RESPONSES TO QUESTIONS AND SUGGESTIONS RECEIVED

The following pages document questions and suggestions received through the Virtual Open House survey and emails received during the public comment period. Responses from the City of Hamilton and Butler County Transportation Improvement District (BCTID) are provided for each comment. **All comments received are presented as they were submitted; no edits were made to spelling, punctuation, or otherwise.**

QUESTION 12: OPTIONAL: Use this space to share any additional comments you may have regarding the West Section alternatives.

QUESTIONS RECEIVED	RESPONSE
1. -- Make the old black street a foot bridge/people bridge	It's the City's intent to preserve the Black Street Bridge for bicycle and pedestrian use. The Black Street Bridge is not expected to be closed to vehicular traffic until the new bridge crossing is in place.
2. What support for neighborhood revitalization of homes, streets, alleys, water/sewer lines to property owner homes affected. Where is the oasis of natural environment conducive to humans, animals and safety.	The proposed street improvements include a boulevard with bike and pedestrian facilities and will incorporate landscaped medians and tree lawns wherever possible. Any needed upgrade of underground utilities will be coordinated with the project.

SUGGESTIONS RECEIVED	RESPONSE
1. Gordon/Rhea option: I like all the roundabouts, but do share some concern about traffic backing up through the one nearest to Spooky Nook during large events. But perhaps proper traffic control during those events and the inclusion of the westbound to northbound slip lane will help. I also like that this option improves bike/ped connectivity with the shared use path and making the Black Street bridge bike/ped. I have some concern about increased traffic on Rhea west to Eaton due to the improved street connectivity, but also appreciate this increased connectivity to the east. Traffic on Rhea travels too fast on this stretch. Perhaps some traffic calming on Rhea can be added with a reduced speed limit.	A preliminary analysis of event operations of the roundabout indicate that it will be able to handle traffic from Spooky Nook. For larger events, a traffic officer may be required to help with event traffic. The recommended preferred alignment will make it more convenient for vehicles to use the Rhea corridor. If there are speeding issues on Rhea, the City can investigate traffic calming strategies to reduce speeds.

SUGGESTIONS RECEIVED	RESPONSE
2. A STRAIGHT SHOT FROM N.W. WASHINGTON PAST FAIRGROUNDS TO 4 LANE 129 PAST ELECTIONS OFFICE WOULD BE A MORE COSMOPOLITAN OPTION" THEY ARE GOING TO GET TO SPOOKY NOOK ANY WAY". AS AFAR AS THE COMBS PARK, IT WILL GET MORE USE LIKE THE PARK THAT WAS SPLIT ON WEST SIDE WASHINGTOM BLVD. YOU ADD VISUAL AND A WATER PARK FOR KIDS THERE IS YOUR OPTION FOR USE. PLUS YOU HAVE TO THINK ABOUT A CONNECTOR LOOP FROM 129 TO 4 LANES [BY ELECTIONS OFFICE PAST FAIRGROUNDS TO NORTH27 NORTH OF ROSS IN THE FUTURE THAT WILL RAISE PROPERTY VALUES AND CONNECT HAMILTON AS A MAJOR HIGHWAY INTERSECTION FOR TRANSPORTATION AND INDUSTRY OF ALL TYPES. IN OTHER WORDS A LOOP IN BUTLER COUNTY ALL 4 LANES.	The alternative you described was evaluated in earlier stages of this project as Alternative “A” and was eliminated because traffic modeling showed that did not help alleviate any traffic congestion on High/Main Streets and would support the greatest amounts of traffic demand in the region, it had the greatest impacts on floodplain and farmlands, required the most right of way purchase and was among the most costly alternatives.
3. -- What happened to the Cohen deal?	The development is still moving forward, however it has been slowed by the current economy.

QUESTION 16: OPTIONAL: Use this space to share any additional comments you may have regarding the Central Section alternatives.

QUESTIONS RECEIVED	RESPONSE
1. No to more poor street planning in a city located in a beautiful environmental area. Ridiculous 4-lane highway through residential. Step right off your front porch into car zooming by: the noise, safety, etc. Where is property owner revitalization assistant from the City? Since housing in Hamilton is atrocious and owners cannot afford more property taxes.	The proposed street improvements include a boulevard with bike and pedestrian facilities and will incorporate landscaped medians and tree lawns wherever possible. The City is continuing to investigate opportunities to provide new and rehabilitated housing options in the community for those impacted by the project.

