

All Comments Submitted on the OKI 2050 MTP DRAFT List of Recommended Projects

John Lancaster/Email

6.14.20

Comments: Is this the best we can do? We're looking at another 3.5 -10 years before we award contracts on major construction projects that should have been completed 20 years ago. How much have we already spent "talking about it?" It was a primary discussion when I moved here in 2004, and I believe \$100MM+ was already spent (I'm talking about I-75 and the Brent Spence Bridge, and the I-75 Valley Corridor).

Are we really going to ask Kentuckians and Ohioans to endure another 20 years of unrelenting construction through there? Can the city afford it? How much business will we continue to lose to NKY and Butler County?

Joseph Meyer, Mayor/Email

6.10.20

Comments: The City of Covington reiterates its opposition to the Brent Spence Bridge corridor plan through its city as currently designed. It's disappointing that the city's concerns continue to be unaddressed.

Jacob Turner/Email

6.10.20

Comments: Projects with control ids 9757, 9763, and 9764 were previously rejected by public petition. I think they are an incredible waste of money. It is unclear how this expenditure of 50 million dollars will benefit the residents in any meaningful way. If it were made more transparent who this project was actually intended to benefit, there might be more trust.

My question is, what influences keep making this appear? Are there any developers that are talking with politicians of involved with their families? Please provide this information.

Thank you for your comment. OKI received many projects from communities in the region to consider for inclusion in our Plan. The projects you reference were received from a collaboration of the County planning and engineer's office. After evaluation of the merits of the proposed projects OKI has determined they are worthy of further consideration. The roadway users would be the beneficiary of safer roadways if these improvements were implemented. No funding is pledged to any of these projects at this time. Bob Koehler

Citizen/Email

6.10.20

Comments: Proposed projects and overall plan are super impressive. This is a public input vote in favor of prioritizing the 4th street bridge from Newport to Covington and the inclusion of bike and walking paths in it (as proposed).

Nolan Nicase

6.10.20

Comments: I implore you to spend less on roadway expansions and more on bicycle, pedestrian, and public transit programs and infrastructure.

More roadways cost loads of taxpayer dollars and perpetuate a society that is dependent on cars for transportation. Such a society is not financially responsible, environmentally sustainable, or healthy.

As a Kenton County resident, I implore you to abandon plans for the widening of Rt. 536 (TIP Project 6-162.01). This expansion will destroy the rural character of central Kenton County, increase the speed of traffic, and cost Kentuckians tens of millions of dollars.

Likewise, I urge you to reject plans for the redevelopment of KY 1501 (Hands Pike). Hands Pike, while a very busy road, is one that passes through many neighborhoods. Reconstructing and straightening the road will increase the speed of traffic, endangering pedestrians. It will also require the destruction of many trees, the increase in runoff to the local streams, and likely require the eviction of long-time residents.

I highly encourage you to pursue the addition of sidewalks along the Old Taylor Mill Road (TIP Project 6-3203). People use the sidewalks along the new portion of KY-16 (Pride Pkwy) all the time, and the community would greatly benefit from sidewalks along this now-quieter portion of Taylor Mill. Furthermore, adding bike lanes down the hill from I-275 to Latonia would provide for safe bicycle and pedestrian access to Latonia. Please progress with this project.

I also applaud TIP Project 6-3206, the Covington Licking Greenway. This will bring a much-needed recreational asset to the community in Austinburg and Wallace Woods, Covington.

I also like the transit corridor on KY 17. We all need more efficient bus service. Thanks!

I also love TIP Project 6-421, which will connect Covington, Ludlow, and Newport by bicycle and pedestrian ways. This will be a great asset to Northern Kentucky! And it will connect NKY to the Purple People Bridge to connect to great bicycle ways on the Ohio side of the river.

Again, less spending on roads, more spending on pedestrians, bicycles, and public transit. It is your duty to promote just and responsible transportation in the region. More cars are not just or responsible. Thank you for accepting my input.

Citizen/Email

6.10.20

Comments: I'm surprised and concerned by the lack of urgency for some of these project dates. Cincinnati's transit conditions are pretty dire compared to most cities, especially when it comes to public transit and car alternatives. Bike and shared use paths seem like a relatively low cost projects that can have a huge impact, and are needed to ensure biker safety - a worn out "sharrow" graphic on the pavement does next to nothing (i.e. Central Parkway where the current bike lane just dumps you out onto the street) . People won't feel they can commute by bike until these dedicated spaces exist, and they're needed much sooner than the 7+ years down the road that are listed in the plan. Same goes for the Streetcar extension and Bus rapid transit; the streetcar especially will only become a viable daily commuter operation when it reaches beyond the walkable extents of OTR and downtown. 2045 isn't an acceptable timeframe to do this, it risks becoming obsolete long before then without a more aggressive plan.

Jessica Fette/Email

6.10.20

Comments: The Commonwealth Ave and Stevenson Road projects are critical to NKY as a whole. They actually could be apart of the same project. Those 2 roads connect 75 to 275. They connect the airport to Erlanger, Elsmere, Edgewood, Crestview Hills, and Independence. They connect Dixie Hwy to Turkeyfoot. They are a main connector to the hospital. They take the traffic off the expressways when there is an accident. All in all, these 2 roads are extremely important and in very poor condition. Please help with these 2 road projects.

Tom Moosbrugger/Email

6.9.20

Comments: The funds allocated to expanding roads is too large and the amount for transit, bicycle, and pedestrian infrastructure is too low. The only way to relieve traffic congestion is for improving forms of transit beyond single-occupant car trips, and building more lanes for car traffic does not accomplish this.

Crystal Dandridge/Email

6.9.20

Comments: Thank you for sharing this plan with the public hopefully more investment into our transit systems bridges especially Brent Spence Bridge and roads. I'm excited to see an expansion of the Cincinnati Connector to Uptown Clifton CUF area and across Newport KY it will bring more jobs people and revenue to our region creating a thriving ecosystem. Let's get to work and thank you.

Citizen/Email

6.9.20

Comments: Before worrying about the future, why not make the present better? Bring back all the bus routes with their pre-Covid schedules. Everything else has opened up, time for Metro to open up, too! And make sure all bus drivers are wearing masks, and wearing them correctly: securely covering nose and mouth. A lot aren't wearing masks at all, or are wearing them under their chins (they breath through their chins?). We wear masks to protect others. I wear a mask every day on the bus to protect you, the Metro driver. You need to return that basic courtesy.

I've ridden Metro Monday-Friday for over 4 years now, and what has most impressed me is Metro's unwavering commitment to finding ways to treat their paying customers as badly as they can. It would be an amazing change if, going forward, you put that commitment and energy into providing the best customer service you can, instead of the worst. And of course I'm not interested in your response. Metro lies.

Martin Menninger/Emails

6.9.20

Comments: Can you publish the scores for each project from your prioritization process?

Why are projects - such as streetcar extensions - included in your recommended projects list, but not part of your fiscally constrained plan?

Why did you use level of service and travel time index to prioritize projects when both measures have been shown to be flawed and result in a more dangerous transportation system?

How many women or people of color are on your executive committee and how has this influenced the plan that you wrote?

Thomas Perdiew/Email

6.9.20

Comments: I was glad to see that the replacement of the Brent Spence Bridge was included in the plan. Please put this as one of the top priority projects. It has been discussed for too many years.

I really liked seeing the projects that created bike path/trails to connect communities.

Citizen/Email

6.9.20

Comments: More bike paths, more pedestrian friendly paths. Less of adding lanes, that does not solve the problem. More streetcar expansions.

Leo Chan/Email

6.2.20

Comments: Thanks for sharing the information. Honestly I'm shocked at how little foresight is being exercised here for a thirty year plan. While funding may be limited and I can understand we can't get everything done but the lack of foresight and commitment to test and implement what current and future technologies might offer shows that we won't be able to overcome the problems we have been facing or the future issues our children may have to be facing.

There has to be an innovative way of major infrastructure improvement in the region in order for us to solve the current and future issues and create new opportunities for our future generations. I have proposed verbally to the Department of Transportation on June 4th 2019 that a mass transit system be built to connect CVG and DAY, two of the region's largest airports, with stops in several localities. This will not only solve the congestion problem on the interstate system but also create a race for innovation and technology evolution that will result in jobs and boost of the region's economy and improvement of overall social economic development.

