you for reaching out and providing comments on the alternative routes. Your input is very important and will be shared with the design team. The following is a recap of our conversation. Let me know if there is anything I missed or if you have follow up questions. Negotiations with the Bonhams about purchasing farmland are not impacting whether there will be a route through the North End neighborhood. The routes that show the best traffic improvement are those located west of the cemetery. Those

DATE	CONTACT METHOD	MESSAGE/COMMENTS SHARED	RESPONSE GIVEN
		<p>My questions are:</p> <ol style="list-style-type: none"> 1. Is the city trying to pit the North End folks against the Bonhams? There has been a lot of chatter recently about the city telling the North End people that the Bonhams refusing to sell part of their livelihood will cause more North End houses to be demolished and people displaced. Is the idea to have people from the north end to try to sway the opinion? This doesn't sit right if that is the case. 2. Is the plan to go through the fairgrounds? It seemed like most of the options I saw had a fairgrounds piece. The proposed path would wipe out the fair as we know it. If that is the plan, what is the plan to re-locate the fair? I am under the understanding that if you take the fairgrounds, the fairgrounds would need to be relocated, and all structures would need to be re-built. Is that your understanding? If not, then what is the plan? 3. At a recent Farm Bureau meeting, representatives Hall and Carruthers were quoted as saying that they were not aware of any intrusion into the fairgrounds, and they were told by Fairfield Township administration that they were unaware as well. Is this true? <p>I understand the need for the relief of congestion, but don't understand the need to have a road so near the city. The North Crossing should alleviate traffic from the north (63, 73 etc). The south crossing should alleviate traffic from the south (cincy), and 129 should be used by everyone in between.. This just seems to make things more congested and cause the elimination of a lot of what makes Butler County great. Why would we destroy a fairgrounds, move bodies in a cemetery, run out one of the few remaining working farms, and impact so many of the people that helped get Hamilton to where they are today? And all of this without having the funds to move forward? Seem like a lot</p>	<p>routes affect the same number of homes whether or not the project crosses the Bonham property or stays south of the canal.</p> <p>8 of the 16 routes that have been evaluated go through fairgrounds in the approximate area where the arenas and horse barns are located. The design team understands the fairgrounds, including the arena and horse barns have significant historical community value. The routes are not final and it may be possible to reshape the routes to minimize or avoid impact to these areas. If a route in that area is advanced to the next phase of study, details will be developed about how to mitigate the project's impact on the facilities (for example if it is unavoidable to miss a building, the design team will look for a location nearby that the building can be rebuilt prior to removing the existing building). The replacement building does not necessarily have to be located on the fairground property. It is possible that none of the routes that impact the horse barns and arenas will be advanced for further study. We are still looking at the routes at a very high level. We expect to narrow down the routes to two or three choices this spring. Those will be studied in more detail over the next 9 months to a year.</p> <p>Again, thank you for taking time to provide your comments on alternative routes. Please continue to stay engaged in the project and let me know if you have any other questions or comments.</p> <p>Allen</p>

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2/20/23	Allen Messer Email	<p>of questions that need to be answered at this point, but I would like you to address my questions above.</p> <p>Thank you</p> <p>Allen,</p> <p>Hope your doing well today.</p> <p>My Fiance owns a home in Fordson Heights "North End" on Elaine ave. Any idea if this property will be subject to eminent domain?</p> <p>If so, we find it very odd that she hasn't received any communication from the the city in regards to this property. What's the next step of any?</p> <p>[redacted]</p> <p>Please let us know.</p> <p>Sincerely,</p>	<p>Thanks for reaching out with this question. [redacted] Elaine Avenue is not on any of the 16 potential routes that have been discussed for the North Hamilton Crossing project and I can not envision a scenario where it would be considered for acquisition. The closest route that has been discussed is a block away on Neal Boulevard. If that route were selected, some of the houses on Neal Boulevard would be needed for the widening but none on Elaine Avenue.</p> <p>This spring, the routes are going to be shortlisted to two or three routes that will be studied in more detail so that a preferred route can be selected by early next year. Current information about the project is posted at the project website, northhamiltoncrossing.org or you are welcome to reach back out to me directly to request an update. We are currently gathering public input through the website on routes that have been discussed. That information will be used to help shortlist the routes that will be considered further.</p> <p>Sincerely,</p> <p>Allen</p>

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2/21/23	Allen Messer Email	<p>Allen,</p> <p>Thanks for your quick response.</p> <p>We will review the information provided and if we have any questions we will be in touch.</p> <p>Have a great day!</p> <p>Thanks again,</p>	
2/22/23	Allen Messer Phone	<p>Wanted to understand impact of the project on the Fairgrounds and express the Farm Bureau's interest in preserving or replacing the facilities there in kind</p>	<p>Explained to him that the Fairground impacts are not yet know. The routes are preliminary. If routes through the Fairgrounds are advanced to the next phase of study, details about how the impacts will be mitigated will be developed.</p>

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2/22/23	Allen Messer Email	Micheal Ryan suggested that I contact you about the routes as they effect some of the members and the fairgrounds . This was brought up at the last public policy meeting of the Farm Bureau and by members who are impacted by the proposed routes would be interested in talking with you and providing use with better information	<p data-bbox="1207 215 1990 816">Thank you for reaching out about the alternative routes for the North Hamilton Crossing project. The Farm Bureau's input is very important and will be shared with the design team. Let me know if you'd like me to come and answer questions about the project at your next meeting. 8 of the 16 routes that have been evaluated go through the area where the arenas and horse barns are located at the fairgrounds. The design team understands the fairgrounds, including the arena and horse barns have significant historical community value. The routes are not final and it may be possible to reshape the routes to minimize or avoid impact to these areas. If a route in that area is advanced to the next phase of study, details will be developed about how to mitigate the project's impact on the facilities (for example if it is unavoidable to miss a building, the design team will look for a location nearby that the building can be rebuilt prior to removing the existing building). It is possible that none of the routes that impact the horse barns and arenas will be advanced for further study.</p> <p data-bbox="1207 857 1990 1101">We are still looking at the routes at a very high level. We expect to narrow down the routes to two or three choices this spring. Those will be studied in more detail over the next 9 months to a year. Feel free to give me a call if you would like to discuss in more detail at this time and please continue to stay engaged in the project and let me know if you have any other questions or comments in the future.</p> <p data-bbox="1207 1141 1318 1174">Sincerely,</p> <p data-bbox="1207 1214 1266 1242">Allen</p>

DATE	CONTACT METHOD	MESSAGE/COMMENTS SHARED	RESPONSE GIVEN
2/24/23	Allen Messer Email	<p>Please note my wishes as my official input for this horrible “north Hamilton crossing” you are about to subject the city to – it cuts right into my backyard and I DREAD the day this becomes reality. I am begging you guys to SCRAP THIS PLAN. Not to mention the well established neighborhoods in town (which of the “17 Strong” are you going to destroy – you’re destroying mine on NW Washington for sure) that you are going to level.</p> <p>It is disgusting and awful and coming to my back yard thanks to you guys. KEEP black Street bridge – there isn’t that much damn traffic but OH THERE WILL BE WHEN YOU FUNNEL IT INTO MY BACKYARD ON NW WASHINGTON.</p> <p>The whole idea makes me literally sick to my stomach. Yuck.</p>	<p>I have shared all of your input with the rest of the design team. Your objection to the project and desire to keep Black Street Bridge as a vehicular bridge will be included in the official public input.</p> <p>Allen</p>
2/24/23	Laura Whitman Email	<p>Dear Laura:</p> <p>Here is the complete application that we submitted to the Ohio History Connection for the Historical Marker for Joe Nuxhall.</p> <p>Please note that before applying we had to receive the city’s permission to use the site. That agreement was made with the Ohio History Connection.</p> <p>Every statement we wrote for the marker had to have a reference to establish it as historical fact. They are enclosed.</p> <p>Also attached is a slide show that shows the Baseball and Character Education program we did for four years at the Joe Nuxhall Fields. Unfortunately in the last forty years, that is the only organized sports program for kids in the North End.</p> <p>Sadly, even the YMCA does not put on a summer program in the North End, saying it is too dangerous. It is the only area in town without this program. I can’t imagine that an organization of the stature of the YMCA would say that about a non-white neighborhood, That used to be the argument given for denying</p>	<p>Thank you so much for following up and sharing this information - it’s quite comprehensive! I’m very glad to have it and will share it with the project team. Your dedication to the community is evident and admirable.</p> <p>I will let you know if we have any questions!</p> <p>Laura</p>

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		<p>services to a minority area. I though we were past those kind of thoughts.</p> <p>The North End Citizens for Community Action, our little 501c3 group, has done some amazing things over the years on our own. It is a grassroots group and its hopes and dream come from the residents themselves. We have raised every penny we have expended to put on this baseball program, start a cub scout pack, set up IRS EITC tax center (That returned \$330,000 to North End residents, many who did not file returns before), conduct city wide clean-ups, Trunk or Treat Halloween and Christmas activities to provide Hats and Gloves to the kids and so much more.</p> <p>To put Joe Nuxhall’s name on that field and to place a marker there has been the goal of the people here for more than 15 years. They did this to give the neighborhood a focal point that served as place of pride and as a community asset.</p> <p>Do you know that our group got the city to change the name of the fields to “The Joe Nuxhall Fields at LJ Smith Park” about ten years ago. Yet there is no sign to state that at the field and city literature does not utilize the name. I personally drafted a letter for the mayor(at his request) to the Reds to include their logo in a sign, I don’t think it ever got sent.</p> <p>Some of the members on city council stated that in the 40-50 years of residence in Hamilton, that until we started out programs, they had never been to the fields or that part of town.</p> <p>I’ve studied city planning and architecture and my little bit of experience in the field tell me that the proposals to go from Heaton to Miami and across the fields reflect an outdated way of city planning. Plowing under neighborhoods for the sake of urban renewal has long been out of style.</p>	

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		<p>The last 15 to 17 years of my life have been spent mainly working to help the folks in the North End. One thing I'm certain of is that there is so much history in and around the ballfields that would be buried or torn down by this project that it would be a terribly loss to the city. If you care to, I can give you a tour some day to show and tell you of our long term plans to show this history. It truly is the cradle of Hamilton's existence.</p> <p>Best Regards,</p>	
3/7/23	Allen Messer Email	NWCONNECTION NEEDS TO BE A HIGHWAY FOR QUICK ACCESS FROM WEST TO EAST AND POSSIBLE LOOP IN FUTURE WITH RT.27.	
3/7/23	Allen Messer Email	<p>I believe this is a fantastic idea, but I and several people I know are questioning when our streets are going to be paved as promised with the gas tax that was added. Our streets are in horrible shape, everything seems to be focused on Spooky Nook and visitors-----NOT Hamilton residents!! I love my city but am Very disappointed when promises are Broken!</p> <p>Please help!!!</p>	<p>Thank you for your input about the North Hamilton Crossing project. There is no question the City has a lot of infrastructure needs (repaving, congestion relief, safety improvements). There is a lot of State and Federal funding available for parts of the North Hamilton Crossing project such as the replacement of Black Street Bridge and railroad overpass that are not available for resurfacing or other maintenance/replacement projects. We are working on getting more information out about the Street Levy progress. The need is so great that it is going to take while even with the additional funding that came from the Street Levy.</p> <p>Thanks again for taking time to provide input. I'll share your comments with the design team and with the City administration.</p> <p>Sincerely,</p> <p>Allen</p>
3/8/23	Allen Messer Phone	Caller left a voicemail with no contact information. Said they liked Alternative A.	None given due to lack of contact information.

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3/8/23	Allen Messer Email	<p>Hi Allen,</p> <p>I feel the best option for the crossing should be just south of the dam. Crossing at Washington Blvd would increase other traffic issues well beyond those trying to eliminate.</p> <p>Thank you for considering</p>	
3/8/23	NHX Email	<p>I am just curious. Is there an investigation being done on who took the bird persevere signs down and cut the trees down? Was this all planned with the development of this. Where do I go to file charges and ask for a legal investigation to be opened. I do have pictures of the signs and trees before they were cut down.</p> <p>Sent from my iPad</p>	<p>I'm reaching out about the questions below you sent to the North Hamilton Crossing website. Please confirm you are referring to the bird sanctuary off of Campbell Drive and Canal Road. That area isn't within the project area or on any of the routes being considered. Most of the sanctuary is on City of Hamilton property though. Please confirm the location and send the photos you referred to and I'll see if I can help find someone who has answers to your questions.</p> <p>Sincerely,</p> <p>Allen</p>
3/9/23	Allen Messer Phone	Likes Alternate A because it has less cross traffic and she thinks more people would use a bypass type option	Thanked her for input and encouraged her to continue to stay involved in the project
3/9/23	Allen Messer Email	<p>Mr. Messer,</p> <p>Can you tell me if/how this project would affect Greenwood Cemetery. I moved to Dayton back in 2015 after my late husband passed away. He and my in laws are buried there. I just came across this project tonight after work and am very concerned. I read what was on the project online and didn't see specifics regarding the cemetery but saw its within the borders of the maps shown.</p> <p>Please clarify for me. I appreciate your time.</p>	<p>Thank you for taking time to provide input on the North Hamilton Crossing project. The Greenwood Cemetery is one of the top places the design team is attempting to avoid. There are currently 16 routes that have been discussed, 6 of which would impact a small area in the corner of the cemetery near the intersection of Joe Nuxhall Boulevard and Neal Boulevard. Most of the area potentially impacted hasn't yet been used for burial. It is very likely that none of the routes that impact the cemetery will be advanced for further study. We are still looking at the routes at a very high level. We expect to narrow down the routes to two or three choices this spring. Those will be studied in more detail over the next 9 months to a year. Please continue to stay engaged in</p>

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			<p>the project and let me know if you have any other questions or comments.</p> <p>Sincerely,</p> <p>Allen</p>
3/9/23	Allen Messer Email	<p>Allen</p> <p>I just wanted to give some feedback on the North Hamilton crossing.</p> <p>How about running Washington Blvd straight over the river and run it out to route 4 just north of Hamilton. Then build a new black street bridge and run that road North of town to connect to the new part of Washington Blvd. this gives easy access to buy pass 4, to connect with 129, and avoid downtown traffic.</p> <p>Thanks</p>	<p>Thank you for taking time to provide input about the North Hamilton Crossing project. One of the river crossing locations and routes being considered is an extension of NW Washington Boulevard. We have also talked about the possibility of stopping the project at SR 4, rather than continuing to SR 129. We are still looking at the routes at a very high level. Your input is important. I will share your input with the design team. We expect to narrow down the routes to two or three choices this spring. Those will be studied in more detail over the next 9 months to a year. Please continue to stay engaged in the project and let me know if you have any other questions or comments.</p> <p>Allen</p>
3/9/23	Allen Messer Email	<p>First, my name is [readcted]. I've been a resident of Hamilton since birth. I have great memories of the city throughout my life. I've witnessed some the downfalls throughout the years.</p> <p>Secondly, I absolutely love the progress the city is making to make the city one for people to visit more often. However I do just want to say I disagree with using a route that will impact the homes of the north end and Greenwood Cemetery. My moms entire family on her fathers side is buried there. I would hate for the city to disturb the deceased individuals. I believe a new bridge is necessary, but it shouldn't be at the expense of peoples homes and deceased graves.</p> <p>Thank you.</p>	<p>Thank you for taking time to provide input on the North Hamilton Crossing project. The Greenwood Cemetery is one of the top places the design team is attempting to avoid. There are currently 16 routes that have been discussed, 6 of which would impact a small area in the corner of the cemetery near the intersection of Joe Nuxhall Boulevard and Neal Boulevard. Most of the area potentially impacted hasn't yet been used for burial. It is very possible that none of the routes that impact the cemetery will be advanced for further study. We are still looking at the routes at a very high level.</p> <p>We are using existing streets to the extent feasible but the existing street must be widened to meet travel demand. We are working closely with the North End neighborhood and are minimizing the impact on homes as much as possible. For those houses that can't be avoided we will provide assistance relocating and fair pricing for the property that is purchased. The City is working with</p>

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			<p>Neighborhood Housing, a local non-profit that builds and rents affordable housing, to look at building replacement housing on vacant City owned lots within the North End Neighborhood so that residents who want to remain in the neighborhood can do so.</p> <p>Residents will be assigned a relocation manager to help them understand the property acquisition process and navigate through it. A Displaced Person cannot be required to move until 90 days after a comparable replacement dwelling is presented to them. The comparable replacement housing must be within the financial means of the Displaced Person. In order to ensure the comparable is within the financial means of the Displaced Person the price differential must be presented to the Displaced Persons.</p> <p>The Ohio Constitution requires just payment for properties acquired for transportation projects. Professional appraisers and appraisal reviewers are hired to determine fair market value for homes needed for the project. A consultant who specializes in relocations for transportation projects will be assigned to help residents understand the benefits they are entitled to and find replacement housing for them. Relocation benefits include payments for relocation housing, rental assistance, moving cost reimbursements, mortgage rate increase, utility increases, reestablishment expenses, and advisory services. Property owners are able to negotiate compensation. Purchase prices are negotiable and there is no requirement for an owner to accept. Just compensation may be determined by a local jury if a price is not agreed to.</p> <p>Your input is important. I will share your input with the design team. We expect to narrow down the routes to two or three choices this spring. Those will be studied in more detail over the next 9 months to a year. Please continue to stay engaged in the project and let me know if you have any other questions or comments.</p>

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			Sincerely, Allen
3/9/23	Allen Messer Email	<p>Good Afternoon,</p> <p>I just want to express my concern about the new road. My kids are in 4-H and they show their animals every year at the fair.</p> <p>Do you have an alternate place where the fair would take place if you put a road right through the Fairgrounds?</p> <p>This is not fair to our kids. 4-H has helped my kids out so much with their social skills and have taught them so much responsibility. Why take that away from them? Every year my kids can't wait to purchase their animals and get them ready for the fair. The week of fair is one of my kids favorite weeks. We pull our camper there and spend the entire week showing and making memories. Memories that they talk about the rest of the year. If you don't have an alternate place to have the fair then this option to go through our Fairgrounds is</p> <p>NOT FAIR TO THE KIDS.</p> <p>Thanks,</p>	<p>Thank you for taking time to provide input on the North Hamilton Crossing project. The design team understands that the fairgrounds have significant community value. Some of the routes being discussed go along the outside edge of the fairgrounds. None of them would require the fair to relocate. The routes are not final and it may be possible to reshape the routes to minimize impact to the fairgrounds. If a route through that area is advanced to the next phase of study, details will be developed about how to mitigate the project's impact on the facilities (for example if it is unavoidable to miss a building, the design team will look for a location nearby that the building can be rebuilt prior to removing the existing building). It is possible that none of the routes that impact the fairgrounds will be advanced for further study. We are still looking at the routes at a very high level. Your input is important. If you have not already done so, I encourage you to visit the project website at northhamiltoncrossing.org to see more about the project and the routes that have been discussed. I will share your input with the design team. We expect to narrow down the routes to two or three choices this spring. Those will be studied in more detail over the next 9 months to a year. Please continue to stay engaged in the project and let me know if you have any other questions or comments.</p> <p>Sincerely,</p> <p>Allen</p>
3/9/23	Allen Messer Email	<p>Can't believe this is even being considered! Take away our historical fairgrounds? Completely unacceptable. Would it be worth it to destroy our fairgrounds for Spooky Nook a business like any other that could go under at anytime for many reasons. Many generations of families have used, and continue to use, the fairgrounds and like my family may never have a use for Spooky Nook! I am 66 years old and have projects in the Art Hall</p>	<p>Thank you for taking time to provide input on the North Hamilton Crossing project. The design team understands that the fairgrounds have significant community value. The routes are not final and it may be possible to reshape the routes to minimize impact to the fairgrounds. If a route through that area is advanced to the next phase of study, details will be developed about how to mitigate the project's impact on the facilities (for example if it is</p>

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		<p>every year, my son showed hogs in 4-H for 10 years. Starting this year, I am looking forward to watching my granddaughter also show hogs - hopefully for the next 10 years at the Butler County Fairgrounds!</p>	<p>unavoidable to miss a building, the design team will look for a location nearby that the building can be rebuilt prior to removing the existing building). It is possible that none of the routes that impact the fairgrounds will be advanced for further study. We are still looking at the routes at a very high level. Your input is important. I will share your input with the design team. We expect to narrow down the routes to two or three choices this spring. Those will be studied in more detail over the next 9 months to a year. Please continue to stay engaged in the project and let me know if you have any other questions or comments.</p> <p>Sincerely,</p> <p>Allen</p>
3/9/23	Allen Messer Email	<p>The map is not very readable and as far as fair I think it needs stay as is we don't need a road through it to mess fair plans up</p>	<p>Thank you for taking time to provide input on the North Hamilton Crossing project. I'm sorry you had trouble reading the map you were looking at. Attached is a pdf of the boards that were presented at the public meeting on January 23. The design team understands that the fairgrounds have significant community value. The routes are not final and it may be possible to reshape the routes to minimize impact to the fairgrounds. If a route through that area is advanced to the next phase of study, details will be developed about how to mitigate the project's impact on the facilities (for example if it is unavoidable to miss a building, the design team will look for a location nearby that the building can be rebuilt prior to removing the existing building). It is possible that none of the routes that impact the fairgrounds will be advanced for further study. We are still looking at the routes at a very high level. Your input is important. I will share your input with the design team. We expect to narrow down the routes to two or three choices this spring. Those will be studied in more detail over the next 9 months to a year. Please continue to stay engaged in the project and let me know if you have any other questions or comments.</p> <p>Sincerely,</p>

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3/9/23	Allen Messer Email	Hi Allen , My name is [redacted], I just recently read and saw plans for the proposed road through the fairgrounds. I come from a farm family and have been attending and participating in the fair for years, my kids currently participate in the fair. I would be completely opposed to any disturbance of the fairgrounds. This should have been thought about before spooky nook was built. To put a road through the fairgrounds would ruin it and take away opportunities for 4-h kids in the future. Please don't let this happen. Thankyou	Allen Thank you for taking time to provide input on the North Hamilton Crossing project. The design team understands that the fairgrounds have significant community value. The routes are not final and it may be possible to reshape the routes to minimize impact to the fairgrounds. If a route through that area is advanced to the next phase of study, details will be developed about how to mitigate the project's impact on the facilities (for example if it is unavoidable to miss a building, the design team will look for a location nearby that the building can be rebuilt prior to removing the existing building). It is possible that none of the routes that impact the fairgrounds will be advanced for further study. We are still looking at the routes at a very high level. Your input is important. I will share your input with the design team. We expect to narrow down the routes to two or three choices this spring. Those will be studied in more detail over the next 9 months to a year. Please continue to stay engaged in the project and let me know if you have any other questions or comments. Sincerely, Allen
3/9/23	Allen Messer Email	I am against digging up my family who not only worked for greenwood cemetery but also are buried there with many others. For out of town traffic to come to spooky nook. I am a religious woman and believe very strongly that moving our dead is sacrilege. Shame on you all.	Allen Thank you for taking time to provide input on the North Hamilton Crossing project. The Greenwood Cemetery is one of the top places the design team is attempting to avoid. There are currently 16 routes that have been discussed, 6 of which would impact a small area in the corner of the cemetery near the intersection of Joe Nuxhall Boulevard and Neal Boulevard. Most of the area potentially impacted hasn't yet been used for burial. It is very likely that none of the routes that impact the cemetery will be advanced for further study. We are still looking at the routes at a very high level. We expect to narrow down the routes to two or three choices this spring. Those will be studied in more detail over the next 9 months to a year. Please continue to stay engaged in the project and let me know if you have any other questions or

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			<p>comments.</p> <p>Sincerely,</p> <p>Allen</p>
3/10/23	Allen Messer Phone	Dislikes any of the routes that use Neal Boulevard and is concerned about impacts to the cemetery	Thanked her for input and encouraged her to continue to stay involved in the project
3/10/23	Allen Messer Email	<p>Mr. Messer,</p> <p>Thank you so much for the quick response. This has definitely helped put my mind to rest. I will continue to follow the progress.</p> <p>Best Regards</p>	
3/10/23	Allen Messer Email	I am talking about Neal Blvd and Campbell. I believe I will not send the pics.I believe they need to be delivered to the media. When the trees got cut down and the signs were pulled. We had no idea this is why. This looks very shady. I think it needs to be looked into and many people need to know about it. Sent from my iPad	There was brush cleared along the hydraulic canal because people camping there were leaving a bunch of trash and harassing park staff. At any rate the clearing had nothing to do with the North Hamilton Crossing project. We don't have the route selected at this time and don't plan to start clearing for the project for a few more years.
3/10/23	Allen Messer Email	To whomever is in charge, Please don't mess with the fairgrounds OR Greenwood Cemetery. These are sacred places that have stood for centuries and have to remain. Spooky Nook certainly picked the right name because it's becoming scarier and scarier as the days go by. This is not fair or ethical. [redacted]- life long Butler County resident.	Thank you for taking time to provide input on the North Hamilton Crossing project. The design team understands that the fairgrounds and cemetery have significant community value. The routes are not final and it may be possible to reshape the routes to minimize or avoid impact to the fairgrounds and cemetery. If a route through that area is advanced to the next phase of study, details will be developed about how to mitigate the project's impact on the facilities (for example if it is unavoidable to miss a building, the design team will look for a location nearby that the building can be rebuilt prior to removing the existing building). It is possible that none of the routes that impact the fairgrounds will be advanced for further study. We are still looking at the routes at a very high level. Your input is important. I will share your input with the design team. We expect to narrow down the routes to two or three choices this spring. Those will be studied in more detail over the next 9 months to a year. Please continue to stay

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			<p>engaged in the project and let me know if you have any other questions or comments.</p> <p>Sincerely,</p> <p>Allen</p>
3/10/23	Allen Messer Email	<p>Dear Mr.Messer, I urge you to look at other options when looking at places for the road. The Butler County Fairgrounds and 4-H has had such an impact on my life and my daughters. Please do not divide and put a road through it. These kids work all year leading up to the fair on their projects. For them, the fair is the best week of their entire life.</p>	<p>Thank you for taking time to provide input on the North Hamilton Crossing project. The design team understands that the fairgrounds have significant community value. The routes are not final and it may be possible to reshape the routes to minimize impact to the fairgrounds. If a route through that area is advanced to the next phase of study, details will be developed about how to mitigate the project's impact on the facilities (for example if it is unavoidable to miss a building, the design team will look for a location nearby that the building can be rebuilt prior to removing the existing building). It is possible that none of the routes that impact the fairgrounds will be advanced for further study. We are still looking at the routes at a very high level. Your input is important. I will share your input with the design team. We expect to narrow down the routes to two or three choices this spring. Those will be studied in more detail over the next 9 months to a year. Please continue to stay engaged in the project and let me know if you have any other questions or comments.</p> <p>Sincerely,</p> <p>Allen</p>
3/10/23	Allen Messer Email	<p>Mr. Messer,</p> <p>As many residents know, the Butler County fairgrounds has been a staple for many, many years. From showing animals and livestock, to the demolition derby and veggie car races, there is something for almost everyone at the Butler County Fair; and for that, Butler County needs its' fairgrounds.</p> <p>When was the last time you spent time at the Butler County</p>	<p>Thank you for taking time to provide input on the North Hamilton Crossing project. The design team understands that the fairgrounds have significant community value. The routes are not final and it may be possible to reshape the routes to minimize impact to the fairgrounds. If a route through that area is advanced to the next phase of study, details will be developed about how to mitigate the project's impact on the facilities (for example if it is unavoidable to miss a building, the design team will look for a location nearby that the building can be rebuilt prior to removing</p>

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		<p>Fair? When I say at the fair, I don't mean just walking around eating fried Oreos and hand dipped corn dogs. I don't just mean throwing rings to win a wooden cane, or a ping pong ball to win a fish. I mean, when was the last time you really walked around to capture what goes on behind the scenes?</p> <p>Have you seen the look on the face of a 10 year old when they win a first place ribbon for decorating a cake? Have you seen the hard work and effort a seven year old puts into showing a chicken? Or, a 6th generation farmer showing their livestock? If you haven't, I don't think you've really experienced the fair. I don't think you should have the ability to change the future of so many people, and so many children who are involved in the fair. I think if you did spend time at the fair, spent time at 4-H meetings and gatherings, you would know what this place means to so many people. You would know that putting in a major road through the heart of the fairgrounds, wouldn't even be an option.</p> <p>The Fairgrounds is a solace for all involved in what makes the fair, The Fair. From the multiple Butler County 4-H groups, the generations of Demolition Derby car drivers and farmers, to vendors and everyone in between; the fairgrounds offer so much more than just a corn dog and a wooden cane.</p> <p>Not everyone can be a star basketball player, football player, track star or cheerleader. And not everyone is a farmer or derby car driver, but thankfully for those who want to be involved in something, there are over 100 activities that 4-H offers and that is what our children need. I fear that if the fairgrounds go away, slowly 4-H will go away.</p> <p>I ask you from the bottom of my heart, please reconsider the construction plan in question. Please don't take away the fairgrounds from our family and from our community. There are so many children that need this consistent activity and look</p>	<p>the existing building). It is possible that none of the routes that impact the fairgrounds will be advanced for further study. We are still looking at the routes at a very high level. Your input is important. I will share your input with the design team. We expect to narrow down the routes to two or three choices this spring. Those will be studied in more detail over the next 9 months to a year. Please continue to stay engaged in the project and let me know if you have any other questions or comments.</p> <p>Sincerely,</p> <p>Allen</p>

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		<p>forward to this year after year. In these days of technology and hiding behind screens, let our kids have this, please.</p> <p>Kindest regards, [redacted], 33 year Butler County resident, mother of four.</p>	
3/10/23	Allen Messer Email	<p>Dear Mr. Messer,</p> <p>I live near [redacted]. I'm in Fairfield Township, just a couple of blocks from the Hamilton City line, about a mile from the fairgrounds. It's our family home, and I've lived there since I moved to Ohio as a young girl in 1989. In fact, I was in 4-H for ten years as I grew up, and my sisters and I used to walk to the fairgrounds in order to participate in 4-H activities at the fair. I use the bike path that goes along the old canal down to the Great Miami river regularly, and I love it. My first job was in the local Kroger bakery, and when I applied for it, I asked Mr. Forest on the Sr. Fair Board if he'd give me an interview.</p> <p>I am also a 4-H Club advisor now. I have been volunteering with the 4-H program as an adult for twenty years.</p> <p>The 4-H club I volunteer with has anywhere from 80 to 120 youth members every year. That's just our club, and our club is one of many. I am so privileged to watch our club members grow and flourish over the years as they gain leadership and citizenship skills as well as discovering career paths. Many of the 4-H members I have watched graduate over the years return to Hamilton to work and raise their families. They stop by the fair every year to say hello and introduce their children. As their children grow old enough for 4-H, many of them have joined the club I volunteer with. I never have to wonder who I should call for any good or service; I just ask at the next 4-H club meeting, and one of the parents always has a good local recommendation for me. The community ties we build together are strong, and they help all of us flourish.</p>	<p>Thank you for taking time to provide input on the North Hamilton Crossing project and your encouraging comments on the progress Hamilton has made in recent years. The design team understands that the fairgrounds have significant community value. The routes are not final and it may be possible to reshape the routes to minimize impact to the fairgrounds. If a route through that area is advanced to the next phase of study, details will be developed about how to mitigate the project's impact on the facilities (for example if it is unavoidable to miss a building, the design team will look for a location nearby that the building can be rebuilt prior to removing the existing building). It is possible that none of the routes that impact the fairgrounds will be advanced for further study. We are still looking at the routes at a very high level. Your input is important. I will share your input with the design team. We expect to narrow down the routes to two or three choices this spring. Those will be studied in more detail over the next 9 months to a year. Please continue to stay engaged in the project and let me know if you have any other questions or comments.</p> <p>Sincerely,</p> <p>Allen</p>

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		<p>I have worked with young people in a variety of contexts, and for my money 4-H kids are the best kids I know. I have recruited 4-H members in the workplace whenever I've had the opportunity, because their work ethic, competency, and sense of responsibility is second to none. I have never regretted recommending a 4-H alum for a job in my workplace. They have generally outperformed their peers, and improved the work culture around them. I have written dozens of recommendation letters for 4-H members over the years, for college admission, trade school, scholarship opportunities, and job applications. I have never doubted that the member I was recommending was a good candidate for any of those opportunities.</p> <p>I know that the youth organizations which participate in the county fair (including 4-H, FFA, FCCLA, Boy Scouts, Girls Scouts, Jr. Grange, and Farm Bureau Youth) are not organizations which necessarily have a high profile in Butler County. They are not as glamorous as sports teams, and they don't have the prestige of the performing arts. But I am requesting you to consider the immense value these programs have both to individuals and to the strength of our community as you consider where the new road will connect to Route 4. The county fairgrounds and the facilities there are central to the experiences of every young person who participates in these programs. The fair board has worked long and hard to update and develop one of the most historic county fairgrounds in Ohio into a facility that can serve our community today and into the future.</p> <p>I have watched the development of downtown Hamilton as well as the Rossville area with pleasure, excitement, and a quiet sense of pride and satisfaction in our community. Although our house is just over the line into the township, I have always considered myself a Hamilton girl, and I hope that never changes. The Spooky Nook complex is a triumph for our community, and I understand and agree that we need another connection point to lighten the transportation load. Done well,</p>	

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		<p>this project will be every bit as influential and transformative as the Jack Kirsch underpass or the transformation of By-Pass 4. I know that you have the best interest of our city as a whole in mind. Please do what you can to preserve the fairgrounds both for the economic impact of the events held there and for the young people who are the future of our community.</p> <p>Sincerely,</p>	
3/10/23	Allen Messer Email	I saw a post on Facebook about Greenwood Cemetery & the dead possibly being moved. My question is which side of the cemetery is being discussed? The oldest side or the newer side with St Stephens Cemetery attached?	<p>Some of the routes show the possibility of disturbance to the newer part of the cemetery at the northeast corner near the intersection of Joe Nuxhall Boulevard and Neal Boulevard, but I do not anticipate the need to relocate graves. The potential disturbance could be within the fenced area but it doesn't appear that there are burials in that location yet. It is possible that none of the routes that impact the cemetery will be advanced for further study. We are still looking at the routes at a very high level. Your input is important. I will share your input with the design team. We expect to narrow down the potential routes to two or three choices this spring. Those will be studied in more detail over the next 9 months to a year. Please continue to stay engaged in the project and let me know if you have any other questions or comments</p> <p>Sincerely,</p> <p>Allen</p>
3/10/23	Allen Messer Email	<p>Hello Mr. Messer,</p> <p>I would like to extend my family's regret of the new roadway being proposed. Quite honestly, we feel that NONE of the proposals are what's best for the City of Hamilton and its surrounding areas. Rather, they seem to provide what is best for Spooky Nook and those whom will continue to pad their pockets from its development and tenure, which is never promised to be successful long-term.</p>	Thank you for taking time to provide input on the North Hamilton Crossing project. The design team understands that the fairgrounds have significant community value. The routes are not final and it may be possible to reshape the routes to minimize or avoid impact to the fairgrounds and cemetery. If a route through that area is advanced to the next phase of study, details will be developed about how to mitigate the project's impact on the facilities (for example if it is unavoidable to miss a building, the design team will look for a location nearby that the building can be rebuilt prior to removing the existing building). It is possible that

