



NEIGHBORHOOD COMMENT AND RESPONSE SUMMARY Brent Spence Bridge Corridor Project (PID 89068 | Item No. 6-17)

Introduction

KYTC and ODOT developed a “PublicInput.com” website specific to neighborhoods in and near the project area from November 15, 2022 to January 5, 2023. KYTC and ODOT also accepted written comments during this time. This documents summarizes the comments received between November 15, 2022 and January 5, 2023 as part of the neighborhood outreach efforts and provides a response to each comment received.

The PublicInput.com website had several questions embedded throughout. Not every participant entered comments for every question. Some participants commented on several questions, while some participants only commented on one or a few questions. The comments and responses tabulated on the following pages are grouped according to the questions that were posted on the PublicInput.com website.

- A - Do you have any comments on the refinements that have been incorporated into the project since 2012? (78 comments)
- B - Do you think you will you experience any positive benefits (such as shorter commute times, etc.) due to the project in Ohio? If so, please describe. (38 comments)
- C - Do you think you will you experience any negative impacts due to the project in Ohio? If so, please describe. (23 comments)
- D - Do you think you will you experience any positive benefits (such as shorter commute times, etc.) due to the project in Kentucky? If so, please describe. (29 comments)
- E - Do you think you will you experience any negative impacts due to the project in Kentucky? If so, please describe. (21 comments)
- F - Do you have any concerns regarding the proposed configuration of the rehabilitated Brent Spence Bridge or the new companion bridge? (32 comments)
- G - Do you have any comments about noise in the Brent Spence Bridge Corridor? (19 comments)
- H - Do you think the project will improve bike and pedestrian access in your neighborhood? If so, in what ways? (29 comments)
- I - Do you have any additional comments, thoughts or questions that you'd like to share with us? (30 comments)
- J - Please suggest additional ways you think KYTC and ODOT can improve the inclusiveness of our public outreach efforts. (24 comments)
- K – Written comment forms (47 comments)



A - Do you have any comments on the refinements that have been incorporated into the project since 2012?

Comment Number	Comment	Response
A01	What changed?	<p>Changes in the project's design were described on the "Design Changes Since 2012" and "Impact Changes Since 2012" portions of the PublicInput.com site. Changes included modifying the configuration of the I-75 Interchange with the Western Hills Viaduct, moving the northbound exit ramp to I-75 from Freeman Avenue to Winchell Avenue, reducing shoulder widths, reconfiguring the Ezzard Charles bridge over I-75, lowering design speeds, reconfiguring the existing BSB and the new companion bridge, reducing the number of lanes on frontage roads in Kentucky, and reconfiguring the ramps in downtown Cincinnati, among others.</p> <p>In addition, project costs have been reduced by 8-percent, relocations have been reduced by over 90%, and land impacts in Kentucky have been substantially reduced. Land impacts in Ohio have been refined to include property owned by the City of Cincinnati which was not accounted for in the 2012 EA/FONSI.</p>
A02	Most of the refinements are nice improvements. I'm especially happy to see the improvements to the WHV and the opening up of land for redevelopment downtown. The new configuration of the convergence of 71 and 75 downtown is difficult to follow - does every option need its own road/lane? Could this be further combined and even more re-developable land opened up?	<p>ODOT and the City of Cincinnati have collaborated to reduce the project's footprint in downtown Cincinnati. The lanes and ramps provided were determined based on traffic analysis of existing and future traffic volumes traveling through the area. Further reductions in the number of lanes and/or ramps would negatively affect traffic flow, connectivity, and access to and from downtown Cincinnati.</p>
A03	I live in Cincinnati & worked downtown. I drove I 74E & I 75S daily. The highways were accessible & when there were accidents on these highways, there were alternate routes to get me to work on time.	<p>ODOT wants to continue to foster the strong working relationship it has with the City of Cincinnati to mitigate impacts during construction. During construction, ODOT will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, ODOT will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. The City of Cincinnati Department of Transportation and Engineering and all relevant agencies within the City will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the City. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.</p>

Comment Number	Comment	Response
A04	Please include sound walls on the northern Kentucky side (north of 12th St). The negative impact to the residents of Maistroses will be severe without them.	Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
A05	I met	Comment noted.
A06	As a resident of Mainstrasse, a sound wall will make a huge difference in the noise pollution. As it is, there's so much noise but with the additions the noise would be horrendous. Please strongly consider adding a sound wall. This would not only impact residents, but businesses, events, and tourism.	Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
A07	I met with the city team on this as my property backs up to Goebel park at the north end of Dalton. Just today I saw the change in sound decibels that will greatly affect my property and property value. I 100% support the addition of sound barriers to this project	Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences in the vicinity of Goebel Park and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
A08	With the historic homes in our area, sound has always been an issue. Now you are adding many changes and taking away what protections we have. That will drastically effect quality of life in our neighborhoods. Has me concerned for sleeping children etc. as these are already issues we deal with here in Covington due to the historic homes. There are many other factors where sound is affected. Please re-review these plans and consider the PEOPLE that live in this city. Make some sort of sound barrier to adjust for the new roadway configuration or this absolutely will not work. Thank you	KYTC has identified several noise walls that meet its noise policy and may be constructed in Covington. Furthermore, KYTC is conducting a technical study to evaluate additional walls to provide noise reduction and to shield views of the highway in areas that did not warrant noise walls per KYTC's policy. KYTC will base their final recommendations on the technical feasibility of the noise walls and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.



Comment Number	Comment	Response
A09	Yes! The noise is going to be insane. I've been a resident of Covington for almost 10 years. This chaos may make me move. The housing market is already over the top and now many of us will need to relocate due to the construction or the noise left after. There NEEDS to be noise barriers.	KYTC has identified several noise walls that meet its noise policy and may be constructed in Covington. Furthermore, KYTC is conducting a technical study to evaluate additional walls to provide noise reduction and to shield views of the highway in areas that did not warrant noise walls per KYTC's policy. KYTC will base their final recommendations on the technical feasibility of the noise walls and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
A10	I understand sound walls cannot be included along every stretch of highway, but when you can clearly see how many dozens of homes in Mainstrasse are impacted by this change, it shouldn't be optional.	Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
A11	We need sound walls! As a property owner on Philadelphia St, the sounds of the highway already impact the neighborhood, quality of life, property values. Please incorporate sound walls at you said you would, in order to improve the environment of the up and coming Covington neighborhood of Mainstrasse.	Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
A12	Please include sound walls, especially in Mainstrasse. The walkability, or at least enjoying the walkability, of the neighborhood will be very negatively impacted without sound walls. Nobody wants to walk or play or live next to an Interstate with vehicles going 70+ mph with no noise barrier between. The vibration caused by the traffic is a concern for the historical homes in the Mainstrasse neighborhood, and sound walls would somewhat help dampen that. Not putting in sound walls would be disregarding the people who live in these neighborhoods, especially low income people who have no other choice but to live next to the Interstate, or those who have invested in a home to improve the neighborhood. Please do not sacrifice the quality of lives in the neighborhoods the save some money.	Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.

Comment Number	Comment	Response
A13	Please reinstate the sound walls to the project near Northern Kentucky and the Mainstrasse neighborhood. Every effort should be made to minimize the impact that this project will have on this vibrant and historic area.	Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
A14	After seeing diagrams on the before/after change in sound intensity/decibel level, it's pretty clear that sound walls are a vital component to maintaining pleasant daily living in Mainstrasse, for residents and visitors alike, and I am fairly relieved that we lost an opportunity to buy a home on the west side of Main Street as a result. As a frequent patron and future resident of the area, please consider that the neighborhood already deals with an elevated train on the east side, which drowns out any outdoor conversation on the north side of the village. Also consider that the baseline decibel levels are quite conservative compared to what already exists on Main Street's west side.	Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
A15	We need a noise barrier on the Interstate between north of 12th in Covington to mitigate the effects of noise pollution. It would be unethical to build this massive structure and do nothing to address the negative quality of life impact due to noise pollution. I live on Philadelphia St. in Mainstrasse.	Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
A16	It is absolutely vital to build a noise barrier(s) on the Interstate between north of 12th in Covington in order to mitigate the effects of noise pollution. The impact of noise pollution due to lack of barriers will be detrimental to our Mainstrasse community.	Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.

Comment Number	Comment	Response
A17	KYTC should implement any and all noise mitigation measures, including installing noise walls, to offset the increased noise pollution this project will bring to our neighborhood.	KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.
A18	It's beyond me how anyone working on this project could completely disregard the noise level issues for the residents of Mainstrasse. As a resident and homeowner on Philadelphia St my family and I will be directly impacted by this change. Not ensuring proper sound mitigation shows a clear and callous disregard for the hundreds of families directly impacted by this project.	Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
A19	The noise is way too high. There is a lot of money invested in downtown Covington, we need sound barriers.	Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences near downtown Covington and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
A20	We need sound protection and noise abatement. Even the current traffic is too noisy. When it's this obvious how bad it will be, how can they consider not adding noise protections?	KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.
A21	We need sound barrier walls to protect our property values in Covington. Now that sound study has been completed, it's a matter of sleeping and not sleeping from the massive roar produced by the highway. I'm on Crescent Ave and already here the highway but fear this project will only make things worse without the walls.	KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy, including along Crescent Avenue. KYTC will conduct additional coordination with the people who will benefit from the walls along Crescent Avenue during the project's design-build phase.



Comment Number	Comment	Response
A22	<p>The included “Noise Story Board” recognizes, “In the Mainstrasse neighborhood, a noise wall system stretching from West 4th Street to Pike Street was found to be feasible” with the concept falling out of “reasonable” status due to design concepts. Further, in July 2022, the City of Covington revised its noise ordinance to reflect the following guidance: ““Excessive” daytime noise (8 a.m. to 10 p.m. Sunday-Thursday, and 8 a.m. to 11 p.m. Friday and Saturday) is defined as any sound that is plainly audible at a distance of 100 feet. “Excessive” nighttime noise (10 p.m. to 8 a.m. Sunday night through Friday morning, and 11 p.m. to 8 a.m. Friday night through Sunday morning) is defined as any sound that is plainly audible at a distance of 25 feet. “Plainly audible” means any sound able to be detected by a person of reasonable hearing ability, or a sound that produces an average reading over a five-minute period in excess of 55 dBA (decibels weighted to approximate the way the human ear hears).” It makes no sense that we would want to then intentionally ignore the work completed to establish an ordinance that may have a negative impact on the residents and visitors to the Mainstrasse community. As a Mainstrasse resident, owning a home on Philadelphia St, and investing in the community, I will attest to the noise levels from I-71/75 are enough that ANY reduction will far outweigh the “design criteria” for the project. Considering the 8% total cost reduction due to reducing impact areas and improving land use, the addition of noise barriers in this corridor should remain well within “reasonable” to find a design standard that works for all. I urge KYTC to reconsider and ensure the residents and businesses in Mainstrasse, have a (noise) pollution free community to share with the surrounding region.</p>	<p>Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project’s design-build phase.</p>

A23

The refinements are entirely inadequate. You are failing to make this transportation system harmonious with the city of Cincinnati. You will induce demand, increase noise pollution, increase particulate pollution from brakes and tires, and continue the legacy of harmful urban highways. Until tolls are an option, ODOT should stop the project and accept the no build option.

Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.

In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here:

www.oki.org/studies/pdf/northsouth/ns-complete.pdf

KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.

The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern.

Tolling the I-71/I-75 corridor is not permitted in the State of Kentucky. The project needs to be constructed to improve congestion, provide for safer travel for all modes, and maintain important connections.



Comment Number	Comment	Response
A24	I live on Edgewood Rd (incorrectly labelled as Drive on maps) in Ft Mitchell. 1. Please consider road surfaces other than concrete to lessen noise. 2. Does Mercedes Benz have sound wall veto power over homeowners living behind the dealership? 3. Has there been any consideration of adding light rail to the bridge to connect downtown Cincinnati with Covington and beyond?	<p>KYTC is considering alternative pavement types and is coordinating with the Kentucky Transportation Center to evaluate quiet pavement types for the Brent Spence Bridge Corridor Project.</p> <p>When determining if noise walls will be built, the people who will benefit from the wall (called benefitted receptors) have input into the decision. Property owners and residents/tenants have an equal say in the process.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p>

Comment Number	Comment	Response
A25	I'd like to understand more about the noise impact and what will be done to reduce noise from the encroachment of the Interstate into the mainstrasse neighborhood. Sound suppressing solutions must be a part of the final plan.	<p>KYTC evaluated several noise walls and noise wall systems in Covington. Some of them were warranted based on KYTC's Noise Policy. However, in Mainstrasse, a noise wall system was found to be feasible but not reasonable because it was not cost effective and did not meet design goals for overall noise reduction.</p> <p>Recognizing that traffic noise is a concern, KYTC is currently conducting a technical study to further evaluate a system of noise/visual screening walls to help provide about a 3-6 decibel noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will document their decision about this noise wall system in a technical memo based on the technical feasibility and public comments. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p> <p>Additional information about noise in Mainstrasse can be found in the presentation from the Mainstrasse neighborhood meeting conducted on November 21, 2022 and available at: https://brentspencebridgecorridor.com/public-involvement-and-comments/.</p>
A26	Is it good practice to reduce the design speed of the roadway to match an arbitrary posted speed, as opposed to completing the design first and then determining what the correct posted speed should be?	<p>Standard engineering practice, as described in the American Association of Highway and Transportation Officials (AASHTO) "A Policy on Geometric Design of Highways and Streets" (the Green Book) and ODOT and KYTC design manuals is to establish a design speed for a facility based on its function (i.e. Interstate vs. local road) and then design the roadway to match the design speed.</p> <p>Laws in each state establish posted speed limits on different types of roadways. In the 2012 EA/FONSI, the standard practice was to establish a design speed that was 5 mph greater than the posted speed. The most current version of the AASHTO Green Book and ODOT and KYTC design manuals allow the design speed to either match the posted speed or be 5 mph greater than the legal speed, depending on the context of the area. This allowed the design speeds for the Interstates to be lowered by 5 mph, which reduced the project footprint throughout the corridor. Typically design speeds of collector-distributor roads match speeds of the Interstate; however, for this project, the design speeds have been lowered by an additional 10 mph, which is the maximum allowed by the standards.</p>

Comment Number	Comment	Response
A27	Please include sound walls along Crescent Ave in Lewisburg. The reduction in noise will be great, and it removes the visual blight of the roadways and billboards.	<p>KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Noise walls along Crescent Avenue in Lewisburg were found to be warranted based on KYTC's Noise Policy. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p> <p>Additional information about noise in Lewisburg can be found in the presentation from the Lewisburg and Botany Hills neighborhood meeting conducted on December 6, 2022 and available at: https://brentspencebridgecorridor.com/public-involvement-and-comments/.</p>
A28	I live at 684 Western Ave. between Lewisburg and Botany hills and I along with a few other neighbors attended the Dec. 6th meeting at the Holiday Inn. I am pleased with the overall plan and design. My only input would be this. Since I live directly above the Beaumont Homes development on Crescent Ave, it is important for me that the sound buffering wall in this area be included in the project. The fence would benefit no one. It is also very important for me and my neighbors, I would argue, that Beaumont Homes be able to market their development as having views of the city of Covington and Cincinnati. Having said that, constructing a 24' tall wall along Crescent Ave. will likely block the view of the City of Covington from the 3rd floor of their homes which is where the basic living space is proposed. With the bedrooms being proposed to be on the second floor, I would suggest that the sound buffering wall be constructed but that it should only be in the range of 14' to 16' in height. This will give Beaumont Homes the ability to market their development as having City Views while also providing those of us directly behind their development some sound buffering.	<p>KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Noise walls along Crescent Avenue in Lewisburg were found to be warranted based on KYTC's Noise Policy. The heights of the walls were identified as what is necessary to provide noise reduction for the residences in that area. Reducing the height of noise walls will not provide the required noise reduction. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase to confirm they are wanted and to get input on the characteristics of the noise walls.</p>
A29	What are the traffic numbers that justify 4 travel lanes in each direction on Route 50 (6th street) west of I-75?	<p>The traffic projections prepared as part of the 2012 Interchange Modification Study for the Brent Spence Bridge project estimated that 49,350 vehicles will travel on US-50 west of I-75 in the year 2035. ODOT and KYTC are in the process of updating the projected traffic volumes for the design year 2049. That data will be published on the project website (www.brentspencebridgecorridor.com) when it is complete.</p>
A30	It would be worth it to the city to consider opening up more developable land. Can more be done to consolidate the collector/distributor network?	<p>ODOT and the City of Cincinnati recently collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim land and improve mobility for all modes of transportation.</p>



Comment Number	Comment	Response
A31	Fort Mitchell - as an elected member to city council, I would like to advocate on behalf of the residents of West Maple for a wall for noise prevention.	<p>KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Some of them were warranted based on KYTC's Noise Policy. However, in the vicinity of West Maple Avenue, a noise wall was not found to be cost effective.</p> <p>Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is recommending a noise/visual screening wall at this location. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>
A32	You continue to try to squeeze more traffic through the city - this is not a good long term solution - you may minimize impact here but you are still adding lanes and tearing up more of the city - it is time for more progressive innovative solutions - we should not sacrifice our city to through traffic	<p>The project is designed to accommodate traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model.</p> <p>Maintaining connections to key regional and national transportation corridors via I-71/I-75 is part of the project's purpose and need. In Ohio, ODOT and the City of Cincinnati have collaborated to reduce the project's footprint in downtown Cincinnati. The number of lanes and ramps provided were determined based on traffic operational analysis of existing and future traffic volumes traveling through the area. Further reductions in the number of lanes and/or ramps would negatively affect traffic flow, connectivity, and access to and from downtown Cincinnati. ODOT and the City of Cincinnati recently collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. In Kentucky, KYTC has substantially reduced the project footprint, reducing required residential relocations from over 40 to 4 and commercial relocations from 6 to 5.</p>



Comment Number	Comment	Response
A33	<p>This project needs to be narrowed as much as possible and capped as much as possible. Expanding highways is detrimental to the communities they run through. We don't need this new bridge, but if we are going to build something, it should have the most limited footprint possible.</p>	<p>In Ohio, ODOT and the City of Cincinnati have collaborated to reduce the project's footprint in downtown Cincinnati. The number of lanes and ramps provided were determined based on traffic operational analysis of existing and future traffic volumes traveling through the area. Further reductions in the number of lanes and/or ramps would negatively affect traffic flow, connectivity, and access to and from downtown Cincinnati. ODOT and the City of Cincinnati recently collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. In Kentucky, KYTC has substantially reduced the project footprint, reducing required residential relocations from over 40 to 4 and commercial relocations from 6 to 5. The project team will continue to look for opportunities to reclaim land and reduce footprint through alternative technical concepts and innovation as part of the progressive design build contract scheduled to begin this year.</p> <p>ODOT and KYTC considered options for capping I-75 in Ohio. Once the Interstate passes over the Ohio River, it cannot descend directly into downtown Cincinnati. South of 5th Street, I-75 must stay elevated to cross active CSX rail lines between Pete Rose Avenue and 3rd Street. In addition, any design requires accommodating a complicated system of mainline and ramp movements to provide local access and continuity along I-71, I-75, and US-50. Depressing the roadway to support a freeway cap while meeting these geometric constraints would require steep roadway grades that would not meet design standards. Such steep grades would present traffic operational and safety concerns, particularly considering the high volumes of heavy truck traffic traveling through the corridor.</p> <p>Between 5th Street and Ezzard Charles Drive, there are several areas where I-75 is relatively level with the surrounding land uses. A freeway cap could be constructed either by leaving I-75 at the current elevation or by lowering the Interstate. If the existing I-75 elevation is maintained, a freeway cap would need to be constructed 20 to 30 feet over the highway to provide adequate clearance for the freeway lanes. Given the proximity of Western Avenue and Winchell Avenue, the freeway cap would either need to extend over these roads, or they would need to be raised up to be level with the top of the cap. Transitioning from the top of the highway cap back to the elevations of the surrounding land uses in a way that provides accessible and open connections east and west of I-75 would substantially increase the project's footprint beyond what is considered reasonable and would impact low-income housing, schools, parks, historic structures, commercial and industrial businesses, and local streets. These</p>



Comment Number	Comment	Response
A33 (cont.)		<p>impacts could be reduced through the extensive use of retaining walls along either I-75 or Western and Winchell Avenues. However, the retaining walls would render the cap inaccessible from surrounding land uses and would only serve to create an even greater barrier through downtown Cincinnati and the West End neighborhood. Building a freeway cap by lowering I-75 would avoid the need for retaining walls; however, the Interstate would need to be lowered by 20 to 30 feet, which would require prohibitively steep grades to meet the geometric constraints of the CSX rail lines discussed earlier. Furthermore, capping the highway would likely require the removal of I-75 connections with 5th Street, 6th Street, 7th Street, and 8th Street and would not be able to accommodate US-50, which is an important regional connection.</p> <p>I-75 is elevated above the surrounding land uses north of Ezzard Charles Drive. Capping the highway in this area would further exacerbate the concerns with geometric feasibility, impacts to surrounding land uses, and local accessibility discussed for portions of I-75 to the south.</p>
A34	Just don't build a new bridge please	Comment noted.
A35	<p>Why doesn't ODOT and KYDOT encourage and recommend drivers to use the ring roads as they were intended? We aren't solving the problem of poor traffic flow by adding more lanes. This has been debunked many times over. We need a data-based solution on easing the network as a whole and not just tear down more urban fabric so people can drive through. I work for a Dutch company that is currently doing traffic flow projects in Ohio. This massive expense to not actually provide a solution to the problems is a travesty. This is an immense waste of taxpayer money.</p>	<p>The project is designed to accommodate traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model developed by the Ohio-Kentucky-Indiana Regional Council of Governments.(OKI) that considers the region's traffic network as a whole.</p> <p>Reducing congestion and maintaining connections to key regional and national corridors are primary goals of the project. This includes accommodating traffic that is using the Interstate system. Diversion of traffic would place them on other routes that are also experiencing congestion.</p>

Comment Number	Comment	Response
A36	A separate highway for tractor trailers and passenger cars is needed to reduce traffic because it's so hilly. no reason it should take an hour to get home for a usual 15 minute trip. Not to mention all the accidents because of the congestion.	<p>Origin and destination studies conducted for the Brent Spence Bridge Corridor indicate that trucks traveling in the corridor come from several locations, including I-71, I-75, US-50, I-471, with around 30 percent traveling to and from other local routes. Building separated truck lanes would substantially increase the project's footprint and costs while only accommodating a relatively small portion of the truck traffic in the corridor.</p> <p>The project will improve traffic flow by widening I-71/I-75 to accommodate traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model.</p>
A37	Ideally I would like to see more land opened up for potential redevelopment within the city core through better design. 9.5 acres is a good start though.	ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim land for potential redevelopment.
A38	Start construction as soon as possible!	Comment noted.
A39	The I-W proposal is much better than the original 2012 proposal!	Comment noted.
A40	Do not build this. There is already data out there (strongtowns.org) that suggests it wasn't even needed prior to covid, much less after when people are working from home more now. Do your due diligence and see if we even need to spend 3 billion on this. I highly doubt we do and in fact a simple toll might be enough to divert enough traffic so this can add the breakdown lanes back. There is simply no reason to tear down yet more of Cincinnati and Covington for a bridge which mainly services people and freight passing through.	The preferred alternative for the BSB Corridor Project was analyzed using pre-COVID traffic as a base condition. Traffic volumes for the year 2050 were then forecasted using the OKI regional travel demand model. Based on analyses conducted using these volumes, there is not sufficient capacity to accommodate all traffic projected to travel through the corridor.
A41	Do more to reclaim some of the immense amount of livable land lost to the highways. The Bridge Forward plan should really be used. This is a once in a lifetime chance to try to make things right. https://www.bridge-forward.org/	<p>ODOT has incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnumby building, reducing shoulder widths, lowering design speeds, and reducing the width of the companion bridge. ODOT and the City of Cincinnati collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land. ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf.</p>



Comment Number	Comment	Response
A42	<p>Ezzard Charles is a prime candidate for a road diet and the opportunity to serve as a main street for the West End, with human scale development and pedestrian/bike friendly streetscapes. While the updated plan makes some improvements over I75 (consolidated bridge, mixed use paths, sound walls) there is still an opportunity to greatly enhance this design and allow for future development to seamlessly reconnect the West End and Queensgate. First, the new proposal appears to offset Ezzard Charles from its current alignment. I'd like to see the center of the new street/bridge line up with the center of Cincinnati Union Terminal, preserving the iconic terminating vista which currently exists. I also think it is crucial that this new plan allows for the potential to build retail caps along the north and south section of the street, similar to what ODOT did for Columbus along N High Street over 640. As Ezzard Charles develops as a connection between these two neighborhoods, this will allow for future development to maintain a streetwall which will tie the communities together and make for a more attractive biking and walking option.</p>	<p>The proposed alignment of the Ezzard Charles bridge was developed based on engineering analyses and coordination with the City of Cincinnati to improve traffic operations and safety while providing enhanced pedestrian and bicycle amenities and avoiding impacts to local park areas.</p> <p>Provisions for retail caps north and south of Ezzard Charles Drive are not included in the BSB Corridor Project. Current zoning does not allow retail as described in the comment. Ezzard Charles Drive is a parkway bookended by the Cincinnati Museum Center and Music Hall. Based on city zoning and land use plans, the Ezzard Charles Drive corridor should have a park-like feel with greenery, trees, and other landscaping flanking the roadway and buildings that are set further back. The proposed Ezzard Charles Drive bridge over I-75 matches this theme. In addition, retail caps would introduce several design, construction, and operation complexities that would result in prohibitive costs.</p> <p>The current project design lowers I-75 about 3 to 4 feet to provide the necessary clearance to Ezzard Charles Drive. Constructing retail caps would result in a much wider bridge and would require I-75 to be lowered even further to accommodate the extra width. This would result in impacts to an existing 84-inch combined sewer just south of Ezzard Charles Drive.</p> <p>Retail caps would also result in several design and operation complexities on the surface streets. The wider bridge would likely require the entrance ramp to I-75 to be relocated, which would require Winchell Avenue to be widened for a longer distance. The construction could also impact areas of Laurel Park that the City of Cincinnati has stated a desire to avoid. In addition, the proximity of Western Avenue and Winchell Avenue would not allow for the construction of parking or delivery areas to serve future retail establishments. Trucks would likely need to park on Ezzard Charles Drive and block a lane of traffic to make deliveries. On-street parking is not permitted on the roadways immediately surrounding the Ezzard Charles Bridge due to the presence of freeway ramps, bus stops, and the proximity to intersection areas. These conditions would still be present if retail caps were constructed, severely limiting parking options for any future retail customers.</p>



Comment Number	Comment	Response
A43	I still don't understand why we have a major interchange in the city core. It was a mistake originally and expanding it will only exacerbate the mistake. I'd prefer that through traffic was routed around I-275 which would allow Cincinnatians to figure out solutions to our local needs without regional and national needs destroying more of our city.	Maintaining connections to key regional and national transportation corridors via I-71/I-75 is part of the project's purpose and need. ODOT and KYTC have collaborated with stakeholders to reduce the project's footprint. The number of lanes and ramps provided were determined based on traffic operational analysis of existing and future traffic volumes traveling through the area, including the Cincinnati core. Further reductions in the number of lanes and/or ramps would negatively affect traffic flow, connectivity, and access and not meet the primary goals of the project.
A44	Beyond the ever apparent environmental pollution of this project, catering to the demand for more car infrastructure is irresponsible as a state government and discordant with the need for efficient urban expansion. Residents of Covington and Cincinnati will find this a mistake costing them their health and robbing our cities of any future attraction to grow.	Comment noted. The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern.
A45	Highway expansion in 2022 will devastate our city. Consider alternatives that Strongtowns or Bridge Forward insists.	ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition, which reflects concepts advocated by Strongtowns. A detailed response is provided on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf .
A46	I-71 should have never shared space with I-75. What is now I-471 should have extended all the way to Walton, and that should have been the path of I-71. It is not too late to make that happen. The Brent Spence corridor will always be overcrowded with two Interstates sharing it.	Reducing congestion and maintaining connections to key regional and national corridors, including I-71 and I-75, are primary goals of the project. The proposed design meets the project's identified goals. New Interstate connections or extensions would need to be evaluated as part of a separate, stand-alone project.
A47	Adding more lanes is a ridiculous option in 2022 and will not solve traffic issues. Money would be better spent routing traffic further away from the city. 71 should take the 471 corridor only and 75 should have its lanes reduced to 2 each direction in this area along a new bridge. Return more land to the city for housing and development.	Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050. The number of lanes and ramps provided were determined based on traffic operational analysis of existing and future traffic volumes traveling through the area. Further reductions in the number of lanes and/or ramps would negatively

Comment Number	Comment	Response
<p>A47 (cont.)</p>		<p>affect traffic flow, connectivity, and access and not meet the primary goals of the project.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p> <p>ODOT has incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunhumby building, reducing shoulder widths, lowering design speeds, and reducing the width of the companion bridge. Most recently, ODOT and the City of Cincinnati collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.</p>
<p>A48</p>	<p>The FONSI is completely stale and should be totally re-investigated. It is a decade old. Just because it was extended twice, with no real investigation, when the project was dead, doesn't mean it's not stale. ODOT's stance that the SEA is a "limited look" will open them to legal liability, and rightfully so.</p>	<p>ODOT and KYTC are currently developing a Supplemental Environmental Assessment (EA) that will thoroughly assess and document revised impacts, policy updates, project changes, and coordination that has occurred since the approval of the 2012 EA/FONSI.</p>

Comment Number	Comment	Response
A49	The entire interchange should be shifted to the west along Freeman Ave and Mehring Way. Eat into the sprawled industrial park for the highway and give us more room downtown.	ODOT has worked with the City of Cincinnati to reduce the project's footprint to the greatest extent possible. Shifting I-75 to the west in the Cincinnati area would result in numerous impacts and required relocations of industrial, commercial, rail, and utility properties that provide economic value to the City and the region. Concepts of shifting the alignment to the west were considered and eliminated during previous project efforts. These decisions were documented in the Environmental Assessment.
A50	How will the new access ramps directly to I-75 at the new 4-way intersection on Third Street affect the Clay Wade Bailey Bridge? Will the directional traffic be changed and will the access to Second Street in Ohio be modified? New traffic increases to Covington on the CWB and if so will this divert from the reconfigured BSB.	The Clay Wade Bailey Bridge is projected to have a 3% increase in traffic by 2050 when compared to the traffic projected to travel over the bridge if the project is not constructed. Traffic operational analysis has shown that this increase does not create new operational concerns for the Clay Wade Bailey Bridge. Access to West 2nd Street will continue to be provided once the project is built.
A51	Will the new interchange construction affect the possibility of daily Amtrak service under the bridges on the CSX tracks in the future as currently proposed in the Amtrak Connects US plan and under study by the FRA?	The Brent Spence Bridge Project is being coordinated with CSX Transportation. The project will not preclude the possibility of future daily Amtrak service on the CSX tracks.
A52	Great to see the engineers considering the opportunity to recapture land for future redevelopment. Would love to see the redesign of the overpasses consider the needs of the local neighborhoods and make an effort to connect Union Terminal and Queensgate to the West End.	The project will provide enhanced sidewalks and shared use paths on Ezzard Charles Drive, providing direct connections to Union Terminal. The project will install bicycle and pedestrian infrastructure in and between the CBD, Queensgate, and the West End. Pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue.
A53	The refinements since 2012 are a great start but I believe the project can be refined even more. The highways have created a spaghetti road mess that has brought down the West side of the CBD, reducing the one-mileage and returning the city grid as much as possible would give this project national recognition and local support.	ODOT and the City of Cincinnati collaborated to reduce the project's footprint in downtown Cincinnati. The lanes and ramps were based on traffic analysis of existing and future volumes. Further reductions in the number of lanes and/or ramps would negatively affect traffic flow, connectivity, and access in downtown Cincinnati. ODOT and the City recently collaborated on refinements to the Downtown ramps that will open up 9.5 acres of land for potential redevelopment. Due to geometric constraints, the I-75 mainline and access ramps cannot be depressed, which would require local Cincinnati cross streets to be raised substantially to pass over I-75 to form an urban city grid. Elevating the downtown Cincinnati cross streets over I-75 would substantially increase the project footprint. This additional footprint would result in new impacts to existing businesses and potential developable land.