Funding can be raised via a public private partnership and I have explained this to many business leaders and political leaders. The bill that was adopted offers a great opportunity to do a pilot or at least an analysis of the feasibility of implementing such major infrastructure projects.

I'm quite swamped with day to day operations as you can imagine and sorry for not elaborating on this more adequately but I felt this is such an important issue and I needed to at least voice my message to you by this email. Hope you wouldn't mind my candidness.

Again thanks for sharing the information and being consistent with your collaborative efforts.

Citizen/Email

6.9.20

Comments: Very supportive of plans for extending bike trails along the Mill Creek and West Fork Mill Creek, including the connection from Glenwood Gardens to Winton Woods! Thanks for listening!

Christine Matacic/Email

6.9.20

Comments: The following is a series of emails I have had with Bob Koehler regarding the OKI 2050 Metropolitan Transportation Plan:

Thank you for your time and efforts in replying to my questions. I have always appreciated the openness and honesty that we have been able to work within.

As an FYI, as we move forward, I will continue to ask about the traffic modeling for our fast growing area and making sure it is accurate.

From: Robert Koehler

Sent: Friday, May 29, 2020 1:01 PM

To: Christine Matacic

Cc: Mark Policinski ; Robyn Bancroft ; 'Christine Matacic' ; Kristen Bitonte ; 'Bryan Behrmann'

Subject: RE: Questions - Concerns on OKI's 2050 Draft Plan

Christine,

Please see my responses below.

Bob

From: Christine Matacic

Sent: Friday, May 29, 2020 10:29 AM

To: Robert Koehler

Cc: Mark Policinski ; Robyn Bancroft ; 'Christine Matacic' ; Kristen Bitonte ; 'Bryan Behrmann'

Subject: Questions - Concerns on OKI's 2050 Draft Plan

Importance: High

Bob,

After talking with Robyn on Wednesday, I believe you are awaiting my comments/questions on the OKI 2050 Draft Plan.

I appreciate all your hard work and OKI's commitment for our region in accurately trying to forecast the upcoming 30 years. I don't think anyone's "crystal ball" can do that. We have lead the nation in many areas and it is only through the cooperation, coordination, communication of all parties involved that keeps OKI at the forefront. Honestly, my work here is so satisfying because of people like you and our wonderful staff.

For the last month and a half, I have been reviewing the 2050 Draft Plan along with Liberty's submittals and the 2040 Plan. I have noticed there have been some changes to the Draft in the last month and wanted to ask you some questions and express some of my concerns over a few items. You know me, I am not one to hold back, so, please do not be offended. I know you have worked very hard on getting things to where we are today – Thank You! Yes, there have been some changes to the list as we refined data, received input and generally cleaned up the list. Most changes have been to move projects into the financially constrained list. A little bit on what I put together - the attached documents (from OKI's website on Liberty Township and Ohio's 4 counties proposed projects).

Yellow highlights = In the 2050 Draft Plan (NOTE - only 4 of our proposed projects are on the list) Green highlights "Facility" = Was in the 2040 Plan (1 is in the 2050 Draft Plan while 3 have fallen off the Plan) Blue highlight "Project Number" = We have applied for a grant/capital budget for this project

Now, for my specific questions/concerns/discussions:

1. Three projects have fallen off the 2050 Draft Plan listing from the 2040 Plan –
 - a. 9594 - Bethan Road (Cin-Day to BW) – traffic will be changing on this road as Everest Rehabilitation Hospital has pulled permits for construction of a new facility next to I-75. This is the beginning of new commercial growth in this area and eventually could spur on the Cox Road extension.
 - b. 9606 - Cin-Day (Millikin to Monroe) – has been on the BCEO list for quite some time and if Millikin Interchange is built in the next 6-7 years, this will be a needed improvement.
 - c. 9597 – Butler Warren Rd (Bethany Rd to Gateway Blvd) – this project is a combined effort between Butler and Warren Counties Engineers that involve the City of Monroe, Liberty Township, and Mason/Deerfield area.

Are some of these currently in the process of being funded or is there another reason for their removal from the 2040 Plan and not included in the 2050 Draft Plan?

This Plan started from scratch. Projects from 2040 had to earn their way into the new Plan. This was a very competitive process and those projects in green and blue did not do as well in our scoring process. The process does heavily rely on existing conditions such as ADT, crash rates, truck %, etc.

We received over 400 quality projects and because we are bound by federal statute to produce a fiscally constrained about half could not be included.

2. 9603 – Cin-Day Rd path (Liberty Way to Yankee) - is not in the 2050 Draft Plan and probably should be in it. We have applied for funding for this through two sources (ODOT's HSIP and the State Capital Budget) and should know later this summer/fall on the possible funding. A feasibility study for this project was done in the last year. This segment of trails is in our commercial district. It will connect Cincinnati Children's Hospital/Proton Therapy Center, Kroger, various medical offices, and Lakota East High School that are north of SR 129 with our long-stay hotel, Liberty Center, and other commercial venues south of SR 129.

3. On the Ohio draft 3 - project - list 1, columns J, K, L, and M - I have totaled the amounts for each county. I am very concerned about the discrepancies of the value of Hamilton County's proposed projects vs. the value of the other three Ohio counties in OKI's region. Butler - 10.77%; Clermont - 4.08%; Hamilton - 76.35%; and Warren - 8.8%.

All 4 counties have close to the same square miles of land, but population not so much (of the populations listed on the internet for 2019, the 4 counties have a total population of 1,641,637 – Butler – 383,134 or 23.34%; Clermont – 206,428 or 12.57%; Hamilton – 817,473 or 49.8%; and Warren – 234,602 or 14.29%).

Liberty Township has led or was second in the tri-state region the last 7 years for new single family housing permits (normally between 200 and 300 single family housing permits issued per year). Based upon this growth, when the 2020 US Census is released, a conservative estimated population for Liberty Township will be over 44,000 residents. 37,259 was the official number for 2010 US Census. This will be an increase of approximately 18.1%.

I remember years ago when it was a struggle for the outlying areas of this region and we had to fight tooth and nail for projects. I do not wish to see this happen again. Not that this will, but we need to be somewhat cognizant of the implications.

When selecting the draft list of projects we apply the scoring process faithfully to identify projects of highest value without regard to jurisdiction. Hamilton County does have a large number of projects and some very important large ticket projects such as Brent Spence, Western Hills Viaduct, I-75 and I-71. All are high value and high dollar projects with regional significance.

4. When looking at the tremendous growth encountered and continuing, along with what happened with the original inaccuracy of the Traffic Modeling for the P&N for Millikin Interchange, I am asking if the current traffic model used in the Prioritization Process is able to keep up with the growth our region is experiencing especially out in the fringe areas of OKI's region? As you are aware, the Prioritization Process and placement on the list or not on the list depends upon this accuracy. Some of the areas of prioritization that are impacted are: Average Daily Traffic; Level of Service; Impact of Level of Service; Freight Volumes (truck traffic); and Travel Time Index (compares peak period travel speed to a free-flow travel speed). I know a lot of work goes into trying to be accurate, but if all our growth is not captured, it could be one of the reasons why some of our proposed projects have not made it on the list or were dropped off from the 2040 Plan as a point or two here and there makes all the difference in the outcome for our community/region.

Yes we used the current model, but actually only one item from the model (2050 predicted level of service) is used. The remaining items in the prioritization process are based on existing conditions and local priority.

5. The OKI website states that you estimate \$11.9B available over the 30 year planning period of 2020 to 2050 for Ohio projects in OKI's region, but the total for the Draft 2050 Plan for Ohio only reflects \$4.28B in proposed projects. That's a difference of \$7.62B not factored into the plan. Also, the \$4.28B is total cost which does not take into account what the locals will contribute as their match. That could reduce this by 20% minimum or \$856M, meaning that OKI would only be funding a maximum of \$3.424B for these projects. I realize some funds are not allocated as projects in future years may be added and there are some administrative costs not covered by the \$.33/county residents. Please let me know your thoughts behind this.