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		<p>The “initial routes” labeled A-D, will directly impact myself, my family and thousands of youth that are currently able to participate in the Butler County Fair. These routes, while seemingly innocent to those not involved with all that fair offers, will be detrimental to the grounds and the 4-H, FFA, Girl Scouts, Boy Scouts, Farm Bureau Youth and COUNTLESS other LOCAL community members and youth. These are the youth that are trained, taught and guided to be the future of our very successful workforce and community. These are youth that don’t have the means, finances or guardians able to give them the ability to play increasingly more expensive sports and other activities, where the fairgrounds offers projects inexpensive and sometimes free projects and outreach for many.</p> <p>As a 4-H club advisor, I am lucky enough to watch hundreds of youth grow, learn and mature through these projects and go on to do very “big things”. Doctors, Veterinarians, Engineers, Politicians, Nurses, Aerospace Engineers, Farmers, Mechanics, Teachers, Electricians, etc. are just a drop in the bucket of what I’ve watched grow from the Butler County Fairgrounds personally.</p> <p>I do hope that you won’t take this decision lightly. This decision to change/add to the roadway that is largely based on the development of one establishment, is unfair to a majority of your residents and community that pay the taxes for such projects. There are other options, that may not support such a large road being added, will still help ease the burden of additional traffic.</p> <p>While I can only write on behalf of my family, friends and club members, please know there are thousands of families asking the city to reconsider, or at least not ruin the existing fairgrounds.</p> <p>Respectfully,</p>	<p>none of the routes that impact the fairgrounds will be advanced for further study. We are still looking at the routes at a very high level. Your input is important. I will share your input with the design team. We expect to narrow down the routes to two or three choices this spring. Those will be studied in more detail over the next 9 months to a year. Please continue to stay engaged in the project through the project website northhamiltoncrossing.org and let me know if you have any other questions or comments.</p> <p>Sincerely,</p> <p>Allen</p>

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3/10/23	Allen Messer Email	So is it true that this project could go through Greenwood Cemetery?	<p>The project is not going through the Greenwood Cemetery. The Greenwood Cemetery is one of the top places the design team is attempting to avoid. There are currently 16 routes that have been discussed, 6 of which would impact a small area in the corner of the cemetery near the intersection of Joe Nuxhall Boulevard and Neal Boulevard that hasn't yet been used for burial. It is very likely that none of the routes that impact the cemetery will be advanced for further study. We are still looking at the routes at a very high level. We expect to narrow down the routes to two or three choices this spring. Those will be studied in more detail over the next 9 months to a year. Please continue to stay engaged in the project by visiting the project website northhamiltoncrossing.org and let me know if you have any other questions or comments.</p> <p>Sincerely,</p> <p>Allen</p>
3/10/23	Allen Messer Email	<p>My husband is buried in greenwood cemetery and I have purchased the plot next to his. Will there be community meetings in the future as routes are considered? Where is the best place for me to get updates. I don't use Facebook. What are the chances greenwood cemetery will be effected? Thank you for your time.</p>	<p>The project is not going through the Greenwood Cemetery. The Greenwood Cemetery is one of the top places the design team is attempting to avoid. There are currently 16 routes that have been discussed, 6 of which would impact a small area in the corner of the cemetery near the intersection of Joe Nuxhall Boulevard and Neal Boulevard that hasn't yet been used for burial. It is very likely that none of the routes that impact the cemetery will be advanced for further study. We are still looking at the routes at a very high level. We expect to narrow down the routes to two or three choices this spring. Those will be studied in more detail over the next 9 months to a year. Please continue to stay engaged in the project by visiting the project website northhamiltoncrossing.org and let me know if you have any other questions or comments.</p> <p>Sincerely,</p> <p>Allen</p>

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3/11/23	Allen Messer Email	<p>Allen,</p> <p>I have been asked to make my opinion known, but this is hard to do in an exact manner because I am truly unclear on how this road is going to impact the Fairground. I do not understand why this road has to impact the Fairgrounds in any way. This Fair has been going on for well over a hundred years. Any roadway through the Fairgrounds will impact the kids, whether it be their safety or even noise level, as well as the animals and events that take place at the Fairgrounds. I am curious to know why the path must be through the Fairgrounds? Thank you for your time and I will wait for your respons.</p>	<p>Thank you for taking time to provide input on the North Hamilton Crossing project. Your input is important. The design team understands that the fairgrounds have significant community value. The routes are not final and it may be possible to reshape the routes to minimize impact to the fairgrounds. If a route through that area is advanced to the next phase of study, details will be developed about how to mitigate the project's impact on the facilities (for example if it is unavoidable to miss a building, the design team will look for a location nearby that the building can be rebuilt prior to removing the existing building). We are still looking at the routes at a very high level. It is possible that none of the routes that impact the fairgrounds will be advanced for further study. I will share your input with the design team. We expect to narrow down the routes to two or three choices this spring. Those will be studied in more detail over the next 9 months to a year. Please continue to stay engaged in the project and let me know if you have any other questions or comments.</p> <p>Sincerely,</p> <p>Allen</p>
3/12/2023	Allen Messer Email	<p>Dear Mr Messer,</p> <p>I am very concerned about the new proposed road going they the Butler county Fairgrounds. The fairgrounds provides all families, low income-average-higher income, a place to grow, learn, & play thru 4-H. 4-H provides so many opportunities to explore & learn for all ages. So many opportunities come thru 4-H and using the fairgrounds, that has been a staple in the community for over 100 years. I understand you have to eliminate congestion & things have to grow, but as a “planner” you really need to realize that not everyone makes 6 figures. Not everyone cares about huge sports complexes. I think many people have an ideology that their child will be in the NFL. Less than 1% of this is true. It seems we are doing a lot of planning for 1 sports complex. Well we need to save & protect the</p>	<p>Thank you for taking time to provide input on the North Hamilton Crossing project. Your input is important. The design team understands that the fairgrounds have significant community value. The routes are not final and it may be possible to reshape the routes to minimize impact to the fairgrounds. If a route through that area is advanced to the next phase of study, details will be developed about how to mitigate the project's impact on the facilities (for example if it is unavoidable to miss a building, the design team will look for a location nearby that the building can be rebuilt prior to removing the existing building). We are still looking at the routes at a very high level. It is possible that none of the routes that impact the fairgrounds will be advanced for further study. I will share your input with the design team. We expect to narrow down the routes to two or three choices this spring. Those will be studied in more detail over the next 9 months to a year.</p>

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		<p>fairgrounds for the rest of the majority of the community that wants to protect heritage & teaching children - 4-H teaches kids how to interview (a life skill), teaches them respect (a life skill), teaches them to invest in themselves (a life skill); we need the fairgrounds, a safe fairgrounds, with no external road going thru it, in order to bring kids together with 4-H. 4-H also teaches kids where our food comes from and how to protect that. You take away land, property, & the fairgrounds, eventually, food sources run out. That needs to be considered in all long term projects that Butler County has in the works. I am 45 years old. The fair & animals & projects are what has build many adults in this community.</p> <p>My point to this, is that you build a new road to eliminate congestion, then they area gets a new road, then it's developed, then the congestion returns-endless, never ending battle. Please don't take away the one thing in our community that benefits EVERYONE!!!! Low income children deserve to have the same opportunities as those children that are born to parents with 6 figure income. It is not their fault. We need to understand that 4-H And the fairgrounds is the only true activity/opportunity that ALL children in the community have. Please, please don't take this away from them for a stupid road. Thank you for your time.</p> <p>Sincerely,</p> <p>Sent from my iPhone</p>	<p>Please continue to stay engaged in the project and let me know if you have any other questions or comments.</p> <p>Sincerely,</p> <p>Allen</p>
3/12/2023	Allen Messer Email	<p>Dear Mr. Messer:</p> <p>I have completed the North Hamilton Crossing Survey, and I included at its end the following information, but I have decided to send this information to you personally also because of your capacity as a Hamilton official.</p> <p>Because it appears Hamilton might have a new North Hamilton Crossing bridge within a decade, I would like to suggest that consideration be given to naming the bridge in honor of Mr.</p>	<p>Thank you for taking time to think about ideas to make the North Hamilton Crossing project even better. I will share your ideas with the rest of the design team. The suggestion for the bridge naming is a great one. Ultimately Council will decide on a name for the roadway and bridges and I suspect there will be consideration of Dave Belew. Feel free to reach out if you have any other thoughts about the project as it progresses.</p> <p>Allen</p>

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		<p>David Belew, of Hamilton. Mr. Belew is almost certainly the city's last living "captain of industry," or local leader of an old Hamilton company, who was also a great civic leader of Hamilton. In this case, Dave Belew served as president and then chairman of the Beckett Paper Company, founded in 1848 and where he worked for more than 30 years. He has devoted much of his professional and personal lives to improving Hamilton.</p> <p>Naming the bridge after Mr. Belew, I believe, would serve as a tribute both to Hamilton's industrial history as well as to Dave Belew himself. This also would be a very visible way to acknowledge Mr. Belew's near lifetime of service to his city and its citizens.</p> <p>I do not know the convention for the naming of bridges, but I will happily send you additional information about Mr. Belew's community service if that would aid the bridge's being named in his honor.</p> <p>As for the construction of the bridge itself, I suggest that the bridge include, on its southern side, at least a bike lane and a pedestrian lane. Because of the height of the bridge – which I estimate at up to 55 feet at its western end, depending on where the bridge is built – and the ensuing wonderful view it will provide, I believe planners also should consider adding a parking lane on its southern side, to allow drivers to park their vehicles and enjoy the splendid vistas.</p> <p>The building of the bridge (and incorporating most or all of the aforementioned features) will make Hamilton, I believe, one of the nation's few cities of our population both with so many bridges (six, including the one planned to replace the Black Street Bridge's function) and such an outstanding view of its river valley.</p> <p>I consider the building of the North Hamilton Crossing bridge to</p>	

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		<p>be yet one more opportunity for a city experiencing a renaissance to further beautify itself and acquire yet another outstanding feature.</p> <p>I hope you and the other planners of the North Hamilton Crossing will agree that the construction features I have suggested will cost relatively little compared to the overall N.H.C. project while going a long way to creating a truly epic small-city bridge.</p> <p>Sincerely,</p>	
3/12/2023	Allen Messer Email	<p>Hello, we have recently been made aware of the new possible road through the Butler County Fairgrounds. We would like you to know that we participate every year in the Jr fair with our children. Our family looks forward to the week of fair every year. It would definitely affect us in a negative way. We also breed and sell our own pigs to a lot of kids who show them at our fair. I hope you can understand the effect this would have on so many families who look forward and love to participate at the fair. Thank you!</p> <p>Sent from my iPhone</p>	<p>Thank you for taking time to provide input on the North Hamilton Crossing project. Your input is important. The design team understands that the fairgrounds have significant community value. The routes are not final and it may be possible to reshape the routes to minimize impact to the fairgrounds. If a route through that area is advanced to the next phase of study, details will be developed about how to mitigate the project's impact on the facilities (for example if it is unavoidable to miss a building, the design team will look for a location nearby that the building can be rebuilt prior to removing the existing building). We are still looking at the routes at a very high level. It is possible that none of the routes that impact the fairgrounds will be advanced for further study. I will share your input with the design team. We expect to narrow down the routes to two or three choices this spring. Those will be studied in more detail over the next 9 months to a year. Please continue to stay engaged in the project and let me know if you have any other questions or comments.</p> <p>Sincerely,</p> <p>Allen</p>
3/12/2023	Allen Messer Email	<p>Hello, My name is [redacted], I am a member of the Butler County Jr. Fairboard as well as an 8-year Butler County 4-H member. While doing my research as well as being at many fairboard meetings,</p>	<p>Thank you for taking time to look at the project information in detail and for reaching out to provide input about the planning. The design team understands that the arenas and horse barns have significant community value. The routes are not final and it</p>

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		<p>It has been brought to my attention that the 4/7 routes for the North Hamilton Crossing will take out the horse department at the Butler County Fairgrounds. If you chose one of those routes, you will be taking out 3 barns (one being the mounted patrol's barn), our only 2 arenas, and camping spots for horse and livestock members. If this is to happen, that will leave the horse members to show in the grandstand pit where activities like the tractor pull and demolition derby go on. Forcing us into that area will end with extreme safety hazards to the horses and riders due to the fumes and car parts scattered all around.</p> <p>I watched your video displayed in the overview section of your website. It was said many times that displacement issues would end in a nearby rebuild of the structure/finding new homes for those displaced. Finding a new section to build the horse department will decrease the amount of members that will come to show as well as guests who come to the fair. A large part of being at the fair is getting to walk around and see everything that goes on as well as supporting your friends that show other animals. Every year, hundreds if not thousands of people walk through the horse barns extremally excited to see the horses. You always hear "Mommy! Look at the horses" followed by joyous giggling and smiles. Taking out or moving the barns and arenas will leave the fairgrounds and fair without that special spark the horse department gives it every year.</p> <p>4-H is a wonderful program filled with wonderful people. These people, including myself, are dedicated to this program especially competing at the fair. Fair is the best week for these kids lives, so please don't take it away from us. The one week of fair is such a wonderful time for the Hamilton community. I hope you and your team take my words into intense consideration and understand how much the fairgrounds truly mean to us. If you have any questions please feel free to contact me at this email.</p> <p>Thank you,</p>	<p>may be possible to reshape the routes to minimize impact to the arenas and horse barns. If a route through that area is advanced to the next phase of study, details will be developed about how to mitigate the project's impact on the facilities (for example if it is unavoidable to miss a building, the design team will look for a location nearby that the building can be rebuilt prior to removing the existing building). It is possible that none of the routes that impact the horse barns and arenas will be advanced for further study. We are still looking at the routes at a very high level. Your input is important. I will share your input with the design team. We expect to narrow down the routes to two or three choices this spring. Those will be studied in more detail over the next 9 months to a year. Please continue to stay engaged in the project and let me know if you have any other questions or comments.</p> <p>Sincerely,</p> <p>Allen</p>

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3/13/2023	Allen Messer Email	<p>I realize the difficulty of selecting an option for location of any major facility, especially relative to NIMBY. As a resident of Butler County that has spent many weeks at the Fairgrounds with horses, I know that this experience is extremely important to the youth of this county, and to their families.</p> <p>IF any of the options that cut through the fairgrounds are selected, they MUST INCLUDE CONSTRUCTION OF NEW FACILITIES TO HOUSE THE HORSES AND THEIR SHOWS WITHIN THE BUDGET FOR THAT FACILITY.</p> <p>It's also extremely important to involve the fair and junior fair board members and the advisors in plans for these new facilities, so that they will be designed to accommodate the intended uses as well as possible.</p> <p>Thank you for the opportunity to provide input on this project.</p>	<p>Thank you for taking time to provide input on the North Hamilton Crossing project. Your input is important. The design team understands that the fairgrounds have significant community value. If a route through that area is advanced to the next phase of study, details will be developed about how to mitigate the project's impact on the facilities (for example if it is unavoidable to miss a building, the design team will look for a location nearby that the building can be rebuilt prior to removing the existing building). We are still looking at the routes at a very high level. It is possible that none of the routes that impact the fairgrounds will be advanced for further study. I will share your input with the design team. We expect to narrow down the routes to two or three choices this spring. Those will be studied in more detail over the next 9 months to a year. Please continue to stay engaged in the project and let me know if you have any other questions or comments.</p> <p>Sincerely,</p> <p>Allen</p>
3/14/2023	Allen Messer Email	<p>I'm am writing to you in hopes that you will consider not going through the fairgrounds with the new road proposal. Not only does this serve our community, but the youth community who dedicate endless hours to display their 4H projects and animals at the fair. These traditions are Americana at their greatest and traditions handed down from generation to generation. Butler County fairgrounds has been strong for 172 years. It should be a historical landmark property in our community not only because of the fair but because it is well known that the fairgrounds was also a battlefield during the civil war. One would hope that you would consider rerouting through the ODOT property next to the fairgrounds. I'm sure those men and women would like a larger lot to work from with more access to interstate and county roads.</p> <p>I sure hope you will consider this.</p> <p>I would also like to ask just how far into greenwood cemetery</p>	<p>Thank you for taking time to provide input on the North Hamilton Crossing project. The design team understands that the fairgrounds and cemetery have significant community value. The routes are not final and it may be possible to reshape the routes to minimize or avoid impact to the fairgrounds and cemetery. If a route through that area is advanced to the next phase of study, details will be developed about how to mitigate the project's impact on the facilities (for example if it is unavoidable to miss a building, the design team will look for a location nearby that the building can be rebuilt prior to removing the existing building).</p> <p>The Greenwood Cemetery is one of the top places the design team is attempting to avoid. There are currently 16 routes that have been discussed, 6 of which would impact a small area in the corner of the cemetery near the intersection of Joe Nuxhall Boulevard and Neal Boulevard. Most of the area potentially</p>

DATE	CONTACT METHOD	MESSAGE/COMMENTS SHARED	RESPONSE GIVEN
		<p>that plans will go. My grandparents are buried close to the fence line on Neal Blvd, and my dad actually lives on Neal. Would his home be torn down?</p>	<p>impacted hasn't yet been used for burial. I do not anticipate a need to relocate graves for the project.</p> <p>It is possible that none of the routes that impact the fairgrounds will be advanced for further study. We are still looking at the routes at a very high level. Your input is important. I will share your input with the design team. We expect to narrow down the routes to two or three choices this spring. Those will be studied in more detail over the next 9 months to a year. Please continue to stay engaged in the project through the project website northhamiltoncrossing.org and let me know if you have any other questions or comments.</p> <p>Sincerely,</p> <p>Allen</p>

Appendix C: Comments Received

Joseph Henry "Hamilton Joe" Nuxhall Ohio Historical Marker
Application Packet

Table of contents:

0. Table of Contents
1. Notification of Acceptance from Ohio History Connection
2. Statement of Significance to Ohio Connection
3. Grant Application
4. Letter of Approval from City of Hamilton
5. Location of Marker
6. Text off Historical Marker
7. Nuxhall Field as a Part of the North End; Attachments
8. We Smith Family Grant Application.



September 18, 2019

Jeff Gambrell & Timothy Spoonster
The North End Citizens for Community Action
819 Dayton Street
Hamilton, OH 45011

RE: JOSEPH HENRY "HAMILTON JOE" NUXHALL Ohio Historical Marker

Dear Jeff & Timothy:

CONGRATULATIONS! The Local History Services Department is pleased to report that your application has been accepted into the marker program and that your request for a \$1,000 Ohio Historical Marker Grant has been awarded. This letter will serve as your confirmation of both the funding and your application's acceptance.

Sometime between October 2019 and June 2020 our staff will be working to review sources and finalize your marker text. We strive to ensure historical accuracy, economy of language, readability, and relevance for readers of your marker today and in the future. While the Ohio History Connection reserves the right to revise the submitted marker text we promise to keep you involved throughout. We will notify you when your marker moves into editorial and you will be given a chance to review changes, answer questions about research, and generally be a part of our process.

Once the final version of your marker text has been mutually agreed upon, you will be asked to sign and date a copy of that text for our records. This is the text that will be submitted to our production company and be placed in your permanent marker file. Please note that any additional expenses accrued for your marker will be invoiced to you at the time you sign-off on the final text.

I see by your application that you hope for a marker dedication in June 13, 2020. We will do our best to meet this date, but we cannot confirm a delivery date until your marker text is final, payment is complete, and we have placed the marker into production.

Please feel free to contact me if you have any questions in the coming year. We all look forward to working with you to make your Ohio Historical Marker a reality.

Sincerely,

Laura

Laura Russell, Historical Markers Coordinator

Statement of Significance

The significance of erecting an Ohio Historical Marker at the recently dedicated Joe Nuxhall Fields at L.J. Smith Park (June 15, 2019)¹, derives from a major moment in Major League Baseball history that occurred on one of those fields: The discovery of Joe Nuxhall at age 14 by The Cincinnati Reds in 1943.

World War II was being waged in both the Pacific and European Theatres. The Reds, like most Major League teams were struggling to fill their rosters as more than 80 percent of all players had answered the call to serve in the military². Interestingly, it wasn't Joe that the scouts from the Cincinnati Reds came to these fields to observe; in fact, it was his father Orville³. They had heard about Orville's ability to play ball and sought to recruit him for the Reds, but he respectfully declined, wishing rather to keep his current career and focus on tending to his family. Instead he recommended that they consider his son Joe, only 14, who was playing with his team that day in the Sunday Adult Baseball League on these fields in Hamilton's North End neighborhood.

Being impressed with Joe's ability and poise, the Reds signed him to play with them in February 1944. It was on June 10, 1944, during a game against the St. Louis Cardinals, that Joe Nuxhall became the youngest player to appear in a major league baseball game⁴, a record that he still holds to this day. Joe had a rocky start in his major league debut. The Reds were already trailing 13-0 when Joe was called to the mound. After giving up several walks, a few singles, and a number of runs, Joe was taken out of the game before recording the third out.

Within a week of his auspicious debut, Joe was assigned to the Reds minor league team in Birmingham, Alabama. There he began a determined 8 year pursuit to make it back to the majors. which ended in 1952 when he rejoined Reds' roster. His return to professional baseball marked a new era for Joe Nuxhall. He demonstrated more control in his pitching and likewise showed vast improvement in fielding and batting, becoming an All-Star in 1955 and 1956. His major league career went on until his official retirement in 1967⁵.

Following retirement from professional baseball, Joe continued on as a broadcaster for the Cincinnati Reds until his final retirement in 2004⁶. While 60 years of his life was spent in major league baseball as either as a player or a broadcaster, Joe was also cherished by his adoring fans for his genuiness and character. Many would give testimony to his demonstration of humility and compassion for others. He was actively involved in charities throughout his lifespan including his very own Joe Nuxhall Memorial Scholarship and Joe Nuxhall Character Education Fund which provides workshops and grants for educators working with children. His

¹ (Rutledge 2019)

² (History.com, 2009)

³ (Borgemenke 2019)

⁴ (Pitman 2019)

⁵ (Borgemenke 2019)

⁶ (Legacy.com, 2007)

legacy lives on today through these works as well as the Joe Nuxhall Miracle League which provides an opportunity for children of all disabilities to play baseball⁷.

⁷ (Fox19Now 2009)

Works Cited

Rutledge, Mike. Hamilton Working to Honor Joe Nuxhall with Historical Marker, Name on Park. 2019. 6 3 2019 <<https://www.journal-news.com/sports/baseball/hamilton-working-honor-joe-nuxhall-with-historical-marker-name-park/IXxSJvRLp7eKafO0SpGNrO/>>

History.com Editors. Joe Nuxhall Makes MLB Debut at 15. 2009. 16 11 2009. <<https://www.history.com/this-day-in-history/joe-nuxhall-makes-mlb-debut-at-15>>

Borgemenke, Ryan. Joe Nuxhall Society for American Baseball Research. 2019. 28 6 2019 <<https://sabr.org/bioproj/person/227d8c81>>.

Pitman, Michael D. Joe Nuxhall's Historic Major League Debut, 5 Things to Know on the 75th Anniversary. 2019. 10 6 2019 <<https://www.journal-news.com/sports/joe-nuxhall-historic-major-league-debut-things-know-the-75th-anniversary/43H5QZtDAx57gphss45I9O/>>

Associated Press. Reds Broadcaster Had Been MLB's Youngest Player. 2007. 16 11 2007. <<https://www.legacy.com/obituaries/kentucky/obituary.aspx?n=joe-nuxhall-old-left-hander&pid=98081797>>

Fox19Now. A Cup of Joe for Joe Nuxhall's Character Education Fund. 2009. 26 3 2009. <<https://www.fox19.com/story/10074526/a-cup-of-joe-for-joe-nuxhalls-character-education-fund/>>



Ohio Historical Markers Application

Please complete this application to apply for either an Ohio Historical Marker or an Ohio Corporate Limit Marker. For additional assistance and information on completing this application, please refer to the *Marker Application Handbook* found on the marker website [Remarkable Ohio](#). These guidelines will provide more detailed information about each step of the application process.

All information is required. Missing information will eliminate your application from consideration. Please use the checklist on page 2 to ensure everything is complete prior to submission. *While submission of an application does not guarantee that a marker will be awarded, the Ohio Historical Markers program appreciates your efforts to provide the information needed.*

Please note that due to the increased popularity of Ohio Historical Markers, we can only entertain one application from an individual or organization in any given round of applications.

Questions?

Contact the Ohio History Connection's Historical Markers Coordinator, Laura Russell, at 614-297-2360 or lrussell@ohiohistory.org. You may also visit www.remarkableohio.org.

Application Deadline: July 1

Please mail your completed application, with supporting materials, to Laura Russell at the address below. Submitting a paper application greatly speeds our processing and decision time. To be considered, all applications must be postmarked July 1 or earlier.

MAIL: **Laura Russell, Historical Markers Program Coordinator**
Ohio History Connection
800 East 17th Avenue
Columbus, Ohio 43211

EMAIL: **lrussell@ohiohistory.org**

Application Check List

Use the checklist below to insure your application is ready to submit. Applications missing any of the following information will be considered incomplete and eliminated from consideration for a marker.

- X Did you complete ALL information in the following sections?
Location of Proposed Marker
Owner of Property
Funding Sponsor
Maintenance of Marker
Shipping Address
Application Submitted By
- X If applicable, did you supply a tax exempt number for the funding sponsor of marker?
If no tax exempt number is given, Franklin County sales tax will be added to the cost of the marker.
- X Signed letter from the property owner granting permission to erect a marker?
- X Map showing placement of proposed marker?
- X Statement of significance, attached (with footnotes or endnotes)?
- X Suggested text of marker, attached (with footnotes or endnotes)?
- X Initial draft of text does not exceed maximum length of 130 words per side (or 15 words for an Ohio Corporate Limit Marker). Word count included with your text?
- X Bibliography of sources cited for statement of significance and suggested text attached?
- X Copies of sources used to document facts in suggested marker text attached?
- X Did you check a box for grant consideration?

If everything is in order, then your application is ready to mail!

Additional Funding (application must be made now)

Check if applying for funding through the Ohio Historical Markers Grant Program.

For more information, please refer to the *Ohio Historical Markers Grant Program* document found on [Remarkable Ohio](#).

Check if applying for funding through the William G. Pomeroy Foundation.

Funding is available for Ohio Historical Markers in **Ashland, Ashtabula, Cuyahoga, Erie, Geauga, Huron, Lake, Lorain, Mahoning, Medina, Meigs, Ottawa, Portage, Sandusky, Seneca, Summit, Trumbull, and Wayne** counties. For more information on the criteria for this grant, please refer to the *William G. Pomeroy Foundation Grant* document found on [Remarkable Ohio](#).

PLEASE NOTE: Applicants may only apply for one of these grants. If you wish to have your marker application put into consideration for grant funds please check now. We cannot add your name to this pool after the July 1 marker application deadline.

1. Title of Marker: Joseph Henry "Hamilton Joe" Nuxhall

This title or an edited version thereof will appear at the top of the marker and be used to identify it once erected. Keep titles short and interesting. It is recommended that you finalize the title after you draft your "Statement of Significance" and "Suggested Marker Text."

2. Subject of Marker: Baseball Star, Radio Broadcaster, Humanitarian, Beloved Fellow Citizen

It is suggested that you fill in this blank after you draft your "Statement of Significance" and "Suggested Marker Text." Briefly summarize the subject of the marker. Examples: "Union general," "Historic building," "Natural disaster."

3. Location of Proposed Marker

Include a **written description**, a **marked map showing proposed placement of marker**, and a **photograph of the location**. Be sure to note the relationship of the location of the marker to the subject matter.

Property Name (if applicable): The Joe Nuxhall Fields at L.J.Smith Park

Address (street and number): 1150 Joe Nuxhall Blvd.

City or Village: Hamilton County: Butler State: Ohio Zip: 45011

Marker GPS decimal coordinates: Latitude: 39.404955 Longitude: (-) 84.550574

Indicate relevance of location to subject of marker:

The Joe Nuxhall Fields at L.J.Smith Park were the neighborhood baseball fields that Joe Nuxhall played upon as youth. He lived only two blocks away. It was here that scouts of the Cincinnati Reds, discovered Joe when he was 14 in 1943. Joe signed to play with the team in 1944 at age 15 and on June 10,1944, became the youngest player to appear in Major League History.

4. Owner(s) of Property upon which marker is to be erected

When a marker is to be erected on a property not owned by the applicant, the property owner must grant permission in writing. **Please include the signed letter of permission with this application.**

Property Owner(s): Scott Scrimizzi, Acting City Manager

Organization (if applicable): City of Hamilton, Ohio

Address (street and number): 345 High Street

City or Village: Hamilton County: Butler State: Ohio Zip: 45011

Telephone: (513) 785-7181 Email: scott.scrimizzi@hamilton-ohio.gov

OWNERSHIP OF PROPERTY (check one):

- public/local public/state public/federal
 not-for-profit private/individual private/business

5. Type of Marker (check one):



OHIO HISTORICAL MARKER

OHIO CORPORATE LIMIT MARKER(S)

1 Number of markers requested

SIZE OF LETTERS AND LENGTH OF MARKER TEXT (for Ohio Historical Markers only as Corporate Limit Markers are limited to approximately 15 words in length)

Size of letters in text:

_____ 1" Letters (up to 90-100 words per side)

X 5/8" Letters (up to 130 words per side)

Length of marker text:

_____ Same text each side

_____ Different text each side

NOTE: Word counts do NOT include the title of the marker or the sponsor lines at the bottom.

ART WORK (for Ohio Historical Markers only)

Metal plate photo to be included (prices vary) _____ YES X NO

Custom art work to be included (prices vary) _____ YES X NO

Be sure to attach all proposed art work to the application.

- Please refer to the Ohio Historical Markers Price List for costs of markers with different letter sizes and text lengths.
- Historical markers with smaller letters and longer texts are more expensive than those with larger letters and shorter texts.
- Art work is an additional cost.
- Art work must be submitted in a high resolution (300 dpi or higher) TIF or JPEG file.
- Although art work will reduce the number words per side of a marker, it can effectively convey the significance of the topic commemorated.

6. Funding Sponsor of Marker

Applicant or sponsor is responsible for funding the marker. This includes the purchase of the marker and all costs associated with the installation of the marker.

Name of Organization: The North End Citizens For Community Action

Contact Person: Timothy M. Spoonster

Address (street and number): 819 Dayton Street

City or Village: Hamilton State: Ohio Zip: 45011

Telephone: (937) 609-0890 Email: Spoondog1955@Yahoo.com

Tax-Exempt: X YES _____ NO Tax-Exempt Number: 301-6038277

Note: the organization indicated above will be listed on the bottom of the marker as its lead sponsor. If more than one organization is to be credited, please list the names of the

organizations under “Additional funding sponsor” below. Because of space limitations at the bottom of marker, **no more than 4 sponsors total will be listed**: the lead sponsor listed above, two (2) additional funding sponsors listed below, and the Ohio History Connection.

*Additional funding sponsor: W.E. Smith Family Charitable Trust

*Additional funding sponsor: The Community of Hamilton, Ohio

7. Maintenance of Marker

Organization responsible for the maintenance of marker, including replacement, if necessary.

Name of Organization: Hamilton Parks Conservancy

Contact Person: Steve Timmers

Address (street and number): 106 North Second Street

City or Village: Hamilton State: Ohio Zip: 45011

Telephone: (513) 785-7055 Email: timmers@hamiltonparks.net

8. Shipping Address

The shipping address must be a **commercial** address open between 8 am – 5 pm, Monday – Friday. It is the responsibility of the receiver at the shipping address to inspect the marker prior to accepting delivery.

Name of Organization: Hamilton Parks Conservancy

Contact Person: Steve Timmers

Address (street and number): 106 North Second Street

City or Village: Hamilton State: Ohio Zip: 45011

Telephone: (513) 785-7055 Email: Timmers@hamiltonparks.net

9. Statement of Significance

The statement of significance should explain why the person, place, event, or thing to be marked deserves recognition on an Ohio Historical Marker. Support all statements of fact with credible sources. Sources from the time of the topic being commemorated (primary sources) are strongly preferred over those that describe the topic years after the fact (secondary sources). Please document all statements of fact in the statement of significance with footnotes or endnotes. Please refer to the Marker Application Guidelines for more information about footnotes and endnotes.

NOTE: STATEMENTS OF SIGNIFICANCE MUST BE TYPEWRITTEN ON A SEPARATE SHEET OF PAPER AND ATTACHED TO THIS APPLICATION. Limit the statement of significance to one or two typed 8.5 x 11 pages.

10. Suggested Marker Text

On a separate piece of paper, DRAFT a suggested historical marker text of between 90 to 130 words per side. Suggested texts in excess of 130 words per side may be returned to the local sponsor for further editing before review by the markers program.

Suggested texts for Ohio Corporate Limit Markers should not exceed 15 words.

The text must be historically accurate, informative, and concise. All suggested texts are subject to revision at the discretion of the Ohio Historical Markers program to ensure these goals are met.

Document all statements of fact in suggested marker text with **footnotes** or **endnotes**, as in the “Statement of Significance.” Including footnotes or endnotes in the suggested text connects statements of fact to the sources you consulted during your research. Footnotes or endnotes also aid the review and fact-checking process. These footnotes and endnotes will NOT be included on the finished marker.

NOTE: SUGGESTED TEXT MUST BE TYPEWRITTEN ON A SEPARATE SHEET OF PAPER AND ATTACHED TO THIS APPLICATION. PLEASE INCLUDE A WORD COUNT WITH YOUR TEXT.

11. Sources and Bibliography

On a separate piece of paper, please list any publications or other references cited in the footnotes or endnotes in both the “Statement of Significance” and “Suggested Marker Text.” For each reference, indicate the **name of the author**, the **title of the source**, its **place and date of publication**, and **page numbers** where information was found.

Attach to your application photocopies of any relevant pages of these sources that may help in the review of the marker text. If it is impractical to photocopy the source, indicate where it may be found so that it may be consulted when this application is reviewed as the program must have access to all sources cited. Be sure to note which footnote or endnote the photocopies correspond to in your “Statement of Significance” and “Suggested Marker Text.”

NOTE: SOURCES AND BIBLIOGRAPHY MUST BE TYPEWRITTEN ON A SEPARATE SHEET OF PAPER AND ATTACHED TO THIS APPLICATION. **Applications missing sources and a bibliography will be returned.**

12. Tentative Dedication Date June 13,2020, 2019
To help the marker program plan, what month do you hope to hold a marker dedication? Is it around another special event? PLEASE NOTE that markers take 2-3 months to fabricate AFTER text has been finalized and approved by both the marker program and sponsors. Few markers will be finalized before late spring or summer of 2019.

13. Application Submitted By

By completing this section, I agree that:

- I have verified that the above information is accurate and correct to the best of my knowledge.
- I, or the organization I represent, am authorized to commit the person(s) or organization(s) named above to fund and maintain the marker.
- For the purpose of creating this marker, **I will serve as the contact person between the local sponsor(s) of the application and the Ohio History Connection’s marker program staff.** If I cannot serve in this capacity, I will inform the Historical Markers Program Coordinator who is so authorized and share that person’s contact information with him or her.

Contact Name: a. Jeff Gambrell, b. Timothy M. Spoonster

Name of Organization: The North End Citizens For Community Action

Organization Street and Number: 819 Dayton Street

City / Village: Hamilton State: Ohio Zip: 45011

Telephone: (937) 609-0890 Email: Spoondog1955@Yahoo.com

Signed: a. Date: July, 1, 2019

b. _____



June 28, 2019

Laura Russell
Historical Markers Program Coordinator
Ohio History Connection
800 East 17th Avenue
Columbus, Ohio 43211

Dear Laura,

I am writing to you on behalf of the City of Hamilton, Ohio to acknowledge the City has granted permission to the applicants, The North End Citizens for Community Action, to place a historical marker for Joe Nuxhall at the location they have specified on the City-owned property known as The Joe Nuxhall Fields at L.J. Smith Park on Nuxhall Blvd. in Hamilton, Ohio.

