



# IN-PERSON & VIRTUAL OPEN HOUSES SUMMARY REPORT

**January/February 2023**

PID 115755

*Prepared For:*

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## INTRODUCTION

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

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



Figure 1: Map of the North Hamilton Crossing Study Area.

### Feasibility Study

In 2021, the project team began conducting a feasibility study to identify potential transportation improvements to be completed through the NHX project, and the first public input opportunity was held in August 2021. The goal of this first input opportunity was to share information about the purpose and need for the North Hamilton Crossing project and the results of studies completed to date, and to gather public input regarding transportation concerns in the study area. The feedback received was used to confirm project priorities and help inform the development of possible route alternatives for NHX.

Soon after the 2021 public input opportunity closed, the project team convened a Stakeholder Committee comprised of neighborhood representatives, business owners, interested parties, government officials from the city, county, and nearby townships, as well as some local residents. The project team met with this committee four times to develop, discuss, and evaluate 16 possible routing options – eight initial routes and eight hybrid routes that combined key elements of the eight initial routes.

The Stakeholder Committee provided feedback on each of the proposed 16 route alternatives, but before any permanent decisions could be made regarding the proposed options, the project team needed to present the alternatives to the public for their review and input as well, as required by the National Environmental Policy Act (NEPA). Therefore, in January 2023, the project team organized a 45-day opportunity to update the public on progress made to date and to review and provided input on all 16 proposed project alternatives.

This report summarizes the opportunities offered and the feedback received during the 45-day public review and comment period. The City of Hamilton, BCTID, and ODOT will use the input gathered to narrow down the proposed alternatives and identify which, if any, of the proposed alternatives will be advanced for further study.

## INPUT OPPORTUNITY SUMMARY

In January and February 2023, the City of Hamilton, BCTID, and ODOT hosted in-person and virtual open houses to:

- Provide an update on the North Hamilton Crossing project
- Share the results of recently completed studies
- Discuss route alternatives evaluated
- Gather community input

### In-Person Open House

The public input opportunity began with an in-person public Open House held on Jan. 23, 2023 at Fairview Elementary School. The meeting was held in the cafeteria of the school and the public was invited to come at their convenience any time between 5:30 p.m. and 7:30 p.m.

Information was presented on a series of 26 information boards that were set up around the perimeter of the room, most of which highlighted the 16 different project alternatives that had been developed and evaluated by the project team. Representatives from the City, BCTID, ODOT, and project team were stationed throughout meeting space to discuss the boards, answer questions, listen to participants comments, and address their concerns.

Upon arrival, attendees were offered the following materials:

- A project fact sheet
- A handout summarizing the current phase of the NHX development process
- A printed comment form

In addition, copies of ODOT's brochure, "When ODOT Needs Your Property," were available upon request. Participants were also invited to watch a four-minute video that introduced the project and addressed some of the most frequently asked questions that the project team had received to date. Participants were also informed of an opportunity to spend additional time reviewing the information being shared during this in-person session by participating in the virtual Open House. The virtual session included all the same information as the in-person meeting and was available for review for 45 days.

Copies of all the information boards and handouts are provided in Appendix A: Exhibits & Materials.

## Virtual Open House

The North Hamilton Crossing Virtual Open House was conducted using the Public Input virtual public engagement and communication platform. The online event took place between Jan. 23, 2023 and March 12, 2023.

Participants were invited to visit the site any time convenient to them and revisit as often as desired. Anyone needing special assistance or interpretation services was provided information on how to arrange for assistance. No requests were received.

The virtual Open House was subdivided into 10 sections, described below:

**Welcome Message** – Located at the top of the page, this section outlined the purpose and format of the virtual public input opportunity and provided instruction on how to navigate through the material and how to share questions and comments with the project team. It also highlighted whom to contact should interpretation services or other special assistance be needed.

**Overview tab** – The Overview tab discussed the growth of the City of Hamilton area, transportation improvements already completed, and needs that must still be addressed. It also featured a video that provided a brief project overview and addressed basic questions about the NHX project. The tab also described ODOT's Project Development Process, reviewed the project's purpose and needs, and included several questions about where participants live and work.

**Conditions tab** – The Conditions tab reviewed the existing transportation conditions found within the study area. It also identified environmental features [Section 4(f) Parks and Trails; Cultural Resource Sites, Potential Hazardous Materials Sites, and Ecological Features)] found within the study area, provided a summary underserved populations located in the area, and identified the locations of recent and planned economic developments. Questions embedded into the page provided participants with the opportunity to react to the information shared.

**NHX Concept tab** – The Concepts tab discussed the proposed concept for the NHX roadway and included a graphic of a typical section, as well as images of nearby roads that are similar to the proposed concept. This



Figure 2: Image of the opening page of the virtual Open House site.

page invited participants to provide feedback on the proposed concept and provided additional information about the Black Street Bridge and railroad overpasses in the City of Hamilton.

**Alternatives tab** – This tab summarized public input collected to date and the development of the 16 project alternatives, and highlighted factors that were considered as part of the evaluation process. This page also highlighted how input received from the public will be used in determining next steps.

**Initial Routes tab** – This tab focused on the eight initial route alternatives that were developed and evaluated and included a link to the detailed evaluation matrix. It included a map of each of the initial alternatives and a Pro-Con chart for each. Questions embedded into the page gauged participants’ level of interest in each alternative and provided an opportunity to share general comments.

**Hybrid Routes tab** – The Hybrid Routes tab showed the eight hybrid route alternatives that were developed and evaluated and included a link to the detailed evaluation matrix. This tab included a map of each of the hybrid alternatives and Pro-Con chart for each. It also included a question gauging each participants’ level of interest in each alternative and provided an opportunity to share general comments. The tab concluded with information about the No Build alternative and a question about participants’ interest in that option.

**Next Steps tab** – This tab highlighted next steps and the next phase of study for the project, as well as construction timing and information about project funding.

**FAQs tab** – Three of the most frequently asked questions the project team received over the past several months were featured on this tab. A question on the page also asked about participants’ level of interest in selling their property, should it be impacted by the project.

**Input tab** – The Input tab discussed the importance of public input to the Project Development Process and invited respondents to share their email address if they wanted to receive project updates by email. An open-response question also allowed respondents to provide additional comments.

**About You tab** – This tab featured ODOT’s standard demographic questions.

A sidebar on the Public Input site featured additional project information, including:

- A link to a printable version of the survey questions
- A link to the North Hamilton Crossing project website

#### ALTERNATIVE EBE

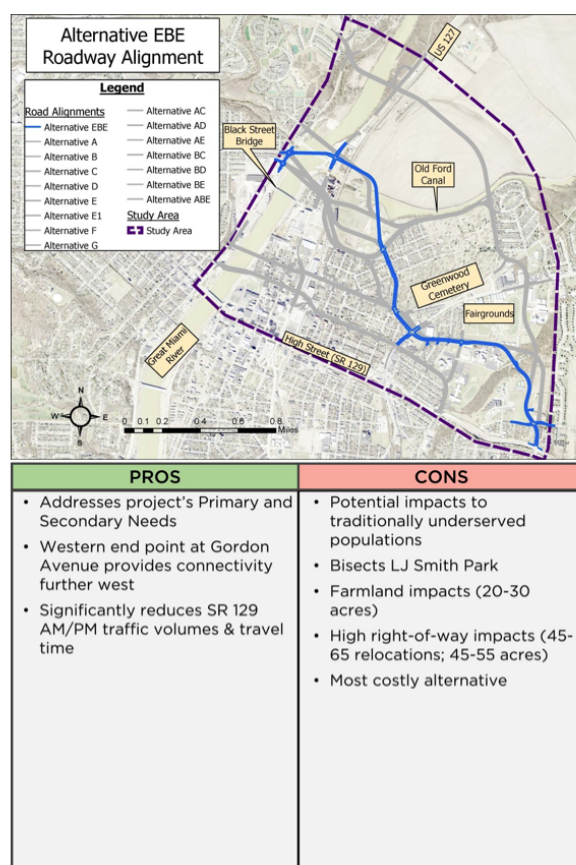


Figure 3: Image from the virtual Open House site showing the map of Alternative EBE and its associated Pro-Con chart.



- Links to the following reference materials:
  - North Hamilton Crossing Fact Sheet (English version)
  - North Hamilton Crossing Fact Sheet (Spanish version)
  - Project Development Process Fact Sheet (English version)
  - Project Development Process Fact Sheet (Spanish version)
  - ODOT Brochure – When ODOT Needs Your Property
  - Alternative Evaluation Table
  - Printable Comment Form
- Project contact information
- Identification of project partners
- ODOT’s NEPA disclosure language

All content presented on the Public Input site is documented in Appendix A: Exhibits & Materials. Also included in Appendix A are copies of the reference materials that were included on the site.

## PUBLIC NOTIFICATION

A comprehensive notification effort was implemented to inform the community about the upcoming public review and input opportunities. Notification efforts included:

### News Release

A release describing the project, its purpose, and the upcoming public review and input opportunities was distributed on Dec. 13, 2022. The release was sent to local print, television and radio news outlets. Forty-three media stories were tracked between Dec. 13, 2022 and March 14, 2023. A copy of the release and a report summarizing media coverage received is provided in Appendix B: Notification Materials.

### Hamilton Journal-News Ad

A quarter-page, full-color ad promoting the open houses was printed in the Hamilton Journal-News on Sunday, Jan. 8, 2023. A copy of the ad is shown below. The ad and an image showing its placement in the newspaper is also included in Appendix B.

**North Hamilton CROSSING**

# PUBLIC MEETING

The City of Hamilton and Butler County Transportation Improvement District, in coordination with the Ohio Department of Transportation, are working to improve traffic flow and make travel through the northeast portion of the city easier and safer by building a new road – the North Hamilton Crossing. On Jan. 23, we are hosting a public open house meeting to:

- Provide an update on the North Hamilton Crossing project
- Share the results of recently completed studies
- Discuss route alternatives evaluated and those recommended for further study
- Gather community input

Information will be shared in-person and virtually at [www.NorthHamiltonCrossing.org](http://www.NorthHamiltonCrossing.org).

<p><b>IN-PERSON PUBLIC MEETING</b></p> <p>January 23, 2023   5:30pm – 7:30pm Fairwood Elementary School   281 N. Fair Avenue</p> <p>This meeting will be held as an Open House. Come at your convenience anytime.</p>	<p><b>VIRTUAL PUBLIC OPEN HOUSE</b></p> <p>January 23, 2023 – March 12, 2023 <a href="http://www.NorthHamiltonCrossing.org">www.NorthHamiltonCrossing.org</a></p> <p>Open 24/7. Information presented online will be the same information shared at the in-person meeting.</p>
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Questions and comments can also be shared by email, mail or phone:  
Allen Messer, P.E., Assistant Director of Engineering  
City of Hamilton | 345 High St. | Hamilton, OH 45011 | [Allen.Messer@hamilton-oh.gov](mailto:Allen.Messer@hamilton-oh.gov) | 513-785-7286

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

**Map:** A map of Hamilton, Ohio, showing the city's location relative to surrounding roads (127, 129, 130, 177, 4) and water bodies. A yellow circle highlights the 'STUDY AREA' in the northeast portion of the city. A QR code is located in the top right corner of the map area.

**Logos:** City of Hamilton, Butler County, and TID (Transportation Improvement District).

Figure 4: Image of the public meeting advertisement that was placed in the Hamilton Journal-News.

## Email

On Jan. 13, 2023, the project team distributed an email notice promoting the in-person and virtual Open Houses to those who had subscribed to project email updates through the North Hamilton Crossing website and the previous public input opportunity. A reminder notice announcing that the virtual input opportunity was closing soon was sent on March 8, 2023 to the same recipients as well as those who attended the in-person meeting on Jan. 23. Copies of these eblasts are included in Appendix B.

In addition, articles highlighting the project and the upcoming public review and input opportunities were added to the City of Hamilton's Enewsletter system in December 2022. This system sends links to articles based on subscribers' list of interests. As such, the number of times the meeting information was sent to individuals varies by person and could not be documented. However, two dedicated notifications about the Virtual Open House were distributed to all subscribers in early March 2023, prior to the close of the public comment period. Copies of these eblasts are also included in Appendix B.

## Social Media

Posts highlighting the project and public input opportunities were shared on the City of Hamilton's Facebook and Twitter platforms on the dates listed below. Copies of the posts are provided in Appendix B.

- Jan. 4 (Facebook)
- Jan. 11 (Facebook)
- Jan. 12 (Twitter)
- Jan. 19 (Twitter)
- Jan. 22 (Twitter)
- Jan. 23 (Facebook)
- Jan. 27 (Facebook and Twitter)
- Jan. 28 (Facebook)
- March 9 (Twitter)

## Door Drops

The City of Hamilton prepared packets of project information materials, which included the project Fact Sheet, Project Development Process information sheet and a meeting notification flyer (in both English and Spanish), and hand-delivered them to the front doors of at approximately 250 homes and businesses in the North End neighborhood and along Dayton Street to inform recipients of the project and upcoming review and input opportunities.

Another 200 packets were provided to the North End Market for distribution and to North End RENEW representatives to leave as door drops around their neighborhood. Copies of the NHX Fact Sheet and Process sheet are provided in Appendix A: Meeting Materials. Copies of both the English and Spanish versions of the meeting notification flyer are provided in Appendix B.