When estimating the amount of resources reasonably expected to be available for the Plan, we took into account local match. After arriving at the approximately \$11.9 B we have to take out the value of committed funds in the TIP, costs for maintenance (note these are not specifically itemized/identified) and transit operating cost. The remainder is assumed to be available for "discretionary" projects (i.e. the List). I intentionally leave a little room to accommodate future amendments in order to avoid having to remove a project if we need to add something later.

Ohio Total Plan Budget	\$11,899,869,507
TIP	\$764,730,928
Highway O&M	\$4,641,050,430
Transit Operating	\$1,569,253,990
Discretionary Projects	\$4,417,410,000

The Plan is a starting point for future projects but we fully expect some projects that we are not able to include at this time will grow in importance and we remain open to amending the Plan to add them in a future amendment. Thank you for your continued support.

Bob, if you wish to discuss any of these further or have questions on anything I am addressing, please let me know. As always, I want to see our region flourish and thrive into the future. With cooperation, coordination, communication of all parties, OKI will continue to be one of the premiere MPO/COG's in the nation. I look forward to hearing from you.

Citizen/Email

6.9.20

Comments: Commonwealth in Erlanger is in horrible condition. Dodging all the spots creates bad driving. This road is a gateway from interstate to hospitals, restaurants, shopping areas. Stevenson road has terrible flooding during rain. Unsafe to drive on it while flooded. Please fix these!!

Citizen/Email

6.9.20

Comments: In Dearborn County, please consider adding improvements (widening, straightening, slip mitigation) to Pribble Road between SR 48 and SR 1. This area has potential for residential growth in the coming decades.

Terry Ruhe

6.9.20

Comments: I am very disappointed that the Oasis line light rail is taken out of the project mix. We need a robust, complimentary public transit solution. This seems to be a decision solely based on cost constraint. Successful cities like Boston have many modes of transportation and move a majority of people through public transit. We have a pathetic number of people using our system (bus) today and comments expressed to you all favor a light rail option. All you need to do is to hear Amazon's reaction to Cincy when they were considering HQ2 when they indicated their number one reason for not locating here was our deplorable transit system. I worry about attracting talent in

combination with attracting companies to move here - and, keeping the ones we have. When was the last time a Fortune 500 Company moved to Cincy? I implore you to reconsider including light rail in your plan.

Joshua Pine/Email

6.9.20

Comments: Good morning! I appreciated reading through the prioritization process document with the rank scores for the projects. I was wondering if you could provide additional clarification not only on how projects were prioritized within each category, but also how the relative degree of funding between project categories was determined? (ie. Roadway 88%, Transit 10%, Freight .4% and Bike/Ped 2%) The COVID crisis has highlighted the tremendous importance of Bike/Ped infrastructure and it would be worthwhile to consider allocating more funds to such projects relative to the amount being spent on Roadways.

Thank you for your comments. OKI staff applied our Prioritization Process (<https://2050.oki.org/prioritization-process/>) to evaluate over 400 projects. We have no set target on funding amounts for each mode, we simply applied the Prioritization Process. Ultimately, 205 of those were selected to arrive at the fiscally constrained Plan. Most of the 400 projects were submitted by communities and agencies (including Tri-State Trails) in the region for consideration. The process is heavy on addressing transportation deficiencies. This Plan identifies 28 bike/ped projects valued at nearly \$200 million.

Bob Koehler

Mark Dunavent/Email

6.8.20

Comments: I was hoping that a walking biking path between Bright and Logan along Stateline Rd and N Dearborn road would be on this list of projects. It was on the 2040 Plan! This is an area of high population and would connect where people live with the places that they want to go to. I would be willing to assist with this section of the trail. Also, has any consideration been given to the railroad bed between Brookville and Harrison which is now not in use??

Thank you for your comments. The bike/ped projects that we evaluated came as requests from the Dearborn County Planning Department. I think they would welcome hearing from the public on what projects are highest priority. This Plan could be amended at a future date if necessary.

Bob Koehler

Citizen/Email

6.8.20

Comments: I would like to see even more completion and linkage of bike lanes and bike trails. With the increase in bike traffic during the COVID-19 pandemic, the shortcomings have become more apparent. I feel less safe than ever bicycling on the street because bike paths are not continuous and also not kept clear of debris. Many of the flexible poles delineating the bike path on Central Parkway have gone missing. It feels dangerous to move from trail to path to street as often occurs in Hamilton County. Drivers need a LOT more education on a bike's right to ride in the street. They can get angry and threatening, and this seems to occur even more in Northern Kentucky. I would also love to see some true commuting lanes so more people would feel comfortable riding for longer than just short trips around their neighborhood. Or the alternative which is to drive 20-30 minutes by car first in order to reach a trail. More people of all types would bike more often if this were a priority to enhance environment, health, and safety.

Matthew Latham/Email

6.8.20

Comments: Disappointed to not see portions of the Great Miami River Trail (specifically, from Monroe south to Rentschler Forest MetroPark) or the high-priority southern corridor of the Miami 2 Miami trail, from 747 to Mason, included. Please reconsider their inclusion in the plan.

While the southward extension of the GMRT in Fairfield is a worthy project, it does not make sense unless it is connected to the contiguous GMRT that runs north to Dayton and Piqua. That is what makes the Monroe to Rentschler Forest connection crucial to that overall corridor.

The State Route 126 corridor of the Miami 2 Miami comes with many technical challenges due to its proximity to a limited-access highway. The southern corridor does not have those obstacles. While it would be great to see both, the southern corridor seems to make more sense as a priority.

Nathan Fredrick/Email

6.8.20

Comments: I live on KY 14 (Verona-Mudlick Rd.). When I built my house in 2019 I had to get a variance approved through the county to build closer to the road than the zoning allowed. I am concerned the "new" build of Verona-Mudlick will put the road dangerously close to my home. Is there a plan to show where the new lane will go (which side of current road)? Also, can something be done about the amount of truck traffic using and wearing out the road at a faster rate? Most of these trucks are traveling to/from the rock quarry on US 42 from I-71.

No, there are no design plans at this time. The project is conceptual at this point and no commitment or funding is in place. I am copying KYTC to forward your comments on trucks so they are aware of the maintenance concerns.

Thankyou.

Bob Koehler

Kerry Devery/Email

6.8.20

Comments: It is very disappointing that the regional cost allocation is 88% to roadway. Focusing on expanding on the road network is very expensive and will just lead to more expenses in the future. A more sustainable model needs to be utilized that allows for the expansion of the economy but doesn't bankrupt future budgets.

Citizen/Email

6.8.20

Comments: The 275 interchange in Northern Kentucky needs to be a high priority project. Its gotten busier and busier over the last few years. The Brent Spence Bridge replacement needs to move forward to.

Brad Thomas/Citizen

6.8.20

Comments: More funding should be given to bicycle, pedestrian and transit and less to automobiles. The 4th main line for rail is a great investment. For the price of one or two interchanges, we could build a world-class bicycle network.

Citizen/Email

6.8.20

Comments: Thank you for putting this plan together. I felt I must give feedback on the surprising lack of emphasis on environmental impact of transportation. I understand that congestion seems to be a main concern for a lot of residents. However, we are at a crucial time in our history. If we do not make drastic changes now, there will not be a planet to worry about congestion on for our grandchildren (possibly sooner, depending on which studies you look

at). Self-driving vehicles an the like are not nearly as important as green initiatives like multiple-person transportation, all-electric vehicles, and incentives to drive (alone) less. I personally feel that self-driving vehicles are not necessary at all, and should not be a part of this conversation until we fix more fundamental problems that plague us all. I hope that the eco-friendliness of our city is considered more as a top priority for the final plan, and I know that you all have everyone's best interests in mind. Even if that means prioritizing our futures over what is convenient right now. Thank you.

Justin Veigel/Citizen

6-8-20

Comments: I've seen a lot of suggestions for lite rail, but not details in the tentative plan. Am I missing it? For our region to grow this is a huge need!

In a 30 year plan, rail & lite rail should be reconsidered especially along the I75 Corridor. We can't continue to depend on cars as the Cincinnati region grows. There is nothing innovative in this plan besides accommodating autonomous vehicles. Businesses who look to relocate to our region look for a strong mix of transportation options.