Thank you for your consideration in this matter.

Respectfully,

J. Scott Scrimizzi
Acting City Manager

Phone: (513) 785-7181
Email: scott.scrimizzi@hamilton-oh.gov



City of Hamilton
BUTLER COUNTY OHIO



Office of the City Manager

345 High Street, Suite 710
Hamilton, Ohio 45011

June 28, 2019

Laura Russell
Historical Markers Program Coordinator
Ohio History Connection
800 East 17th Avenue
Columbus, Ohio 43211

Dear Laura,

I am writing to you on behalf of the City of Hamilton, Ohio to acknowledge the City has granted permission to the applicants, The North End Citizens for Community Action, to place a historical marker for Joe Nuxhall at the location they have specified on the City-owned property known as The Joe Nuxhall Fields at L.J. Smith Park on Nuxhall Blvd. in Hamilton, Ohio.

Thank you for your consideration in this matter.

Respectfully,

A handwritten signature in black ink that reads "J. Scott Scrimizzi". The signature is written in a cursive style with a large initial "J".

J. Scott Scrimizzi
Acting City Manager

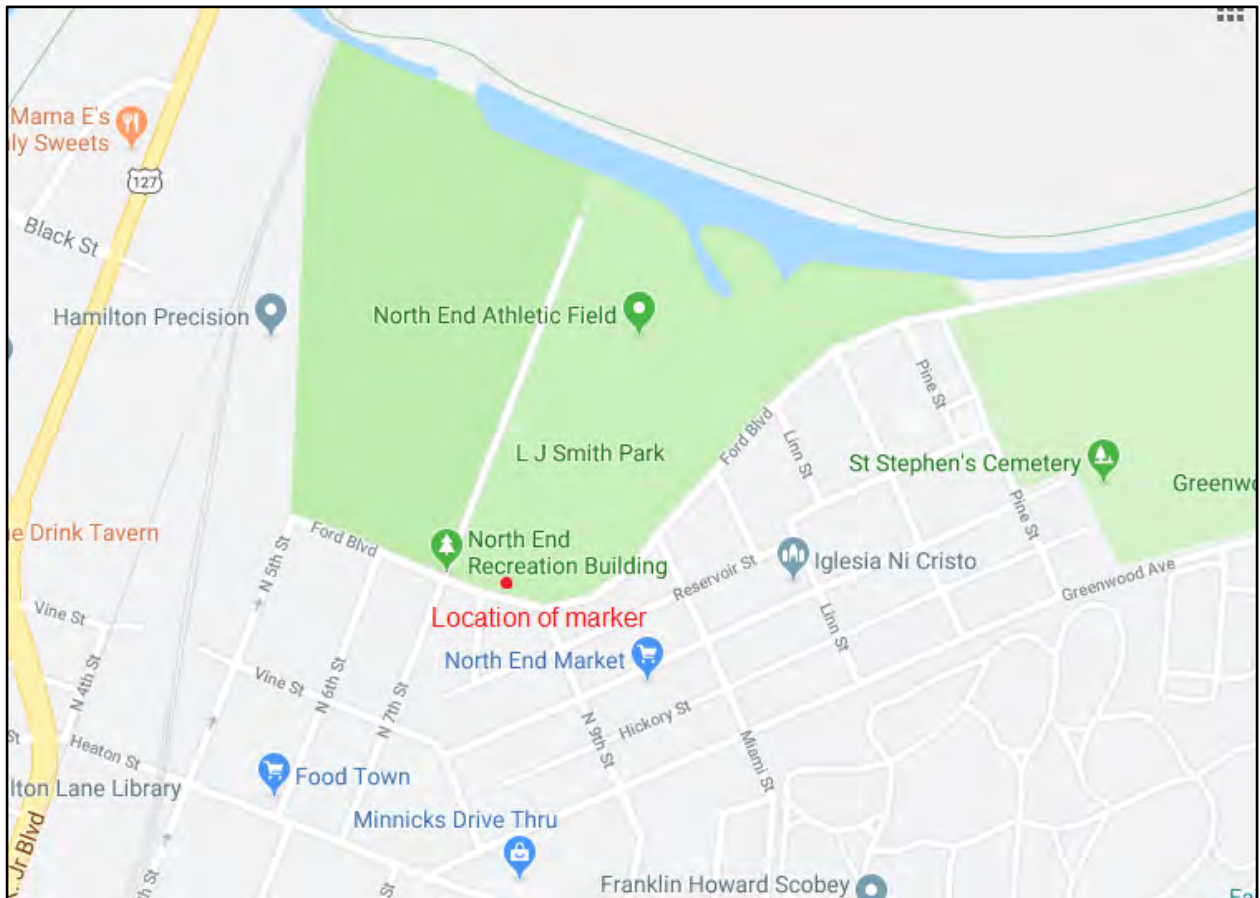
Phone: (513) 785-7181

Email: scott.scrimizzi@hamilton-oh.gov



Location of Marker

The Joe Nuxhall Fields at L.J. Smith Park are located in Hamilton's North End, the hometown neighborhood of Joe Nuxhall. The historical demographics of the neighborhood encompassed Appalachian, blue collar workers serving in the industrial field such as Hamilton's booming paper industry. Although the industry has since vanished, it plays a vital role in Joe's upbringing as workers, such as Joe's father Orville, would form industrial baseball leagues and invite Joe to play with them. The park still remains today with five baseball fields recently named after Joe during a June 15, 2019 dedication ceremony. The proposed location of the historical marker is along the southern border of the park within viewing distance from Joe Nuxhall Boulevard. The area is shaded by trees and rests next to bleachers that face the baseball fields that Joe had been playing on when discovered at age 14 by scouts of the Cincinnati Reds in 1943.



(Above: The Joe Nuxhall Fields at L.J. Smith Park rest in Hamilton's North End neighborhood)



(Above: Street view from Joe Nuxhall Boulevard showing proposed location of historical marker)

near Hamilton — Butler





Final draft of marker text for applicant's signature of approval. **Please carefully review this entire document before signing and dating, as the text and items below will be reproduced on the marker.** Return the signed text to the Ohio History Connection's Local History Services Department, or contact it with any questions. Refer to previous working drafts for sources used

Ohio Historical Marker to be erected in Butler County.
5/8" text, different text on each side.

SIDE 1:

**JOSEPH HENRY "HAMILTON JOE" NUXHALL
"Rounding Third..."**

Celebrated Cincinnati Reds pitcher and radio broadcaster, Joe Nuxhall (July 30, 1928 – November 15, 2007) grew up here in Hamilton's North End. On these fields the endearing story of "Hamilton Joe" Nuxhall began in the summer of 1943. Scouts from the Cincinnati Reds discovered fourteen-year-old Joe while he was playing with his father's Sunday municipal league team. Because of World War II, the rosters of major league teams were depleted as players went off to fight. Joe, displaying exceptional talent and poise for his age, met the Reds' dire need for pitchers. He signed a contract to play for Cincinnati on February 18, 1944. On June 10, at age 15, he became the youngest player in major league history when he pitched against the World Champion St. Louis Cardinals at Cincinnati's Crosley Field. *(Continued on other side)*

NORTH END CITIZENS FOR COMMUNITY ACTION
W. E. SMITH FAMILY CHARITABLE TRUST
COMMUNITY OF HAMILTON OHIO
THE OHIO HISTORY CONNECTION

2020

County Code

SIDE 2:

**JOSEPH HENRY "HAMILTON JOE" NUXHALL
...and headed for home"**

(Continued from other side) Shortly after his historic appearance, Joe was sent to the minors. Undeterred, he returned to the majors in 1952 to restart what would become a 16-year playing career that included 135 wins, 117 losses, and two All Star appearances. Known as the "Ol' Left-hander," Joe retired as a player in 1967 and began his 40-year broadcasting career with the Reds, 31 of those teamed with Baseball Hall of Fame broadcaster Marty Brennaman. Known and loved for his remarkable baseball career, Joe is also remembered in Hamilton and Butler County for his love of community and generosity. Joe's legacy lives on through the Joe Nuxhall Scholarship Fund, the Joe Nuxhall Character Education Fund, and the Joe Nuxhall Miracle League Fields. His legacy is remembered on these fields, where it began in the summer of 1943.

NORTH END CITIZENS FOR COMMUNITY ACTION
W. E. SMITH FAMILY CHARITABLE TRUST
COMMUNITY OF HAMILTON OHIO
THE OHIO HISTORY CONNECTION

2020

County Code

Signature of Approval

Date

Printed Name

Joe Nuxhall Historical Marker
Side 1
Joseph Henry, "Hamilton Joe" Nuxhall
(July 30, 1928-November 15, 2007) (1) 2008 Reds Yearbook, p. 4

"Rounding Third....."

- A.) Hamilton's North End is the location of the boyhood home (2) of the celebrated Cincinnati Reds pitcher and radio broadcaster, Joe Nuxhall. (3)
- B.) On this field, in the summer of 1943, Joe's legacy began. (4)
- C.) At the very young age of 14, he was discovered by a scout of the Cincinnati Reds (4) while playing in an adult municipal league with his father's team. (5)
- D.) World War II had seen the depletion of many major league teams as players left to serve their country in the military. (6)
- E.) Joe, displaying exceptional talent and poise for his age (7), signed professional contract with the Reds on Feb. 18th, 1944. (8)
- F.) Later that spring he became the youngest player in major league history when he pitched against the World Champion St. Louis Cardinals at age 15 on June 10, 1944. (9) Journal, June 12, 1944, p. 12

Side 2
.....And Heading For Home"

- G.) Shortly after his historical appearance, Joe was sent to the minors. (10)
- H.) Undeterred, he returned to the majors in 1952 (11) (Honig) to restart what would become a 16-year career that included 135 wins, 113 losses and two All Star appearances. (12) (2004 Yearbook, 1996 Yearbook, 2008 Yearbook, Topps Baseball Card) record was 135-117
- I.) Retiring from baseball in 1967 (13) (2004 Yearbook), Joe immediately began his 40-year broadcasting career with the Reds (14) (2008 Yearbook), 31 of those teamed with Hall Of Fame broadcaster Marty Brennaman. (15)
- J.) Although known and loved for his remarkable baseball career (16), Joe will be forever remembered for his love of and giving to his community of Hamilton, Butler County and beyond. Joe's legacy continues through The Joe Nuxhall Scholarship Fund, The Joe Nuxhall Character Education Fund and The Joe Nuxhall Miracle League Fields. (17)
- K) We honor him here, on this field, where, in 1943 (18), that amazing legacy began.

Cincinnati Reds 2008 Official Team Yearbook. Cincinnati, OH: The Cincinnati Reds and Professional Sports Publications, 2008.

Cincinnati Reds 1981 Yearbook Magazine. Ed. John Olberding, Cincinnati, OH: The Cincinnati Reds, 1981.

Cincinnati Reds 1996 Official Yearbook/Program. Ed. Mike Ringering, Cincinnati, OH: The Cincinnati Reds, 1996.

Stupp, Dann. "Through the Years with Marty and Joe." *2002 Cincinnati Reds Official Team Yearbook*. Cincinnati, OH: The Cincinnati Reds and University Sports Publications Co., Inc., 2002, pp. 11-15.

Rollins, Jarrod. "Cincinnati Icons." *Cincinnati Reds 2004 Official Team Yearbook*. Cincinnati, OH: The Cincinnati Reds and University Sports Publications Co., Inc., 2004, pp 22-29.

Honig, Donald. *The Cincinnati Reds: An Illustrated History*. New York, NY: Simon & Schuster, 1992.

"Baseball History Made; Nuxhall Hurls For Reds." *Hamilton Journal and Daily News*, June 12, 1944, p. 12.

Joe Nuxhall Topps Baseball Card. Topps Chewing Gum Company, 1967.

"Lad Of Fifteen Picked By Reds To Do Hurling." *The Cincinnati Enquirer*, February 19, 1944, p. 9.

The Cincinnati Enquirer, June 17, 1944, p. 9.

William Hamilton City Directory 1944, Cincinnati, OH: Williams Directory Co., Publishers, 1944.

Footnotes and References

Joe Nuxhall Historical Marker Text

Joe Nuxhall

Position: Pitcher

Bats: Left • **Throws:** Left

6-3, 195lb (190cm, 88kg)

Born: July 30, 1928 in Hamilton, OH us

Died: November 15, 2007 (Aged 79-108d) in Fairfield, OH

Buried: Rose Hill Burial Park, Fairfield, OH

High School: Hamilton HS (Hamilton, OH)

Debut: June 10, 1944 (Age 15-316d, 7,635th in MLB history)
vs. STL 0.2 IP, 2 H, 0 SO, 5 BB, 5 ER

Last Game: October 2, 1966 (Age 38-064d)
vs. ATL 0.1 IP, 0 H, 0 SO, 0 BB, 0 ER

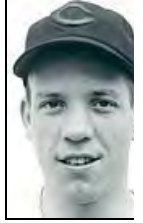
Rookie Status: Exceeded rookie limits during 1952 season

Full Name: Joseph Henry Nuxhall

Nicknames: Ol' Lefthander

[View Player Bio from the SABR BioProject](#)

2x All-Star



Player News

6/28 Blog Red Machine: Cincinnati Reds: Top 5 left-handed starting pitchers of all-time: *Having a left-handed starting pitcher can be a real advantage....*

Hide MLB

Hide Minors

Reference 2a

Hoard, Greg. *Joe: Rounding Third and Heading for Home*. Wilmington, OH: Orange Frazer Press, 2004, p. 16.

JOE / ROUNDING THIRD AND HEADING FOR HOME

to be more deliberate, more carefully aimed, released and not pushed toward the rim.

Was it down?

Yes, it was down!

And if you want to settle it, we will *settle* it!

That's the way they played, Joe, his brothers, and his friends: Gene, just two years younger than Joe; Bob, one year behind Gene; and little Don, six years younger than Joe and scuffling to keep up; and Jack and Bud Minnich.

It was an obstreperous group that found themselves outside that winter day, trying to elbow themselves into position under the makeshift basket, all battling against Joe, who was bigger and stronger and, consequently, better than the rest.

Joe loved basketball. He loved everything about it. Being bigger than most helped, and everything about the game seemed to come easily. The games had gone long and hard. The boys were engaged in their usual single-minded business of putting a beat-up leather ball through the netless hoop nailed to a telephone pole in the back yard of Joe's house on Vine Street.

They were children, innocently detached from everything outside tomorrow's homework, today's chores, and the goal to play hard. Of this important secular trinity, only the goal to play hard came to them naturally; homework and chores occurred largely under duress.

They were dimly aware of preserving their clothing, for school clothes and play clothes were the same clothes, and if they were torn playing ball, then punitive measures likely awaited. In this mid-century custom, the final arbiter was one's own mother, more implacable and unrelenting than any referee.

Sometimes they played barefoot, because they didn't want to harm their shoes. Shoes were not cheap, and there were a lot of feet in the Nuxhall house.

THE KIDS IN THE NEIGHBORHOOD were completely occupied by the moment. They didn't pay much attention to the papers. From time-to-time, they glanced at the sports pages, checked the box scores or read "the funnies."

Once in awhile, they listened to Fibber McGee and Molly on the radio, or Jack Benny. As for world affairs, well, world affairs were not exactly a part of their life. Their life—all that they knew—was Vine Street, Ford's Fields, and Madison Elementary School.

IMPORTANT NOTICE

The attention of both Club and Player is specifically directed to the following excerpt from Major League Rule 3(a):

"No Club shall make a contract different from the uniform contract or a contract containing a non-reserve clause, except with the written approval of the Advisory Council. The making of any agreement between a Club and Player shall retain a counterpart original. The making of any agreement between a Club and Player not embodied in the contract shall subject both parties to discipline by the Commissioner, and so such agreement, whether written or verbal, shall be recognized or enforced by the Commissioner."

National League of Professional Baseball Clubs
UNIFORM PLAYER'S CONTRACT

Parties The CINCINNATI BASEBALL CLUB COMPANY, herein called the Club, and JOSEPH MICHALL, of 1234 E. Vine St., Hamilton, Ohio, herein called the Player.

Recital The Club is a member of the National League of Professional Baseball Clubs. As such, and jointly with the other members of the League, it is a party to the National League Constitution and to agreements and rules with the American League of Professional Baseball Clubs and its constituent clubs, and with the National Association of Professional Baseball Leagues. The purpose of these agreements and rules is to insure to the public wholesome and high-class professional baseball by defining the relations between Club and Player, between club and club, between league and league, and by vesting in a designated Commissioner broad powers of control and discipline, and of decision in case of disputes.

Agreement In view of the facts above recited the parties agree as follows:

Employment 1. The Club hereby employs the Player to render skilled service as a baseball player in connection with all games of the Club during the year 1945 including the Club's training season, the Club's exhibition games, the Club's playing season, and the World Series (or any other official series in which the Club may participate and in any receipts of which the player may be entitled to share); and the Player covenants that he will perform with diligence and fidelity the service stated and such duties as may be required of him in such employment.

Salary 2. For the service aforesaid the Club will pay the Player an aggregate salary of \$175.00 (One Hundred & Seventy-Five Dollars) per month as follows:

In semi-monthly installments after the commencement of the playing season covered by this contract, unless the Player is "abroad" with the Club for the purpose of playing games, in which event the amount then due shall be paid on the first week-day after the return "home" of the Club, the terms "home" and "abroad" meaning respectively at and away from the city in which the Club has its baseball field.

If a monthly salary is stipulated above, it shall begin with the commencement of the Club's playing season (or such subsequent date as the Player's services may commence) and end with the termination of the Club's scheduled playing season, and shall be payable in semi-monthly installments as above provided.

If the player is in the service of the Club for part of the playing season only, he shall receive such proportion of the salary above mentioned, as the number of days of his actual employment in the Club's playing season bears to the number of days in said season.

Loyalty 3. (a) The Player will faithfully serve the Club or any other Club to which, in conformity with the agreements above recited, this contract may be assigned, and pledges himself to the American public to conform to high standards of personal conduct, of fair play and good sportsmanship.

(b) The Player represents that he does not, directly or indirectly, own stock or have any financial interest in the ownership or earnings of any Major League club, except as hereinafter expressly set forth, and covenants that he will not hereafter, while connected with any Major League club, acquire or hold any such stock or interest except in accordance with Major League Rule 20 (e).

Service 4. (a) The player agrees that, while under contract or reservation, he will not play baseball (except post-season games as hereinafter stated) otherwise than for the Club or a Club assignee hereof; that he will not engage in professional boxing or wrestling; and that, except with the written consent of the Club or its assignee, he will not engage in any game or exhibition of football, basketball, hockey or other athletic sport.

(b) The Player agrees that, while under contract or reservation, he will not play in any post-season baseball games except in conformity with the Major League Rules; and that he will not play in any such baseball game more than ten days after the close of the Major League championship season any year covered by this contract, until the following training season, or in which more than two other players of the Club participate, or with or against an ineligible player or team.

Post-season Games 5. (a) In case of assignment of this contract to another Club, the Player shall promptly report to the assignee club within 72 hours from the date he receives written notice from the Club of such assignment, if not more than 1000 miles by most-direct available railroad route, plus an additional 24 hours for each additional 500 miles; accrued salary shall be so reported; and each successive assignee shall become liable to the Player for his salary during his term of service with such assignee, and the Club shall not be liable therefor. If the player fails to report as above specified, he shall not be entitled to salary after the date he receives written notice of assignment. If the assignee is a member either of the National or American League the salary shall be as above (paragraph 2) specified. If the assignment, either outright or optional, is made to

Schwartz Wald Park

Combs Park

Reference 2D

ay Ave

Gordon Ave

NB St

Black St

North End Athletic Field



4 min

1224 Vine St

1224 Vine St, Hamilton



Joe Nuxhall Blvd

Neal Blvd

Canal Rd

Campbell Dr

Greenwood Ave

Heaton St

Heaton St

127

129

N 2nd St

N 3rd St

N 7th St

4

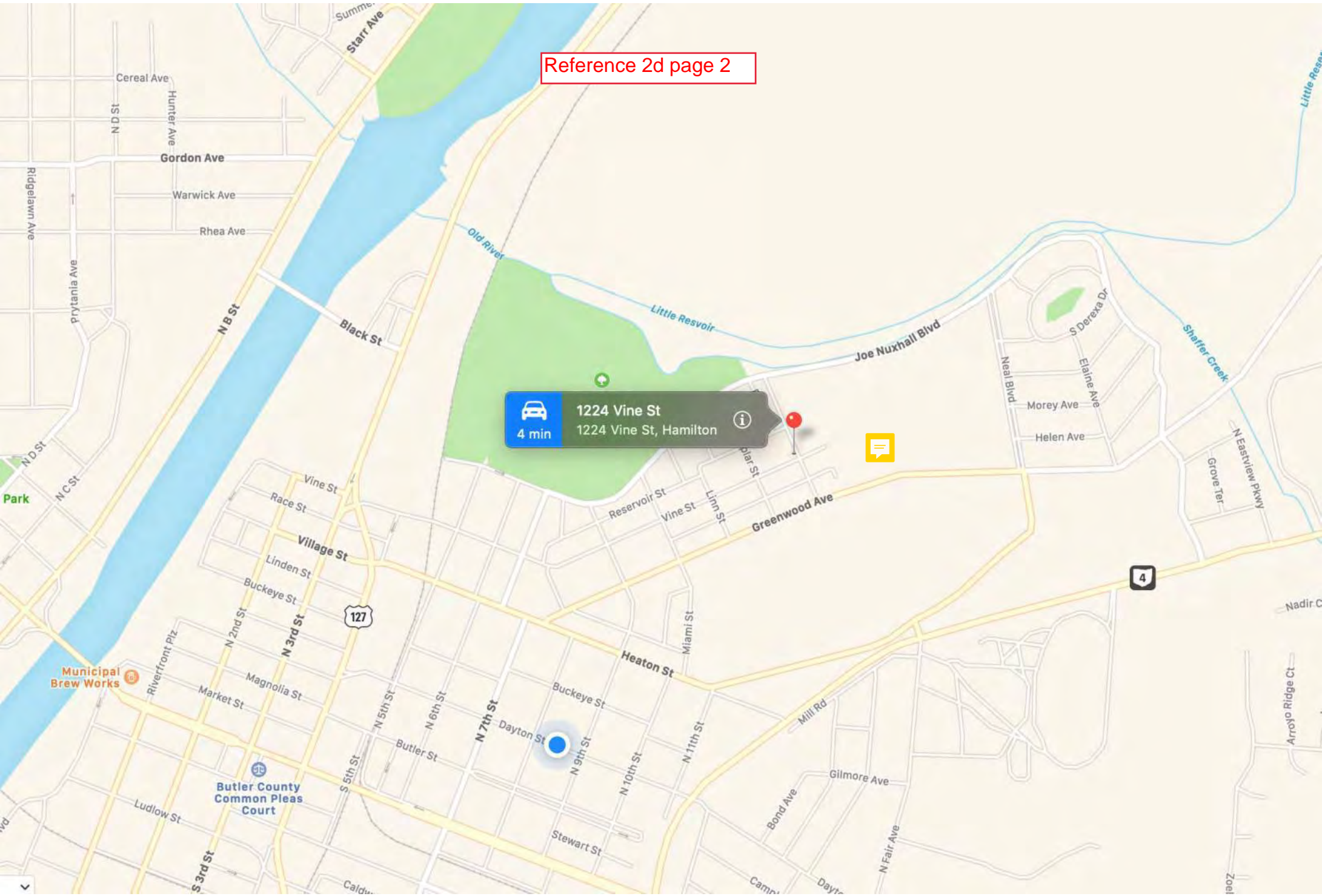
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Reference 2d page 2

 1224 Vine St
4 min 1224 Vine St, Hamilton 



Reference 3a

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Nuxhall had surrendered five earned runs in two-thirds of an inning. The Reds trailed, 18-0.

Eight years after making his debut, Nuxhall worked his way back to the major leagues in 1952 to record that elusive third out – and quite a few more. He won 135 games in a 15-year career, and lowered his 67.50 ERA of June 10 to a 3.90. Twice he made the All-Star team. He’s in the Reds’ Hall of Fame.

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“Ford Boulevard” becomes “Joe Nuxhall Boulevard” in north Hamilton. Appropriately, the street runs by the the ballfields where the Reds discovered a young left-hander 50 years ago. □



Top: Joe with his father, Orville L. “Ox” Nuxhall in February 1944. “Our dad always pushed all of us boys to do our best, no matter what sport we were playing,” said Joe’s brother Bob Nuxhall. Provided by the Nuxhall family

Right: Joe, center, hangs out with some Reds teammates. Provided by the Nuxhall family

Far right: From left to right, back row, Frank McCormick, far left, Gus Bell, Frank Robinson, Roy McMillan, Johnny Temple, Ted Kluszewski, manager Birdie Tebbetts, far right. Front row, left to right, Brooks Lawrence, Ed Bailey and Joe.

Provided by the Nuxhall family



JOE / ROUNDING THIRD AND HEADING FOR HOME

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They were undeterred by his age—he was 34—and his weight—he was pushing 250 pounds—and they offered him \$150 a month and an assignment to Ogden, Utah, in the Pioneer League, Class C Ball. Orville Nuxhall thought it over but not for long, and he declined the offer.

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WAR'S OPEN DOOR

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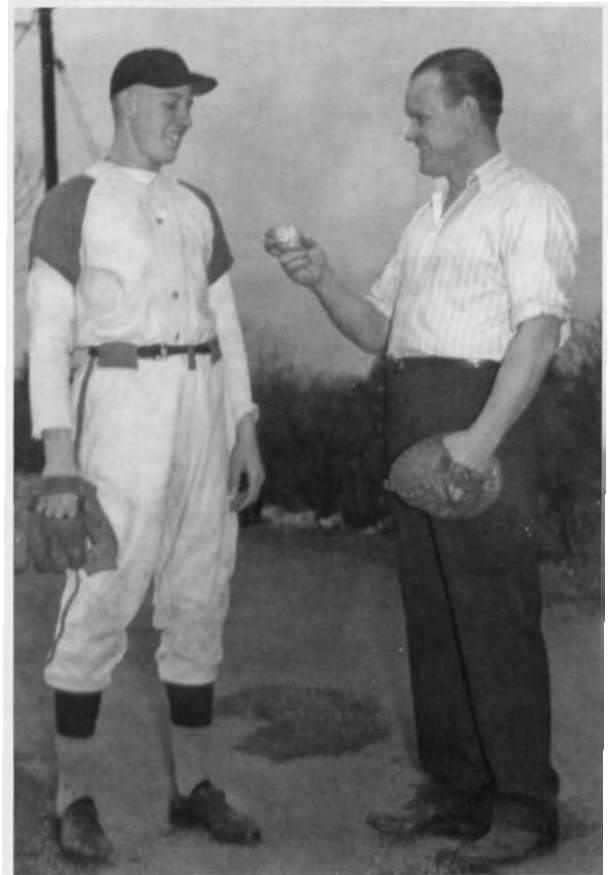
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Honig, Donald. *The Cincinnati Reds: An Illustrated History*. ;New York, NY: Simon & Schuster, 1992, pp 131-133.

Infielder Woody Williams, who got into only thirty games for the Reds that year, rapped himself into the record books with a few days of steady hitting. On September 4 he went 4 for 4 against the Cardinals. After an off day, he went 5 for 5 in the first game of a doubleheader against the Cubs, then made it ten hits in a row in the second game (nine singles and a double) before being stopped. He remains tied with seven other hitters (five in this century) for the National League record for consecutive hits.

Over the next two seasons, 1944 and 1945, big-league rosters resembled so many patched tires. Any healthy and eligible male between the ages of eighteen and thirty-eight



Clyde Shoun (1942-1944, 1946-1947), a tough left-hander, was called "Hardrock." He was 14-5 in 1943.



Ray Lamanno (1941-1942, 1946-1948), whose big-league career was sliced down the middle by military service.

was subject to the call of the selective service board. Those left behind were "either too young or too old" (in the lyrics of a popular wartime song) or were suffering from one disability or another that made them unfit for military service.

Cincinnati players who lost time to the military included Beggs, Thompson, Vander Meer, Shoun, and Harry Gumbert among the pitchers, catchers Lamanno and Mueller, in-



Game time at Crosley Field in 1943.

fielders Frey and Haas, and outfielders Mike McCormick, Clyde Vollmer, and Max Marshall.

McKechnie's men finished third in 1944, led by a 23–8 season from the veteran Walters. Frank McCormick led the team with a .305 average. They were the only players left from the 1940 world champions, many of whom were now scattered throughout outposts and fighting fronts around the world.

There are two prominent symbols of baseball's wartime barrel scraping: the St. Louis Browns' one-armed outfielder Pete Gray, and the youth the Reds put on the mound on June 10, 1944. He was a strapping left-hander named Joe Nuxhall, a Hamilton, Ohio, high-school student who was seven weeks short of his sixteenth birthday (he needed special per-

mission to sign a contract), making him the youngest big leaguer to play in this century. The boy was put into a hopelessly lost game with the Cardinals, pitched two-thirds of an inning, allowed 2 hits and 5 bases on balls, then departed. He would later make his way back and enjoy a long and productive big-league career.

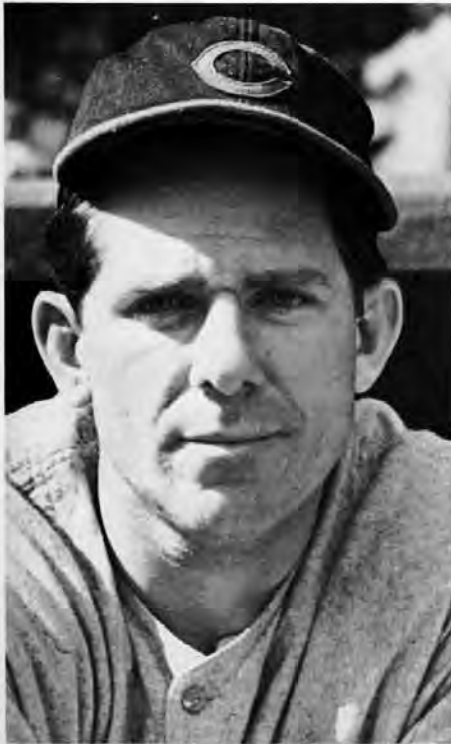
The flip side of the Nuxhall coin was Clyde Shoun's 1–0 no-hitting of the Braves on May 15, 1944, a day after Walters had 1-hit the same club. Also on the positive side was the work of Ray Mueller, who set a league record by catching every one of the club's 155 games (135 of them complete).

After seven straight first-division finishes under McKechnie, the Reds dropped to seventh place in 1945, beginning what would

become a stretch of 11 straight second-division nestings, matching the 1927–1937 twilight.

With the war over and the big-league regulars back in place, the fifty-nine-year-old McKechnie began his ninth and final season as manager of the Cincinnati Reds. It was a disappointing one—sixth place and a league-low .239 batting average.

With Frank McCormick having been sold to the Phillies, Bert Haas was at first base, newcomer Bobby Adams shared second with Frey, Miller was at short, and rookie Grady Hatton was at third. Hatton had never played in the minors, but had done so well with service teams during the war that he was given a shot in spring training and made the team.



Paul Derringer.



Ray Mueller (1943–1944, 1946–1949), Cincinnati's "Iron Man" behind the plate, who appeared in 155 games in 1944.

He did well, batting .271. Mueller was back behind the plate, but the outfield of Al Libke, Dain Clay, and Eddie Lukon was weak. Joe Beggs, turned into a starter, was the top winner at 12–10. The most talented man on the staff, however, was a 6-foot, 6-inch right-hander with a whiplash sidearm delivery that had right-handed hitters muttering. Ewell Blackwell had appeared in two games with the Reds in 1942, then had gone into the army and marched through Europe with Patton's Third Army. Now he was back and al-

Reference 5b

Hoard, Greg. *Joe: Rounding Third and Heading for Home*. Wilmington, OH: Orange Frazer Press, 2004, p. 38.

JOE / ROUNDINGTHIRDAND HEADING FOR HOME

Lee Allen pronounced even the ball a war victim. Its core, made of balata instead of rubber, came from the juices of tropical trees, and Allen said it was “dead as the hopes of a cellar team.” Nearly half of the first thirty games of the 1943 season ended in shutouts, prompting the Reds’ Frank McCormick to compare the balata balls to hitting concrete.

By the Opening Day of 1943, the war had taken an incredible toll. Grippled by the patriotic fervor that swelled throughout the country, millions had entered the armed services, among them, some of baseball’s greatest.

Ted Williams, the last man to hit .400 in a season, was a pilot in the Marine Corps. Joe DiMaggio, who hit in fifty-six straight games in the summer of 1941, was in the Army. (That was also the summer when Cincinnati kids, in a high school summer history class, took a poll of the greatest Americans of all time and named the Yankee Clipper Number 1, followed by George Washington, who occupied a distant second.)

Two days after Pearl Harbor, Cleveland’s Bob Feller, the most dominant pitcher in baseball, winner of 76 games from 1939 through 1941, enlisted in the Navy. Of his voluntary four years in the service, Feller once said, “I just thought there were more important things than being a ballplayer.”

Detroit slugger Hank Greenberg was drafted and later reenlisted. Yankee power-hitter Hank Bauer was twice wounded, and Braves pitcher Warren Spahn won the Bronze Star for bravery while leading a unit in the Battle of The Bulge.

From 1941 through 1945, there were sixteen teams in major league baseball, each team composed of twenty-five men. Of the 400 men on those rosters during the war years, 340 were drafted or enlisted. Another 3,000 would leave the minor leagues.

When the ’41 season opened, there were forty-one different leagues operating in minor league baseball. By 1944, there were only ten.

On Opening Day in 1942, a record was established. Of the 400 men who took the field that day, a hundred of them had never played in a major league game.

“We were losing the very best the game had to offer,” said former Reds President Bob Howsam, who served as a test pilot during the war. “But the game went on and it endured because it had to. President Roosevelt wanted it to continue. He wanted baseball to be there for the people.”

Clyde King pitched ten years in the majors, from 1944 to 1953. He

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But, understandably, they wanted to see for themselves, especially McKechnie. Like everybody else in the league, they were chasing St. Louis and not catching up. Their numbers were dwindling quickly.

With the war's end nowhere in sight, harder times appeared to be ahead. No prospect so enthusiastically recommended could be dismissed. Besides, Reis said, Hib Iske, his contact in Hamilton, had told him he had already sent a letter to Brooklyn about Nuxhall. This lent urgency to the situation. No one wanted to lose a local prospect to the Dodgers. How would *that* look?

What should they do?

Reis had a quick answer. Iske had a number of boys in Hamilton he believed were prospects. Tell him all the boys would be brought in for a workout, but the first player they wanted to see was young Nuxhall.

The arrangements were made. Joe would work out for McKechnie and his staff on a day when the Reds didn't have a game. His father was working that day, as was his grandfather, but Bud Dubois, Joe's junior high school basketball coach, agreed to drive Joe to the city for the audition.

Dubois was just as intrigued as Joe, maybe more so. He could only wonder where this might lead.