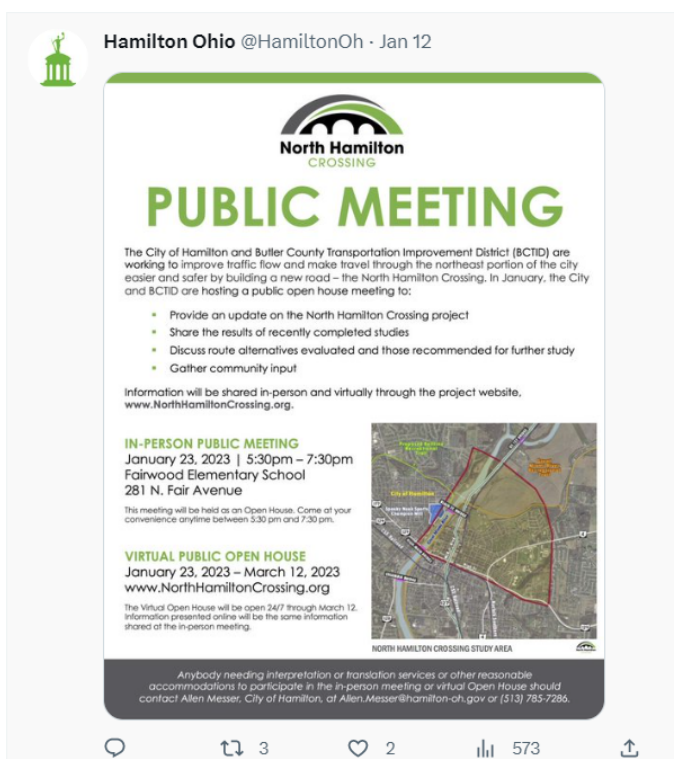


Figure 5: A screen shot of a City of Hamilton Twitter post promoting the upcoming public meeting.



### **Utility Bill Inserts**

The NHX Fact Sheet, Project Development Process sheet and copies of the meeting notification flyer in both English and Spanish were included in the January utility bills of all City of Hamilton utility customers receiving paper billing; digital notices were included with bills for online payers. Copies of the NHX Fact Sheet and Process sheet are provided in Appendix A: Meeting Materials. Copies of both the English and Spanish versions of the meeting notification flyer are provided in Appendix B.

### **Yard Signs**

Twenty weather-resistant yard signs (similar in size to residential for sale signs) with content in both English and Spanish were placed throughout the North End neighborhood and other key locations in the study area. A map highlighting placement locations is provided in Appendix B, along with photos of each sign.

### **Website Announcement**

An announcement highlighting the upcoming public input opportunities and an image of the notification flyer were posted prominently on the homepage of the project website beginning in mid-December 2022.

## **RESULTS SUMMARY**

### **In-Person Open House**

More than 300 people attended the in-person meeting, not including project team, City, BCTID, and ODOT representatives. While some people voiced frustration at the lack of a formal presentation and Question & Answer session and felt that the meeting space was too crowded, others expressed appreciation for the opportunity to review the materials in detail and discuss their questions and concerns with project representatives one-on-one.

By the conclusion of the in-person meeting, 31 completed comment forms were turned in to the project team. Several meeting attendees requested and were provided with additional copies of the comment forms (25 in total). In addition, the City provided a representative of the North End neighborhood with 100 additional comment forms to distribute to area residents. Although all the comment forms included information about how and where to submit completed forms, only four were received by the end of the comment period on March 12. All responses provided on the completed comment forms were entered into Public Input's virtual public open house comment and response system to ensure all responses were recorded and analyzed together.

### **Virtual Open House**

The Virtual Open House was promoted to be open for 45 days. Since the 45<sup>th</sup> day landed on a Thursday (March 9, 2023), however, the project team elected to close the virtual Open House on the following Sunday instead (March 12), providing an additional four days for people to review and comment on the material.

During the public review period, the Open House webpage was viewed more than 9,100 times. A total of 880 participants answered at least one or more of the survey questions embedded throughout the website. Approximately 11,176 responses were collected via the survey, 611 of which were written comments, questions, and suggestions.

In addition to answering questions embedded in the Public Input site, visitors were also invited to share questions and comments via mail, email, and phone calls directed to Allen Messer, Assistant Director of Engineering, City of Hamilton. Throughout the comment period, Mr. Messer received 34 emails and 14 phone calls. No letters were received. One email was received through the project email address, [info@northhamiltoncrossing.org](mailto:info@northhamiltoncrossing.org) and another was sent to a project team member. All emails and phone calls received during the comment period were documented in the North Hamilton Crossing Contact Log, a copy of which is included in Appendix C: Comments Received.

*Table 1. Summary of participation and feedback received.*

INPUT CHANNEL	
<b>IN PERSON MEETING</b>	
Participants	300+
Comment Forms Received	35
<b>VIRTUAL OPEN HOUSE</b>	
Views	9,100
Participants	880
Responses	11,176
Comments, Questions, Suggestions	611
<b>EMAILS</b>	36
<b>PHONE CALLS</b>	14

## Key Findings

Below is a summary of key findings gathered based on all feedback received during the public review and input opportunity:

- There was significant concern among feedback received regarding potential impacts to the North End neighborhood including losing homes; dividing the community; the inability to replace affordable housing in the current market; gentrification and economic development that wouldn't benefit the hyper-local community; and impacts to the Joe Nuxhall ballfields.
- A majority of participants (61%) liked the proposed concept/typical section drawing for NHX or thought it was "ok", whereas 21% did not particularly like it or didn't like it at all. Another 16% weren't sure yet. Comments regarding the proposed roadway concept were varied and contradictory. Many people commented that the speed limit should be raised to increase efficiency and traffic flow, while nearly as many commented that the speed limit should be lowered and other traffic calming measures should be incorporated. Respondents' opinions were split between having a green median with trees or not and having sidewalks and bike paths or not.
- In general, alternatives that received the highest levels of interest included Alternative E, alternatives that contained components of Alternative E (E1, AE, and EBE), and Alternative A. Alternatives that received the lowest levels of interest included alternatives BD, BC, AD, AC, and B. Table 2 shows the level of interest received for each of the initial and hybrid alternatives.
- Comments regarding the initial alternatives varied significantly and often offered opposing views, but some of the most frequently repeated comments (19 comments, 18%) related to concerns about impacts to the Butler County Fairgrounds and associated impacts on the equine and 4H programs. Another 15%

(16 comments) expressed general support for Alternative A and offered ideas for enhancements to the alternative. Eight (8%) included requests to avoid historic areas such as German Village, the ballparks, fairgrounds, and Greenwood Cemetery.

- Comments regarding the hybrid alternatives were also varied. The most frequently recurring theme focused on route suggestions 22% (11 comments); 9% (five comments) said avoid the fairgrounds; and another 9% (five comments) said that none of the proposed alternatives were acceptable.
- A significant level of concern was raised late in the public comment period regarding potential impacts to the Butler County Fairgrounds and the historic Greenwood Cemetery, particularly around the idea of moving graves. However, it was found that most of the concerns submitted to the project team were in response to misleading rumors stating that the NHX roadway was going to go through and destroy the fairgrounds and/or the cemetery and its content. The project team made concerted efforts throughout the comment period to respond to these concerns and provide factual information.

*Table 2. Summary of responses received indicating participants' level of interest in each proposed alternative. Green boxes around a set of cells indicate the highest combined positive interest ratings (I like it a lot, It's OK). Red boxes indicate the highest combined negative interest ratings (I don't particularly like it, I don't like it at all)..*

Alternative	I LIKE IT A LOT	IT'S OK	I'M NOT SURE YET	I DON'T PARTICULARLY LIKE IT	I DON'T LIKE IT AT ALL	I DON'T HAVE A PREFERENCE
A	31%	11%	8%	10%	39%	1%
B	8%	11%	8%	25%	47%	0%
C	9%	20%	9%	18%	43%	0%
D	9%	19%	9%	17%	47%	0%
E	25%	25%	9%	11%	28%	1%
E1	20%	22%	9%	17%	31%	1%
F	12%	9%	8%	16%	54%	1%
G	15%	13%	7%	12%	52%	1%
AC	6%	13%	9%	19%	52%	1%
AD	3%	12%	7%	18%	58%	1%
AE	13%	27%	12%	13%	34%	1%
BC	6%	10%	6%	18%	60%	1%
BD	4%	6%	4%	19%	66%	1%
BE	8%	17%	10%	22%	42%	1%
ABE	16%	18%	10%	18%	38%	1%
EBE	16%	23%	9%	15%	36%	1%

# SURVEY RESULTS

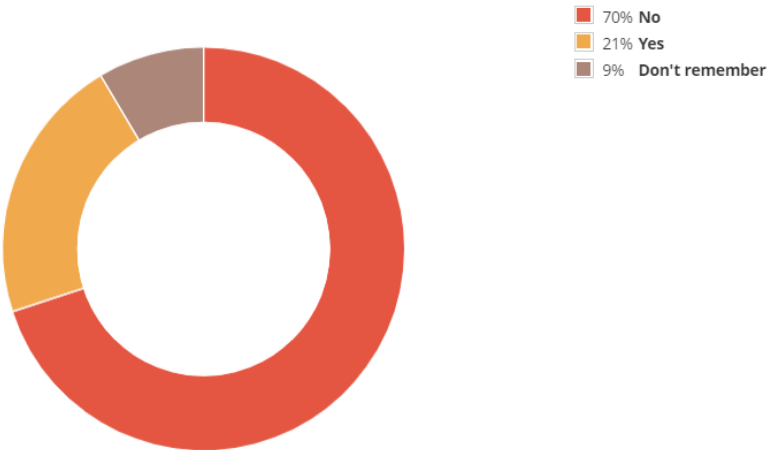
Following is a summary of responses received for each question included on the in-person meeting comment form and survey questions embedded into the virtual Open House site.

*Note: Respondents had the option to answer or skip any question. Therefore, the number of respondents for each question varies, and the percentages shown were calculated based on the number of people who answered the question at hand.*

## QUESTION 1: Did you participate in the 2021 NHX public input opportunity?

596 people answered this question. Of these, most respondents (70%) said they did not participate in the 2021 public input opportunity. Approximately 21% did participate and 9% said they didn't remember if they did or did not participate.

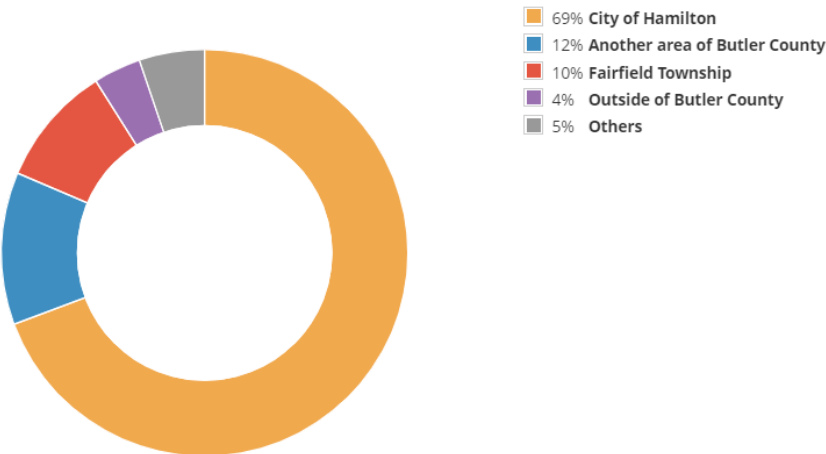
Figure 6. Responses for “Did you participate in the 2021 NHX public input opportunity?”



## QUESTION 2: Where do you live?

635 people responded to this question. Of those, the majority (69%) live in the City of Hamilton, 10% live in Fairfield Township, and 12% live in another area of Butler County.

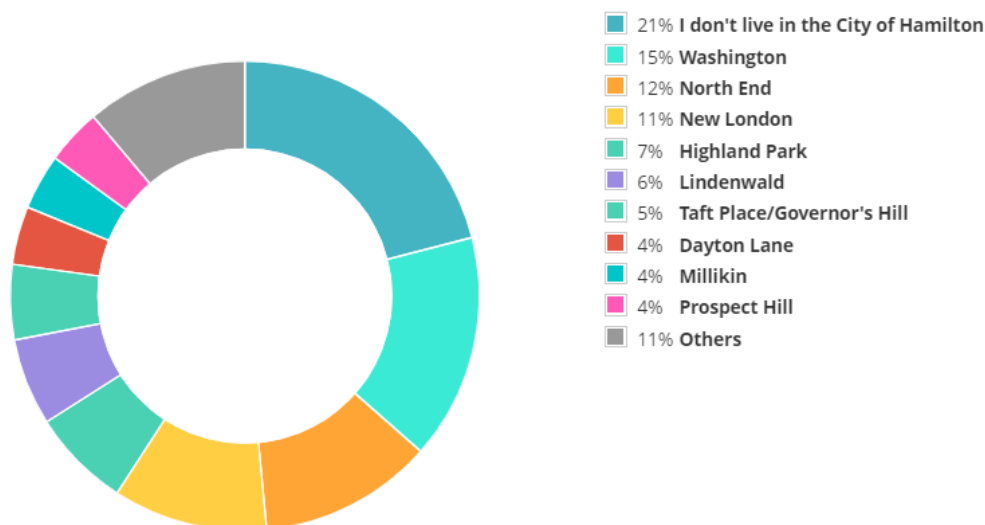
Figure 7. Responses for “Where do you live?”



**QUESTION 3: Below is a map of neighborhoods in the City of Hamilton. If you live in the city, which neighborhood do you live in?**

600 people responded to this question. The most frequently reported city neighborhoods in which participants live included Washington (15%), North End (12%), and New London (11%). Approximately 21% of respondents to this question said they do not live in the City of Hamilton.

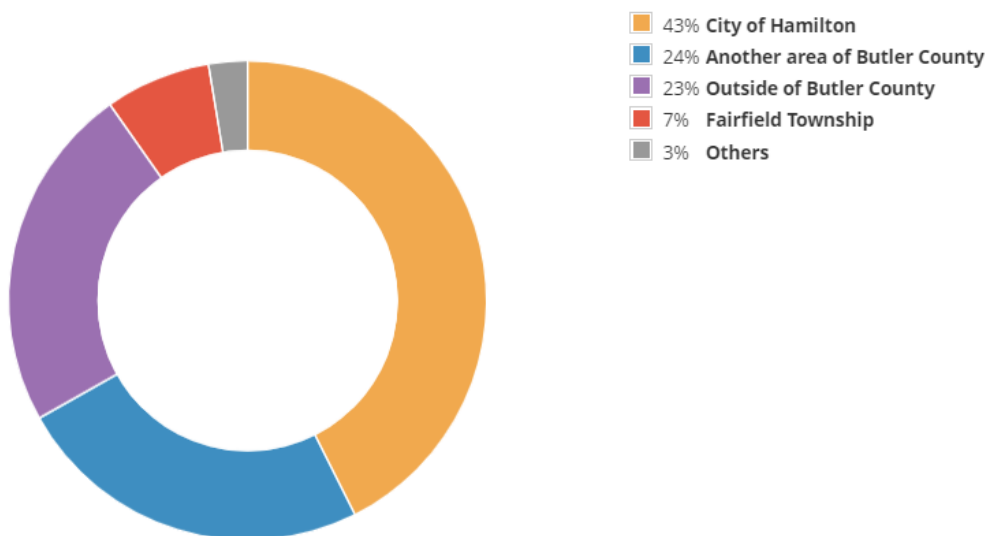
Figure 8. Responses for “If you live in the city, which neighborhood do you live in?”