I'm disappointed in the recommendations and hope that expanding rail & lite rail options for our region will be reconsidered.

On Mon, Jun 8, 2020 at 3:29 PM Robert Koehler <RKOEHLER@oki.org> wrote:

Mr. Veigel,

Thank you for your comment. The concept of rail transit is discussed in the Plan but not recommended. We communicated closely in the development of the Plan with our the transit providers. SORTA is very interested in bus rapid transit as a preferred alternative in four corridors that would operate as premium transit. TANK is not pursuing light rail either. Relatively low ridership density and high cost are major obstacles.

Bob Koehler

Citizen/Email

6-8-20

Comments: This overall plan does absolutely nothing to improve mass transit, this plan is entirely focused on cars. The bike improvements recommended are minimal at best. We don't need more busing, we need real mass transit and laws and regulations that REDUCE the number of cars on the roadways. Anything less than that is a failure.

Citizen/Email

6-8-20

Comments: It is disappointing there isn't any plan regionally for the Cincinnati Streetcar, or even any regional rail, expansion other than going to Newport in 2045. Surely we can get something completed much earlier than 2045. Additionally, I am pleased to see that other methods other than road expansion are being proposed for the interstates in the area.

Citizen/Email

6-6-20

Comments: Thanks for the hard work getting this put together. I appreciate the BRT and Amtrak improvements. I'd like to see more \$\$\$ go towards public transit projects and recreational bike/hike facilities. Outside of the Little Miami Trail, we have a shortage of trails that are fleshed out and connected, I'd like to see those prioritized over

more road widening projects that blow through our budget. That, combined with better transit (BRT, bus lanes, and traffic signal priority) will alleviate more traffic than an extra lane ever will at a lower cost.

Jill Fessler/Citizen

6-4-20

Comments: We need an extension of KY 536 connecting from US 27 to the AA Highway/Rt. 9.

Traffic is very congested in the morning work day traffic and commute home 4 to 5pm traffic. Many homes are being built near the Campbell County High School location and this would ease traffic on US 27.

Reopen Ky Rt. 8 from Dayton towards Silver Grove. It was closed due to a mudslide and cracked road pavement. This was a truck route.

There should be some plan to redesign and reopen this road. There are several homes along this road.

Ben Henson/Citizen

6-2-20

Comments: SR 32 to Clermont County Line Description System enhancements including traffic signal enhancements, intersection modifications, turn lanes, sidewalks, bike lanes, crosswalk enhancements"

Is this accurate? Will bike lanes be included along Clough Pike as part of this expenditure? Because that would be AMAZING, but I'm not sure I trust this to be true.

Mr. Henson,

We received this project request to consider from Anderson Twp. and determined it could be worth pursuing. To my knowledge there is no committed funding at this time but being in our Plan would allow it to compete for federal transportation funding if a local sponsor emerged.

Bob Koehler

Cullen Deimer/Citizen

6-1-20

Comments: Personally, I feel like this set of recommendations is disappointingly unambitious. The Ohio transit projects consist of little beyond BRT routes and upgraded bus infrastructure, which is important, don't get me wrong. However, we need to be aiming higher to position ourselves as a region that can attract top talent, businesses, and events. Extending the streetcar to Newport/Clifton, laying the groundwork for regional rail projects, and developing and supporting a network of bike infrastructure throughout the city should be much more highly prioritized than they currently are. Results of your own survey showed that the majority of people were interested in driving less or ditching their car altogether, while few cared for the idea of autonomous vehicles. Why throw that feedback out the window?

Citizen/Email

6-1-20

Comments: This "plan" is ridiculous. You need ways to efficiently move people around a dense metropolitan area. Continuing to sprawl ever further isn't it (based on your reliance on automobiles- be it autonomous or not). It's time to think about how to handle the 2.1 million and growing people and that would be by dedicating more funds to transit and other initiatives (biking paths, scooters, pedestrian paths) that allow people to move economically, efficiently, and environmentally consciously.

Please come up with something that prioritizes people and efficiency, not cars at the expense of everything else. We're supposed to be building a society we want to see- not catering to already inefficient structures that incur ever greater costs as more roads need widened, repaved, etc. to sustain unsustainable (and greatly subsidized) sprawl.

Christine Matacic/Butler County

6-1-20

Comments: After talking with Robyn on Wednesday, I believe you are awaiting my comments/questions on the OKI 2050 Draft Plan.

I appreciate all your hard work and OKI's commitment for our region in accurately trying to forecast the upcoming 30 years. I don't think anyone's "crystal ball" can do that. We have lead the nation in many areas and it is only through the cooperation, coordination, communication of all parties involved that keeps OKI at the forefront. *Honestly, my work here is so satisfying because of people like you and our wonderful staff.*

For the last month and a half, I have been reviewing the 2050 Draft Plan along with Liberty's submittals and the 2040 Plan. I have noticed there have been some changes to the Draft in the last month and wanted to ask you some questions and express some of my concerns over a few items. You know me, I am not one to hold back, so, please do not be offended. I know you have worked very hard on getting things to where we are today – Thank You!

Yes, there have been some changes to the list as we refined data, received input and generally cleaned up the list. Most changes have been to move projects into the financially constrained list.

A little bit on what I put together - the attached documents (from OKI's website on Liberty Township and Ohio's 4 counties proposed projects).

Yellow highlights = In the 2050 Draft Plan (NOTE - only 4 of our proposed projects are on the list)

Green highlights "Facility" = Was in the 2040 Plan (1 is in the 2050 Draft Plan while 3 have fallen off the Plan)

Blue highlight "Project Number" = We have applied for a grant/capital budget for this project

Now, for my specific questions/concerns/discussions:

1. Three projects have fallen off the 2050 Draft Plan listing from the 2040 Plan –
 - a. **9594** - Bethan Road (Cin-Day to BW) – traffic will be changing on this road as Everest Rehabilitation Hospital has pulled permits for construction of a new facility next to I-75. This is the beginning of new commercial growth in this area and eventually could spur on the Cox Road extension.
 - b. **9606** - Cin-Day (Millikin to Monroe) – has been on the BCEO list for quite some time and if Millikin Interchange is built in the next 6-7 years, this will be a needed improvement.
 - c. **9597** – Butler Warren Rd (Bethany Rd to Gateway Blvd) – this project is a combined effort between Butler and Warren Counties Engineers that involve the City of Monroe, Liberty Township, and Mason/Deerfield area.

Are some of these currently in the process of being funded or is there another reason for their removal from the 2040 Plan and not included in the 2050 Draft Plan?

This Plan started from scratch. Projects from 2040 had to earn their way into the new Plan. This was a very competitive process and those projects in green and blue did not do as well in our scoring process. The process does heavily rely on existing conditions such as ADT, crash rates, truck %, etc.

We received over 400 quality projects and because we are bound by federal statute to produce a fiscally constrained about half could not be included.

2. **9603** – Cin-Day Rd path (Liberty Way to Yankee) - is not in the 2050 Draft Plan and probably should be in it. We have applied for funding for this through two sources (ODOT's HSIP and the State Capital Budget) and should know later this summer/fall on the possible funding. A feasibility study for this project was done in the last year. This segment of trails is in our commercial district. It will connect Cincinnati Children's Hospital/Proton Therapy Center, Kroger, various medical offices, and Lakota East High School that are north of SR 129 with our long-stay hotel, Liberty Center, and other commercial venues south of SR 129.
3. On the Ohio draft 3 - project - list 1, columns J, K, L, and M - I have totaled the amounts for each county. I am very concerned about the discrepancies of the value of Hamilton County's proposed projects vs. the value of the other three Ohio counties in OKI's region. Butler - 10.77%; Clermont - 4.08%; Hamilton - 76.35%; and Warren - 8.8%.

All 4 counties have close to the same square miles of land, but population not so much (of the populations listed on the internet for 2019, the 4 counties have a total population of 1,641,637 – Butler – 383,134 or 23.34%; Clermont – 206,428 or 12.57%; Hamilton – 817,473 or 49.8%; and Warren – 234,602 or 14.29%).