Comment Number	Comment	Response
<p>A54</p>	<p>This project will permanently separate the Queensgate, Camp Washington, and the rest of the West End communities from Cincinnati. Not only will this cause an increase in noise pollution it will also sever acres of land from Cincinnati which the city will desperately need in the future if we wish to grow. The original project decimated the black community of the West End and this current proposal does nothing to help heal that wound. The Bridge Forward Proposal does this and should be adopted. While 10 acres of land have been opened up why not go for the full 30. This design must be changed</p>	<p>The proposed design of the Brent Spence Bridge Project will not introduce any new barriers or separations in or between Queensgate, Camp Washington, and the West End neighborhoods. I-75 be widened in its current location, and existing connections will be maintained. The project also will not sever any land from Cincinnati. In fact, ODOT and the City of Cincinnati recently collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment.</p> <p>While the project's primary needs are to solve transportation problems, ODOT and KYTC have also pursued other quality of life goals in the project's development. To that end, the project will install bicycle and pedestrian infrastructure in and between the CBD, Queensgate, and the West End. Pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue.</p> <p>ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf.</p> <p>To reduce overall traffic noise levels, ODOT intends to build barriers that will reduce tire pavement noise, which is a major contributor to traffic noise. ODOT will build 57-inch barriers in the I-75 median and on the Liberty, Findlay, and Bank street bridges. For comparison, a standard bridge barrier is over a foot shorter at 42 inches. In addition, ODOT will build noise/visual screening barriers along I-75 from the Queensgate Playgrounds and Ballfields to Bank Street.</p> <p>Research has shown that the noise/visual screening barriers will approximately cut traffic noise levels in half, which is what traditional noise barriers are expected to do. They will also have aesthetic treatments and will help to block the view between I-75 and the West End neighborhood.</p>
<p>A55</p>	<p>Please continue searching for ways to open up more land in the Cincinnati CBD. This will be far more valuable to the city itself than any of the roadway improvements.</p>	<p>ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.</p>

Comment Number	Comment	Response
A56	I wish our bridges were more robust and offered more routes for each different type of traveler (commuter, local, public transit, etc). i would rather see more bridges esp. pedestrian friendly bridges than another stupid stadium (eyeroll).	<p>In Ohio, pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue.</p> <p>In Kentucky, new shared use paths and sidewalks will be included along the frontage roads. Also new and rebuilt sidewalks will be included under the MLK/West 12th Street, Pike Street, West 9th Street, West 5th Street, and West 3rd Street bridges. A new shared use path will be built under the West 9th Street and West 5th Street bridges, which will tie into the shared use paths in Goebel Park. The shared use path will be extended along Crescent Avenue to connect to the existing shared use path along the river.</p> <p>Throughout the project area, the shared use paths, sidewalks, and bike lanes will improve connections to existing transit stops.</p>
A57	I hope we can incorporate a transformative Brent Spence Corridor Project. I strongly support the following priorities for the Project’s design, which should inform all stages of design development, including innovative concepts and alternative concepts: • Maximize the amount of returned land contiguous to the City’s urban core; • Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint; • Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections; • Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide or similar; • Minimize the number of lane miles using high-speed directional ramps; and • Achieve best expenditure of public dollars measured in life-cycle return on investment. According to ODOT / KYTC, the Project will be build using a “progressive design-build process.” This approach allows ODOT / KYTC, the design-build team (DBT), impacted municipalities, and the local community to consider and address major Project topics in a more open format. The DBT will work with ODOT / KYTC to create the basis of design, overall project requirements, and final design intent, before work substantially begins, during what is being called Phase 1A and Phase 1B of the Project. Therefore, I am calling upon ODOT, the City of Cincinnati, and Hamilton County to ensure that an expectation is set, at least in contract language	<p>ODOT and the City of Cincinnati recently collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.</p> <p>The project will install bicycle and pedestrian infrastructure in and between the CBD, Queensgate, and the West End. Pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue. To promote safety for bicycles and pedestrians, the ramp connections with local streets are being designed as lower-speed urban roadways. The design of the intersections of local streets will be in accordance with City of Cincinnati design standards. The pedestrian and bicycle infrastructure included in the project will be built in accordance with ODOT's Multimodal Design Guide, which takes into account a broader framework of national design guidance, including the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, the NACTO</p>

Comment Number	Comment	Response
<p>A57 (cont.)</p>	<p>with the DBT, and ideally in an addendum to the Project’s RFQ, for a very robust Phase 1A and Phase 1B of the Project. Specifically, I demand the following expectations be set for Phase 1A and Phase 1B of the Project: • Incorporation of innovative design concepts; • Re-evaluation of assumptions used in the Project’s traffic forecasting projections; • Use of alternative design concepts proposed from sources other than BSMT; • Investigation of adding additional scopes of work and/or additional features to the Project, the associated pools of federal funding which may be available for additional scopes, and the likelihood of securing said federal funding; I call upon the City and County to assume codified roles in the Project, such as Cooperating Agency and/or Participating Agency. In doing so, there will be much more local control over the Project’s outcome. Also, in doing so, the City / County will have an opportunity to ensure that the DBT is selected in large part based on its demonstrated ability to deliver a context-sensitive urban project while working closely with a large municipality to develop innovative design direction.</p>	<p>Urban Street Design Guide, and the NACTO Transit Design Guide.</p> <p>ODOT and KYTC evaluated over 25 alternatives for meeting the purpose and need identified for the Brent Spence Bridge Corridor. The proposed improvements were found to have the best balance of benefits, costs, and impacts.</p> <p>ODOT and KYTC are in the process of updating the projected traffic volumes for the design year 2049. That data will be published on the project website (www.brentspencebridgecorridor.com) when it is complete.</p> <p>The progressive design-build process will provide opportunities to incorporate innovative and alternative technical design concepts provided they do not substantially deviate from the project’s scope, as described in the Supplement Environmental Assessment (when approved) or the project’s identified purpose and need.</p> <p>The City of Cincinnati and Hamilton County have been involved in the Project Advisory Committee and Aesthetics Design Committee since the project’s inception. In addition, ODOT regularly coordinates design details directly with the City and County and has refined the design in several locations in response to feedback received. This collaboration will continue through the procurement and construction phases of the project, with the City of Cincinnati and Hamilton County being involved in the evaluation of the design-build teams.</p>
<p>A58</p>	<p>The ODOT design feels inadequate in regards to an overall solution that considers the look, feel, functionality and livability of the surrounding cityscape and residential neighborhoods to be impacted. BridgeForward.org has made an attempt for an alternate design that incorporates some of these elements that at a minimum should be considered or improved upon. Please slow down the process and use this opportunity to move forward with a comprehensive approach that will better connect Cincinnati and Covington while improving the two cities, attracting more business and tourism. Raise the bar for the Queen City, please!</p>	<p>While the project’s primary needs are to solve transportation problems, ODOT and KYTC have also pursued other quality of life goals in the project’s development. To that end, the project team has intentionally incorporated features that reduce the project’s footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project’s development. ODOT, KYTC, the City of Cincinnati, and the City of Covington are continuing to collaborate on aesthetic treatments and pedestrian and bicycle facilities in the finished corridor.</p> <p>ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf.</p>



Comment Number	Comment	Response
A59	Reduce width of interchange west of downtown. Please review the Bridge Forward proposal. Designate a right of way for future rail connection between Cincinnati and Covington.	<p>ODOT and the City of Cincinnati have collaborated to reduce the project's footprint in downtown Cincinnati. The number of lanes and ramps provided were determined based on traffic operational analysis of existing and future traffic volumes traveling through the area. Further reductions in the number of lanes and/or ramps would negatively affect traffic flow, connectivity, and access to and from downtown Cincinnati. ODOT and the City of Cincinnati recently collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment.</p> <p>ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p>



Comment Number	Comment	Response
A60	why are we building out a bridge that won't alleviate traffic considering the cargo volume in greater Cincy is just going to increase with Amazon's presence and other logistics hubs moving here? Also do you know what induced demand is?	<p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p>

Comment Number	Comment	Response
A61	<p>We know adding lanes does not help traffic congestion. This is not the solution. Building more traffic lanes is expensive and almost never fruitful. ODOT needs to focus efforts towards public transportation through high speed rail. In this project specifically, the priorities should be to return land to the city's urban core, maximize walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint, maximize pedestrian connections, maximize walkable and safe local streets, minimize lane miles using high speed directional ramps, and achieve best expenditure of public dollars measured in life-cycle return on investment.</p>	<p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation initiative that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. That study concluded that a highway improvement project was necessary to address capacity issues in the Brent Spence Bridge Project Corridor. That study can be accessed here: https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p> <p>While the project's primary needs are to solve transportation problems, ODOT and KYTC have also pursued other quality of life goals in the project's development. To that end, the project team has intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project's development. ODOT, KYTC, the City of Cincinnati, and the City of Covington are continuing to collaborate on aesthetic treatments and pedestrian and bicycle facilities in the finished corridor. The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation.</p>
A62	<p>I write to you today, advocating for a transformative Brent Spence Corridor Project. I strongly support the following priorities for the Project's design, which should inform all stages of design development, including innovative concepts and alternative concepts: • Maximize the amount of returned land contiguous to the City's urban core; • Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint; • Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections; • Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide or similar; • Minimize the number of lane miles using high-speed directional ramps; and • Achieve best expenditure of public dollars measured in life-cycle return on investment. According to ODOT / KYTC, the Project will be build using a "progressive design-build process." This approach allows ODOT / KYTC, the design-build team (DBT), impacted municipalities, and the local community to consider and address major Project topics in a more open format. The DBT will work with ODOT / KYTC to create the basis of design, overall project requirements, and final design intent, before work substantially begins, during what is being called Phase 1A and Phase</p>	<p>ODOT and the City of Cincinnati recently collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.</p> <p>The project will install bicycle and pedestrian infrastructure in and between the CBD, Queensgate, and the West End. Pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue. To promote safety for bicycles and pedestrians, the ramp connections with local streets are being designed as lower-speed urban roadways. The design of the intersections of local streets will be in accordance with City of Cincinnati design standards. The pedestrian and bicycle infrastructure included in the project will be built in accordance with ODOT's Multimodal Design Guide, which takes into account a broader framework of</p>

Comment Number	Comment	Response
<p>A62 (cont.)</p>	<p>1B of the Project. Therefore, I am calling upon ODOT, the City of Cincinnati, and Hamilton County to ensure that an expectation is set, at least in contract language with the DBT, and ideally in an addendum to the Project's RFQ, for a very robust Phase 1A and Phase 1B of the Project. Specifically, I demand the following expectations be set for Phase 1A and Phase 1B of the Project: • Incorporation of innovative design concepts; • Re-evaluation of assumptions used in the Project's traffic forecasting projections; • Use of alternative design concepts proposed from sources other than BSMT; • Investigation of adding additional scopes of work and/or additional features to the Project, the associated pools of federal funding which may be available for additional scopes, and the likelihood of securing said federal funding; I call upon the City and County to assume codified roles in the Project, such as Cooperating Agency and/or Participating Agency. In doing so, there will be much more local control over the Project's outcome. Also, in doing so, the City / County will have an opportunity to ensure that the DBT is selected in large part based on its demonstrated ability to deliver a context-sensitive urban project while working closely with a large municipality to develop innovative design direction.</p>	<p>national design guidance, including the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, the NACTO Urban Street Design Guide, and the NACTO Transit Design Guide.</p> <p>ODOT and KYTC evaluated over 25 alternatives for meeting the purpose and need identified for the Brent Spence Bridge Corridor. The proposed improvements were found to have the best balance of benefits, costs, and impacts.</p> <p>ODOT and KYTC are in the process of updating the projected traffic volumes for the design year 2049. That data will be published on the project website (www.brentspencebridgecorridor.com) when it is complete.</p> <p>The progressive design-build process will provide opportunities to incorporate innovative and alternative technical design concepts provided they do not substantially deviate from the project's scope, as described in the Supplement Environmental Assessment (when approved) or the project's identified purpose and need.</p> <p>The City of Cincinnati and Hamilton County have been involved in the Project Advisory Committee and Aesthetics Design Committee since the project's inception. In addition, ODOT regularly coordinates design details directly with the City and County and has refined the design in several locations in response to feedback received. This collaboration will continue through the procurement and construction phases of the project, with the City of Cincinnati and Hamilton County being involved in the evaluation of the design-build teams.</p>
<p>A63</p>	<p>I strongly oppose any expansion of or new investment in a car-centric approach to the 71/75 corridor through downtown Cincinnati and Northern Kentucky communities. The costs - human, financial, and otherwise - can and should be redirected into approaches that transform the region into a leader of community re-integration and resident-first development. Rather than doubling down on the morally dubious decisions of the past, this is a once-in-a-generation opportunity to overcome that questionable legacy and position our region as a leader in equitable and sustainable transportation re-development.</p>	<p>Comment noted.</p>



Comment Number	Comment	Response
A64	I think the overall footprint of the project should be reduced and as much land as possible placed back into useful service. Also, roads that lead to the highway can be better suited to an urban environment by incorporating sidewalks (with tree-lined collector strips), on-street parking, stop lights and stop lights, and other elements which will reduce travel speeds up to the point of merger. the ideas that Bridge Forward have put forth should be incorporated completely.	<p>While the project’s primary needs are to solve transportation problems, ODOT and KYTC have also pursued other quality of life goals in the project’s development. To that end, the project team has intentionally incorporated features that reduce the project’s footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project’s development. ODOT, KYTC, the City of Cincinnati, and the City of Covington are continuing to collaborate on aesthetic treatments and pedestrian and bicycle facilities in the finished corridor. The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation.</p> <p>The ramp connections with local streets are being designed as lower-speed urban roadways. The design of the intersections of local streets will be in accordance with City of Cincinnati design standards. The pedestrian and bicycle infrastructure included in the project will be built in accordance with ODOT’s Multimodal Design Guide, which takes into account a broader framework of national design guidance, including the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, the NACTO Urban Street Design Guide, and the NACTO Transit Design Guide.</p> <p>ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf.</p>
A65	We do not need to be expanding the highway in any sense. It is bad for the city and should never have been built there	Comment noted.
A66	This highway is unnecessary and a massive misallocation of our resources. Shame on all leaders for pushing through with this	Comment noted.



Comment Number	Comment	Response
A67	Missing a once in a lifetime opportunity to reduce the footprint of the existing bridge and actually improve traffic by removing ramps. Additionally not considering multiple transit options is inexcusable.	<p>ODOT and KYTC have incorporated several features that reduce the footprint of the roads leading to the bridge in both Ohio and Kentucky, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumbly building, reducing shoulder widths, lowering design speeds, implementing retaining walls, and reducing the width of the companion bridge.</p> <p>The number of lanes and ramps provided were determined based on traffic operational analysis of existing and future traffic volumes traveling through the area. Further reductions in the number of lanes and/or ramps would negatively affect traffic flow, connectivity, and access to and from Covington and downtown Cincinnati.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation initiative that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. That study concluded that a highway improvement project was necessary to address capacity issues in the Brent Spence Bridge Project Corridor. That study can be accessed here: https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p> <p>The project will reduce congestion and improve reliability for local bus routes, which use the Brent Spence Bridge for 210 trips every weekday. In addition, improved and new sidewalks, shared use paths, and bicycle lanes will improve connections to existing bus stops. Finally, future accommodation of bus service along the corridor's shoulder will not be precluded by the project.</p>

Comment Number	Comment	Response
A68	<p>This doesn't go far enough. This is a once in a century opportunity to undo damage done by the federal highway administration and ODOT did 80 years ago. Use some creativity and figure out a way to narrow and simplify the interchange even more. It is so preposterous to me that ODOT wouldn't consider decoupling US 50 from this interchange. It is obvious to me, not a traffic engineer, that US 50 causes all the problems here. Make it a local through road and finesse some connections at Freeman. It boggles my mind that ODOT would consider spending so much money to get nearby the exact same interchange. With nearly 30 acres possible to grab back from the greedy land use of past decision makers, getting 9 acres of potential development just makes it look like the engineers responsible for this design are too proud of their irresponsible design, too lazy to figure out how to make the leanest possible option work, and too ignorant to understand the deleterious impact these highways have on inner cities. I've heard ODOT official Stefan Spinoza say something to the effect of "We are engineers. We aren't in the business of building cities," to which I scoff. These highway engineers have had a monopoly on the destruction of cities over the past century and it's time to wake up. Grow up, do your job, listen to your constituents and do better. Use some creativity to not just solve a problem, but solve a problem with a solution that has as many positive impacts as it possibly can: 1) minimize highway footprint even at the expense of slowing traffic (this isn't a cornfield, people, it's one of the best cities in the nation) 2) maximize developable land 3) preserve the ability to reconnect historic street grid patterns to restitch Downtown, the West End, and Queensgate.</p>	<p>Maintaining connections to key regional and national transportation corridors, including US-50, is part of the project's purpose and need.</p> <p>ODOT has incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnumby building, reducing shoulder widths, lowering design speeds, and reducing the width of the companion bridge. ODOT and the City of Cincinnati collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.</p> <p>The number of lanes and ramps provided were determined based on traffic operational analysis of existing and future traffic volumes traveling through the area. Further reductions in the number of lanes and/or ramps would negatively affect traffic flow, connectivity, and access to and from downtown Cincinnati.</p> <p>ODOT considered options to extend existing city streets across I-75 to form an urban grid. A detailed response is provided on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/Response-to-Public-Comment-Westway_Attachments-1.pdf.</p>
A69	<p>I think the bridge forward Ohio plan is much better than yours and you should incorporate their plan into yours their plan gives the city 35 arches to potentially develop your plan is being forced on us without us being able to change it to make it better and I don't like that . I don't think your plan does a good job projecting what Cincinnati's future vision for it's transportation options are</p>	<p>ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf.</p>
A70	<p>What happened to designs that recaptured lost West End neighborhood land? It is my understanding that correcting poor urban planing that disproportionately displaced minority populations will score high on finding requests.</p>	<p>Over 25 alternatives were considered during the development of the Brent Spence Bridge Corridor Concept. The preferred alternative was selected because it provided the best balance of meeting the identified transportation needs while minimizing impacts to human and natural environmental to the greatest extent possible. The preferred alternative has minimal impacts in the West End neighborhood.</p>

Comment Number	Comment	Response
A71	Work to decrease the footprint and don't add new lanes! Review the bridge forward proposal for some inspiration on how to make this project actually improve the communities surrounding the highway... We have a unique opportunity to make some incredible improvements to the city/region here	<p>ODOT and KYTC have incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, lowering design speeds, reducing shoulder widths, implementing retaining walls, and reducing the width of the companion bridge.</p> <p>The number of lanes and ramps provided were determined based on traffic operational analysis of existing and future traffic volumes traveling through the area. Further reductions in the number of lanes and/or ramps would negatively affect traffic flow, connectivity, and access.</p> <p>ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf.</p>
A72	We absolutely do not want more traffic coming through our city of Covington. Look at the studies that show harmful effects to residents when "super highways" are added to neighborhoods. Respectfully, please rethink these millions of dollars you will spend for cars, many of them passing through when we already have I-275, I-71, and I-75. We need that money on education or healthcare. The roads are fine as is.	In the existing condition, traffic congestion and incidents on the BSB force traffic (including trucks) onto the local street network, often overburdening the system. Likewise, bottlenecks on I-71/I-75 also negatively affect traffic flow on the surface streets that feed the Interstate. The construction of a new companion bridge and C-D system will improve traffic flow on I-71/I-75, which, in turn, is anticipated to reduce traffic congestion and improve safety on the local street network. The new companion bridge also introduces additional resiliency into the local and regional transportation network by providing additional options for maintaining cross-river traffic if an incident or future construction or maintenance activities occur, avoiding the need for traffic to divert onto the local street network.
A73	Regarding the Ezzard Charles Drive overpass: I would encourage the development of an overpass connects the Cincinnati Union Terminal on one end Music Hall on the other that matches those historic landmarks. This should be done by making the Interstate less apparent/visible using green space and dedicated bicycle/shared paths (reducing the focus of automobile traffic). Also, the overpass should be designed with the potential to support a tram line in the future.	<p>The project will provide enhanced sidewalks and shared use paths on Ezzard Charles Drive, providing direct connections to Union Terminal. In addition, the project will install a translucent screen wall on the Ezzard Charles Drive overpass that is planned to have internal lighting and decorative patterns. Furthermore, planters, decorative lighting, and aesthetic treatments will be included on the Ezzard Charles overpass. These improvements are intended to contribute to an urban neighborhood feel on the bridge. The portion of Ezzard Charles Drive connecting to the Music Hall is outside of the project area. Changes in those areas would need to be developed and implemented by the City of Cincinnati.</p> <p>Design of the Ezzard Charles bridge will be coordinated with the City of Cincinnati which will include discussions of necessary future loading requirements.</p>



Comment Number	Comment	Response
A74	<p>I'm disappointed by the lack of consideration for public transit or any kind of light rail to ease traffic. Adding additional space for cars will fail to alleviate the problem long term, especially with the growth of semi-truck shipping exacerbating traffic issues. More consideration should be given to more space-efficient forms of transportation, particularly freight and local passenger rail.</p>	<p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p>

Comment Number	Comment	Response
A75	I would be disappointing if any part of Longworth Hall were to be demolished. It is an important piece of Cincinnati history, and is currently home to several businesses.	The alternatives analysis for the Brent Spence Bridge Corridor Project evaluated ways to avoid impacts to Longworth Hall. Out of 25 alternatives that were studied, only one alternative was found to meet the project's purpose and need while avoiding impacts to Longworth Hall. This alternative would have resulted in substantially greater residential and business impacts, including the largest employer in the Queensgate area. This alternative was also projected to cost substantially more than other alternatives under consideration. In addition, the cities of Covington and Cincinnati strongly opposed this alternative. As a result, impacts to 204 feet of Longworth Hall were found to be unavoidable. To mitigate the impacts, ODOT entered into a Memorandum of Agreement committing to completing various repair, upgrade, restoration, enhancement, and refurbishment measures to be completed at Longworth Hall as part of the project.
A76	Please include sound walls. I am a new homeowner at the end of Hermes Ave, in Lewisburg, and it is staggering to me that there is not an existing sound wall already present. This project should absolutely include sound walls for the length, up to the cut in the hill.	KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Noise walls along Bullock Street in Lewisburg - in the vicinity of Hermes Avenue - were found to be warranted based on KYTC's Noise Policy. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
A77	Please include sound walls on east / west side of I-71 / I-75 both north and south of Dixie Highway. Please include sound walls up the exit ramp on Mercedes-Benz side. The MB dealership ripped out much of the sound barriers (trees) which have greatly impacted the sound in our historic neighborhood in Fort Mitchell. In addition, please utilize blacktop and/or lower decibel paving material as the road surface.	KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Noise walls north of Dixie Highway and south of Dixie Highway and east of I-71/I-75 were warranted based on KYTC's Noise Policy. However, a noise wall was not found to be cost effective south of Dixie Highway and west of I-71/I-75. Recognizing that traffic noise is a concern, KYTC is currently conducting a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences south of Dixie Highway and west of I-71/I-75 and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is recommending a noise/visual screening wall at this location. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.