They arrived at Crosley, entered through the players' entrance, and were taken to the clubhouse, where they were greeted by McKechnie's coaches.

Joe changed into a uniform, laced up his spikes, grabbed his glove, and made his way to the field, where he met McKechnie for the first time.

DuBois went to the box seats along third base at Crosley, propped his two-tone, wing-tipped shoes on the rail and watched as Joe began to throw. He had brought along a camera and took a picture from his seat. He wanted to preserve the moment.

There was Joe, throwing from the mound. McKechnie, Estel Crabtree, and Hans Lobert took up a position behind the mound.

McKechnie leaned on a bat and watched Joe.

McKechnie didn't like kids, especially kid pitchers. He preferred veteran players, men who had been through the games, brought some thought to the clubhouse.

He favored players who recognized situations before they occurred and, consequently, knew the possibilities, and reacted naturally in each breach the game presented.

WAR'S OPEN DOOR
Chapter three

REUNION—WHEN JOE MADE THE REDS' ROSTER, HE AND THE DEACON RELIVED HIS FIRST MOMENTS WITH THE TEAM. AT RIGHT IS BILL MEKECHNIE JR., AND PAUL FLORENCE IS AT LEFT.



If, then. . .

If, then. . .

Think before the act is required. Be so in tune with the game that the required act is a matter of rote.

His standards were high, seldom met by kids. Kids didn't think. Kids acted and reacted with no experience to draw upon. Kids gave you extremes. He wanted polished, cool performance.

But he would not prejudice his observation of the kid.

After all, there was a war on.

And the government seemed to have all the pitchers.

God knows, major league baseball didn't have them.

McKECHNIE MADE SURE THE WORKOUT was leisurely at first, allowing Joe to get used to the surroundings. He wanted him to be at ease. Only then would he see what he had to offer.

First, they watched him loosen up, looking at his motion. They asked him to throw off the mound. He took a few ground balls and ran a little. Then came the litmus test. In those days, the extra players—the guys who were not starters—always came to the park on off-days to hit and take infield.

McKechnie instructed them to grab a bat and jump in against the kid. Joe threw and worked up a thoroughbred sweat.

He gave up some line drives, and he sneaked by a fastball or two. Perhaps it was his youth that shielded him from any anxiety that would ordinarily stem from such an experience. Perhaps it was the fact that he had never thought about being a big league player.

Whatever beneficent spirit guided him that day, Joe threw well.

"Just throwing one strike after another," he says. "First ten pitches, eight for strikes. Throwin' strikes left and right. I was probably somewhere between 85 and 90 miles per hour. Who knows? They didn't have the radar gun yet. I was just out there lettin' my natural stuff come through."

When the workout was over, McKechnie thanked Joe for coming and wished him luck.

Nothing else was said.

DuBois and Joe drove back to Hamilton, wondering what would take place.

McKechnie, meanwhile, made his way to Giles' office on the grandstand level at Crosley, where he made his case. He strongly suggested the Reds offer Nuxhall a contract.

Giles was impressed.

This was McKechnie, groomed under John McGraw and Frank Chance, a man devoted to veteran players, but also one gifted in spotting young talent, and he was endorsing a 14-year-old pitcher.

Giles listened as McKechnie assessed the young left-hander's ability. But his mind was already made up. McKechnie's opinion was enough. He had developed players like Pie Traynor, Kiki Cuyler, Paul Waner, Chick Hafey, Wally Berger, Vince DiMaggio, Frank McCormick, Johnny Vander Meer.

No one else thought *they* were ready.

McKechnie did, and they were.

THERE WERE THINGS THAT WERE INEXPLICABLE about McKechnie.

Why *did* he keep that beat-up old chair in his office that went back to the '20s and his days with the Pirates, the leather split, ticking falling out on the floor?

But the man had genius. Especially, it seemed, when it came to pitchers.

Vander Meer was 3-5 as a rookie in '37. The next year, under McKechnie, he was 15-10 and threw back-to-back no-hitters.

In June of 1938, the Reds purchased Bucky Walters from the Phillies. Walters had won 29 games in the previous two-plus seasons. In his first three seasons under McKechnie, he won 50 games. The story was similar with Paul Derringer, the Kentucky firebrand who won 45 games in 1939 and 1940. His 2-1 win over Detroit clinched the 1940 World Series title for the Reds.

Long before McKechnie finished talking, Giles' mind was made up.

They would offer the kid a contract.

Giles arranged a meeting with Orville Nuxhall and made a generous offer for Joe—\$175 a month to play for Ogden in the Pioneer League in Utah.

As Giles spoke, Orville Nuxhall wrestled with his thoughts. He didn't want his boy to work in a factory, forced to work back-to-back shifts. He wanted his son to have an education and wear clean clothes. The boy was also on the brink of a dream that had once been *his*. But he was just 14. He wanted all his kids to have a chance to enjoy their youth.

Orville was torn by the alternatives. The money was good. The opportunity was great. But the time was not right. Joe was too young.

At first, Giles was stunned. He sat back and listened as Orville offered the reasoning behind his decision.

Finally, Orville said, there was one last matter—Joe's desire to help his junior high school basketball team win a third straight city title.

Joe, he told Giles, wants that very badly.

"Thank you," Orville said, "but not now."

It was one of the hardest things he had ever done.

"THAT WAS A LOT OF MONEY IN THOSE DAYS, \$175 a month, maybe as much as Dad was making, but my parents didn't like it," Joe says. "They thought I was too young. They knew how important education was

Hamilton Journal and Daily News Saturday February 19, 1944, p. 10
Journal-News Nuxhall Signs Sports

defeated
The oldfom, 30 four-current sided-carnival

BLUE AND RAMS HANDED

Last Minute Basket Gives Lima Victory

Special To Journal-News. Lima, Feb. 19.— A one handed southpaw shot by Forward Bob Howard with one minute to play enabled Lima South to shade Hamilton here Friday night, 40 to 39. The Lima quintet built up a comfortable lead during the early stages of the game and led by quarters, 11-7, 19-16, and 33-28. Hamilton rallied in the last three minutes and took a 39-38 lead on Walter Long's foul; but Howard's basket decided the battle. Bob Howard, Fred Howard and Curley Bratton led the South offensive. Malcolm McMullen topped Hamilton with 16 points. The teams were even on field goals. Hamilton now holds a record of 10 victories and five defeats. The Big Blue lost four of six games away from home and three of the four were by one point. Coach H. N. Sollenberger's combine will close its season next Friday night against Middletown, newly crowned champion of the Greater Ohio league, at the Hamilton High gym.

Table with columns: Team, Pts., F. Pts., F. Rebounds, F. Assists, F. Steals, F. Blocks, F. Fouls, F. Total. Lists scores for Hamilton vs Lima South, Hamilton vs Barrington, etc.

Cage Scores

Table listing scores for various teams in the Greater Ohio League, including Lima South, Barrington, etc.

SEVEN MILE, HANOVER, TRENTON W

Southpaw Joe Nuxhall Signed To Reds' Contract

Joe "Sonny" Nuxhall, son of Mr. and Mrs. Orville Nuxhall, 1224 Vine street, is probably the only junior high school boy in the United States with a major league contract in his hip pocket. Nuxhall, who completed his career as a star of Wilson Junior High school's championship basketball team on Thursday night, was signed to a Cincinnati Reds contract Friday afternoon. Thus he becomes ineligible for further participation in scholastic sports.

Nuxhall, age 15, is a southpaw twirler. He is six feet three inches and weighs 195 pounds. For the last three years he has been a star in the Municipal league at North End and several times last season he worked out with the Reds. He also made a trip with them to St. Louis. Terms of the contract were not announced but it is understood Nuxhall received a sizeable bonus for signing in addition to a monthly guarantee. It is probable that he will be sent to Birmingham for seasoning.

Favorites To Make Fir Tonight At Wilson Junio

Friday's Results Hanover 32; Morgan 22. Seven Mile 32; W. Chester 20. Trenton 39; Stewart 27. Reily Ross Wayne

Al Davis Scores Quick Kayo Over Montgomery

BY FRITZ HOWELL New York, Feb. 19. (AP) — Al Davis, Brooklyn's bad boy battler, is today's fistic toast of the town. Four years ago he drew a lifetime suspension from New York rings, and a barrage of boos from the fans, for hitting Fritz Zivis with a series of low blows. Last night, his exile lifted since he returned from the army, he stepped back into Madison Square Garden's ring a 4-1 underdog to Bob Montgomery, Philadelphia's dusky star who until last November held the New York-Pennsylvania version of the lightweight title. Davis used his left hand as an eraser on all the bad things the boys have been saying about him. He kayoed the Philadelphian in one minute and three seconds of the first round. First Time It was the first time Montgomery had been stopped in his colorful career. Outside of that, there wasn't much to the scrap. Davis caught Bouncing Bob with a left hook to the head and sent him down for a four count in the first 15 seconds. Montgomery staggered to his feet, backed to the ropes under a flurry of blows, and finally took the full count as another left hook to the jaw connected. Davis came into the ring at 142 1/2 pounds, five more than Montgomery weighed. Mustangs Lose

BLAST NIGHT'S BOWLING SCORES

Table of bowling scores for various leagues including Linden, Women's Honor Scores, Eagles League, and others.

Totals Hanover 3166, Barrington 2116, Lima South 2096, etc. Lists totals for various teams and individuals.

Monday, June 12, 1944 p. 12

Nuxhall Pitches

Journal-News

McGuire's Lead

Spo

among other things

Golf's best available pros and amateurs will draw a head on the Chicago victory national championship June 28-July 2 and begin pumping their shots into the simple Edgewater course in what may become the greatest mass murder of par in the history of major tournaments in this country.

Such guests as Greg Wood, Sam Byrd, Byron Nelson, Jug McHenry, Henry Picard, Johnny Revolta, Harry Cooper and amateur Wilford White, Dale Morey and Bob Cochran are among some 60 hand-picked swingers invited to compete in the 72-hole medal frolic.

Indication is that the 35-45-70 par for the flat, compact Edgewater layout will be known apart from the soft 1 field makes a mad dash to beat the United States 7-6-1 record of 284 set in 1940 by Walter S. Bloomfield, N. J., to win the transatlantic men.

Florida's greatest amateur golfer, Edgerton, has been offered \$50,000 for the benefit of his pitifully stricken wife during World War II. They are the only couple in the country to have a wife who is a nurse and a doctor.

The plot of golfing ground is set in the center of a residential section with street cars almost running up to the clubhouse door. That's one of the reasons Edgewater was chosen by the alert Chicago District Golf association which is sponsoring its first wartime major tournament.

Apartment houses flank one side of the course and are so close to a couple of holes that observers can look down from their second story windows and stare at the players' demerol.

Edgewater is well maintained for the most, and there are plenty of trees and shrubs. But they are conveniently well-kept. The only trouble may be encountered on the well-kept greens which have tricky rolls. But many of the employees in the clubhouse are well-kept.

MC'GUIRE'S TAKE LEAD IN

Baseball History Made; Nuxhall Hurls For Reds

Major league history was written Saturday at Crosley field when Joe Nuxhall, 19, six-foot Houston boy, took the mound for the Reds in the ninth inning against St. Louis. He thereby became the youngest player ever to participate in a major league game.

Fitton Makes Unassisted Triple Play

The outstanding play of the year in the Y. M. C. A. Professional League game for the 1944 season was made by the 19-year-old pitcher when Fitton, Kansas second baseman, made an unassisted triple play in the second inning against the White Sox.

With the count three and two, George Fallou grounded to Miller who tossed him out. Mort Cooper worked the count to three and two and walked. Angie Bergman popped out a three-and-two pitch to Miller. Tommie Harris, National League pitcher, threw three years ago and three straight balls, two strikes and then walked. Stan Musial, last year's hit champion, singled to score Cooper.

Boyt Comments

Walter Hoyt, who also was a "boy wonder" with the New York Yankees, pitching at 16, commented that Nuxhall appeared "fired," and that he was telegraphing his pitches.

Like any normal person, Joe was excited, especially with his goal of the plate with the score 2-0. On top of that he was saying what is probably the greatest line in baseball today—a team that had worked every Red pitcher for 15 runs. His pitching wasn't slanted. He was fast and his teacher was Joe Just, who isn't the most experienced receiver in the loop.

Table with columns: Team, W, L, Pct, Runs, Hits, Errors, etc. Lists stats for various teams in the Marshall League.

Big Inning Brings Win Over Catham

Performing before a big crowd, Bill McGuire's took undisputed possession of first place in the Municipal baseball by inflicting an important 4-1 defeat on the strong Catham A. C. yesterday afternoon out at the North End field. A big inning, the third, when the winners scored all of their four tallies, proved to be the undoing of the losers.

Trailing 1-0 going into the third, McGuire's rallied to rack up four runs and ice the contest. The on-looker saw Pete Teubald riddled first base on a bopped third strike and Bob Brunner canned Harold James hit in third and the ball was fumbled. The third inning was a passed ball and Frankie Miller walked, hitting the sack. Frank McNeil also stroked forcing in Teubald and then Bob Seelye singled to score. Fielder, scoring Miller Farmer was out at the plate attempting to follow over on McGuire's angle, but Ted Scrimin, slacked a clutch double to left center to drive home Miller and close with the game slanting.

Wilde Homers

Catham scored their four markers in the opening inning on Don Wilde's home circuit cannon to deep right center.

In The Eighth

With one away, McGuire's tripled to right field and the tripled Lou Kollman, who's previously passed to lead the winners. Joe Lopez got an error that is far outside the box and Ward escaped to second on the winning count.

Lady (Mgr.) And



Meet the Red manager and the prize in Katie Jenkins, former wife of the ex-1 Jenkins. Katie was formerly seconded as manager of Golden Fatta, 22-year-old two are shown here in New York.

Reds Take Need After Bowing To

Miami Defeated By Wright Field

Special To Journal-News. (Cleveland, O., June 12.—) Making six of their 11 hits in the second and third innings, when they scored five runs, Wright Field's Kitty Hawks won from Miami University's baseball team, 6 to 2, Saturday afternoon in Miami. The Hawks, coached by former St. Francis college athletic field ball manager, Dave A. ...

MAJOR LEAGUE ASKED. The National Baseball Players of America in annual convention at Waterbury, Conn., yesterday ...

Results

Table with columns: Team, W, L, Pct, Runs, Hits, Errors, etc. Lists results for various teams.

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Joseph Henry Nuxhall

Born: 7 / 30 / 1928 at Hamilton, OH (USA)**Died:** 11 / 15 / 2007 at Fairfield, OH (USA)[More From SABR](#)**Stats:** [Baseball Reference](#) [\(http://www.baseball-reference.com/players/n/nuxhajo01.shtml\)](http://www.baseball-reference.com/players/n/nuxhajo01.shtml)• [Retrosheet](#) [\(http://www.retrosheet.org/boxesetc/N/Phuxhj101.htm\)](http://www.retrosheet.org/boxesetc/N/Phuxhj101.htm)[Corrections? Additions?](#)

If you can help us improve this player's biography, [contact us](#) (<mailto:bioproject@sabr.org>).

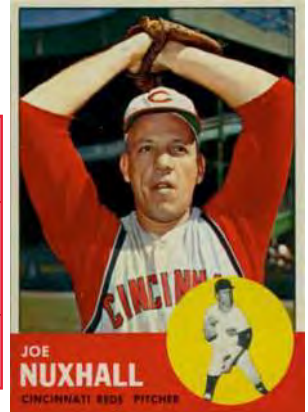
Joe Nuxhall

This article was written by [Ryan Borgemenke \(/node/49067\)](#)

One of baseball's charms is its lack of timekeeping. Though in most games it can be enjoyable, this charm is a potential source of frustration if a team is losing badly and (since there is no "mercy rule" in the majors) might rather run out a clock than go the full nine innings.

One such game came on June 10, 1944, when Joe Nuxhall became the youngest man ever to play in the major leagues — a mark he still holds.¹ The Cincinnati Reds were trailing the St. Louis Cardinals 13-0 in the top of the ninth inning when Reds manager [Bill McKechnie \(/sabr.org/bioproj/person/8bb2437d\)](#) called upon 15-year-old Nuxhall to take the mound.

The youngster walked five men and gave up two hits, allowing five earned runs in two-thirds of an inning. True, he was facing a first-rate lineup. The Cardinals finished the year with 105 wins and a World Series victory. Yet why was Nuxhall — who wasn't even old enough to drive — in what he later described as "a very scary situation"?²



World War II was in full force — D-Day had come just four days before. Professional baseball had lost many able-bodied men to the service, including greats such as [Ted Williams \(/sabr.org/bioproj/person/35baa190\)](#) and [Joe DiMaggio \(/sabr.org/bioproj/person/a48f1830\)](#). Teams were resorting to extreme measures to fill their rosters. The Reds got clearance under the child labor laws to sign Nuxhall to a contract. "Probably two weeks prior to that, I was pitching against seventh-, eighth- and ninth-graders, kids 13 and 14 years old," Nuxhall said. "All of the sudden, I look up and there's [Stan Musial \(/sabr.org/bioproj/person/2142e2e5\)](#) and the likes."³

Nuxhall was so anxious that he tripped on the top step of the dugout on his way out to the mound. Controlling his emotions the best that a 15-year-old could, he was actually able to retire two of the first three batters he faced, walking the second. "I almost drowned. . . suddenly it dawned on me where I was," he explained years later. "I started to shake all over." He gave up a walk, which included a wild pitch, and then a single to future Hall of Famer Musial. Three more walks and a single by All-Star second baseman [Emil Verban \(/sabr.org/bioproj/person/5a814180\)](#) followed. "Then McKechnie came out to lead me away."⁴

Nuxhall's career might have ended after that one outing, with a 67.50 ERA, similar to what happened with [Joe Cleary \(/sabr.org/bioproj/person/31244f1f\)](#) in 1945. Yet "Nuxy" made it back to the majors, although not until 1952, and he stuck around through 1966, long enough to earn another nickname, "The Ol' Lefthander." He then went on to a long career as one of Cincinnati's most beloved broadcasters.

Joseph Henry Nuxhall was born on July 30, 1928 in Hamilton, Ohio, about 20 miles north of Cincinnati. He was the eldest of Orville "Ox" and Naomi (Gailey) Nuxhall's five children. Two younger brothers, Bob and Don, also went on to play in the minor leagues in the 1950s.

Joe Nuxhall was originally scouted by the Reds at age 14, while pitching in a Sunday baseball league. His father played in that league too, and initially it was Ox whom the scouts were interested in signing, even though he would have been quite old in baseball terms. However, the elder Nuxhall didn't want to play pro ball. He was focused on raising his children and didn't want to jeopardize his stable job at a local General Motors plant, Fisher Body.

Instead, attention turned to Joe. "The way I tell it is I beat my father out of a job," Nuxhall joked.⁵ Already standing 6-foot-2 (he later grew another inch), Joe was the largest in his ninth grade class. He had an 85-mph fastball, albeit wild. On February 18, 1944 Nuxhall signed his first professional contract with the Reds, worth \$175 per month; he got a \$500 signing bonus.⁶ Still a kid living at home with his parents, he bought them a new carpet with his newly-gained baseball earnings.

He signed in February, but Nuxhall had to wait until school let out in June before reporting to the Reds, though his school principal allowed him to be in uniform at [Crosley Field \(/sabr.org/bioproj/park/crosley-field\)](#) for Opening Day. In April 1944, *The Sporting News* wrote: "It's a wise manager who knows his own roster these days, due to the rapid changes in draft status and inductions. Original rosters, issued before the start of spring training, quickly lost most of their significance — and it is likely that a high rate of turnover, especially of the athletes under 27 years of age, will continue as the season progresses."⁷ Nuxhall was deemed suitable for the Reds' roster because he was under-age for the draft and also a local prospect.

After his rocky June 10 debut, Nuxhall was assigned to the Birmingham Barons of the Southern Association (Class A1). He pitched only one more inning that summer, and it was a similar experience. He walked five and allowed six earned runs.

The following season, the 16-year-old Nuxhall improved considerably. He posted a 3.21 ERA over 23 games, pitching for both the Syracuse Chiefs (Class AA) and Lima Reds (Class D). Despite his young age, he struck out an impressive 41 batters in his first 27 innings at Lima.

After the 1945 season, Nuxhall voluntarily retired from baseball and returned to Hamilton High School for his diploma. Under high school athletic rules he was still considered an amateur in sports other than baseball. He was a well-rounded athlete, earning all-state honors in football and basketball as a senior in 1946.

Nuxhall also returned to professional baseball in 1947, playing in the Reds farm system. He married Donzetta Thomas on October 4, 1947 and the couple had two sons, Phil and Kim. Like his father and uncles, Kim played pro baseball. He was in the low minors for the Reds from 1972 through 1974.

Nuxhall developed as a pitcher in the Reds chain through 1951, spending time with the Muncie Reds, Tulsa Oilers, Columbia Reds, and Charleston Senators. Playing long before the designated hitter rule went into effect, Nuxhall also gained notice as a fairly talented batter. He clubbed 15 career home runs in the majors with a .198 lifetime batting average.

Nuxhall returned to Cincinnati's major-league roster in 1952. [Gabe Paul \(//sabr.org/node/27062\)](https://sabr.org/node/27062) had taken over as Reds general manager the previous off-season and made many personnel changes. Only 15 players from the 1951 campaign were on Cincinnati's roster of 34 men during spring training in 1952.⁸ With "dazzling pitching" and improved control, the 24-year-old Nuxhall impressed management enough to make the major-league roster.⁹ On May 21, he made his first appearance in a big-league game since he was a boy, pitching three innings of relief, allowing no runs and striking out three batters. A little over a month later, he picked up his first major-league win against the New York Giants. Mostly pitching out of the bullpen, he finished the 1952 season with a 1-4 record and a respectable 3.22 ERA over 37 games.

Between 1952 and 1960, Nuxhall remained a fairly consistent relief and starting pitcher. Manager [Birdie Tebbetts \(//sabr.org/bioproj/person/bacfc0e7\)](https://sabr.org/bioproj/person/bacfc0e7) said, "Joe has a good chance to become one of the outstanding pitchers in the National League. He's a great competitor and hits and fields capably enough to help himself gain stature as a successful pitcher."¹⁰ In 1954, 10 years after he signed his first contract, he became a major-league winner, posting a 12-5 record.

Nuxhall's three best consecutive seasons were arguably 1954 through 1956. During that stretch, he accrued a 42-28 record and 3.66 ERA with an average of 208 innings pitched per season. He was named an All-Star in 1955 and 1956 and led the National League leader in shutouts in 1955 with five. All-Star [Dick Sisler \(//sabr.org/bioproj/person/121cb7bc\)](https://sabr.org/bioproj/person/121cb7bc) said, "That kid's got it in spades. He's as quick as [Curt Simmons \(//sabr.org/bioproj/person/e98dbe08\)](https://sabr.org/bioproj/person/e98dbe08), whom I rated the most overpowering pitcher in the league before the Phillies lost him to the service. Nuxhall also throws quite a curve; in fact, it's the type which fairly explodes."¹¹ Nuxhall annually set a personal goal to win at least 15 games, achieving it with 17 in 1955.

Nuxhall began to slide in 1957. From then through 1960, he had a record of 32-38 with a 4.29 ERA. Still fairly young, his struggles were more mental than physical. His temper was notorious; it took him out of games through both score and ejections. "One pitch loses me a game, gets me thrown out, I'm fined by the league, and lectured by Birdie," Nuxhall said. "And I kick the sandbox (for cigarette butts) in the clubhouse so hard I almost break my toe."¹²

After Tebbetts took him out of another game, he tore up his glove, finger by finger, while walking back to the dugout.¹³ He also once charged an umpire, nearly knocking him down, and was later fined \$250 and suspended five games. Highly competitive by nature, Nuxhall explained his temper: "I never got mad at someone making an error behind me. I got mad at myself, or at an umpire's decision. I just hate to lose."¹⁴ It would be several more years until he was able to channel his emotions productively.

Making things worse, he was increasingly unpopular when pitching at home in Cincinnati. Culminating in 1960, seemingly every time Nuxhall took the mound, he heard nothing but boos and catcalls. "I'm as stout-hearted as anyone," he said, "but when you keep hearing them, it's going to get to you. Anyone who says it doesn't is just kidding himself."¹⁵

Nuxhall requested a trade after the 1960 season; he was subsequently dealt to the Kansas City Athletics in exchange for [John Briggs \(//sabr.org/bioproj/person/d60866cf\)](https://sabr.org/bioproj/person/d60866cf) and [John Tsitouris \(//sabr.org/bioproj/person/c57480c3\)](https://sabr.org/bioproj/person/c57480c3). Despite the trade, he continued to struggle on the mound, going 5-8, 5.34 in 37 games. Yet he also took pride in two home runs that year. One came against friend and former teammate [Art Fowler \(//sabr.org/bioproj/person/3a02c6ff\)](https://sabr.org/bioproj/person/3a02c6ff); the other was off Hall of Famer [Whitey Ford \(//sabr.org/bioproj/person/fca49b7c\)](https://sabr.org/bioproj/person/fca49b7c).

The A's released Nuxhall after the 1961 season, and he then signed with the Baltimore Orioles. Just before Opening Day in 1962, the Los Angeles Angels purchased his contract from Baltimore, but in five games he was ineffective. The Angels released him in mid-May.

By then 33 years old, many men with less competitive spirit probably would have retired. Instead, Nuxhall signed a minor-league contract with the San Diego Padres, then a Reds farm team. Early in his career, Nuxhall was told, "master your temper and you'll master your pitches."¹⁶ Yet it wasn't until he arrived in San Diego that he was able to put this advice into practice. "Going to San Diego was the best thing that ever happened to me," he later said. "I regained my confidence and learned to control my temper. Before I went there, I was scared to throw a fastball inside to a right-handed hitter... In San Diego it hit me. I realized I had never won a game by getting mad."¹⁷ He added, "I still get mad. I just don't let it take over my thought and pitching anymore."¹⁸

Harnessing his temper, he quit trying to overpower every hitter. He also shortened his windup and began to pitch to spots, saying, "I found I had my eye constantly on target for the first time in my life."¹⁹ After these major adjustments, he achieved a 9-2 record in San Diego and earned a midseason promotion.

Nuxhall returned to Cincinnati a changed man and pitcher, and he endeared himself to his home region's crowd. The same fans that had once booed him began to cheer instead. It was then that he earned the nickname that stayed with him for the rest of his career, "the Ol' Lefthander." He finished the 1962 season with a 5-0 record and 2.45 ERA for the Reds. "Sounds funny," [Frank Robinson](http://sabr.org/bioproj/person/c3ac5482) ([//sabr.org/bioproj/person/c3ac5482](http://sabr.org/bioproj/person/c3ac5482)) said, "but at his age Joe's learning to pitch."²⁰

At age 34, Nuxhall's success carried over into the 1963 season. Starting 29 games in 35 appearances, he finished with a 15-8 record and 2.61 ERA, accomplishing his personal goal of winning 15 games in a season for the second time in his career. Nuxhall was named Comeback Player of the Year by the Cincinnati Chapter of Baseball Writers of America in 1963.

Nuxhall pitched three more moderately effective seasons for the Reds as a swingman. "I used to be a good hitter," he said modestly in 1964. "But I'm not anymore. I even was used as a pinch-hitter on occasions."²¹ When asked that year about his plans for after his playing career ended, he replied he was "not prepared to do anything" outside the sports field and that he would like to be a baseball coach, but not if it took him away from his home in Hamilton.²²

Nuxhall officially retired as a player in April 1967. Over the course of his career, he amassed a record of 135-117 and a 3.90 ERA. Nuxhall earned 130 of his wins in Cincinnati and held the club record for career games pitched from 1965-1975. He still holds the record for left-handers. Nuxhall was inducted into the Reds Hall of Fame in 1968, less than a year after his playing career had ended.

Immediately following his retirement, Nuxhall remained in the Reds organization, embarking on his second career as a member of the broadcast team. Despite his lack of experience behind the mike, the knowledge Nuxy had gained during his long playing career served him well as a broadcaster and impressed his colleagues in the media. "I think it's wonderful the way ex-pitchers like [Waite Hoyt](http://sabr.org/bioproj/person/5fca5ae6) ([//sabr.org/bioproj/person/5fca5ae6](http://sabr.org/bioproj/person/5fca5ae6)) and Nuxhall can translate a pitch on radio in terms of their own experience," *Cincinnati Post* sports editor Pat Harmon wrote in 1969. "I'm doubly impressed when a guy like Nuxhall tells me the pitcher just threw a certain kind of pitch and where it crossed the plate."²³ Nuxhall became accomplished in his new field. Several times he was a finalist for the Ford C. Frick Award, first in 2007.

Nuxhall partnered with Jim McIntyre and Al Michaels; then, beginning in 1974, he worked alongside Hall of Fame and Frick Award winner [Marty Brennaman](http://sabr.org/node/27074) ([//sabr.org/node/27074](http://sabr.org/node/27074)). Nuxhall and Brennaman first met on February 1, 1974 in Dayton, Ohio at a photography studio where their publicity shots were taken. "The first thing I said to him upon shaking his hand was, 'I have your baseball card,'" said Brennaman. "From that day forward, it was a relationship in our profession that people only dream about."²⁴

The two broadcast together for 31 seasons, becoming known to their audience simply as "Marty and Joe." Brennaman did mostly play-by-play and Nuxhall provided color commentary. Although he'd endeared himself to Reds fans as a player, Nuxhall did so in a different way with his radio style. Whereas Brennaman could be cantankerous at times, Nuxhall was a perfect foil, describing games in a slow-paced, down-home manner that caught on with listeners.²⁵



Yet Nuxhall still also brought the same passion and enthusiasm he had as a player to the booth, getting emotionally invested in the games. "While Brennaman describes the flight of the ball, Nuxhall's plaintive voice in the background is screaming, 'get up, get up... get out of here,'" Hall of Fame reporter Hal McCoy wrote of Reds broadcasts. "I know it sounds terrible, but that's what I'd do if I was sitting in the dugout, it's the way I react to things," Nuxhall said.²⁶ He added, "It's like being a player. If you don't have enthusiasm on the field, you've lost your competitive spirit. The same holds true in the booth."²⁷

The Ol' Lefthander never quite left the field; he was known to pitch batting practice before games. Being a radio broadcaster also allowed him to be part of events he didn't get to as a player. "In all my days as a player, I never played for a winner," he said. "Being with the Reds as a broadcaster is the next best thing."²⁸ With Brennaman at his side, he called the Reds games as they won the World Series in the 1975, 1976, and 1990 seasons.

Nuxhall did pregame interviews with players, known as the *Turfside Show*, in addition to postgame player interviews, where he developed his signature radio signoff phrase "This is the Ol' Lefthander, rounding third and heading for home." This phrase is displayed on the outside of the Reds' stadium, Great American Ball Park.

Nuxhall lived in Fairfield, Ohio and was known to frequent many of the area's Bob Evans restaurants. Despite battling prostate cancer in 1992 and suffering a mild heart attack in 2001, he remained a fixture in the Reds radio booth until 2004. Over 60 years after his professional debut, Joe Nuxhall officially retired as a full-time broadcaster. Nuxhall was honored in an on-field ceremony prior to a game on September 18, 2004. More than 40,000 fans cheered and greeted him with a standing ovation as he took the field. "Joe is a person that gives you a feeling of what this game's really about," said Hall of Fame manager [Sparky Anderson](http://sabr.org/bioproj/person/8762afda) ([//sabr.org/bioproj/person/8762afda](http://sabr.org/bioproj/person/8762afda)). "Six decades — imagine that. And he's never changed. I'm so proud of him, he's the same old guy. If he doesn't go into the Hall of Fame, we're not doing a very good job. He's one of the genuinely likeable guys in baseball."²⁹

Nuxhall remained active, especially with activities and charities that benefited his home community. Beginning in 1985, he raised money for the Joe Nuxhall Memorial Scholarship through an annual golf outing. In 2003, he raised additional funds for the Joe Nuxhall Character Education Fund, which supports workshops and grants for teachers, coaches, and others who work with children. In September 2004, the book *Joe: Rounding Third & Heading for Home* was written about him; a portion of the proceeds benefited the character education fund. "It's rewarding, and it's nice to be a part of it," Nuxhall said.³⁰ For his efforts, August 18, 2006 was declared "Joe Nuxhall Day" in the state of Ohio.

Unfortunately, Nuxhall was diagnosed in 2003 with lymphoma, an illness that this fiery competitor fought until the end. Joe Nuxhall died on November 15, 2007 in Fairfield at the age of 79.

With over six decades of involvement, Nuxhall affected generations of Reds and baseball fans alike. "This is a sad day for everyone in the Reds organization," Reds right fielder [Ken Griffey Jr.](https://sabr.org/bioproj/person/3e8e7034) ([//sabr.org/bioproj/person/3e8e7034](https://sabr.org/bioproj/person/3e8e7034)) said in a statement. "I'm in shock. I've known Joe my entire life. He did so many great things for so many people. You never heard anyone ever say a bad word about him. We're all going to miss him."³¹ The following Opening Day game, the Reds honored Nuxhall by wearing jerseys with his number, 41. They also wore sleeve patches with the word "NUXY" for the remainder of the 2008 season. "I got to know Nuxie since I've been here in '03," Reds pitcher [Bronson Arroyo](https://sabr.org/bioproj/person/b271cb80) ([//sabr.org/bioproj/person/b271cb80](https://sabr.org/bioproj/person/b271cb80)) said. "That's one of the better guys you're going to find around here. If you don't know anything about the Reds, he's a legacy around here."³²

Joe Nuxhall was remembered by many as humble, understanding, and compassionate, and his legacy endures. His likeness was cast in bronze, and since 2003 it has stood at the entrance to Cincinnati's Great American Ball Park. Hamilton County and the city of Cincinnati also honored him by changing the street running next to the stadium Joe Nuxhall Way. The cities of Hamilton and Fairfield also named a street in his honor.

In keeping with the giving spirit of Joe Nuxhall, his son Kim oversaw his father's dream of a baseball league for disabled children. Opened in 2012, The Joe Nuxhall Miracle League has broken down barriers to allow everyone to play the game about which Nuxhall was so passionate.

Marty Brennaman put it simply in 2003. "I have no reluctance in saying this: There's been more popular players. But there is not a more popular figure in the history of this great franchise."³³

- **Related links:** Listen to our [SABR Oral History Collection](https://oralhistory.sabr.org) (<https://oralhistory.sabr.org>) interviews with Joe Nuxhall, conducted by [Kit Crissey in 1972](https://oralhistory.sabr.org/interviews/nuxhall-joe-1972/) (<https://oralhistory.sabr.org/interviews/nuxhall-joe-1972/>) and by [Walter Langford in 1985](https://oralhistory.sabr.org/interviews/nuxhall-joe-1985/) (<https://oralhistory.sabr.org/interviews/nuxhall-joe-1985/>).

Acknowledgments

This biography was reviewed by Bill Nowlin and Rory Costello and fact-checked by Alan Cohen.

Sources

For this biography, the author relied primarily on a sizeable stack of clippings from Nuxhall's file at the National Baseball Hall of Fame Library in Cooperstown, New York. Baseball-Reference.com was also helpful in completing this biography.