Liberty Township has led or was second in the tri-state region the last 7 years for new single family housing permits (normally between 200 and 300 single family housing permits issued per year). Based upon this growth, when the 2020 US Census is released, a conservative estimated population for Liberty Township will be over 44,000 residents. 37,259 was the official number for 2010 US Census. This will be an increase of approximately 18.1%.

I remember years ago when it was a struggle for the outlying areas of this region and we had to fight tooth and nail for projects. I do not wish to see this happen again. Not that this will, but we need to be somewhat cognizant of the implications.

When selecting the draft list of projects we apply the scoring process faithfully to identify projects of highest value without regard to jurisdiction. Hamilton County does have a large number of projects and some very important large ticket projects such as Brent Spence, Western Hills Viaduct, I-75 and I-71. All are high value and high dollar projects with regional significance.

4. When looking at the tremendous growth encountered and continuing, along with what happened with the original inaccuracy of the Traffic Modeling for the P&N for Millikin Interchange, I am asking if the current traffic model used in the Prioritization Process is able to keep up with the growth our region is experiencing especially out in the fringe areas of OKI's region? As you are aware, the Prioritization Process and placement on the list or not on the list depends upon this accuracy. Some of the areas of prioritization that are impacted are: Average Daily Traffic; Level of Service; Impact of Level of Service; Freight Volumes (truck traffic); and Travel Time Index (compares peak period travel speed to a free-

flow travel speed). I know a lot of work goes into trying to be accurate, but if all our growth is not captured, it could be one of the reasons why some of our proposed projects have not made it on the list or were dropped off from the 2040 Plan as a point or two here and there makes all the difference in the outcome for our community/region.

Yes we used the current model, but actually only one item from the model (2050 predicted level of service) is used. The remaining items in the prioritization process are based on existing conditions and local priority.

5. The OKI website states that you estimate \$11.9B available over the 30 year planning period of 2020 to 2050 for Ohio projects in OKI's region, but the total for the Draft 2050 Plan for Ohio only reflects \$4.28B in proposed projects. That's a difference of \$7.62B not factored into the plan. Also, the \$4.28B is total cost which does not take into account what the locals will contribute as their match. That could reduce this by 20% minimum or \$856M, meaning that OKI would only be funding a maximum of \$3.424B for these projects. I realize some funds are not allocated as projects in future years may be added and there are some administrative costs not covered by the \$.33/county residents. Please let me know your thoughts behind this.

When estimating the amount of resources reasonably expected to be available for the Plan, we took into account local match. After arriving at the approximately \$11.9 B we have to take out the value of committed funds in the TIP, costs for maintenance (note these are not specifically itemized/identified) and transit operating cost. The remainder is assumed to be available for "discretionary" projects (i.e. the List). I intentionally leave a little room to accommodate future amendments in order to avoid having to remove a project if we need to add something later.

Ohio	Total Plan Budget	\$11,899,869,507
	TIP	\$764,730,928
	Highway O&M	\$4,641,050,430
	Transit Operating	\$1,569,253,990
	Discretionary	
	Projects	\$4,417,410,000

The Plan is a starting point for future projects but we fully expect some projects that we are not able to include at this time will grow in importance and we remain open to amending the Plan to add them in a future amendment. Thank you for your continued support.

Bob, if you wish to discuss any of these further or have questions on anything I am addressing, please let me know. As always, I want to see our region flourish and thrive into the future. With cooperation, coordination, communication of all parties, OKI will continue to be one of the premiere MPO/COG's in the nation. I look forward to hearing from you.

Kevin Shaw/Citizen

5-20-20

Comments: I'm disappointed by this plan's priorities as evidenced by spending. I understand that there are limitations to funding, the plans that are selected, and the projects that are proposed by regional staff. But

OKI needs to do better in creating a regional plan. I focused on Ohio, where I live. The vast majority of respondents would consider reducing their use of the car or eliminate it entirely, and don't want expansion or new construction.

And yet the spending and projects not at all aligned with that desire. And the main plan page references autonomous vehicles everywhere, despite the fact that ~40% of respondents rated themselves as "Not Interested" in these methods. This is not the priority. Maybe it will be, but even if it is - why are we expanding highways and bridges?

Build communities. Provide feasible and safe alternative options. Try to help the environment and reduce the incentive for SOV travel. Focus on maintenance of what we have.

We don't have until 2050 to address the climate issue. Our funding priorities need to change now.

Citizen/Email

5-25-20

Comments: Your website is too difficult for the average person to navigate and the verbiage is confusing. This indicates that you don't really care about our input. A vote on the final plan is coming up and the numbers have yet to be crunched or at least, not available on this site.

Yes, we need to address the needs of the future, but not at the expense of losing our character. Every improvement so far is demoralizing. Trees eradicated all for an automobile (example Pleasant Valley Parkway AKA Beirut. No thought to public transit lanes. And worse, no project is ever really completed. In a few years, you decide to redo it again (example Aero Parkway and the 275). The roundabouts aren't large enough for a truck and a cyclist to travel at the same time. The list is endless. I

Maureen Hulett/Citizen

5-23-20

Comments: Stevenson Rd and Commonwealth in Erlanger are heavily used not only by local traffic, but by transportation on I75/I-71 when detours and delays are experienced. It is also a heavily used corridor for school traffic. The safety of residence and all transports should be considered high priority to get these roads improved. Thanks!

RMHulett@twc.com

Citizen/Email

5-22-20

Comments: We desperately need Commonwealth Rd and Stevenson Rd in Erlanger redone. These roads are gateways to hospitals, grocery stores, shopping, restaurants. Stevenson Rd has been flooding in several spots for years. We need this sooner rather than later.

Charlie Coleman/Citizen

5-21-20

Comments: We need the Eastern By Pass. It makes sense not only for the obvious transportation needs, but economic development. To take the I 71 traffic off the 71/75 corridor on both sides of the river would

cut down traffic volume which is the problem. A new bridge would not be necessary. Building the by Pass will not disrupt traffic since it will be new. The disruption of a new bridge will make getting through Cincinnati and NK very difficult.

Citizen/Email

5-21-20

Comments: Stevenson Road and Commonwealth Ave in Erlanger (Kenton County) needs attention. Not only would this help the residents of Erlanger, it would help NKY as a whole.

Citizen/Email

5-21-20

Comments: Stevenson rd and commonwealth ave need to be on this list. I (along with so many other people) drive both roads every day. When it rains I worry about being able to get through Stevenson. I often drive Dudley too and that road feels so dangerous

Citizen/Email

5-21-20

Comments: Stevenson Road, Ky 236 is a very dangerous road that often floods in heavy rain. Please make these changes now. Thanks.

Citizen/Email

5-21-20

Comments: Please, please make the major improvements needed to Stevenson Rd and Commonwealth in Erlanger, Ky. I use both of the roads daily and they are such a nuisance with the unaddressed issues along both of these roads.

Citizen/Email

5-21-20

Comments: Please consider their Kenton County plan of 2 very important roads in Erlanger to be fixed. Commonwealth Ave and Stevenson Road need serious help! They are two very important connector roads to other neighboring cities and hospital, homes, businesses and airport! Please please put these two on your soon to be fixed radar!!! Thank you

Citizen/Email

Jay Weber

5-21-20

Subject: Draft Okl 2050 Road improvement plan

Comments: Thanks for making the plan available to view and comment on. Just a question or suggestion, The I75 Bridge and Road improvement project. Knowing much of this improvement is out of your hands a little pressure and suggestion at the right times can be helpful. When the original construction was made water on the highway was directed into Covington sewers. Because of this a lot of flooding and sanitary discharges are caused by run off from the existing interstate. This discharged would be better handled if it was not dropped into Covington but taken straight to the river.

Thanks-in-Advance.

Just to add to my previous comment relating to the I75 bridge and roadway improvements mentioned. The curve in the roadway in Fort Mitchell needs to be addressed.

Thanks

Jay Weber

858 512 2398

kybuckeye@aol.com

Tom Croft

Ohio River Trail West

4-17-20

Attachment: ORTW Map and cost estimate

Comments: I am following up on River-West's comments on the previous draft of the 2050 Plan (see below). Having reviewed the 3/5 draft project list at <https://2050.oki.org/ohio-draft-project-list/>, we remain very concerned that the segment of the Ohio River Trail West from Cincinnati's corporation line to the main entrance of Shawnee Lookout is still not included in the list of projects evaluated, even if not recommended for funding. That 7-8 mile segment corresponds approximately to Project 4930 in the 2040 Plan, which was recommended for funding along with the other segments of the ORTW from Smale Riverfront Park to Shawnee Lookout. We ask that this segment at least be included in the 2050 Plan project list in the same way as the many other projects not recommended for funding.