Comment Number	Comment	Response
A78	<p>This is hardly a refinement at all. As a whole, I expect a better plan. This plan and the improvements do not adequately address the concerns surrounding pedestrian safety and west end connectivity. How will this design ensure that cars entering downtown Cincinnati using the second and 5th street ramps don't come speeding off the Interstate, hit a green light and speed straight into downtown. Additionally, how will this design ensure cars leaving the city don't start accelerating prior to actually entering the ramp? Presently, it is common place for cars to accelerate 1-2 blocks prior to the ramp entrance and for cars to be speeding as they enter downtown from the ramps. This is not safe for pedestrians in the area. Why is there a ramp entrance and exit at the Clay Wade Bailey bridge. By your own definition, the local traffic seeking to use the Interstate should be traveling over the Brent Spence. There shouldn't ever be any traffic coming from or seeking to use the Interstate utilizing this connection. Additionally, the 3rd street on ramp to 75N is redundant with this access point. Moreover, the Interstate on-ramp at the clay bade bailey connection point feeds directly onto the mainline. Isn't this a violation of the C-D concept? The fundamental problem along the entire I-75 corridor is merging. This will still cause congestion. Please evaluate moving the 75SB to 50EB connection approximately 1 block North which should free up enough space for 50WB to run under the 75 mainline and adjacent to 75EB. Then compress the ramps east of 75 to free up more space. Use engineering judgment as necessary to make the geometry and elevations work. Please evaluate a concept that keeps the mainline Interstate trenched from Ezzard Charles to somewhere North of Findlay. Make engineering judgement to optimize this concept and to necessary grade modifications to the adjacent roadways (Winchell, western, etc. and their intersecting roads) and use retaining walls to make this concept work. Please evaluate a concept that uses the street grid to manage the collector-distributor work. Extend the street grid over the mainline Interstate (to make the mainline grade work, do not include a 4th street overpass). Put US 50 on the street grid (in the same way that it is in Columbia Tusculum, or in the same way that US 22 and US 127 run on the street grid) and then get rid of the connecting ramps. This will better utilize the entire existing road network and durastically shrink the footprint. Not to mention making the area less of an auto-centric wetland.</p>	<p>To promote safety for bicycles and pedestrians, the ramp connections with local streets are being designed as lower-speed urban roadways. The design of the intersections of local streets will be in accordance with City of Cincinnati design standards.</p> <p>The entrance to I-75 northbound from the Clay Wade Bailey Bridge was included in the design in response to requests from the City of Covington. Though this ramp connects directly to the interstate mainline, traffic operational analysis has been completed and there are no operation or safety concerns with this solution. The connection will also add redundancy in the system for access to I-75 northbound if there are incidents or closures on the existing Brent Spence Bridge.</p> <p>ODOT has incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, reducing shoulder widths, lowering design speeds, and reducing the width of the companion bridge. ODOT and the City of Cincinnati collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements (such as modifying ramp alignments and locations) that reclaim additional land.</p> <p>ODOT and KYTC considered options for trenching I-75 in Ohio. Once the Interstate passes over the Ohio River, it cannot descend directly into downtown Cincinnati. South of 5th Street, I-75 must stay elevated to cross active CSX rail lines between Pete Rose Avenue and 3rd Street. In addition, any design requires accommodating a complicated system of mainline and ramp movements to provide local access and continuity along I-71, I-75, and US-50. Depressing the highway while meeting these geometric constraints would require steep roadway grades that would not meet design standards. Such steep grades would present traffic operational and safety concerns, particularly considering the high volumes of heavy truck traffic traveling through the corridor. Furthermore, trenching the highway would likely require the removal of I-75 connections with 5th Street, 6th Street, 7th Street, and 8th Street and would not be able to accommodate US-50, which is an important regional connection. Maintaining connections to key regional and national transportation corridors, including US-50 as a free-flow connection, is part of the project's purpose and need.</p>



Comment Number	Comment	Response
A78 (cont.)		<p>Because the I-75 mainline and access ramps cannot be depressed further, local Cincinnati cross streets would need to be raised substantially to pass over I-75 to form an urban city grid. Elevating the downtown Cincinnati cross streets over I-75 would substantially increase the project footprint on the west side of I-75 to tie into existing elevations. This additional footprint would result in new impacts to existing businesses and potential developable land.</p> <p>Between 5th Street and Ezzard Charles Drive, there are several areas where I-75 is relatively level with the surrounding land uses. Trenching I-75 in this area would require the freeway to be lowered by 20 to 30 feet, which would require prohibitively steep grades to meet the geometric constraints of the CSX rail lines discussed earlier.</p> <p>North of Ezzard Charles Drive, I-75 is elevated above the surrounding land uses and roadways. Trenching I-75 between Ezzard Charles Drive and north of Findlay Street would require the highway to be lowered over 40 feet. This would require extensive use of retaining walls and would further exacerbate the concerns with geometric feasibility, traffic operations, and safety. The proximity of Western Avenue and Winchell Avenue further complicate geometric concerns, as such extensive retaining walls would require substantial foundations that could impact these roadways.</p>

B - Do you think you will you experience any positive benefits (such as shorter commute times, etc.) due to the project in Ohio? If so, please describe.

Comment Number	Comment	Response
B01	No. This will induce demand and will ultimately make the problem worse because the additional trips will contribute to congestion on surface streets.	<p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p>



Comment Number	Comment	Response
B02	No. This project is the definition of a boondoggle. As many others have said, the only way to get rid of congestion is giving people alternatives to driving. Spend our money on transit and bike infrastructure. Alternate forms of transportation benefit everyone. Car drivers get shorter commutes and people who prefer other forms of transportation get the option to go car-free.	<p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation initiative that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. That study concluded that a highway improvement project was necessary to address capacity issues in the Brent Spence Bridge Project Corridor. That study can be accessed here: https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p> <p>While the project's primary needs are to solve transportation problems, ODOT and KYTC have also pursued other quality of life goals in the project's development. To that end, the project team has intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project's development. ODOT, KYTC, the City of Cincinnati, and the City of Covington are continuing to collaborate on aesthetic treatments and pedestrian and bicycle facilities in the finished corridor. The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation.</p>
B03	I live in CUF & drive through the West End. I am thinking this project may cause travel headaches. I won't know about shorter commute times until I drive the route.	<p>ODOT wants to continue to foster the strong working relationship it has with the City of Cincinnati to mitigate impacts during construction. During construction, ODOT will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, ODOT will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. The City of Cincinnati Department of Transportation and Engineering and all relevant agencies within the City will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the City. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.</p>

Comment Number	Comment	Response
B04	No. The commutes will only be longer & cause more issues.	Traffic operational analyses conducted for the project show that traffic flow will improve and delays will be reduced once the project is built.
B05	No benefits of Ohio projects for Ft Mitchell	Comment noted.
B06	Ms. Hans, Our company (Automanage, LLC) owns retail property adjacent to Notre Dame Academy. Your design for this property in Fort Wright shows a noise barrier/screen in front of at least one parcel along that will have an extremely harmful impact on the viability, visibility and functionality of this exclusively retail site. We would like to speak with you as soon as possible following the holidays to discuss alternative approaches to addressing this matter.	KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. A wall near Notre Dame Academy was warranted based on KYTC's Noise Policy. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
B07	Leading question. West End resident. Impossible to tell if there would be benefits. Seems shortsighted to build something to "decongest traffic" that does not include paths to support future rail needs. Evidence is that wider highways just leads to more people moving further outside the belt loop and the traffic problems persist. Any benefit for the west end would be contingent on more detailed designs of the Linn and Edzard Charles street overpass redesign.	<p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge (BSB) Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The BSB Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, OKI and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the BSB Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The BSB Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The BSB Corridor Project will address traffic congestion, improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p>

Comment Number	Comment	Response
B08	Yes, I see three ways this will impact me. First, I live in CUF and often travel to Northern Kentucky. The traffic delays on SB I-75 have caused me to change my plans many times. Second, while I expect truck traffic could increase I doubt it will significantly. It appears freight companies are already willing to eat the cost of traffic delays here so I doubt many are taking alternative routes. This means we are experiencing a lot more air pollution than we would if there were no delays. The third is the effect on the city's reputation. While I'd encourage travelers to visit our city, I'd much rather see them travel thru town unimpeded rather than cursing us for their delays (thru no fault of our own). PS I recommend that truck traffic be directed to the right lanes long before reaching the bridge (maybe as early as Hopple St) in preparation for the cut-in-the-hill.	Comment noted.
B09	Yes, a bit less traffic.	Comment noted.
B10	No it won't create shorter commute times. Your environmental impact shows that the level of service stays roughly the same as what we have today.	Traffic operational analyses conducted for the project show that traffic flow will improve and delays will be reduced once the project is built.
B11	I do not think there will be any positive benefits to this. Either traffic volume is going to increase on the Interstate, or people will drive even faster than they do presently. The ramps system does not ensure that cars are forced to drive slowly once they enter the downtown area (or leave the downtown area). Noise, air, and light pollution will increase, and we further increase our reliance on automobiles. I will have to go significantly out of the way because I missed the decision point to get on the CD system.	<p>The project is designed to accommodate traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model. Traffic will access downtown Cincinnati on a lower speed (45 mph) collector-distributor system. The ramp system is also designed to the receiving roadway speed at the merge point. To promote safety for bicycles and pedestrians, the ramp connections with local streets are being designed as lower-speed urban roadways. The design of the intersections of local streets will be in accordance with City of Cincinnati design standards.</p> <p>The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern. KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies. Roadways will be lighted in accordance with state and local standards which aim to minimize light pollution while providing for safe travel.</p> <p>During the project's planning stages, ODOT and KYTC developed conceptual signing plans to help address concerns about wayfinding and access to local businesses. These plans will continue to be refined and coordinated with local cities during the project's design-build phase.</p>



Comment Number	Comment	Response
B12	Expanding the highway will only encourage more sprawl and lengthier commutes.	The project is designed to accommodate traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model. The project is not anticipated to contribute to urban sprawl, as development is already occurring in the corridor.
B13	No. Any potential gain will be on the order of seconds, and only last a couple of years until induced demand brings us back to the original problem.	<p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p>



Comment Number	Comment	Response
B14	Absolutely not. Adding more lanes has been proven to induce more demand, travel times, and pollution levels.	<p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p> <p>The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern.</p>
B15	It will hopefully make it easier to get to the west side of downtown Cincinnati (where USPS and Cincinnati Museum Center are located). It's confusing and difficult to get there now from the KY side.	Comment noted.

Comment Number	Comment	Response
B16	yes i do. when daily traffic gets bad every aspect of traveling gets more daunting and more dangerous. when i am walking downtown the pile ups of upset grumpy drivers poses a risk to me, and when i'm driving it makes me want to move out of the city all together. when i take public transit there is a noticeable toll on timeliness of the bus lines because of backed up personal vehicles	Comment noted.
B17	No. It's been proven that building larger highways doesn't solve traffic, it makes it worse. A regional transit plan is needed.	In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation initiative that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. That study concluded that a highway improvement project was necessary to address capacity issues in the Brent Spence Bridge Project Corridor. That study can be accessed here: https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf .
B18	The delays created during construction will outweigh any future savings. Induced demand will fill the roadway back up to capacity	<p>ODOT and KYTC are working with local cities to mitigate impacts during construction. During construction, ODOT and KYTC will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities.</p> <p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called</p>

Comment Number	Comment	Response
B18 (cont.)		<p>for four lanes in each direction on I-75, traffic analyses completed as part of ODOT’s Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p>
B19	<p>NO NO NO NO NO. ADDING MORE LANES JUST MEANS MORE TRAFFIC. IF YOU BUILD IT (EXTRA LANES) THEY WILL COME (TRAFFIC). I write to you today, advocating for a transformative Brent Spence Corridor Project. I strongly support the following priorities for the Project’s design, which should inform all stages of design development, including innovative concepts and alternative concepts:</p> <ul style="list-style-type: none"> • Maximize the amount of returned land contiguous to the City’s urban core; • Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint; • Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections; • Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide or similar; • Minimize the number of lane miles using high-speed directional ramps; and • Achieve best expenditure of public dollars measured in life-cycle return on investment. <p>According to ODOT / KYTC, the Project will be build using a “progressive design-build process.” This approach allows ODOT / KYTC, the design-build team (DBT), impacted municipalities, and the local community to consider and address major Project topics in a more open format. The DBT will work with ODOT / KYTC to create the basis of design, overall project requirements, and final design intent, before work substantially begins, during what is being called Phase 1A and Phase 1B of the Project. Therefore, I am calling upon ODOT, the City of Cincinnati, and Hamilton County to ensure that an expectation is set, at least in contract language with the DBT, and ideally in an addendum to the Project’s RFQ, for a very robust Phase 1A and Phase 1B of the Project. Specifically, I demand the following expectations be set for Phase 1A and Phase 1B of the Project:</p> <ul style="list-style-type: none"> • Incorporation of innovative design concepts; • Re-evaluation of assumptions used in the Project’s traffic forecasting 	<p>ODOT and the City of Cincinnati recently collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.</p> <p>The project will install bicycle and pedestrian infrastructure in and between the CBD, Queensgate, and the West End. Pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue. To promote safety for bicycles and pedestrians, the ramp connections with local streets are being designed as lower-speed urban roadways. The design of the intersections of local streets will be in accordance with City of Cincinnati design standards. The pedestrian and bicycle infrastructure included in the project will be built in accordance with ODOT’s Multimodal Design Guide, which takes into account a broader framework of national design guidance, including the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, the NACTO Urban Street Design Guide, and the NACTO Transit Design Guide.</p> <p>ODOT and KYTC evaluated over 25 alternatives for meeting the purpose and need identified for the Brent Spence Bridge Corridor. The proposed improvements were found to have the best balance of benefits, costs, and impacts. ODOT and KYTC are updating the traffic volumes for the design year 2049. When complete, the data will be published on www.brentspencebridgecorridor.com.</p>

Comment Number	Comment	Response
B19 (cont.)	projections; • Use of alternative design concepts proposed from sources other than BSMT; • Investigation of adding additional scopes of work and/or additional features to the Project, the associated pools of federal funding which may be available for additional scopes, and the likelihood of securing said federal funding; I call upon the City and County to assume codified roles in the Project, such as Cooperating Agency and/or Participating Agency. In doing so, there will be much more local control over the Project's outcome. Also, in doing so, the City / County will have an opportunity to ensure that the DBT is selected in large part based on its demonstrated ability to deliver a context-sensitive urban project while working closely with a large municipality to develop innovative design direction.	<p>The progressive design-build process will provide opportunities for innovative and alternative technical design concepts provided they do not substantially deviate from the project's scope, as described in the supplement Environmental Assessment (when approved) or the project's identified purpose and need.</p> <p>The City of Cincinnati and Hamilton County have been involved in the Project Advisory Committee and Aesthetics Committee since the project's inception. ODOT regularly coordinates design details directly with the City and County and has refined the design in several locations in response to their feedback. This collaboration will continue through the procurement and construction phases of the project, with the City and County involved in evaluating design-build teams.</p>
B20	None; I anticipate no positive benefits personally.	Comment noted.
B21	Widening roads to solve traffic congestion is kind of like loosening your belt to solve a weight problem. More lanes simply induces more demand.	<p>Traffic projections are based on a regional travel-demand model which assigns routes based on information for individuals, households, lanes, trips, and travel times. Projections show that adding lanes will increase volumes in the Brent Spence Bridge (BSB) Corridor. Some increase is due to travelers shifting trips they were already making from other congested routes. Some travelers will also make new trips they would not have made without the improvements (induced trips). The project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional model through 2050.</p> <p>In 2004, OKI and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the BSB Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The BSB Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The BSB Corridor Project will address traffic congestion, improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p>

Comment Number	Comment	Response
B22	No, ODOT has even indicated that traffic will not be reduced by adding a new bridge.	Reducing congestion and maintaining connections to key regional and national corridors are primary goals of the project. The project is designed to accommodate automobile and truck traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model.
B23	This project will not impact my commute time at as I travel on local streets from my neighborhood to downtown, vi bike, bus, and occasionally car. I will have to live through a decade of construction and my tax dollars to get something that looks effectively the same as it does today. I'm saddened there is no thought for how fixed transit connecting to the airport could be integrated, which I find terribly irresponsible in the face of the climate crisis. I have very little trust in ODOT to do what is best for the future of the environment and generally feel like in the great story of Cincinnati, that this project is just one huge mistake replacing a massive mistake.	<p>The project will reduce congestion and improve reliability for local bus routes, which use the Brent Spence Bridge for 210 trips every weekday. In addition, improved and new sidewalks, shared use paths, and bicycle lanes will improve connections to existing bus stops. Finally, future accommodation of bus service along the corridor's shoulder will not be precluded by the project.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p>
B24	I will experience no benefits from this. I do not travel across the bridge much- living downtown and typically walking, biking or taking transit to KY. If we want to focus on improving the core of our region, we should focus on other designs that will lead to the positive benefits of improving the neighborhoods surrounding the highway.	While the project's primary needs are to solve transportation problems, ODOT and KYTC have also pursued other quality of life goals in the project's development. To that end, the project team has intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project's development. ODOT, KYTC, the City of Cincinnati, and the City of Covington are continuing to collaborate on aesthetic treatments and pedestrian and bicycle facilities in the finished corridor. The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation.



Comment Number	Comment	Response
B25	I'm doubtful that more cars/trucks passing through will lead to anything but more traffic and all that comes with it. But a redesigned approach could mean more land for redevelopment, which would be better for the downtown area than traffic passing through.	<p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p> <p>ODOT has incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, reducing shoulder widths, lowering design speeds, and reducing the width of the companion bridge. ODOT and the City of Cincinnati collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.</p>

Comment Number	Comment	Response
B26	Absolutely no benefits. More asthma in children.	The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern.
B27	As a resident of OTR that commutes northward, I do not believe this will improve my commute time. The biggest impact I foresee is an increase of automobile traffic in and around the OTR/West End neighborhoods. Designing a corridor to favor automobile traffic as the preferred mode of transportation will only set us up for failure in our neighborhoods for decades to come.	<p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, OKI and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p> <p>ODOT is working with the City of Cincinnati to mitigate impacts during construction. During construction, ODOT will develop an overall Traffic Management Plan, a detailed Maintenance of Traffic (MOT) plan, and an Incident Management Plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities.</p>
B28	None	Comment noted.



Comment Number	Comment	Response
B29	I see no benefits to this. You are adding a bridge next to the current, old bridge and increasing traffic and congestion in the city. It would be a better use of these fund	The project is designed to improve traffic flow by accommodating traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model.
B30	No. Traffic volume will increase to fill the new space. More lanes do not decrease congestion long term. Viable public transport, rail, diverting freight, and tolling through traffic will reduce congestion and fix commute times.	<p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on information for individuals, households, lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, OKI and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p> <p>Reducing congestion and maintaining connections to key regional and national corridors are primary project goals. This includes accommodating freight traffic that is using the Interstate system. Diverting trucks would place them on other routes that are also experiencing congestion and would not be possible to enforce given the need to provide access for local truck traffic. The proposed design meets the project's goals while also safely accommodating all types of vehicles.</p>

Comment Number	Comment	Response
		Tolling the I-71/I-75 corridor is not permitted in the State of Kentucky.
B31	much improved safety and less congestion	Comment noted.
B32	Through traffic will benefit the most; local traffic will still be congested	The project is designed to accommodate both through and local traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model.
B33	No. More land should be reclaimed to be used for people instead of cars. https://www.bridge-forward.org/	<p>ODOT has incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, reducing shoulder widths, lowering design speeds, and reducing the width of the companion bridge. ODOT and the City of Cincinnati collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.</p> <p>ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf.</p>
B34	Possibly temporarily, but I would appreciate more thought put into additional public transportation options alongside this.	<p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation initiative that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. That study concluded that a highway improvement project was necessary to address capacity issues in the Brent Spence Bridge Project Corridor. That study can be accessed here: https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p>

Comment Number	Comment	Response
B35	No benefits can be considered in good faith when downstream effects include reduced air quality, increased noise pollution and further congested roadways when departing the project areas.	<p>The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern.</p> <p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p> <p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p>

Comment Number	Comment	Response
B36	No I believe it will only make traffic worse in the area. Public money would be better spent on public transit instead.	In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation initiative that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. That study concluded that a highway improvement project was necessary to address capacity issues in the Brent Spence Bridge Project Corridor. That study can be accessed here: https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf .
B37	This is a leading question. Is this really what a fair environmental process look like? This is comically bad. To answer the question: no. This project's 17-year-old P&N statement is one of the worst in the industry, nationally. The goal of the project should be to make the Interstate disappear as much as possible, as perceived from the urban core street grids and neighborhoods. This project moves in the opposite direction. The project needs a total overhaul, and the progressive design build between the Ohio river and Ezzard Charles should be used to get that done.	The purpose and need for the Brent Spence Bridge Corridor Project was developed based on extensive study of the transportation problems and needs in the project area. The development of the project's purpose and need followed all applicable federal and state requirements and was vetted through public, stakeholder, and agency involvement and approved in accordance with procedures outlined in the National Environmental Policy Act (NEPA). ODOT and KYTC will be using a Progressive Design Build process which will incorporate evaluation of alternative technical concepts and innovations.
B38	No, it still follows the same flawed route. The highway should be entirely rethought. Move everything out of the downtown area, at least to freeman Ave or better yet the rail yard. Repurpose ft washington way for express bus routes and local traffic across town. Let 71 run into KY along 471 and meet up with 75 near the airport.	ODOT has worked with the City of Cincinnati to reduce the project's footprint to the greatest extent possible. Shifting I-75 to the west in the Cincinnati area would result in numerous impacts and required relocations of industrial, commercial, rail, and utility properties that are provide economic value to the City and the region. Reducing congestion and maintaining connections to key regional and national corridors, including I-71 and I-75, are primary goals of the project. The proposed design meets the project's identified goals. New Interstate connections or extensions would need to be evaluated as part of a separate, stand-alone project.

C - Do you think you will experience any negative impacts due to the project in Ohio? If so, please describe.

Comment Number	Comment	Response
C01	Yes. Travel difficulties from CUF to OTR to NKY.	<p>ODOT wants to continue to foster the strong working relationship it has with the City of Cincinnati to mitigate impacts during construction. During construction, ODOT will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, ODOT will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. The City of Cincinnati Department of Transportation and Engineering and all relevant agencies within the City will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the City. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.</p>
C02	With all the different split offs, I think it's likely that drivers will unintentionally drive in the wrong lane. Negative impacts could be drivers who are confused and danger to other drivers if they try to correct at the last moment. Construction has the potential to negatively impact traffic flow.	<p>ODOT and the City of Cincinnati have collaborated to reduce the project's footprint in downtown Cincinnati. The number of lanes and ramps provided were determined based on traffic operational analysis of existing and future traffic volumes traveling through the area. ODOT recognizes the significant safety concern with wrong way driving from ramp connections and design of these connections will include all necessary signing to alert drivers.</p> <p>ODOT wants to continue to foster the strong working relationship it has with the City of Cincinnati to mitigate impacts during construction. During construction, ODOT will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, ODOT will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and</p>



Comment Number	Comment	Response
C02 (cont.)		mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. The City of Cincinnati Department of Transportation and Engineering and all relevant agencies within the City will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the City. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.
C03	Yes. Only negative. The construction will cause backups, the additional interchanges and noise pollution will cause more issues.	<p>ODOT and KYTC are working with the City of Cincinnati and the City of Covington to mitigate impacts during construction. During construction, ODOT and KYTC will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, ODOT will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. The City of Cincinnati, the City of Covington, and all relevant agencies within each city will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the city. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.</p> <p>The Brent Spence Bridge Corridor Project will rebuild existing interchanges, but it will not build new interchanges where they do not exist today. The project as designed also will improve safety for all transportation users, vehicles, bicyclists, and pedestrians.</p> <p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p>



Comment Number	Comment	Response
C04	Yes, the noise. For sure. We need to have noise walls	<p>In Ohio, noise was not evaluated for areas west of I-75, because there are too few noise-sensitive areas, and they are located far apart from one another. In addition, a noise wall north of the Western Hills Viaduct and east of I-75 was not warranted because it could not provide the minimum level of sound reduction and was not cost effective per ODOT's Noise Policy. As a result, the Ohio noise analysis focused on impacts in the West End neighborhood on the east side of I-75.</p> <p>In West End, noise walls were not warranted because there were not areas of frequent human exterior use next to the highway. For example, the existing apartment complexes and buildings don't have outdoor patios or other similar areas.</p> <p>In 2012, ODOT stated that it would build noise walls between Freeman Avenue and Bank Street based on the noise analyses that were conducted at that time. Even though these noise walls are no longer warranted according to ODOT's noise policy, ODOT recognizes the I-75 corridor will remain the predominant noise source within the project area. To reduce overall traffic noise levels, ODOT intends to build barriers that will reduce tire pavement noise, which is a major contributor to traffic noise. ODOT will build 57-inch barriers in the I-75 median and on the Liberty, Findlay, and Bank street bridges. For comparison, a standard bridge barrier is over a foot shorter at 42 inches. In addition, ODOT will noise/visual screening barriers along I-75 from the Queensgate Playgrounds and Ballfields to Bank Street.</p> <p>Research has shown that the noise/visual screening barriers will approximately cut traffic noise levels in half, which is what traditional noise barriers are expected to do. They will also have aesthetic treatments and will help to block the view between I-75 and the West End neighborhood.</p>



C05

Yes. We will ultimately have more local traffic because of the induced demand. This will also increase particulate and noise pollution.

Traffic projections are based on a regional travel-demand model which assigns routes based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.

In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf.

KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.

The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern.

Tolling the I-71/I-75 corridor is not permitted in the State of Kentucky. The project needs to be constructed to improve congestion, provide for safer travel for all modes, and maintain important connections.

Comment Number	Comment	Response
C06	This project will damage the health of the already distressed communities that had just started to recover from the damage done in the 1950s. Downtown already gets smoggy from I75, adding another bridge with 10 more lanes won't help it.	The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern.
C07	Yes I use the Gest to Linn street ramp that's being demolished frequently. I used to bike to work at Gest street and still bike frequently through the West End. I'm very disappointed that the highway's footprint is looking to be expanded because I-75 makes walking and biking in the West End & Queensgate a much worse experience in terms of safety, aesthetics, and convenience. Cars getting off highways are especially dangerous and inconsiderate drivers, so I'm worried the proposed exit added at Ezzard Charles especially will affect my safety and chance of being struck.	<p>While the project's primary needs are to solve transportation problems, ODOT and KYTC have also pursued other quality of life goals in the project's development. To that end, the project team has intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project's development. ODOT and the City of Cincinnati are continuing to collaborate on pedestrian and bicycle facilities in the finished corridor. The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation.</p> <p>The new exit from northbound I-75 to Ezzard Charles Drive will join the collector-distributor system. A new shared use path is being constructed along Winchell Avenue in the area where the proposed northbound exit from the collector-distributor to Ezzard Charles Drive will occur. The shared use path will be on the opposite side of the road to avoid conflicts with vehicular traffic, and crossings will occur at the lower-speed local street intersection of Winchell Avenue and Ezzard Charles Drive. The design of the intersections of local streets will be in accordance with City of Cincinnati design standards. The shared use path will also tie into the existing bike lanes further north along Winchell Ave.</p>



Comment Number	Comment	Response
C08	Yes, it will lead to worse emissions, more noise and worse health outcomes in the West End, Over-the-Rhine and Downtown. It will lead to additional deaths and injuries by increase the speed and volume of traffic	<p>The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern.</p> <p>ODOT recognizes the I-75 corridor will remain the predominant noise source within the project area. To reduce overall traffic noise levels, ODOT intends to build barriers that will reduce tire pavement noise, which is a major contributor to traffic noise. ODOT will build 57-inch barriers in the I-75 median and on the Liberty, Findlay, and Bank street bridges. For comparison, a standard bridge barrier is over a foot shorter at 42 inches. In addition, ODOT will build noise/visual screening walls along I-75 the Queensgate Playground and Ballfield to Bank Street in the West End neighborhood. The Over-the-Rhine neighborhood was not evaluated for noise impacts because it is located too far from the highway. Downtown Cincinnati was not evaluated for noise impact because it does not have any noise sensitive areas.</p> <p>The improvements incorporated into the project are expected to improve safety throughout the project area but reducing congestion-related crashes, improving the layout of interchange ramps, and separating high-speed Interstate traffic from lower-speed local traffic.</p>
C09	We are losing too much space to a highway system through the center of the city.	<p>ODOT has incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, reducing shoulder widths, lowering design speeds, and reducing the width of the companion bridge. Most recently, ODOT and the City of Cincinnati collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim land and improve mobility for all modes of transportation.</p>

Comment Number	Comment	Response
C10	More strain on already damaged west end community. More noise pollution. More emissions. Worse health outcomes for local residents.	<p>ODOT recognizes the I-75 corridor will remain the predominant noise source within the project area. To reduce overall traffic noise levels, ODOT intends to build barriers that will reduce tire pavement noise, which is a major contributor to traffic noise. ODOT will build 57-inch barriers in the I-75 median and on the Liberty, Findlay, and Bank street bridges. For comparison, a standard bridge barrier is over a foot shorter at 42 inches. In addition, ODOT will build noise/visual screening barriers along the I-75 from the Queensgate Playground and Ballfields to Bank Street in the West End neighborhood.</p> <p>The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern.</p>
C11	As someone that drives from Ohio to Kentucky for work I have serious concerns about potential traffic and rerouting during what will inevitably be a lengthy construction process. I am also worried that these proposals will not solve all of the issues concerning the BSB and feel it is important to consider how some of this money could potentially be better spent on a more robust public transit system.	<p>ODOT and KYTC are working with the City of Cincinnati and the City of Covington to mitigate impacts during construction. During construction, ODOT and KYTC will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, ODOT will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. The City of Cincinnati, the City of Covington, and all relevant agencies within each city will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the city. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.</p> <p>Studies have shown that transit improvements alone cannot solve the transportation problems in the Brent Spence Bridge Corridor. The project will reduce congestion and improve reliability for local bus routes, which use the Brent Spence Bridge for 210 trips every weekday. In addition, improved and new sidewalks, shared use paths, and bicycle lanes will improve connections to existing bus stops. Finally, future accommodation of bus service along the corridor's shoulder will not be precluded by the project.</p>



Comment Number	Comment	Response
C12	Yes, the highway takes up too much space in our downtown as it is and this doesn't add enough land back.	ODOT has incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, reducing shoulder widths, lowering design speeds, and reducing the width of the companion bridge. ODOT and the City of Cincinnati collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.
C13	Yes, construction traffic congestion backing up into NKY.	During construction, ODOT will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, ODOT will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. The City of Cincinnati Department of Transportation and Engineering and all relevant agencies within the City will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the City. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.



