



PUBLIC REVIEW & INPUT OPPORTUNITY #4

SUMMARY REPORT

SEPTEMBER 2025

BUT-North Hamilton Crossing | PID 115755

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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), are developing the North Hamilton Crossing (NHX) project to make travel easier and safer within the northeastern part of the city and western Butler County.

Currently, travel through this area 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 25 different locations, and limited options for crossing the Great Miami River, which bisects the city. Other transportation challenges include poor east-west connectivity within the city and the county and limited options for multi-modal travel. These problems are expected to get worse as the city and nearby areas continue to attract more people and businesses.

Comprehensive technical studies have been conducted to thoroughly assess local traffic challenges and develop and evaluate possible solutions. Additional studies are being completed to further determine how proposed project alternatives – which include a new bridge across the Great Miami River, a new railroad overpass, and a new road to better connect North B Street, US 127, SR 4 and SR 129 – would likely impact local communities and the surrounding environment.

The project's study area is a heavily developed area. No matter which project alternative is ultimately advanced for construction, community impacts and relocations will be unavoidable. As such, the City, BCTID and ODOT have been conducting comprehensive public outreach and engagement efforts throughout the project development process to ensure that the community is well-informed about the project and has multiple opportunities to participate and share their thoughts, comments and questions. Input from the public is an important part of the project development process. Feedback received has been used to help identify a Recommended Preferred Alternative and will continue to inform decision-making throughout the project.

In the spring of 2025, the City and BCTID identified a Recommended Preferred Alternative based on the findings of studies completed to date. Before preparing the Environmental Assessment (EA), which will formalize their recommendations, the City, BCTID and ODOT organized an in-person Public Meeting, followed by a 45-day Virtual Open House, to update the community on their progress and gather public feedback on their recommendations for next steps.

This report summarizes both of these engagement opportunities, and the feedback received from each. Input gathered will be used to help determine if any modifications need to be made to the Recommended Preferred Alternative, and to help guide decision-making for the NHX project.

PUBLIC MEETING OVERVIEW

Held on June 24, 2025, the in-person Public Meeting was designed to update the community on the NHX project, share the findings of recently completed studies, present the Recommended Preferred Alternative and discuss next steps. The meeting took place at the Butler County Fairgrounds in the North End neighborhood of the City of Hamilton, which is located in the center of the project's study area.

The meeting consisted of two parts: a live 30-minute presentation and an Open House. The presentation was delivered by the City's Director of Engineering, Allen Messer, and the BCTID director, Dan Corey. A video recording of the presentation was shown throughout the remainder of the meeting for those who weren't present for the live delivery. Following the conclusion of the meeting, a link to the video was also posted on the "Participate" page of the project website (<https://www.northhamiltoncrossing.org/participate>) as well as on the Virtual Open House site (www.publicinput.com/nhxmtg4).

At the end of the presentation, meeting attendees were encouraged to review the exhibits and discuss their questions and comments directly with project team representatives. The Open House featured multiple information boards that highlighted the following:

- Project Purpose & Need
- Project timeline
- Overview of alternatives advanced from the Feasibility Study for further study
- Environmental features of the NHX study area
- The West Section alternatives, a comparison of the Pros and Cons of each alternative and the West Section Recommended Preferred Alternative
- The Central Section alternatives, a comparison of the Pros and Cons of each alternative and the Central Section Recommended Preferred Alternative
- The East Section alternative and the East Section Recommended Preferred Alternative
- The full route of the Recommended Preferred Alternative
- Next steps

Upon arriving at the meeting, participants received an NHX fact sheet (available in both English and Spanish) and a comment sheet. Project team members were positioned throughout the space to discuss the project and current recommendations, answer questions and gather feedback from participants. Two stations were set up in the meeting space where attendees could get more information about environmental studies conducted for the project and the right-of-way and relocation processes. Handouts at these stations included:

- A Right-of-Way and Relocation Fact Sheet (available in both English and Spanish)
- A copy of the Phase I History/Architecture Study (available at the Environmental station)
- A Consulting Party Information sheet (available at the Environmental station)
- A Consulting Party application (available at the Environmental station)

Approximately 140 people signed in at the meeting. Actual attendance was higher, however, as some attendees opted not to sign in. Sixteen people submitted completed comment sheets. Their responses were entered into the Virtual Open House survey (see below), which allowed their feedback to be reviewed and analyzed together with input received through the Virtual Open House.

All materials shared at the Public Meeting are included in Appendix A: Meeting Materials.



Figure 1: Photos of the June 24, 2025, in-person Public Meeting.

VIRTUAL OPEN HOUSE OVERVIEW

Immediately after the in-person Public Meeting concluded, the project team launched a Virtual Open House, which could be accessed through a link posted on a pop-up box that appeared on the “Home” and “Participate” pages of the North Hamilton Crossing website (a link was also available under the “Upcoming Input Opportunities” section of the “Participate” page). Developed using the Public Input online public engagement platform, the Virtual Open House shared the same information that was exhibited at the in-person Public Meeting and was open 24/7 for 45 days. Sections of the Virtual Open House site included:

Welcome – Welcomed visitors to the site and provided information about how the Virtual Open House works.

Overview – Provided an overview of the North Hamilton Crossing project, including the Project Development Process and NHX Purpose & Need.

Concept – Highlighted elements of the North Hamilton Crossing concept: a new bridge across the Great Miami River to connect North B. Street with US 127, a new railroad overpass, and an improved roadway connection between US 127, SR 4 and SR 129.

Alternatives – Discussed the project alternatives development process and highlighted the transportation and environmental studies completed to date. This section also highlighted the importance of public input in the decision-making process.

West Section – Highlighted the alternatives studied for the West Section: the NW Washington Crossing and the Gordon/Rhea Crossing. Information presented included maps highlighting the alternative routes, the pros and cons of each and a comparison of the environmental considerations for each alternative. This section also identified the recommended route through the West Section (the Gordon/Rhea Crossing).

Central Section – Highlighted each of the alternatives studied for the Central Section: the Miami Street Connection, the North 9th Street Connection, the Vine Street Connection and the Joe Nuxhall Connection. Information presented included maps highlighting the alternative routes, the pros and cons of each and a comparison of the environmental considerations for each alternative. This section also identified the recommended route through the Central Section (the Vine Street Connection).

East Section – Highlighted the one alternative studied for the East Section: the East Connection. Information presented included a map highlighting the route, its pros and cons and environmental considerations. This section also identified the recommended route for the East Section (the East Connection).

Next Steps – Showed a map consolidating the routes recommended for each NHX section and discussed the upcoming Environmental Assessment and subsequent review process. This section also included information about the phasing and timing of construction for the overall NHX project, as well as project funding status.

Relocations – Discussed the difference between right-of-way acquisition and relocations, and provided answers to frequently asked questions about the relocation process.