The Cincinnati city line to Shawnee Lookout segment is important to the West Side of Hamilton County in general and along the Ohio River in particular, which are underserved in terms of trail amenities. This segment is an essential link between Cincinnati trails including the rest of the ORTW and the developing trail system in the area around Shawnee Lookout. This is a regional priority. The development of trails along the Ohio River is a focus not only in Ohio, but also in Kentucky and Indiana. We note the 2050 draft recommendation of Project 9759 in Indiana for construction of a new bike and pedestrian trail connecting the Dearborn Trail via Greendale to Ohio's state line near Shawnee. It seems incongruous not to include the ORTW Cincinnati-Shawnee segment in the plan, which offers the opportunity to link important Indiana and Ohio trails. Also, in November 2019, the Ohio River Recreation Trail was officially named a project of the National Park Service Rivers, Trails and Conservation Assistance Program. The Ohio River Trail West is an excellent complement to this project.

In closing, we appreciate the Ohio River Trail West segments that are recommended for funding in the 3/5 draft, but remain disappointed by the very important segments that are not. The arguments are compelling for funding of all of the Ohio River Trail West in the 2050 Plan, as was the case in the 2040 Plan. However, we understand that OKI cannot recommend every project for funding under fiscal constraints. At a minimum, please let us know that the ORTW segment from the Cincinnati line to Shawnee Lookout will be included in the 2050 Plan list of projects evaluated.

ODOT District 8

3.20.20

Attachment: Excel Spreadsheet

Butler	US 27	SR 129 to SR 129	Widen to 3 lanes with intersection improvements
Warren	SR 123	SR 48 to I-71	Widen one lane each direction, reprofile, realign
Warren	SR 122	Union Rd to SR 741	Widen one lane each direction
Butler	SR 747	Milliken Rd to SR 4 (N. Jct)	Widen to 5 lanes with landscaped median & 10' multi use path
Warren	SR 123	Greentree to West Street	Widen one lane each direction
Warren	SR 48	Miller Rd to SR 122	Widen by one lane each direction
Butler	SR 63	Lawton to Cincinnati- Dayton Rd	Add 2 lanes (1 EB, 1 WB)
Butler	US-127	SR-73	Construct roundabout
Warren	SR-123	SR-350	Construct roundabout
Butler	SR-4	SR-4B to Main St	Install bike lanes on shoulder
Hamilton	US-27	Springdale to I-275	Construct 3rd NB lane

City of Hamilton

J. Allen Messer

2-28-20

Attachment: Map bike ped crashes

Comments: In addition to information sent on February 24, 2020, please consider the information below and attached regarding three projects in the 2050 Plan Project List. The City requests OKI evaluate the impacts the following information has on the project scoring and include these three projects in the Fiscally Constrained Project List. Currently, there are no City of Hamilton projects in the 2050 Plan, Draft Project List.

North Hamilton Crossing Phase 1 (control ID 9635):

- **Number of Crashes and Impact on Safety** diverts traffic away from SR 129 corridor (identified as priority corridor by ODOT due to **high number of crashes** (SR 129 at N B Street 57th highest crash intersection in state in 2018). Also improves high crash intersections of Black Street at N B Street (25 crashes in past 3 years) and Black Street at US 127 (30 crashes in past 3 years)
- 2050 **AADT = 22,265** vehicles per day per estimate prepared by TEC in 2020
- **(LOS C)** at Black Street/North B Street will be improved
- **7% truck volume** on Black Street Bridge according to ODOT 2017 count
- **High Feasibility** based on City of Hamilton and Butler County TID's proven ability to deliver projects
- **Excellent Overall net benefits** with regards to **Environmental Justice** due to positive impact on travel time and reduced air pollution for a nearby population with a high percentage of low income and zero-car households
- **Critical to Economic Vitality** due to proximity to downtown Hamilton and improved access to Spooky Nook Champion Sports Complex and Conference Center and west side of Hamilton
- **Significant reduction in Air Quality** by reducing future congestion on SR 129 (High Street) and increasing the number of travel lanes across river
- **Environmental Impact** will be minimized

- **High Local Priority** - City of Hamilton, Butler County Engineer, Butler County TID
- **Complete Streets** incorporates **5 components** - Motor vehicle, Fixed route transit, Pedestrian Facility, Bicycling facility, and traffic calming (round about)
- **Corridor Study/Comprehensive Plan - High Priority** - Butler County Thoroughfare Plan and City of Hamilton Comprehensive Plan

North Hamilton Crossing, Phase 2 (control ID 9636):

- **Number of Crashes and Impact on Safety** diverts traffic away from SR 129 corridor (identified as priority corridor by ODOT due to **high number of crashes** (SR 129 at US 127 – 40th highest crash intersection in state in 2018)
- 2015 **AADT = 21,581** vehicles per day on US 127
- **7% truck volume** on Black Street Bridge according to ODOT 2017 count
- **High Feasibility** based on City of Hamilton and Butler County TID's proven ability to deliver projects
- **Excellent Overall net benefits** with regards to **Environmental Justice** due to positive impact on travel time and reduced air pollution for a nearby population with a high percentage of low income and zero-car households
- **Critical to Economic Vitality** due to proximity to downtown Hamilton and improved access to Spooky Nook Champion Sports Complex and Conference Center and west side of Hamilton
- **Significant reduction in Air Quality** by reducing future congestion on SR 129 (High Street) and increasing the number of travel lanes across river
- **Environmental Impact** will be minimized
- **High Local Priority** - City of Hamilton, Butler County Engineer, Butler County TID
- **Complete Streets** incorporates **4 components** - Motor vehicle, Fixed route transit, Pedestrian Facility, Bicycling facility
- **Corridor Study/Comprehensive Plan - High Priority** - Butler County Thoroughfare Plan and City of Hamilton Comprehensive Plan

Hamilton Beltline Multi-use Trail (control ID 9617):

- **Number of Bike/Ped Crashes and Impact on Safety is high** - see attached map showing bike/ped crashes near Hamilton Beltline
- **Facility Type** – will connect to a regional network (Great Miami River Recreational Trail)
- **High Feasibility** based on City of Hamilton's proven ability to deliver projects
- **Excellent Overall net benefits** with regards to **Environmental Justice** due to positive impact on travel time and reduced air pollution for a nearby population with a high percentage of low income and zero-car households
- **Critical to Economic Vitality** due to proximity to density of residential and commercial property along corridor
- **Low reduction in Air Quality** by providing alternate transportation route
- **Environmental Impact** will be minimized
- **High Local Priority** - City of Hamilton
- **Complete Streets** incorporates **2 components** - Pedestrian facility, Bicycling facility
- **Corridor Study/Comprehensive Plan - High Priority** - City of Hamilton Comprehensive Plan and Bikeway Master Plan

Butler County Engineer's Office

Dale Schwieterman

2-28-20

Comments: I have included comments from the Butler County Engineer's Office regarding several projects below. Thank you for considering these projects further:

PID 9611 – Crescentville Road

- We believe that adding a center turn lane in the heavily congested area should improve AQ by more than scored.

PID 9666 – Wayne Madison Road

- Adding additional through lanes and grade separating a busy rail line in a very congested corridor should greatly improve AQ.
- The corridor project should receive scoring for complete streets as it will include motor vehicle, pedestrian, bicycling and traffic calming (roundabout in project limits already programmed) facilities.

PID 6593 – Allen Road

- The project should receive scoring for complete streets as it will include motor vehicle, pedestrian and bicycling facilities.

PID 9659 – Tylersville Road

- With a high crash rate, the plan is to construct a roundabout. Our experience with our roundabouts meet and exceed the national statistics on safety, so we feel the impact on safety will be High.
- With the efficiency of roundabouts we feel there will be a greater impact on AQ.
- The project should receive scoring for complete streets as it will include motor vehicle and pedestrian facilities.