SUGGESTIONS RECEIVED	RESPONSE
2. All of the proposals share a 35 mph design speed limit which is not a realistic speed limit for the way drivers will behave on a road of that design. This creates safety risks for pedestrians, cyclists, and the homeowners on the new roadway. Part of the reason I prefer the Joe Nuxhall route is because it is more winding which should help slow traffic, but other calming measures should be considered for all of the proposed routes. If one of the primary stated goals is to improve safety, putting an unrealistically low speed limit that will not be followed or enforced is not the right approach.	Improving travel safety for motorists, pedestrians and bicyclists is one of our top priorities for the NHX. The NHX roadway will be a four-lane, boulevard-style road (two travel lanes in each direction) with a speed limit of 35 mph. A number of measures will be included in its design to manage traffic flow and slow down travel speeds. These include roundabouts, landscaped medians in the middle of the road, and bump-outs at street corners/intersections (where feasible). A sidewalk or shared-use path will be included on each side to provide safe travel options for walkers, runners, bicyclists and others.

QUESTION 19: OPTIONAL: Use this space to share any additional comments you may have regarding the East Section alternatives.

SUGGESTIONS RECEIVED	RESPONSE
1. Princeton rd and Hampshire drive is a nightmare with traffic to begin with. There is no way that area could handle more traffic without widing Hampshire and Princeton. And 129 at Hampshire is already terrible for accidents with out the additional traffic.	Hampshire Road is being widened from two to four lanes as part of the project. In addition, the Princeton Road & Hampshire Road intersection is being upgraded to a roundabout. These improvements will serve to mitigate the impacts of the additional traffic.
2. Love the use of the peanut roundabout here! And this connection makes all the sense, but agree that Princeton Rd. needs to be improved - that thing is so dangerous east of Hampshire for all modes and this connection will only make it worse. Improvements at the intersection with 129 will also be needed. I wonder how well a roundabout would function there too given the turning movements? It would also slow traffic off 129 coming into Hamilton.	Improvements to Princeton Road are outside the scope of this project. Fairfield Township is looking into making improvements to the Princeton Road corridor. Improvements to the signalized SR 129 & Hampshire Drive intersection are proposed as part of the project. A second left turn lane is proposed to be added to the eastbound approach on SR 129, the southbound approach on Hampshire Road is proposed to consist of a right turn lane, through lane, and dual left turn lanes, and the northbound approach on Hampshire Road is proposed to consist of a left turn lane and a shared through/right turn lane. While a roundabout will slow traffic

SUGGESTIONS RECEIVED	RESPONSE
	coming into Hamilton, it will operate at a failing level-of-service with the projected traffic volumes.
3. Please ensure minimal disturbance to the horse barns at the fairgrounds	We have been working with the Butler County Fairgrounds Board throughout our planning process and understand that preserving the horse barns is a priority. Project plans do not affect the horse barns, though the road may travel near them. We are looking into options to reduce noise and visual disruptions that might reduce disturbances to the horses. More will be known as we develop more detailed designs for the project.
4. Eliminate the double roundabout & use traffic lights. Roundabouts cause more expensive maintenance & have no safety concern because of the intersection	Roundabouts have a higher initial capital expenditure cost compared to a traffic signals. However, over the design life of the intersection improvement project, roundabouts have a higher benefit to cost ratio. This is due to lower annual maintenance costs and reduced crashes. Roundabouts reduce fatal/injury crashes by 78% compared to traffic signals, which results in a significantly lower crash cost over the life of the project.

QUESTION 22: OPTIONAL: Use this space to share any additional comments or question you may have about the NHX project or the Recommended Preferred Alternative.

QUESTIONS RECEIVED	RESPONSE
1. Why are we building a highway to West Chester? The visitors in town need to spend their money in Hamilton.	The City of Hamilton and Butler County Transportation Improvement District (BCTID), in coordination with the Ohio Department of Transportation (ODOT), are developing the North Hamilton Crossing (NHX) project to reduce congestion and make travel easier and safer in the northeastern portion of the city. NHX goals include: • Improve mobility and reduce congestion • Improve motorist and pedestrian safety