Input – Provided information about how meeting participants can share their questions, comments and ideas with the City, BCTID and ODOT.

Survey questions embedded into each page of the Virtual Open House provided opportunities for participants to share their questions, comments and suggestions with the project team.

By the time it concluded on August 8, the Virtual Open House had been viewed 1,547 times and 221 people had each answered at least one of the survey questions, totaling 1,400 responses with 162 comments of which 115 comments were notes about where respondents live and work.

A copy of the Virtual Open House content is provided in Appendix A.

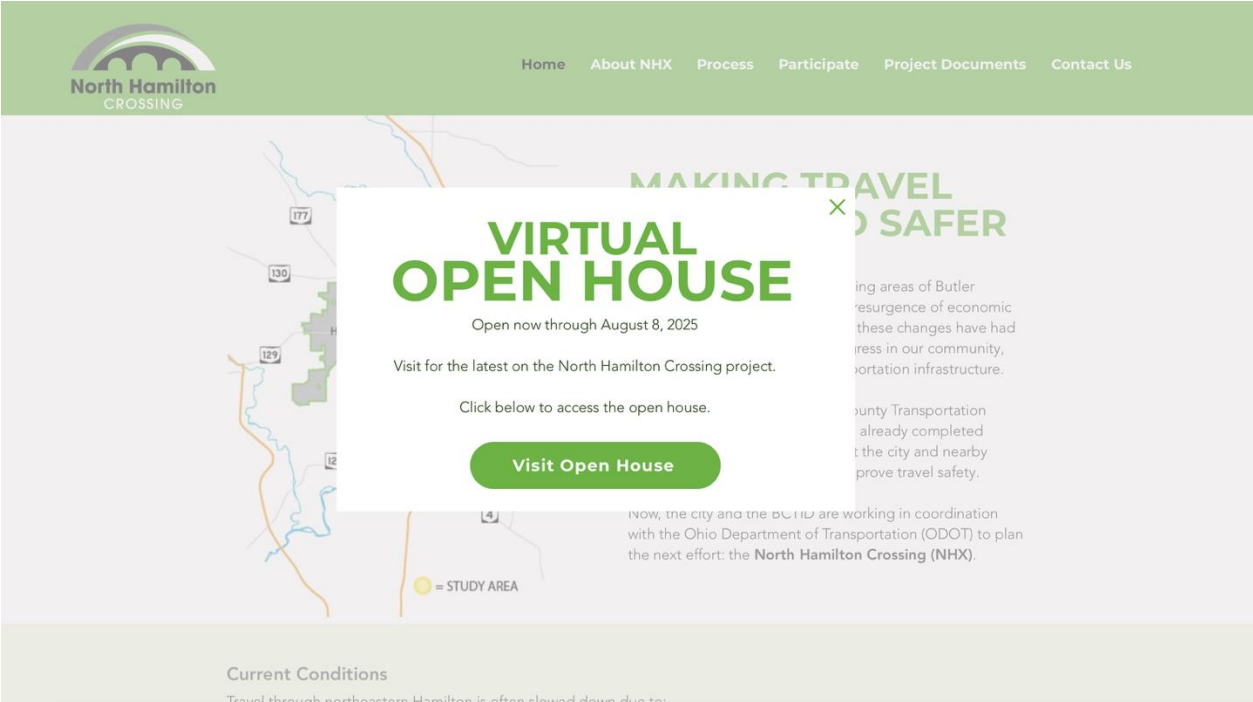


Figure 2: Image of the Virtual Open House pop-up box which appeared on the NHX homepage.

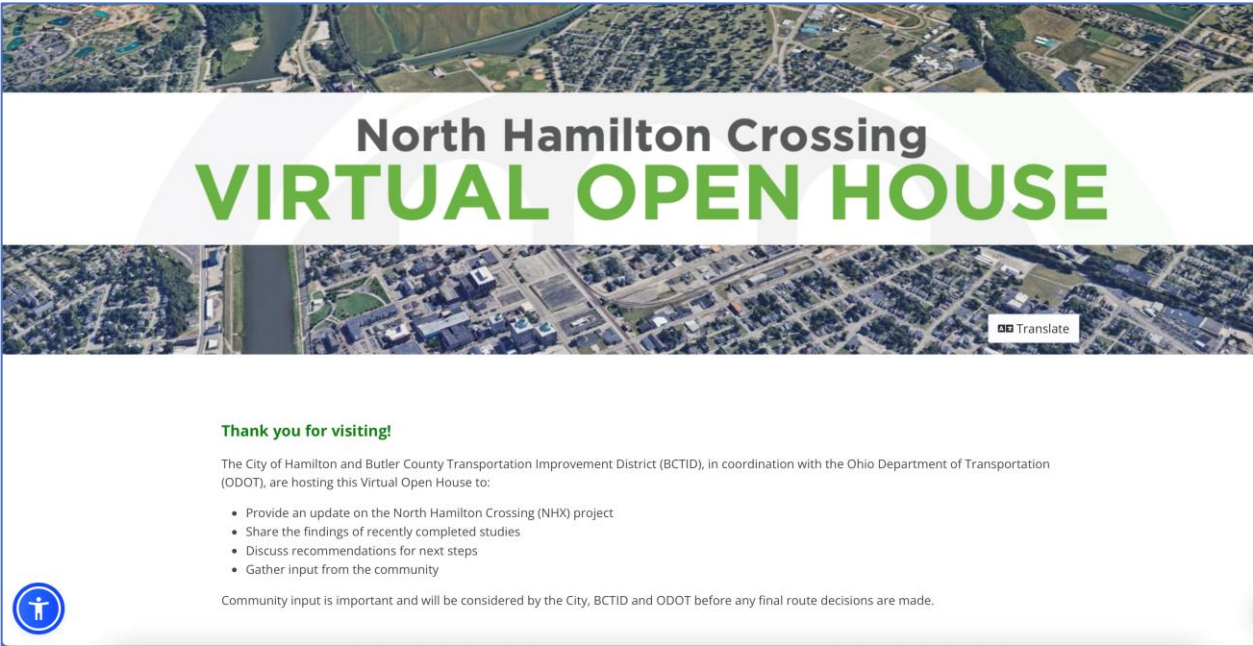


Figure 3: Image of the introductory page of the Virtual Open House.

KEY LEARNINGS

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

- Overall, the Hamilton community generally accepts the City and BCTID's Recommended Preferred Alternative for the NHX project. That said, concerns remain regarding the effect its construction will have on the neighborhoods it will travel through and on the residents, businesses and property owners it will directly impact.
- West Section – When asked which of the two connection alternatives they prefer, a higher percentage of respondents (57%) preferred the NW Washington Crossing. However, when asked if they agree with the recommendation to advance Gordon/Rhea as the preferred route, 48% agreed or strongly agreed, 20% weren't sure, and 32% either disagreed or strongly disagreed. This data, combined with comments received, indicates that while there may be a personal preference for the NW Washington Crossing, the community is generally willing to support the Gordon/Rhea Crossing. Community concerns about the Gordon/Rhea Crossing include:
 - Respondents aren't convinced that the Gordon/Rhea Crossing will make travel in the area easier or safer (56%).
 - Respondents think that the NW Washington route is a better option (40%).
 - Respondents say that the Gordon/Rhea Crossing isn't convenient for them (16%).