Notes

- ¹ Since World War II ended, two players have made their big-league debuts at the age of 16: [Alex George](https://sabr.org/bioproj/person/86cc2a77) ([//sabr.org/bioproj/person/86cc2a77](https://sabr.org/bioproj/person/86cc2a77)) (1955) and [Jim Derrington](https://sabr.org/bioproj/person/e7d5231b) ([//sabr.org/bioproj/person/e7d5231b](https://sabr.org/bioproj/person/e7d5231b)) (1956).
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- ¹⁹ Si Burick, "Nuxhall Could Write a Book About Past 'Bad Boy' Antics."
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THE CINCINNATI ENQUIRER Sports

Reds Go On Batting Spree To Defeat Cubs

HOPE HE PITCHES AS GOOD FOR US AS HE DID AGAINST US

Reds Box Score

ALL HURLERS

Combed For Safeties.

McCormick, Tipton Come Through With Homers.

Our Boys Start Off In Lead, Are Overtaken, But They Come On Again.

CHICAGO, June 16—The Reds took a heavy-hitting game from the Cubs today at Wrigley Field in perfect baseball weather. It was ladies' day, but more of the paying sex were present to see the Cubs curl up again in the closing innings. After leading, 5-2, they lost to Our Reds, 10-5.

None of the Cub pitchers could hold the Red hitters, and Shoun also had a poor day. In the fifth and sixth he seemed to have a nothing ball. But he was credited with the win by virtue of the Reds' five-run seventh-inning rally and the splendid relief pitching of Heusser in the last three innings.

In the first inning solid hitting gave the Reds a two-run lead and chased Erickson from the mound. Williams began with a beautiful triple to right center, and after Criscola walked Williams scored on Walker's single to left. When McCormick also singled, Vandenberg replaced Erickson.

TIPTON SCORES

Tipton scored Criscola with a fly to right, but Vandenberg prevented further scoring until the luscious seventh. Only a single by Mueller in the fifth and a double by McCormick in the sixth marred Vandenberg's record until the seventh.

For the Cubs singles by Hughes in the first and third were wasted, but in the fourth the Cubs scored a run on Paffko's opening double as a single lead by Don Johnson. McCormick prevented further trouble by a neat cut off of the throw in getting Johnson at second. In the fifth, Shoun ran into further trouble, singles by Cavarretta and Novikoff and a home run by Nicholson scoring three runs to give the Cubs a two-run lead.

In the Cub sixth, singles by Johnson, Vandenberg and Hughes increased the Cub lead by another run. Then came the big seventh. Mueller walked and advanced to second on an infield out by Crabtree, hitting for Shoun. After Williams walked, Criscola scored. Mueller walked, McCormick knocked a home run over the left field screen near the foul line, scoring Williams and Criscola.

THEN SMACKS IT.

Tipton then drove a liner into the left-field stand. After Mesner doubled, Fleming replaced Vandenberg and prevented further scoring. In batting around, the Reds scored five runs off four hits in seven official times at bat.

Heusser replaced Shoun and gave no hits and but one base on balls in the last three innings. The Reds went scoreless off Fleming in the eighth, but scored three needless tallies in the ninth off Alderson, the fourth Cub pitcher. There were two out when Tipton walked and Mesner singled Miller, who had gone hitless till now, scored both with a double over Novikoff's head against the left-field wall. Then Mueller singled Miller home.

Present pitching assignments for Saturday are Pameau for the Cubs and Arnold Carter for the Reds.

Stan Hack is overweight and will take about 10 days to work into playing condition.

Warren Giles is expected tonight, but more important to the team standing will be the arrival of the pitching reinforcements secured by him.

Harry Gumbert, from St. Louis, and Konstanty from Syracuse, are expected arrivals, and the Deacon believes both will be of help to the team. Gumbert on his 1943 and 1944 records should become a regular.

There was nothing syntetic about the Reds' hitting off Erickson in the first. Williams' lead-off triple was a drive over Johnson's head that went to the wall between right and center.

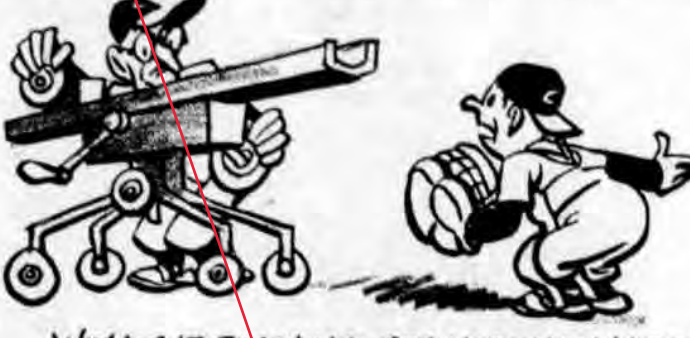
Frank McCormick had a big day with a single, double and home run. They were all line drives, with the mid-time authority.

RACE MEETINGS OFF.

Hollywood And Del Mar Bow Before Opposition.

Hollywood, June 16 (UP)—Boards of Directors of the Hollywood Turf Club and of Bing Crosby's Del Mar Turf Club today simultaneously announced cancellation of their horse race meetings scheduled for this summer and strongly opposed by government man-power agencies and defense plant operators.

Earl Gilmore, Hollywood Turf Club President, announced dropping plans for a racing session scheduled from August 25 to November 7 at the Hollywood Park Race Track, Inglewood, Calif., and W. F. Tunney, Del Mar general manager, announced canceling of his track's July 1 meeting.



WITH THE PITCHING SITUATION WHAT IT IS DON'T BE SURPRISED ANY DAY NOW TO SEE THE DEACON WHEELING MIKE ROBOT OUT TO THE MOUND TO TAKE HIS REGULAR TURN



PREVIOUS TO FRIDAY'S GAME WITH THE CUBS, THE REDS HAD WON ONLY TWO GAMES OUT OF EIGHT AND BUCKY WALTERS ACCOUNTED FOR BOTH VICTORIES



HARRY GUMBERT THE REDLEGS WHO FORMERLY HAD A CORNER ON HIGH CLASS PITCHING TALENT NOW ARE FORCED TO GO INTO THE OPEN MARKET FOR HELP



GLAMOUR BOY Chosen By Golf Pros.

Chap Would Have Best Points Of 16 Players As Paid-To-Play Boys Select Aces Of All Time—Brassie Laurels Go To Bob Jones.

BY OSCAR FREALEY. New Rochelle, N. Y., June 16 (UP)—The greatest golfer the game ever has known was a composite character composed of 16 different men, professionals competing in the Red Cross Open decided tonight as they played the 19th hole at Wykagyl Country Club.

There were arguments chiefly for the fabulous Walter Hagen, the great Harry Vardon, the little guy called Bobby Jones, and such legendary wonders as Byron Nelson, Sammy Snead and Ben Hogan. But the boys finally agreed that the perfect man right through the test would be a chap called:

Vardon-Jones-Mehlhorn-Braid-Nelson-Armour-Snead-Taylor-Evans-Runyan-McFarlane-Diegel-Smith-Revolta-Sarazen-Hagen.

This many-named guy would be the greatest thing that ever trod a course, they agreed, for he'd have the best shot that ever singled a fairway with every club in the bag.

BEST OF ALL TIME. Club by club, these were the best of all time, according to the men who make their living hitting the little white ball:

Driver—Harry Vardon, six-time Open champion.

Iron—Bobby Jones, winner of 13 major titles.

Spoon—"Wild Bill" Mehlhorn, who took 40 tournaments.

One Iron—Jimmy Braid, five-time British Open king.

Two Iron—Byron Nelson, PGA and Open champion.

Three Iron—Tommy Armour, PGA and British and American Open champion.

Four Iron—Slammin' Sammy Snead, PGA winner.

Five Iron—J. H. Taylor, five-time Open champion.

Six Iron—Chick Evans, United States Amateur and Open winner.

Seven Iron—Paul Runyan, two-time PGA champion.

Eight Iron—Willie McFarlane, former Open champion.

Driver—Leo Diegel, two-time PGA king.

GOOD SPORTS, Indian Infielder Returns To Game

Cleveland, June 16 (AP)—Ray Mack, the Indians' second baseman for four seasons until he went on the voluntary retired list and remained on a war job this year, has been reinstated on the active player list by Judge Kenesaw M. Landis, and will be available for most of the Indians' games, the Cleveland baseball club announced today.

This Yankee Outfit. There's No Yelling Over Dismal Days

That Have Befallen Club, Scribe Learns—Bombers 10 1/2 Games Ahead Five Years Ago.

BY WHITNEY MARTIN. New York, June 16 (AP)—As one who can take it (hic) or leave it alone, we are glad to see the New York Yankees also can take it.

There hasn't been a sign of a beat from Skipper Joe McCarthy or the front office the dismal days that have befallen the club; days when the hitters can't hit, the pitchers can't pitch, the fielders can't, etc.

Dismal days for the Yankees, that is. After all, the club was only four games out of the lead up to yesterday, although it likewise was only two games out of last place.

Those American League teams are practically bumper to bumper. But for a club that five years ago yesterday was 10 1/2 games in front, and which almost annually is fixing itself comfortably at the top at this time of year, the present situation is practically a calamity.

CHEERFUL, TOO! And a nice, cheerful calamity as far as the rest of the league and baseball in general are concerned.

at that. Frankly, we think it's a fine thing, and that is said with out venom and with a full knowledge the Yankees have earned their successes by dint of the sweat of the front office brow, meaning Ed Barrow and George Weiss.

But it was getting pretty monotonous, and promised to continue so indefinitely, and even fried chicken begins to taste a little flat if you are stuffed with it day after day, although we'd like to experiment a little on that theory.

Were it not for the war there is every reason to believe the Yankees today would be flapping sitting on top of the league as usual, with the other clubs just going through the motions as contenders.

Sure, the other clubs suffered player losses, but take a squint at the Yankees and you would be in the Yankee lineup right now if they weren't in the service—Joe Di Maggio, Charley Keller, Joe Gordon, Phil Rizzuto, Bill Dieck, Red Ruffing, Tommy Henrich, Spud Chandler, to start the roll call. All with a couple of exceptions, good for several more years.

GREAT LEVELER. The war has been the great leveler in the American League. If the war should end tomorrow and these men all returned by air mail, the Yankees unquestionably would resume where they left off.

But the war won't end tomorrow, and absence in the service might dull the skill of some of these men, tying new muscle knots and pouring lead into shoes.

Anyway, were it not for the war, fans could reasonably have expected the Yankees to be still in front in 1947 or 1948, anyway. Now, you can't even tell which club will be in front next October, and that situation may prevail for some years to come.

That's why we think it is good for the game to see the Yankees just another ball team this year. That chicken every day was beginning to taste like vinegar. How about a little dark brown taste this year? That St. Louis club has been trying a long time.

Ted Atkinson Again; Wins Two More Races

New York, June 16 (AP)—Commander Harry Guggenheim's Good Morning, ridden by Jockey Ted Atkinson, scored a three length victory today over George Widener's Stefania in the featured Europa Handicap at Aqueduct. A crowd of 20,728 had \$2,069,926 on eight races.

Atkinson, completing a double, shot Good Morning into an early lead and was never threatened by Stefania, the 3 to 5 favorite.

Last year's Derby over the Oaks classic today at odds of 8-1 to one.

Monson and Kannabis were second and third in the mile and a half test for three-year-old fillies. The covarities, Tudor Maid and Picture Play, were out of the money.

Britain's fifth wartime racing season reaches its climax tomorrow with the running of the Derby over Newmarket's historic downs. About 20 are expected to start.

'Nother Upset In Tennis; California Girl Pulls It

Detroit, June 16 (AP)—Another upset was tossed into the National Clay Court Tennis championship today with fourth seeded Mary Arnold of Los Angeles defeating second ranking Doris Hart of Miami, Fla., 6-1, 6-3, to advance to the women's singles final tomorrow.

Miss Arnold, former holder of the National Public Parks title, faces Dorothy May Bundy of Santa Monica, Calif., who yesterday eliminated defending champion Pauline Betz in a five-set match.

River Downs

(Copyright, 1944, by Triangle Publications, Inc., Daily Racing Form.)

FIRST RACE—Six furlongs; purse \$700; for three-year-olds and upward; claiming; off at 4:17.

Horses: Jockey. Fin. Str. Odds. Ron Gls (W. McCadden) 1 1 1 1.10. 2 1 1 1.10. 3 1 1 1.10. 4 1 1 1.10. 5 1 1 1.10. 6 1 1 1.10. 7 1 1 1.10. 8 1 1 1.10. 9 1 1 1.10. 10 1 1 1.10.

SECOND RACE—Six furlongs; purse \$700; for three-year-olds and upward; claiming; off at 4:31.

Horses: Jockey. Fin. Str. Odds. Federal Tax (E. Youm) 1 1 1 1.10. 2 1 1 1.10. 3 1 1 1.10. 4 1 1 1.10. 5 1 1 1.10. 6 1 1 1.10. 7 1 1 1.10. 8 1 1 1.10. 9 1 1 1.10. 10 1 1 1.10.

THIRD RACE—Six furlongs; purse \$700; for three-year-olds and upward; claiming; off at 4:45.

Horses: Jockey. Fin. Str. Odds. Silver Vase (W. McCadden) 1 1 1 1.10. 2 1 1 1.10. 3 1 1 1.10. 4 1 1 1.10. 5 1 1 1.10. 6 1 1 1.10. 7 1 1 1.10. 8 1 1 1.10. 9 1 1 1.10. 10 1 1 1.10.

FOURTH RACE—Four and one-half furlongs; purse \$600; allowances; for two-year-olds; off at 5:12.

Horses: Jockey. Fin. Str. Odds. Piker's Bid (W. McCadden) 1 1 1 1.10. 2 1 1 1.10. 3 1 1 1.10. 4 1 1 1.10. 5 1 1 1.10. 6 1 1 1.10. 7 1 1 1.10. 8 1 1 1.10. 9 1 1 1.10. 10 1 1 1.10.

FIFTH RACE—Six furlongs; purse \$600; for three-year-olds and upward; claiming; off at 6:10.

Horses: Jockey. Fin. Str. Odds. Mountain Grove (E. Youm) 1 1 1 1.10. 2 1 1 1.10. 3 1 1 1.10. 4 1 1 1.10. 5 1 1 1.10. 6 1 1 1.10. 7 1 1 1.10. 8 1 1 1.10. 9 1 1 1.10. 10 1 1 1.10.

SIXTH RACE—Six furlongs; purse \$600; for three-year-olds and upward; claiming; off at 6:38.

Horses: Jockey. Fin. Str. Odds. Polymor (A. Craig) 1 1 1 1.10. 2 1 1 1.10. 3 1 1 1.10. 4 1 1 1.10. 5 1 1 1.10. 6 1 1 1.10. 7 1 1 1.10. 8 1 1 1.10. 9 1 1 1.10. 10 1 1 1.10.

SEVENTH RACE—One mile and seventy furlongs; purse \$1,000; for three-year-olds and upward; claiming; off at 7:00.

Horses: Jockey. Fin. Str. Odds. Hopeful (M. Murphy) 1 1 1 1.10. 2 1 1 1.10. 3 1 1 1.10. 4 1 1 1.10. 5 1 1 1.10. 6 1 1 1.10. 7 1 1 1.10. 8 1 1 1.10. 9 1 1 1.10. 10 1 1 1.10.

EIGHTH RACE—One and three-sixteenths furlongs; purse \$400; for four-year-olds and upward; claiming; off at 7:40.

Horses: Jockey. Fin. Str. Odds. Madam Gray (W. McCadden) 1 1 1 1.10. 2 1 1 1.10. 3 1 1 1.10. 4 1 1 1.10. 5 1 1 1.10. 6 1 1 1.10. 7 1 1 1.10. 8 1 1 1.10. 9 1 1 1.10. 10 1 1 1.10.

Ninth race: One and one-half furlongs; purse \$400; for three-year-olds and upward; claiming; off at 8:20.

Skirting The Field

BY SUE GOODWIN. The week-end golf schedule is full to overflowing. Quite a few of the clubs are having mixed tournaments, thus giving the women a chance to try their prowess with one eye on the City Amateur.

Highland is one of the clubs offering mixed doubles on Sunday. Quite a few of their men players are in the Spence Kerkow Memorial this week, but Sunday is the finals and the majority will be in the gallery.

Western Hills will have an 18-hole Blind Bogey Tournament today and tomorrow. First and second prizes will go to the blind handicapped winner between 70 and 80.

Today and tomorrow at Ridgewood the boys will be out for the Ridgewood Plus-12 Handicap Tournament. This qualifier is over 18 holes. Those with a handicap of 15 or less will qualify at Wyoming for the Governor's Cup Eight will qualify today and eight tomorrow.

Sunday at Kenwood is the last qualifying day for the President's Trophy and the Governor's Bowl. Monday, of course, is the big T-day at Kenwood, when more than 100 may try for McCarthy's City Amateur title.

All the men who are able at Maketwah will play in the Scotch Mixed Foursome Sunday. Today is their invitational Powwow and these tournaments take their toll.

One woman entrant in the City who will probably have more golf under her belt than any other contender will be Mrs. Art Thiel. Today she is shoving off for Chicago to play in the Western Open. Not only will she be limbering up but may take a few observation lessons from "Babe" Didrikson, who will try to topple Patty Berg.

REAL BASEBALL FAN.

Hollywood, June 16 (AT)—The Sacramento Solons of the Pacific Coast League will be sporting new uniforms soon, thanks to Jake Suytar, their first baseman, and the generosity of Bill Freelove, owner of a Los Angeles professional football team. Suytar slammed a double off a sign 400 feet from home plate, a feat for which Freelove had promised a \$25 war bond.

Freelove added \$1,000 to the award, however, instructing the team to use it for new outfits.

HEATH REJECTED.

Cleveland, June 16 (AP)—Jeff Heath, slugging Cleveland Indian left fielder, reported today he had been rejected for military service by a Cleveland draft board because of an injured cartilage in his right leg.

"Dodo Bundy and I have played lots of times," she said after her match, "and she always beats me. I think I beat her once in some Southern California tournament, but that was all."

Miss Arnold is ranked sixth nationally, one notch behind Miss Bundy.

Francisco Segura of Coral Gables, Fla., and Billy Talbert of Indianapolis, the two top men players, were idle today. They play semifinals matches tomorrow leading up to Sunday's finals.

WHAT A GOLFER!

If you could put a man together who would hit each club the way those men played their pet shots when they were at their peak, this composite character would walk off with every tournament—and with scores that would make even the Hagens, Vardons, Joneses, Nelsons, Sneads and Hogans look like duffers of the worst sort.

But, the pros agree, you'll never find such a glamour boy of the greens. They're thankful for that, too, because it wouldn't be much fun or very profitable battling over second money all year. The way it is, every guy goes out there convinced that this is his time to win, and even when he doesn't he still has the heart to go on trying.

Even the Nelson can go, and has been, whipped. But this chap called Vardon-Jones-Mehlhorn-Braid-Nelson-Armour-Snead-Taylor-Evans-Runyan-McFarlane-Diegel-Smith-Revolta-Sarazen-Hagen-never!

Golden Count Is Victorious In Lincoln Fields Feature

SPECIAL DISPATCH TO THE ENQUIRER. Chicago, June 16—Presented as the feature of today's racing of the Lincoln Fields Jockey Club at Hawthorne an allowance race for two-year-olds, proved the spot for W. W. Crenshaw's Golden Count to score his second triumph in five starts during the meeting.

A strong second choice in the betting, the son of Reigh Count experienced little or no difficulty turning back Pretty Tiger, Valinda Streak, Fox Rime, who was the favorite, and four others.

Ridden by Jimmy Thornburg, the Crenshaw horse had too much speed from his company almost from the start of the five furlongs contest and opening up a commanding lead in the stretch, he came on to win by three lengths.

Behind him Pretty Tiger, Valinda Streak and Fox Rime finished short margins apart and in that order for the shorter portions of the prize money.

Golden Count ran the distance on a fast track in 1:01 1/2. He paid \$10.20 for \$2 straight.

TWO TIED For Lead With 138

At Half-Way Mark In Red Cross Golf Play—Half Dozen Are Under Par.

New Rochelle, N. Y., June 16 (AP)—The \$13,333 Red Cross 72-hole medal play golf tournament turned into a free-for-all today as the field of 110 hit the half-way mark with a half dozen players under par for two turns over the rugged, exacting course.

Out front was Byron Nelson, who turned in his second straight 69—three under par—today for a 138 total. A newcomer to the big-time highlights, Mike Turnesa of White Plains, N. Y., was deadlocked with Nelson at the 138 figure, after blasting out a sensational 67 on his second round. Next, with 139 after a brilliant 68 today, was Harold (Jug) McSpaden of Philadelphia.

Nelson and McSpaden, who dominated the winter circuit, and Turnesa were the only ones able to beat par on each of the opening rounds. Vic Ghzeli, who paced the first round with a 67, skidded to 73 today and took over fourth place with 140. Craig Wood, who soared to 77 yesterday, blew in with a 69 today to hit the half-way mark at 146, only two over par.

The big second-round comeback, however, was staged by Amateur Don Morano of Belleville, N. J., who matched Turnesa's 67 today after using up 79 strokes yesterday.

Tied at 143, one under par were Ziggle Mellon of Bronxville, N. Y., and Andrew La Pola of Wayne, N. J., the former getting a 73 today and the latter a 72.

TRYOUT WITH GIANTS.

Spokane, Wash., June 16 (AP)—The Chronicle said today 16-year-old Bob Goldstein, who hit 407 with Lewis and Clark in the City High School Baseball League this year, would leave next Tuesday for New York City and a two weeks' tryout with the New York Giants.

Eddie Youm barged back in the limelight at River Downs, bagging a pair of winners after his big day Thursday when he copped four races, but Willie McCadden had the edge on the Indiana apprentice yesterday as he drove down with three of his mounts.

McCadden took the opener with Blon Gls, drove Time Please to an easy win in the third and then scored aboard Piker's Bid in the following race, an allowance affair, for two-year-olds over four and a half furlongs.

Youm got Federal Tax in front in the second event and also won with Fountain Grove, a nine-year-old mare and an old favorite at River Downs, in the fifth number at six furlongs.

Jockey Craig also won with two mounts. Craig was up as Three Percent walked his beat in the fifth and feature race, a \$1,000 allowance affair contested at six furlongs. Three Percent ruled as a 7-5 favorite in an eight horse field. His winning margin was two lengths over Polymor. Valinda Alden took the minor award.

Piker's Bid, beaten in her first start last Tuesday at River Downs after a winning effort in her first start at Pimlico, looked good

enough to eat to the form players, and she made good in a big way, winning over Bengal Boy by three lengths in the creditable time of 0:53 1/2. Piker's Bid was a 4-5 favorite.

Time Please and Catalonia were other winning choices. Time Please came through on the inside to defeat Silver Vase and Madame X. He was held at 8-5. Catalonia romped home in the sixth of the talent and also returned 8-5 to become the fourth favorite to bag honours.

Grey Days which won on two successive Saturdays at River Downs, topped the field in the Purse today's headlines, today's program. Eight have been named.

Reds Box Score

Table with columns: CINCINNATI, AB, R, H, PO, A, E. Rows for individual players and totals.

Yesterday's Results

Table with columns: NATIONAL LEAGUE, AMERICAN LEAGUE, AMERICAN ASSOCIATION. Rows for various teams and results.

HOW THEY STAND

Table with columns: NATIONAL LEAGUE, AMERICAN LEAGUE, AMERICAN ASSOCIATION. Rows for various teams and their standings.

Probable Pitchers

Table with columns: (Won and Lost games in parentheses), NATIONAL LEAGUE, AMERICAN LEAGUE, AMERICAN ASSOCIATION. Rows for various teams and probable pitchers.

Red Batting Averages

Table with columns: Players, AB, R, H, 2B, 3B, HR, BB, K, Pct. Rows for various players and their batting averages.

PITCHING RECORDS

Table with columns: Pitchers, W, L, H, SO, BB, Pct. Rows for various pitchers and their records.

Baseball's Big Six

Table with columns: (BY ASSOCIATED PRESS), NATIONAL LEAGUE, AMERICAN LEAGUE, AMERICAN ASSOCIATION. Rows for various teams and their statistics.

HOME RUNS.

Table with columns: National League, American League, O.T. Game League. Rows for various leagues and their home run statistics.

RACE MEETINGS OFF.

Hollywood And Del Mar Bow Before Opposition. Hollywood, June 16 (UP)—Boards of Directors of the Hollywood Turf Club and of Bing Crosby's Del Mar Turf Club today simultaneously announced cancellation of their horse race meetings scheduled for this summer and strongly opposed by government man-power agencies and defense plant operators.

JOE / ROUNDING THIRD AND HEADING FOR HOME

As he sat in the dugout trying to think through it all, he found his determined self. He would hang on and he would do better. As bad as that first outing had been, he never thought of quitting. Instead, he felt indebted, grateful.

"I was given a helluva opportunity," he said. "You don't just shrug that kinda thing off. No matter what they decided to do with me, I wasn't about to quit. I loved to play. Give up and go home? Ya kidding me?"

Afterward, he talked with the other players and reporters. Giles made a trip to the clubhouse to see him. A big and jovial man, Giles' voice boomed through the clubhouse.

"You did all right," Giles said, smiling. "Did all right until Musial came to bat."

Even though the Reds' 18 runs allowed were the most by any major league team since the Giants allowed 19 in 1906, it wasn't such a bad day.

"I'm lucky," Joe told one reporter. "I never thought at 15 I'd be pitching in the big time. Guess lots of kids would like to do that."

He showered, dressed, and caught the bus back to Hamilton.

"Everybody was talking about what had happened. You know, me pitching and being the youngest and all. I didn't think that much about it," he said. "But it sure did seem like a big thing to a lot of people."

The next day, June 11th, the Reds played a double-header. Joe sat the bench while the Cards won the first game, 3-1. Arnold Carter took the loss.

Game two, St. Louis got to Clyde Shoun and won, 4-1.

Shortly after that, Joe would find out what the organization had planned for him and where he was headed.

McKechnie walked up to Joe in the clubhouse and told him Giles wanted to see him in his office—right away.

As Joe made his way toward the office, he was filled with uncertainty. He had not been in pro ball long, but he sensed that a call to the president's office was probably not a good thing.

Giles welcomed Joe and asked him to take a seat.

"He didn't say anything for awhile, and then he looked at me and said, 'Joe, we have decided to send you to Birmingham. Johnny Riddle is the manager down there and he is very good with pitchers. He'll help you with your control.'"

All the arrangements were made, Giles said. Housing was in place,

A B O Y ' S G A M E
Chapter six

and the Barons were expecting him. Paul Florence, the man in charge of the team in Alabama, would do everything he could to help him.

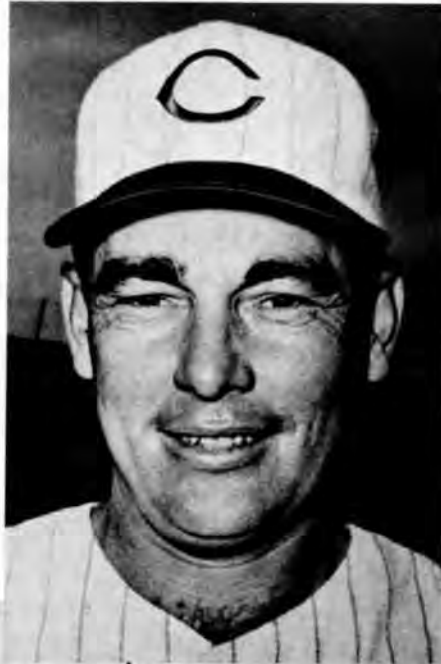
“And,” Giles concluded, “we expect to see you back here very soon.”

He handed Joe a train ticket. There was no time to be anxious. The train was leaving that night. Joe was heading south into a completely different world. His life was about to change again, even more dramatically than it already had.

Honig, Donald. The Cincinnati Reds: An Illustrated History. ;New York, NY: Simon & Schuster, 1992, pp 152-153.

THE CINCINNATI REDS

152

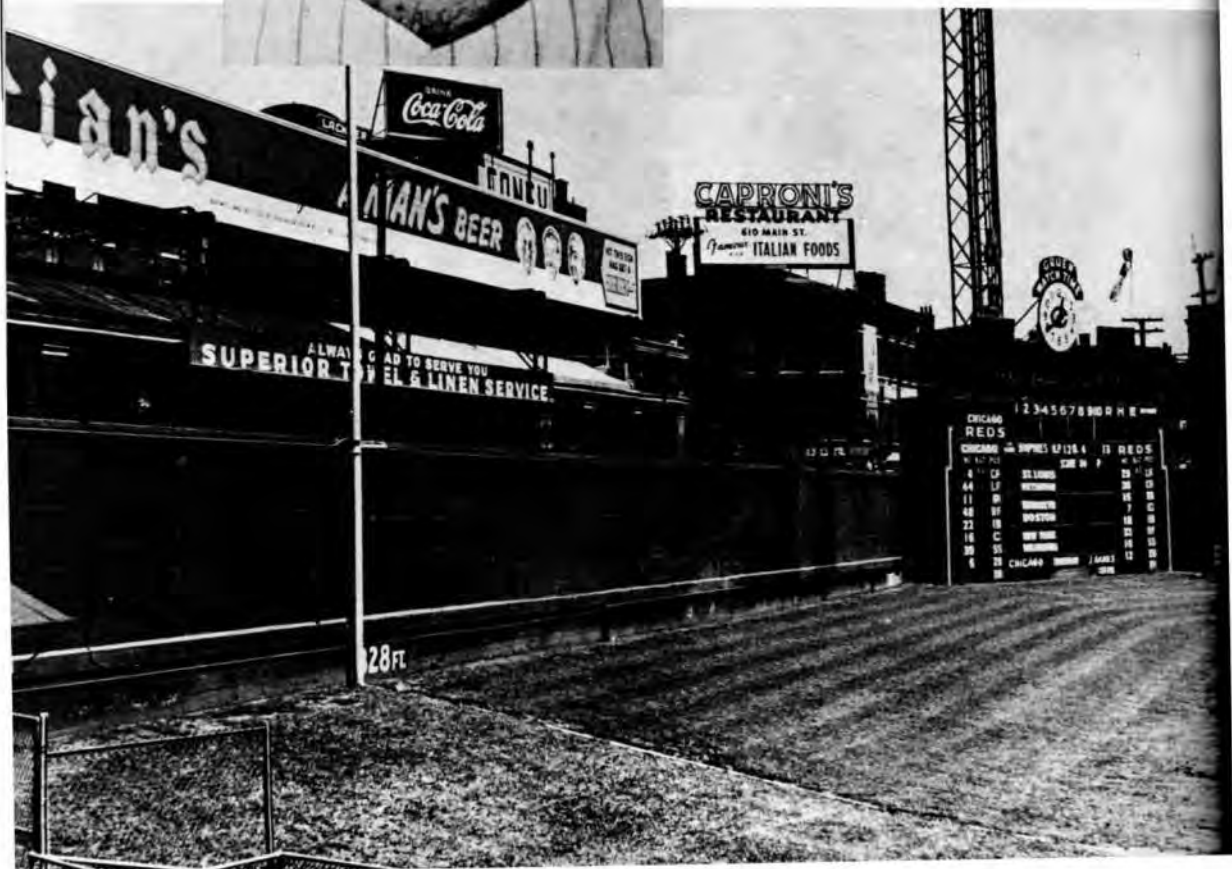


Second baseman Johnny Temple (1952-1959, 1964) batted .311 for the Reds in 1959.

"I never swung for home runs," Klu said, "but I really wanted that fiftieth. But I never got it. I'd hit forty-nine without trying and then when I tried I couldn't do it, game after game. Is there a moral in there somewhere?"

Greengrass backed up big Klu with 27 homers and Gus Bell had 17. The club also added another longballer in outfielder Wally Post, a man with a strong arm, a haymaker swing (he led the league in strikeouts three times), and lots of power. The Ohio native broke in with 18 homers.

At second base the club now had the hustling, hard-nosed Johnny Temple (batting .307). The club's top pitcher was left-hander



CINCINNATI REDS		1 2 3 4 5 6 7 8 9 R H E	
4	CF	BO LINDSEY	28
44	LF	WETZINGER	26
11	RF	WATSON	16
48	SS	WATSON	7
22	1B	WATSON	18
16	C	NEW YORK	23
39	SS	WATSON	18
6	3B	CHICAGO	12



Chuck Harmon (1954–1955), Cincinnati's first American-born black player.



Joe Nuxhall (12–5), the same Nuxhall who had made history in 1944 when he took the mound before his sixteenth birthday. Joe had worked his way back in 1952 as a reliever, began starting in 1953 (when he was 9–11) and now, a decade after his historic debut, had come full cycle as the club's most successful pitcher.

The Reds stayed in place in 1955, staking out the fifth slot once more, but again with a lot of power, depositing 181 souvenirs around the league. Kluszewski hit 47 of them, establishing a National League record for most home runs in two consecutive seasons by a left-handed hitter, 96. Klu and three

Crosley Field's left-field wall.

STILL WAITING

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teammates accounted for 134 of the club's 181 muscle shots, Post hitting 40; Bell, 27; and catcher Smoky Burgess, 20. Never the most adept of catchers, Burgess (acquired from the Phillies in April 1955 in a trade that saw Seminick and Greengrass go east) was a 5-foot, 8-inch stump of natural hitting propensities. (His 145 lifetime pinch hits are second to Manny Mota's 150 on the all-time list.) The team's .270 batting average was topped in the league only by Brooklyn's .271, with Kluszewski, Post, Bell, and Burgess all over .300.

Pitching, of course, was the problem in 1955. Nuxhall (17–12) was the only successful starter on the staff (in addition to starting thirty-three games, Nuxhall was pressed into relief seventeen times by the pitching-poor Tebbetts). Right-hander Hersh Freeman, an



Jim Greengrass.

Reference 9b

"It wasn't two inches outside; it was right and inside, high and outside. I was even bouncing pitches."

He walked Garms and up stepped Stan the Man.

"The thing that amazed me," said Nuxhall, "is the Cardinals were up, 13-0, but Musial was standing in there like it's a 1-0 game and I'm a needle-threader. Wham! He hit a rope to right, an absolute rocket. That one really loosened me up."

Then came three walks and a single. Then came McKechnie.

Nuxhall had surrendered five earned runs in two-thirds of an inning. The Reds trailed, 18-0.

Eight years after making his debut, Nuxhall worked his way back to the major leagues in 1952 to record that elusive third out – and quite a few more. He won 135 games in a 15-year career, and lowered his 67.50 ERA of June 10 to a 3.90. Twice he made the All-Star team. He's in the Reds' Hall of Fame.

And at noon today, a street in Hamilton will be named after him.

"Ford Boulevard" becomes "Joe Nuxhall Boulevard" in north Hamilton. Appropriately, the street runs by the the ballfields where the Reds discovered a young left-hander 50 years ago. □



Top: Joe with his father, Orville L. "Ox" Nuxhall in February 1944. "Our dad always pushed all of us boys to do our best, no matter what sport we were playing," said Joe's brother Bob Nuxhall. Provided by the Nuxhall family

Right: Joe, center, hangs out with some Reds teammates. Provided by the Nuxhall family

Far right: From left to right, back row, Frank McCormick, far left, Gus Bell, Frank Robinson, Roy McMillan, Johnny Temple, Ted Kluszewski, manager Birdie Tebbetts, far right. Front row, left to right, Brooks Lawrence, Ed Bailey and Joe.