Comment Number	Comment	Response
C14	<p>Yes. The continued segregation of Queensgate, West End, Camp Washington means depressed land values for property owners and limits ability to walk or bike for short trips. The new interchange is confusing and dangerous and will create more accidents and delays. Increased particulate pollution from vehicle emissions and tire wear, this combined with added noise pollution will cause health problems for nearby residents. Expanding highways encourages more suburban sprawl and dis-investment in the urban core, thus continuing our dependence on car ownership. Spending tax money on large unneeded projects limits our ability to develop pedestrian and transit facilities or perform maintenance on existing infrastructure. Construction will take years and cause difficulty to users and residents alike. Highways are visually obtrusive and it detracts from the beauty of our great city. Forward-thinking cities are trying to remove highways and grow their urban cores, why are we doing the opposite?</p>	<p>The project will install bicycle and pedestrian infrastructure in and between the CBD, Queensgate, and the West End. Pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue.</p> <p>The transportation needs for the project are documented in the project's purpose and need statement. Analyses completed during the project's development indicate that the proposed improvements will improve traffic flow and safety in the Brent Spence Bridge Corridor.</p> <p>The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern.</p> <p>ODOT recognizes the I-75 corridor will remain the predominant noise source within the project area. To reduce overall traffic noise levels, ODOT intends to build barriers that will reduce tire pavement noise, which is a major contributor to traffic noise. ODOT will build 57-inch barriers in the I-75 median and on the Liberty, Findlay, and Bank street bridges. For comparison, a standard bridge barrier is over a foot shorter at 42 inches. In addition, ODOT will build noise/visual screening barriers along I-75 from the Queensgate Playgrounds and Ballfields to Bank Street.</p> <p>Research has shown that the noise/visual screening barriers will approximately cut traffic noise levels in half, which is what traditional noise barriers are expected to do. They will also have aesthetic treatments and will help to block the view between I-75 and the West End neighborhood.</p> <p>The project is designed to accommodate traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model. The project is not anticipated to contribute to urban sprawl, as development is already occurring in the corridor.</p> <p>During construction, ODOT will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities.</p>

<p>C15</p>	<p>Yes; I anticipate significant travel disruptions, increased noise and air pollution, and even greater community division throughout both the construction/development phase and throughout the life of the completed project.</p>	<p>During construction, ODOT will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, ODOT will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. The City of Cincinnati Department of Transportation and Engineering and all relevant agencies within the City will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the City. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.</p> <p>Analyses completed during the project's development indicate that the proposed improvements will improve traffic flow and safety in the Brent Spence Bridge Corridor.</p> <p>ODOT recognizes the I-75 corridor will remain the predominant noise source within the project area. To reduce overall traffic noise levels, ODOT intends to build barriers that will reduce tire pavement noise, which is a major contributor to traffic noise. ODOT will build 57-inch barriers in the I-75 median and on the Liberty, Findlay, and Bank street bridges. For comparison, a standard bridge barrier is over a foot shorter at 42 inches. In addition, ODOT will build noise/visual screening barriers along I-75 from the Queensgate Playgrounds and Ballfields to Bank Street.</p> <p>Research has shown that the noise/visual screening barriers will approximately cut traffic noise levels in half, which is what traditional noise barriers are expected to do. They will also have aesthetic treatments and will help to block the view between I-75 and the West End neighborhood.</p> <p>The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern.</p> <p>The proposed design of the Brent Spence Bridge Project will not introduce any new barriers or separations between communities. I-75 be widened in its current location, and existing connections will be maintained.</p>
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Comment Number	Comment	Response
C16	<p>While the Bridge needs to be replaced, additional lanes should not be constructed. More importantly, the footprint of the roads leading to the bridge (in both Ohio and Kentucky) should be reduced. Where possible, the Interstate highway portions of the project should be submerged with ground-level streets (complete with sidewalks, street trees, bike paths, etc.) made dominant. When complete, people walking within 20' of the Interstate highway shouldn't even know it's there. This is an urban area which should NOT be further destroyed as though this is 1952 and the urban core doesn't matter.</p>	<p>ODOT and KYTC have incorporated several features that reduce the footprint of the roads leading to the bridge in both Ohio and Kentucky, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunhumbly building, reducing shoulder widths, lowering design speeds, implementing retaining walls, and reducing the width of the companion bridge.</p> <p>The number of lanes and ramps provided were determined based on traffic operational analysis of existing and future traffic volumes traveling through the area. Further reductions in the number of lanes and/or ramps would negatively affect traffic flow, connectivity, and access to and from Covington and downtown Cincinnati.</p> <p>While the project's primary needs are to solve transportation problems, ODOT and KYTC have also pursued other quality of life goals in the project's development. To that end, the project team has intentionally incorporated features that promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project's development. ODOT, KYTC, the City of Cincinnati, and the City of Covington are continuing to collaborate on aesthetic treatments and pedestrian and bicycle facilities in the finished corridor. The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation.</p> <p>ODOT thoughtfully considered trenching I-75 through Downtown Cincinnati. The results can be found in a response to comments on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf.</p>



<p>C17</p>	<p>Yes, out billions for additional traffic, negative environmental impacts, and years of construction.</p>	<p>Traffic projections are based on a regional travel-demand model which assigns routes based on detailed information for individuals, households, lanes, trips, and travel times. Projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge (BSB) Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. Some travelers will also make new trips they would not have made without the highway improvements (induced trips). The BSB Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through 2050.</p> <p>In 2004, the OKI and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the BSB Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The BSB Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The BSB Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p> <p>The project's effects on the human and natural environment were thoroughly investigated in a 2012 Environmental Assessment (EA), which resulted in a Finding of No Significant Impact. ODOT and KYTC are currently developing a Supplemental EA that will thoroughly assess and document revised impacts, policy updates, project changes, and coordination that has occurred since the approval of the 2012 EA/FONSI. Once completed, the Supplemental EA will be made available to the public for review and comment.</p> <p>ODOT and KYTC are working with local cities to mitigate impacts during construction. During construction, ODOT and KYTC will develop an overall Traffic Management Plan, a detailed Maintenance of Traffic (MOT) plan, and an Incident Management Plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities.</p>
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Comment Number	Comment	Response
C18	Yes. Two words: induced demand	<p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p>
C19	We are missing out on a once in century opportunity to improve our urban core	Comment noted.



Comment Number	Comment	Response
C20	More cars/trucks passing through the the city at higher speeds will mean more pollution, more noise, and more crashes.	<p>The project is designed to accommodate automobile and truck traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model. The project will improve traffic flow by providing additional lanes. In addition, the project will improve safety by reducing congestion-related crashes and separating high-speed Interstate traffic from lower-speed local traffic.</p> <p>The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern.</p> <p>ODOT recognizes the I-75 corridor will remain the predominant noise source within the project area. To reduce overall traffic noise levels, ODOT intends to build barriers that will reduce tire pavement noise, which is a major contributor to traffic noise. ODOT will build 57-inch barriers in the I-75 median and on the Liberty, Findlay, and Bank street bridges. For comparison, a standard bridge barrier is over a foot shorter at 42 inches. In addition, ODOT will build noise/visual screening barriers along I-75 from the Queensgate Playgrounds and Ballfields to Bank Street.</p> <p>Research has shown that the noise/visual screening barriers will approximately cut traffic noise levels in half, which is what traditional noise barriers are expected to do. They will also have aesthetic treatments and will help to block the view between I-75 and the West End neighborhood.</p>
C21	Yes. More traffic pollution means more health issues for the community	<p>The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern.</p>



Comment Number	Comment	Response
C22	<p>Yes. The biggest impact I foresee is an increase of automobile traffic in and around the OTR/West End neighborhoods. Designing a corridor to favor automobile traffic as the preferred mode of transportation will only set us up for failure in our neighborhoods for decades to come.</p>	<p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p> <p>ODOT is working with the City of Cincinnati to mitigate impacts during construction. During construction, ODOT will develop an overall Traffic Management Plan, a detailed Maintenance of Traffic (MOT) plan, and an Incident Management Plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities.</p>



PUBLIC COMMENT AND RESPONSE SUMMARY

Brent Spence Bridge Corridor Project (PID 89068 | Item No. 6-17)

Comment Number	Comment	Response
C23	Please consider light rail in the development of this bridge to CVG.	<p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p>

D - Do you think you will you experience any positive benefits (such as shorter commute times, etc.) due to the project in Kentucky? If so, please describe.

Comment Number	Comment	Response
D01	Easier to travel into Ohio for local commuters.	Comment noted. Thank you.
D02	Not at all. It will cause longer commutes during construction and then once it's complete... I will still travel the same.	ODOT and KYTC are working with the City of Cincinnati and the City of Covington to mitigate impacts during construction. During construction, ODOT and KYTC will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, ODOT will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. The City of Cincinnati, the City of Covington, and all relevant agencies within each city will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the city. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.
D03	Locals of the areas immediately impacted by the project will infrequently take the Brent Spence Bridge for commuting downtown and have numerous other methods to connect to the highway or neighboring Newport. Perhaps traffic and parking will improve in the Mainstrasse area as few people may be inclined to visit on account of the noise.	In the existing condition, traffic congestion and incidents on the BSB force traffic (including trucks) onto the local street network, often overburdening the system. Likewise, bottlenecks on I-71/I-75 also negatively affect traffic flow on the surface streets that feed the Interstate. The construction of a new companion bridge and C-D system will improve traffic flow on I-71/I-75, which, in turn, is anticipated to reduce traffic congestion and improve safety on the local street network. The new companion bridge also introduces additional resiliency into the local and regional transportation network by providing additional options for maintaining cross-river traffic if an incident or future construction or maintenance activities occur, avoiding the need for traffic to divert onto the local street network.
D04	We hope to be easier to go to Cincinnati	Comment noted.



Comment Number	Comment	Response
D05	Travel might be easier, but it will be much worse for the years the project takes to complete which will lead to a massive increase of traffic to my residential street rerouting traffic. Sound pollution will also increase substantially, we need sound barrier walls	<p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p> <p>ODOT and KYTC are working with the City of Cincinnati and the City of Covington to mitigate impacts during construction. During construction, ODOT and KYTC will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, ODOT and KYTC will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. The City of Cincinnati, the City of Covington, and all relevant agencies within each city will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the city. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.</p>
D06	No	Comment noted.
D07	No. There are virtually no benefits to Kentucky in this project. Why would adding an even more massive highway system to a unique historical area be beneficial?	Comment noted. The project is designed to accommodate traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model.

Comment Number	Comment	Response
D08	As an enhancement, a separated grade crossing of I-71/I-75 at or near Dixie Highway would provide great benefit to two sides of Fort Mitchell which are somewhat disconnected to each other. In addition to walkers/runners who must navigate the freeway on and off ramps, since Beechwood Schools do not have bussing, many children walk across the existing at-grade crossing points. Some drivers are not trained well to look for pedestrians; short pedestrians are even harder to see peripherally. Consider re-acquiring the undeveloped Green Line right-of-way to connect Fort Mitchell Avenue to West Maple and add a pedestrian bridge to Beechwood Schools property.	Based on feedback provided at the Fort Mitchell neighborhood meeting on November 30, 2022, KYTC is investigating methods for improving pedestrian safety across the Dixie Highway bridge over I-71/I-75, specifically at the ramp intersections. At this time a dedicated pedestrian bridge is not under consideration.
D09	Most likely, no, as I tend to only take local streets on my commute to and from work.	Comment noted.
D10	When the project is completed, yes. During construction it will be a nightmare for 6 years.	ODOT and KYTC are working with the City of Cincinnati and the City of Covington to mitigate impacts during construction. During construction, ODOT and KYTC will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, ODOT will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. The City of Cincinnati, the City of Covington, and all relevant agencies within each city will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the city. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.
D11	No, it will be even worse for Kentucky than Ohio	Comment noted.



Comment Number	Comment	Response
D12	This will have no benefits for the residents of Northern Kentucky. Added sound pollution, construction delays, and congestion to a historical neighborhood will be devastating	<p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, KYTC is evaluating additional walls to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p> <p>KYTC is working with Northern Kentucky cities to mitigate impacts during construction. During construction, KYTC will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, KYTC will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. The City of Covington Impacted cities will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the city. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.</p> <p>KYTC has conducted studies to determine if the project will impact historic buildings and districts. Mitigation plans for impacts to historic resources have been documented in a Memorandum of Agreement (MOA) for the Lewisburg Historic District. KYTC is currently in the process of updating its MOA, which will be made available to the public once it is complete.</p>
D13	No benefits. Adding more concrete and more congestion to a historic district has no benefits.	<p>KYTC has conducted studies to determine if the project will impact historic buildings and districts. Mitigation plans for impacts to historic resources have been documented in a Memorandum of Agreement (MOA) for the Lewisburg Historic District. KYTC is currently in the process of updating its MOA, which will be made available to the public once it is complete.</p>
D14	improved safety and less congestion which will reduce commute times.	Comment noted.

Comment Number	Comment	Response
D15	There will be less congestion for through traffic on the cut in the hill; local traffic will still suffer	The project is designed to accommodate both through and local traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model.
D16	No. I will still avoid driving in this area unless absolutely necessary.	Comment noted.
D17	<p>No. Unfortunately, the sad truth is State and Federal DOTs are going to force their freeway expansion project onto our communities no matter how much public opposition there is. They are simply checking a box in their review process and will proceed however they see fit, at our expense. If the goal of this project was actually “investing in local communities” and “growing America’s economy” as the project website states, the proposal would not add an inch to the I71/75 corridor. This project will lock the Cincinnati area into 50 more years of car dependency and will stunt our future growth potential. While other Midwest cities are expanding their public transportation and bicycle/pedestrian networks, our region is expanding an urban freeway. The added lanes and bridge must be maintained once they are built, and our society cannot continue building car-centric infrastructure when we cannot afford to maintain what we already have. Local communities will be left to bear the noise, pollution, increased commercial traffic, and decade of construction gridlock that come along with this project. By ODOT’s own admission, and according to the principals of induced demand, traffic levels will simply increase to fill the added capacity shortly after this project is completed, leaving us with a \$4B+ scar through our region’s most densely populated areas that accomplishes nothing. There are many other ways to improve congestion, such as investing in public transit or implementing congestion pricing to incentivize non-local traffic to seek alternate routes. These options should be fully explored before this plan is allowed to proceed.</p>	<p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT’s Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p> <p>Tolling the I-71/I-75 corridor, including congestion pricing, is not permitted in the State of Kentucky.</p>



Comment Number	Comment	Response
D18	<p>Long-term, yes. During the multi-year construction, real planning needs to be done to address how traffic will be affected. Will construction be paused or adjusted for high-impact times such as Labor Day, Memorial Day, Thanksgiving? Other projects have ignored how commuter and itinerant traffic is impacted. Real research should be done on rolling, temporary, or long-term rerouting of semi traffic around the 71/75 impacted area, onto 275</p>	<p>ODOT and KYTC are working with local cities to mitigate impacts during construction. During construction, ODOT and KYTC will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, ODOT and KYTC will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. The City of Cincinnati, the City of Covington, and all relevant agencies within each city will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the city. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.</p> <p>Reducing congestion and maintaining connections to key regional and national corridors are primary goals of the project. This includes accommodating freight traffic that is using the Interstate system. Diversion of trucks would place them on other routes that are also experiencing congestion and would not be possible to enforce given the need to provide access for local truck traffic. The proposed design meets the project's identified goals while also safely accommodating all types of vehicles.</p>
D19	<p>Leading question. This plan creates an even larger infrastructure barrier between west and east Covington.</p>	<p>Existing connections between west and east Covington will be maintained once the project is completed. In addition, KYTC is working with the City of Covington to identify opportunities to improve east-west connectivity for bicycles and pedestrians as part of the Brent Spence Bridge Corridor Project.</p>



Comment Number	Comment	Response
D20	Ultimately, it may reduce the number of backups from the highway onto Dixie Highway. The Noise walls are appreciated and will help mitigate some of the impact, but largely, this project will improve moving Interstate traffic and do little to improve NKY communities...just adding space for more truck traffic barreling through our communities.	<p>Reducing congestion and maintaining connections to key regional and national corridors are primary goals of the project. This includes accommodating freight traffic that is using the Interstate system.</p> <p>While the project's primary needs are to solve transportation problems, ODOT and KYTC have also pursued other quality of life goals in the project's development. To that end, the project team has intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project's development. ODOT, KYTC, the City of Cincinnati, and the City of Covington are continuing to collaborate on aesthetic treatments and pedestrian and bicycle facilities in the finished corridor. The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation.</p>
D21	yes. northern kentucky and cincinnati are basically part of the same city theres just a state border that splits us... therefore when northern kentucky gets backed up with traffic it affects all of cincinnati as well.	Comment noted.

D22

I write to you today, advocating for a transformative Brent Spence Corridor Project. I strongly support the following priorities for the Project's design, which should inform all stages of design development, including innovative concepts and alternative concepts: • Maximize the amount of returned land contiguous to the City's urban core; • Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint; • Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections; • Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide or similar; • Minimize the number of lane miles using high-speed directional ramps; and • Achieve best expenditure of public dollars measured in life-cycle return on investment. According to ODOT / KYTC, the Project will be build using a "progressive design-build process." This approach allows ODOT / KYTC, the design-build team (DBT), impacted municipalities, and the local community to consider and address major Project topics in a more open format. The DBT will work with ODOT / KYTC to create the basis of design, overall project requirements, and final design intent, before work substantially begins, during what is being called Phase 1A and Phase 1B of the Project. Therefore, I am calling upon ODOT, the City of Cincinnati, and Hamilton County to ensure that an expectation is set, at least in contract language with the DBT, and ideally in an addendum to the Project's RFQ, for a very robust Phase 1A and Phase 1B of the Project. Specifically, I demand the following expectations be set for Phase 1A and Phase 1B of the Project: • Incorporation of innovative design concepts; • Re-evaluation of assumptions used in the Project's traffic forecasting projections; • Use of alternative design concepts proposed from sources other than BSMT; • Investigation of adding additional scopes of work and/or additional features to the Project, the associated pools of federal funding which may be available for additional scopes, and the likelihood of securing said federal funding; I call upon the City and County to assume codified roles in the Project, such as Cooperating Agency and/or Participating Agency. In doing so, there will be much more local control over the Project's outcome. Also, in doing so, the City / County will have an opportunity to ensure that the DBT is selected in large part based on its demonstrated ability to deliver a context-sensitive urban project while working closely with a large municipality to develop innovative design direction.

ODOT and the City of Cincinnati recently collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.

The project will install bicycle and pedestrian infrastructure in and between the CBD, Queensgate, and the West End. Pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue. To promote safety for bicycles and pedestrians, the ramp connections with local streets are being designed as lower-speed urban roadways. The design of the intersections of local streets will be in accordance with City of Cincinnati design standards. The pedestrian and bicycle infrastructure included in the project will be built in accordance with ODOT's Multimodal Design Guide, which takes into account a broader framework of national design guidance, including the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, the NACTO Urban Street Design Guide, and the NACTO Transit Design Guide.

ODOT and KYTC evaluated over 25 alternatives for meeting the purpose and need identified for the Brent Spence Bridge Corridor. The proposed improvements were found to have the best balance of benefits, costs, and impacts.

ODOT and KYTC are in the process of updating the projected traffic volumes for the design year 2049. That data will be published on the project website (www.brentspencebridgecorridor.com) when it is complete.

The progressive design-build process will provide opportunities to incorporate innovative and alternative technical design concepts provided they do not substantially deviate from the project's scope, as described in the Supplement Environmental Assessment (when approved) or the project's identified purpose and need.

The City of Cincinnati and Hamilton County have been involved in the Project Advisory Committee and Aesthetics Design Committee since the project's inception. In addition, ODOT regularly coordinates design details directly with the City and County and has refined the design in several locations in response to feedback received. This collaboration will continue through the procurement and construction phases of the project, with the City of Cincinnati and Hamilton County being involved in the evaluation of the design-build teams.

Comment Number	Comment	Response
D23	No.	Comment noted.
D24	No, traffic will not be reduced and the lack of planning for additional transit options means we are not moving forward.	<p>Reducing congestion and maintaining connections to key regional and national corridors are primary goals of the project. The project is designed to accommodate automobile and truck traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation initiative that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. That study concluded that a highway improvement project was necessary to address capacity issues in the Brent Spence Bridge Project Corridor. That study can be accessed here: https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p> <p>The project will reduce congestion and improve reliability for local bus routes, which use the Brent Spence Bridge for 210 trips every weekday. In addition, improved and new sidewalks, shared use paths, and bicycle lanes will improve connections to existing bus stops. Finally, future accommodation of bus service along the corridor's shoulder will not be precluded by the project.</p>
D25	If you all knock down more historic buildings just for cars I will not be living in this community as long as I planned	Comment noted.
D26	Yes. Non-local traffic, i.e. semi tractor trailers, should be segregated from Brent Spence traffic, reducing overall morning and afternoon commute times and reducing lane jockeying on bridge.	Comment noted.



Comment Number	Comment	Response
D27	Please utilize sound walls in Fort Mitchell south of Dixie Highway on west side.	<p>KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Some of them were warranted based on KYTC's Noise Policy. A noise wall was not found to be cost effective south and west of Dixie Highway.</p> <p>Recognizing that traffic noise is a concern, KYTC is currently conducting a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. KYTC will document their decision about this noise wall system in a technical memo based on the technical feasibility and public comments. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>
D28	Yes, less delays and safer traffic pattern when heading NB on I-71/75. An additional lane on SB could compensate for the traffic slowdown while trucks navigate the cut-in-the-hill.	Comment noted.
D29	This project is a disaster in Covington. It will create a massive superhighway, create an ugly monstrosity in Covington, negatively impact property values, allow people to speed faster through the urban core.	Comment noted.

E - Do you think you will you experience any negative impacts due to the project in Kentucky? If so, please describe.

Comment Number	Comment	Response
E01	Semi truck traffic is already a negative impact for other drivers on the cut in the hill. I'm curious if the new traffic pattern will do anything to make it better or worse.	The grades on the "cut-in-the-hill" will be similar to what they are today when the Brent Spence Bridge Corridor Project is constructed. However, there will be additional lanes on I-71/I-75, which will improve traffic flow through this area. The traffic design and operational analysis of the proposed design did take into account the grades of the various roadways to ensure adequate performance.
E02	Significant increase of noise pollution to the Mainstrasse neighborhood.	Recognizing that traffic noise is a concern in this area, KYTC is conducting a technical study to further evaluate walls to help provide noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise walls and public comments. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
E03	The noise pollution from traffic plus the traffic changes during construction.	<p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p> <p>ODOT and KYTC are working with the City of Cincinnati and the City of Covington to mitigate impacts during construction. During construction, ODOT and KYTC will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, ODOT will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. The City of Cincinnati, the City of Covington, and all relevant agencies within each city will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the city. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.</p>

Comment Number	Comment	Response
E04	<p>Reiterating a lot of what was said in the first section that asked for comments: the noise and decibel level will have a demonstrated and decidedly negative impact on daily living in the Mainstrasse area and patronage to may see an impact as a result. Other negative implications could be the traffic felt on minor neighborhood arteries locally with future development at the former IRS site in Covington and the lack of safety measures ensuring walkability and bike-ability along and across 12th St (requiring new traffic patterns, street design, or similar improvements as seen along Liberty St in Cincinnati). It would be prudent to ensure the neighborhoods on either the north and south side of 12th St were more connected as part of this overhaul.</p>	<p>Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p> <p>While the project's primary needs are to solve transportation problems, KYTC has also pursued other quality of life goals in the project's development. To that end, KYTC has intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project's development. KYTC and the City of Covington are continuing to collaborate on aesthetic treatments and pedestrian and bicycle facilities in the finished corridor, including on West 12th Street. The incorporation of new sidewalks and shared use paths will improve mobility and access for alternative modes of transportation.</p> <p>Traffic impacts due to future development at the former IRS site in Covington are outside of the scope of the Brent Spence Bridge Corridor Project.</p>
E05	<p>Yes, the noise. We need noise wall block</p>	<p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p>
E06	<p>Noise. Sound barrier walls are a MUST.</p>	<p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p>
E07	<p>Yes</p>	<p>Comment noted.</p>
E08	<p>It's already</p>	<p>Comment noted.</p>

Comment Number	Comment	Response
E09	<p>With the increased anticipated traffic volume with or without improvements to the roadway, there will be increased negative noise impact. A sound barrier wall needs to be considered for the area of the roadway facing West Maple despite not meeting the threshold for number of homes/communities. As a proposed sound wall will be effective for noise reduction and as the area is used recreationally by more than the homeowners in the area, the benefit would be beyond the identified structures. Walkers/runners and golfers all would enjoy a reduction in noise in this particular area.</p>	<p>KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Some of them were warranted based on KYTC's Noise Policy. However, in the vicinity of West Maple Avenue, a noise wall was not found to be cost effective.</p> <p>Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is recommending a noise/visual screening wall at this location. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p> <p>Additional information about noise in Fort Mitchell can be found in the presentation from the Fort Mitchell neighborhood meeting conducted on November 30, 2022 and available at: https://brentspencebridgecorridor.com/public-involvement-and-comments/.</p>
E10	<p>It might be more chaotic and inefficient to both enter and exit the Interstate for Covington residents. Being forced to exit to and enter from 12th Street is already a pain, especially for people who live closer to the river</p>	<p>The concept of express and local lanes on an Interstate facility is not unique and has a proven track record of improving traffic flow and safety for both high-speed Interstate traffic and lower-speed local traffic throughout the country. Not all traffic will enter and exit the local street network at 12th Street. Rather, local traffic will travel along a two- to three-lane collector-distributor roadway to reach local access points.</p>
E11	<p>Increased noise and pollution</p>	<p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p> <p>The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern.</p>

Comment Number	Comment	Response
E12	Increased noise pollution. increased emissions. Lower property values in historic district.	<p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, KYTC is evaluating additional walls to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p> <p>The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern.</p> <p>KYTC has conducted studies to determine if the project will impact historic buildings and districts. Mitigation plans for impacts to historic resources have been documented in a Memorandum of Agreement (MOA) for the Lewisburg Historic District. KYTC is currently in the process of updating its MOA, which will be made available to the public once it is complete.</p>
E13	No.	Comment noted.
E14	The northbound merge from Kyles Lane will carry extra traffic from Dixie highway, making the Kyles entrance ramp much busier. Will need a much longer merge lane going down the hill! And then how would this entrance traffic access the new bridge for through traffic?	Once the project is built, the northbound entrance from Kyles Lane will be an add lane to I-71/I-75 as opposed to the merge it is today. Traffic operational analyses show the add lane will be able to handle the projected traffic volumes, and it will improve traffic flow and safety in this area. Traffic that enters I-71/I-75 from Kyles Lane will have the same option as other motorists to stay on the Interstate and travel across the new companion bridge or enter the collector-distributor system to access local destinations. This decision point will occur at approximately St. Elizabeth Hospital, at the bottom of the cut-in-the-hill.



Comment Number	Comment	Response
E15	This will just add more trucks going through our communities. This will result in increased noise, pollution, and congestion on local roads during backups.	<p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p> <p>The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern.</p> <p>In the existing condition, traffic congestion and incidents on the BSB force traffic (including trucks) onto the local street network, often overburdening the system. Likewise, bottlenecks on I-71/I-75 also negatively affect traffic flow on the surface streets that feed the Interstate. The construction of a new companion bridge and C-D system will improve traffic flow on I-71/I-75, which, in turn, is anticipated to reduce traffic congestion and improve safety on the local street network. The new companion bridge also introduces additional resiliency into the local and regional transportation network by providing additional options for maintaining cross-river traffic if an incident or future construction or maintenance activities occur, avoiding the need for traffic to divert onto the local street network.</p>
E16	This project does nothing to control stormwater runoff outside of the willow run watershed. The added pavement will only worsen existing erosion of local streams and the landslide between Highland Pk and the Highland Cemetery. Better stormwater management is needed in the areas outside of Willow Run!	<p>KYTC will follow all federal, state, and local requirements for stormwater management during and after construction of the project. KYTC will strive to separate the highway drainage from combined sewer systems. Where separation is not feasible, adequate detention per KYTC standards will be provided.</p> <p>Best Management Practices (BMPs) from KYTC's Standard Specifications will be used during and after construction to control erosion and sediment.</p>
E17	Yes; I anticipate further destruction/debilitation of Northern Kentucky's unique communities and increased difficult when traveling to and from them for both business and personal purposes.	<p>In an effort to minimize impacts to the unique communities within the corridor, KYTC incorporated value engineering and engineering refinements into the project's design that have substantially reduced the project's footprint in Northern Kentucky. The number of residents who will need to relocate because of the project from over 40 to 4, all of which are in Kentucky. Likewise, business relocations in Kentucky have been reduced from 6 to 5.</p> <p>Analyses completed during the project's development indicate that the proposed improvements will improve traffic flow, safety, and access to local destinations in the Brent Spence Bridge Corridor.</p>

Comment Number	Comment	Response
E18	Yes, additional traffic, noise, and air pollution. Oh and the HUGE price tag.	<p>Reducing congestion and maintaining connections to key regional and national corridors are primary goals of the project. The project is designed to accommodate automobile and truck traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model.</p> <p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p> <p>The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern.</p> <p>ODOT and KYTC have implemented a number of value engineering features to reduce the project's cost to the greatest extent practical. ODOT and KYTC will continue to investigate ways to minimize costs during the project's design-build phase.</p>
E19	The current plan does not include a noise barrier south of Dixie Highway (west of I-71/I-75). This will negatively impact my neighborhood. *I live on Edgewood Rd. in Ft. Mitchell. The noise level is already high due to current automobile, train and airplane traffic. The noise will increase without a noise barrier. Current noise produced from the highway causes the windows in our house to rattle. We do not sleep with our windows open when the weather is cool because the traffic is too loud. *There are multiple studies showing negative health effects associated with noise pollution in your living environment. *Noise pollution decreases property values. Please construct a noise barrier south of Dixie Highway (west of I-71/I-75).	<p>KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Some of them were warranted based on KYTC's Noise Policy. Noise impacts were not identified in the vicinity of Edgewood Road because it is too far from the Interstate. In addition, a noise wall was not found to be cost effective south of Dixie Highway and west of I-71/I-75.</p> <p>Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is recommending a noise/visual screening wall at this location. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>
E20	No, as a local (CUF) I will adapt to the traffic pattern changes. For out-of-towners and those from the suburbs who only visit on occasion, could signage is needed. I agree with those seeking noise barriers, traffic moving at highway speed, rather than a crawl at peak times, is probably louder.	<p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p>



Comment Number	Comment	Response
E21	<p>The noise, air, and light pollution will drastically negatively impact property values. Not to mention, there will be a hideous Interstate in plain view for much of the area. The unwillingness of the project group to install noise barriers or explore other innovative noise and light pollution-mitigation measures is a disgrace to the communities (e.g. why not consider enclosing the Interstate in some kind of translucent tunnel)</p>	<p>The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern. KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies. Roadways will be lighted in accordance with state and local standards which aim to minimize light pollution while providing for safe travel.</p> <p>ODOT and KYTC are closely coordinating the aesthetic plans for the project with the Cities of Cincinnati, Covington, Fort Wright, and Fort Mitchell to improve the visual character throughout the corridor. Items being discussed include landscaping, streetscapes, gateways, and treatments for piers, abutments, retaining walls, and noise walls. Multiple aesthetics meetings will be planned throughout the design process to finalize plans for aesthetics throughout the corridor.</p>

F - Do you have any concerns regarding the proposed configuration of the rehabilitated Brent Spence Bridge or the new companion bridge?