Additional comments received about the West Section alternatives showed that some respondents are concerned that the roundabout planned at Rhea Ave and North B Street either will not resolve traffic flow issues or will make them worse, particularly when events are taking place at Spooky Nook. Others prefer the Gordon/Rhea option *because* of the roundabout and/or because the connection supports increased connectivity for bicyclists and pedestrians, costs less than the NW Washington Crossing, and is "more sensible."

- Central Section – A majority of respondents (57%) preferred the recommended Vine Street Connection, followed by the Joe Nuxhall Connection (19%). When asked how much they agree with selecting the Vine Street Connection as the preferred route through the Central Section of the project area, 46% either agreed (28%) or strongly agreed (18%). Only 16% either disagreed (11%) or strongly disagreed (5%).

Primary reasons offered for disagreeing or strongly disagreeing with the Vine Street Connection included that respondents weren't convinced that it would make travel easier and/or safer (19%) or they thought one of the other routes was a better option (19%). Others were concerned that their home might be affected (15%). Additional concerns respondents offered about the Vine Street Connection included impacts on local businesses and residential properties (encroachment on homes, noise, pedestrian safety) and the possibility of speeding above the proposed 35 mph limit (particularly if measures are not put in place to reduce travel speeds). Others noted that they preferred the Vine Street route because it doesn't affect LJ Smith Park and costs less than other options.

- East Section – Sixty-seven percent of respondents either agreed (32%) or strongly agreed (35%) with selecting the East Connection as the preferred route through the East Section of the project area. Reasons for disagreeing (8%) or strongly disagreeing (5%) were that respondents weren't convinced that the East Connection would make travel easier and/or safer (26%), respondents were concerned that their home might be affected (11%), and/or the route wasn't convenient for

respondents (11%). Some respondents noted that improvements (perhaps wider roads or another roundabout) will still be needed in the Princeton Road and Hampshire Drive area, and some noted that they really liked the proposed “peanut” roundabout. Another person said that the roundabout concept should be eliminated and replaced with improvements to traffic lights (less maintenance and less expensive). One respondent requested that there be minimal disturbance to the horse barns at the fairgrounds.

- Relocation – When asked how interested they would be in staying in their current neighborhood if relocated, the majority of respondents said that they won’t be affected (72%), while nearly 10% said they were very interested (7%) or somewhat interested (2%). Another 7% weren’t really interested (2%) or weren’t interested at all (5%). Respondents who wanted to stay in the same neighborhood were generally interested in all possible housing options that the City and BCTID are exploring: new housing built on vacant property (64%), existing housing that’s move-in ready (43%) and renovated housing (43%).

PUBLIC NOTIFICATION

The NHX project team conducted a robust public notification effort to inform the community about the upcoming Public Meeting and Virtual Open House. Notification efforts began on May 21, 2025 (34 days before the Public Meeting date) and continued through late July. Multiple channels were used to spread the word about the upcoming public review and input opportunities. Copies of all notification materials are provided in Appendix B.

Stakeholder Email

An email announcing the upcoming Public Meeting was sent to NHX Stakeholder Committee members on May 21, 2025. The email also announced the timing of the Virtual Public Meeting. Multiple stakeholder organizations and individuals shared the information received through their social media pages.

News Release

The City of Hamilton distributed a news release announcing the Public Meeting and Virtual Open House via its digital newsletter system. The release was shared multiple times between May 23 and June 24, and local print, television and radio news outlets were included on the distribution list. A total of 14 media mentions were tracked between June 24 and June 26. Mentions on June 24 promoted the Public Meeting; mentions after June 24 provided updated information about the project, highlighted route recommendations and promoted the Virtual Public Meeting. Coverage was tracked on the following media outlets:

- *Hamilton Journal-News*
- *Dayton Daily News*
- WMOH – AM

E-Blast to NHX Subscribers

An e-blast announcing the Public Meeting and Virtual Open House was distributed to NHX email update subscribers on May 28, 2025. The e-blast was re-distributed to subscribers on June 18 as a meeting reminder. On July 21, a subsequent e-blast was distributed to promote the Virtual Open House and input opportunity.

Hamilton Journal-News Ad

A quarter-page, full-color ad promoting the Public Meeting and Virtual Open House was printed in the *Hamilton Journal-News* on Sunday, June 1, 2025. The ad and an image showing its placement in the newspaper is included in Appendix B.

Social Media

Posts highlighting the project and upcoming public review and input opportunities were shared on the City's Facebook account on the dates listed below.

- May 23, 2025
- June 20, 2025
- June 24, 2025
- June 27, 2025
- July 21, 2025

Additional posts were tracked on the following Facebook pages:

- Fairfield Township (May 21 and May 27)
- Hamilton Ohio News and Events (May 21)
- Michael Ryan (May 21)
- Alicia Bowman (May 21)
- North End PlaySafe (June 21)
- Andrew Conn (June 24)



Figure 4: Image of a social media post from the City of Hamilton promoting the Public Meeting.

Flyers

A notification flyer promoting both the Public Meeting and the Virtual Open House was distributed at approximately 50 locations throughout, and near, the study area. These locations included markets (including the North End Market), restaurants/food establishments, schools, service businesses (laundromats, beauty salons/barbers, etc.), churches and other places of worship, the Lane Library, Spooky Nook, and City and BCTID offices. The flyers were posted the week of June 2.

Yard Signs

Forty weather-resistant yard signs promoting the Public Meeting date, time and location, and featuring a QR code linked to the NHX website, were placed along key corridors and at key intersections throughout the project study area. One side of the yard signs was in English; the other side was in Spanish. Ten additional signs were given to Fairfield Township to place at their discretion. The yard signs were placed the week of June 2.



Figure 5: Image of a yard sign.

Mailers

Public Meeting and Virtual Open House notification mailers were delivered via Every Door Direct Mail (EDDM) during the first week of June to 2,370 addresses located along proposed alignment corridors within the NHX study area. An additional 200 mailers were sent to addresses located in the Princeton Road/Hampshire Drive area as well as to the neighborhood bounded by Summer Street, Webster Avenue, Hunter Avenue and Gordon Avenue on the west side of the Great Miami River. One side of the mailers was in English; the other side was in Spanish.