Provided by the Nuxhall family



Joe Nuxhall

Position: Pitcher

Bats: Left • **Throws:** Left

6-3, 195lb (190cm, 88kg)

Born: July 30, 1928 in Hamilton, OH us

Died: November 15, 2007 (Aged 79-108d) in Fairfield, OH

Buried: Rose Hill Burial Park, Fairfield, OH

High School: Hamilton HS (Hamilton, OH)

Debut: June 10, 1944 (Age 15-316d, 7,635th in MLB history)
vs. STL 0.2 IP, 2 H, 0 SO, 5 BB, 5 ER

Last Game: October 2, 1966 (Age 38-064d)
vs. ATL 0.1 IP, 0 H, 0 SO, 0 BB, 0 ER

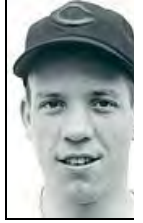
Rookie Status: Exceeded rookie limits during 1952 season

Full Name: Joseph Henry Nuxhall

Nicknames: Ol' Lefthander

[View Player Bio from the SABR BioProject](#)

2x All-Star



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Standard Pitching

Reference 10a p.2

Year	Age	Tm	Lg	W	L	W-L%	ERA	G	GS	GF	CG	SHO	SV	IP	H	R	ER	HR	BB	IBB	SO	HBP	BK	WP	BF	ERA+	FIP	WHIP	H9	HR9	BB9	SO9	SO/W	Awa	
1944	15	CIN	NL	0	0		67.50	1	0	0	0	0	0	0.2	2	5	5	0	5	0	0	0	1	9	9	25.04	10.500	27.0	0.0	67.5	0.0	0.00			
1946	Did not play in major or minor leagues (Voluntarily Retired)																																		
1952	23	CIN	NL	1	4	.200	3.22	37	5	21	2	0	1	92.1	83	33	33	4	42	0	52	3	0	5	388	117	3.29	1.354	8.1	0.4	4.1	5.1	1.24		
1953	24	CIN	NL	9	11	.450	4.32	30	17	8	5	1	2	141.2	136	77	68	13	69	0	52	8	0	0	628	100	4.68	1.447	8.6	0.8	4.4	3.3	0.75		
1954	25	CIN	NL	12	5	.706	3.89	35	14	10	5	1	0	166.2	188	77	72	11	59	0	85	6	0	4	727	108	3.41	1.482	10.2	0.6	3.2	4.6	1.44		
1955 ★	26	CIN	NL	17	12	.586	3.47	50	33	8	14	5	3	257.0	240	108	99	25	78	6	98	5	0	5	1061	121	3.84	1.237	8.4	0.9	2.7	3.4	1.26	AS	
1956 ★	27	CIN	NL	13	11	.542	3.72	44	32	6	10	2	3	200.2	196	96	83	18	87	6	120	6	0	3	865	106	3.73	1.410	8.8	0.8	3.9	5.4	1.38	AS	
1957	28	CIN	NL	10	10	.500	4.75	39	28	5	6	2	1	174.1	192	104	92	24	53	3	99	7	1	3	768	86	4.14	1.405	9.9	1.2	2.7	5.1	1.87		
1958	29	CIN	NL	12	11	.522	3.79	36	26	5	5	0	0	175.2	169	78	74	15	63	5	111	1	0	3	735	111	3.41	1.321	8.7	0.8	3.2	5.7	1.76		
1959	30	CIN	NL	9	9	.500	4.24	28	21	3	6	1	1	131.2	155	76	62	10	35	1	75	1	1	0	574	96	3.21	1.443	10.6	0.7	2.4	5.1	2.14		
1960	31	CIN	NL	1	8	.111	4.42	38	6	5	0	0	0	112.0	130	58	55	8	27	6	72	4	0	3	482	86	3.00	1.402	10.4	0.6	2.2	5.8	2.67		
1961	32	KCA	AL	5	8	.385	5.34	37	13	9	1	0	1	128.0	135	81	76	12	65	2	81	3	1	6	580	78	4.12	1.563	9.5	0.8	4.6	5.7	1.25		
1962	33	TOT	MLB	5	0	1.000	3.03	17	9	2	1	0	1	71.1	66	26	24	4	30	1	59	2	0	1	305	134	3.04	1.346	8.3	0.5	3.8	7.4	1.97		
1962	33	LAA	AL	0	0		10.13	5	0	1	0	0	0	5.1	7	6	6	0	5	0	2	1	0	0	29	41	5.24	2.250	11.8	0.0	8.4	3.4	0.40		
1962	33	CIN	NL	5	0	1.000	2.45	12	9	1	1	0	1	66.0	59	20	18	4	25	1	57	1	0	1	276	165	2.86	1.273	8.0	0.5	3.4	7.8	2.28		
1963	34	CIN	NL	15	8	.652	2.61	35	29	5	14	2	2	217.1	194	73	63	14	39	2	169	6	0	2	878	128	2.38	1.072	8.0	0.6	1.6	7.0	4.33		
1964	35	CIN	NL	9	8	.529	4.07	32	22	3	7	4	2	154.2	146	73	70	19	51	3	111	6	2	4	648	89	3.87	1.274	8.5	1.1	3.0	6.5	2.18		
1965	36	CIN	NL	11	4	.733	3.45	32	16	6	5	1	2	148.2	142	57	57	18	31	2	117	3	1	3	601	109	3.20	1.164	8.6	1.1	1.9	7.1	3.77		
1966	37	CIN	NL	6	8	.429	4.50	35	16	4	2	1	0	130.0	136	71	65	14	42	7	71	9	1	2	564	88	4.04	1.369	9.4	1.0	2.9	4.9	1.69		
16 Yrs				135	117	.536	3.90	526	287	100	83	20	19	2302.2	2310	1093	998	209	776	44	1372	70	7	45	9813	102	3.57	1.340	9.0	0.8	3.0	5.4	1.77		
162 Game Avg.				11	10	.536	3.90	44	24	8	7	2	2	136.3	193	91	83	17	65	4	115	6	1	4	821	102	3.57	1.340	9.0	0.8	3.0	5.4	1.77		
				W	L	W-L%	ERA	G	GS	GF	CG	SHO	SV	IP	H	R	ER	HR	BB	IBB	SO	HBP	BK	WP	BF	ERA+	FIP	WHIP	H9	HR9	BB9	SO9	SO/W	Awa	
CIN (15 yrs)				130	109	.544	3.80	484	274	90	82	20	18	2169.1	2168	1006	916	197	706	42	1289	66	6	39	9204	104	3.54	1.325	9.0	0.8	2.9	5.3	1.83		
KCA (1 yr)				5	8	.385	5.34	37	13	9	1	0	1	128.0	135	81	76	12	65	2	81	3	1	6	580	78	4.12	1.563	9.5	0.8	4.6	5.7	1.25		
LAA (1 yr)				0	0		10.13	5	0	1	0	0	0	5.1	7	6	6	0	5	0	2	1	0	0	29	41	5.24	2.250	11.8	0.0	8.4	3.4	0.40		
NL (15 yrs)				130	109	.544	3.80	484	274	90	82	20	18	2169.1	2168	1006	916	197	706	42	1289	66	6	39	9204	104	3.54	1.325	9.0	0.8	2.9	5.3	1.83		
AL (2 yrs)				5	8	.385	5.54	42	13	10	1	0	1	133.1	142	87	82	12	70	2	83	4	1	6	609	75	4.17	1.590	9.6	0.8	4.7	5.6	1.19		

Bold season totals indicate player led league.

Reference 10b

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Right: Joe, center, hangs out with some Reds teammates. Provided by the Nuxhall family

Far right: From left to right, back row, Frank McCormick, far left, Gus Bell, Frank Robinson, Roy McMillan, Johnny Temple, Ted Kluszewski, manager Birdie Tebbetts, far right. Front row, left to right, Brooks Lawrence, Ed Bailey and Joe.

Provided by the Nuxhall family



TO THE BOOTH
Chapter fifteen

On one occasion, he admitted that the locations of filling stations puzzled him. "Just how did they know gas and oil was under there?" he asked. As always with Dean, it was difficult to know where literacy left off and showmanship began, a distinction never made by his large and appreciative audiences. The more educators complained, the higher his ratings climbed.

"Gabe thought Joe could be the next Dean," Murdough says, "and DeWitt felt the same way. When the contract changed from Burger to Wiedemann, DeWitt and I started pushing Joe. I don't know how many times we met with Roy Warner at the brewery.

"But they had some concerns about the way Joe talked. Finally Dewitt says, 'Have you heard Dizzy Dean on *The Game of the Week*? It's hardly English! Joe might not sing *The Wabash Cannonball* like Dizzy but he's just like him.'

"DeWitt sold them that day," Murdough says.

Once sold on Joe, Warner and Wiedemann never gave up. When Joe's playing days were done, they wanted him in the broadcast booth.

NUXHALL LEFT THE CLUBHOUSE in the spring of 1967 for the broadcast booth with 135 career wins and 117 losses. He appeared in 484 games with the Reds and pitched 2,169 innings. He had 1,289 strikeouts, giving him a place in the Reds' all-time top five.

He didn't want to quit. And he didn't want to leave the Reds. So he took his place in the broadcast booth not knowing if he could do the job or how long it would last. He had one thought and he leaned on one memory: Bill McKechnie handing him the ball in 1944.

"Just do the best you can, son," McKechnie said.

"In the beginning, Joe was very rough," says Howsam. "Oh, my goodness. I tried to get him to listen to tapes. I thought it would help him. He wouldn't do it. Joe was stubborn that way."

"I didn't do it because I didn't want to be like anybody else," Joe says. "I knew I couldn't be anybody else and I knew if I tried I would come across as phony.

"I just wanted to be who I was and I wanted the fans to know I was being honest with them. I didn't want to be no damned showman."

The Reds were on a train leaving Milwaukee, bound for St. Louis and a series with the Cardinals. Several of the players had gathered in the club car where they listened on the radio to the Cardinals playing the Dodgers.

Cincinnati Reds 2008 Official Team Yearbook. Cincinnati, OH: The Cincinnati Reds and Professional Sports Publications, 2008, p. 4.

IN MEMORIAM



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Hamilton to name ballfields after Nuxhall

Local News | Dec 21, 2013

By [Michael D. Pitman](#), Staff Writer

Advertisement

HAMILTON — The city of Hamilton will name the baseball fields at L.J. Smith Park for one of its native sons.

Advertisement

City
Council
unanimou
sly
adopted a
resolution
to name
the
baseball
fields at
the park in

honor of
the late
Joe
Nuxhall,
who died
Nov. 15,
2007, at
the age of
79.

“It
probably
should
have been
done a
long time
ago,” said
Mayor Pat
Moeller.

“So every
youngster
or adult
who goes
to that
park and
plays
baseball
or softball
will
remember
Joe
Nuxhall.”

The city's
Park and
Recreation
Commission
entertained the
request
last month
and
unanimously
supported
a motion
to honor
the man
affectionately known
as 'The Ol'
Lefthander at the
park that
is on one
of the
several
streets in
the region
that bears
his name.

"It's just
another

small way
to say
thank you
to him and
his family
who have
done so
much for
the
Hamilton,
Fairfield,
Butler
County
area,”
Moeller
said.

Kim
Nuxhall,
who runs
the Joe
Nuxhall
Character
Education
Fund, said
the action
taken by
the city
for his
father is
“very
touching.”

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“I
remember
when the
street was
named,”
said
Nuxhall
about the
street
being
named
Joe
Nuxhall
Boulevard.
“It was a
special
moment
in his life.
He would
be
extremely
touched
with (this
honoring),
as would
his

brothers.
They all
played
ball there.
That's
where he
was
discovere
d (by the
Reds) at
age 14.”

Reference 12b p.6

Advertisement

Nuxhall
was
signed by
the Reds
when he
turned 15.
On June
10, 1944,
he
became
the
youngest
person
ever to
play in a
Major
League
Baseball
game.

Moeller

said there
are “a
couple
more
special
things”
planned
to honor
Nuxhall,
but said
he can’t
share
what
those are
yet.

“We need
to keep
recognizin
g him
because
he’s so
much
Hamilton,”
he said.

Nuxhall
said it’s
“humbling
” for him
and his
family to
have his

father
honored
again. The
cities of
Hamilton
and
Fairfield
have
honored
Joe
Nuxhall
with
streets
and parts
of parks
named for
him. The
Cincinnati
Reds
stadium,
Great
American
Ball Park,
address
was
changed
to 100
Joe
Nuxhall
Way.

“It’s an
ongoing

feeling of
gratitude
from our
family,”
Nuxhall
said. “I’ve
always
said it’s
such a
good
feeling to
know that
the
people
felt the
same way
about Dad
as Dad felt
about
them.”

The
legacy of
Joe
Nuxhall is
“a life of
how you
treat
people,”
his son
said. “For
him
personally,

it was that
innate
part of
him that
wanted to
continually
give
back to a
community
that
gave so
much to
him. It
wasn't
because
he was a
broadcaster
or
played
baseball
(that
people
loved
him), but it
was what
he did
with it. He
used that
platform
for good,
to make
an impact
for good.”

The Ol' Lefthander was beloved in the two communities he called home, his native Hamilton and Fairfield where he lived from the mid-1950s until his death. He was not just a local sports hero, but was a champion for the mentally and physically disabled in Butler County and the abused

and
abandoned
kids at
One Way
Farm in
Fairfield.

Reference 12b p.12

Renditions
of signs
that will
honor
Nuxhall at
L.J. Smith
Park will
be
unveiled
in early
January,
and
Moeller
said the
city is
seeking
permission
from the
Cincinnati
Reds to
use the
team's
logo. The
signs will
be made
in-house

at the
city's sign
shop so
the costs
would be
minimal,
the mayor
said.

Reference 12b p.13

The Reds
Hall of
Fame
pitcher
and
broadcast
er had
battled a
number of
illnesses in
the later
years of
his life,
including
heart
disease
and
multiple
bouts with
non-
Hodgkin's
lymphom
a.

The last
honoring
bestowed
upon
Nuxhall
when he
was alive
was a
month
before his
death. In
October
2007, the
city
councils
of
Hamilton
and
Fairfield
met to
rename
Forest
Lake Lane
to Joe
Nuxhall
Way. The
street,
which
runs
through
Joyce
Park, is
shared by
both cities

and
required
joint
legislation.

Reference 12b p.15

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Reference 14a

Rollins, Jarrod. "Cincinnati Icons." *Cincinnati Reds 2004 Official Team Yearbook*. Cincinnati, OH: The Cincinnati Reds and University Sports Publications Co., Inc., 2004, p 26.



The playing career of team captain Barry Larkin, the longest-tenured player with one team in Major League Baseball, will come to an emotionally filled conclusion on Oct. 3. Larkin made his big-league debut with the Reds on Aug. 13, 1986, and has been in a Reds uniform ever since.

The duo's popularity only further cemented Joe's status as a Cincinnati treasure. The fans made their appreciation even more evident in 2000 when they chose Joe as one of four Crosley-era players (joining Ernie Lombardi, Ted Kluszewski and Frank Robinson) to be immortalized with bronze statues on Crosley Terrace at the main entrance of Great American Ball Park. When his statue was dedicated last July, even Joe had trouble putting into words what the honor meant.

"Of all the great players that have played for the Cincinnati Reds, particularly from the Crosley Field era, and I'm chosen," Joe said in front of the gathered crowd. "You don't realize how special that is to me. I don't know what else to say."

Joe is much more than a local favorite, though, as the well-wishers who greet Joe and the Reds on the road can attest. But if there were any doubt of Joe's following outside of the region, that notion was dispelled when he

made the final ballot for the 2004 Ford C. Frick Award, which is presented annually by the National Baseball Hall of Fame for broadcasting excellence. Joe was selected for the final ballot based on voting by baseball fans across the nation.

"That's the real honor of it," Nuxhall said. "The fans are the ones who got me there. You can't thank them enough. You'd almost like to go around shaking every one of their hands."

THE CAPTAIN'S LOG

While Nuxhall was getting ready for his first Major League game at 15, Barry Larkin took a more traditional approach to reaching the bigs.

A three-sport star at Cincinnati's Moeller High School, Larkin was one of the best talents ever produced by the baseball-rich Queen City. After a three-year stint at the University of Michigan that included two All-America selections and two Big Ten MVP Awards, Larkin was selected by the hometown Reds with the fourth overall selection in the 1985 June Free-Agent Draft.

With his skills polished, Larkin hit the ground running at Double-A Vermont, which was quite a challenge for a player trying to kick off his career. After helping Vermont win the Eastern League title, Larkin began 1986 with Triple-A Denver and proceeded to win the American Association's MVP and Rookie of the Year awards. With Triple-A conquered, Larkin had only one more step to make.

On Aug. 13, 1986, Larkin made his Major League debut as a pinch-hitter,

Comments pour in from around nation for Nuxhall

Joe Nuxhall was widely known as "The Ol' Left-hander," but fans all across the country made it clear that he will be remembered for much more than the way he threw a baseball.

In just over a week after his death, on Nov. 15, 2007, more than 700 comments were left on a Cincinnati.Com online public remembrance message board.

People from all over the nation were eager to relate how Joe touched their lives. This is a sampling of those comments.

Joe was a great person to everyone. I was nine years old in '69, living one street over from Joe in Fairfield. I went to a game at Crosley with my dad and we saw Joe walking in the stands behind home plate. He saw me, called out my name asking me to come down where he was. I remember thinking, "Wow. Joe is calling to me in front of a thousand people." When I got down to the first row he shook my hand, asked how I was doing and walked me over to the Reds dugout. Once there, he introduced me to one of the new players — one I didn't recognize. He said, "Matt, this is Johnny Bench — he's gonna be a great player some day. Johnny, this is Matt." We actually talked for a while, too. He had a natural way of making everyone feel special. That was Joe. Thanks Joe. You were one-of-a-kind.

Matt Armentrout
Dallas, Texas

Joe was our friend from the first time we walked into Bob Evans for breakfast. He greeted us and shared our mutual interest in the Reds, offering opinions when asked about the team, always answering positively about them. Joe was truly one of us. He was never anything other than a gentleman. He was one in a million to us and we will sorely miss him. Round third and head for Heaven, brother Joe!

Bud Aydlett
Fairfield

I was lucky to meet Joe back in 1990 and have played golf every year since with him either in Sarasota, Kiawah or Cincy. What a treat it was to know Joe and spend time with him. I will treasure the memories. If anyone is getting straight into heaven I'll guarantee it's Joe.

Jim Kelechi
Kiawah Island, S.C.

Growing up in Marion, Ohio, I looked forward to each and every Reds game throughout the season. During a time before ESPN and extensive cable coverage, evenings in the summer in the late 1970s and early 1980s meant the Reds on 700 WLW (sometimes a bit faint in Marion). Each night I would clutch my small radio under my pillow and would never be able to fall asleep until the game was over. I can remember well the 3rd, 4th and 7th innings that Joe would call and loved hearing him in the background urging the drives to left and right that Marty called. The Reds were my childhood and the childhood of so many others. Thank you Joe for making it so memorable. I can still hear your voice painting a picture in my mind of what was happening on the field.

Jeff Deatsman
Marion, Ohio

When I moved to Atlanta after living my whole life in southwest Ohio, I can't describe how reassuring it was to hear Joe's voice on those evenings that the WLW broadcast made its way into the deep south. His voice was a connection with my home and my childhood, both of which suddenly seem much farther away.

Joe Stryker
Atlanta, Ga.

I have never cried for the passing of a famous person until this morning when I heard of Nuxie's passing. I sent him a get well letter a week or so ago to tell him thanks for all he has done for myself and Cincinnati. He sent me back an autographed card. Even with his health on the decline he made sure he kept the fans happy. I am so happy to have all super memories of hearing Marty and Joe call Reds games. Thanks again for everything. May God bless the "Ol' Left-hander. We miss you already. Humid summer nights will never be the same.

Dave Sekowski
Villa Hills, Ky.

Memories of Joe and the Reds are some of the best memories of my growing up. Joe loved the Reds when they were The Big Red Machine and he loved them when they had off years. He made those off years just a bit easier to take, because he suffered with us, too. You are the best, Joe. I'm glad that you made it home.

Sheilah Pickard
Morristown, Tenn.

My earliest memory of listening to a Reds game was on the breezeway of Grandma & Grandpa Rahe's house in Lindenwald. I was probably only 6 or 7 but I remember thinking Marty was shrill and liking the "soft voice" better. Hamilton Joe, of course. Listening to Reds games still takes me back to that breezeway and it is a special link between my late grandparents, my mom and me. And this past Saturday evening as my husband and I drove with our two small children back home to Cincy we listened to the heartfelt comments pouring in over the airwaves. I cried and thought how sad it is that my kids won't also be able to hear Joe say: "Rounding Third and Heading for Home." God Bless always to Joe's family.

Kelli Milligan Stammen
Grove City, Ohio (formerly Fairfield)

My favorite memory of Nuxie goes back to June of 1972, when an Old-Timers game was played at Riverfront between Reds and Yankees teams from the '50s. Joe, of course, played for the Reds, and during previous game broadcasts took considerable good-natured abuse from then-partner Al Michaels about how badly he might pitch. Joe responded to one such jab by saying, "I don't know. I might just strike out six in a row." He came in to start an inning and promptly loaded the bases with none out. From my upper-deck seat I could see Al leaning forward in his chair, seemingly on the verge of cackling. Nuxie struck out the next batter, then got an inning-ending double play. As the near-capacity crowd roared, Joe swaggered off the mound while looking straight up at Michaels. Joe has obviously touched many people in more personal ways, which says much more about him than my little story. But it's a memory I'll always cherish, largely because of the man he was and what he meant to so many of us.

Phillip Skaggs
Hot Springs, Ark. (Elizabethtown, Ky., originally)

For those Central YMCA members: Who can forget Joe's "triathlon?" Steam, Sauna, and Whirlpool! It was a good day when you would see Joe at the Y to just talk with him for a few minutes. He represented Hamilton like no other person. He will be missed.

Gary Willis
Hamilton

A significant part of my childhood passed away last week. No teacher, preacher, or parent has spoken more words to me in my lifetime. I never met him; I talked to him once on the banana phone during a rain delay. Joe loved the game, and he taught me to love it, too. Thank you, Joe. And thank you Cincinnati.Com for posting the photos and videos of this past week for fans around the country.

Kyle Hammersmith
Lynchburg, Va. (originally from Columbus, Ohio)

How lucky we all are to have had Joe Nuxhall as a role model! He was a warm, wonderful family man who was always so gracious to his many fans. I waited on him and his family one day and observed him catching the score of the Reds on TV. I jokingly asked, "You're not interested in the sport of baseball, are you?" He smiled and said, "Oh, this silly sport? Oh, not at all!" We will all miss him and hopefully take heart to what he and his family have worked so hard to instill in all of us, which is to be good to ourselves and to each other. My sincere condolences to the Nuxhall family.

Heek Hake
Fairfield

I remember Joe (then called Hamilton Joe), Gus Bell, and Wally Post attending a knothole baseball banquet back in the late '50s when I was a boy. Even then Joe could laugh at himself, telling the crowd that he knew exactly how many stitches were on Gus Bell's Number 25 on the back of his uniform from seeing him chase down so many long drives that he had given up. Classic Nuxhall!

Dave Schabell
Cold Spring

It's a little thing, I know, but when you grow up in Texas as a Reds fan, and can only get WLW after dark, the later the better, you don't know how much it meant when "this is the old left hander ..." is the last thing you heard each night. I remember distinctly staying up until the end of a 15-inning game in San Diego, when I had to drive to college the next morning 60 miles away, just to hear Joe say it. In 1979 I finally made a trip to Cincy to see the World Series but the Pirates won the playoffs. I went anyway. I must have written Joe about it because he sent me a Christmas card that year! You can't imagine what that meant to me. And still does. One regret, that the Reds traded Joe to the KC A's in 1961 and he didn't get to be on the team that won the pennant that year. Can't say good-bye. He's still here in a way I can't explain.

Mike Brown
Rockdale, Texas

(continued)

For the rest of my life, whenever I see someone do something outstanding I will say to them, "When you swing the bat, you're dangerous." If they ask me where I got that one from, I will tell them in great detail.

George Cornelussen
Montgomery

A lot of Reds fans may not know that Joe was a great basketball player. He starred for the Hamilton High School teams in the mid-'40s. He played in the Hamilton Basketball League for many years with, I believe, The Mosler Safe Co. team. I played against him a number of times and Eddie Griesinger used to feed him the ball. Joe usually got 40 points against us hitting long shots from behind the head of the key or muscling you out of the way around the basket for hook shots or jumpers. He truly was a great all around athlete as well as great guy.

Jack Rogers
Fort Myers, Fla.

Must have been around 1958. We always sat down the left-field line at Crosley. One night Joe yells back for me to come down to the rail. "HEY KID, YOU WANT A BASEBALL?" Yea!!! Go get me a hot dog and when you get back ... So for a quarter my Dad bought me a lifetime memory. With a tear in my eye, thanks Joe for being you.

Tony Melchion
Ross Township via Western Hills

A couple years ago, my wife, daughter and grandson attended the Dean Gregory Roast at the Cintas Center. When we walked into the building, Joe was sitting by himself before entering the main area. We walked over, chatted with him for a bit, told him how much we enjoyed the broadcasts and thanked him for his years of pleasure for us. Three generations had a chance to say thanks at the same time. That moment is even more special today, because we don't have to say – I wished I had stopped to thank Joe. We did.

George Mitchell
Hyde Park

My father raised me on Reds' baseball with Marty and Joe. I always found it amazing that our left fielder caught the fly ball in right field or vice versa. I have many of Nux's Star of the Game interviews on tape. It was a chance to see the true personality of a player. If a player stood Nux up for a postgame interview, he didn't sugarcoat it, he let you know why the player wasn't there. It takes a true baseball fan to listen to and enjoy Nux. I will miss him.

Bonnie Foster
Dayton

Joe, I thought of you as a favorite uncle, telling all those great baseball stories with so much wit. Thank you for the years you played the game and for the many years you shared your baseball knowledge with all of the fans. And lastly, a heartfelt "thank you" to your family for sharing you with us. Love you and miss you.

Patty Bertolino
Mason

People are looking for role models and heroes and all the while we had one right in our little corner of the world!! Listening to old clips of Joe and Marty brought back so many memories of summer nights listening to the game with my Dad while he was sipping Huedies out of those fat little bottles! He could call a game with such enthusiasm that you could almost feel you were sitting in the stadium! He was a great player and broadcaster, but his greatest success seems to be in setting and example for all of us to be better human beings!! God Bless you, Joe and thanks for being you.

Bonnie Weatherford
Aurora, Ind.

Today I shed tears for a man I never met. But, I knew him. I've listened to his voice for years and I knew him by his good works and deeds. My regret is that I never got to shake the hands of this great and giving man, a man for all the ages. RIP Joe.

Johnetta Dunaway
Batavia

Some of my most vivid memories of growing up in Cincinnati revolve around the Reds, specifically listening to the Reds on the radio. My Grandmother and Aunt never missed a game. I can still see them sitting in front of their house on Klotter Avenue listening to Joe and Marty call a game – there was no better way to pass a summer evening. I remember hiding a transistor radio under my pillow at night so I could listen to games that went into extra innings – well beyond my bedtime!! Joe Nuxhall was Cincinnati baseball, period. He was much loved and will be greatly missed. God Bless the Nuxhall family.

Pam Creekmore
Science Hill, Ky. (formerly from Westwood)

When Barry Larkin was getting hits in the "wire to wire" run, he was getting hits for "the Caring Program." He would get a hit and Joe would say, "Ring up the register for the caring program." For the beginning of that season there were no sound effects so my kids and I did something about it. We took a mini reds bat and attached a bicycle bell to it and took it down to give it to Joe. Marty was the one who came out to receive it during an early season business mans special. Joe used the bell that day and through the entire next 2 seasons. My kids and I smiled every time the Ol' Left-hander rang that bell. Life is memories and that's one I'll always remember. One other note. If I laid down at night with the game on sleep timer, Joe's voice was better than Sominex to me. I'd be out before the inning was over. Thanks Joe.

Zach Glutz
Fairfield

I grew up listening to Joe and Al and then Joe and Marty. Last year at Redsfest, my 7-year-old son met Joe. He said, "I am a left-hander, too, Mr. Nuxhall." Joe's eyes brightened up and he said, "Put it there fella." Reaching out to shake hands with his left hand. My son was so touched and so excited and I was proud to have met Mr. Nuxhall, ever so briefly and yet he touched our lives so. His was a beautiful spirit.

Nicholas Wood
Cincinnati

Thank you to Donzetta and the rest of Joe's family for sharing him with me and the rest of Reds' nation for all these many years. Yes, I loved his baseball calls. Even more than that, I loved the chats, the banter, the fun between him and Marty. I admired his relentless charitable work. Most of all, I will miss his wonderful, infectious laugh. Just hearing his voice and laugh made me feel that all would be right with the world, in spite of what was happening in my personal life or the world beyond baseball. Thank you, Joe. You will always be a piece of the fabric of my life. And, I expect, this would all embarrass him.

Beth Culbertson
Troy, Ohio

What an appropriate time of the year to be giving thanks. Every year since 1978, the year my Dad sold his house boat that he had on the Ohio River, when I would hear Marty and Joe on the radio it would conjure up memories of sitting on the front deck of the boat on very dark and warm summer nights. The quiet Ohio River slipping by, the moon, the stars, the time with my Dad. I would be sipping a Coke and my Dad sipping a beer. We would usually always stay until the end of the game and catch the "star of the game" on the way home. The memories will last a life time and I have Joe to thank. To this day I still try to capture those memories while listening to the Reds on the radio. The best way to watch baseball is to listen to it on the radio. My prayers go out to your family. Thank you, thank you for the memories and God Bless you Joe.

James Foy
Norwood

If you tuned in a game and all you heard was the sound of the crowd and maybe a guy in the background yelling "peanuts" or "cold beer here," you knew Joe was on the air. Then he would punctuate that night air with "long drive, there it goes," and you knew it was a homer by a Red even if you didn't know yet who hit it. Joe's announcing was like the game itself. There were long periods when not much happened but you didn't dare turn away, because you always had the feeling that if you did, you would miss something special. That was Nuxie, something special! Head for home, brother.

Mark Hansel
Las Vegas, Nev.

Sure gonna miss Joe. He was truly a "comfort zone" for me for the last 35 years or so. Like ploppin' down in an old easy chair after a hard days work. He was a true Cincinnati Redleg. Owners, players and managers have come and gone over the years but Joe was the heart and soul of the Reds as my generation knew them. A true piece of Ohioana and Americana. He will be a legend among Cincinnati sports fans in years to come. Above everything, he was an outstanding individual. I am not ashamed to say that I have shed as many tears over the last few days over the loss of Joe as I did for my own father who passed away 6 years ago today. True Reds fans know that Joe was like your Grandfather, Dad, Uncle or brother. In some sense, he became that important of a person in your life just by listening to him on the radio year after year. You can take all of the Cincinnati Reds enshrined in Cooperstown and put Joe right at the top because there has never been a more important figure in Cincinnati baseball.

Dave Huff
Galena, Ohio

Reference 14b p.2

Man Around Town

It's for the kids

Joe Nuxhall finds reward in helping thousands

THE ENQUIRER || APRIL 4, 2007 || BY JOHN KIESEWETTER

Joe Nuxhall looks around the old Fairfield Central Elementary School gym and likes what he sees.

Instead of rah-rah pep-rally signs for the school team, walls are plastered with positive values promoted by his Joe Nuxhall Character Education Fund.

Respect. Pride. Honesty. Self-control. Kindness. Responsibility.

"This is very rewarding," says Nuxhall, 78, who played basketball as a kid in the gym built in 1929. "You'd like to feel that you've helped kids succeed in some capacity, so they become better citizens."

For most of his life, Nuxhall has toiled tirelessly behind the scenes to help children throughout his native Butler County and beyond. He has campaigned for school construction and tax issues, and handed out 370 college scholarships valued at \$431,000.

With his son, Kim, a physical-education teacher at Fairfield Central, Joe has helped instill strong values in countless students. His Character Education Fund has distributed 12,000 posters and 100,000 baseball cards of Sean Casey, a former Red, with character messages.

While baseball fans know about his 15 years as a Reds pitcher – including his historic debut at age

15 in 1944 – and 31 years of "Marty & Joe" on Reds radio with Hall of Fame broadcaster Marty Brennaman, few know about Nuxhall's lifelong commitment to kids.

"They don't know about it because he doesn't talk about it," says Brennaman, Nuxhall's radio partner for 31 seasons (1974-2004).

"He doesn't do things and then pat himself on the back and make sure everybody in captivity knows what he's doing. He legitimately would not care if anybody ever knew about it, because he derives enough satisfaction by himself, in doing what he does.

"He's taught me a helluva lot about humility, because I've got a pretty good ego."

Nuxhall shrugs off such praise.

"It's for the kids. It's not about me. I don't like to blow my own horn. It's not my nature."

With the OI' Left-hander again battling cancer – four new tumors were found in his left leg in February – Joe and Kim will launch the \$7.65 million Joe Nuxhall Project Hope program Thursday. His friends and his son want to establish a permanent legacy for Nuxhall, who will turn 79 July 30.

"Given his health issues of late, we have ratcheted it up for those very reasons," says Kim, 52, a former Reds minor-league pitcher who has taught for 29 years in Fairfield.

The 7 p.m. dinner Thursday at Jungle Jim's International Market Oscar Event Center in Fairfield will raise money for five programs:

- Building the \$2.4 million Joe Nuxhall Children's Center, a gymnasium for Fairfield's One Way

(continued)

Left: The Nuxhall family has been dedicated to helping children develop positive character traits that will help them become better citizens. Kim Nuxhall, Joe's son, oversees the Joe Nuxhall Character Education Fund.

Michael E. Keating/The Enquirer

Bottom left: Ken Griffey Jr., Thom Brennaman, Chris Welsh and Jeff Brantley, all seated, and Marty Brennaman remember Joe during a special tribute at Redsfest in December 2007, less than a month after Nuxhall's death. "I'll miss him every day when I wake up," Marty said.

E.L.Hubbard/The Enquirer

Bottom right: Joe and Marty received the Ron Grinker Lifetime Achievement Award at the March of Dimes' March of Champions banquet in January 2001. Joe is pictured with, from left, John Sawyer, honorary co-chair, Greg Gumbel, emcee for the event, Morgan White, amateur female athlete of that year, and Paul Flory, honorary co-chair.

Philip Grosbong/The Enquirer

Farm home for abused children.

- Constructing a rubber Miracle League baseball field in Fairfield for wheelchair-bound children throughout the region.
- Bringing the Cincinnati Reds' Rookie Success baseball league for underprivileged youth ages 8-11 to Butler County.
- Supporting the Joe Nuxhall Scholarship Fund, which awards scholarships to seniors at all 13 high schools in Butler County.
- Establishing a Joe Nuxhall Character Education Fund office to plan seminars and expand the program nationwide. Since 2003, the Character Education Fund's "world headquarters" has been Kim's cramped school office off the gymnasium stage.

When One Way Farm founder Barbara Condo began planning for the gym, one of the first people she called was Nuxhall.

For years, when school and civic leaders have needed help, they called on Butler County's heavy hitter. Nuxhall has helped pass countywide senior services levies three times by appearing in campaign literature with his mother, Naomi, now 97 and living in Fairfield.

His support was crucial for passing a 1994 tax levy to build the new Fairfield High School, retired

superintendent Charles Wiedenmann says. When Nuxhall was asked to endorse the levy, he surprised Wiedenmann by insisting on being part of the campaign.

"A lot of well-known people just wanted to add their name to an endorsement, but he spoke to community groups, made TV commercials and did anything we needed," Wiedenmann says. "Joe Nuxhall the humanitarian far exceeds all the things he has done as a baseball announcer and player, with his scholarship program, One Way Farm and character education program."