**QUESTION 4: Where do you work?**

573 people responded to this question. Of these, 43% work in the City of Hamilton, 24% in another area of Butler County, and 23% outside of Butler County.

Figure 9. Responses for “Where do you work?”

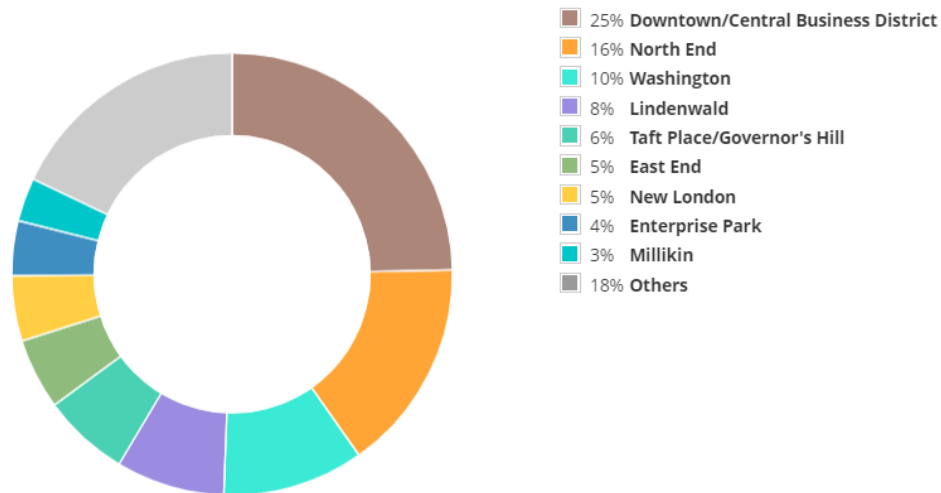




#### QUESTION 5: If you work in the City of Hamilton, which neighborhood do you work in?

251 people responded to this question. Approximately half of the respondents work in the Downtown/Central Business District area (25%), the North End neighborhood (16%), and the Washington neighborhood (10%).

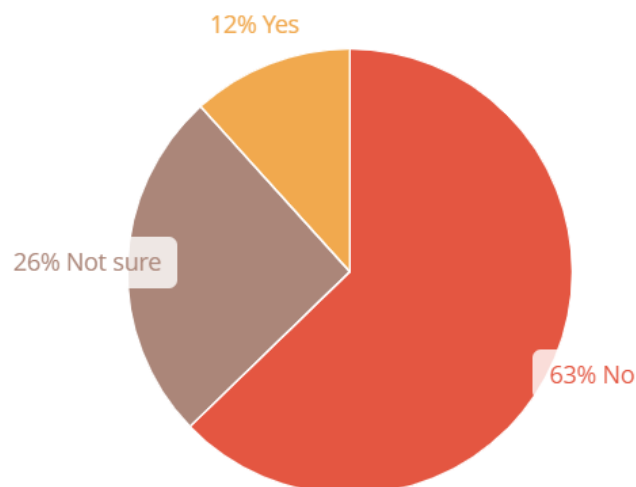
Figure 10. Responses for “If you work in the City of Hamilton, which neighborhood do you work in?”



#### QUESTION 6: Are there any other environmental features that you are aware of that are not included on the maps above?

469 people responded to this question. A majority of respondents (63%) were not aware of any other environmental features beyond those included on the maps.

Figure 11. Responses for “Are there any other environmental features that you are aware of that are not included on the maps above?”



Question 6 included a follow-up question that invited respondents who answered “yes” to share what features were not included on the associated maps. Eighty comments were submitted. Of these, the most frequently mentioned features included the Butler County Fairgrounds, wetlands and wildlife in the area, and farmland.

All responses were reviewed and categorized by theme, as shown below in Figure 12 and Table 3. Included in Table 3 is a brief summary of the descriptors that characterized each theme. Multiple themes were often identified within a single response; therefore, the number of counts documented exceeds the number of responses submitted. Following the table are responses that contained a suggestion, question, or were otherwise identified as needing a response. All comments submitted are documented in the All Comments Received section of Appendix C.

Figure 12. Distribution of comment themes for “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?”

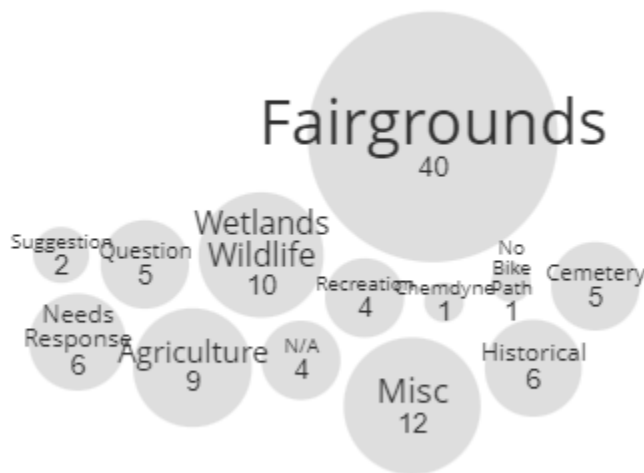


Table 3. Comment themes for “Are there any other environmental features that you are aware of that are not included on the maps above? If you said yes, what are they?”

Theme	Count	Descriptors
Fairgrounds	40	Butler County fairgrounds
Misc	12	Comments could not easily be placed into a theme
Wetlands Wildlife	10	Wildlife along the canal, bird sanctuary, canal wetlands
Agriculture	9	Farmland, Butler County Agricultural Society
Historical	6	Civil War encampment/fairgrounds, Joe Nuxhall ballfields, North End houses, historical bridge, Ft. Ancient cultural site
Needs Response	6	Comments need a response
Question	5	Comments contained a question
Cemetery	5	Historical cemetery, grave relocations
Recreation	4	Bike/walking path, connect to the main trail and more neighborhoods
N/A	4	Comment was “n/a” or “not applicable” or did not include a comment
Suggestion	2	Comments contained a suggestion
Chemdyne	1	Chemdyne area
No Bike Path	1	Do not add a bike trail between the river and Spooky Nook

*Note: The following comments are presented as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation. Responses are provided in the Responses to Comments Received section of Appendix C.*

## Questions

1. Are the wetlands behind Fordson natural?
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?
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?
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
5. Where is the Butler county fairgrounds listed on here?

## Suggestions

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.
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 cost the city funds but it's worth an idea to see the price difference versus construction costs.

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.

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.

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.

## Needs Response

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!
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 is too new to evaluate, more accessible.
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.
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.
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.

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

56 comments were offered in response to this question. All responses were reviewed and categorized by theme, as shown in Table 4. Also included is a brief summary of the descriptors that characterized each theme. Multiple themes were often identified within a single response; therefore, the number of counts documented exceeds the number of responses submitted. Following the table are responses that contained a suggestion, question, or were otherwise identified as needing a response. All comments submitted are documented in the All Comments Received section of Appendix C.

Figure 13. Distribution of comment themes for "If you have any comments regarding the demographics of the study area shown on the maps above, please share them below."



Table 4. Comment themes for “If you have any comments regarding the demographics of the study area shown on the maps above, please share them below.”

Theme	Count	Descriptors
Community Impacts	13	Too many homes lost; farmland; North End residential areas; parks; don't divide the neighborhood
Misc	11	Comments could not easily be placed into a theme
Question	8	Comment contains a question
Financial Concerns	8	Rent is very different in various parts of the city for people forced to move; need affordable homes; many people rent rather than own their homes
Fairgrounds	8	Don't impact the fairgrounds; historical fairgrounds; impacts to 4H
Improve Areas	6	Make improvements for neighborhoods and current residents; economic growth should be reinvested in these communities; fix existing streets
Cemetery	4	Preserve Greenwood Cemetery
N/A	4	Comment was “n/a” or “not applicable” or did not include a comment
Suggestion	3	Comment contains a suggestion
Needs Response	3	Comment needs a response
Fordson	1	Fordson Heights demographics are incorrect

*Note: The following comments are presented as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation. Responses are provided in the Responses to Comments Received section of Appendix C.*

### Questions

1. Excess traffic, taxes, ect. What?
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.
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?
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 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???
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???

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 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.
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.
8. Were they certified for accuracy

## Suggestions

1. Go through Walden Pond instead
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.  
There are a lot of vacant lots in that area where new houses and apartments could be built to rehouse those residents who 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.
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.

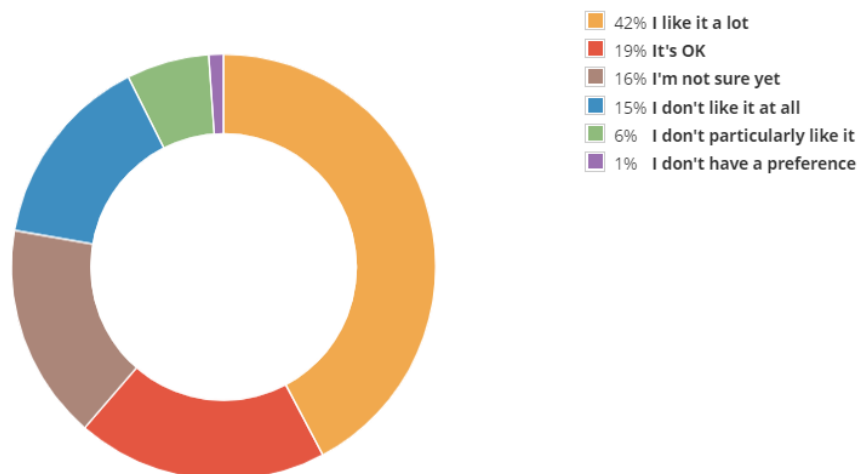
## Needs Response

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 with 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.
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!
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

### QUESTION 8: What do you think about the concept proposed for the North Hamilton Crossing roadway (35-mph, boulevard-style road, two lanes in each direction with a median/turn lane in the middle, sidewalk on one side, shared-use path on the other, and parking provided as needed)?

445 people responded to this question. The majority (61%) said either "I like it a lot" (42%) or "It's OK" (19%). Additionally, 21% of respondents chose "I don't like it at all" (15%) or "I don't particularly like it" (6%). Some of the most frequent comments discussed ways to increase the speed to make the roadway more efficient or decrease the speed, often in the name of safety.

Figure 14. Responses to "What do you think about the concept proposed for the North Hamilton Crossing roadway?"



Question 8 included an optional free-response opportunity that allowed respondents to share any additional comments they had regarding the proposed concept for the roadway. 115 comments were offered in response to this question. All responses were reviewed and categorized by theme, as shown in Table 5. Also included is a brief summary of the descriptors that characterized each theme. Multiple themes were often identified within a single

response; therefore, the number of counts documented exceeds the number of responses submitted. Following the table are responses that contained a suggestion, question, or were otherwise identified as needing a response. All comments submitted are documented in the All Comments Received section of Appendix C.

Figure 15. Distribution of comment themes for “Please use this space to share any additional comments you may have regarding the proposed concept for the roadway.”



Table 5. Comment themes for “Please use this space to share any additional comments you may have regarding the proposed concept for the roadway.”

Theme	Count	Descriptors
Misc	22	Comments could not easily be placed into a theme
More Efficient	18	Raise the speed limit; eliminate the median; keep traffic moving as this is a by-pass
Question	14	Comment contains a question
Speed Reducing	13	Incorporate traffic calming measures; lower the speed limit
Needs Response	9	Comment needs a response
Suggestion	8	Comment contains a suggestion
Removing Land	8	Avoid taking farmland, ballfields homes, and land for animals
Beautification	8	Include green media, trees and landscaping for environmental sustainability and resident pride
Unsupportive	6	Overall, likely a waste of time; too out-of-the-way for people to use; will turn into another Route 4
Neighborhood Improvements	5	Make improvements to the existing neighborhood alleys, utilities, residential developments; fix existing streets
Fairgrounds	5	Too big of an impact on the fairgrounds and the people who use it
Support	5	Great idea; concept is needed especially with Spooky Nook; would love traffic reduction on 129/High/Main

Theme	Count	Descriptors
Chemdyne	4	Avoid using the Chemdyne site; concerns over public safety if Chemdyne is used
Limited Access	4	It should be limited access, otherwise it's the same as High Street
No Sidewalks	4	Bike trail/sidewalks would be expensive; keep the road away from residential to reduce the need for sidewalks, build a bike trail separately
Railroad Track	2	Use the railroad track on Vine; get CSX to cooperate with the city
Bike Path	2	Include protected bike lanes; provide easy access to the bike trail, downtown and west side
No Parking	2	Don't provide on-street parking
Historic	2	Historic ballfields need to stay intact; every route impacts a historical area
Add Parking	2	Add parking to the designs
Cemetery	1	Avoid Greenwood Cemetery
Thought Highway	1	Thought this would be more of a highway
Community Impacts	1	Bisecting residential areas north of Heaton and south of Northland burden an impoverished & underserved population.
Chemdyne Support	1	Chemdyne is fine if done safely and with official approval

*Note: The following comments are presented as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation. Responses are provided in the Responses to Comments Received section of Appendix C.*

### Questions

1. Isn't this a little slow to get all of the west side of Hamilton across town?
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?
3. How will the street in this area be lit up at night?
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.