Comment Number	Comment	Response
F01	Will Interstate Traffic users, such as trucks, using the local bridge be ticketed? Now trucks use I75 instead of I275 to save time, causing accidents. Will local bridge traffic be enforced for residents to use?	The new companion bridge and existing Brent Spence will act as a system for all types of vehicles. Trucks starting or making stops in Covington and Cincinnati will use the existing bridge. It is intended trucks traveling through the region would use the new companion bridge. Because trucks will be using both bridges, there will not be any specific traffic enforcement established.
F02	Increased noise pollution in Mainstrasse neighborhood.	Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
F03	What local businesses will be affected? What homes will have to be destroyed? How will you contain the noise?	The project will require 13 commercial and 4 residential properties to relocate. The locations of relocations are shown in mapping available on the project website: www.brentspencebridgecorridor.com . KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.
F04	Yes, the noise. We need a solution for the noise for sure. It's way too loud	KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.
F05	The noise. We need sound barriers. It's already very loud and this will only make things louder with widening of roads	KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.

Comment Number	Comment	Response
F06	So when the new bridge gets to capacity due to induced demand, where will the next 10 lane bridge go?	<p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p>
F07	The new bridge should have a design that does not look out of place next to the old bridge (or the old bridge should add some of the design elements of the new bridge). The two proposed designs would look odd next to the current bridge. Putting a beautiful, shiny new bridge next to the current bridge accentuates the current bridge's crappy, unappealing features.	The requirements for the appearance of the new companion bridge have been coordinated with and is based on decisions made by the project aesthetic committee, which considered the overall aesthetic of the bridge and impacts to the surrounding viewsheds. KYTC and ODOT will continue to work with the project aesthetic committee to finalize details for the new companion bridge during the project's design-build phase.
F08	It shouldn't be built.	Comment noted.



Comment Number	Comment	Response
F09	<p>Studies in other cities looking at similar proposals show that increasing the number of lanes only increases the amount of traffic. Adding more interchanges also increases congestion, so what studies have been commissioned that show these proposals will actually alleviate traffic?</p>	<p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p> <p>ODOT and KYTC have completed numerous traffic operational studies of the proposed improvements. Those studies are available on the project website: www.brentspencebridgecorridor.com. ODOT and KYTC are in the process of updating the projected traffic volumes for the design year 2049 and preparing an updated Interchange Modification Study for the corridor. That information will also be available on the project website when it is complete.</p>



Comment Number	Comment	Response
F10	Why are we building a new bridge next to a bridge that is falling down?	The existing Brent Spence Bridge is structurally sound. As part of the project, the upper and lower decks on the existing bridge will be replaced, and some repairs will be made to the structural steel to ensure that the bridge is structurally sound for the design life of the project. Building a new companion bridge next to the existing Brent Spence Bridge will improve traffic flow and safety by providing additional lanes across the Ohio River and separating high-speed Interstate traffic from lower-speed local traffic.
F11	Increased capacity will not decrease congestion long term. More traffic volume will fill the space and will not fix current traffic issues. Have any other traffic alleviating options been considered? (Local rail or other public transit, diverting freight traffic, tolls, etc?)	<p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p>



Comment Number	Comment	Response
F11 (cont.)		<p>Reducing congestion and maintaining connections to key regional and national corridors are primary goals of the project. This includes accommodating freight traffic that is using the Interstate system. Diversion of trucks would place them on other routes that are also experiencing congestion and would not be possible to enforce given the need to provide access for local truck traffic. The proposed design meets the project's identified goals while also safely accommodating all types of vehicles.</p> <p>Tolling the I-71/I-75 corridor is not permitted in the State of Kentucky.</p>
F12	<p>Are the displacement numbers accurate for the proposed new bridge or are those displacement numbers for another part of the project? I am struggling to understand how so few businesses and residents could be displaced with the new proposed bridge.</p>	<p>Value engineering and engineering refinements have reduced the amount of residents who will need to relocate because of the project from over 40 to 4, all of which are in Kentucky. Likewise, business relocations throughout the entire corridor have been reduced from 14 to 13.</p>
F13	<p>No. Please get started as soon as possible. We have been waiting for this for over 20 years!</p>	<p>Comment noted.</p>
F14	<p>Access to/from both the Covington and Cincinnati downtown(s) is vital. Reducing exits and entrances is not desirable.</p>	<p>In general, existing entrance and exit locations will remain once the Brent Spence Bridge Project is constructed. In coordination with the City of Cincinnati, the northbound entrance from 4th Street was removed and replaced with a northbound entrance from 3rd Street. In addition, the southbound exit to 5th Street was removed, although the southbound exit to 7th Street was widened to accommodate additional traffic. Finally, the northbound entrance at Freeman Avenue (south of Ezzard Charles Drive) was relocated to Winchell Avenue (north of Ezzard Charles Drive). In Covington, the West 4th Street entrance to I-75 will be reopened once the project is built. Traffic operational analyses show that the project will accommodate the traffic projected to travel in the corridor in the design year 2050.</p>



Comment Number	Comment	Response
F15	Yes, more should be done to follow the Bridge Forward plans to reclaim livable land that was lost to the highways. https://www.bridge-forward.org/	<p>ODOT has incorporated several features that reduce the project’s footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, reducing shoulder widths, lowering design speeds, and reducing the width of the companion bridge. ODOT and the City of Cincinnati collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.</p> <p>ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf.</p>
F16	Glad to see that there will be breakdown / emergency lanes!	Comment noted.
F17	The added lanes are unneeded. The new bridge should keep the lanes the same or reduce.	<p>The project is designed to accommodate traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model.</p> <p>Maintaining connections to key regional and national transportation corridors via I-71/I-75 is part of the project’s purpose and need. The number of lanes was determined based on traffic operational analysis of existing and future traffic volumes traveling through the area. Further reductions in the number of lanes would negatively affect traffic flow, connectivity, and access.</p>
F18	No ugly bridges!!! Build an asymmetric cable stayed!	The final decision about the bridge type will be made during the project’s design-build phase and will incorporate feedback from the Project Aesthetic Committee as well as local stakeholders. This comment will be considered as part of that process.

Comment Number	Comment	Response
F19	It does nothing to solve the underlying problems with our highway design. The a huge interchange cuts off downtown from usable land to the west. The number of exits should be reduced greatly, all should come off the right side of the highway to reduce accidents. The interchange with 71 should happen south of the city rather than downtown.	<p>The project is designed to accommodate traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model.</p> <p>Maintaining connections to key regional and national transportation corridors via I-71/I-75 is part of the project's purpose and need. In Ohio, ODOT and the City of Cincinnati have collaborated to reduce the project's footprint in downtown Cincinnati. The number of lanes and ramps provided were determined based on traffic operational analysis of existing and future traffic volumes traveling through the area. Further reductions in the number of lanes and/or ramps would negatively affect traffic flow, connectivity, and access to and from downtown Cincinnati.</p> <p>Improvements to the safe operation of the system is a primary goal of the project. The preferred alternative addresses the existing issues associated with ramp designs and separates local and thru traffic by creating a collector-distributor system. These solutions will improve the safety aspect of the corridor.</p>
F20	The Cable bridge seems like less painting and maintenance. After so many years of the BSB being an eyesore, choose the one that's easier to maintain over it's lifecycle.	The final decision about the bridge type will be made during the project's design-build phase. This comment will be considered as part of that process. Life cycle cost analysis was part of the consideration that led to the two final bridge types under consideration.
F21	In the current designs, the very historic Longworth Hall is scheduled to be partially demolished by the new bridge. How can this be avoided as so the sister building to Camden Yards be kept fully intact?	<p>The alternatives analysis for the Brent Spence Bridge Corridor Project evaluated ways to avoid impacts to Longworth Hall. Out of 25 alternatives that were studied, only one alternative was found to meet the project's purpose and need while avoiding impacts to Longworth Hall. This alternative would have resulted in substantially greater residential and business impacts, including the largest employer in the Queensgate area. This alternative was also projected to cost substantially more than other alternatives under consideration. In addition, the cities of Covington and Cincinnati strongly opposed this alternative. As a result, impacts to 204 feet of Longworth Hall were found to be unavoidable.</p> <p>To mitigate the impacts, ODOT entered into a Memorandum of Agreement committing to completing various repair, upgrade, restoration, enhancement, and refurbishment measures to be completed at Longworth Hall as part of the project.</p>

Comment Number	Comment	Response
F22	Yes, the bridge is not being build far enough West. Lots of very valuable land could be made available in Cincinnati CBD.	<p>ODOT has worked with the City of Cincinnati to reduce the project's footprint to the greatest extent possible. Shifting I-75 to the west in the Cincinnati area would result in numerous impacts and required relocations of industrial, commercial, rail, and utility properties that provide economic value to the City and the region.</p> <p>ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land for development.</p>
F23	<p>I write to you today, advocating for a transformative Brent Spence Corridor Project. I strongly support the following priorities for the Project's design, which should inform all stages of design development, including innovative concepts and alternative concepts:</p> <ul style="list-style-type: none"> • Maximize the amount of returned land contiguous to the City's urban core; • Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint; • Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections; • Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide or similar; • Minimize the number of lane miles using high-speed directional ramps; and • Achieve best expenditure of public dollars measured in life-cycle return on investment. <p>According to ODOT / KYTC, the Project will be build using a "progressive design-build process." This approach allows ODOT / KYTC, the design-build team (DBT), impacted municipalities, and the local community to consider and address major Project topics in a more open format. The DBT will work with ODOT / KYTC to create the basis of design, overall project requirements, and final design intent, before work substantially begins, during what is being called Phase 1A and Phase 1B of the Project. Therefore, I am calling upon ODOT, the City of Cincinnati, and Hamilton County to ensure that an expectation is set, at least in contract language with the DBT, and ideally in an addendum to the Project's RFQ, for a very robust Phase 1A and Phase 1B of the Project. Specifically, I demand the following expectations be set for Phase 1A and Phase 1B of the Project:</p> <ul style="list-style-type: none"> • Incorporation of innovative design concepts; • Re-evaluation of assumptions used in the Project's traffic forecasting projections; • Use of alternative design concepts proposed from sources other than BSMT; • Investigation of adding additional scopes of work and/or additional features to the Project, the associated pools of federal funding which may be available for additional scopes, and the likelihood of securing said federal funding; <p>I call upon the City and County to assume codified roles in the</p>	<p>ODOT and the City of Cincinnati recently collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.</p> <p>The project will install bicycle and pedestrian infrastructure in and between the CBD, Queensgate, and the West End. Pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue. To promote safety for bicycles and pedestrians, the ramp connections with local streets are being designed as lower-speed urban roadways. The design of the intersections of local streets will be in accordance with City of Cincinnati design standards. The pedestrian and bicycle infrastructure included in the project will be built in accordance with ODOT's Multimodal Design Guide, which takes into account a broader framework of national design guidance, including the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, the NACTO Urban Street Design Guide, and the NACTO Transit Design Guide.</p> <p>ODOT and KYTC evaluated over 25 alternatives for meeting the purpose and need identified for the Brent Spence Bridge Corridor. The proposed improvements were found to have the best balance of benefits, costs, and impacts.</p> <p>ODOT and KYTC are in the process of updating the projected traffic volumes for the design year 2049. That data will be published on the project website (www.brentspencebridgecorridor.com) when it is complete.</p>

Comment Number	Comment	Response
F23 (cont.)	Project, such as Cooperating Agency and/or Participating Agency. In doing so, there will be much more local control over the Project's outcome. Also, in doing so, the City / County will have an opportunity to ensure that the DBT is selected in large part based on its demonstrated ability to deliver a context-sensitive urban project while working closely with a large municipality to develop innovative design direction.	<p>The progressive design-build process will provide opportunities to incorporate innovative and alternative technical design concepts provided they do not substantially deviate from the project's scope, as described in the Supplement Environmental Assessment (when approved) or the project's identified purpose and need.</p> <p>The City of Cincinnati and Hamilton County have been involved in the Project Advisory Committee and Aesthetics Design Committee since the project's inception. In addition, ODOT regularly coordinates design details directly with the City and County and has refined the design in several locations in response to feedback received. This collaboration will continue through the procurement and construction phases of the project, with the City of Cincinnati and Hamilton County being involved in the evaluation of the design-build teams.</p>
F24	Yes, I have significant concerns about aspects of the project. I am concerned about the expenses and inconveniences that will be born by local communities to encourage through traffic which by definition bypasses Cincinnati/Northern Kentucky communities, adding no benefit and only to leave behind air, noise, and ground pollution. I am concerned about the decision to double-down on historic decisions that were morally questionable when originally made and are vastly outdated now. Finally I am concerned about our region squandering a generational opportunity to invest in a transformational approach to transportation that could reposition Cincinnati/Northern Kentucky as a regional, national and even global leader in this arena.	<p>The project is anticipated to improve traffic flow and safety both for through-traveling Interstate traffic and traffic with local destinations. A collector-distributor system will be built parallel to I-71/I-75 to provide access to and from local destinations. ODOT and KYTC will work with the cities of Cincinnati and Covington to develop signing plans that adequately inform travelers about opportunities to access local destinations.</p> <p>ODOT and KYTC are currently developing a Supplemental Environmental Assessment (EA) that will thoroughly assess and document revised impacts, policy updates, project changes, and coordination that has occurred since the approval of the 2012 EA/FONSI. As part of that effort, the Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern. Furthermore, KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p>



Comment Number	Comment	Response
F25	A complete lack of public transit. Traffic will not be reduced.	<p>Reducing congestion and maintaining connections to key regional and national corridors are primary goals of the project. The project is designed to accommodate automobile and truck traffic projected to travel through the corridor by the year 2050 based on a regional travel-demand model.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation initiative that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. That study concluded that a highway improvement project was necessary to address capacity issues in the Brent Spence Bridge Project Corridor. That study can be accessed here: https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p> <p>The project will reduce congestion and improve reliability for local bus routes, which use the Brent Spence Bridge for 210 trips every weekday. In addition, improved and new sidewalks, shared use paths, and bicycle lanes will improve connections to existing bus stops. Finally, future accommodation of bus service along the corridor's shoulder will not be precluded by the project.</p>
F26	No fixed transit. A mid-20th century solution for mid-21st century problems is the type of incompetence we citizens expect from ODOT.	<p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation initiative that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. That study concluded that a highway improvement project was necessary to address capacity issues in the Brent Spence Bridge Project Corridor. That study can be accessed here: https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p> <p>The project will reduce congestion and improve reliability for local bus routes, which use the Brent Spence Bridge for 210 trips every weekday. In addition, improved and new sidewalks, shared use paths, and bicycle lanes will improve connections to existing bus stops. Finally, future accommodation of bus service along the corridor's shoulder will not be precluded by the project.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as</p>



Comment Number	Comment	Response
F26 (cont.)		express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf .
F27	If we are spending the money on a new bridge, it should have an iconic design the city can be proud of	The final decision about the bridge type will be made during the project's design-build phase. This comment will be considered as part of that process.
F28	I don't see any considerations for bridge uses that could actually help reduce traffic and it's negative impacts. Where are the lanes for public transit or pedestrian/bicycle crossing?	The project will reduce congestion and improve reliability for local bus routes, which use the Brent Spence Bridge for 210 trips every weekday. In addition, improved and new sidewalks, shared use paths, and bicycle lanes will improve connections to existing bus stops. Finally, future accommodation of bus service along the corridor's shoulder will not be precluded by the project. Pedestrian and bicycle accommodations are not planned on the new companion bridge or the existing Brent Spence bridge because of the proximity of a reasonable crossing at the Clay Wade Bailey Bridge.
F29	It appears that no consideration has been given for access of first responders to incidents on the companion bridge. It would require Covington Police and Fire to respond all the way from Kyles Lane or make the loop to Ezzard Charles, all the while fighting the traffic the incident is creating and delaying their response. This extended delay creates unnecessary hazards for those involved in an incident on the companion bridge. Look at the damaged caused by the fire a couple years ago. Imagine if those fire units were delayed another 10 minutes because they had to go all the way up the cut in the hill, get off at Kyles and come back.	The project is being coordinated with first responders and the Regional Incident Management Task Force to ensure that first responders can access all locations within the project corridor in a timely and efficient manner. ODOT and KYTC are investigating moveable concrete barriers to help facilitate access for first responders.

Comment Number	Comment	Response
F30	<p>I agree that a new bridge should be built to support the current traffic lanes in a new structure. However, in the local/collector lanes the addition of bus, bicycle/shared path, and rail should be included in the design. The Brent Spence bridge was built in 1960, and now 60-70 years later we are updating its design. The new corridor should be built for the transportation infrastructure we (as residents of the Cincinnati/Northern Kentucky area) want and will be utilizing decades in the future, not the status quo. There are currently only 3 possible ways to cross on bicycle/shared path and 2 by rail in the Cincinnati area (with both bridges dating back to the late 1800s and rebuilt in the 1920s). Adding additional capacity in both rail and bicycle/shared path is critical to building a sustainable transportation future.</p>	<p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p> <p>In Ohio, pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue.</p> <p>In Kentucky, new shared use paths and sidewalks will be included along the frontage roads. Also new and rebuilt sidewalks will be included under the MLK/West 12th Street, Pike Street, West 9th Street, West 5th Street, and West 3rd Street bridges. A new shared use path will be built under the West 9th Street and West 5th Street bridges, which will tie into the shared use paths in Goebel Park. The shared use path will be extended along Crescent Avenue to connect to the existing shared use path along the river.</p> <p>The project will reduce congestion and improve reliability for local bus routes, which use the Brent Spence Bridge for 210 trips every weekday. In addition, improved and new sidewalks, shared use paths, and bicycle lanes will improve connections to existing bus stops. Finally, future accommodation of bus service along the corridor's shoulder will not be precluded by the project. Pedestrian and bicycle accommodations are not planned on the new companion bridge or the existing Brent Spence Bridge because of the proximity of a reasonable crossing at the Clay Wade Bailey Bridge.</p>



Comment Number	Comment	Response
F31	How will local vs. non-local traffic be enforced?	Vehicles will be able to choose whether to travel in the through-traffic Interstate lanes or the local collector-distributor lanes based on where their trips begin and end. Vehicles will be able to travel along the length of the collector-distributor system if desired.
F32	Of the two designs I think the Tied Arch design is better. It looks like the Cable Stayed design would divide traffic prior to getting on the bridge. There are bound to be confused drivers heading north who don't realize that I-75 and I-71 split is at the end of the bridge. Being able to change lanes all the way across would help them and also allow for traffic to move around a disabled vehicle.	Traffic will enter and exit the new companion bridge using the same roadways and ramps regardless of the bridge type. The final decision about the bridge type will be made during the project's design-build phase. This comment will be considered as part of that process.

G - Do you have any comments about noise in the Brent Spence Bridge Corridor?

Comment Number	Comment	Response
G01	The noise will be unbearable on the Cincinnati CBD side. I work downtown and frequently have to mute my microphone due to Interstate traffic. The noise barriers proposed also damage valuable views on both sides, trying to hide the damage that has been done.	Noise walls were not evaluated in downtown Cincinnati due to the lack of noise sensitive receptors.
G02	The noise walls are an absolute must along Crescent Avenue. Not only will they reduce noise pollution, but they will also remove the visual blight of Interstate traffic.	<p>KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Noise walls along Crescent Avenue in Lewisburg were found to be warranted based on KYTC's Noise Policy. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p> <p>Additional information about noise in Lewisburg can be found in the presentation from the Lewisburg and Botany Hills neighborhood meeting conducted on December 6, 2022 and available at: https://brentspencebridgecorridor.com/public-involvement-and-comments/.</p>
G03	Instead of installing a large gray noise wall, why not consult with an organization like ArtWorks Cincinnati to paint a neighborhood mural?	ODOT and KYTC are coordinating the aesthetic plans for the corridor with the Cities of Cincinnati, Covington, Fort Wright, Fort Mitchell, and the Project Aesthetics Committee. ODOT and KYTC will discuss this opportunity with these groups and include any final recommendations in the aesthetic plans for the corridor. It should be noted that in Ohio, vertical surfaces will have an Ashlar Stone aesthetic treatment. KYTC is in the process of developing aesthetic guidelines that will establish treatments for walls in Kentucky.
G04	Instead of installing a large gray noise wall, why not consult with an organization like ArtWorks Cincinnati to paint a neighborhood mural on Crescent Ave? It may create a more welcoming and inviting statement.	ODOT and KYTC are coordinating the aesthetic plans for the corridor with the Cities of Cincinnati, Covington, Fort Wright, Fort Mitchell, and the Project Aesthetics Committee. ODOT and KYTC will discuss this opportunity with these groups and include any final recommendations in the Aesthetic plans for the corridor. It should be noted that in Ohio, vertical surfaces will have an Ashlar Stone aesthetic treatment. KYTC is in the process of developing aesthetic guidelines that will establish treatments for walls in Kentucky.



G05 The highway should be capped to reduce noise.

ODOT and KYTC considered options for capping I-75 in Ohio. Once the Interstate passes over the Ohio River, it cannot descend directly into downtown Cincinnati. South of 5th Street, I-75 must stay elevated to cross active CSX rail lines between Pete Rose Avenue and 3rd Street. In addition, any design requires accommodating a complicated system of mainline and ramp movements to provide local access and continuity along I-71, I-75, and US-50. Depressing the roadway to support a freeway cap while meeting these geometric constraints would require steep roadway grades that would not meet design standards. Such steep grades would present traffic operational and safety concerns, particularly considering the high volumes of heavy truck traffic traveling through the corridor.

Between 5th Street and Ezzard Charles Drive, there are several areas where I-75 is relatively level with the surrounding land uses. A freeway cap could be constructed either by leaving I-75 at the current elevation or by lowering the Interstate. If the existing I-75 elevation is maintained, a freeway cap would need to be constructed 20 to 30 feet over the highway to provide adequate clearance for the freeway lanes. Given the proximity of Western Avenue and Winchell Avenue, the freeway cap would either need to extend over these roads, or they would need to be raised up to be level with the top of the cap. Transitioning from the top of the highway cap back to the elevations of the surrounding land uses in a way that provides accessible and open connections east and west of I-75 would substantially increase the project's footprint beyond what is considered reasonable and would impact low-income housing, schools, parks, historic structures, commercial and industrial businesses, and local streets. These impacts could be reduced through the extensive use of retaining walls along either I-75 or Western and Winchell Avenues. However, the retaining walls would render the cap inaccessible from surrounding land uses and would only serve to create an even greater barrier through downtown Cincinnati and the West End neighborhood. Building a freeway cap by lowering I-75 would avoid the need for retaining walls; however, the Interstate would need to be lowered by 20 to 30 feet, which would require prohibitively steep grades to meet the geometric constraints of the CSX rail lines discussed earlier. Furthermore, capping the highway would likely require the removal of I-75 connections with 5th Street, 6th Street, 7th Street, and 8th Street and would not be able to accommodate US-50, which is an important regional connection.

I-75 is elevated above the surrounding land uses north of Ezzard Charles Drive. Capping the highway in this area would further exacerbate the concerns with geometric feasibility, impacts to surrounding land uses, and local accessibility discussed for portions of I-75 to the south.



Comment Number	Comment	Response
G06	Capping highways is a better solution to decrease noise pollution	<p>ODOT and KYTC considered options for capping I-75 in Ohio. Once the Interstate passes over the Ohio River, it cannot descend directly into downtown Cincinnati. South of 5th Street, I-75 must stay elevated to cross active CSX rail lines between Pete Rose Avenue and 3rd Street. In addition, any design requires accommodating a complicated system of mainline and ramp movements to provide local access and continuity along I-71, I-75, and US-50. Depressing the roadway to support a freeway cap while meeting these geometric constraints would require steep roadway grades that would not meet design standards. Such steep grades would present traffic operational and safety concerns, particularly considering the high volumes of heavy truck traffic traveling through the corridor.</p> <p>Between 5th Street and Ezzard Charles Drive, there are several areas where I-75 is relatively level with the surrounding land. A freeway cap could be constructed either by leaving I-75 at the current elevation or by lowering the Interstate. If the existing elevation is maintained, a freeway cap would need to be constructed 20 to 30 feet over the highway to provide adequate clearance. Given the proximity of Western Avenue and Winchell Avenue, the freeway cap would either need to extend over these roads, or they would need to be raised up to be level with the top of the cap. Transitioning from the top of the highway cap back to the elevations of the surrounding land uses in a way that provides accessible and open connections east and west of I-75 would substantially increase the project's footprint beyond what is considered reasonable and would impact low-income housing, schools, parks, historic structures, commercial and industrial businesses, and local streets. These impacts could be reduced through the extensive use of retaining walls along either I-75 or Western and Winchell Avenues. However, the retaining walls would render the cap inaccessible from surrounding land uses and would only serve to create an even greater barrier through downtown Cincinnati and the West End neighborhood. Building a freeway cap by lowering I-75 would avoid the need for retaining walls; however, the Interstate would need to be lowered by 20 to 30 feet, which would require prohibitively steep grades to meet the geometric constraints of the CSX rail lines discussed earlier. Furthermore, capping the highway would likely require the removal of I-75 connections with 5th Street, 6th Street, 7th Street, and 8th Street and would not be able to accommodate US-50, which is an important regional connection.</p> <p>I-75 is elevated above the surrounding land uses north of Ezzard Charles Drive. Capping the highway in this area would further exacerbate the concerns with geometric feasibility, impacts to surrounding land uses, and local accessibility discussed for portions of I-75 to the south.</p>

Comment Number	Comment	Response
G07	The noise walls on Crescent Avenue specifically really diminish the view.	KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy, including along Crescent Avenue. In accordance with its noise policy, KYTC will conduct additional coordination with the people who will benefit from the walls along Crescent Avenue during the project's design-build phase before making the final decision about whether or not the walls will be built.
G08	It's loud, and will probably only get louder.	KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.
G09	Source elimination is better than risk mitigation. Reduction of cars on the road is a better way to eliminate noise. A green beltway around the highway would be another better option.	<p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation initiative that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. That study concluded that a highway improvement project was necessary to address capacity issues in the Brent Spence Bridge Project Corridor. That study can be accessed here: https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p> <p>Reducing congestion and maintaining connections to key regional and national corridors, including I-71 and I-75, are primary goals of the project. The proposed design meets the project's identified goals. New Interstate or beltways would need to be evaluated as part of a separate, stand-alone project.</p>
G10	The issue of highway noise is further evidence that highways are a poor solution to transportation needs. Without noise abatement, highways are loud and disruptive to residents and businesses around them. With noise abating walls/barriers highways become even more massive visual obstructions that divide neighborhoods and communities from one another.	KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.