Still, he's the most regular Joe you'll ever meet.

Joe and Donzetta still live in the modest Fairfield home they bought when he played for the Reds in the 1950s. He drives a new Ford Explorer or a 1989 Lincoln Continental. He drives – never flies – each winter to spring training in Florida. Every day begins at breakfast with buddies and Kim at the Bob Evans in Fairfield.

He certainly doesn't act like an icon.

"With all due respect to Pete Rose," Brennaman says, "there is no bigger figure in Cincinnati than Joe Nuxhall. In all the years we've been together, going back to '74, I have never heard one person ever utter a negative about him." □



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Joseph Henry Nuxhall

Born: 7 / 30 / 1928 at Hamilton, OH (USA)**Died:** 11 / 15 / 2007 at Fairfield, OH (USA)[More From SABR](#)**Stats:** [Baseball Reference](#) [\(http://www.baseball-reference.com/players/n/nuxhajo01.shtml\)](http://www.baseball-reference.com/players/n/nuxhajo01.shtml) • [Retrosheet](#) [\(http://www.retrosheet.org/boxesetc/N/Phuxhj101.htm\)](http://www.retrosheet.org/boxesetc/N/Phuxhj101.htm)[Corrections? Additions?](#)If you can help us improve this player's biography, [contact us](#) (<mailto:bioproject@sabr.org>).

Joe Nuxhall

This article was written by [Ryan Borgemenke \(/node/49067\)](/node/49067)

One of baseball's charms is its lack of timekeeping. Though in most games it can be enjoyable, this charm is a potential source of frustration if a team is losing badly and (since there is no "mercy rule" in the majors) might rather run out a clock than go the full nine innings.

One such game came on June 10, 1944, when Joe Nuxhall became the youngest man ever to play in the major leagues — a mark he still holds.¹ The Cincinnati Reds were trailing the St. Louis Cardinals 13-0 in the top of the ninth inning when Reds manager [Bill McKechnie \(/sabr.org/bioproj/person/8bb2437d\)](#) called upon 15-year-old Nuxhall to take the mound.

The youngster walked five men and gave up two hits, allowing five earned runs in two-thirds of an inning. True, he was facing a first-rate lineup. The Cardinals finished the year with 105 wins and a World Series victory. Yet why was Nuxhall — who wasn't even old enough to drive — in what he later described as "a very scary situation"?²

World War II was in full force — D-Day had come just four days before. Professional baseball had lost many able-bodied men to the service, including greats such as [Ted Williams \(/sabr.org/bioproj/person/35baa190\)](#) and [Joe DiMaggio \(/sabr.org/bioproj/person/a48f1830\)](#). Teams were resorting to extreme measures to fill their rosters. The Reds got clearance under the child labor laws to sign Nuxhall to a contract. "Probably two weeks prior to that, I was pitching against seventh-, eighth- and ninth-graders, kids 13 and 14 years old," Nuxhall said. "All of the sudden, I look up and there's [Stan Musial \(/sabr.org/bioproj/person/2142e2e5\)](#) and the likes."³

Nuxhall was so anxious that he tripped on the top step of the dugout on his way out to the mound. Controlling his emotions the best that a 15-year-old could, he was actually able to retire two of the first three batters he faced, walking the second. "I almost drowned. . . suddenly it dawned on me where I was," he explained years later. "I started to shake all over." He gave up a walk, which included a wild pitch, and then a single to future Hall of Famer Musial. Three more walks and a single by All-Star second baseman [Emil Verban \(/sabr.org/bioproj/person/5a814180\)](#) followed. "Then McKechnie came out to lead me away."⁴

Nuxhall's career might have ended after that one outing, with a 67.50 ERA, similar to what happened with [Joe Cleary \(/sabr.org/bioproj/person/31244f1f\)](#) in 1945. Yet "Nuxy" made it back to the majors, although not until 1952, and he stuck around through 1966, long enough to earn another nickname, "The Ol' Lefthander." He then went on to a long career as one of Cincinnati's most beloved broadcasters.

Joseph Henry Nuxhall was born on July 30, 1928 in Hamilton, Ohio, about 20 miles north of Cincinnati. He was the eldest of Orville "Ox" and Naomi (Gailey) Nuxhall's five children. Two younger brothers, Bob and Don, also went on to play in the minor leagues in the 1950s.

Joe Nuxhall was originally scouted by the Reds at age 14, while pitching in a Sunday baseball league. His father played in that league too, and initially it was Ox whom the scouts were interested in signing, even though he would have been quite old in baseball terms. However, the elder Nuxhall didn't want to play pro ball. He was focused on raising his children and didn't want to jeopardize his stable job at a local General Motors plant, Fisher Body.

Instead, attention turned to Joe. "The way I tell it is I beat my father out of a job," Nuxhall joked.⁵ Already standing 6-foot-2 (he later grew another inch), Joe was the largest in his ninth grade class. He had an 85-mph fastball, albeit wild. On February 18, 1944 Nuxhall signed his first professional contract with the Reds, worth \$175 per month; he got a \$500 signing bonus.⁶ Still a kid living at home with his parents, he bought them a new carpet with his newly-gained baseball earnings.

He signed in February, but Nuxhall had to wait until school let out in June before reporting to the Reds, though his school principal allowed him to be in uniform at [Crosley Field \(/sabr.org/bioproj/park/crosley-field\)](#) for Opening Day. In April 1944, *The Sporting News* wrote: "It's a wise manager who knows his own roster these days, due to the rapid changes in draft status and inductions. Original rosters, issued before the start of spring training, quickly lost most of their significance — and it is likely that a high rate of turnover, especially of the athletes under 27 years of age, will continue as the season progresses."⁷ Nuxhall was deemed suitable for the Reds' roster because he was under-age for the draft and also a local prospect.

After his rocky June 10 debut, Nuxhall was assigned to the Birmingham Barons of the Southern Association (Class A1). He pitched only one more inning that summer, and it was a similar experience. He walked five and allowed six earned runs.



The following season, the 16-year-old Nuxhall improved considerably. He posted a 3.21 ERA over 23 games, pitching for both the Syracuse Chiefs (Class AA) and Lima Reds (Class D). Despite his young age, he struck out an impressive 41 batters in his first 27 innings at Lima.

After the 1945 season, Nuxhall voluntarily retired from baseball and returned to Hamilton High School for his diploma. Under high school athletic rules he was still considered an amateur in sports other than baseball. He was a well-rounded athlete, earning all-state honors in football and basketball as a senior in 1946.

Nuxhall also returned to professional baseball in 1947, playing in the Reds farm system. He married Donzetta Thomas on October 4, 1947 and the couple had two sons, Phil and Kim. Like his father and uncles, Kim played pro baseball. He was in the low minors for the Reds from 1972 through 1974.

Nuxhall developed as a pitcher in the Reds chain through 1951, spending time with the Muncie Reds, Tulsa Oilers, Columbia Reds, and Charleston Senators. Playing long before the designated hitter rule went into effect, Nuxhall also gained notice as a fairly talented batter. He clubbed 15 career home runs in the majors with a .198 lifetime batting average.

Nuxhall returned to Cincinnati's major-league roster in 1952. [Gabe Paul \(//sabr.org/node/27062\)](https://sabr.org/node/27062) had taken over as Reds general manager the previous off-season and made many personnel changes. Only 15 players from the 1951 campaign were on Cincinnati's roster of 34 men during spring training in 1952.⁸ With "dazzling pitching" and improved control, the 24-year-old Nuxhall impressed management enough to make the major-league roster.⁹ On May 21, he made his first appearance in a big-league game since he was a boy, pitching three innings of relief, allowing no runs and striking out three batters. A little over a month later, he picked up his first major-league win against the New York Giants. Mostly pitching out of the bullpen, he finished the 1952 season with a 1-4 record and a respectable 3.22 ERA over 37 games.

Between 1952 and 1960, Nuxhall remained a fairly consistent relief and starting pitcher. Manager [Birdie Tebbetts \(//sabr.org/bioproj/person/bacfc0e7\)](https://sabr.org/bioproj/person/bacfc0e7) said, "Joe has a good chance to become one of the outstanding pitchers in the National League. He's a great competitor and hits and fields capably enough to help himself gain stature as a successful pitcher."¹⁰ In 1954, 10 years after he signed his first contract, he became a major-league winner, posting a 12-5 record.

Nuxhall's three best consecutive seasons were arguably 1954 through 1956. During that stretch, he accrued a 42-28 record and 3.66 ERA with an average of 208 innings pitched per season. He was named an All-Star in 1955 and 1956 and led the National League leader in shutouts in 1955 with five. All-Star [Dick Sisler \(//sabr.org/bioproj/person/121cb7bc\)](https://sabr.org/bioproj/person/121cb7bc) said, "That kid's got it in spades. He's as quick as [Curt Simmons \(//sabr.org/bioproj/person/e98dbe08\)](https://sabr.org/bioproj/person/e98dbe08), whom I rated the most overpowering pitcher in the league before the Phillies lost him to the service. Nuxhall also throws quite a curve; in fact, it's the type which fairly explodes."¹¹ Nuxhall annually set a personal goal to win at least 15 games, achieving it with 17 in 1955.

Nuxhall began to slide in 1957. From then through 1960, he had a record of 32-38 with a 4.29 ERA. Still fairly young, his struggles were more mental than physical. His temper was notorious; it took him out of games through both score and ejections. "One pitch loses me a game, gets me thrown out, I'm fined by the league, and lectured by Birdie," Nuxhall said. "And I kick the sandbox (for cigarette butts) in the clubhouse so hard I almost break my toe."¹²

After Tebbetts took him out of another game, he tore up his glove, finger by finger, while walking back to the dugout.¹³ He also once charged an umpire, nearly knocking him down, and was later fined \$250 and suspended five games. Highly competitive by nature, Nuxhall explained his temper: "I never got mad at someone making an error behind me. I got mad at myself, or at an umpire's decision. I just hate to lose."¹⁴ It would be several more years until he was able to channel his emotions productively.

Making things worse, he was increasingly unpopular when pitching at home in Cincinnati. Culminating in 1960, seemingly every time Nuxhall took the mound, he heard nothing but boos and catcalls. "I'm as stout-hearted as anyone," he said, "but when you keep hearing them, it's going to get to you. Anyone who says it doesn't is just kidding himself."¹⁵

Nuxhall requested a trade after the 1960 season; he was subsequently dealt to the Kansas City Athletics in exchange for [John Briggs \(//sabr.org/bioproj/person/d60866cf\)](https://sabr.org/bioproj/person/d60866cf) and [John Tsitouris \(//sabr.org/bioproj/person/c57480c3\)](https://sabr.org/bioproj/person/c57480c3). Despite the trade, he continued to struggle on the mound, going 5-8, 5.34 in 37 games. Yet he also took pride in two home runs that year. One came against friend and former teammate [Art Fowler \(//sabr.org/bioproj/person/3a02c6ff\)](https://sabr.org/bioproj/person/3a02c6ff); the other was off Hall of Famer [Whitey Ford \(//sabr.org/bioproj/person/fca49b7c\)](https://sabr.org/bioproj/person/fca49b7c).

The A's released Nuxhall after the 1961 season, and he then signed with the Baltimore Orioles. Just before Opening Day in 1962, the Los Angeles Angels purchased his contract from Baltimore, but in five games he was ineffective. The Angels released him in mid-May.

By then 33 years old, many men with less competitive spirit probably would have retired. Instead, Nuxhall signed a minor-league contract with the San Diego Padres, then a Reds farm team. Early in his career, Nuxhall was told, "master your temper and you'll master your pitches."¹⁶ Yet it wasn't until he arrived in San Diego that he was able to put this advice into practice. "Going to San Diego was the best thing that ever happened to me," he later said. "I regained my confidence and learned to control my temper. Before I went there, I was scared to throw a fastball inside to a right-handed hitter... In San Diego it hit me. I realized I had never won a game by getting mad."¹⁷ He added, "I still get mad. I just don't let it take over my thought and pitching anymore."¹⁸

Harnessing his temper, he quit trying to overpower every hitter. He also shortened his windup and began to pitch to spots, saying, "I found I had my eye constantly on target for the first time in my life."¹⁹ After these major adjustments, he achieved a 9-2 record in San Diego and earned a midseason promotion.

Nuxhall returned to Cincinnati a changed man and pitcher, and he endeared himself to his home region's crowd. The same fans that had once booed him began to cheer instead. It was then that he earned the nickname that stayed with him for the rest of his career, "the Ol' Lefthander." He finished the 1962 season with a 5-0 record and 2.45 ERA for the Reds. "Sounds funny," [Frank Robinson](https://sabr.org/bioproj/person/c3ac5482) ([//sabr.org/bioproj/person/c3ac5482](https://sabr.org/bioproj/person/c3ac5482)) said, "but at his age Joe's learning to pitch."²⁰

At age 34, Nuxhall's success carried over into the 1963 season. Starting 29 games in 35 appearances, he finished with a 15-8 record and 2.61 ERA, accomplishing his personal goal of winning 15 games in a season for the second time in his career. Nuxhall was named Comeback Player of the Year by the Cincinnati Chapter of Baseball Writers of America in 1963.

Nuxhall pitched three more moderately effective seasons for the Reds as a swingman. "I used to be a good hitter," he said modestly in 1964. "But I'm not anymore. I even was used as a pinch-hitter on occasions."²¹ When asked that year about his plans for after his playing career ended, he replied he was "not prepared to do anything" outside the sports field and that he would like to be a baseball coach, but not if it took him away from his home in Hamilton.²²

Nuxhall officially retired as a player in April 1967. Over the course of his career, he amassed a record of 135-117 and a 3.90 ERA. Nuxhall earned 130 of his wins in Cincinnati and held the club record for career games pitched from 1965-1975. He still holds the record for left-handers. Nuxhall was inducted into the Reds Hall of Fame in 1968, less than a year after his playing career had ended.

Immediately following his retirement, Nuxhall remained in the Reds organization, embarking on his second career as a member of the broadcast team. Despite his lack of experience behind the mike, the knowledge Nuxy had gained during his long playing career served him well as a broadcaster and impressed his colleagues in the media. "I think it's wonderful the way ex-pitchers like [Waite Hoyt](https://sabr.org/bioproj/person/5fca5ae6) ([//sabr.org/bioproj/person/5fca5ae6](https://sabr.org/bioproj/person/5fca5ae6)) and Nuxhall can translate a pitch on radio in terms of their own experience," *Cincinnati Post* sports editor Pat Harmon wrote in 1969. "I'm doubly impressed when a guy like Nuxhall tells me the pitcher just threw a certain kind of pitch and where it crossed the plate."²³ Nuxhall became accomplished in his new field. Several times he was a finalist for the Ford C. Frick Award, first in 2007.

Nuxhall partnered with Jim McIntyre and Al Michaels; then, beginning in 1974, he worked alongside Hall of Fame and Frick Award winner [Marty Brennaman](https://sabr.org/node/27074) ([//sabr.org/node/27074](https://sabr.org/node/27074)). Nuxhall and Brennaman first met on February 1, 1974 in Dayton, Ohio at a photography studio where their publicity shots were taken. "The first thing I said to him upon shaking his hand was, 'I have your baseball card,'" said Brennaman. "From that day forward, it was a relationship in our profession that people only dream about."²⁴

The two broadcast together for 31 seasons, becoming known to their audience simply as "Marty and Joe." Brennaman did mostly play-by-play and Nuxhall provided color commentary. Although he'd endeared himself to Reds fans as a player, Nuxhall did so in a different way with his radio style. Whereas Brennaman could be cantankerous at times, Nuxhall was a perfect foil, describing games in a slow-paced, down-home manner that caught on with listeners.²⁵



Yet Nuxhall still also brought the same passion and enthusiasm he had as a player to the booth, getting emotionally invested in the games. "While Brennaman describes the flight of the ball, Nuxhall's plaintive voice in the background is screaming, 'get up, get up... get out of here,'" Hall of Fame reporter Hal McCoy wrote of Reds broadcasts. "I know it sounds terrible, but that's what I'd do if I was sitting in the dugout, it's the way I react to things," Nuxhall said.²⁶ He added, "It's like being a player. If you don't have enthusiasm on the field, you've lost your competitive spirit. The same holds true in the booth."²⁷

The Ol' Lefthander never quite left the field; he was known to pitch batting practice before games. Being a radio broadcaster also allowed him to be part of events he didn't get to as a player. "In all my days as a player, I never played for a winner," he said. "Being with the Reds as a broadcaster is the next best thing."²⁸ With Brennaman at his side, he called the Reds games as they won the World Series in the 1975, 1976, and 1990 seasons.

Nuxhall did pregame interviews with players, known as the *Turfside Show*, in addition to postgame player interviews, where he developed his signature radio signoff phrase "This is the Ol' Lefthander, rounding third and heading for home." This phrase is displayed on the outside of the Reds' stadium, Great American Ball Park.

Nuxhall lived in Fairfield, Ohio and was known to frequent many of the area's Bob Evans restaurants. Despite battling prostate cancer in 1992 and suffering a mild heart attack in 2001, he remained a fixture in the Reds radio booth until 2004. Over 60 years after his professional debut, Joe Nuxhall officially retired as a full-time broadcaster. Nuxhall was honored in an on-field ceremony prior to a game on September 18, 2004. More than 40,000 fans cheered and greeted him with a standing ovation as he took the field. "Joe is a person that gives you a feeling of what this game's really about," said Hall of Fame manager [Sparky Anderson](https://sabr.org/bioproj/person/8762afda) ([//sabr.org/bioproj/person/8762afda](https://sabr.org/bioproj/person/8762afda)). "Six decades — imagine that. And he's never changed. I'm so proud of him, he's the same old guy. If he doesn't go into the Hall of Fame, we're not doing a very good job. He's one of the genuinely likeable guys in baseball."²⁹

Nuxhall remained active, especially with activities and charities that benefited his home community. Beginning in 1985, he raised money for the Joe Nuxhall Memorial Scholarship through an annual golf outing. In 2003, he raised additional funds for the Joe Nuxhall Character Education Fund, which supports workshops and grants for teachers, coaches, and others who work with children. In September 2004, the book *Joe: Rounding Third & Heading for Home* was written about him; a portion of the proceeds benefited the character education fund. "It's rewarding, and it's nice to be a part of it," Nuxhall said.³⁰ For his efforts, August 18, 2006 was declared "Joe Nuxhall Day" in the state of Ohio.

Unfortunately, Nuxhall was diagnosed in 2003 with lymphoma, an illness that this fiery competitor fought until the end. Joe Nuxhall died on November 15, 2007 in Fairfield at the age of 79.

With over six decades of [involvement](#), Nuxhall affected generations of Reds and baseball fans alike. "This is a sad day for everyone in the Reds organization," Reds right fielder [Ken Griffey Jr.](https://sabr.org/bioproj/person/3e8e7034) ([//sabr.org/bioproj/person/3e8e7034](https://sabr.org/bioproj/person/3e8e7034)) said in a statement. "I'm in shock. I've known Joe my entire life. He did so many great things for so many people. You never heard anyone ever say a bad word about him. We're all going to miss him."³¹ The following Opening Day game, the Reds honored Nuxhall by wearing jerseys with his number, 41. They also wore sleeve patches with the word "NUXY" for the remainder of the 2008 season. "I got to know Nuxie since I've been here in '03," Reds pitcher [Bronson Arroyo](https://sabr.org/bioproj/person/b271cb80) ([//sabr.org/bioproj/person/b271cb80](https://sabr.org/bioproj/person/b271cb80)) said. "That's one of the better guys you're going to find around here. If you don't know anything about the Reds, he's a legacy around here."³²

Joe Nuxhall was remembered by many as humble, understanding, and compassionate, and his legacy endures. His likeness was cast in bronze, and since 2003 it has stood at the entrance to Cincinnati's Great American Ball Park. Hamilton County and the city of Cincinnati also honored him by changing the street running next to the stadium Joe Nuxhall Way. The cities of Hamilton and Fairfield also named a street in his honor.

In keeping with the giving spirit of Joe Nuxhall, his son Kim oversaw his father's dream of a baseball league for disabled children. Opened in 2012, The Joe Nuxhall Miracle League has broken down barriers to allow everyone to play the game about which Nuxhall was so passionate.

Marty Brennaman put it simply in 2003. "I have no reluctance in saying this: There's been more popular players. But there is not a more popular figure in the history of this great franchise."³³

- **Related links:** Listen to our [SABR Oral History Collection](https://oralhistory.sabr.org) (<https://oralhistory.sabr.org>) interviews with Joe Nuxhall, conducted by [Kit Crissey in 1972](https://oralhistory.sabr.org/interviews/nuxhall-joe-1972/) (<https://oralhistory.sabr.org/interviews/nuxhall-joe-1972/>) and by [Walter Langford in 1985](https://oralhistory.sabr.org/interviews/nuxhall-joe-1985/) (<https://oralhistory.sabr.org/interviews/nuxhall-joe-1985/>).

Acknowledgments

This biography was reviewed by Bill Nowlin and Rory Costello and fact-checked by Alan Cohen.

Sources

For this biography, the author relied primarily on a sizeable stack of clippings from Nuxhall's file at the National Baseball Hall of Fame Library in Cooperstown, New York. Baseball-Reference.com was also helpful in completing this biography.

Notes

- ¹ Since World War II ended, two players have made their big-league debuts at the age of 16: [Alex George](https://sabr.org/bioproj/person/86cc2a77) ([//sabr.org/bioproj/person/86cc2a77](https://sabr.org/bioproj/person/86cc2a77)) (1955) and [Jim Derrington](https://sabr.org/bioproj/person/e7d5231b) ([//sabr.org/bioproj/person/e7d5231b](https://sabr.org/bioproj/person/e7d5231b)) (1956).
- ² Associated Press. "Reds broadcaster Nuxhall dies," *Fox Sports on MSN*, November 19, 2007.
- ³ Ibid.
- ⁴ Les Biederman, "Nuxhall, Released By Angels, Started With Reds When 15," *Pittsburgh Press*, May 13, 1962.
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- ⁷ "Starting Rosters, With Positions — From Uncle Sam's Scorecard," *The Sporting News*, April 13, 1944.
- ⁸ Tom Swope, "Newcomers Give Shine to Rhinelanders' Outlook," *The Sporting News*, March 18, 1952.
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- ¹⁸ Lackman.
- ¹⁹ Si Burick, "Nuxhall Could Write a Book About Past 'Bad Boy' Antics."
- ²⁰ Sandy Grady, "Joe Nuxhall Calls Hurling Child's Play," *Philadelphia Bulletin*, May 11, 1964.
- ²¹ Arthur Daley, "The Boy Grew Older," *New York Times*, May 10, 1964.
- ²² Lackman.

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- [25](#) "Remembering Hamilton Joe Nuxhall: One of Baseball's Good Guys," *Hubpages.com*, September 11, 2014.
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- [27](#) Hal McCoy, "Fun and enthusiasm trademarks of Marty and Joe," *Cincinnati Reds Scorebook*, 1978.
- [28](#) Ibid.
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@sabr

Safe travels to everyone heading back home after #SABR49! It's great to meet so many new baseball friends and catch up with familiar faces. We'll be posting many more highlights from our San Diego convention soon at sabr.org/convention



5m


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Society for American Baseball Research (SABR)
14 hours ago

Congratulations to Mark Pankin and Zachary Rewolinski, who were selected as the winners of the 2019 Doug Pappas Award and the SABR Convention Poster Presentation Award, respectively, at the SABR 49 convention in San Diego.

Pankin, the Retrosheet.org webmaster and a retired investment advisor from

[Like Page](#)

Reference 16

"It wasn't two inches outside; it was high and inside, high and outside. I was even bouncing pitches."

He walked Garms and up stepped Stan the Man.

"The thing that amazed me," said Nuxhall, "is the Cardinals were up, 13-0, but Musial was standing in there like it's a 1-0 game and I'm a needle-threader. Wham! He hit a rope to right, an absolute rocket. That one really loosened me up."

Then came three walks and a single. Then came McKechnie.

Nuxhall had surrendered five earned runs in two-thirds of an inning. The Reds trailed, 18-0.

Eight years after making his debut, Nuxhall worked his way back to the major leagues in 1952 to record that elusive third out – and quite a few more. He won 135 games in a 15-year career, and lowered his 67.50 ERA of June 10 to a 3.90. Twice he made the All-Star team. He's in the Reds' Hall of Fame.

And at noon today, a street in Hamilton will be named after him.

"Ford Boulevard" becomes "Joe Nuxhall Boulevard" in north Hamilton. Appropriately, the street runs by the the ballfields where the Reds discovered a young left-hander 50 years ago. □



Top: Joe with his father, Orville L. "Ox" Nuxhall in February 1944. "Our dad always pushed all of us boys to do our best, no matter what sport we were playing," said Joe's brother Bob Nuxhall. Provided by the Nuxhall family

Right: Joe, center, hangs out with some Reds teammates. Provided by the Nuxhall family

Far right: From left to right, back row, Frank McCormick, far left, Gus Bell, Frank Robinson, Roy McMillan, Johnny Temple, Ted Kluszewski, manager Birdie Tebbetts, far right. Front row, left to right, Brooks Lawrence, Ed Bailey and Joe.

Provided by the Nuxhall family



THE NORTH END LIL' JOES OF HAMILTON, OHIO

A BASEBALL AND CHARACTER EDUCATION PROGRAM FOR CHILDREN



ROUNDING THIRD AND HEADING FOR SUCCESS!

The North End Citizens for Community Action (NECCA)



Was founded as an outgrowth of the Federally funded "Weed and Seed" Program, a five year cooperative effort between Hamilton's North End Community, The City of Hamilton, The City of Hamilton Police Department and the U.S. Justice Department.

NECCA'S MISSION STATEMENT IS:

"Promoting the unification of North End residents; Beautifying the North End; Increasing awareness of community services; and advocating for neighborhood residents"

In keeping with that mission, NECCA has worked in the community for the last five years as an independent, neighborhood based, Tax-exempt 501 C-3 charitable organization. Our board members are all residents of or business owners in what is commonly known as "the North End" of Hamilton.

This area was once the hub of Hamilton's industrial base and the home to the captains of industry and finance as well as the workers who toiled in the plants of such companies as Champion Paper and Ford Motor Company that were located within the north end neighborhood confines.

Despite its rich history, the North End of Hamilton, like so many midwest industrial neighborhoods has fallen on hard times. On average more than 70-80% of the households are at or below the federal poverty level .

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The North End Citizens for Community Action (NECCA)

NECCA strives to assist neighborhood residents to unite to create the same opportunities and services that one would expect in any neighborhood.

To this end we have operated a VITA TAX Center in cooperation with the US Department of Justice and Internal Revenue Service to provide free tax return assistance to low income families, help start a cub scout pack, held community movie nights and picnics, and advocated for a new playground at the corner of Heaton Street and Greenwood Avenue, the hub of the North End neighborhood.

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Hamilton Joe, , The Old Lefthander and the North End



Hamilton North End Native Son
Joe Nuxhall

Hamilton's North End is the location of the boyhood home of the celebrated Cincinnati Reds Pitcher and radio broadcaster, Joe Nuxhall.

At the very young age of 14 Joe was discovered by a scout of the Cincinnati Reds while playing baseball on the North End Field. Joe was subsequently signed to a professional contract and the following year became the youngest player to play in the major leagues at age 15.

Joe pitched for the Reds for many years before retiring to become the radio voice of the Cincinnati Reds. He held that position for more than 30 years. His trademark sign of for each game "This is the Old Lefthander rounding third and heading for home" is fittingly displayed, in tribute to Joe, on the side of Great American Ballpark, the home of the Reds.

He is undoubtedly the most beloved figure in this in this part of the country. He became a legend to us here for his competitiveness, his warmth and his generosity.

ROUNDING THIRD AND HEADING FOR SUCCESS!



THE NORTH END LIL' JOES OF HAMILTON, OHIO

A BASEBALL AND CHARACTER EDUCATION PROGRAM FOR CHILDREN

2010 NECCA started the Reds Rookie Success League of Hamilton. The program is a, free character education based, baseball and recreation program for the children of our neighborhood.

Founded in cooperation with the Cincinnati Reds Community Fund, The City of Hamilton, The Hamilton Community Fund and The Joe Nuxhall Character Education Fund the league is the first youth sports program to be organized in the "north end" in over 20 years. It is also the first ever youth programming organized to play on the very field that Joe Nuxhall was playing the day he was discovered by the Cincinnati Red in 1943.

The program gives the children of the area, so rich in baseball tradition and lore, the same opportunity that Joe Nuxhall and the kids of so many generations in the North End have had : To play baseball in their own neighborhood, to enjoy the game, to have something to look forward to do that is fun and productive and to do that in a safe environment.

The program also gives our parents and families the chance to work together to give their children this chance and to develop a sense of ownership of their neighborhood and control of their own destinies and that of their children.

We also wish to honor the legend of Joe Nuxhall and all that was and is good about him. His story is an amazing one of opportunity, perseverance, success and generosity to his fellow man. It is well that we play ball on the same field he did as a boy, It is better that we use his life as a lesson for all of us to learn from.

What follows is the story of our first year in pictures, of our attempt to honor this legend and create a lasting legacy through the children that now live and play in the neighborhood in which he grew up.

ROUNDING THIRD AND HEADING FOR SUCCESS!



THE NORTH END LIL' JOES OF HAMILTON, OHIO

A BASEBALL AND CHARACTER EDUCATION PROGRAM FOR CHILDREN

The first night, the first kids to play where Joe had played.



We came on bikes, on foot, with our friends and parents.



ROUNDING THIRD AND HEADING FOR SUCCESS!



THE NORTH END LIL' JOES OF HAMILTON, OHIO

A BASEBALL AND CHARACTER EDUCATION PROGRAM FOR CHILDREN

Our number one goal:
To have fun!

Below: A visual interpretation of that rule by one of our youngest players

We learned how to get along and be a better person.



ROUNDING THIRD AND HEADING FOR SUCCESS!



THE NORTH END LIL' JOES OF HAMILTON, OHIO

A BASEBALL AND CHARACTER EDUCATION PROGRAM FOR CHILDREN

We learned to play baseball and
how to be part of team.

Our Coaches helped us.
They were nice.



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THE NORTH END LIL' JOES OF HAMILTON, OHIO

A BASEBALL AND CHARACTER EDUCATION PROGRAM FOR CHILDREN

Sometimes, we hit the ball.

Sometimes, we missed.



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THE NORTH END LIL' JOES OF HAMILTON, OHIO

A BASEBALL AND CHARACTER EDUCATION PROGRAM FOR CHILDREN

We learned new things like putting
on catcher's gear...

...and that only one catcher is
needed at a time.



ROUNDING THIRD AND HEADING FOR SUCCESS!



THE NORTH END LIL' JOES OF HAMILTON, OHIO

A BASEBALL AND CHARACTER EDUCATION PROGRAM FOR CHILDREN

We got to wear shirts and hats from the Reds...



... and our parents came to help and see us succeed. We were proud.



ROUNDING THIRD AND HEADING FOR SUCCESS!



THE NORTH END LIL' JOES OF HAMILTON, OHIO

A BASEBALL AND CHARACTER EDUCATION PROGRAM FOR CHILDREN

Every Wednesday we had a picnic. We ate hot dogs on the grass...
with our families.



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THE NORTH END LIL' JOES OF HAMILTON, OHIO

A BASEBALL AND CHARACTER EDUCATION PROGRAM FOR CHILDREN

...funny looking potato chips

.... and watermelon on hot days. Wow was that good!



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THE NORTH END LIL' JOES OF HAMILTON, OHIO

A BASEBALL AND CHARACTER EDUCATION PROGRAM FOR CHILDREN

...We had lots of help from people who cared .

They talked to us and were patient.



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THE NORTH END LIL' JOES OF HAMILTON, OHIO

A BASEBALL AND CHARACTER EDUCATION PROGRAM FOR CHILDREN

...They threw it so we could hit it and feel good that we did.

It's not easy hitting a ball but they made us want to try.



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THE NORTH END LIL' JOES OF HAMILTON, OHIO

A BASEBALL AND CHARACTER EDUCATION PROGRAM FOR CHILDREN

Our coaches took time to teach us on the field.

If we didn't understand they stopped to show us.



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THE NORTH END LIL' JOES OF HAMILTON, OHIO

A BASEBALL AND CHARACTER EDUCATION PROGRAM FOR CHILDREN

...We got a new glove and used it to catch.



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THE NORTH END LIL' JOES OF HAMILTON, OHIO

A BASEBALL AND CHARACTER EDUCATION PROGRAM FOR CHILDREN

When the day was done we shook hands..

We knew that no matter the score, we all won!



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THE NORTH END LIL' JOES OF HAMILTON, OHIO

A BASEBALL AND CHARACTER EDUCATION PROGRAM FOR CHILDREN

We had special visitors...
Mister Redlegs came to run and

to play ball and.....



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THE NORTH END LIL' JOES OF HAMILTON, OHIO

A BASEBALL AND CHARACTER EDUCATION PROGRAM FOR CHILDREN

...sign autographs and

just chat a bit.



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THE NORTH END LIL' JOES OF HAMILTON, OHIO

A BASEBALL AND CHARACTER EDUCATION PROGRAM FOR CHILDREN

Kim Nuxhall, Joe's son also came. He talked about his dad and how to be a good person.



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THE NORTH END LIL' JOES OF HAMILTON, OHIO

A BASEBALL AND CHARACTER EDUCATION PROGRAM FOR CHILDREN

Without his help all this would never have happened.

We gave him our picture and told him thanks.



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THE NORTH END LIL' JOES OF HAMILTON, OHIO

A BASEBALL AND CHARACTER EDUCATION PROGRAM FOR CHILDREN

Charlie Frank of the Reds Community Fund was a big helper too!

As was our Mayor Pat Moeller. He was even our coach!



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THE NORTH END LIL' JOES OF HAMILTON, OHIO

A BASEBALL AND CHARACTER EDUCATION PROGRAM FOR CHILDREN

We took some pictures of our
Teams and our Coaches...

We all got a copy to remember the
fun times .

2010 REDS ROOKIE SUCCESS LEAGUE



OF HAMILTON, OHIO

2010 REDS ROOKIE SUCCESS LEAGUE



OF HAMILTON, OHIO

2010 REDS ROOKIE SUCCESS LEAGUE



OF HAMILTON, OHIO



CARING CUBS, PERSEVERING PIRATES,
TENACITY TIGERS, DETERMINED DIAMONDBACKS



RESPECTFUL REDS AND COURAGEOUS CARDINALS



GENEROUS GIANTS AND TRUST WORTHY TWINS

The "A" division ages 5-8

The "B" division ages 8-10

The "C" division ages 10-12

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THE NORTH END LIL' JOES OF HAMILTON, OHIO

A BASEBALL AND CHARACTER EDUCATION PROGRAM FOR CHILDREN

We even made the Newspaper!!!

Hamilton student lauded for her volunteer work

Susan Johnson spent the summer teaching baseball fundamentals to the Tenacious Tigers.

By Richard O Jones
Staff Writer

HAMILTON — Even before she became a Hamilton Schools student, Susan Johnson had already become a leader in the district's Character Education Initiative.

Johnson was recently given a shout-out in the Freshman Forecast, a regular Freshman School newsletter, in the feature "Going Above and Beyond."