If traffic is funneled to Washington Boulevard, is it 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 Cleveland Avenue spaces out traffic on Washington Boulevard. This makes getting out of or crossing the side streets between Cleveland Avenue and Eaton Avenue difficult at times.

5. Will there be safe crossing to get to the other side?
6. Cross traffic control???
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 if the tree road removes trees and grassland behind our homes? Also, the loss of natural resources for the fox, deer, etc that live between us and the fairgrounds will be ousted once again.
8. Parking on a bridge?
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
10. how do you cross the streets at the intersections safely will there be traffic lights
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?
12. What would it look like when it crosses the flood plain. Would it be a raised causeway?
13. trees will hurt the sight lines, who is going to keep children from playing in the center median?
14. The current roadways in Hamilton ( 129 to 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 then current Hamilton taxpayers are footing the bill for all of this?

### Suggestions

1. We do also have a railroad track on vine that would allow traffic to flow through here 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.
2. This looks like it would fit on Joe Nuxhall all the way up through Campbell, then across route 4, behind the engineer office and up the hill to the highway
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.
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 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
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.



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
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.
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.

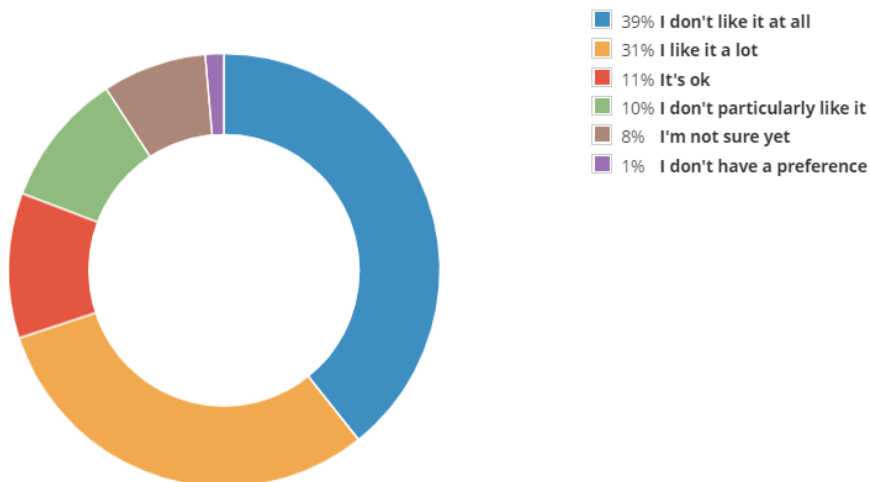
### Needs Response

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.
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.
3. Nice idea but likely not enough capacity long-term and we will back to the status quo of too much congestion.
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?
5. Pick somewhere else
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
7. An extremely expensive vision that is going to drain the city for many a year
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!
9. You will not be digging up our ancestors in the cemetary. Nor plowing through our beloved fairgrounds

#### QUESTION 9: How interested are you in Alternative A?

359 people responded to this question. Of these respondents, 49% either did not like it at all (39%) or didn't particularly like it (10%). In contrast, 42% said either "I like it a lot" (31%) or "It's ok" (11%).

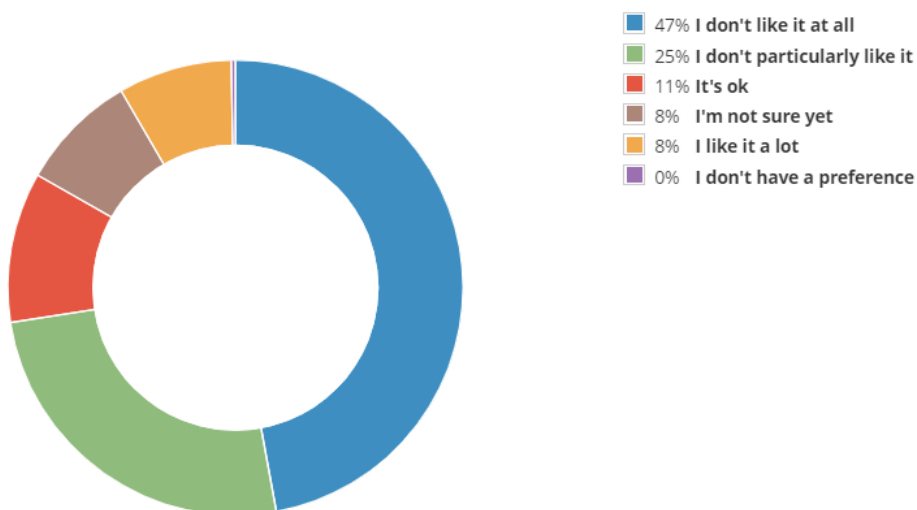
Figure 16. Responses to "How interested are you in Alternative A?"



#### QUESTION 10: How interested are you in Alternative B?

345 people responded to this question. Out of all the initial alternatives, Alternative B received the highest percentage of negative responses (72%) in which respondents either didn't like it at all (47%) or didn't particularly like the alternative (25%). Only 19% either thought it was ok (11%) or liked it a lot (8%).

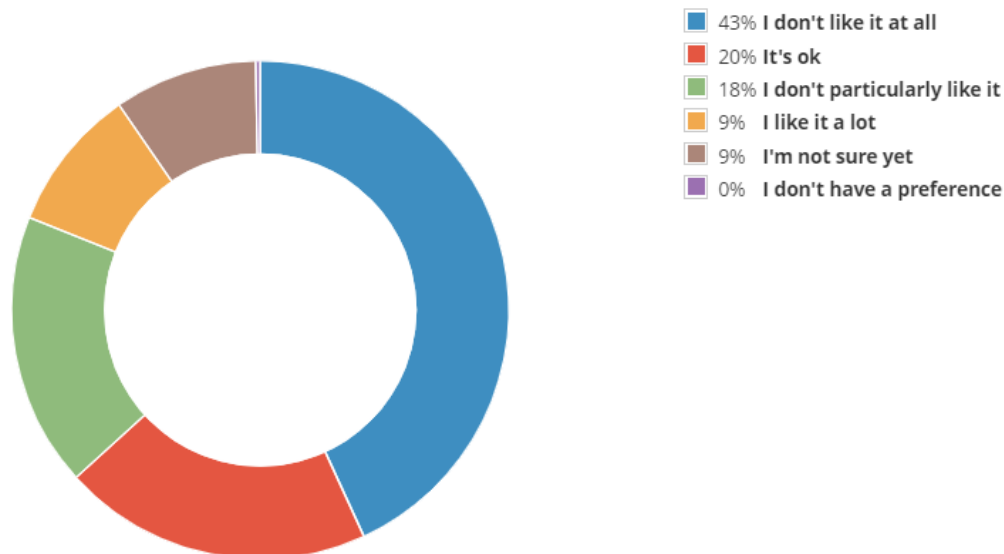
Figure 17. Responses to "How interested are you in Alternative B?"



**QUESTION 11: How interested are you in Alternative C?**

343 people responded to this question. The majority of respondents (61%) either did not like it at all (43%) or did not particularly like it (18%). Approximately 29% of respondents chose either “It’s ok” (20%) or “I like it a lot” (9%).

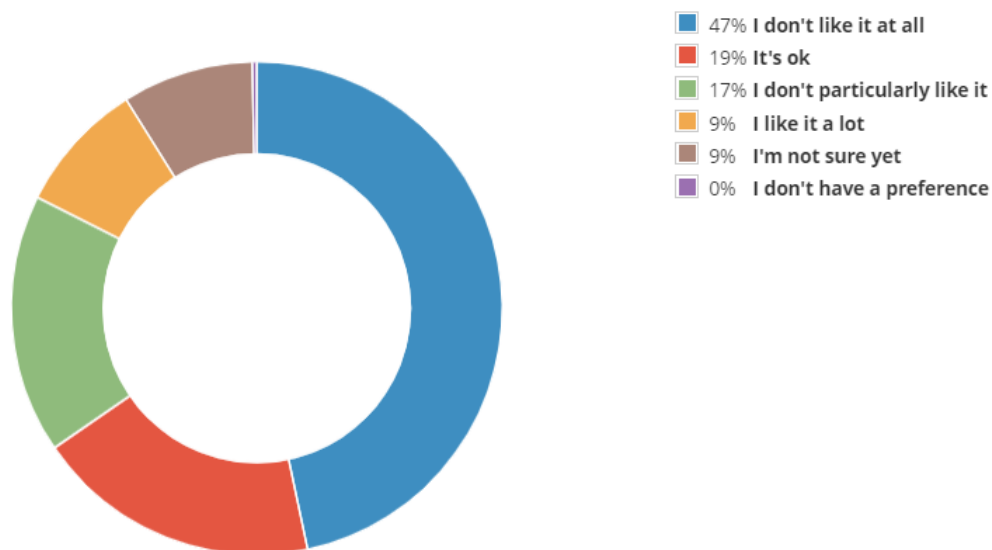
Figure 18. Responses to “How interested are you in Alternative C?”



**QUESTION 12: How interested are you in Alternative D?**

347 people responded to this question. Most respondents (64%) either did not like it at all (47%) or did not particularly like it (17%). Approximately, 28% selected either “It’s ok” (19%) or “I like it a lot” (9%).

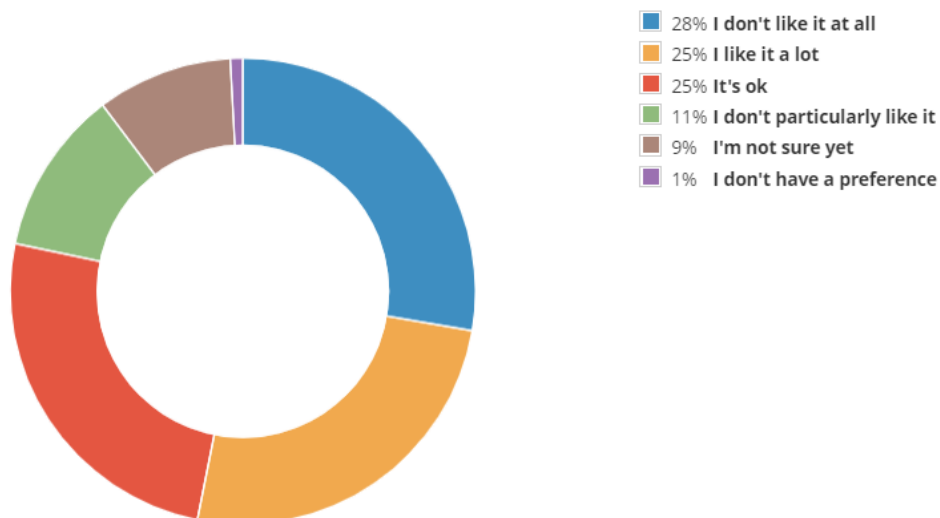
Figure 19. Responses to “How interested are you in Alternative D?”



### QUESTION 13: How interested are you in Alternative E?

350 people responded to this question. Of all the initial alternatives, Alternative E received the highest positive response, with 50% of respondents to the question saying they either like it a lot (25%) or It's ok (25%). Approximately 39% said either they don't like it at all (28%) or they don't particularly like it (11%).

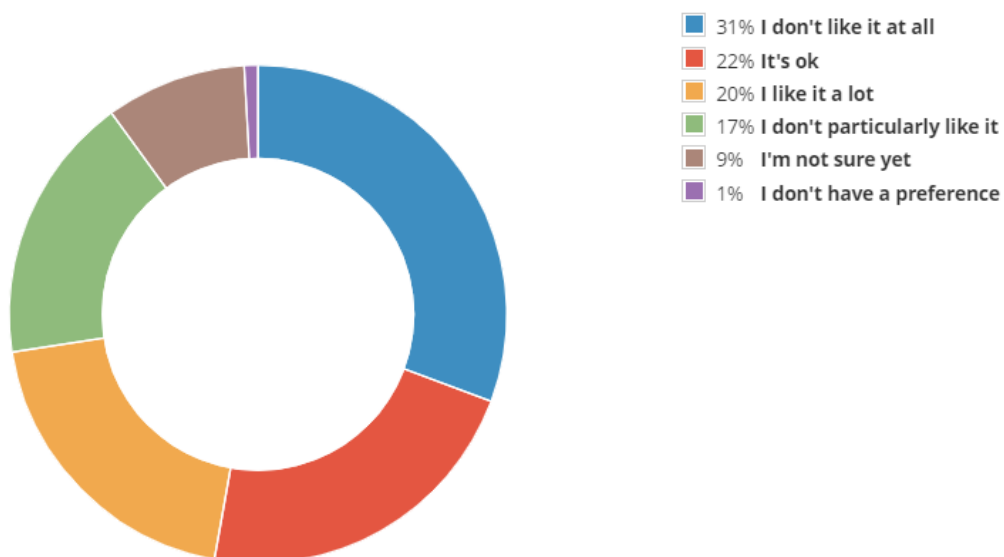
Figure 20. Responses to "How interested are you in Alternative E?"



### QUESTION 14: How interested are you in Alternative E1?

338 people responded to this question. Many respondents (48%) selected either "I don't like it at all" (31%) or "I don't particularly like it" (17%). Alternatively, 42% chose either "It's ok" (22%) or "I like it a lot" (20%).