Comment Number	Comment	Response
G11	Yes, adding additional traffic will increase noise and air pollution. No wall can fix this.	<p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p> <p>The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern.</p>
G12	The current plan does not include a noise barrier south of Dixie Highway (west of I-71/I-75). This will negatively impact my neighborhood. *I live on Edgewood Rd. in Ft. Mitchell. The noise level is already high due to current automobile, train and airplane traffic. The noise will increase without a noise barrier. Current noise produced from the highway causes the windows in our house to rattle. We do not sleep with our windows open when the weather is cool because the traffic is too loud. *There are multiple studies showing negative health effects associated with noise pollution in your living environment. *Noise pollution decreases property values. Please construct a noise barrier south of Dixie Highway (west of I-71/I-75).	<p>KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Some of them were warranted based on KYTC's Noise Policy. Noise impacts were not identified in the vicinity of Edgewood Road because it is too far from the Interstate. In addition, a noise wall was not found to be cost effective south and west of Dixie Highway.</p> <p>Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is recommending a noise/visual screening wall at this location. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>
G13	I would like a noise barrier south of Dixie Highway (west of I-75). I live in Fort Mitchell and right now the noise pollution is already a problem. The BSB Project will increase noise pollution and negatively impact the residents of Fort Mitchell. Please put up a noise barrier south of Dixie Highway.	<p>KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Some of them were warranted based on KYTC's Noise Policy. However, a noise wall was not found to be cost effective south of Dixie Highway and west of I-71/I-75.</p> <p>Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is recommending a noise/visual screening wall at this location. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>

Comment Number	Comment	Response
G14	Please include sound walls on east / west side of I-71 / I-75 both north and south of Dixie Highway. Please include sound walls up the exit ramp on Mercedes-Benz side. The MB dealership ripped out much of the sound barriers (trees) which have greatly impacted the sound in our historic neighborhood in Fort Mitchell. In addition, please utilize blacktop and/or lower decibel paving material as the road surface.	<p>KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Noise walls north of Dixie Highway and south of Dixie Highway and east of I-71/I-75 were warranted based on KYTC's Noise Policy. However, a noise wall was not found to be cost effective south of Dixie Highway and west of I-71/I-75.</p> <p>Recognizing that traffic noise is a concern, KYTC is currently conducting a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences south of Dixie Highway and west of I-71/I-75 and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is recommending a noise/visual screening wall at this location. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>
G15	I don't agree with the recommendation to not put up noise barriers for the West End. Does this take into consideration people trying to enjoy time outside? Also, while current structures do not have porches and decks some future construction may wish to include them, but by that time we may not have the funds to add barriers. Do it now while the funding is available.	<p>ODOT recognizes the I-75 corridor will remain the predominant noise source within the project area. To reduce overall traffic noise levels, ODOT intends to build barriers that will reduce tire pavement noise, which is a major contributor to traffic noise. ODOT will build 57-inch barriers in the I-75 median and on the Liberty, Findlay, and Bank street bridges. For comparison, a standard bridge barrier is over a foot shorter at 42 inches. In addition, ODOT will build noise/visual screening barriers along I-75 from the Queensgate Playgrounds and Ballfields to Bank Street.</p> <p>Research has shown that the noise/visual screening barriers will approximately cut traffic noise levels in half, which is what traditional noise barriers are expected to do. They will also have aesthetic treatments and will help to block the view between I-75 and the West End neighborhood.</p>
G16	I live within a half block of the downtown Cincinnati interchange. I have not direct view of the Interstate, but I can hear the traffic, plain as day, from my residence with all the doors and windows closed. If you are unwilling to help the community that you are destroying by not installing noise barriers, please look to the free market for innovative solutions to reduce noise pollution. Perhaps there is a pavement type that can help reduce noise, or some kind of active noise cancelling system. Use baffled & heightened jersey walls to help.	<p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p>

Comment Number	Comment	Response
G17	Cap the highways, the noise will be, and currently is, awful on the Ohio side as well. Why was this not investigated?	<p>ODOT and KYTC considered options for capping I-75 in Ohio. Once the Interstate passes over the Ohio River, it cannot descend directly into downtown Cincinnati. South of 5th Street, I-75 must stay elevated to cross active CSX rail lines between Pete Rose Avenue and 3rd Street. In addition, any design requires accommodating a complicated system of mainline and ramp movements to provide local access and continuity along I-71, I-75, and US-50. Depressing the roadway to support a freeway cap while meeting these geometric constraints would require steep roadway grades that would not meet design standards. Such steep grades would present traffic operational and safety concerns, particularly considering the high volumes of heavy truck traffic traveling through the corridor.</p> <p>Between 5th Street and Ezzard Charles Drive, there are several areas where I-75 is relatively level with the surrounding land uses. A freeway cap could be constructed either by leaving I-75 at the current elevation or by lowering the Interstate. If the existing I-75 elevation is maintained, a freeway cap would need to be constructed 20 to 30 feet over the highway to provide adequate clearance for the freeway lanes. Given the proximity of Western Avenue and Winchell Avenue, the freeway cap would either need to extend over these roads, or they would need to be raised up to be level with the top of the cap. Transitioning from the top of the highway cap back to the elevations of the surrounding land uses in a way that provides accessible and open connections east and west of I-75 would substantially increase the project's footprint beyond what is considered reasonable and would impact low-income housing, schools, parks, historic structures, commercial and industrial businesses, and local streets. These impacts could be reduced through the extensive use of retaining walls along either I-75 or Western and Winchell Avenues. However, the retaining walls would render the cap inaccessible from surrounding land uses and would only serve to create an even greater barrier through downtown Cincinnati and the West End neighborhood. Building a freeway cap by lowering I-75 would avoid the need for retaining walls; however, the Interstate would need to be lowered by 20 to 30 feet, which would require prohibitively steep grades to meet the geometric constraints of the CSX rail lines discussed earlier. Furthermore, capping the highway would likely require the removal of I-75 connections with 5th Street, 6th Street, 7th Street, and 8th Street and would not be able to accommodate US-50, which is an important regional connection.</p> <p>I-75 is elevated above the surrounding land uses north of Ezzard Charles Drive. Capping the highway in this area would further exacerbate the concerns with</p>



Comment Number	Comment	Response
G17 (cont.)		<p>geometric feasibility, impacts to surrounding land uses, and local accessibility discussed for portions of I-75 to the south.</p> <p>In Ohio, noise was not evaluated for areas west of I-75, because there are too few noise-sensitive areas, and they are located far apart from one another. In addition, a noise wall north of the Western Hills Viaduct and east of I-75 was not warranted because it could not provide the minimum level of sound reduction and was not cost effective per ODOT's Noise Policy. As a result, the Ohio noise analysis focused on impacts in the West End neighborhood on the east side of I-75.</p> <p>In West End, noise walls were not warranted because there were not areas of frequent human exterior use next to the highway. For example, the existing apartment complexes and buildings don't have outdoor patios or other similar areas.</p> <p>In 2012, ODOT stated that it would build noise walls between Freeman Avenue and Bank Street based on the noise analyses that were conducted at that time. Even though these noise walls are no longer warranted according to ODOT's noise policy, ODOT recognizes the I-75 corridor will remain the predominant noise source within the project area. To reduce overall traffic noise levels, ODOT intends to build barriers that will reduce tire pavement noise, which is a major contributor to traffic noise. ODOT will build 57-inch barriers in the I-75 median and on the Liberty, Findlay, and Bank street bridges. For comparison, a standard bridge barrier is over a foot shorter at 42 inches. In addition, ODOT will build noise/visual screening barriers I-75 from the Queensgate Playgrounds and Ballfields to Bank Street.</p> <p>Research has shown that the noise/visual screening barriers will approximately cut traffic noise levels in half, which is what traditional noise barriers are expected to do. They will also have aesthetic treatments and will help to block the view between I-75 and the West End neighborhood.</p>

Comment Number	Comment	Response
G18	The Ft Mitchell wall by Beechwood is essential - lots of road noise throughout the community that will only get worse. Walls need native landscaping and relief/impression/artwork to be additive to the community aesthetic.	<p>KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. A wall near Beechwood Road and Beechwood School was warranted based on KYTC's Noise Policy. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p> <p>KYTC is coordinating the aesthetic plans for the corridor with the City of Fort Mitchell and the Project Aesthetics Committee. KYTC is in the process of developing aesthetic guidelines that will establish landscaping and treatments for walls and other structural elements.</p>
G19	“In West End, noise walls were not warranted because there were not areas of frequent human exterior use next to the highway. For example, the existing apartment complexes and buildings don't have outdoor patios or other similar areas.” Queensgate playground is a neighborhood park located directly on the highway. If there were noise barriers around the West End, would more residents have patios and take advantage of outdoor activities? Statements on the West End appear like hand waives that could use more through and evidence.	<p>ODOT has evaluated noise impacts for existing land uses. A noise wall in front of Queensgate playground was not found to be cost-effective based on ODOT's Noise Policy.</p> <p>ODOT recognizes the I-75 corridor will remain the predominant noise source within the project area. To reduce overall traffic noise levels, ODOT intends to build barriers that will reduce tire pavement noise, which is a major contributor to traffic noise. ODOT will build 57-inch barriers in the I-75 median and on the Liberty, Findlay, and Bank street bridges. For comparison, a standard bridge barrier is over a foot shorter at 42 inches. In addition, ODOT will build noise/visual screening barriers along I-75 from the Queensgate Playgrounds and Ballfields to Bank Street.</p> <p>Research has shown that the noise/visual screening barriers will approximately cut traffic noise levels in half, which is what traditional noise barriers are expected to do. They will also have aesthetic treatments and will help to block the view between I-75 and the West End neighborhood.</p>

H - Do you think the project will improve bike and pedestrian access in your neighborhood? If so, in what ways?

Comment Number	Comment	Response
H01	I hope so. I am happy to see pedestrian improvements. Just hope these improvements are not at the expense of cars. It seems to me the city is concentrating on bike lanes when there are far more drivers than cyclists.	The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation with no anticipated negative effects to vehicular traffic flow.
H02	I hope it does we need better walking and biking paths. A lot of our locals do walk/bike around. I would more as well if I felt safe enough. but first we will have to see how many locals relocate during the construction & after due to the noise.	<p>While the project's primary needs are to solve transportation problems ODOT and KYTC have also pursued other quality of life goals in the project's development. To that end, the project team has intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project's development. ODOT, KYTC, the City of Cincinnati, and the City of Covington are continuing to collaborate on aesthetic treatments and pedestrian and bicycle facilities in the finished corridor. The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation.</p> <p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p>
H03	Please include a noise barrier between Kenny shields , Goebel park, and the Interstate	Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction in the vicinity of Goebel Park and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
H04	I am hopeful, yet skeptical, that traffic patterns and street design will encourage bike and pedestrian use as opposed to solely making it convenient for drivers. Safe bike and pedestrian use are key infrastructure considerations in urban neighborhood redevelopment when traffic volume, traffic noise, and the environment are of concern. Bike and pedestrian use add little to the noise, carbon impact, and wear on such infrastructure.	<p>Comment noted.</p> <p>The design of the project will utilize approved standards that are intended to safely encourage bike and pedestrian use while accommodating the needs of cars and trucks.</p>



Comment Number	Comment	Response
H05	No. I live in lower price hill. This only continues to divide the city. A sidewalk with some shrubbery separating high speed traffic does not make me feel safer or more connected with Cincinnati.	The project will install bicycle and pedestrian infrastructure in and between the CBD, Queensgate, and the West End. Pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue. To promote safety for bicycles and pedestrians, the ramp connections with local streets are being designed as lower-speed urban roadways. The design of the intersections of local streets will be in accordance with City of Cincinnati design standards. The pedestrian and bicycle infrastructure included in the project will be built in accordance with ODOT's Multimodal Design Guide, which takes into account a broader framework of national design guidance, including the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, the NACTO Urban Street Design Guide, and the NACTO Transit Design Guide.
H06	Yes. As someone who lives in Lewisburg and frequents the Mainstrasse areas, the bridge and 71/75 corridor has always been a huge barrier. The sidewalk along west 5th street terminates near the existing entrance ramps, and cars traveling at high speeds make it a huge safety concern for cyclists and pedestrians.	The BSB Corridor Project includes several element to improve bicycle and pedestrian connections in the Covington area. New shared use paths and sidewalks will be included along the frontage roads. Also new and rebuilt sidewalks will be included under the MLK/West 12th Street, Pike Street, West 9th Street, West 5th Street, and West 3rd Street bridges. A new shared use path will be built under the West 9th Street and West 5th Street bridges, which will tie into the shared use paths in Goebel Park. The shared use path will be extended along Crescent Avenue to connect to the existing shared use path along the river.
H07	The project could best improve bike and pedestrian access by removing the highway altogether. Or at least extremely tapering the footprint of it and reclaiming the land. Biking or walking through these areas between Queensgate and downtown is a nightmare. The shared paths would be a nice addition though.	<p>The project will install bicycle and pedestrian infrastructure in and between the CBD, Queensgate, and the West End. Pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue. To promote safety for bicycles and pedestrians, the ramp connections with local streets are being designed as lower-speed urban roadways. The design of the intersections of local streets will be in accordance with City of Cincinnati design standards.</p> <p>The pedestrian and bicycle facilities incorporated into the project will improve connectivity to transit, employment, healthcare, cultural, recreational, and commercial destinations.</p>



Comment Number	Comment	Response
H08	The proposed buffers for the shared use paths/sidewalks are not sufficient, especially in those areas. Better barriers are needed.	The pedestrian and bicycle infrastructure included in the project will be built in accordance with ODOT's Multimodal Design Guide, which takes into account a broader framework of national design guidance, including the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, the NACTO Urban Street Design Guide, and the NACTO Transit Design Guide. The design of shared-use paths and sidewalks will also be in accordance with City of Cincinnati design standards.
H09	Highways cut off communities. This should be burried/capped to reconnect the city	<p>ODOT and KYTC considered options for capping I-75 in Ohio. Once the Interstate passes over the Ohio River, it cannot descend directly into downtown Cincinnati. South of 5th Street, I-75 must stay elevated to cross active CSX rail lines between Pete Rose Avenue and 3rd Street. In addition, any design requires accommodating a complicated system of mainline and ramp movements to provide local access and continuity along I-71, I-75, and US-50. Depressing the roadway to support a freeway cap while meeting these geometric constraints would require steep roadway grades that would not meet design standards. Such steep grades would present traffic operational and safety concerns, particularly considering the high volumes of heavy truck traffic traveling through the corridor.</p> <p>Between 5th Street and Ezzard Charles Drive, there are several areas where I-75 is relatively level with the surrounding land uses. A freeway cap could be constructed either by leaving I-75 at the current elevation or by lowering the Interstate. If the existing I-75 elevation is maintained, a freeway cap would need to be constructed 20 to 30 feet over the highway to provide adequate clearance for the freeway lanes. Given the proximity of Western Avenue and Winchell Avenue, the freeway cap would either need to extend over these roads, or they would need to be raised up to be level with the top of the cap. Transitioning from the top of the highway cap back to the elevations of the surrounding land uses in a way that provides accessible and open connections east and west of I-75 would substantially increase the project's footprint beyond what is considered reasonable and would impact low-income housing, schools, parks, historic structures, commercial and industrial businesses, and local streets. These impacts could be reduced through the extensive use of retaining walls along either I-75 or Western and Winchell Avenues. However, the retaining walls would render the cap inaccessible from surrounding land uses and would only serve to create an even greater barrier through downtown Cincinnati and the West End neighborhood. Building a freeway cap by lowering I-75 would avoid the need for retaining walls; however, the Interstate would need to be lowered by 20 to 30 feet, which would require prohibitively steep grades to meet the geometric constraints</p>

Comment Number	Comment	Response
		<p>of the CSX rail lines discussed earlier. Furthermore, capping the highway would likely require the removal of I-75 connections with 5th Street, 6th Street, 7th Street, and 8th Street and would not be able to accommodate US-50, which is an important regional connection.</p> <p>I-75 is elevated above the surrounding land uses north of Ezzard Charles Drive. Capping the highway in this area would further exacerbate the concerns with geometric feasibility, impacts to surrounding land uses, and local accessibility discussed for portions of I-75 to the south.</p>
H10	Any proposed or existing bike lanes should be protected otherwise they become hazards for bikers and unused.	The pedestrian and bicycle infrastructure included in the project will be built in accordance with ODOT's Multimodal Design Guide, which takes into account a broader framework of national design guidance, including the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, the NACTO Urban Street Design Guide, and the NACTO Transit Design Guide. The design of shared-use paths and sidewalks will also be in accordance with City of Cincinnati design standards.
H11	Yes, please start construction as soon as possible.	Comment noted.
H12	Maybe a little. More should be done to reconnect neighborhoods, and fix the destruction from the highways. https://www.bridge-forward.org/	<p>ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf.</p> <p>While the project's primary needs are to solve transportation problems, ODOT and KYTC have also pursued other quality of life goals in the project's development. To that end, the project team has intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project's development. ODOT, KYTC, the City of Cincinnati, and the City of Covington are continuing to collaborate on aesthetic treatments and pedestrian and bicycle facilities in the finished corridor. The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation.</p>
H13	No change to my area, Ft Wright KY	Comment noted.
H14	Not enough bike and ped.	Comment noted.

Comment Number	Comment	Response
H15	Yes, however I don't think enough of the project and funds is directed to biking and pedestrian paths. These and public transportation should be a primary focus with personal vehicle needs considered secondary.	<p>While the project's primary needs are to solve transportation problems associated with the I-71/I-75 corridor, ODOT and KYTC have also pursued other quality of life goals in the project's development. To that end, the project team has intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project's development. ODOT, KYTC, the City of Cincinnati, and the City of Covington are continuing to collaborate on aesthetic treatments and pedestrian and bicycle facilities in the finished corridor. The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation initiative that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. That study concluded that a highway improvement project was necessary to address capacity issues in the Brent Spence Bridge Project Corridor. That study can be accessed here: https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p>
H16	Why are there not more connections across the highway? This is a massive infrastructure barrier that hampers the economic development of the region's core city. We need NEW connections, not just bike lanes on existing connections. Make an actual improvement, please. It's crazy to think that the P&N is totally silent on local connectivity, and this has influenced the design substantially	While the project's primary needs are to solve transportation problems associated with the I-71/I-75 corridor, ODOT and KYTC have also incorporated features that promote and improve bicycle and pedestrian connectivity, including new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes that will improve mobility and access for alternative modes of transportation.
H17	Should have a 3 tier curb to separate car pedestrian and bike traffic effectively.	The pedestrian and bicycle infrastructure included in the project will be built in accordance with ODOT's Multimodal Design Guide, which takes into account a broader framework of national design guidance, including the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, the NACTO Urban Street Design Guide, and the NACTO Transit Design Guide. The design of shared-use paths and sidewalks will also be in accordance with City of Cincinnati design standards.

Comment Number	Comment	Response
H18	This again does nothing to keep connect the west side of this city or improve developable space.	<p>While the project’s primary needs are to solve transportation problems associated with the I-71/I-75 corridor, ODOT and KYTC have also incorporated features that promote and improve bicycle and pedestrian connectivity east and west of the Interstate, including new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes that will improve mobility and access for alternative modes of transportation.</p> <p>ODOT has incorporated several features that reduce the project’s footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, reducing shoulder widths, lowering design speeds, and reducing the width of the companion bridge. Most recently, ODOT and the City of Cincinnati collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim land and improve mobility for all modes of transportation.</p>
H19	No- the project doesn't appear to address the Dixie Highway overpass, which is a vital route for many Beechwood kids to/from school. Improving safety and setbacks from traffic on the overpass would help tremendously with a safer route to school and decrease the car backups during dropoff and pickup.	Based on feedback provided at the Fort Mitchell neighborhood meeting on November 30, 2022, KYTC is investigating methods for improving pedestrian safety across the Dixie Highway bridge over I-71/I-75, specifically at the ramp intersections.
H20	NO NO NO NO NO. IF YOU ADD MORE CARS IT ACTIVELY DETRACTS FROM PEDESTRIAN QUALITY OF TRIP.	<p>The project is designed to accommodate traffic projected to travel through the corridor by the year 2050, which is the standard design horizon for large infrastructure projects. The traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on available capacity, projected trips, and calculated travel times. Although some travel patterns may change with improved capacity on I-71 and I-75, the project is not anticipated to create additional travel demand that is not already anticipated to exist by the year 2050.</p> <p>While the project’s primary needs are to solve transportation problems, ODOT and KYTC have also pursued other quality of life goals in the project’s development. To that end, the project team has intentionally incorporated features that reduce the project’s footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project’s development. The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation.</p>

Comment Number	Comment	Response
H21	you're only dividing the city more. highways are barriers to community and travel. think of literally anything beside cars in the project.	<p>The proposed design of the Brent Spence Bridge Project will not introduce any new barriers or separations between communities. I-75 be widened in its current location, and existing connections will be maintained.</p> <p>While the project's primary needs are to solve transportation problems, ODOT and KYTC have also pursued other quality of life goals in the project's development. To that end, the project team has intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project's development. ODOT, KYTC, the City of Cincinnati, and the City of Covington are continuing to collaborate on aesthetic treatments and pedestrian and bicycle facilities in the finished corridor. The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation.</p>
H22	No, I don't believe it will improve bike and pedestrian access in the downtown Cincinnati/Northern Kentucky region.	<p>In Ohio, pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue.</p> <p>In Kentucky, new shared use paths and sidewalks will be included along the frontage roads. Also new and rebuilt sidewalks will be included under the MLK/West 12th Street, Pike Street, West 9th Street, West 5th Street, and West 3rd Street bridges. A new shared use path will be built under the West 9th Street and West 5th Street bridges, which will tie into the shared use paths in Goebel Park. The shared use path will be extended along Crescent Avenue to connect to the existing shared use path along the river.</p>



Comment Number	Comment	Response
H23	No, highways are dangerous for pedestrians and bikers. They cut off access for those without personal automobiles.	While the project's primary needs are to solve transportation problems, ODOT and KYTC have also pursued other quality of life goals in the project's development. To that end, the project team has intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project's development. ODOT, KYTC, the City of Cincinnati, and the City of Covington are continuing to collaborate on aesthetic treatments and pedestrian and bicycle facilities in the finished corridor. The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation.
H24	Definitely will not improve it. Even if it doesn't make it worse, this design is resulting in the opportunity cost of missing out on improving my community	While the project's primary needs are to solve transportation problems, ODOT and KYTC have also pursued other quality of life goals in the project's development. To that end, the project team has intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project's development. ODOT, KYTC, the City of Cincinnati, and the City of Covington are continuing to collaborate on aesthetic treatments and pedestrian and bicycle facilities in the finished corridor. The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation.
H25	We certainly need better pedestrian and bicycle infrastructure across our city, and ideally included in all new project designs. This could help create more pedestrian/bike friendly connections in the bridge approach communities, but what about crossing the River?	Pedestrian and bicycle accommodations are not planned on the new companion bridge or the existing Brent Spence bridge because of the proximity of a reasonable crossing at the Clay Wade Bailey Bridge.

Comment Number	Comment	Response
H26	No, this project shows that automobiles are the favored mode of transportation (much more space/lanes increased for that mode) and bicycles/pedestrians come second (slight improvement to current state but less that automobiles).	<p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation initiative that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. That study concluded that a highway improvement project was necessary to address capacity issues in the Brent Spence Bridge Project Corridor. That study can be accessed here: https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p> <p>While the project's primary needs are to solve transportation problems, ODOT and KYTC have also pursued other quality of life goals in the project's development. To that end, the project team has intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project's development. ODOT, KYTC, the City of Cincinnati, and the City of Covington are continuing to collaborate on aesthetic treatments and pedestrian and bicycle facilities in the finished corridor. The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation.</p>
H27	No, please improve this in the updated plan. Consider capping highway	<p>ODOT and KYTC considered options for capping I-75 in Ohio. Once the Interstate passes over the Ohio River, it cannot descend directly into downtown Cincinnati. South of 5th Street, I-75 must stay elevated to cross active CSX rail lines between Pete Rose Avenue and 3rd Street. In addition, any design requires accommodating a complicated system of mainline and ramp movements to provide local access and continuity along I-71, I-75, and US-50. Depressing the roadway to support a freeway cap while meeting these geometric constraints would require steep roadway grades that would not meet design standards. Such steep grades would present traffic operational and safety concerns, particularly considering the high volumes of heavy truck traffic traveling through the corridor.</p> <p>Between 5th Street and Ezzard Charles Drive, there are several areas where I-75 is relatively level with the surrounding land uses. A freeway cap could be constructed either by leaving I-75 at the current elevation or by lowering the Interstate. If the existing I-75 elevation is maintained, a freeway cap would need to be constructed 20 to 30 feet over the highway to provide adequate clearance for the freeway lanes. Given the proximity of Western Avenue and Winchell Avenue, the freeway cap would either need to extend over these roads, or they would</p>



Comment Number	Comment	Response
H27 (cont.)		<p>need to be raised up to be level with the top of the cap. Transitioning from the top of the highway cap back to the elevations of the surrounding land uses in a way that provides accessible and open connections east and west of I-75 would substantially increase the project's footprint beyond what is considered reasonable and would impact low-income housing, schools, parks, historic structures, commercial and industrial businesses, and local streets. These impacts could be reduced through the extensive use of retaining walls along either I-75 or Western and Winchell Avenues. However, the retaining walls would render the cap inaccessible from surrounding land uses and would only serve to create an even greater barrier through downtown Cincinnati and the West End neighborhood. Building a freeway cap by lowering I-75 would avoid the need for retaining walls; however, the Interstate would need to be lowered by 20 to 30 feet, which would require prohibitively steep grades to meet the geometric constraints of the CSX rail lines discussed earlier. Furthermore, capping the highway would likely require the removal of I-75 connections with 5th Street, 6th Street, 7th Street, and 8th Street and would not be able to accommodate US-50, which is an important regional connection.</p> <p>I-75 is elevated above the surrounding land uses north of Ezzard Charles Drive. Capping the highway in this area would further exacerbate the concerns with geometric feasibility, impacts to surrounding land uses, and local accessibility discussed for portions of I-75 to the south.</p>
H28	It looks like you are designing bike/pedestrian paths away from the cars and trucks. As long as I can bike without worrying about being run over by a distracted driver I will be more motivated to use my bike.	Comment noted.



Comment Number	Comment	Response
H29	<p>No the bike and pedestrian access being designed here is just to check a box. Pedestrian bridges are still a barrier. To be an effective connection, the facilities must be at grade and wide and open. We are in need of dedicated bike lanes in this project that will be "nice" to ride on. If I can hear or see the Interstate while biking, I get anxiety. It has the psychological effect that you are in a dangerous situation, even if there is a physical barrier. We must look at every new installation of a bike and pedestrian facility as a way to increase adoption and getting people out of their cars. To do that, the facilities must make the user feel safe in that environment. What I have seen for the project as a whole will not effectively do that. Though, I do appreciate the wide paths with large planters on the overpasses. But how will users feel safe with underpasses where you can't grow plants, or along the facilities that run parallel to the Interstate or on the arterial local streets?? Additionally, I feel the pedestrian connection improvements are an embarrassing nod at the thousands of residents who were displaced with the initial construction.</p>	<p>The pedestrian and bicycle infrastructure included in the project will be built in accordance with ODOT's Multimodal Design Guide, which takes into account a broader framework of national design guidance, including the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, the NACTO Urban Street Design Guide, and the NACTO Transit Design Guide. The design of shared-use paths and sidewalks will also be in accordance with City of Cincinnati design standards.</p> <p>ODOT and KYTC will construct dedicated bicycle and pedestrian facilities that are buffered from adjacent roadways. In addition to the facilities on overpasses, Ohio will accommodate dedicated and buffered bike lanes under the Liberty Street, Findlay Street, and Bank Street bridges. A buffered shared use path will be accommodated under the Harrison Street bridge. In addition, a new buffered shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, away from traffic entering and exiting I-75.</p> <p>In Kentucky, new buffered shared use paths will be included along the lower-speed frontage roads and under the West 9th Street and West 5th Street bridges, which will tie into the shared use paths in Goebel Park. The buffered shared use path will be extended along Crescent Avenue to connect to the existing shared use path along the river.</p>

I - Do you have any additional comments, thoughts or questions that you'd like to share with us?