Website Announcement

On May 21, Public Meeting and Virtual Open House announcements were posted on the project website. These included a pop-up meeting notice that appeared on the “Home” and “Participate” pages of the website and a prominent announcement with meeting details that was posted in the “Upcoming Meetings” section of the “Participate” page. After the Public Meeting was held, these announcements were updated to focus on the Virtual Open House.

Butler County Fairgrounds Marquee

Beginning the week of June 9, an announcement about the upcoming Public Meeting was included in the carousel of upcoming events featured on the Butler County Fairgrounds electronic marquee.

Display at Butler County Fair

The information board showing the Recommended Preferred Alternative along with copies of the NHX fact sheet were displayed at the entrance to the indoor exhibit halls at the Butler County Fair. A nearby sign encouraged attendees to participate in the NHX Virtual Open House and provided both a QR code and a URL to access the site. The Butler County Fair was held July 20 through July 26, 2025.

INPUT SUMMARY

Verbal comments received at the Public Meeting were shared during discussions between meeting attendees and project team representatives. The feedback received was generally neutral or positive in nature, though some individuals shared concerns about project impacts. Topics of discussion tended to focus on the Recommended Preferred Alignment (where it will go, why it was chosen and how it will impact surrounding properties).

Written input was received primarily through responses to the survey questions embedded into the Virtual Open House. Comments submitted on comment forms during the in-person Public Meeting were input into the Virtual Open House survey response system to facilitate review and analysis.

Two comments were received via email, and they were added to the responses submitted for Question 23 of the Virtual Open House survey: *Use this space to share any additional comments or questions you may have about the NHX project or the Recommended Preferred Alternative.*

No phone calls were received.

Below is a summary of all feedback received. This summary follows the questions as they were asked in the Virtual Open House survey.

QUESTION 1: Where do you live?

97 Respondents

Each respondent to this question was asked to place a pin on a map to indicate where they live. They were also asked to leave their zip code in the comment box that popped up once they placed their pin. Of the 83 people who placed pins, 20 provided their zip codes or street addresses. An additional 14 individuals provided their zip codes on hardcopy comment forms. Below is the distribution of zip codes noted:

Zip Code	Count
45013	14
45011	20

Figure 6, below, shows the locations of these two zip codes. The distribution of the pins placed on the map in Figure 7 indicates that the remaining respondents (who did not identify their zip code) are also from the Hamilton area.

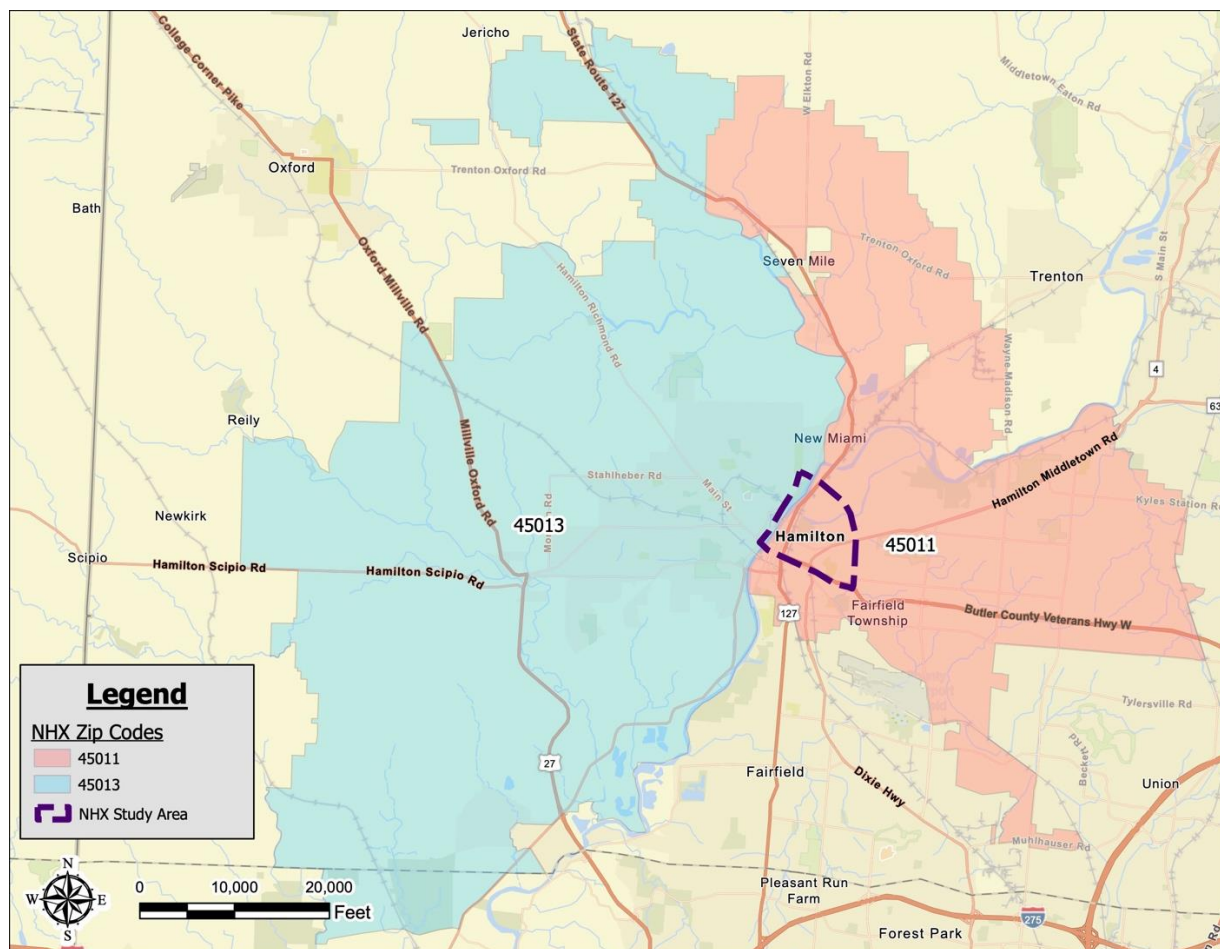


Figure 6: This map shows the locations of the 45011 and 45013 zip codes in relation to the NHX study area.