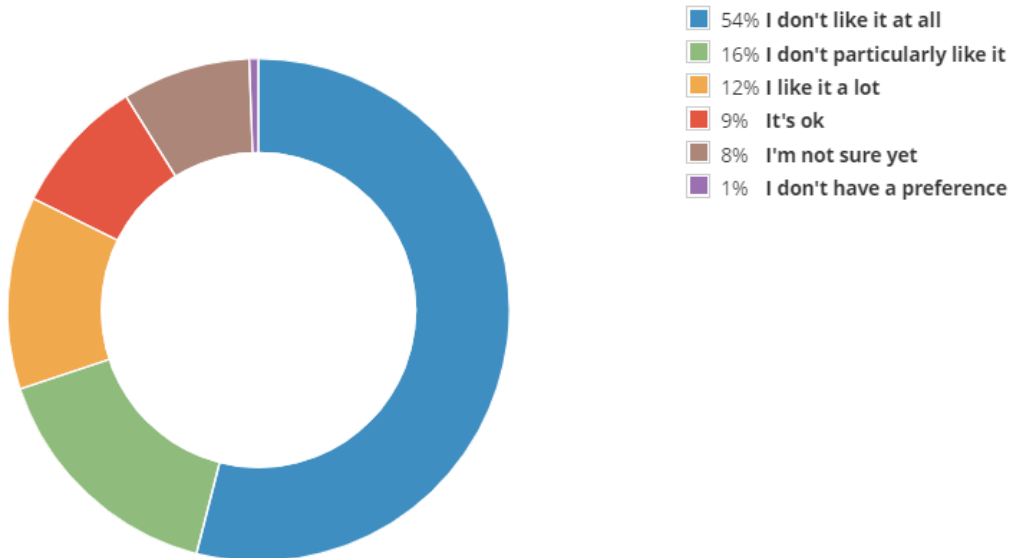
Figure 21. Responses to "How interested are you in Alternative E1?"



#### QUESTION 15: How interested are you in Alternative F?

339 people responded to this question. The majority (70%) of these people said they did not like it at all (54%) or did not particularly like it (16%). A smaller group (21%) chose either “I like it a lot” (12%) or “It’s ok” (9%).

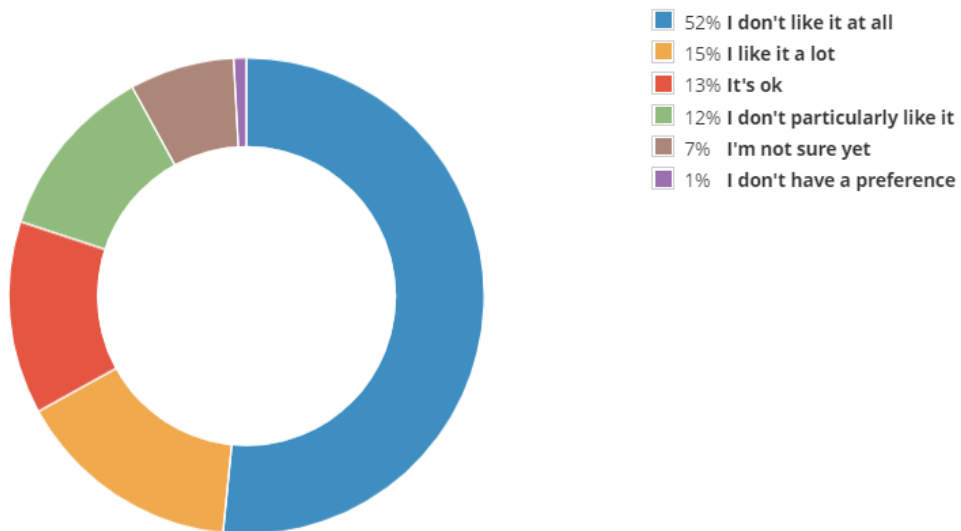
Figure 22. Responses to “How interested are you in Alternative F?”



#### QUESTION 16: How interested are you in Alternative G?

351 people responded to this question. The majority of respondents (64%) chose either “I don’t like it at all” (52%) or “I don’t particularly like it” (12%). Approximately 28% chose either “I like it a lot” (15%) or “It’s ok” (13%).

Figure 23. Responses to “How interested are you in Alternative G?”





**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.**

There were 106 responses to this question. All responses were reviewed and categorized by theme, as shown in Table 6. Also included is a brief summary of the descriptors that characterized each theme. Multiple themes were often identified within a single response; therefore, the number of counts documented exceeds the number of responses submitted. Following the table are responses that contained a suggestion, question, or were otherwise identified as needing a response. All comments submitted are documented in the All Comments Received section of Appendix C.

Figure 24. Distribution of comment themes for “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.”

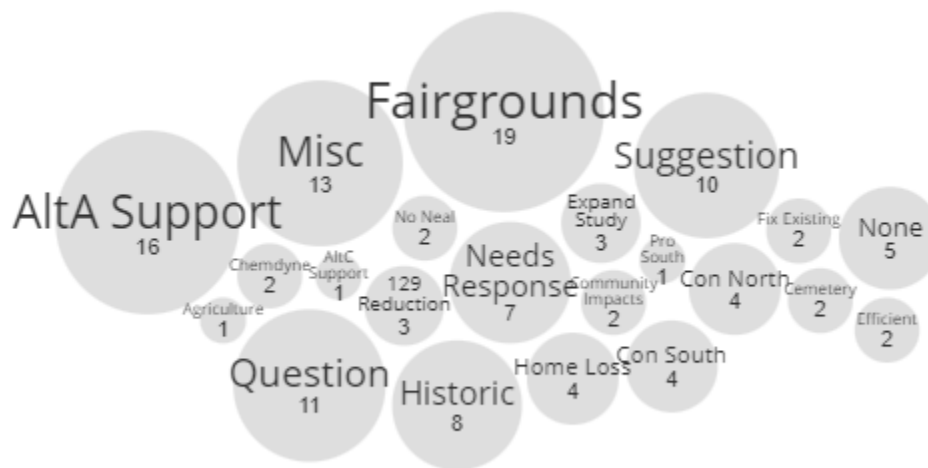


Table 6. Comment themes for “If you have any comments regarding on the initial alternatives discussed above, please share them in the box below. It will help us if you identify which alternative(s) you are referring to in your response.”

Theme	Count	Descriptors
Fairgrounds	19	Avoid impacting the fairgrounds; this could be detrimental to the equine program
AltA Support	16	General support for Alternative A with ideas for enhancements to the alternative
Misc	13	Comments could not easily be placed into a theme
Question	11	Comment contains a question
Suggestion	10	Comment contains a suggestion
Historic	8	Avoid historic areas including German Village, the fairgrounds, the Joe Nuxhall ballpark, Greenwood Cemetery
Needs Response	7	Comment needs a response
None	5	None of these are good options
Home Loss	4	Do not relocate neighborhoods; consider number of people not just number of buildings
Con North	4	The routes to the north will cause problems or will likely not be used enough

Theme	Count	Descriptors
Con South	4	Routes to the south won't help enough and will impact businesses
Expand Study	3	Look for routes outside/north of the study area
129 Reduction	3	Focus on reducing traffic on 129
Community Impacts	2	Too many impacts for the benefits; make up the loss to impacted groups
Efficient	2	Choose the fastest and cheapest, most pros and least cons
Chemdyne	2	Avoid Chemdyne
Cemetery	2	Avoid Greenwood Cemetery
No Neal	2	Avoid using Neal Blvd
Fix Existing	2	Fix existing streets
Pro South	1	Routes to the south are more efficient
Agriculture	1	Avoid farmland
AltC Support	1	Support for Alternative C

*Note: The following comments are presented as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation. Responses are provided in the Responses to Comments Received section of Appendix C.*

### Questions

1. In your October 2022 meeting notes, it says no further study was recommended for these routes. What happened to that?
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.

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.

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.

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.

3. I would like the community to have very clear information about:
  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.
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 pop shops that build community and sense of place and reverse the decades long trend of wiping them out with big retailers.
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.
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?
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)?
8. I just want to know when the area is going to get rezoned for businesses so I can plan for the future.
9. What impact would a major flood have?
10. Where are the other hybrid models shown at the open house?
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.

### Suggestions

1. I have a plan to save all the homes & the ball fields
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.
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.

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.
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
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.
7. why not up joe nuxholl, up campbell, across rt 4, behind the engineers office, and up the hill?
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.
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 Waashington Blvd and bypass all of downtown.
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).

### Needs Response

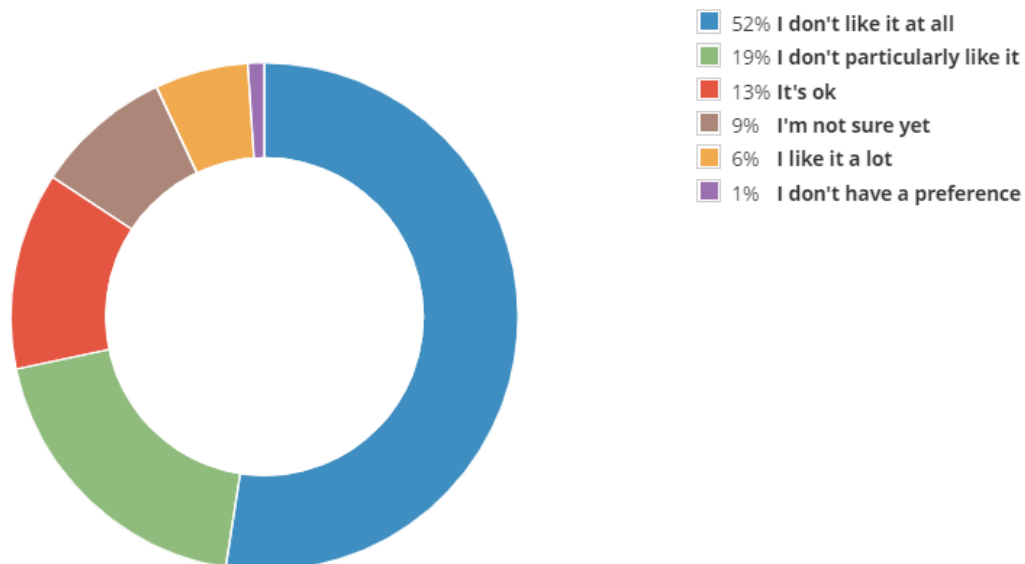
1. I don't like any alternatives that impact any historical parts of the county. There should not even a consideration of running a boulevard through the fairgrounds or german village. We know that this project is priority now because of Spooky Nook. Its a shame that its even thought of ruining a piece 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.
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!
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.
4. I just want to know when the area is going to get rezoned for businesses so I can plan for the future.
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.

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.
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!!! 🍀

#### QUESTION 18: How interested are you in Alternative AC?

286 people responded to this question. The majority (71%) were not interested in this alternative, choosing either "I don't like it at all" (52%) or "I don't particularly like it" (19%). Approximately 19% selected either "It's ok" (13%) or "I like it a lot" (6%).

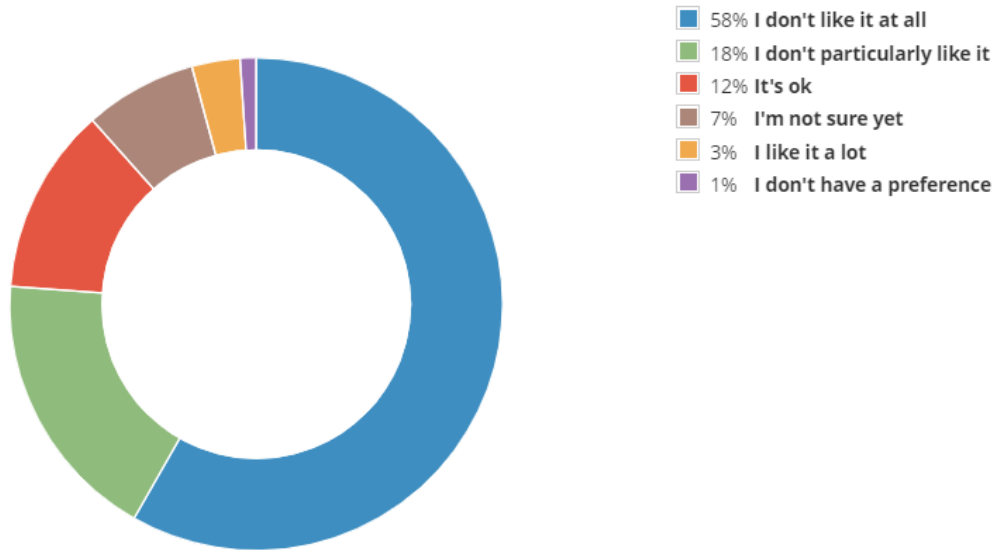
Figure 25. Responses to "How interested are you in Alternative AC?"



#### QUESTION 19: How interested are you in Alternative AD?

285 people responded to this question. Of these, the majority (76%) either said they don't like it at all (58%) or don't particularly like it (18%). Conversely, 15% of respondents chose either "It's ok" (12%) or "I like it a lot" (3%).

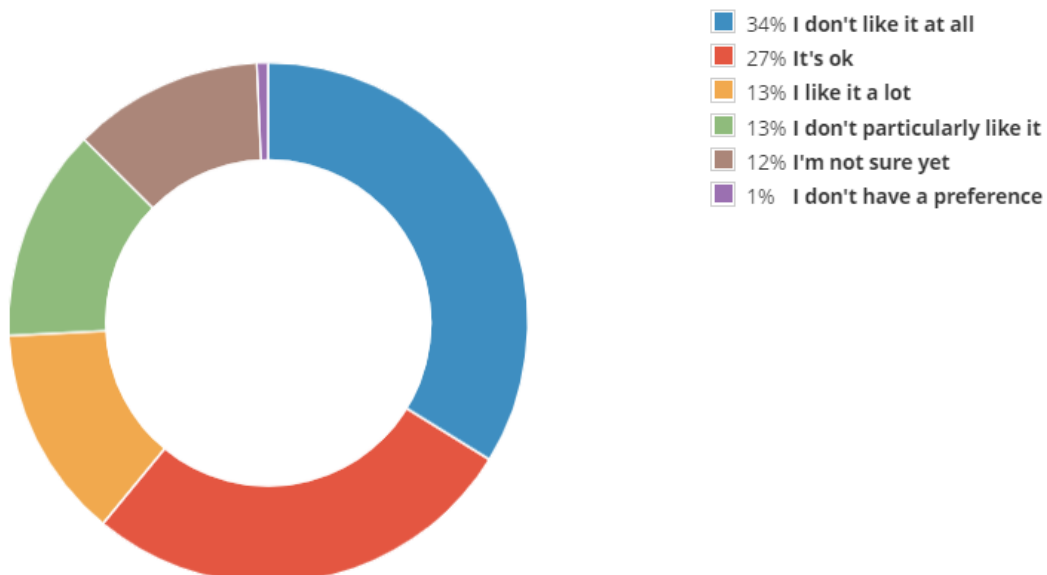
Figure 26. Responses to "How interested are you in Alternative AD?"