Comment Number	Comment	Response
I01	At the Ezzard Charles bridge, instead of screen walls, a decorative bridge (like the ones over 71 in downtown) would look much better. Or maybe some type of green wall (plants) would look nicer. The screens on Ezzard Charles in the concept drawings look out of place - the views from Ezzard Charles to and from the Museum Center side and the West End currently offer wide open views and the screen walls on the bridge seem out of place and out of character with its surroundings.	ODOT is closely coordinating the aesthetic plans for the project with the City of Cincinnati to further their goals to create vibrant urban spaces in locations throughout the corridor. Items being discussed include landscaping, streetscapes, gateways, and treatments for piers, abutments, retaining walls, and noise walls. Multiple aesthetics meetings will be planned throughout the design process to finalize plans for aesthetics throughout the corridor. It should be noted that the screen walls that will be incorporated on overpass bridges, including Ezzard Charles, will be translucent and are planned to have internal lighting and decorative patterns as part of the enhancements.
I02	It's a huge project. Good Luck & Be Safe.	Comment noted.
I03	For the Kentucky side, extending the noise wall north of Pike to 5th St will be critical to maintaining the character and vitality of the existing neighborhoods' residences and businesses that are contributing valued land relative to the need for another bridge for Cincinnati-only-bound traffic. (East of I-71/I-75 between West 5th Street and Pike Street is currently not required for noise abatement)	Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences between West 5th Street and Pike Street and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
I04	The current design on the Ohio side is not acceptable. The bridge forward plan is much better.	ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf . ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim land and improve mobility for all modes of transportation.
I05	Overall, this project and the so-called "re-design" is atrocious. There is nothing in this project that gives me any confidence that ODOT is planning for the future or considering the past. In this area of Cincinnati especially (the "urban basin"), the West End was absolutely decimated by highway destruction disproportionately affecting people of color. Here is a link to a satellite image comparing the West End before highway construction and after highway construction: https://twitter.com/JoshJunker2/status/1598517233323499520 . ODOT has a duty to its constituents to acknowledge this destruction and correct it moving forward.	ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf . ODOT is also coordinating with Bridge-Forward to schedule a working session to discuss their ideas about the project. The project is designed to accommodate traffic projected to travel through the

Comment Number	Comment	Response
<p>I05 (cont.)</p>	<p>The current proposed plan is essentially exactly the same plan as what's currently built. An absolute "spaghetified" monstrosity completely dividing downtown Cincinnati from its West side neighborhoods EXCLUSIVELY FOR THE BENEFIT OF CARS AND THEIR DRIVERS. At this point in the 21st century, it's important to realize that the automobile and car-centric design is contributing to climate change. ODOT stands for the Ohio Department of Transportation. It is not the Ohio Department of Cars. It is absolutely appalling and an egregious misuse of power to redesign the Brent Spence bridge and it's Cincinnati-side approach with solely the thought of optimizing for vehicle traffic -- vehicle traffic, not to mention, which has BEEN ON THE STEADY DECLINE ACROSS THE BRIDGE SINCE 2014 BY ODOT's OWN NUMBERS (https://odot.public.ms2soft.com/tcds/tsearch.asp?loc=odot). I urge ODOT to work with the Bridge Forward project to work together on its simplified approach that will not only allow Cincinnati to reconnect its downtown with its West side, but also prepare the region for dense, urban growth and the potential for other forms of transportation (bus, streetcar extension, LRT etc.) to flourish in the reclaimed land. A re-birth of Cincinnati's West End and urban basin that was wiped out by the original Brent Spence approach and expansion is necessary if Cincinnati wants to be considered a modern, 21st century city and attract modern, 21st century business, people, and growth.</p>	<p>corridor by the year 2050 based on a regional travel-demand model. The project will reduce congestion and improve reliability for local bus routes, which use the Brent Spence Bridge for 210 trips every weekday. In addition, improved and new sidewalks, shared use paths, and bicycle lanes will improve connections to existing bus stops. Future accommodation of bus service along the corridor's shoulder will not be precluded by the project.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p> <p>Finally, ODOT and the City of Cincinnati recently collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to incorporate refinements that reclaim land and improve mobility for all modes of transportation.</p>
<p>I06</p>	<p>For the redesign of the Brent Spence bridge corridor, please look into trenching I-75 or even burying it to help reconnect the city. Not only would this bring a huge quality of life improvement, but increase the value of the land as well, bringing in more money to the city and the state.</p>	<p>ODOT thoughtfully considered trenching I-75 through Downtown Cincinnati. The results can be found in a response to comments on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf.</p>
<p>I07</p>	<p>I'd prefer that the main leg of I-71/75 was rerouted around I-275. Cutting up more of our urban core is doubling down on the mistakes of the past.</p>	<p>Maintaining connections to key regional and national transportation corridors via I-71/I-75 is part of the project's purpose and need. ODOT and KYTC have collaborated with stakeholders to reduce the project's footprint. The number of lanes and ramps provided were determined based on traffic operational analysis of existing and future traffic volumes traveling through the area. Further reductions in the number of lanes and/or ramps would negatively affect traffic flow, connectivity, and access and not meet the primary goals of the project.</p>



Comment Number	Comment	Response
108	Right now we have the opportunity to reimagine our city's future by repairing some of the damage caused by thoughtless urban planning. The current proposal perpetuates the same car-centric planning that butchered our city's urban core and bulldozed through the Queensgate and West End neighborhoods. The Bridge Forward plan goes much further to reclaim space for people instead of cars and connect these historic neighborhoods.	<p>ODOT and the City of Cincinnati have collaborated to reduce the project's footprint in downtown Cincinnati. The number of lanes and ramps provided were determined based on traffic operational analysis of existing and future traffic volumes traveling through the area. Further reductions in the number of lanes and/or ramps would negatively affect traffic flow, connectivity, and access to and from downtown Cincinnati.</p> <p>ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf.</p> <p>ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to incorporate refinements that reclaim land and improve mobility for all modes of transportation.</p>
109	It's a huge waste of money. 3+ billion dollars largely to rebuild what we already have and destroying more buildings. Adding lanes when we should be scaling back the size of our highways so we can undo the destruction I-75's caused in the West End. There's a real opportunity here to condense the highways and ramps and reclaim valuable real estate. ODOT needs to go back to the drawing board before trying to push this design through.	<p>Maintaining connections to key regional and national transportation corridors via I-71/I-75 is part of the project's purpose and need. ODOT and the City of Cincinnati have collaborated to reduce the project's footprint in downtown Cincinnati. The number of lanes and ramps provided were determined based on traffic operational analysis of existing and future traffic volumes traveling through the area. Further reductions in the number of lanes and/or ramps would negatively affect traffic flow, connectivity, and access to and from downtown Cincinnati. ODOT and the City of Cincinnati recently collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment.</p> <p>ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim land and improve mobility for all modes of transportation.</p>
110	Can you include an auxiliary lane from Buttermilk Pike entrance ramp northbound to the new collector distributor ramp at the Dixie Highway Interchange? That would help a lot.	The Buttermilk Pike interchange is not located in the project area. The Brent Spence Bridge Corridor Project ties into existing I-71/I-75 just south of Dixie Highway. The project limits were determined based on the traffic and safety characteristics of the corridor.
111	\$3.0 to \$3.8 Billion is far to expensive. The drivers who use the bridge should pay for it. If they don't want to pay for it, we shouldn't build it.	Tolling the Brent Spence Bridge - which requires travelers who use the bridge to pay to travel across it - is restricted by law in the State of Kentucky.



Comment Number	Comment	Response
I12	These designs don't seem to fix the actual issues which are the joining of 2 major highways in a highly urban area and the resulting destruction/separation of communities. This is an opportunity to really think creatively about how to solve an issue created 60 years ago, but instead we're doubling down and further dividing the city. Cost is obviously a factor on making dramatic changes, but it's hard to justify \$3B on something that likely won't solve the primary issue and will be overcrowded in 20 years.	The primary issues to be addressed by the Brent Spence Bridge Corridor Project were identified in the project's purpose and need statement and include improving traffic flow and level of service; improve safety; correct geometric deficiencies; and maintain connections to key regional and national transportation corridors. The evaluation conducted on Concept I-W indicates it will meet the project's purpose and need. The full evaluation of the proposed project will be provided in the Supplemental Environmental Assessment, which will be made available to the public once it is complete.
I13	Adding some fancy bushes and planters next to a deafening highway is so cute and will in no way be overgrown with weeds and trash due to motorists littering. I cannot wait to play in the grass next to the highway with my kids as our eardrums rupture :)	Comment noted.
I14	<i>Please consider other alternatives and capping the highways. Too much valuable land has already been ceded to asphalt that could be reclaimed for our city.</i>	<p>ODOT and KYTC considered options for capping I-75 in Ohio. Once the Interstate passes over the Ohio River, it cannot descend directly into downtown Cincinnati. South of 5th Street, I-75 must stay elevated to cross active CSX rail lines between Pete Rose Avenue and 3rd Street. In addition, any design requires accommodating a complicated system of mainline and ramp movements to provide local access and continuity along I-71, I-75, and US-50. Depressing the roadway to support a freeway cap while meeting these geometric constraints would require steep roadway grades that would not meet design standards. Such steep grades would present traffic operational and safety concerns, particularly considering the high volumes of heavy truck traffic traveling through the corridor.</p> <p>Between 5th Street and Ezzard Charles Drive, there are several areas where I-75 is relatively level with the surrounding land uses. A freeway cap could be constructed either by leaving I-75 at the current elevation or by lowering the Interstate. If the existing I-75 elevation is maintained, a freeway cap would need to be constructed 20 to 30 feet over the highway to provide adequate clearance for the freeway lanes. Given the proximity of Western Avenue and Winchell Avenue, the freeway cap would either need to extend over these roads, or they would need to be raised up to be level with the top of the cap. Transitioning from the top of the highway cap back to the elevations of the surrounding land uses in a way that provides accessible and open connections east and west of I-75 would substantially increase the project's footprint beyond what is considered reasonable and would impact low-income housing, schools, parks, historic structures, commercial and industrial businesses, and local streets. These impacts could be reduced through the extensive use of retaining walls along either I-75 or Western and Winchell Avenues. However, the retaining walls would render</p>

Comment Number	Comment	Response
I14 (cont.)		<p>the cap inaccessible from surrounding land uses and would only serve to create an even greater barrier through downtown Cincinnati and the West End neighborhood. Building a freeway cap by lowering I-75 would avoid the need for retaining walls; however, the Interstate would need to be lowered by 20 to 30 feet, which would require prohibitively steep grades to meet the geometric constraints of the CSX rail lines discussed earlier. Furthermore, capping the highway would likely require the removal of I-75 connections with 5th Street, 6th Street, 7th Street, and 8th Street and would not be able to accommodate US-50, which is an important regional connection.</p> <p>I-75 is elevated above the surrounding land uses north of Ezzard Charles Drive. Capping the highway in this area would further exacerbate the concerns with geometric feasibility, impacts to surrounding land uses, and local accessibility discussed for portions of I-75 to the south.</p> <p>ODOT has incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, reducing shoulder widths, lowering design speeds, and reducing the width of the companion bridge. ODOT and the City of Cincinnati collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.</p>
I15	Please start construction as soon as possible.	Comment noted.
I16	How about electronic tolling for the through traffic?	Tolling the I-71/I-75 corridor is not permitted in the State of Kentucky.
I17	Do more to reclaim lost and useless highway land. The Bridge Forward plans are a good start. https://www.bridge-forward.org/	<p>ODOT has incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, reducing shoulder widths, lowering design speeds, and reducing the width of the companion bridge. ODOT and the City of Cincinnati collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.</p> <p>ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf.</p>

Comment Number	Comment	Response
118	<p>Think of incision if the future instead of expanding the ideas of the 60's. Incorporate of and planning for more public transportation, biking, and pedestrian options should be the primary goal. Three billion dollars is a lot to spend and still fail at offering me an option to get to Kentucky without taking a car.</p>	<p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation initiative that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. That study concluded that a highway improvement project was necessary to address capacity issues in the Brent Spence Bridge Project Corridor. That study can be accessed here: https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p> <p>Several options exist to travel between Ohio and Kentucky without taking a car. The project will reduce congestion and improve reliability for local bus routes, which use the Brent Spence Bridge for 210 trips every weekday. In addition, improved and new sidewalks, shared use paths, and bicycle lanes will improve connections to existing bus stops. Finally, future accommodation of bus service along the corridor's shoulder will not be precluded by the project. Pedestrian and bicycle accommodations across the Ohio River exist on the Clay Wade Bailey Bridge.</p>
119	<p>Why are we being told that Jan 5th is the deadline for public comments, when the SEA isn't complete until summer? Why is the project design being represented as "set in stone" by media who attend your public meetings? If so, what is the point of the public meeting and public feedback. Public engagement when done right is not a check box activity. Obviously this is not being done right. ODOT is biased and public engagement should be done by an independent third party.</p>	<p>January 5, 2023 is the deadline for public comments as part of the neighborhood outreach meetings conducted in November and December 2022. A public comment period that extends 14 to 30 days after a public meeting is standard industry practice. The public comment period for the neighborhood outreach activities (which included 16 individual meetings) lasted for 51 days and for 16 days after the final meeting. Although the public comment period related to the neighborhood outreach meetings ended on January 5, 2023, comments will continue to be accepted on the project website: www.brentspencebridgecorridor.com. All comments received are considered in the project's development, and responses are provided for every comment. Comments and responses can be reviewed at: https://brentspencebridgecorridor.com/public-involvement-and-comments/.</p> <p>The Supplemental Environmental Assessment (EA) will include a summary of all public involvement activities, including comments received. Once the Supplemental EA is made available to the public, hearings will be scheduled to provide additional opportunities for public feedback. Additional opportunities for public feedback will occur during the project's design-build phase.</p>



Comment Number	Comment	Response
I20	Getting the aesthetics right would be a huge benefit to public acceptance. Residents already don't like a major highway bisecting our communities. Landscaping and native plantings along the noise walls and at the interchanges will help with placemaking within the community and lessen the hatred of this concrete/asphalt monstrosity. Good design makes all the difference.	ODOT and KYTC are closely coordinating the aesthetic plans for the project with the Cities of Cincinnati, Covington, Fort Wright, and Fort Mitchell to further their goals to create vibrant urban spaces in locations throughout the corridor. Items being discussed include landscaping, streetscapes, gateways, and treatments for piers, abutments, retaining walls, and noise walls. Multiple aesthetics meetings will be planned throughout the design process to finalize plans for aesthetics throughout the corridor.
I21	Should have more consideration for rail and for connecting the West End to Queensgate and Union Terminal.	<p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p> <p>The project will install bicycle and pedestrian infrastructure in and between the CBD, Queensgate, and the West End. Pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue.</p>
I22	Please consider removing the interchange from Cincinnati CBD to improve the quality of life for the people who live and work there.	Maintaining connections to key regional and national transportation corridors via I-71/I-75 is part of the project's purpose and need. ODOT and the City of Cincinnati have collaborated to reduce the project's footprint in downtown Cincinnati. The number of lanes and ramps provided were determined based on traffic operational analysis of existing and future traffic volumes traveling through the area. Further reductions in the number of lanes and/or ramps would negatively affect traffic flow, connectivity, and access to and from downtown Cincinnati. ODOT and the City of Cincinnati recently collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment.

Comment Number	Comment	Response
I22 (cont.)		<p>While the project’s primary needs are to solve transportation problems, ODOT and KYTC have also pursued other quality of life goals in the project’s development. To that end, the project team has intentionally incorporated features that reduce the project’s footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project’s development. ODOT, KYTC, the City of Cincinnati, and the City of Covington are continuing to collaborate on aesthetic treatments and pedestrian and bicycle facilities in the finished corridor. The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation.</p>
I23	<p>I write to you today, advocating for a transformative Brent Spence Corridor Project. I strongly support the following priorities for the Project’s design, which should inform all stages of design development, including innovative concepts and alternative concepts: • Maximize the amount of returned land contiguous to the City’s urban core; • Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint; • Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections; • Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide or similar; • Minimize the number of lane miles using high-speed directional ramps; and • Achieve best expenditure of public dollars measured in life-cycle return on investment.</p> <p>According to ODOT / KYTC, the Project will be build using a “progressive design-build process.” This approach allows ODOT / KYTC, the design-build team (DBT), impacted municipalities, and the local community to consider and address major Project topics in a more open format. The DBT will work with ODOT / KYTC to create the basis of design, overall project requirements, and final design intent, before work substantially begins, during what is being called Phase 1A and Phase 1B of the Project. Therefore, I am calling upon ODOT, the City of Cincinnati, and Hamilton County to ensure that an expectation is set, at least in contract language with the DBT, and ideally in an addendum to the Project’s RFQ, for a very robust Phase 1A and Phase 1B of the Project. Specifically, I demand the following expectations be set for Phase 1A and Phase 1B of the Project: • Incorporation of innovative design concepts; • Re-evaluation of assumptions used in the Project’s traffic forecasting projections; • Use of alternative design concepts proposed from sources other than BSMT; • Investigation of adding additional scopes of work</p>	<p>ODOT and the City of Cincinnati recently collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.</p> <p>The project will install bicycle and pedestrian infrastructure in and between the CBD, Queensgate, and the West End. Pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue. To promote safety for bicycles and pedestrians, the ramp connections with local streets are being designed as lower-speed urban roadways. The design of the intersections of local streets will be in accordance with City of Cincinnati design standards. The pedestrian and bicycle infrastructure included in the project will be built in accordance with ODOT’s Multimodal Design Guide, which takes into account a broader framework of national design guidance, including the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, the NACTO Urban Street Design Guide, and the NACTO Transit Design Guide.</p> <p>ODOT and KYTC evaluated over 25 alternatives for meeting the purpose and need identified for the Brent Spence Bridge Corridor. The proposed improvements were found to have the best balance of benefits, costs, and impacts.</p>

Comment Number	Comment	Response
<p>I23 (cont.)</p>	<p>and/or additional features to the Project, the associated pools of federal funding which may be available for additional scopes, and the likelihood of securing said federal funding; I call upon the City and County to assume codified roles in the Project, such as Cooperating Agency and/or Participating Agency. In doing so, there will be much more local control over the Project's outcome. Also, in doing so, the City / County will have an opportunity to ensure that the DBT is selected in large part based on its demonstrated ability to deliver a context-sensitive urban project while working closely with a large municipality to develop innovative design direction.</p>	<p>ODOT and KYTC are in the process of updating the projected traffic volumes for the design year 2049. That data will be published on the project website (www.brentspencebridgecorridor.com) when it is complete.</p> <p>The progressive design-build process will provide opportunities to incorporate innovative and alternative technical design concepts provided they do not substantially deviate from the project's scope, as described in the Supplement Environmental Assessment (when approved) or the project's identified purpose and need.</p> <p>The City of Cincinnati and Hamilton County have been involved in the Project Advisory Committee and Aesthetics Design Committee since the project's inception. In addition, ODOT regularly coordinates design details directly with the City and County and has refined the design in several locations in response to feedback received. This collaboration will continue through the procurement and construction phases of the project, with the City of Cincinnati and Hamilton County being involved in the evaluation of the design-build teams.</p>
<p>I24</p>	<p>I urge community, state, and regional leaders to abandon the current plan and seize this rare opportunity to re-envision transportation throughout downtown Cincinnati and Northern Kentucky. This is the chance to right historic mistakes. build for the next century, and turn our region into a national and global leader in transportation thinking.</p>	<p>Comment noted.</p>
<p>I25</p>	<p>Slightly tweaked a design from a decade ago feels lazy. We have a huge opportunity to do this right! Consider the chance to take back valuable land and provide multiple transit options.</p>	<p>ODOT and KYTC have incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, lowering design speeds, reducing shoulder widths, implementing retaining walls, and reducing the width of the companion bridge. ODOT and the City of Cincinnati collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim land and improve mobility for all modes of transportation.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation initiative that considered highway improvements in addition to transit improvements such as express bus,</p>



Comment Number	Comment	Response
I25 (cont.)		<p>commuter rail, and others. That study concluded that a highway improvement project was necessary to address capacity issues in the Brent Spence Bridge Project Corridor. That study can be accessed here: https://www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p> <p>The project will reduce congestion and improve reliability for local bus routes, which use the Brent Spence Bridge for 210 trips every weekday. In addition, improved and new sidewalks, shared use paths, and bicycle lanes will improve connections to existing bus stops. Finally, future accommodation of bus service along the corridor's shoulder will not be precluded by the project.</p>
I26	Please review the Bridge Forward plan!	<p>ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf.</p>
I27	<p>Not enough attention is being paid to systemic environmental issues, including how an expanded bridge would impact the environment and how the environment will impact the bridge. Consider the increases in rainfall that are causing mudslides that close roads around town. We need to be considering climate resilience in all new infrastructure projects and incorporating green infrastructure wherever possible so that our investments aren't undermined (sometimes literally) by extreme weather. Green infrastructure can also help reduce storm sewer overflows and keep pollutants out of our waterways, saving money and making the city a better place to live.</p>	<p>The project's effects on the human and natural environment were thoroughly investigated in a 2012 Environmental Assessment (EA), which resulted in a Finding of No Significant Impact. ODOT and KYTC are currently developing a Supplemental EA that will thoroughly assess and document revised impacts, policy updates, project changes, and coordination that has occurred since the approval of the 2012 EA/FONSI. Once completed, the Supplemental EA will be made available to the public for review and comment.</p> <p>ODOT and KYTC will be incorporating stormwater best management practices into the final design and are coordinating with the local sewer districts to separate highway runoff from the combined sewer systems in the project area.</p>
I28	<p>Please put yourselves in the shoes of those that will be negatively impacted by noise pollution. If it was your family, your yard, would you consider the noise barrier reasonable/feasible? You should not use a financial calculation for the basis of your decision when the health and wellbeing of families is at stake.</p>	<p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p>

Comment Number	Comment	Response
129	Please minimize sound and intrusion into the surrounding communities at all cost. I am advocating for sound walls south of Dixie Highway on west side including in front of Mercedes Benz	<p>KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Some of them were warranted based on KYTC's Noise Policy. A noise wall was not found to be cost effective south and west of Dixie Highway.</p> <p>Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is recommending a noise/visual screening wall at this location. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>
130	<p>Why are we spending well in excess of \$3B to produce a form factor of an Interstate that is humongous, that only does lip service to the atrocities of the thousands of displaced residents and businesses from it's initial construction, that hardly bats an eye at the concerns of noise, light, and air pollution. We are going to subject our region to even more pain during the construction. Every project along the I-75 corridor in Cincinnati makes traffic significantly worse during construction prior to finishing. For a project that will last through the end of this decade, that is a lot to ask for the local residents and businesses. Again, just for the result to be a product that constricts the urban core from growing. The project construction will make living in the urban core unbearable due to the traffic congestion and noise. It will be genuinely crappy waking up, listening to suring the day, and falling asleep to the sounds of construction "beep beep beep" noises every day through the end of this decade. When the project is over, we will be left with a super highway that has substantially increased the amount of runoff, inadequately reduced noise, causes more pollution, and make an unbearable divide even more egregious. The redesign does not adequately address the concerns of the public. It is clear that this organization really has little interest in addressing the needs of the public. The evidence is in how you try to analyze your way out of installing noise barriers. The "improvements" presented are a check-the-box attempt but they do nothing to improve the quality of life. Spending \$3B+ for a project with the only objective of improving traffic throughput is a poor use of tax payer funds. We should be looking for a design that seeks to optimize multiple design goals with those public funds. There is one. It was presented by Bridge Forward. All the ODOT+KYTC team did was hire a consultant to find holes in the plan instead of actually taking a genuine look at the concept and iterating on it to make it work. If the agencies poured a fraction of the resources into analyzing the concept and making it work that they are pouring into their public outreach, I am</p>	<p>ODOT and KYTC are working with local cities to mitigate impacts during construction. During construction, ODOT and KYTC will develop an overall Traffic Management Plan, a detailed Maintenance of Traffic (MOT) plan, and an Incident Management Plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, ODOT and KYTC will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas.</p> <p>The Environmental Protection Agency (EPA) has determined the project is not a project of air quality concern. KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies. Roadways will be lighted in accordance with state and local standards which aim to minimize light pollution while providing for safe travel. Facilities to manage stormwater and separate stormwater runoff from combined sanitary sewers will be included in both Ohio and Kentucky.</p> <p>ODOT and KYTC have incorporated several features that reduce the project's footprint, including optimizing interchange geometry by utilizing the land formerly occupied by the Dunnhumby building, lowering design speeds, reducing shoulder widths, implementing retaining walls, and reducing the width of the companion bridge. ODOT and KYTC will continue to work with local cities throughout the remaining design activities to identify opportunities to incorporate refinements that</p>



Comment Number	Comment	Response
I30 (cont.)	confident the proposal would shine. Stop being lazy and look at ways to make the Bridge Forward concept work, instead of immediately shooting the plan down at all it's flaws.	<p>reclaim additional land.</p> <p>While the project's primary needs are to solve transportation problems, ODOT and KYTC have also pursued other quality of life goals in the project's development. To that end, the project team has intentionally incorporated features that reduce the project's footprint, promote and improve bicycle and pedestrian connectivity, balance regional and local traffic needs, and reduce community impacts throughout the project's development. ODOT, KYTC, the City of Cincinnati, and the City of Covington are continuing to collaborate on aesthetic treatments and pedestrian and bicycle facilities in the finished corridor. The incorporation of new sidewalks, a pedestrian bridge, shared use paths, and bicycle lanes into the project will improve mobility and access for alternative modes of transportation.</p> <p>ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf. ODOT is also coordinating with Bridge-Forward to schedule a working session to discuss their ideas about the project.</p>

J - Please suggest additional ways you think KYTC and ODOT can improve the inclusiveness of our public outreach efforts.

Comment Number	Comment	Response
J01	Please work with together with the Bridge Forward folks. Where more can be done to incorporate their ideas and suggestions, it would be a win-win. Also I encourage all involved to be future-minded and design with the potential to add light rail across the river (potential future airport connection and light rail connections to Covington).	<p>ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf. ODOT is also coordinating with Bridge-Forward to schedule a working session to discuss their ideas about the project.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p>
J02	List road updates on NextDoor & Twitter.	During construction, road updates will be provided on the project website, the project Twitter account, the project Facebook page, ODOT's website, KYTC's website, press releases, and other sources.
J03	Actually work with Bridge Forward (https://www.bridge-forward.org/) to amend the currently proposed plan. Recently, a single ramp/approach was removed and ODOT deemed it a compromise. The city does not need another road interpretation of a Skyline spaghetti 3-way full of intertwined ramps and approaches. Traffic across the bridge has been declining since 2014; a simplified Ohio-side approach will allow for the reconnection of countless neighborhoods. It is a people first approach at Bridge Forward -- not a car-first approach. Please consider the people in the city you are designing for. As my previous comment mentioned, I encourage you to consider future rail and bus transit -- for example, a streetcar extension to Union Station or the addition of rail across the river to Kentucky and CVG. Again, the Ohio Department of Transportation is in charge of TRANSPORTATION which encompasses much more than just cars.	<p>ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf. ODOT is also coordinating with Bridge-Forward to schedule a working session to discuss their ideas about the project.</p> <p>ODOT and KYTC have conducted extensive public involvement with the neighborhoods impacted by the project since the project's inception. Most recently, ODOT and KYTC have been meeting with every impacted community to provide the opportunity to learn about the project, ask questions, and offer feedback. ODOT will use the feedback to continue its work with the City of Cincinnati throughout the remaining design activities to incorporate refinements</p>

Comment Number	Comment	Response
J03 (cont.)		<p>that reclaim land and improve mobility for all modes of transportation.</p> <p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p>
J04	The comment button here was confused with a "Complete" or "Finish" button.	Comment noted.
J05	n/a	Comment noted.

Comment Number	Comment	Response
J06	Ask people's opinions on the ground and in person.	<p>ODOT and KYTC conducted a series of in-person meeting with impacted communities along the corridor. This targeted outreach is tailored to each neighborhood and is utilizing methods that exist within each community to notify their community members of the opportunity to learn more about the project, ask questions of the project team, and provide feedback. ODOT and KYTC also held in-person daytime and evening meetings targeted to neighborhoods further removed from the immediate project area. These meetings were advertised through existing neighborhood groups, on the project website, in project newsletters, and via social media.</p> <p>There will also be two Public Hearings in July/August 2023 to present findings included in the supplemental Environmental Assessment currently under development by ODOT and KYTC.</p>
J07	Offer a Zoom or virtual option for attending the meetings. This would allow more people to participate. Also, upload videos of the meetings to the website. Send postcards or flyers to residents that contain QR code/website to access information and surveys.	<p>ODOT and KYTC will continue to engage the public through public hearings scheduled in July/August 2023 and at key stages in during the design-build process. This targeted outreach was tailored to each neighborhood and is utilizing methods that exist within each community to notify their community members of the opportunity to learn more about the project, ask questions of the project team, and provide feedback. ODOT and KYTC will consider this feedback when advertising future public involvement opportunities. In addition, the public hearings scheduled for July/August will have a virtual option. ODOT and KYTC will work to keep the public informed of the project's progress through the project website (www.brentspencebridgecorridor.com), newsletters, social media, and other sources.</p>
J08	Be honest. Are you actually open to design direction changes or not. If not, can a decade old FONSI really be relied upon? If you are, then stop telling people "this is what the design is." People disengage from a obviously bad faith process.	<p>ODOT and KYTC have strived to be open and transparent about all project decisions. All public comments are considered in the project's development.</p>
J09	Actually read the comments here and take people's opinions into account. Those of us that live in the city limits are tired of this highway tearing our city in half. We want it fixed.	<p>All comments received are considered in the project's development, and responses are provided for every comment. Comments and responses can be reviewed at: https://brentspencebridgecorridor.com/public-involvement-and-comments/.</p>
J10	Post this survey to neighborhood Facebook pages and on Instagram to get input from younger community members.	<p>Information about public comment opportunities associated with neighborhood outreach activities was distributed to neighborhood groups in and near the project area. Several neighborhood groups posted the information on their Facebook pages. In addition, opportunities for public comment will continue to be advertised on the project website, the project Twitter account, the project Facebook page, ODOT's website, KYTC's website, press releases, and other sources.</p>

Comment Number	Comment	Response
J11	Bridge Forward! Respond directly to every comment on this survey. Communicate why rail is not being considered as a part of the project.	<p>ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf.</p> <p>Individual responses are prepared for all comments received for the project. Comments and responses can be viewed here: https://brentspencebridgecorridor.com/public-involvement-and-comments/.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p>
J12	Please communicate with Bridge Forward. To bury your head in the ground and shut them out is a mistake and will not be good for press coverage.	<p>ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf. ODOT is also coordinating with Bridge-Forward to schedule a working session to discuss their ideas about the project.</p> <p>ODOT is scheduling a working session with Bridge Forward to discuss the project.</p>

J13

I write to you today, advocating for a transformative Brent Spence Corridor Project. I strongly support the following priorities for the Project's design, which should inform all stages of design development, including innovative concepts and alternative concepts: • Maximize the amount of returned land contiguous to the City's urban core; • Maximize the amount of walkable street frontage that is conducive to street-facing development within and adjacent to the project footprint; • Maximize the number of pedestrian connections between the CBD, Queensgate, and the West End, and minimize the walking distance of each of those connections; • Maximize the number of local streets that are designed according to the NACTO Urban Street Design Guide or similar; • Minimize the number of lane miles using high-speed directional ramps; and • Achieve best expenditure of public dollars measured in life-cycle return on investment.