	• Improve connections between the east and west sides of Hamilton • Make travel across the Great Miami River easier • Explore opportunities to expand sidewalks and bike paths, and improve public transportation options • Support growth and redevelopment We've already been experiencing an exciting resurgence of economic growth and redevelopment in Hamilton. By making it easier and safer to travel in and around our community, we will be better positioned to attract more people to it and encourage them to stay longer.
2. My house is located at 1319 Campbell Ave. Will this be an eminent domain situation and if not I would like to know the route of this road. I do not want to be stuck living between two highways.	*This comment was received via email and the following response was sent on June 27:* Thank you for your email. I have attached a copy of the most recent North Hamilton Crossing Fact Sheet, which was distributed at the public meeting we held on Tuesday evening (June 24) to update the community about the project. Inside the fact sheet is a map showing the recommended route for the North Hamilton Crossing project. If you weren't able to make it to the meeting, or would like more detailed information about the project, I encourage you to visit our Virtual Open House, which includes the same information shared at the in-person meeting on Tuesday. I've also attached a conceptual rendering for the NHX roadway. The NHX will not be a freeway. Rather, it will be a four-lane, boulevard-style road (two travel lanes in each direction) with a turn lane or landscaped median in the middle. It will have a speed limit of 35 mph and a sidewalk or shared-use path on each side. Bump-outs and crosswalks will be included at street corners to make crossing the street easier and safer.
3. We are requesting updates on current plans for the North Hamilton Crossing project. We are having difficulty finding the latest proposals online. If you could email the latest relevant documents/maps, it would be helpful to us. We are seeing lots of rumors and secondhand reports online. Our location is [redacted] and it is being reported on social media that the	*This comment was received via email and the following response was sent on June 27:* Thank you for your email and questions. For the latest updates on the North Hamilton Crossing project, we encourage you to visit our Virtual Open House. There, you will find the information and materials you are looking for. The Virtual Open House is an online version of the public meeting that

project will be located adjacent to our subdivision. We would appreciate an update from your organization. Thanks.	we hosted on this past Tuesday (June 24). At that meeting, we distributed a project fact sheet that summarizes key information and includes a map of the Recommended Preferred Alternative for the NHX route. I've attached a copy of the fact sheet to this email for your easy reference.

SUGGESTIONS RECEIVED	RESPONSE
1. Please keep school crossing in mind. As an adult, I have almost been hit in the "safe" crossing with lights because drivers don't pay attention to them. The city schools will have to hire more crossing guards	Improving the safety of pedestrians and bicyclists in addition to motorists is one of our top priorities for this project. As we advance into the detailed design phase of the project, we will be looking at ways to keep people safe as they move throughout the area. Options include adding landscaped medians in the road, improved crosswalks, and bump-outs at street corners.
2. Eliminate all roundabouts. The cost/benefit ratio is way off. Generally speaking, roundabouts cost 2-5 million dollars each whereas traffic lights with the properly timed red/green lights work better at a much lower cost. Don't make traffic lights design similar to bypass 4. Silly design.	Roundabouts have a higher initial capital expenditure cost compared to a traffic signals. However, over the design life of the intersection improvement project, roundabouts have a higher benefit to cost ratio. This is due to lower annual maintenance costs and reduced crashes. Roundabouts reduce fatal/injury crashes by 78% compared to traffic signals, which results in a significantly lower crash cost over the life of the project.
3. - Build a bridge for traffic. Imminent domain for homes is a loss to property owners. - Revitalize all homeowner properties, streets, infrastructure - Invest more money from ? No to property taxes. Value of homes is not funded. - Hamilton is not a known destination for impeccable living area. - No one shops here, lives here long, we have homeless and dilapidated housing.	A major component of the NHX project includes a new bridge that traffic can use to cross the Great Miami River. Funding for the NHX project will come from a combination of federal and local resources obtained over multiple years. Affected property owners, residents and businesses will receive financial compensation pertaining to any loss of property and assistance with finding a new home or location for their business that is equal to or better than what they have at the time of acquisition. Right now, we're looking into ways we can help keep more residents in the neighborhood. Options being considered include moving into existing houses and renovating outdated

SUGGESTIONS RECEIVED	RESPONSE
	homes. Another idea we're exploring is building new housing – single and/or multi-family – on vacant lots throughout the area. Any infrastructure affected by NHX construction will either be repaired, replaced or improved as part of the construction process.
4. - Would like to see more roundabouts. Countries with them have less accidents. - Will comment on suggested selections after further study. - I appreciate that the public are kept informed & consulted.	Multiple roundabouts are being considered as part of the NHX project. Roundabouts are great for managing overall traffic flow. They do a very good job of slowing down vehicles as they travel through the area in which they are located without causing traffic backups and travel delays. These benefits also result in much lower crash rates.