#### QUESTION 20: How interested are you in Alternative AE?

287 people responded to this question. The majority of these respondents (57%) chose either "I don't like it at all" (34%) or "I don't particularly like it" (13%). Approximately 40% said either "It's ok" (27%) or "I like it a lot" (13%).

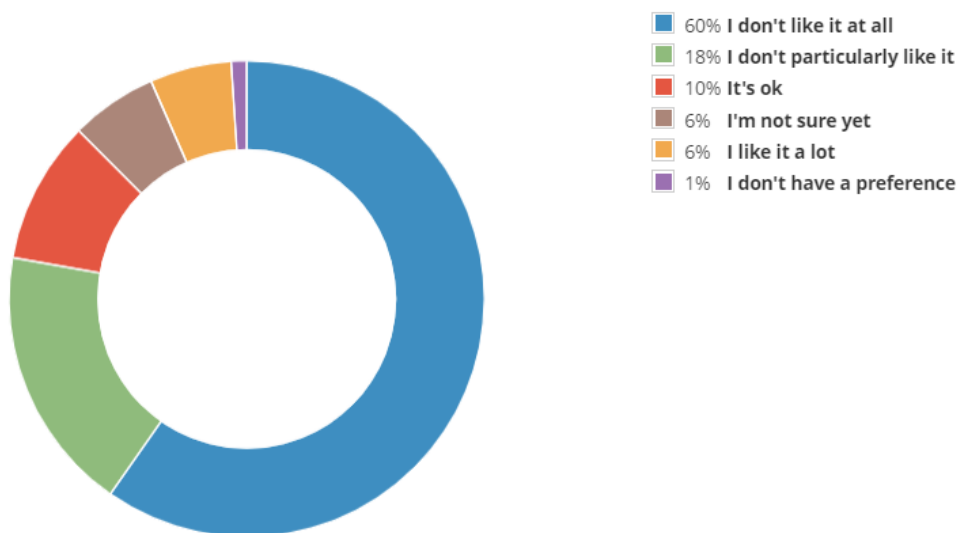
Figure 27. Responses to "How interested are you in Alternative AE?"



### QUESTION 21: How interested are you in Alternative BC?

288 people responded to this question. Alternative BC received the second highest percentage of negative responses when compared with all other alternatives, with 60% of respondents saying “I don’t like it at all” and 18% saying “I don’t particularly like it.” Only 16% said “It’s ok” (10%) or “I like it a lot” (6%).

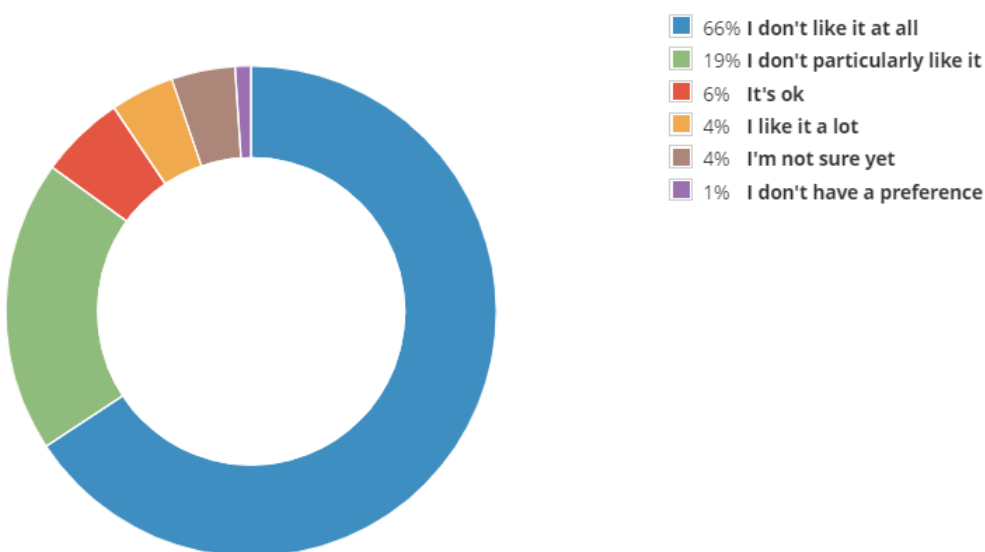
Figure 28. Responses to “How interested are you in Alternative BC?”



### QUESTION 22: How interested are you in Alternative BD?

286 people responded to this question. Alternative BD received the highest percentage of negative responses when compared with other alternatives. Approximately 66% of respondents didn’t like it at all, and another 19% didn’t particularly like it.

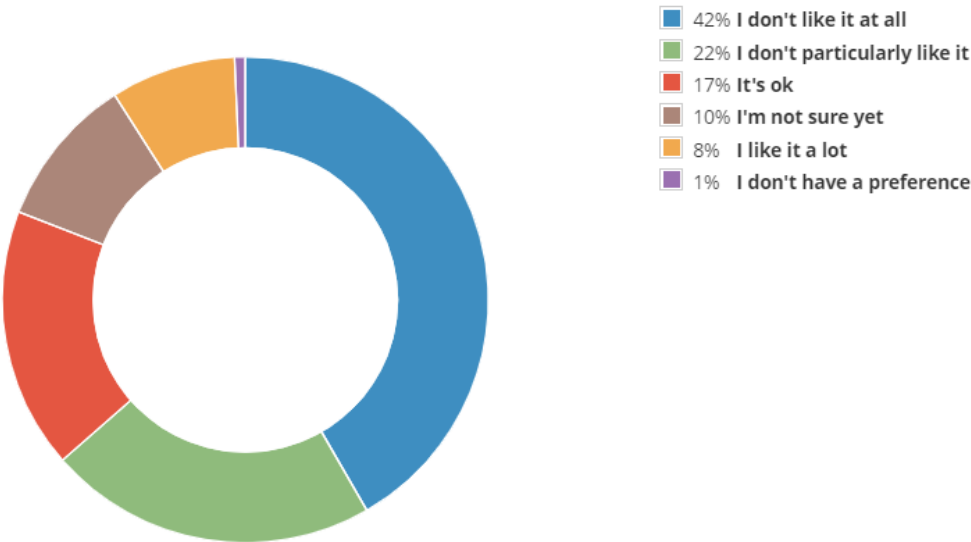
Figure 29. Responses to “How interested are you in Alternative BD?”



**QUESTION 23: How interested are you in Alternative BE?**

288 people responded to this question. Of these, the majority (64%) either didn't like it at all (42%) or didn't particularly like it (22%). Only 25% said either "It's ok" (17%) or "I like it a lot" (8%).

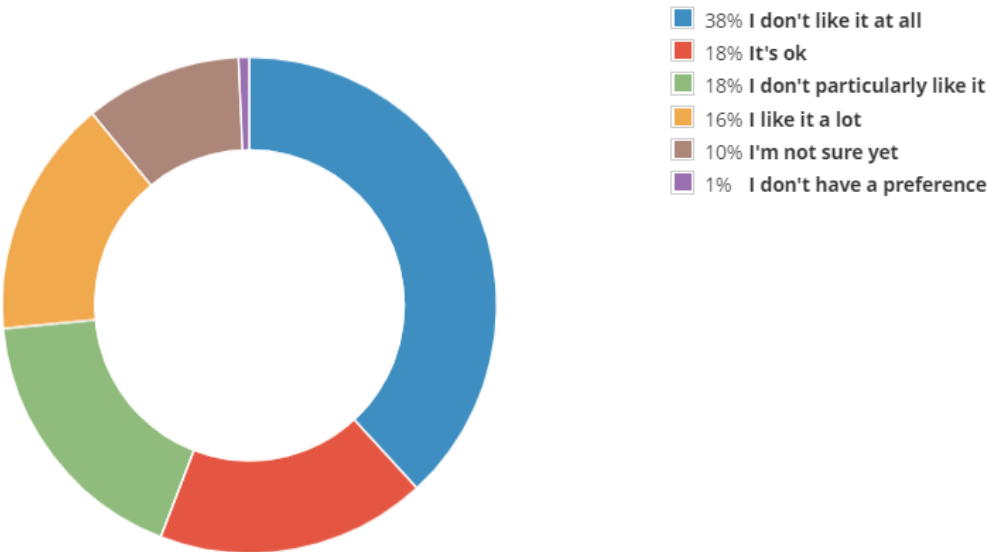
Figure 30. Responses to "How interested are you in Alternative BE?"



**QUESTION 24: How interested are you in Alternative ABE?**

283 people responded to this question. For this hybrid alternative, the majority (56%) did not like it, choosing either "I don't like it at all" (38%) or "I don't particularly like it" (18%). Approximately 34% said either "It's ok" (18%) or "I like it a lot" (16%).

Figure 31. Responses to "How interested are you in Alternative ABE?"

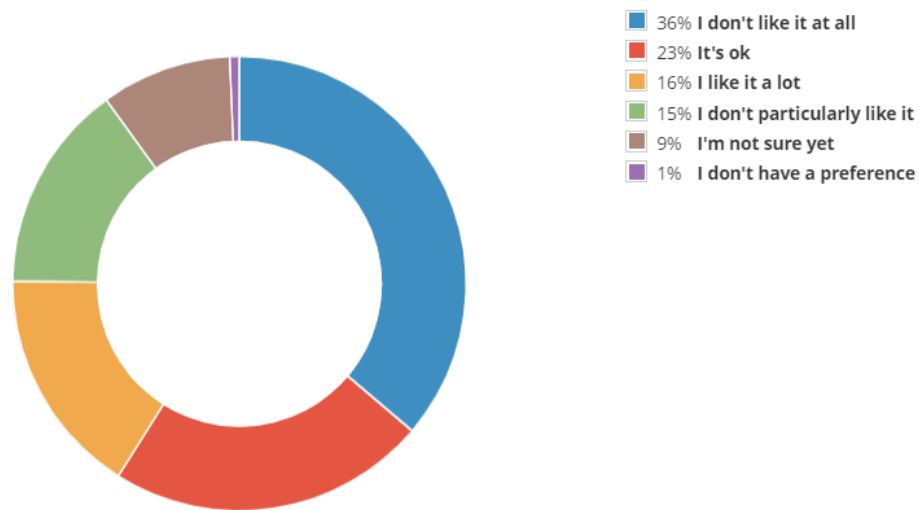




**QUESTION 25: How interested are you in Alternative EBE?**

290 people responded to this question. Alternative EBE received the second highest level of interest based on responses to this question, with approximately 51% of respondents choosing either “I like it a lot” (16%) or “It’s ok” (23%). However, approximately 51% of respondents said either “I don’t like it at all” (36%) or “I don’t particularly like it” (15%).

Figure 32. Responses to “How interested are you in Alternative EBE?”



**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.**

There were 51 comments shared for this question. All responses were reviewed and categorized by theme, as shown in Table 7. Also included is a brief summary of the descriptors that characterized each theme. Multiple themes were often identified within a single response; therefore, the number of counts documented exceeds the number of responses submitted. Following the table are responses that contained a suggestion, question, or were otherwise identified as needing a response. All comments submitted are documented in the All Comments Received section of Appendix C.

Figure 33. Distribution of comment themes for “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.”



Table 7. Comment themes for “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.”

Theme	Count	Descriptors
Suggestion	10	Comment contains a suggestion
Misc	8	Comments could not easily be placed into a theme
Question	6	Comment contains a question
Fairgrounds	5	Avoid the fairgrounds
None	5	None are acceptable; ideas are too new, can’t absorb; short-term solutions that will be hard for future growth of Hamilton
No Neal	3	Avoid routes that use Neal Blvd
N/A	3	Comment was “n/a” or “not applicable” or did not include a comment
Pro South	2	Keep the road closer to High Street to help downtown traffic
Needs Response	2	Comment needs a response
Con North	2	Routes to the north are too out of the way; will impact the Educational Service Center
Community Impacts	2	Avoid cemetery, houses, parks, and Joe Nuxhall ballfields
Agriculture	2	Avoid the farmland
Pro North	1	Route should go north and around the city
AltA Support	1	Support for alternatives that tie into Washington Blvd (Alt. A)
No Hybrid	1	Hybrid routes have too many twists and turns
Pro Hybrid	1	Hybrid routes seem shorter and streamlined

*Note: The following comments are presented as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation. Responses are provided in the Responses to Comments Received section of Appendix C.*

### Questions

1. Your October 2022 meeting notes say that no further study is recommended for AD-BE. Are those back on the table now?
2. Why do all this work and not have connectivity to the west?
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"
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.

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 Ave or NW Washington Blvd, what will be done to control traffic in those areas?
6. These all are unacceptable. Chem-dyne, historic neighborhoods, historical fairgrounds that serve hundreds of youth, learning centers, cemeteries, low income neighborhoods .....these 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.

### Suggestions

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.
2. Follow my By Pass plan & save everybody
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.
4. The same comment as with the other options, have you looked outside the study area. 129 / Liberty Fairfield Rd / Washington Blvd.
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.
6. HIGHWAY STYLE NW TO SR129, 55-6-MPH
7. Fix existing streets
8. add one.. up Joe Nuxholl, up Campbell, across Rt 4, behind the engineers office up the hill to 129
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.
10. There. That sounds reasonable.

### Needs Response

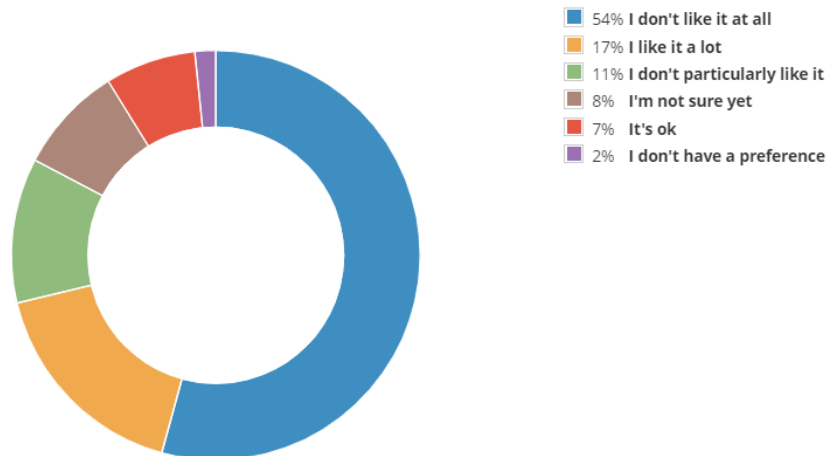
1. I do not understand how these professionals think some of these routes will not reduce traffic. If you give them a road that takes them out of traffic and a more direct route home.. they will use it. Like... what??!
2. These all are unacceptable. Chem-dyne, historic neighborhoods, historical fairgrounds that serve hundreds of youth, learning centers, cemeteries, low income neighborhoods .....these 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.