PID 9641 and 9619 – Princeton and Hampshire Roads

- These projects did not score particularly well, however we feel they continue to grow in importance due to the local development and the connection to SR 129. We think there is, and will be, a significant need to make improvements to these roads in the near future.
- The project will include motor vehicle and pedestrian facilities.

PID 9959 – SR 747

- Another project that didn't score as high as we felt it should. This last remaining section is needed to complete the widening of SR 747 for nearly ten miles from the Tri-County mall area to its terminus at SR 4 in Liberty Twp.
- This project would have an impact on economic vitality as the area around SR 4, Kyles Station Road and SR 747 continue to develop, and will also include components of complete streets in the project.

In general, we felt as though many of the Butler County projects were scored lower than in previous attempts at developing a constrained list, as evidenced by the low number of projects to be included in the plan. We understand this is a very difficult process to undertake comparing all of the projects in the region, but hope that some of our projects may be looked at again, and possibly additional projects may be included in the plan.

Ohio River Trail II

Tom Croft

Attachment: Map and Cost

2-28-20

Comments: While we very much appreciate the inclusion of Projects 9670 and 9671, we are very concerned about the exclusion of the remainder of the Ohio River Trail West (ORTW). We recommend that all of the unfunded segments of ORTW be included in the 2050 Plan. For reference, I have attached the ORTW Route Map of October 2018. 20 miles of the ORTW from Smale Park to Shawnee Lookout were included in the 2040 Plan as Projects 4921, 4929, and 4930. I have also included a list of unfunded segments of ORTW that River-West submitted to Tri-State Trails in October 2019, which includes locations and mileage.

In the 2050 draft list, Project 9670 is a shared use path from Evans Street in Lower Price Hill to Central Avenue by Paul Brown Stadium, and includes a bridge crossing the Mill Creek. It corresponds to Project 4921 in the 2040 Plan. Project 9671 is for the 1.2 mile Segment 3 that will connect the funded Segments 1 and 2 between Lower Price Hill and Sedamsville. It was part of Project 4929 in the 2040 Plan.

However, the other 6 miles of 2040 Project 4929 from the west side of Gilday Park to the east side of Fernbank Park are not included in 2050 Project 9671. Rather, the remaining 6 miles are included in Project 9672 of the 2050 draft, location "Gilday Park to Western Corp. Line." That project is shown as a "No" and not included in the draft project list. We note that this segment is included in the City of Cincinnati Bike Plan. We also note that the cost estimate shown is \$23.3 million, which seems much higher than it should be. See the attached ORTW cost estimates by segment.

Finally, it is disturbing that the 7-8 miles of trail from the Cincinnati line to Shawnee Lookout were apparently not considered at all. This roughly corresponds to Project 4930 in the 2040 Plan.

In support of our recommendation to include all of the ORTW in the 2050 Plan, we note that the West Side of Cincinnati and Hamilton County along the Ohio River are underserved in terms of trail amenities. The absence of this important transportation and recreational opportunity has negative economic and quality of life impacts. Our communities understand this and strongly support the ORTW. This is also a missed opportunity from a regional development perspective. The development of trails along the Ohio River is a focus not only in Ohio, but in other states. We note the inclusion of Project 9759 in Indiana to construct a new bike and pedestrian trail connecting trail linkages to the Dearborn Trail via Greendale and running to the State of Ohio. It seems anomalous not to include the ORTW to Shawnee Lookout, which offers the opportunity to link these trails. There is also the opportunity to link to the Lawrenceburg, Great Miami and Whitewater Trails, leveraging big investments already made. In addition, in November 2019, the Ohio River Recreation Trail was officially named a project of the National Park Service Rivers, Trails and

Conservation Assistance Program. The Ohio River Trail West is an excellent complement to this project, which includes cycling.

Bike/Ped Facilities

Wade Johnston

2-28-20

Comments: With all due respect, from a dollar perspective, this looks like a bit of a downgrade for bike/ped facilities compared to 2016 version of the 2040 Plan. If I'm interpreting it correctly, we're going from 17 projects valued at \$191 million in 2016 to 20 projects valued at \$119 million in 2020 (please correct me if I'm wrong). Table below:

	Projects	CE (millions)	YOE (millions)
Ohio	7	\$ 62.90	\$ 80.68
Kentucky	8	\$ 14.86	\$ 25.38
Indiana	5	\$ 9.71	\$ 12.84
TOTAL	20	\$ 87.47	\$ 118.90

Given how many communities have been requesting OKI funding for bike and pedestrian projects, I would argue that a larger proportion of funding in the fiscally constrained plan should be dedicated to bike/ped facilities. As I recall, this last round of TA funds was the first time in recent history that funding requests exceeded funding available.

I understand that the prioritization process is difficult and cannot please everyone. However, I would argue that the following projects have a high regional significance (and opportunity to decrease VMT because of their connectivity to employment centers) and should be added to the fiscally restrained plan:

- 9674 Uptown Multi Use Path
- 10013 Wasson Way Little Miami Connector
- 9677 Ohio River Trail Oasis

I also noticed that a couple projects we recommended were not included in the list. Can you clarify that these will be in the plan, even if not recommended?

- Great Miami River Trail - from Monroe southern boundary to Rentschler Forest (I would argue this should be in fiscally constrained plan as well, since the other GMRT gap is recommended)
- Little Duck Creek Trail - feeder trail into Wasson Way

Ohio River Trail West

Tom Croft

2-27-20

1. The cost estimates for Project 9671 Segment 3 seem very high for 1.2 miles of trail even given some challenges that exist. Where did the estimates come from?

2. Does project 9672 include all of the ORTW from the west side of Gilday Riverside Park to the Indiana line? Is that what is meant in Location: Gilday Park to Western Corp. Line? How were those cost estimates generated?
3. Are those two projects and the project from Evans Street in Lower Price Hill to Central Avenue by PBS the only projects related to ORTW included in the draft project list?

City of Cincinnati

Reggie Victor

**Attachment: Word document and Excel spreadsheet with project list
2-26-20**

Project 9703 Victory Parkway, Park Ave, Eden Park Drive

Request that this project be included in the final plan list.

Project 9708 Oakley Yard Pedestrian Bridge

Request that this project be included in the final plan list

To offset adding these two projects, we offer that Projects **9715** and **9693** be taken off the list

Project 9715 Vine Street - McMicken to Taft

Project 9693 Vine Street – Erkenbrecker to Mitchell

Project 9674 MLK – Clifton to Burnet

Request that this project be included in the Plan

To offset adding this project, we offer that Project 9673 Wasson Way Trail – MLK to Montgomery and Madison to Wooster be taken off the list. Segments of the Wasson Way Trail have recently received funding so they should not be included on the plan list anyway. Please see the trailing email.

Hopple Street Viaduct – Surface Course Replacement

Request that this project be included in the plan project since it will be an alternate route during the Western Hills Viaduct replacement. This project was not included on your list but was on this list we sent. In regards to the year the project would be implemented, all projects that we gave a HIGH priority, 5-10 years, projects that we gave a MED or LOW priority 10-20 years.

City of Cincinnati Wasson Way

Reggie Victor

**Attachment: Wasson Segments cost estimation
2-26-20**

Comments: Attached was my scratch estimates for all the Wasson ‘segments’ for cost estimation for purposes of the OKI 2050 plan.

The 2019 costs were calculated as:

	CY 2019	CY 2025	CY2050
- MLK to Blair:	\$4.7M	\$5.6M	\$6.5M
- Ph 3, 4, 5, 6A:	\$8.6M	\$10.3M	\$11.9M
- Ault Park to Wooster:	\$8.7M	\$10.4M	\$12.1M
	\$14.1M	\$26.3M	\$30.5M

FYI-Based on the totals above, it would appear that CY2025 estimate was used for OKI's current year estimate cost.

In the last round of STP/CMAQ, the Ph 3,4,5,6A segment was awarded funds, and that segment is not likely to request additional TA/STP/CMAQ funding. Local \$\$, ODNR Clean Ohio grants and donations are expected to close funding gap/match requirements. Based on that, I propose to remove the "Ph 3,4,5,6A" segment from the Wasson project line in the February 2020 draft of OKI's 2050 Plan.