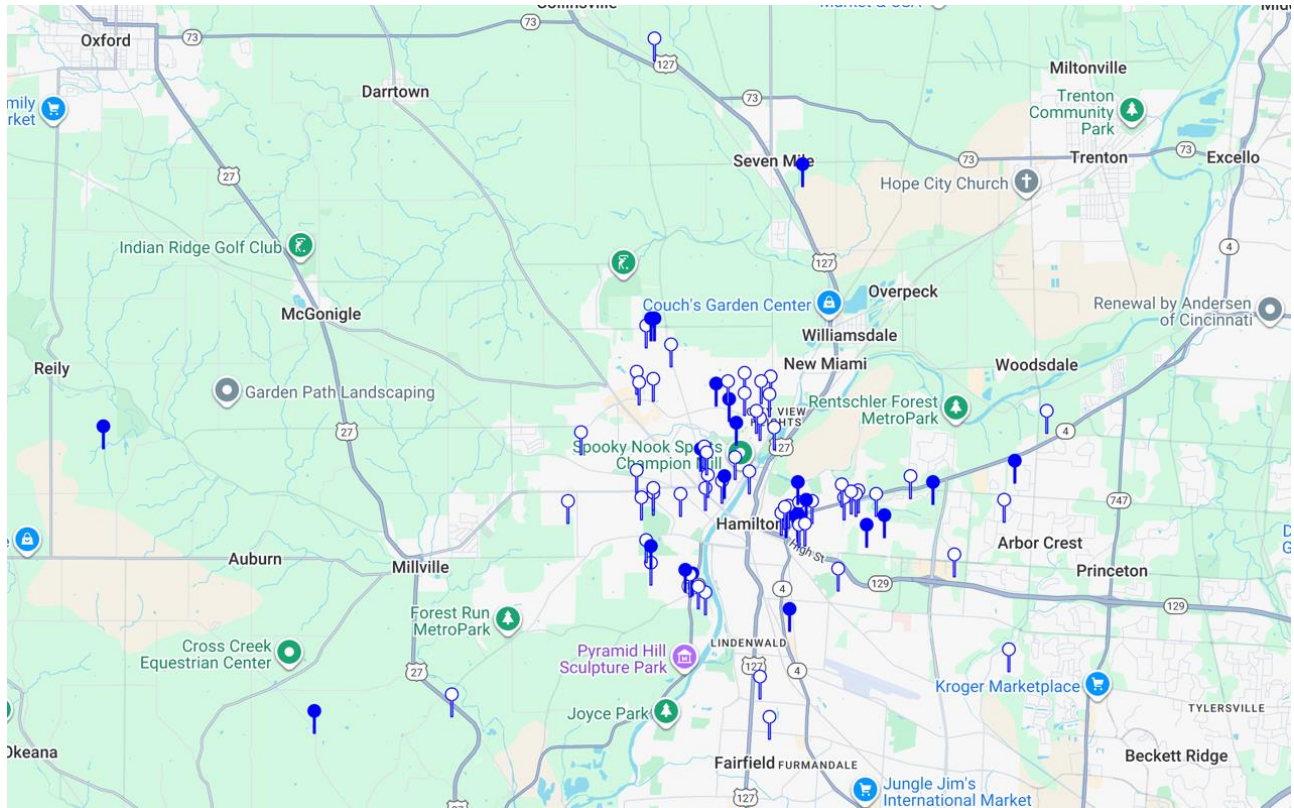


Figure 7: Where do you live? This map shows the distribution of where respondents live. Blue pins indicate placements that included zip codes/comments; white pins indicate placements without comments.

QUESTION 2: Where do you work?

41 Respondents

Each respondent to this question was asked to place a pin on a map to indicate where they live. They were also asked to leave their zip code in the comment box that popped up once they placed their pin. Of the 32 people who placed pins, only five provided zip codes or street addresses. Another nine respondents provided their work zip codes on hardcopy comment forms. Below is the distribution of work zip codes noted:

Zip Code	Count
45013	3
45011	5
Retired	3
45224	1
45245	1

The 45224 zip code is in Hamilton County and 45245 is in Clermont County. The distribution of the pins on the map indicates that the remaining respondents are from the Hamilton area. Figure 8 shows the distribution of pins placed on the map.

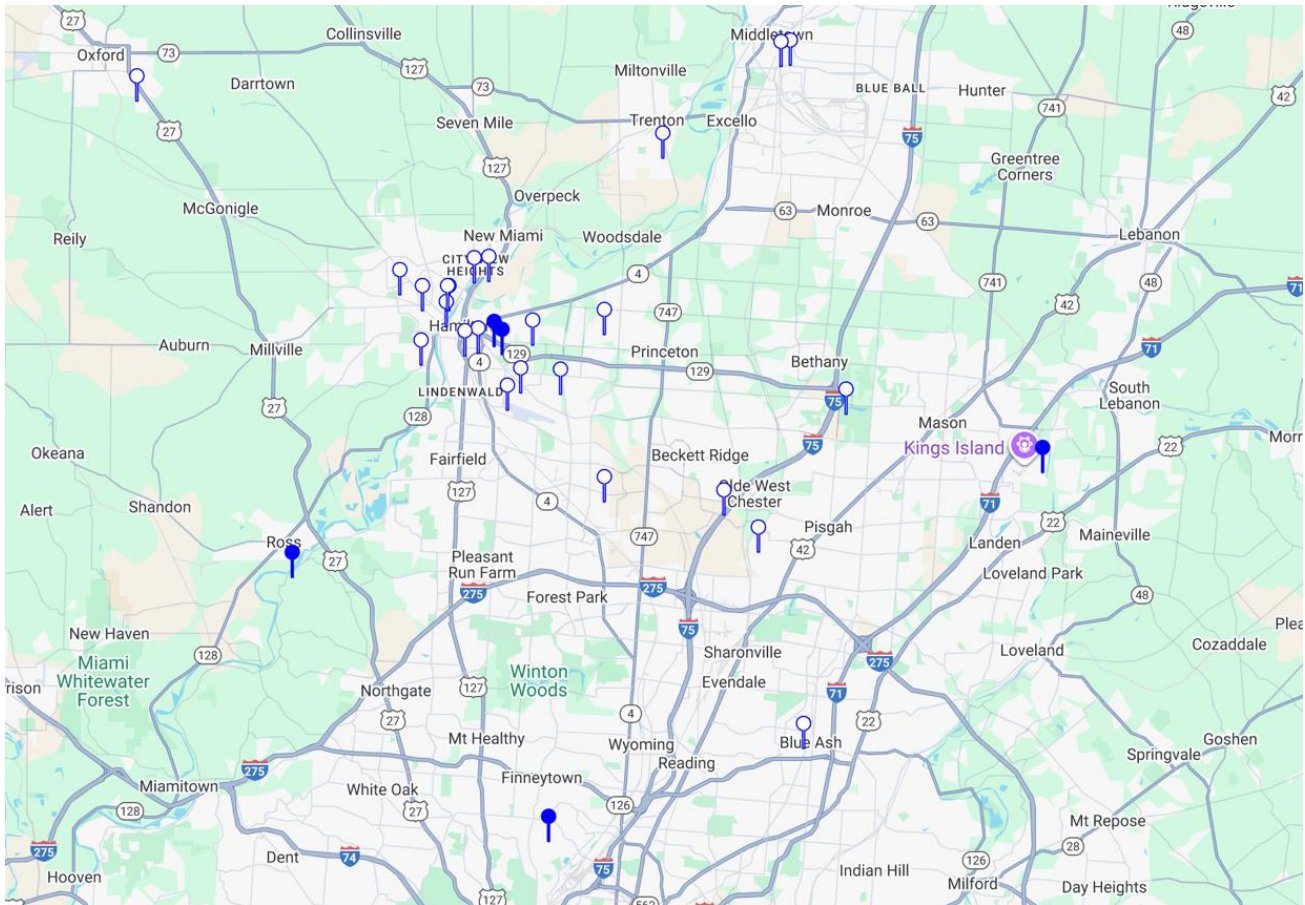


Figure 8: Where do you work? This map shows the distribution of where respondents work. Blue pins indicate placements that included zip codes/comments; white pins indicate placements without comments.