#### QUESTION 27: How interested are you in the No Build Alternative?

305 people responded to this question. The majority of the people responding to this question said they did not like the No Build Alternative and chose either "I don't like it at all" (54%) or "I don't particularly like it" (11%). Only 24% chose either "I like it a lot" (17%) or "It's ok" (7%).

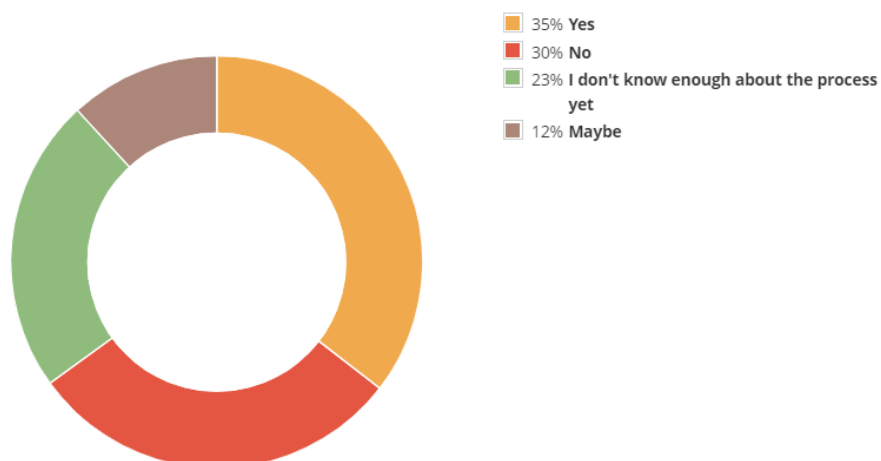
Figure 34. Responses to "How interested are you in the No Build Alternative?"



#### QUESTION 28: If your property were to be impacted by the project, would you be interested in being bought out and relocated if you receive a fair market price?

202 people responded to this question. Of these, 35% said "Yes", they would be interested in being bought out and relocated if they received a fair market price; 30% said "No", and 23% said they didn't know enough about the process yet. Twenty-six people left their street address when asked to do so if they answered "Yes." These addresses have been provided to the City of Hamilton.

Figure 35. Responses to "If your property were to be impacted by the project, would you be interested in being bought out and relocated if you receive a fair market price?"



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

There were 66 responses to this question. All responses were reviewed and categorized by theme, as shown in Table 8. Also included is a brief summary of the descriptors that characterized each theme. Multiple themes were often identified within a single response; therefore, the number of counts documented exceeds the number of responses submitted. Following the table are responses that contained a suggestion, question, or were otherwise identified as needing a response. All comments submitted are documented in the All Comments Received section of Appendix C.

Figure 36. Distribution of comment themes for “If you have any additional comments or questions, please share them below.”

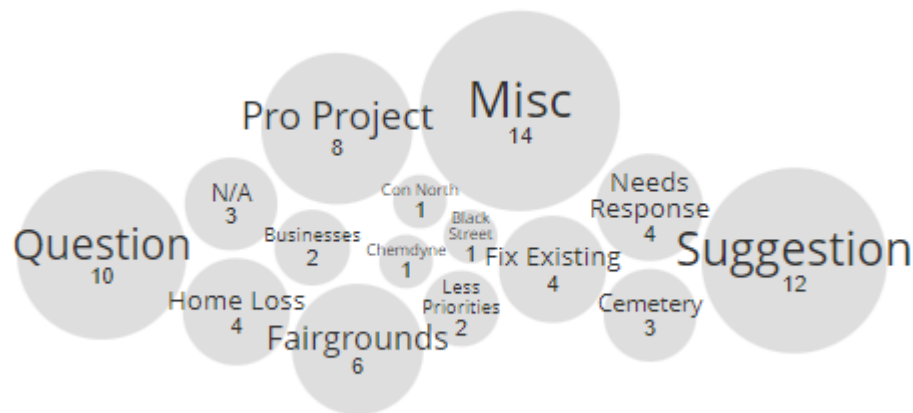


Table 8. Comment themes for “If you have any additional comments or questions, please share them below.”

Theme	Count	Descriptors
Misc	14	Comments could not easily be placed into a theme
Suggestion	12	Comment contains a suggestion
Question	10	Comment contains a question
Pro Project	8	Project has been long-needed; start ASAP; looking forward to benefits
Fairgrounds	6	Avoid the fairgrounds
Fix Existing	4	Fix existing streets
Home Loss	4	Don't relocate people with current high housing costs; build low-income housing units
Needs Response	4	Comment needs a response
N/A	3	Comment was “n/a” or “not applicable” or did not include a comment
Cemetery	3	Avoid the cemetery
Less Priorities	2	Focus on fewer priorities; don't focus on economic development
Businesses	2	Impact on Hamilton businesses vs. sending traffic to Liberty Twp.
Con North	1	Routes to the north are too long
Chemdyne	1	Avoid Chemdyne
Black Street	1	Black St. Bridge to ped/bike crossing

*Note: The following comments are presented as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation. Responses are provided in the Responses to Comments Received section of Appendix C.*

## Questions

1. The minutes from the last stakeholder meeting show several of these options were recommended “No Further Study.” Why are they included in this?
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?
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.
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...
5. Would like to know schedule/timeline of next steps
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.
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?
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.
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?

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?

## Suggestions

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
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.
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. 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.

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

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
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, by 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!
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.

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.

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!
8. Build river crossing & rail crossing & improve existing through/connector streets & work on community development.
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.
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.
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.
12. add one.. up joe nuxhall, up campbell, across rt 4, behind the engineers office up the hill to 129

### Needs Response

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
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.

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.

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. 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...

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.

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

68 people responded to this question. These addresses have been added to the North Hamilton Crossing project update email distribution list, but are not included in this report for personal privacy purposes. Four responses did not include an email address but instead contained comments about the project. Each of the comments is included in the All Comments Received section of Appendix C. One comment (listed below) warranted a response and the response is provided in the Responses to Comments received document in Appendix C.

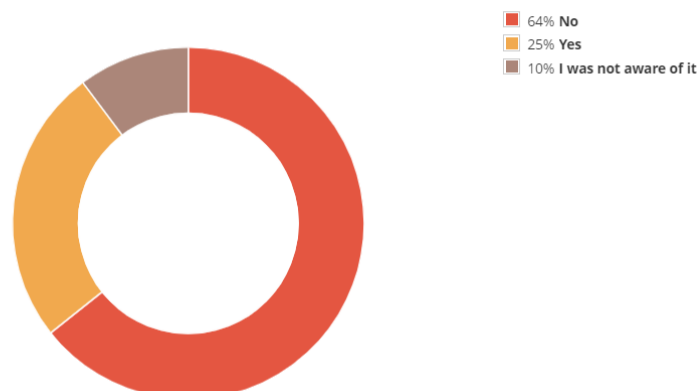
**Needs Response**

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.

**QUESTION 31: Did you attend the in-person Open House at the Fairwood Elementary School on January 23, 2023?**

283 people responded to this question. Of these, 64% said no and 25% said yes.

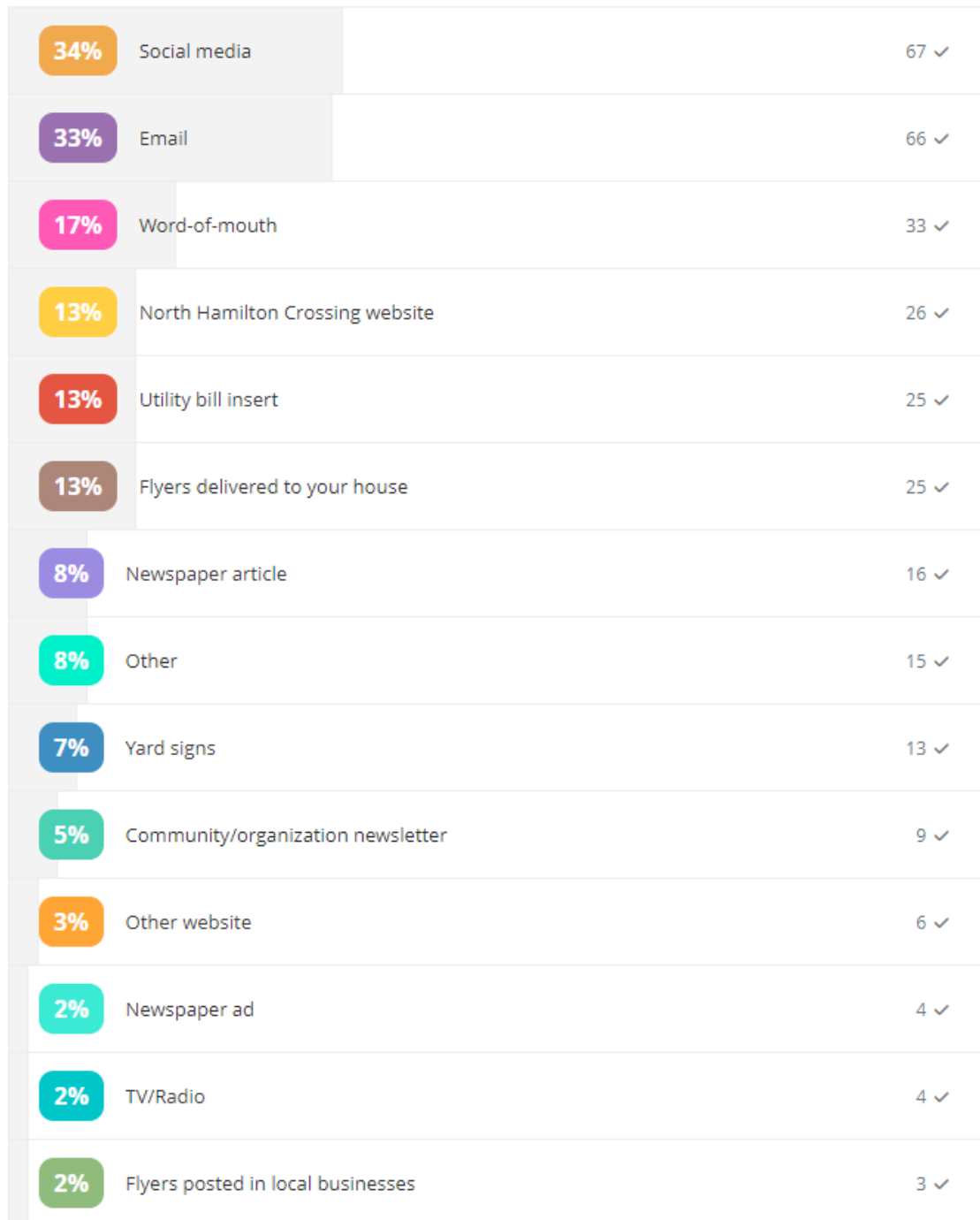
*Figure 37. Responses to "Did you attend the in-person Open House at the Fairwood Elementary School on January 23, 2023?"*



### Question 32: How did you hear about this Virtual Open House?

198 people answered this question. The distribution of answers is shown in the chart below. Please note that participants could choose multiple responses.

Figure 38. Distribution of responses for “How did you hear about this Virtual Open House?”

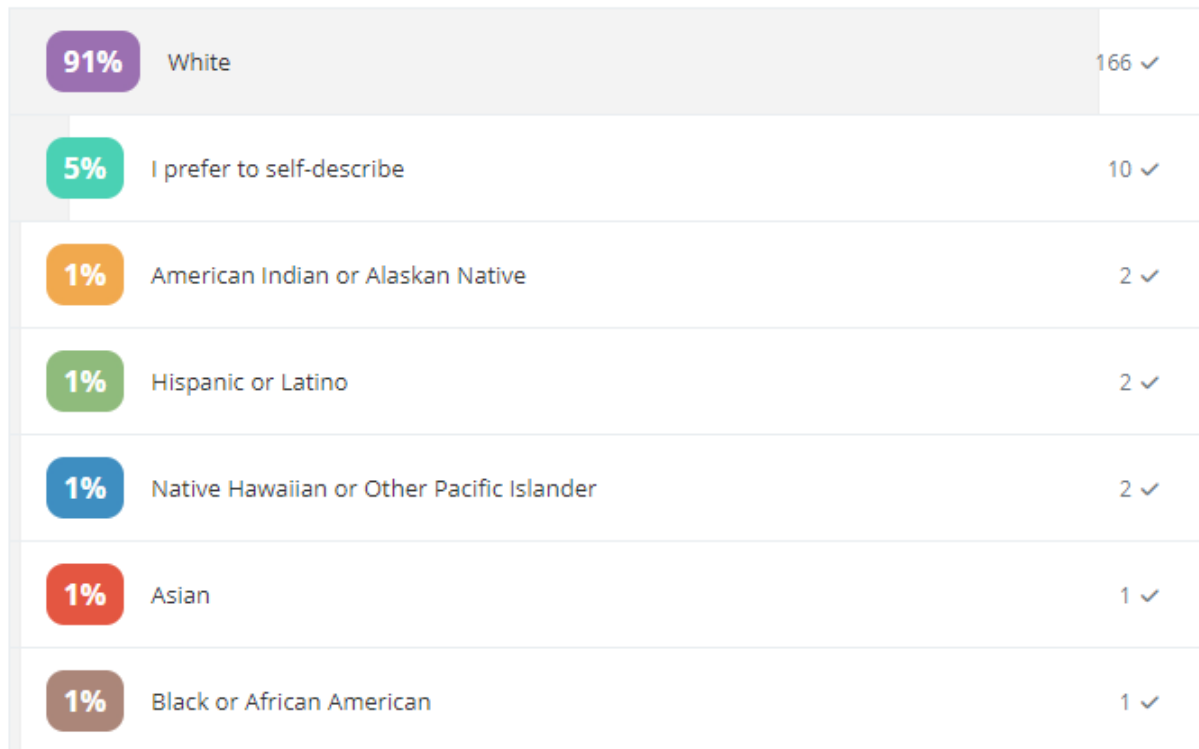


Approximately 8% of respondents (15 people) said “Other.” Responses shared include Facebook (2), Work (1), News (1), Letter in the mail (1) and Hamilton Lane Library (1).