Removing that will lower the **Wasson current year cost estimate to \$16.7M** (= \$27.0M – \$10.3M).

I recommend requesting OKI to then bump "**Uptown Multi-use Path/MLK: Clifton to Burnet**" (**Current year est. \$5.0M**) above the 'cut-line' due the Wasson revised costs freeing up funding in 2050 Plan for more shared use path/bike/ped projects. Per the prioritized draft from OKI, the MLK: Clifton-Burnet project is first City project of that type below the line.

Liz Hayden support comments

City of Hamilton

2-26-20

Comments: As the Hamilton Planning Commission board representative to OKI, I just wanted to send a follow up email stating that I support Mr. Messer's requests. Thank you for your consideration.

On Mon, Feb 24, 2020 at 10:57 AM Allen Messer <allen.messer@hamilton-oh.gov> wrote:
Ms. Fields and Mr. Koehler,

Please accept the following information and attached documents as a follow-up to the DRAFT Recommended Project List presented at the February ICC meeting. Currently, there are no City of Hamilton projects on the 2050 Plan, Draft Project List. The City of Hamilton requests OKI include three projects in the Fiscally Constrained Project List:

1. North Hamilton Crossing, Phase 1 (control ID 9635)
2. North Hamilton Crossing, Phase 2 (control ID 9636)
3. Hamilton Beltline Multi-use Trail (control ID 9617)

The City intends to seek funding for each of these projects in the next five years. North Hamilton Crossing, Phase 1 is the highest priority of the projects.

Below is relevant information for each project to assist in scoring.

North Hamilton Crossing Phase 1 (control ID 9635):

- ☒ Bridge over the Great Miami River (2050 AADT = 22,265 vehicles per day, see attached AADT information)
 - Bridge will replace the two lane Black Street Bridge, built in 1922
 - Improve intersections at Black Street/North B Street (LOS C), Black Street/US 127, NW Washington Boulevard/North B Street/West Elkon Road
 - Part of a critical truck route through the City
 - Improve access to Spooky Nook Champion Sports Complex, Hamilton's west side, and the surrounding Hanover, Mildford, and St. Clair Townships
 - Project is included in OKI's 2040 Plan, Fiscally Constrained List (under the name Black Street Bridge), the Butler County Thoroughfare Plan, and City of Hamilton Comprehensive Plan
 - Local financial commitment to preliminary engineering for NHX is currently \$1,000,000 (City has allocated \$375,000 in funding with another \$375,000 in 2021 if needed; TID has allocated \$250,000)
 - City of Hamilton and Butler County TID have enter into an intergovernmental agreement to pursue additional funding for the project
 - Project will have a positive impact on travel time and reduced air pollution for a nearby population with a higher than average percentage of low income and zero-car households
 - Supports the \$144 million investment at the Spooky Nook Champion Sports Complex and Conference Center; anticipated to bring 1.1 million visitors and \$37 million spending to the area
 - Multimodal link between east and west sides of the Great Miami River
 - Significant reduction in future congestion by increasing the number of travel lanes across river

North Hamilton Crossing, Phase 2 (control ID 9636):

- New connection between US 127 and State Route 4
- Grade separated crossing of heavily used railroad
- Improved truck route through the City, access to Spooky Nook Champion Sports Complex and Conference Center, Hamilton's west side, and the surrounding Township area
- Project is included in OKI's 2040 Plan (under the name NW Washington Blvd Extension), the Butler County Thoroughfare Plan, and City of Hamilton Comprehensive Plan
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- Significant reduction in congestion by providing an alternative to High Street Underpass

Hamilton Beltline Multi-use Trail (control ID 9617):

- Convert abandon 3 mile rail corridor into multi-use trail connecting 10,000 residents within a 1 mile radius to the Great Miami River and the Great Miami River Recreational Trail
- Over \$1,200,000 already invested in the project
- Right-of-way purchase complete (\$971,000 investment)
- Rail and bridge removal underway (\$150,000 investment)
- Phase 1 Construction – funded and scheduled for 2020 (\$920,000 estimate)

- Phase 2 will connect Phase 1 to Great Miami River and the Great Miami River Recreational Trail
- Project is included in OKI's 2040 Plan, Fiscally Constrained and City of Hamilton Comprehensive Plan and Bikeway Master Plan
- Project will have a positive impact on accessibility for a nearby population with a higher than average percentage of low income and zero-car households

Boone County
Daniel Menetrey
2-24-20

Comments: Here are the comments from Boone County Fiscal Court regarding the draft project list of the 2050 Plan.

We recommend removing the following projects from the draft list:

Control ID	Route	Location	Cost Estimate	YOE Cost
9881	US 25	Winning Colors to NS RR	\$64.43 M	\$117.60 M
9581	US 25	Logistics Blvd to KY 338	\$13.00 M	\$24.10 M
9582	US 42	Hicks Pike to Raiders Run	\$16.50 M	\$30.59 M
9883	US 42	KY 237 to KY 842	\$46.50 M	\$86.20 M
9587	KY 20	KY 237 to Conner Rd	\$14.20 M	\$26.33 M
9885	KY 14	Stephenson Mill Rd to I-75	\$33.37 M	\$61.86 M
9887	US 25	KY 16 to KY 338	\$61.30 M	\$113.65 M
9888	US 25	Beesom Dr to Aristocrat Dr	\$38.39 M	\$71.17 M
Total			\$287.69 M	\$531.50 M

The Fiscal Court recommends adding the following projects to the list for inclusion:

Control ID	Route	Location	Cost Estimate	YOE Cost
9886	Camp Ernst Rd	Arboretum to KY 237	\$36.43 M	\$67.53 M
9903	KY 237	US 42 to KY 536	\$37.51 M	\$69.54 M
9913	KY 1017	KY 717 Thoroughbred Blvd	\$1.04 M	\$1.92 M
9912	I-75	KY 14 Interchange	\$49.00 M	\$90.84 M
9894	KY 20	Graves Rd to KY 237	\$51.99 M	\$96.38 M
9918	KY 237	Litton Lane Intersection	\$7.67 M	\$14.21 M
9584	Camp Ernst Rd	KY 536 to Longbranch Rd	\$16.00 M	\$29.66 M
Total			\$199.64 M	\$370.08 M

As you can see the overall recommendation reduces the total expense.

City of Hamilton
J. Allen Messer

Attachments: Word document of Draft Project List and Traffic Impact Study PDF
2-24-20

Comments: Please accept the following information and attached documents as a follow-up to the DRAFT Recommended Project List presented at the February ICC meeting. Currently, there are no City of Hamilton projects on the 2050 Plan, Draft Project List. The City of Hamilton requests OKI include three projects in the Fiscally Constrained Project List:

1. North Hamilton Crossing, Phase 1 (control ID 9635)
2. North Hamilton Crossing, Phase 2 (control ID 9636)
3. Hamilton Beltline Multi-use Trail (control ID 9617)

The City intends to seek funding for each of these projects in the next five years. North Hamilton Crossing, Phase 1 is the highest priority of the projects.

Below is relevant information for each project to assist in scoring.

North Hamilton Crossing Phase 1 (control ID 9635):

- ▣ Bridge over the Great Miami River (2050 AADT = 22,265 vehicles per day, see attached AADT information)
- Bridge will replace the two lane Black Street Bridge, built in 1922
- Improve intersections at Black Street/North B Street (LOS C), Black Street/US 127, NW Washington Boulevard/North B Street/West Elkon Road
- Part of a critical truck route through the City
- Improve access to Spooky Nook Champion Sports Complex, Hamilton's west side, and the surrounding Hanover, Mildford, and St. Clair Townships
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Warren County Engineers

Neil Tunison

2-21-20

Attachment: spreadsheet of only Warren County projects showing a preferred change.

Comments: After consideration of where federal funds would best be used, the I-71/SR 48 interchange is a better fit and needed sooner than Columbia Road. All the other recommended projects look good in this fiscally restrained plan.

City of Trenton

James Foster

2-13-20

Comments: Project 9622 should show Kennel Road (Wayne Madison to SR 73) as 3-lane, not 2-lane. Thank you!

Individual: 61

Comments: 72