QUESTION 3: How did you hear about this Virtual Open House? (Select all that apply.)

162 Respondents

The most frequently reported sources of information about the Public Meeting and Virtual Public Meeting were social media (45%), email from NHX or a project partner (17%), and digital newsletters from the City (12%).

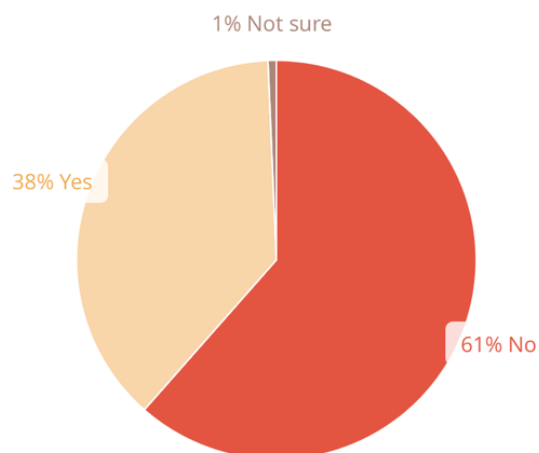
45%	Social media	73 ✓
17%	Email from NHX or a project partner	27 ✓
12%	Newsletter from the City	19 ✓
10%	Newspaper article	16 ✓
7%	Mailer	12 ✓

6%	Email from another source	10 ✓
6%	Word of mouth	10 ✓
6%	Yard signs	9 ✓
6%	Other	9 ✓
5%	Website announcements	8 ✓
1%	Newspaper ad	2 ✓
1%	TV/Radio	2 ✓
1%	Exhibit at the Butler County Fair	2 ✓
0%	Flyer	0 ✓

Answers provided for “Other” included the NW Washington Roundabouts Open House held in April 2025, the Butler County Fair and a City of Hamilton City Council meeting.

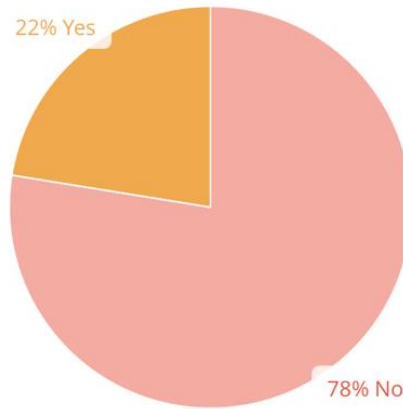
QUESTION 4: Have you attended any past NHX open houses (in-person or virtual)?

148 Respondents



QUESTION 5: Have you participated in any neighborhood meetings?

147 Respondents



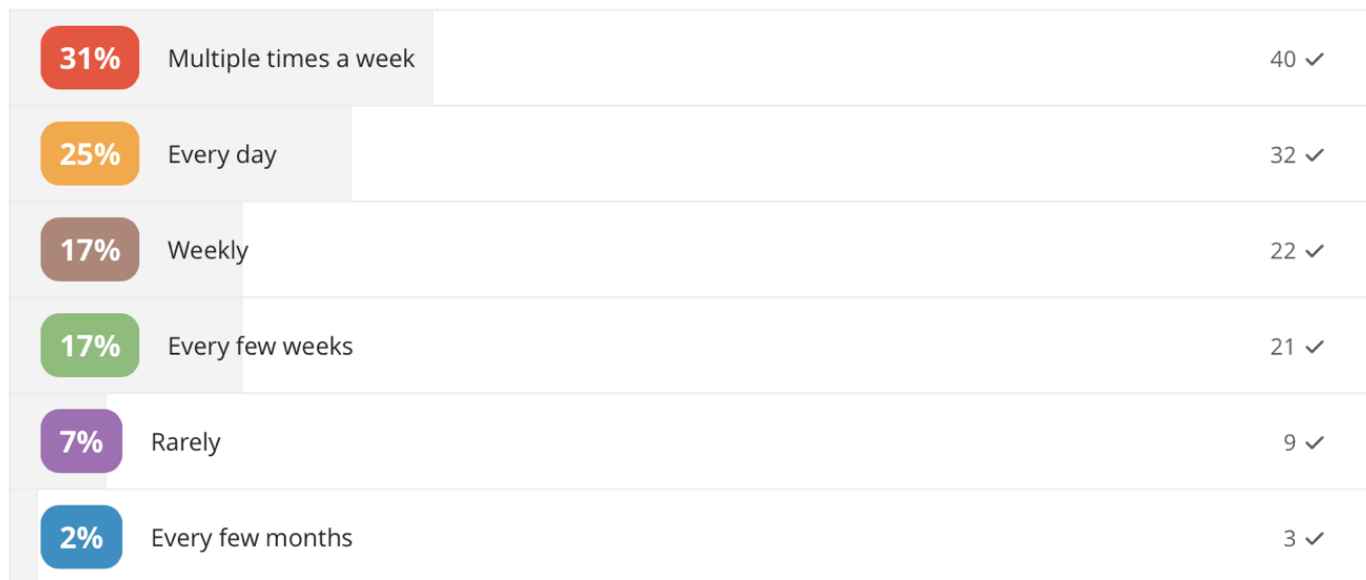
QUESTION 6: How often do you travel through the study area?