Johnson and her family moved to the Dayton Lane neighborhood last summer, renting the upstairs apartment in the home of Tim Spoonster, director of North End Citizens for Community Action, who was recruiting players for the Reds Rookie Success League of Hamilton.

The Reds Rookie Success League, sponsored by the Joe Nuxhall Character Education Fund and the Cincinnati Reds Community Fund, gave local youngsters a chance to participate in a twice-weekly baseball camp with "life lessons."

Since Johnson was too old to be a player, she signed on to be a coach and mentor.

"I like doing volunteer work, and I wasn't doing anything over the summer anyway," she said. "so it sounded like fun."

Johnson worked with a co-ed team for 6- to 12-year-olds called the Tenacious Tigers. During each three-hour session, she worked with them on baseball fundamentals, but also "the traits of good character like responsibility and respect," she said.

"She's a very mature and responsible person," Spoonster said, "and living in the neighborhood, she was able to help with other things off the field, like calling people and giving them directions or making up first aid kits."

Johnson put in more than 60 hours of effort into the program,



Hamilton Freshman School student Susan Johnson was recently recognized for her efforts helping younger children in the Reds Rookie Success League.

and intends to sign up again next summer.

"Her contribution and conduct are a source of pride for our school and the community," said the Freshman Forecast. "She is a great example of someone who is responsible and compassionate."

Contact this reporter at (513) 820-2186 or ojones@journalnews.com.

Reds rookie league gets more children on diamond



Cincinnati Reds mascot Mr. Red Legs runs with the children during the Reds Rookie Success League wrap-up party at the North End Baseball Complex on Joe Nuxhall Way in Hamilton on Saturday, Aug. 28. Contributed photo by E.L. WARDEN

With addition of character lessons, program delivers pitch about life with those on hitting, catching and throwing.

By Hannah Putnam
Staff Writer

HAMILTON — The Reds Rookie Success League of Hamilton wrapped up its first-ever season of baseball and character education Saturday, Aug. 28.

During the months of July and August, area children attended a baseball camp Wednesdays and Saturdays where volunteers taught them how to catch, throw and hit, as well as life lessons.

Tim Spoonster, director of North End Citizens for Community Action, said 91

children signed up to come out the first night to North End Park. But with high temperatures this summer the number dropped to around 40 each week.

"We wanted to see kids have the same opportunity here as they'd have anywhere else," Spoonster said.

Spoonster said North End Park is special to the program because that's where the late Joe Nuxhall was playing when he was recruited by the Cincinnati Reds.

"It's an important link with heritage," Spoonster said. "It was amazing (to see the kids). They didn't want to stop playing regardless of rain, heat, or it being Saturday."

Mayor Pat Moeller, coach and sponsor this year, said with the addition of character lessons, the program was able to help

the participants no matter their skill level.

"I gave youngsters who don't normally have baseball experience a chance to get on a baseball field in their neighborhood," Moeller said.

Spoonster said without the help of the Reds Community Fund and Kim Nuxhall at the Reds Rookie Success League of Butler County, the program wouldn't have happened.

Spoonster, alongside Jim and Vicki Bondner and Jim and Linda Campbell, has begun planning for next year's program. He said it will happen as long as necessary funds come through.

"We've established the expectation that this should happen," Spoonster said.

Contact this reporter at (513) 820-2179 or hputnam@journalnews.com.



ROUNDING THIRD AND HEADING FOR SUCCESS!

THE NORTH END LIL' JOES OF HAMILTON, OHIO

A BASEBALL AND CHARACTER EDUCATION PROGRAM FOR CHILDREN

We had a great time . We played baseball, we learned about good character and that people cared about us.

We have many people and businesses to thank for helping to make our dream of honoring the legend of Joe Nuxhall by creating a legacy of baseball and character education in Hamilton's North End come true.

The Board of the North End Citizens for Community Action
Jim Brandner, Vicki Brandner, Linda Campbell, Jim Campbell, Leah Egbert, Frank Egbert, Tim Spoonster
Mayor Pat Moeller, City of Hamilton

Mr. Kim Nuxhall, Director, the Joe Nuxhall Character Education Fund
Charlie Frank and Jason Maidenberg and The Cincinnati Reds Community Fund
Rodney Hubbard, Director of the Butler County Reds Rookies Success League
Bob Harris, Jerry Lauer and Steve Maxwell of the Hamilton Parks Department
Sheriff Richard K. Jones and the Butler County Sheriff's Department
Chief Neil Ferdelman and the Hamilton City Police Department
Cindy Carpenter, Butler County Commissioner
Jimm and Scott Brandner, and Hare's Pharmacy
Fraternal Order of Police Lodge 38
Bob Snyder and Walgreen Pharmacy
Debbie Keene, Keene's Sporting Goods

Revered Rick Meeker and the Congregation of the Dayton Lane Community Church
Reverend Gary Chance and the congregation of the Kingdom Ministries
Ray Schlueter and Signature Custom Printing
Dennis and Robin Kurlas and the crew of the Riverbank Café,
Terry Weekly and Rob Wile of United Heartland Insurance
Marsh's and Save-A-Lot Grocery Stores
Dr. Tom Nye and Nye Family Vision
Jeremy Fogle and everyone at the Hamilton Applebees
Mr. Steve Spinks, Elder Beerman Department Stores
US Bank
Kroger Grocery Stores



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THE NORTH END LIL' JOES OF HAMILTON, OHIO

A BASEBALL AND CHARACTER EDUCATION PROGRAM FOR CHILDREN

2010 CINCINNATI REDS ROOKIE SUCCESS LEAGUE OF HAMILTON, OHIO



WITH MANY THANKS TO ALL WHO HELPED
MAKE THIS DREAM COME TRUE!

ROUNDING THIRD AND HEADING FOR SUCCESS!



THE NORTH END LIL' JOES OF HAMILTON, OHIO

A BASEBALL AND CHARACTER EDUCATION PROGRAM FOR CHILDREN

This year we have changed the name of our program to

"The North End Lil' Joes of Hamilton, Ohio"

A BASEBALL AND CHARACTER EDUCATION

PROGRAM FOR CHILDREN

We do this to further strengthen the link between what we are doing and the legacy of Joe Nuxhall.

Our Mission, however, remains the same:

To provide our children with an opportunity to have fun and enjoy themselves;

To Know that people care about them;

To help them to learn not only what it takes to play the game of baseball, but more importantly,

what it takes to play the game of life.

ROUNDING THIRD AND HEADING FOR SUCCESS!



THE NORTH END LIL' JOES OF HAMILTON, OHIO

A BASEBALL AND CHARACTER EDUCATION PROGRAM FOR CHILDREN

Would you like to help honor the legend of Joe Nuxhall by creating a legacy of youth sports and recreation opportunities in the North End Community of Hamilton?

We have need of volunteers and donations of money and equipment.

We also hope to expand the playground at the corner of Heaton and Greenwood Streets and create an active memorial to "Hamilton Joe" in the very neighborhood in which he grew up.

If you are interested in helping please contact us at:

NECCA

819 Dayton Street

Hamilton, Ohio 45011

937-609-0890

ROUNDING THIRD AND HEADING FOR SUCCESS!

Or e-mail us at Northendcitizens@yahoo.com



THE NORTH END LIL' JOES OF HAMILTON, OHIO

A BASEBALL AND CHARACTER EDUCATION PROGRAM FOR CHILDREN



JOE NUXHALL 1944

Hamilton North End Summer Baseball Camp

We Need kids and volunteers to be part of a
FREE Baseball & Character Building Program!
This is a FREE program for the Children of Hamilton
and it's North End Community Ages 5 thru 12
June 13th - July 7th
at The NORTH END BALL FIELDS
Monday & Thursdays 9 am-12:30 pm

Applications Available Here!

Complete a player or volunteer application form and
Place it in the box provided here. You will be contacted shortly!
"You Have to Have Good Character to Be a Lil' Joe!"
Sign Up Now and Help Carry on the Legacy of "Hamilton Joe"
FOR MORE INFORMATION CALL
TIM SPOONSTER @ 937-609-0890 OR AT
NORTHENDCITIZENS@YAHOO.COM

BROUGHT TO YOU WITH THE HELP OF:



Season Schedule
Location North End Fields
Joe Nuxhall Blvd

Breakfast Set up 8:30

Volunteers Report: NLT 8:45 Am

Mondays and Thursdays
9:00 am to 12:30 Pm

Breakfast from 9:00 to 9:30

Group Session 9:30 to 10:00

Skills Practice 10:00 to 10:45

On Tuesdays and Wednesday we will meet
for breakfast @ 9:00 and then @ 9:30 bus
children to the RRSL Program in Fairfield
Lunch: Thursdays 12:00 - 12:30

ROUNDING THIRD AND HEADING FOR SUCCESS!



THE NORTH END LIL' JOES OF HAMILTON, OHIO

A BASEBALL AND CHARACTER EDUCATION PROGRAM FOR CHILDREN

THE NORTH END "LIL' JOES" OF HAMILTON, OHIO
A FREE PROGRAM FOR FUN, BASEBALL AND CHARACTER BUILDING FOR THE CHILDREN OF HAMILTON AND ITS NORTH END COMMUNITY
Volunteer Application & Release Form
Dates: June 13th thru July 7th (Every Monday and Thursday from 9 am -1pm)
LOCATION: AT THE NORTH END FIELDS ON NUXHALL BOULEVARD IN HAMILTON, OHIO

Name _____	Daytime phone _____
Address _____	Evening phone _____
City _____	State _____ Zip _____
Email address _____	Cell Phone _____
Place of employment _____	Social Security Number _____
Date of Birth _____	Driver's License Number _____ State _____
Emergency contact: Name _____	Phone _____

I CAN HELP IN THE FOLLOWING WAY(S):

1. COACH A TEAM (At least 24 needed)
2. EQUIPMENT MANAGERS (6 needed)
3. ENROLLMENT HELPER (SOME HOURS BEFORE SEASON)
4. BREAKFAST HELPERS (6 needed)
5. FUND RAISING (YEAR ROUND)
6. SNEK TEAM SPONSORS
7. CALLING PARENTS
8. WASH TEAM SHIRTS (1 PER TEAM)

Background Information

1. Have you ever been convicted of a crime? _____ If so please explain _____

*Note: A conviction does not automatically mean you cannot volunteer. Failure to reveal a conviction that is later discovered during the mandatory Criminal Background check will disqualify you from volunteering. Give all facts so that a fair decision can be made.

2. Have you had any formal training as a volunteer? _____ If so please explain _____

Continued on Reverse

2

3. List Organizations that you have Volunteered for in the past:

Organization	Volunteer Position	Dates	Supervisor and Telephone No.
a. _____	_____	_____	_____
b. _____	_____	_____	_____
c. _____	_____	_____	_____
d. _____	_____	_____	_____

4. List any special limitations that may affect your volunteer participation

Condition of Volunteer Participation

I recognize that there are certain risks of physical injury as a result of my participation in this program. I agree to assume the full risk of injuries, damages or loss that I may sustain as a result of participating in any and all activities connected with this program.

I agree to waive and relinquish all claims I may have, as a result of my participation in the program against the North End Citizens for Community Action, City of Hamilton, Ohio, the Joe Nuxhall Character Education Foundation, the Hamilton Community Fund and their agents, employees and volunteers.

I do hereby give permission for the North End Citizens for Community Action, City of Hamilton, Ohio, The Joe Nuxhall Character Education Foundation, The Hamilton Community Fund, and their agents, to use photographic images and/or video footage of myself for promotional items.

I further agree to indemnify, defend and hold harmless the North End Citizens for Community Action City of Hamilton, Ohio, Joe Nuxhall Character Education Foundation, The Hamilton Community Fund and their agents, employees and volunteers from any and all claims resulting from injuries, damages and losses sustained by myself, arising out of, connected with, or in any way associated with the activities of this program.

NECCA's Policy is to complete a criminal background check on all volunteers directly involved with children as Coaches, Assistant Coaches, Enrollment Helpers, Calling Parents or any other activity that involves working directly with children or any confidential information. This background check may require Volunteer applicants to be fingerprinted and that those prints to be run through the Ohio Bureau of Criminal Identification.

I understand that my selection and/or dismissal as a volunteer is at the discretion of NECCA.

I have read and the attached NECCA Volunteer Code of Conduct and understand that any violation of this code may be grounds for removal as a volunteer.

I have read fully and fully understand this release form. Before registration is valid, the participant must sign this document.

Volunteer Printed Name _____

Volunteer Signature: _____ Date: _____

Guardian's Signature _____ Date: _____

(If volunteer is under 18 - *minimum age is 14)

RETURNS COMPLETED VOLUNTEER FORMS IN A SEALED ENVELOPE TO:
TIM SPOONSTER 819 DAYTON STREET, HAMILTON, OHIO 45011
 Questions: northendcitizens@ccaction.com or
 Call Tim Spoonster @ 937-609-8890 Or Linda Campbell @ (513) 418-7814

3


VOLUNTEER APPLICATION

ROUNDING THIRD AND HEADING FOR SUCCESS!



THE NORTH END LIL' JOES OF HAMILTON, OHIO

A BASEBALL AND CHARACTER EDUCATION PROGRAM FOR CHILDREN




THE NORTH END "LIL' JOES" OF HAMILTON, OHIO
A FREE PROGRAM FOR FUN, BASEBALL & CHARACTER BUILDING FOR THE CHILDREN OF HAMILTON & ITS NORTH END COMMUNITY
VOLUNTEER CODE OF CONDUCT AND ETHICS

1. Smoking or use of tobacco products in the presence of children is prohibited.
2. Using, possessing, or being under the influence of alcohol or illegal drugs **WILL NOT BE TOLERATED!**
3. Any form of abuse of children **WILL NOT BE TOLERATED** including:
 - Physical Abuse- strike spansks, shake, or slap
 - Verbal Abuse- humiliates, degrades, or threatens
 - Sexual Abuse- including inappropriate touching and exposure
 - Mental Abuse (Self Esteem) - comparison, or criticism
4. Volunteers must treat everyone of all races, religions, and cultures with respect and consideration.
5. Volunteers must use positive techniques of guidance, including positive reinforcement and encouragement.
6. Volunteers shall abstain from humiliating or frightening discipline techniques.
7. Volunteers shall not use profanity in the presence of children or parents.
8. Volunteers shall refrain from intimate displays of affection towards others in the presence of children, parents, and staff.
9. Volunteers must be free of physical and psychological conditions that might adversely affect others.
10. Volunteers will portray a positive role model for youth by maintaining an attitude of respect, loyalty, patience, integrity, courtesy, tact and maturity.
11. Volunteers will do everything in their power to avoid being put in a situation where they are alone with a child other than their own during any NECCA event.
12. Volunteers must maintain confidentiality of all information about the children and adults that they come to know during the course of their involvement with any NECCA program.
13. I understand that as a volunteer for NECCA I may be subject to a background check, including a criminal history.
14. I will maintain an e-mail address for purposes of a background check, I if I do not have one I will create and complete a background check online if necessary. Assistance will be given to help do this if you do not have access to a computer.

I UNDERSTAND THAT ANY VIOLATION OF THIS CODE MAY BE GROUNDS FOR REMOVAL AS A VOLUNTEER. BEING FULLY AWARE OF THE MATTERS CONTAINED IN THE VOLUNTEER CODE OF ETHICS AND RULES, I STILL DESIRE CONSIDERATION AS A VOLUNTEER FOR NECCA.

Volunteer Printed Name _____

 Volunteer's signature Date



THE HAMILTON JOES CODE OF CHARACTER AND RESPONSIBILITIES

THE HAMILTON JOES BASEBALL EXPERIENCE IS AN "EARNED PRIVILEGE", WHICH HAS BEEN GAINED FROM HARD WORK ON THE FIELD, IN THE CLASSROOM & IN LIFE. THE PRIVILEGE OF BEING A PART OF OR ASSOCIATED WITH THE HAMILTON JOES LENDS ITSELF TO IMPORTANT RESPONSIBILITIES FOR "ALL" INVOLVED..

"JOES" HAVE A RESPONSIBILITY TO:

1. BE A POSITIVE ROLE MODEL FOR OUR FANS, TEAMMATES & COMMUNITY;
2. BE A POSITIVE IMPACT IN THE COMMUNITY BY HELPING OTHERS;
3. BE RESPECTFUL TO TEAMMATES, COACHES, UMPIRES & FANS;
4. WORK HARD, BE DETERMINED & FOCUSED...ALWAYS KEEPING IN MIND THE FANS;
5. BE SELFLESS IN PUTTING THE TEAM & OTHERS AHEAD OF YOURSELF;
6. BE DISCIPLINED IN YOUR ACTIONS, BOTH ON & OFF THE FIELD;
7. BE ACCESSIBLE & ACCOMMODATING TO FANS & MEDIA AT ALL TIMES;
8. BE SELF-ASSESSING; EVALUATE YOURSELF & STRIVE TO IMPROVE EACH DAY IN YOUR PERSONAL CHARACTER, WHICH WILL TRANSCEND TO YOUR PERFORMANCE;
9. BE A PERSON OF THE HIGHEST INTEGRITY AND RESPECTFUL TO YOURSELF;
10. PROVIDE OUR FANS WITH AN ENTERTAINING EXPERIENCE FOR THEIR INVESTMENT;
11. BE SUPPORTIVE OF OTHERS IN THEIR SUCCESSES & FAILURES;
12. BE ACCEPTING OF THE DIFFERENCES IN OTHERS;
13. BE AWARE THAT THE PRIVILEGE OF PLAYING BASEBALL CAN BE LOST VIA INJURY, PERFORMANCE OR CAN BE TAKEN AS A RESULT OF YOUR CHOICES;
14. BE GOOD TO THE GAME...IT'S BEEN GOOD TO YOU.

CODE OF CONDUCT
 ROUNDING THIRD AND HEADING FOR SUCCESS!



THE NORTH END LIL' JOES OF HAMILTON, OHIO

A BASEBALL AND CHARACTER EDUCATION PROGRAM FOR CHILDREN

VOLUNTEER POLICY

ALL VOLUNTEERS MUST :

COMPLETE AND SIGN A VOLUNTEER APPLICATION

READ SIGN AND ADHERE TO THE NECCA VOLUNTEER CODE OF CONDUCT

COMPLETE A CRIMINAL BACKGROUND CHECK AS FOLLOWS:

1. NEW VOLUNTEERS OVER THE AGE OF 18 MUST COMPLETE A FULL BCI AND FBI BACKGROUND CHECK AT THE BUTLER COUNTY SHERIFF'S OFFICE.
 2. RETURNING VOLUNTEERS OVER THE AGE OF 18 MUST UNDERGO A BACKGROUND CHECK VIA THE INTERNET BY PROVIDING THEIR E-MAIL ADDRESS AND COMPLETING AN ONLINE CHECK
 3. ALL VOLUNTEERS OVER THE AGE OF 18 MAY BE REQUIRED TO RESUBMIT TO TO A FULL BCI AND FBI BACKGROUND CHECK AT
 4. NECCA'S DISCRETION OR EVERY 3 YEARS MINIMUM
 5. ALL VOLUNTEERS SERVE AT THE DISCRETION OF THE NECCA BOARD OF DIRECTORS AND ANY VIOLATION OF THIS POLICY MAY RESULT IN DISMISSAL
- ROUNDING THIRD AND HEADING FOR SUCCESS!



THE NORTH END LIL' JOES OF HAMILTON, OHIO

A BASEBALL AND CHARACTER EDUCATION PROGRAM FOR CHILDREN

1.

SAFETY FIRST

- Keep Children under Constant Supervision
- Anticipate possible Safety Issues and eliminate them.
- Register Cell Phone Number for Communications while on fields
- Only Registered Volunteers are to work with the children
- Wear Coaches Shirt and Name Tag at all Times
- Allow for plenty of Water and rest if necessary
- Report an injuries as soon as possible
- Keep one First Aid Kit per field, ask for new supplies as needed
- Do not release a child to someone other than who is on their enrollment form.
Send an adult with the child when they are going to the restroom.
If a child appears seriously hurt, do not move them unless necessary.

Program 937-609-0890 into your phone to reach Tim



ROUNDING THIRD AND HEADING FOR SUCCESS!

THE NORTH END LIL' JOES OF HAMILTON, OHIO

A BASEBALL AND CHARACTER EDUCATION PROGRAM FOR CHILDREN

5 Simple Rules

1. Choose to do the right thing
2. Listen to adults and coaches
3. Try Your Best
4. Believe in Yourself
5. Know that you are loved

The 5 Building Blocks To Success

1. Acceptance
2. Respect
3. Compassion
4. Honesty
5. Responsibility

ROUNDING THIRD AND HEADING FOR SUCCESS!



THE NORTH END LIL' JOES OF HAMILTON, OHIO

A BASEBALL AND CHARACTER EDUCATION PROGRAM FOR CHILDREN

MENTORING

THE CHILD IS OUR FOCUS

MAKE SURE THE CHILDREN HAVE FUN AND ARE SAFE

GET TO KNOW THEM

DEVELOP A TRUSTING RELATIONSHIP

LEAD BY EXAMPLE

USE POSITIVE REINFORCEMENT

EMPHASIZE BUILDING BLOCK TERMS IN EVERY DAY DIALOGUE, DRILLS AND EXERCISES

DO NOT RAISE YOUR VOICE WITH A CHILD

GIVE CLEAR DIRECTIONS

BE CONSISTANT IN YOU EXPECTATIONS

SELF CONTROL, RESPECT, SHARING, KINDNESS ARE ALL THINGS WE ARE TEACHING.

MAKE SURE EVERYONE GETS THEIR CHANCE

TAKE TIME ON THE FIELD TO TEACH WHEN THE MOMENT ARISES.

DEMONSTRATE CARE AND CONCERN:

Remember:
ROUNDING THIRD AND HEADING FOR SUCCESS!
This is not a competitive Program
This is a fun and learning Program



NUXHALL DAY

This event is named for Hamilton's most beloved native son, Joe Nuxhall. He grew up in the North End neighborhood when it flourished as the home to many working class families and the industries where they plied their trades.

In 1943 , at age 14 he was out playing ball on the fields that are often referred to as "Ford's " Field " or just the North End Ball Fields. He was playing with grown men his father's age. There was a war going on

The story of "Hamilton Joe "Nuxhall is a quintessential American tale. It is one of opportunity, failure, determination, accomplishment, generosity, goodwill and recognition. It is the story of the most beloved figure not only in Hamilton but in Cincinnati and its surrounding areas as well.

It is a story worth retelling and commemorating.

We hope to do that on June 15 by renaming the baseball fields at L.J. Smith Park in Joe's name and raising funds for an historical marker to be placed there to commemorate his life and the place where his amazing journey began at age 14.

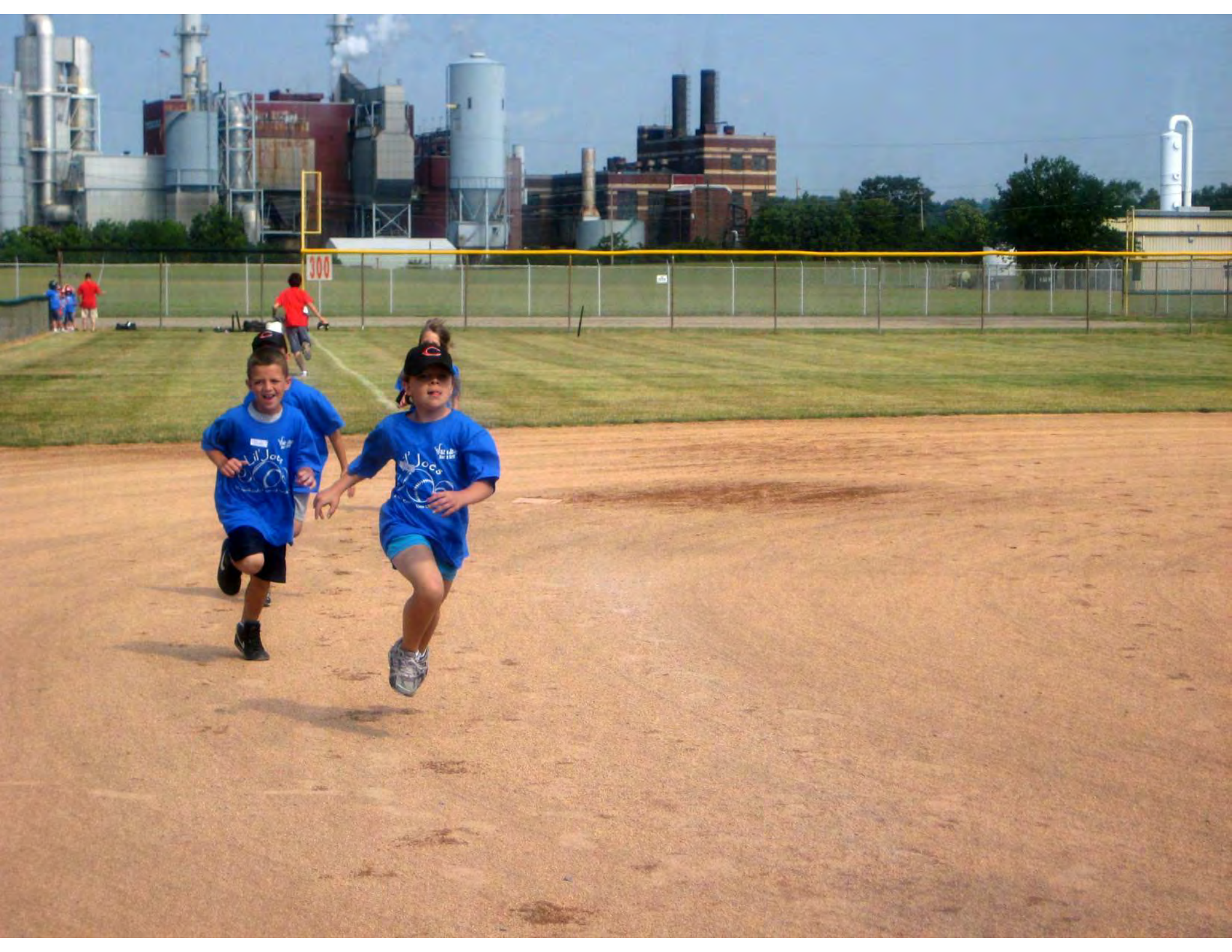
It's a tough world out there today, and nowhere is that more evident than Joe's old North End Neighborhood. We believe that by giving Joe this recognition here, where today where today hope is not plentiful, it can bring hope where it is so desperately needed.

We want this event to serve as a catalyst to bring recognition and pride to this neighborhood. This area needs a focal point to help it draw together and a destination to draw the outside world in, so that stereotypes can be dispelled and cooperation and innovation can begin.

We believe that sports youth sports and activities that can be found in almost every part of the city but here, is essential to creating a better life for our children. They should play baseball here, have fun, learn how to interact with their friends and grow physically and spiritually.

We can think of no better example than the life of Joe Nuxhall to teach our children that failure is not total, that it can be overcome with hard work, determination and perseverance. Children need to learn from his example of caring and generosity, how he gave of his time, support and standing in the community to help just about any person or cause he encountered.

We want this celebration at this location to become where Hamilton gathers to remember Joe's amazing life and legacy. It should become a part of the long tradition of "Hamilton Night at the Reds" that has occurred every year in June as commemoration of Joe's 1st appearance in major league game on June 10, 1943 at age 15 as the youngest player in Major League Baseball history.



**W.E. Smith Family Charitable Trust
GRANT APPLICATION
(FOR PROJECTS RELATING TO LOCAL, AREA OR REGIONAL HISTORY)**

NAME (Individual or project): **Joe Nuxhall Historical Marker**

(If above is individual, list sponsor here):

The Hamilton Community Foundation for

1. NECCA (The North End Citizens for Community Action) Tim Spoonster
2. RENEW (Renewing the North End From Within) Jeff Gambrel

ADDRESS: NECCA: 819 Dayton Street, Hamilton, Ohio

TELEPHONE: (937) 609-0890

E-mail address: NorthendCitizens@Yahoo.com

DESCRIBE HISTORY PROJECT AND EXPECTED BENEFITS

(Use reverse or attachments if needed)

The North End Citizens for Community Action (NECCA) in partnership with RENEW (Renewing the North End From Within) a member of the City of Hamilton's 17 Strong neighborhood initiative, is respectfully requesting funding in the amount of \$2,000 to supplement the costs for purchasing/installing a historical marker honoring "Hamilton Joe" Nuxhall at the soon to be named Joe Nuxhall Fields at L.J. Smith Park in Hamilton's North End neighborhood. The amount requested is needed as a minimum local contribution necessary to make application for the marker as part of the Ohio Historical Marker Program. The application must be submitted by July 1, 2019.

Joe was a native to Hamilton's North End neighborhood. He rose to fame following his recruitment to the Cincinnati Reds in 1943 at the young age of fourteen while playing ball with his Dad's Industrial League Team on the field being named for him.

The following year, Joe made his first professional appearance with the Reds at the age of 15 marking him as the youngest player to appear in a major league baseball game. He continued to play professional baseball until his retirement in 1967 and then went on to be a broadcaster for the Reds for the next forty years.

Although he has numerous adoring fans today, the start of his baseball career was shaky, soon after his first appearance with the Reds Joe was sent to the minor leagues. Subsequently, he returned to Hamilton to finish high school and then, with dogged determination, restarted his quest to become a successful major leaguer.

Joe worked hard and rose up in the ranks joining the Reds yet again in 1952. Refusing to back down from his fair share of struggles makes him a shining example of perseverance for the disadvantaged youth that now reside in the North End. We are hoping they will be able to take away from this project that they are capable of accomplishing great things if they put their heart and soul into it.

Without a doubt Joe Nuxhall is the most beloved figure in Hamilton and this part of the country. As the youngest player in Major League baseball history, a competitive and tenacious Major League Baseball Pitcher who was a two time All-Star, the radio voice of the Cincinnati Reds and a generous benefactor who started the Joe Nuxhall Character Fund and whose legacy is continued by his son Kim Nuxhall in the establishment and operation of The Joe Nuxhall Miracle Leagues a baseball program for disabled children and adults, he has attained an important place in the history Hamilton and the Cincinnati area

The placing of a Historical Marker honoring him at the very field that he was discovered by is the Cincinnati Reds as a fourteen-year-old “phenom” is the first step in what is hoped to be a renaissance for this area of Hamilton.

The North End Neighborhood from which Joe came has become isolated, underserved and overwhelmed by the problems that many inner city neighborhoods in America’s Rustbelt have faced. The decline has been persistent and decades long.

By honoring Joe and drawing attention to his heritage as a Hamiltonian and North End Native son at this site we will be helping to bring much needed attention to this area, give neighborhood residents a source of local pride, raise money for youth baseball and other organized youth sports that have been absent for decades. (Note: Save for a four-year period when NECCA organized a baseball and character education camp for children on these fields.)

We plan to reignite Hamilton’s fervor for baseball by holding the first of what will be an annual celebration on this field to honor Joe Nuxhall on June 15th of this year. It will be during the event that the City of Hamilton will formally dedicate this site as The Joe Nuxhall Fields at L.J. Smith Park. We hope to draw thousands of visitors to this event that will include a free picnic, dedication ceremony, baseball and softball games for all ages and many activities for residents to learn about community resources and healthier life styles. Our plan is to conclude this and every annual celebration with a trip to a Cincinnati Reds game for “Hamilton Night” an event that was started by the Reds to honor Joe in 1955 and that has drawn tens of thousands of Hamiltonians to the game in years past.

The Reds organization has agreed to donate proceeds from ticket sales for this game back to our neighborhood to help fund the youth baseball, and sports and community activities that we plan to bring to the citizens and kids of this depressed area.

For next year’s celebration we hope to have the Ohio Historical Marker to honor Joe in place and celebrate the designation of the fields as an Ohio Historical Site.

In the greater historical picture, honoring Joe Nuxhall will also help us emphasize the important contributions that the site of this present day baseball field has made in the development of Hamilton’s history. The Hamilton Hydraulic canal that generated the power that helped make the city an industrial powerhouse still flows behind this field. The presences of water-generated

power here drew Henry Ford to Hamilton with his utopian plan to provide tractors for farmers and then employ those same farmers in the wintertime to make more tractors in a plant that still stands, in part, next to the fields. Ford had even bigger plans for the city, hoping to make it the “next Detroit” by building a new company that would make better and cheaper automobiles than anyone in the world on land he purchased that today contains the baseball complex being named for Joe. Joe’s boyhood home is only a block away as is the historically significant Greenwood Cemetery. We hope to make this history come alive with further signage, walkways and markers.

If the fund would be so generous as to contribute monies toward securing this marker, we will be able to make application to the Ohio History Connection in time to have it installed by next June’s Nuxhall Day Celebration. The contribution will not only assist in securing this marker, but will also help launch a series of events that will help tell the history of the man Joe Nuxhall, his hometown neighborhood and give hope and impetus for future projects that will enhance the lives of the residents of Hamilton’s North End Community.

WHAT IS THE AMOUNT BEING REQUESTED: \$2,000

HOW WILL THIS BE USED IN RELATION TO STATED PROJECT?

The funds we receive will be combined with local donations and proceeds from “Hamilton Night” ticket sales to supplement expenses related to the purchase/installation of the historical marker. Hopefully funds will be sufficient to have landscaping done around the historical marker once it is installed.

**NOTE: ALL APPLICATIONS MUST HAVE THE SPONSORSHIP OF A
NON-PROFIT BENEFICIARY. PLEASE INCLUDE EIN/TAX ID NUMBER FOR THE NON-
PROFIT APPLICANT**

EIN/TAX ID# 31-6038277

Note: The Hamilton Community Foundation is allowing us to use their Tax ID Number for purposes of this grant. The foundation will serve as receiver and distributor for any monies received from this grant.

WE SMITH FAMILY GRANT OUTLINE

- I. Describe Historical Project and Expected Benefits
 - A. Honor North end Native and Cincinnati Reds Legendary Player, Radio Broadcaster Joe Nuxhall
 1. Step One State Historical Marker
 2. Future Plans: State and National Historic Site that:
 - a) Commemorate the Service of Baseball's Major Leaguers During World War II
 - b) To Begin a recognition of the History of Hamilton's North End
 - (1) Miami/ Erie Canal
 - (2) The Hydraulic Canal System establish the city as an industrial city
 - (3) The great Flood of 1913: The changes it brought about
 - (4) Henry Fords's ambitious plans for the North end as the Next Detroit
 - (5) Historical Walk through North End,
 - (a) Including Nuxhall Family Home,
 - (b) Ford Plant
 - (c) Hydraulic Canal, and Feeder Canal System to Industries in Hamilton,
 - (d) The Little Reservoir,
 - (e) Fire Station,
 - (f) Greenwood Cemetery
 - (g) Route of Miami/Erie Canal
- II. Step Create a Focal Point for North End Neighborhood;
- III. Create a sense of Community and Pride.
- IV. Bring youth Baseball and other Athletic activities to the North End Ball Fields
- V. Start and Annual Celebration around Joe Nuxhall And the Annual Hamilton Night At the Reds!
- VI. Bring Hamilton to the City's North End Neighborhood
- VII. Use Annual Event to generate funding to improve the neighborhood
 1. Youth Baseball and other Sports Activities
 2. Baseball Field and Mosher Park Improvement
 3. Outside funding and development opportunities to the North End

Funding Request :

Step One Funding Request for minimum of :

Minimum Payment to Accompany Application to the State of Ohio Historical
Connection due July 1st 2019

Total Cost of the marker is \$ 3,350 plus additional charges of up to \$175 for adding a
photograph

Total due at time of application is