### Question 33: What is your race?

182 people answered this question.

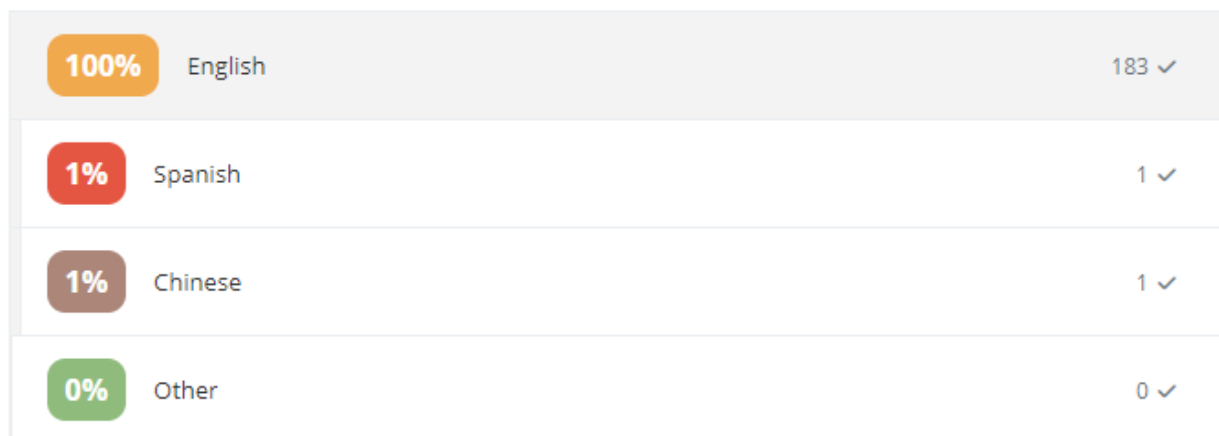
Figure 39. Distribution of responses for “What is your race?”



### Question 34: What is the primary language spoken in your home?

183 people answered this question.

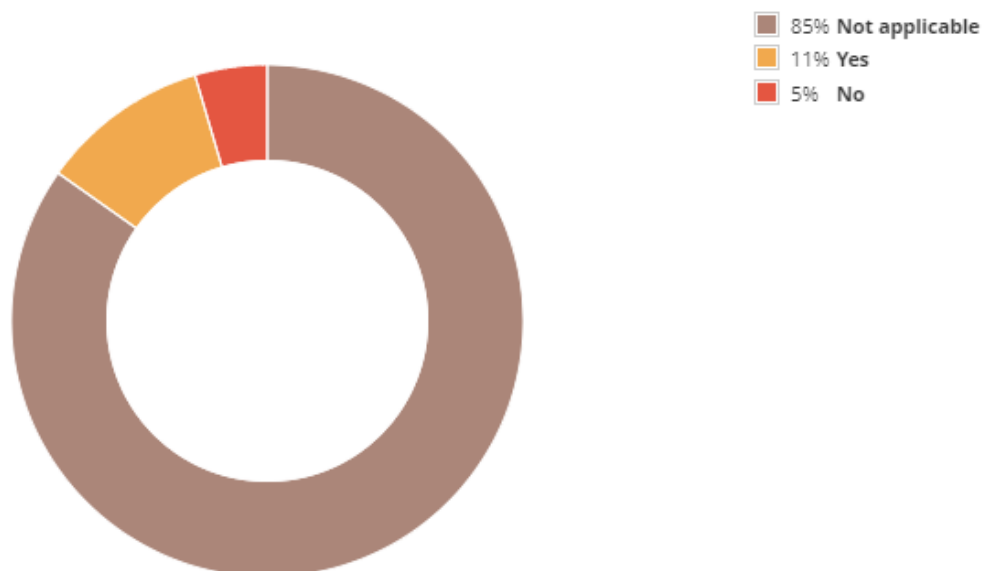
Figure 40. Distribution of responses for “What is the primary language spoken in your home?”



**Question 35: Was the project information translated into other languages appropriately?**

263 people answered this question.

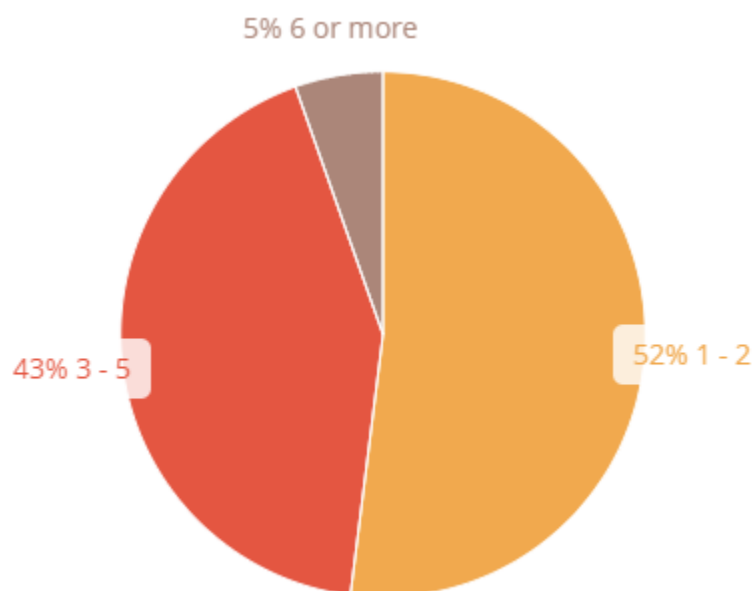
Figure 41. Responses to “Was the project information translated into other languages appropriately?”



**Question 36: How many people live in your household?**

277 people answered this question.

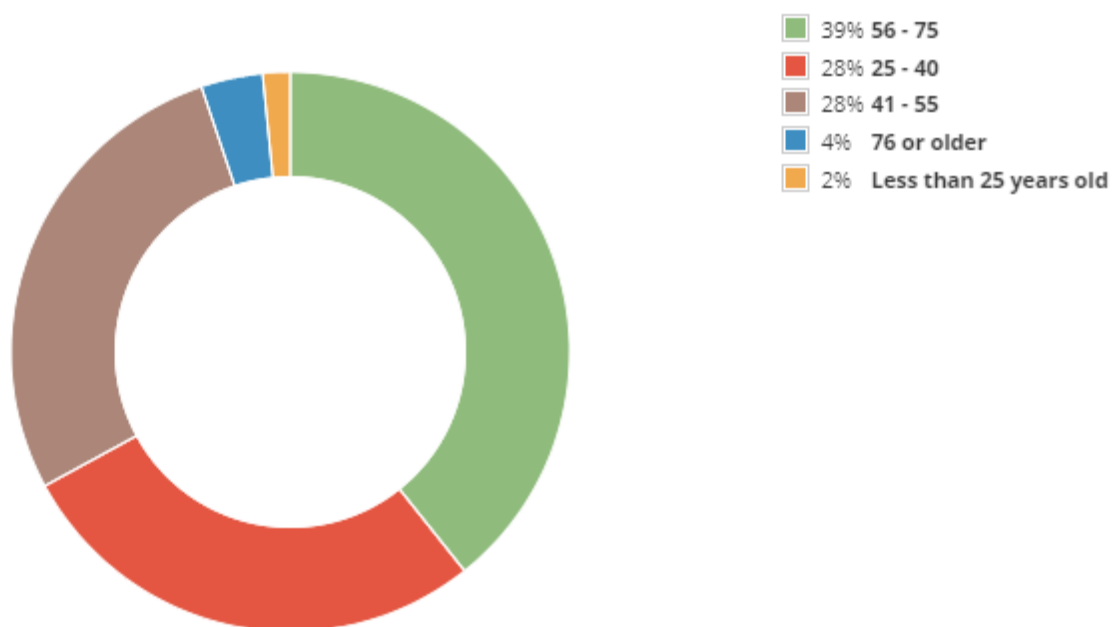
Figure 42. Responses to “How many people live in your household?”



### Question 37: How old are you?

252 people answered this question.

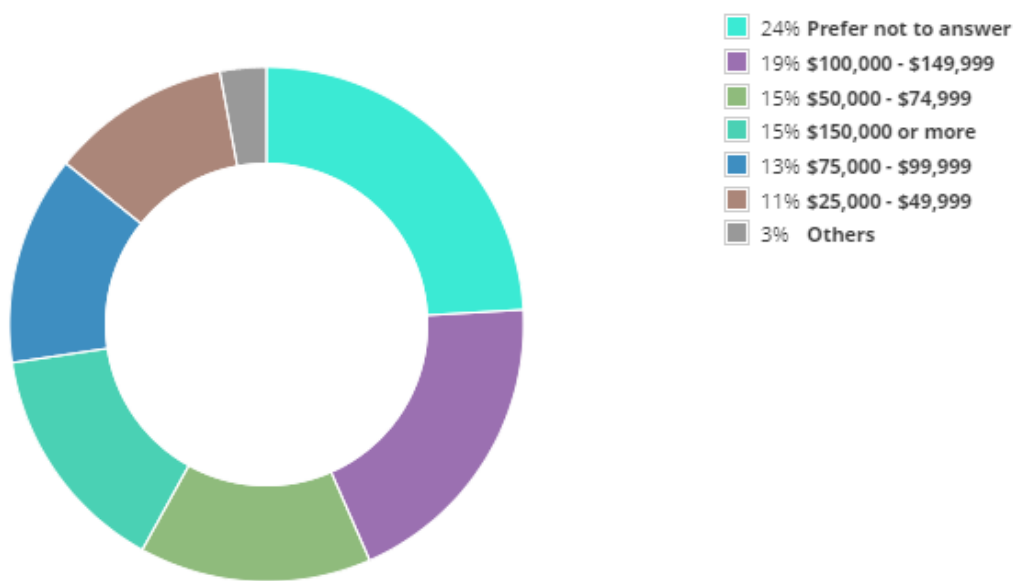
Figure 43. Responses to “How old are you?”



### Question 38: What is your annual household income?

274 people answered this question.

Figure 44. Responses to “What is your annual household income?”



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

37 people left comments in response to this question. All comments submitted are documented in the All Comments Received section of Appendix C.

Figure 45. Distribution of comment themes for “Please suggest any additional ways you think we can improve the inclusiveness of our public outreach efforts.”



Table 9. Comment themes for “Please suggest any additional ways you think we can improve the inclusiveness of our public outreach efforts.”

Theme	Count	Descriptors
Suggestion	18	Comment contains a suggestion
N/A	13	Comment was “n/a” or “not applicable” or did not include a comment
Needs Response	4	Comment needs a response
Good Job	4	Praise regarding the open house
Misc	1	Comments could not easily be placed into a theme

Note: The following comments are presented as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation. Responses are provided in the Responses to Comments Received section of Appendix C.

**Suggestions**

1. it's own social media page, news articles, yard signs in all 17 strong neighborhoods, posters in local businesses or the library?
2. 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..
3. Include citizens at meeting that involve their houses.
4. If you know what streets would be utilized, put street names on the boards.

5. For younger people: social media  
For middle age/elders: utility bill inserts
6. Pick a better location and presubmit the info before the meeting
7. Signs, billboard, flyers
8. Provide more information on when and where public meetings are.
9. 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).
10. In addition to community members and homeowners, consider businesses that could potentially be impacted.
11. us mail. door flyers are good if someone actually drops one off
12. 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.
13. 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.
14. Small community meetings with highest-impact neighborhoods (North End) with translators in attendance
15. 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.
16. 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.
17. 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.
18. Better organization & controlled meeting

### Needs Response

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.

2. Continue to update your progress so the community knows. Thank You for this very thorough explanation regarding this North Hamilton Crossing
3. why does my income have to do with it ?
4. These have nothing to do with this actual project!! (to reduce 129 congestion)

## SUMMARY OF EMAILS, PHONE CALLS RECEIVED

Throughout the public input period, 34 emails were received by Allen Messer, City of Hamilton, one email was received through the [info@northhamiltoncrossing.org](mailto:info@northhamiltoncrossing.org) email address, and one email was received by a project team member. A majority of the emails received, especially those near the end of the comment period, focused on concerns regarding impacts to the historic Greenwood Cemetery (8 emails) and/or the Butler County Fairgrounds (16 emails). Most of these concerns were in direct response to posts on local Facebook pages stating that the NHX roadway was going to go through and destroy the fairgrounds and the cemetery (the project team made efforts to correct the misleading information through responses provided to the senders as the emails came in). Four emails included suggestions for the project team's consideration; two emails expressed thanks for previous responses provided; one email transmitted information about the Joseph Henry "Hamilton Joe" Nuxhall Ohio Historical Marker application for the ballpark; and another email requested that the existing city streets be fixed. The remaining emails addressed a variety of topics from maps to bird preserve signs.

Fourteen phone calls were received during the public comment period (these include calls received in December 2022, after the public meeting date was announced). Nearly half of the calls were questions about impacts to specific properties; two calls expressed support for Alternative A; and the remaining calls were about a variety of issues including the project timeline, routes under consideration, and impacts to the fairgrounds, Greenwood Cemetery, and Chemdyne site.

No written letters were submitted beyond the four completed comment forms that were returned and entered into the Public Input virtual Open House comment system.

The content of each email and phone call received as well as the responses provided are documented in the Call Log located in Appendix C.