130 Respondents

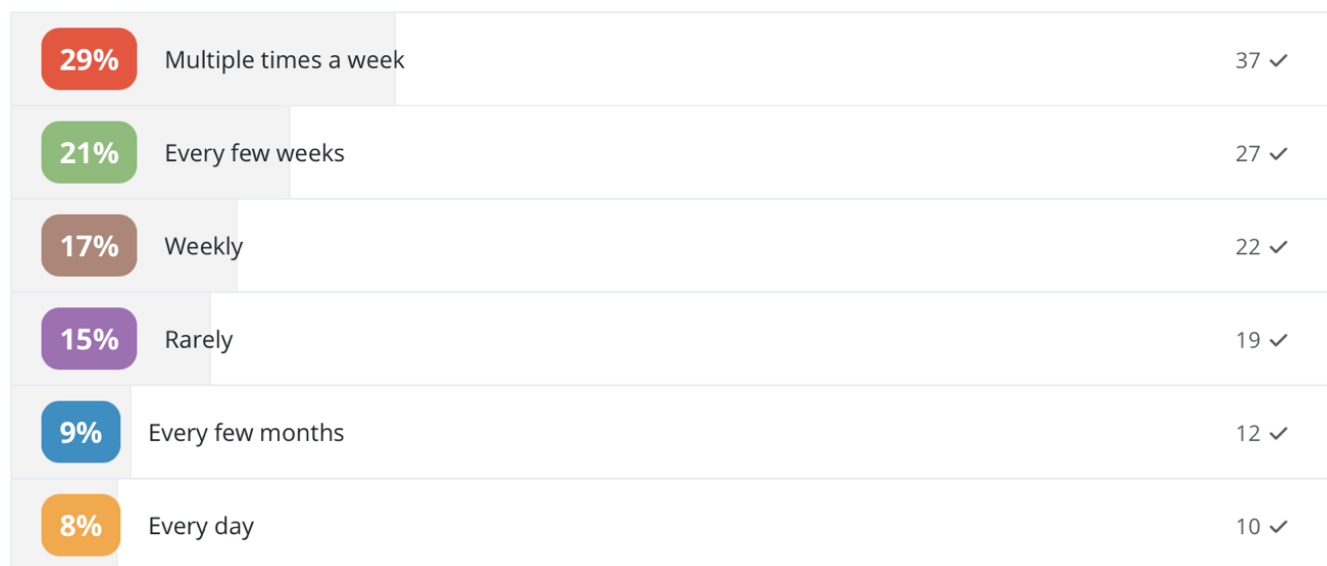
43%	Every day	56 ✓
34%	Multiple times a week	44 ✓
12%	Every few weeks	15 ✓
8%	Weekly	11 ✓
3%	Every few months	4 ✓
0%	Rarely	0 ✓

QUESTION 7: How often are you impacted by congestion when traveling through the study area?

127 Respondents

**QUESTION 8: How often are you stopped by trains when traveling through the study area?**

127 Respondents



QUESTION 9: How do you typically travel through the study area?

126 Respondents

98%	By personal car/truck/motorcycle	124 ✓
1%	On a bicycle	1 ✓
1%	Walking	1 ✓
0%	On a bus	0 ✓
0%	Other	0 ✓

WEST SECTION QUESTIONS

QUESTION 10: Considering the discussion above [about the West Section alternatives], which connection would you prefer for the West Section of the NHX project?

65 Respondents

57%	NW Washington Crossing	37 ✓
43%	Gordon/Rhea Crossing	28 ✓

QUESTION 11: How much do you agree with selecting the Gordon/Rhea Crossing as the preferred route for the West Section of the NHX project?

79 Respondents

33%	Agree	26 ✓
20%	Not Sure	16 ✓
19%	Disagree	15 ✓

15%	Strongly Agree	12 ✓
13%	Strongly Disagree	10 ✓

QUESTION 12: If you Disagree or Strongly Disagree, why? (Choose up to three.)

45 Respondents

56%	I'm not convinced that the Gordon/Rhea Crossing will make travel in the area easier and/or safer	25 ✓
40%	The other route is a better option	18 ✓
29%	Not applicable	13 ✓
16%	The Gordon/Rhea Crossing isn't convenient for me	7 ✓
13%	I'm concerned that places I go to in the area might be affected	6 ✓
9%	I'm concerned my home might be affected	4 ✓
7%	Other	3 ✓
4%	I dislike both options	2 ✓
0%	I'm concerned that my business/place of employment might be affected	0 ✓

45 Respondents

Two answers were provided for “Other.” Both outlined concerns that traffic from Spooky Nook events will still cause traffic back-ups.

Question 13: OPTIONAL: Use this space to share any additional comments you may have regarding the West Section alternatives.

20 Respondents

All comments submitted for Question 13 were reviewed and categorized into themes. Each theme identified is listed in Table 1, along with the number of times it occurred. A brief description of the theme, using respondents' words, is also provided.

Responses have been prepared for all comments received that contain questions and suggestions. These responses are documented in Appendix C: Comments Received. All comments received are also documented in Appendix C.

Table 1: Distribution of themes identified for responses to Question 13: Use this space to share any additional comments you may have regarding the West Section alternatives.

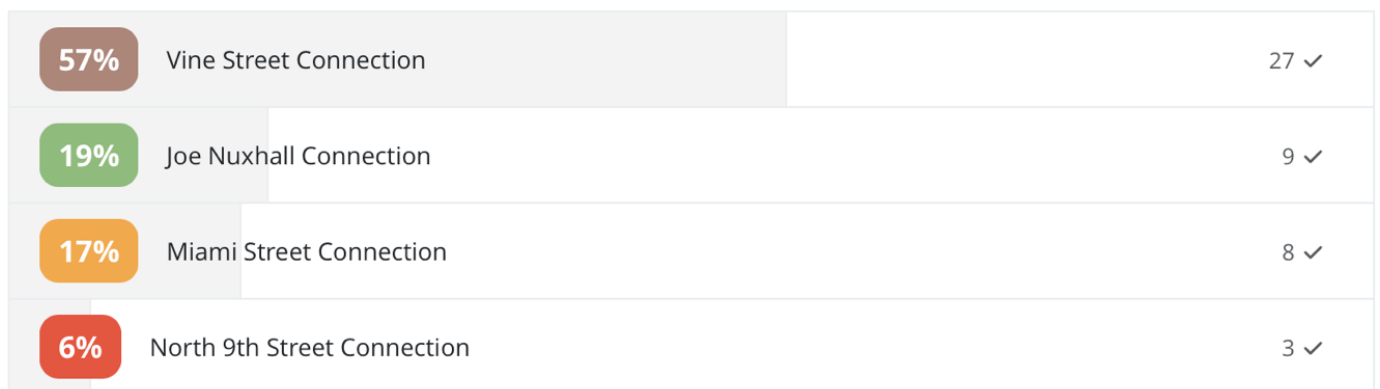
Theme	Count	Description
<i>Traffic Back-up Concerns</i>	7	Gordon/Rhea bridge will create a bottleneck during Spooky Nook events; if Spooky Nook grows, problem will get worse; diverting traffic from one bottleneck to another doesn't solve the issue; doesn't address congestion on Main Street; concerned that a new road going through DORA areas will cause more back-ups.
<i>Not Applicable</i>	4	Comment either said No or N/A or was left blank.
<i>Gordon/Rhea Benefits</i>	3	Might slow traffic down on Rhea (it goes too fast); I like the proposed bike/pedestrian improvements on the Black Street Bridge and connections to trail/walking paths; it costs less money, is more sensible; it improves bike/pedestrian connectivity; I appreciate the improved connectivity to the east.
<i>NW Washington Benefits</i>	3	A bridge at NW Washington will spread traffic out more; avoids downtown area; will attract more people to Combs Park; provides more options for developable future connections.
<i>Suggestion</i>	3	Comment contained a suggestion.
<i>Prefer NW Washington</i>	2	NW Washington will be better for moving traffic from east to west; would be better for schools, businesses; would create a main thoroughfare on north and west sides of city.
<i>Question</i>	2	Comment contained a question.
<i>Bike/Ped Concerns</i>	1	Concerned about pedestrians and bicyclists in near proximity to the roundabout.
<i>Likes Roundabouts</i>	1	I like that a roundabout is included.
<i>Miscellaneous</i>	1	Comment didn't easily fit into a theme.
<i>More Multi-Modal Options</i>	1	Would like to see more options added for transit and bicycles.

Theme	Count	Description
NW Washington Cons	1	The NW Washington Crossing would not benefit cyclists or pedestrians; would ruin Combs Park.

CENTRAL SECTION QUESTIONS

QUESTION 14: Considering the discussion above [about the Central Section alternatives], which connection would you prefer for the Central Section of the NHX project?

47 Respondents



QUESTION 15: How much do you agree with selecting the Vine Street Connection as the preferred route through the Central Section of the NHX project?

61 Respondents



QUESTION 16: If you Disagree or Strongly Disagree, why? (Choose up to three.)

27 Respondents

41%	Not applicable	11 ✓
19%	I'm not convinced that the Vine Street Connection will make travel in the area easier and/or safer	5 ✓
19%	One of the other routes is a better option	5 ✓
15%	I'm concerned my home might be affected	4 ✓
15%	Other	4 ✓
11%	I dislike all of the proposed options	3 ✓
7%	I'm concerned that places I go to in the area might be affected	2 ✓
4%	I'm concerned that my business/place of employment might be affected	1 ✓
4%	The Vine Street Connection isn't convenient for me	1 ✓

Two answers were provided for “Other,” both of which focused on concerns about impacts to the North End neighborhood, such as making it less hospitable, increasing noise pollution and decreasing walkability.

Question 17: OPTIONAL: Use this space to share any additional comments you may have regarding the Central Section alternatives.

10 Responses

All comments submitted for Question 17 were reviewed and categorized into themes. Each theme identified is listed in Table 2, along with the number of times it occurred. A brief description of the theme, using respondents’ words, is also provided.

Responses have been prepared for all comments received that contain questions and suggestions. These responses are documented in Appendix C: Comments Received. All comments received are also documented in Appendix C.

Table 2: Distribution of themes identified for responses to Question 17: OPTIONAL: Use this space to share any additional comments you may have regarding the Central Section alternatives.

Theme	Count	Description
<i>Vine Street Connection Benefits</i>	3	Will reduce my travel times, fire department response times; costs less; has least amount of concern regarding relocations; doesn't cut into Smith Park.
<i>Miscellaneous</i>	2	Comment didn't fit into a theme.
<i>Speed Concerns</i>	2	Concerned that people will travel above the 35 mph speed limit, putting pedestrians, cyclists and homeowners at risk.
<i>Avoid Bonham's</i>	1	Avoid impacts to Bonham's farm.
<i>Not Applicable</i>	1	Comment said "none."
<i>Question</i>	1	Comment contained a question.
<i>Suggestion</i>	1	Include traffic calming measures to curb speeding; enforce speed limit.
<i>Vine Street Connection Concerns</i>	1	Concerned about proximity to Moser Park and Stone Tavern.

EAST SECTION QUESTIONS

QUESTION 18: How much do you agree with selecting the East Connection as the preferred route through the East Section of the NHX project?

60 Respondents



QUESTION 19: If you Disagree or Strongly Disagree, why? (Choose up to three.)

19 Respondents

63%	Not applicable	12 ✓
26%	I'm not convinced that the East Connection will make travel in the area easier and/or safer	5 ✓
11%	I'm concerned my home might be affected	2 ✓
11%	The East Connection isn't convenient for me	2 ✓
5%	I'm concerned that places I go to in the area might be affected	1 ✓
5%	I dislike the proposed alternative	1 ✓
5%	Other	1 ✓
0%	I'm concerned that my business/place of employment might be affected	0 ✓

Question 20: OPTIONAL: Use this space to share any additional comments you may have regarding the East Connection.

7 Responses

All comments submitted for Question 20 were reviewed and categorized into themes. Each theme identified is listed in Table 3, along with the number of times it occurred. A brief description of the theme, using respondents' words, is also provided.

Responses have been prepared for all comments received that contain questions and suggestions. These responses are documented in Appendix C: Comments Received. All comments received are also documented in Appendix C.

Table 3: Distribution of themes identified for responses to Question 20: OPTIONAL: Use this space to share any additional comments you may have regarding the East Connection.

Theme	Count	Description
Suggestion	4	Comment contained a suggestion.
Roundabout Benefits	2	Love the roundabout at Hampshire Drive.
Miscellaneous	2	Comment didn't fit into a theme.

Theme	Count	Description
Concerns	1	Proposed East Connection will make safety challenges along Princeton Road worse.

RELOCATION QUESTIONS

Question 21: If you need to move because of the project, how interested are you in staying in the same neighborhood?

43 Respondents

72%	This will not affect me	31 ✓
12%	Not Sure	5 ✓
7%	Very interested	3 ✓
5%	Not interested at all	2 ✓
2%	Somewhat interested	1 ✓
2%	Not really interested	1 ✓

Question 22: If you want to stay in your current neighborhood, tell us what type of property you are most interested in. (Choose all that apply.)

14 Respondents

64%	New housing built on vacant property	9 ✓
43%	Existing housing that's ready to move in	6 ✓
43%	Renovated housing	6 ✓

WRAP-UP QUESTIONS

Question 23: OPTIONAL: Use this space to share any additional comments or questions you may have about the NHX project or the Recommended Preferred Alternative.

10 Respondents

All comments submitted for Question 23 were reviewed and categorized into themes. Each theme identified is listed in Table 4, along with the number of times it occurred. A brief description of the theme, using respondents’ words, is also provided.

Responses have been prepared for all comments received that contain questions and suggestions. These responses are documented in Appendix C: Comments Received. All comments received are also documented in Appendix C.

Table 4: Distribution of themes identified for responses to Question 23: OPTIONAL: Use this space to share any additional comments or questions you may have about the NHX project or the Recommended Preferred Alternative.

Theme	Count	Description
Suggestion	4	Comment contained a suggestion.
Question	3	Comment contained a question.
Thank you	2	Thank you for this well laid out open house.
General Support	1	Comment offered overall support for project.
Miscellaneous	1	Comment didn’t easily fit into a theme.

Question 24: OPTIONAL: If you would like to receive updates about the North Hamilton Crossing project, please enter your email address below.

6 Respondents

Six respondents submitted email addresses. These addresses have been added to the NHX email distribution list.