According to ODOT / KYTC, the Project will be build using a "progressive design-build process." This approach allows ODOT / KYTC, the design-build team (DBT), impacted municipalities, and the local community to consider and address major Project topics in a more open format. The DBT will work with ODOT / KYTC to create the basis of design, overall project requirements, and final design intent, before work substantially begins, during what is being called Phase 1A and Phase 1B of the Project. Therefore, I am calling upon ODOT, the City of Cincinnati, and Hamilton County to ensure that an expectation is set, at least in contract language with the DBT, and ideally in an addendum to the Project's RFQ, for a very robust Phase 1A and Phase 1B of the Project. Specifically, I demand the following expectations be set for Phase 1A and Phase 1B of the Project: • Incorporation of innovative design concepts; • Re-evaluation of assumptions used in the Project's traffic forecasting projections; • Use of alternative design concepts proposed from sources other than BSMT; • Investigation of adding additional scopes of work and/or additional features to the Project, the associated pools of federal funding which may be available for additional scopes, and the likelihood of securing said federal funding; I call upon the City and County to assume codified roles in the Project, such as Cooperating Agency and/or Participating Agency. In doing so, there will be much more local control over the Project's outcome. Also, in doing so, the City / County will have an opportunity to ensure that the DBT is selected in large part based on its demonstrated ability to deliver a context-sensitive urban project while working closely with a large municipality to develop innovative design direction.

ODOT and the City of Cincinnati recently collaborated on refinements to the Downtown Cincinnati ramps that will open up an additional 9.5 acres of land for potential redevelopment. ODOT will continue to work with the City of Cincinnati throughout the remaining design activities to identify opportunities to incorporate refinements that reclaim additional land.

The project will install bicycle and pedestrian infrastructure in and between the CBD, Queensgate, and the West End. Pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue. To promote safety for bicycles and pedestrians, the ramp connections with local streets are being designed as lower-speed urban roadways. The design of the intersections of local streets will be in accordance with City of Cincinnati design standards. The pedestrian and bicycle infrastructure included in the project will be built in accordance with ODOT's Multimodal Design Guide, which takes into account a broader framework of national design guidance, including the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, the NACTO Urban Street Design Guide, and the NACTO Transit Design Guide.

ODOT and KYTC evaluated over 25 alternatives for meeting the purpose and need identified for the Brent Spence Bridge Corridor. The proposed improvements were found to have the best balance of benefits, costs, and impacts.

ODOT and KYTC are in the process of updating the projected traffic volumes for the design year 2049. That data will be published on the project website (www.brentspencebridgecorridor.com) when it is complete.

The progressive design-build process will provide opportunities to incorporate innovative and alternative technical design concepts provided they do not substantially deviate from the project's scope, as described in the Supplement Environmental Assessment (when approved) or the project's identified purpose and need.

The City of Cincinnati and Hamilton County have been involved in the Project Advisory Committee and Aesthetics Design Committee since the project's inception. In addition, ODOT regularly coordinates design details directly with the City and County and has refined the design in several locations in response to feedback received. This collaboration will continue through the procurement and construction phases of the project, with the City of Cincinnati and Hamilton County being involved in the evaluation of the design-build teams.

Comment Number	Comment	Response
J14	BRIDGE FORWARD IS THE ONLY WAY	ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf .
J15	Please consider working with Bridge Forward so we can have a real solution focused on benefiting everyone in the region.	ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf . ODOT is also coordinating with Bridge-Forward to schedule a working session to discuss their ideas about the project. ODOT is scheduling a working session with Bridge Forward to discuss the project.
J16	Work closely with Bridge Forward project!	ODOT thoughtfully considered the designs offered by the Bridge-Forward Cincinnati Coalition. A detailed response is provided on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2022/10/BF-Response-to-Public-Comment_w-Executive-Summary-1.pdf . ODOT is also coordinating with Bridge-Forward to schedule a working session to discuss their ideas about the project.
J17	Actual transparency and community involvement. The “listening” sessions with the public have been ridiculous	Individual responses are prepared for all comments received for the project. Comments and responses can be viewed here: https://brentspencebridgecorridor.com/public-involvement-and-comments/ .
J18	Consider attending events that are not related to transportation. This projects effects everyone, but only transportation minded citizens will seek out the information.	Representatives from KYTC and ODOT have given presentations about the project to a wide variety of groups interested in the project, including community councils, neighborhood groups, rotary clubs, chambers of commerce, business groups, and elected officials. Most recently, in November and December 2022, KYTC and ODOT held sixteen neighborhood meetings that were coordinated through local community councils and neighborhood groups in and near the corridor.
J19	This project is an absolute waste of resources. A simple toll would reduce demand, fixing the congestion and safety issues. Since KY banned tolls, let their residents deal with the congestion until they change their priorities. This is a bad project. Just cancel it.	Comment noted.
J20	Please continue reaching out and holding public meetings, especially at community centers in the area. I work a decently flexible Monday to Friday job and even for me it's been difficult to be able to attend a hearing in person.	ODOT and KYTC will continue to engage the public through public hearings scheduled in July/August 2023 and at key stages in during the design-build process.

Comment Number	Comment	Response
J21	Hello Keith Smith, I live at [redacted] Covington, KY and my interest is as an area resident. I have a couple of general comments about the project. We have seen the renderings and although are concerned with the height and look of the KY side of the bridge project with the noise barriers. We are indeed interested and in total favor of putting in noise barriers where possible and where it functionally makes a difference. I work from home and the highway is noisy enough as it is. To be quite honest, there are times during bad weather that it's difficult to distinguish a semi/tractor-trailer howling on the Interstate vs. the tornado siren. Yes - it's confused me a few times. Another concern is safety and security during and after the project completion, specifically with NKY's homeless and transient population(s). NKY's excellent programs do attract a number of individuals and I just want to ensure that the bridge's construction area(s) and bridge under areas do not provide sanctuary for these population(s) that could affect the safety and stability of the area. Thank you and you're all doing an excellent job. I look forward to the final bridge design and I am hopeful that it will redefine the Cincinnati skyline for the next hundred years!	<p>Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p> <p>KYTC will continue to coordinate with the City of Covington regarding security in areas under bridges.</p>
J22	Work with sound engineer to minimize sound.	<p>ODOT and KYTC have worked with qualified professionals to evaluate noise. KYTC has identified several locations for potential noise walls in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant walls according to their noise policies.</p>
J23	It was really bad that you didn't start publicizing this site and the community engagement meeting until they were well underway. Why be so shy about it? What is the organization so afraid of? So what if a larger portion of the community shows up. That is what your job is... engage with the public. Listen to what they have to say. And then act accordingly.	<p>The neighborhood meetings were part of a targeted effort to offer in-person meetings with impacted communities. The outreach was tailored to each neighborhood and used methods that exist within each community to notify their members of the opportunity to learn more about the project, ask questions of the project team, and provide feedback. Depending on the neighborhood, the meetings were advertised through methods that included web sites, emails, social media notifications, announcements at prior meetings, and printed flyers. Information about meetings was also provided on the project website, the Dec. project newsletter, Facebook; Twitter, NextDoor.com, and several media outlets.</p> <p>ODOT and KYTC consider all feedback received on the project. Individual responses are prepared for all comments received and can be viewed here: https://brentspencebridgecorridor.com/public-involvement-and-comments/</p>
J24	Actually listen to what the public has to say instead of immediately shooting them down or referring them to some half-relevant already-addressed public comment.	<p>ODOT and KYTC consider all feedback received on the project. Individual responses are prepared for all comments received and can be viewed here: https://brentspencebridgecorridor.com/public-involvement-and-comments/</p>

K - Written Comment Forms

Comment Number	Comment	Response
K01	If this projects intended strategy is to plan for the year 2050 and does not include planning for trains then it has entirely missed the mark. It is clearly working on behalf of fossil fuel industry directives and all of the work that has been done is irrelevant and wasteful. Scrap your entire plan and start over.	In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf .
K02	-Please include the noise walls in the plan! -Please no extension of public road from Pike to 5th St.	<p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p> <p>KYTC continues to evaluate the extension of Simon Kenton Way to 5th Street. This comment will be considered as part of that process.</p>



Comment Number	Comment	Response
K03	Top Concerns: -Want noise walls! -Traffic mitigation and enforcement during construction.	<p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p> <p>ODOT and KYTC are working with the City of Cincinnati and the City of Covington to mitigate impacts during construction. During construction, ODOT and KYTC will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, ODOT and KYTC will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. The City of Cincinnati, the City of Covington, and all relevant agencies within each city will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the city. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.</p>
K04	Noise / sound walls need to extend south beyond Pike - the current proposed noise walls that extend to Kyles Ln are much needed and wanted.	KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Noise walls east of I-71/I-75 and between Pike Street and Kyles Lane were found to be warranted based on KYTC's Noise Policy. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.

Comment Number	Comment	Response
K05	Will there be people uprooted? If so, are they getting a fair price for their property? How long will the project take and what about the traffic? Will there be long delays?	<p>Value engineering and engineering refinements have reduced the amount of residents who will need to relocate because of the project from over 40 to 4, all of which are in Kentucky. Likewise, business relocations throughout the entire corridor have been reduced from 14 to 13. The acquisition of property for right-of-way – including residential and business relocations – has been, and will continue to be, in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act).</p> <p>Construction of the Brent Spence Bridge Corridor Project is anticipated to begin in 2023 and finish in 2029.</p> <p>ODOT and KYTC are working with the City of Cincinnati and the City of Covington to mitigate impacts during construction. During construction, ODOT and KYTC will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, ODOT and KYTC will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. The City of Cincinnati, the City of Covington, and all relevant agencies within each city will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the city. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.</p>
K06	The updated designs are much better than the original plans. We appreciate the effort to retain so many existing homes and businesses. We also appreciate the adjacent infrastructure plans such as storm sewers and other utilities. Thanks for all the extra outreach.	Comment noted.
K07	-Great presentation and presenter Stacey; -Extremely valuable information and insight; -Noise walls are a must for Peasleeburg residents (Thank You); -Eliminating Willow Run combined water flow will truly assist in deterring flooding in our neighborhood; -Timeline seems reasonable; -Keep project transparency.	Comment noted.



Comment Number	Comment	Response
K08	Sound barrier essential.	KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.
K09	I personally like the noise wall.	For recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
K10	Great presentation - thanks for this opportunity!	Comment noted.
K11	The Ft Mitchel Point Neighborhood is concerned about increased noise from the highway. We are hopeful that some noise abatement structure will be part of the project.	<p>KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Some of them were warranted based on KYTC's Noise Policy. In Fort Mitchell, some noise walls were found to be warranted, and one (in the vicinity of West Maple Avenue) was not.</p> <p>Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is recommending a noise/visual screening wall at this location. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>
K12	Need a sound wall.	KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.
K13	Concern regarding [redacted]; Was told property was on the demo list but did not hear back.	The residence at this address will not be relocated as part of the project.
K14	Not everyone is connected to the internet. Perhaps a postcard might be helpful.	This targeted outreach was tailored to each neighborhood and is utilizing methods that exist within each community to notify their community members of the opportunity to learn more about the project, ask questions of the project team, and provide feedback. ODOT and KYTC will consider this feedback when advertising future public involvement opportunities.
K15	Please keep public informed of progress.	ODOT and KYTC will work to keep the public informed of the project's progress through the project website (www.brentspencebridgecorridor.com), newsletters, social media, and other sources.



Comment Number	Comment	Response
K16	Our concern is the impact on our home - value of our home. This will hurt us.	KYTC has not completed appraisals for residential properties that will not be acquired by the project. However, the project is not expected to substantially diminish property values in the project area.
K17	Heat maps were very effective for noise impacts.	Comment noted.
K18	This will reduce the value of my home b/c of the traffic nightmares and construction until at least 2029. This does not appear to be fair to Fr. Wright residents.	<p>Comment noted. Because an address was not provided, a specific response regarding impacts at this location cannot be provided.</p> <p>ODOT and KYTC are working with local cities, including Fort Wright, to mitigate impacts during construction. During construction, ODOT and KYTC will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, ODOT and KYTC will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. All relevant agencies within each city will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the city. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.</p>

Comment Number	Comment	Response
K19	I am concerned about the disruption to businesses and residences w/ this project. I'm also concerned about the merging on and off of the Interstates - e.g., where the split occurs - N or S - what kind of signage / electronic device will be in place so that it is clear what road to take? Can cars get off the Corridor Bridge to go into downtown Cinci or Cov? Decrease in sound for those who live close by?	<p>ODOT and KYTC are working with the City of Cincinnati and the City of Covington to mitigate impacts during construction. During construction, ODOT and KYTC will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, ODOT will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. The City of Cincinnati, the City of Covington, and all relevant agencies within each city will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the city. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.</p> <p>During the project's planning stages, ODOT and KYTC developed conceptual signing plans to help address concerns about wayfinding and access to local businesses. These plans will continue to be refined and coordinated with local cities during the project's design-build phase.</p> <p>To access Cincinnati or Covington, cars must use the local, collector-distributor system. The new companion bridge will not provide access to the central business districts.</p> <p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p>
K20	Interested in historic preservation.	<p>ODOT and KYTC conducted studies to determine if the project will impact historic buildings and districts. Mitigation for impacts to historic resources has been documented in Memorandums of Agreement (MOA) for each resource. ODOT renewed its MOA in 2022. KYTC is currently in the process of updating its MOA.</p>

Comment Number	Comment	Response
K21	Nice presentation	Comment noted.
K22	Community engagement is critical. As much as practical will be key to adoption. What are projected project cost and tax impact? If you wish to get in touch with Mutter Gottes neighborhood - [redacted]	<p>ODOT and KYTC will continue to engage the public through public hearings scheduled in July/August 2023 and at key stages in during the design-build process.</p> <p>The total project cost is estimated at \$3.6 billion. ODOT and KYTC have not estimated tax impacts. Because commercial and residential displacements have been minimized to the greatest extent practical, the impact to the local tax base is expected to be minimal.</p> <p>KYTC has been in contact with the Mutter Gottes neighborhood and hosted a meeting in that neighborhood on December 5, 2022.</p>
K23	Please project exits and entrances to and from north Covington, especially at 4th and 5th Streets.	The current project plans include ramps at West 5th Street and West 4th Street in Covington.
K24	Definitely build the sound walls!!! Thx!; Is it possible to increase local bridge traffic to 55 mph? 45 mph seems too slow for the bridge.; 9th Street already has a speed problem, especially at 9th and Bakewell and 9th and Willard. Can you add stop signs at each intersection to help w/ the added traffic? I'm worried about pedestrian safety on 9th.	<p>KYTC has identified several locations for potential noise walls to mitigate noise impacts in accordance with its noise policy. In addition, both ODOT and KYTC are evaluating additional walls or other features to further reduce noise and provide visual screening to the highway in noise sensitive areas that did not warrant noise walls according to their noise policies.</p> <p>The posted speed on the local collector-distributor system, which will include the existing Brent Spence Bridge, will be 45 mph. This is expected to improve safety by allowing movements entering from or exiting to the local street network to occur at lower speeds.</p> <p>The traffic control at specific intersections (stop signs, signals, or other) will be determined during the project's design-build process based on traffic operational studies.</p> <p>The project will build a shared-use path on the north side of West 9th Street that will connect to new shared-use paths along the outside of Simon Kenton Way and Bullock Street and continuing into Goebel Park. In addition, the project will rebuild sidewalk on the south side of West 9th Street that will connect to sidewalks along the inside of Simon Kenton Way and Bullock Street. Pedestrian crossings will be accommodated at the West 9th Street intersections with Simon Kenton Way and Bullock Street. In addition, the area under West 9th Street will be lighted to improve security for pedestrians and cyclists.</p>



Comment Number	Comment	Response
K25	<p>The impact of Colerain and Spring Grove when traffic gets rerouted. Will this leave Camp Washington roads destroyed once construction is complete. Can we get a commitment (in writing) that these roads will be restored?</p> <p>Tree canopy at Western Hills viaduct and along loop removed. Please continue to present to the neighborhood.</p>	<p>ODOT and KYTC are working with the City of Cincinnati and the City of Covington to mitigate impacts during construction. During construction, ODOT and KYTC will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. In addition, ODOT will work with the City of Cincinnati to conduct before/after surveys of roadways impacted by increased traffic during construction. ODOT will restore roadways to pre-construction conditions once the project is complete. These measures will be documented as project commitments in the Supplemental Environmental Assessment for the project. Environmental commitments are part of the federal approval process and are required actions that must be completed during subsequent project phases.</p> <p>ODOT has minimized tree canopy removal to the greatest extent possible in the project corridor. Tree removal will only occur within the project right-of-way. ODOT will work with the City of Cincinnati to determine landscaping for areas where existing roadways and ramps are vacated.</p> <p>ODOT and KYTC will continue to engage the public through public hearings scheduled in July/August 2023 and at key stages in during the design-build process.</p>
K26	<p>Glad to see that access to Spring Grove is addressed in the current iteration of the project.</p>	<p>Comment noted.</p>
K27	<p>Great presentation - Great change to make companion bridge thru traffic only!</p>	<p>Comment noted.</p>
K28	<p>Serious concern with the streets of Camp Washington being torn up by traffic diverted by BSB construction and seeking a community benefits agreement to restore them after the project is completed.</p>	<p>ODOT will work with the City of Cincinnati to conduct before/after surveys of roadways impacted by increased traffic during construction. ODOT will restore roadways to pre-construction conditions once the project is complete. These measures will be documented as project commitments in the Supplemental Environmental Assessment for the project. Environmental commitments are part of the federal approval process and are required actions that must be completed during subsequent project phases.</p>
K29	<p>I would like to see the pie shaped areas at the entrance and exit from/to I-75 at Dixie Highway improved from gravel and trash to landscaped areas that are fitting with the surrounding areas.</p>	<p>KYTC is coordinating the aesthetic plans for the Dixie Highway interchange with the City of Fort Mitchell. Items being discussed include landscaping to create a gateway into Fort Mitchell and treatments for piers, abutments, retaining walls, and noise walls. Multiple aesthetics meetings will be planned throughout the design process to finalize plans for aesthetics throughout the corridor.</p>

Comment Number	Comment	Response
<p>K30</p>	<p>Each weekday morning and most weekday evenings there exists a traffic backup at the intersection of Buttermilk Pike and Dixie Highway (in front of my office). The backup gets particularly worse when there is an accident or construction on I-71/75 between Ft Mitchell and the BSB. I'm concerned about how you plan to smoothly handle the traffic travelling north on Dixie Highway in Northern Kentucky during approximately five years of construction of the new corridor. This will be a problem for all commuters heading north to Ohio.</p>	<p>KYTC is working with the cities of Fort Mitchell, Fort Wright, and Covington to mitigate impacts during construction. During construction, KYTC will develop an overall Traffic Management Plan and a detailed Maintenance of Traffic (MOT) plan to maintain traffic operations through the corridor and minimize disruption to the surrounding communities. When preparing the MOT plan, KYTC will work to minimize impacts to local businesses; evaluate impacts to public transportation and develop measures to maintain existing services; evaluate temporary detours to limit impacts created by redirecting traffic through community sensitive areas; establish an Incident Management Plan to minimize diversion resulting from incidents that occur during construction in the corridor; include provisions for communicating with trucking companies and mapping services to provide information about re-routing and delays; and provide for adequate signing during construction. All relevant agencies within each city will have an opportunity to review and provide input into aspects of MOT planning, plan development, and construction operations affecting the city. MOT and Incident Management Plans will also be coordinated with first responders, transit agencies, and the Regional Incident Management Task Force.</p>
<p>K31</p>	<p>We have been homeowners on West Maple Ave. since 1999. At that time the I-75 highway was at original design. Shortly after 2000, ODOT cut down most of our tree barrier to enlarge and redesign the ramp and lanes. The noise then became substantially louder. The new pavement was added and the noise increased again. It is at the point now that is unacceptable. It is already hurting property sales, especially of the condominiums. I am a certified Real Estate Appraiser as well as a Realtor in Kentucky. Please consider the impact on both property value as well as "quality of living" in our homes. We need a sound wall!!</p>	<p>KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Some of them were warranted based on KYTC's Noise Policy. However, in the vicinity of West Maple Avenue, a noise wall was not found to be cost effective.</p> <p>Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is recommending a noise/visual screening wall at this location. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p> <p>KYTC has not completed appraisals for residential properties that will not be acquired by the project. However, the project is not expected to substantially diminish property values in the project area. KYTC is also working to incorporate enhancements such as aesthetic treatments and multimodal facilities to improve quality of life throughout the corridor.</p>

Comment Number	Comment	Response
K32	A sound barrier wall is needed on southbound I-75 just south at the Fort Mitchell Ave exit and south of the Mercedes dealership to reduce the traffic noise from the heavy flow of vehicles both night and day on this section of I-75. Thank you for your consideration on this issue.	<p>KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Some of them were warranted based on KYTC's Noise Policy. However, a noise wall was not found to be cost effective south and west of Dixie Highway.</p> <p>Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences in this area and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is recommending a noise/visual screening wall at this location. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>
K33	I strongly support all forms of noise mitigation for this project. Sound walls, surface material, speed limits, trees, etc. should all be employed. I'd also like prohibitions on the use of "jack brakes." The best way for us in Mainstrasse to preserve our "sense of place" is not to be able to see the hillside to the west, but to be able to have a conversation with our neighbors without having to shout over the Interstate traffic. Having said that, if you could provide renderings of what the new Interstate will look like with sound walls from various vantage points in the Mainstrasse, this will enable us residents to make an informed decision. The renderings currently on the site, from Pike and Simon Kenton, and Crescent are insufficient for us Mainstrasse residents. Thanks.	<p>Recognizing that traffic noise is a concern, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase. The project team prepared renderings showing what the new Interstate would look like with and without noise walls looking from the clock tower in Goebel Park/Mainstrasse. Those renderings can be viewed on the project website: https://brentspencebridgecorridor.com/wp-content/uploads/2022/12/Renderings-for-Boards-Reduced.pdf.</p>
K34	Bring affected households into the conversation from the beginning. The BSB project was already decided before Covington residents were brought in.	<p>Public involvement on the Brent Spence Bridge Corridor Project began in 2005. From 2005 to 2012, the project team held 5 public meetings and 2 public hearings to receive feedback on the project. Residents of Covington were invited to those meetings. Public involvement has continued to the present and will continue into the future as KYTC and ODOT are continuing to accept feedback on the project.</p>

Comment Number	Comment	Response
K35	As a resident of Fort Mitchell and of West Maple for 24 years, I am strongly in favor of, and requesting, a noise wall on I-71/75 on the west side. As traffic has increased over the years, the noise has increased as well, and we are unable to enjoy our patio or deck because of it. Please consider this request!	<p>KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Some of them were warranted based on KYTC's Noise Policy. However, a noise wall was not found to be cost effective in the vicinity of West Maple Avenue.</p> <p>Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences near West Maple Avenue and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is recommending a noise/visual screening wall at this location. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>
K36	We are an area resident and we would love the optional Noise Wall added from Pike Street to Goebel Park. We have been longtime residents who have owned a home here on York Street for the past 26 years and whose grandparents lived here before that since the early 1900s. We have seen this community come back to life and a noise wall is greatly needed and would be appreciated by many residents who have invested in this neighborhood.	Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences between Pike Street and Goebel Park and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
K37	Thank You for putting this neighborhood outreach meeting together tonight here in Fort Wright and Thank You for taking your time to be here and listen to our input. Some points which I feel are important and would like to pass along: When it rains the water flow from I75 between Kyles Lane north to the bridge is directed off the expressway into the sewer systems in Covington. This system is a combined sanitary and storm system. This diversion of water causes the system to overflow, creating health hazards and violations of the Consent Decree Northern Kentucky is operating under. These overflows are costly to all Northern Kentucky residents and businesses. A while back, transportation officials had made presentations to citizens, cities, and others including SD1. David Rager who was then the Executive Director of SD1 and his engineering team met with those transportation officials. Out of those meetings a verbal commitment was made to Northern Kentucky that waters from the I75 corridor in this area be captured and transported to the Ohio River in storm water piping to be designed into and added to the project. No more water was allowed to flow into this combined sewer system. This note is a reminder of that commitment, so those attributes are included in the design.	<p>KYTC has committed to strive to separate the highway drainage from combined sewer systems as part of the BSB Corridor Project. Where separation is not feasible, adequate detention per KYTC standards will be provided. Furthermore, KYTC committed to participate with Sanitation District No. 1 of Northern Kentucky (SD1) efforts to bring applicable agencies together to discuss, investigate, and evaluate mutually beneficial arrangements.</p> <p>Since those original commitments were made, the City of Covington has reassumed storm water responsibility from SD1. The City is responsible for storm water runoff until it reaches the combined sewer system, at which point it becomes the responsibility of SD1. Given this development, KYTC has been engaged in on-going coordination with both the City of Covington and SD1. These efforts have included several meetings and the preparation of a Willow Run Storm Water Separation Feasibility Study Report (March 2022) to evaluate alternative drainage layouts for storm and sanitary separation. These coordination efforts will be on-going during the project's design, construction, and maintenance phases.</p>

Comment Number	Comment	Response
<p>K37 (cont.)</p>	<p>Another point that needs to be addressed are the proposed exits and entrances to I75 at Fort Wright. As I understand the drawings, places an economic burden on merchants located on Dixie Hwy near Kyles Lane. Additionally, those exits are the main entrance to Fort Wright and need to be convenient and welcoming to motorist traveling along I75. Please meet with the city and its engineering team so all can, 1) understand the drawings, and 2) arrive at an understanding that negates the impact to The City.</p> <p>When traveling North on I75 say to Dayton, several overpasses have been decorated by, I am assuming local cities, making them very attractive, welcoming, and pleasing to motorist. An opportunity exists to accomplish the same here in Kentucky. The first overpass south of the Brent Spence Bridge is Kyles Lane. Please discuss with the city of Fort Wright about enhancing the aesthetics of that overpass and welcoming motorist to the city. An opportunity exists for the state to partner with the city on this upgrade to welcoming motorist to Kentucky.</p> <p>Several Fort Wright residents who live east of I75 approached the city concerning noise abatement of traffic which will be closer to them and increasing. Addressing these concerns is imperative.</p> <p>I attended a meeting where a discussion of what improvements were made along Route 65 through Bowling Green Kentucky. Additionally, I drove to New Carlisle Ohio Saturday. I noticed the landscaping at exits, entrances, and medians along the way. In both these opportunities, I was struck by the thought that it would be remiss if the new corridor did not incorporate landscaping, signage, and fencing improvements that are evidenced elsewhere along Interstate routes. This would leave a very positive impression of Kentucky to all passing through.</p>	<p>The preferred alternative for the Brent Spence Bridge Corridor project will widen I-71/I-75 through Ft. Wright, Kentucky and will rebuild the Kyles Lane and Dixie Highway interchanges. However, the configuration of these interchange will match what currently exists, and the access to businesses located on Dixie Highway near Kyles Lane will be unchanged. Furthermore, value engineering efforts and design refinements have reduced footprint of the project in these areas. The project will be constructed largely within the existing transportation right-of-way. No commercial merchants will be displaced in these areas, although one residence will be displaced.</p> <p>KYTC is closely coordinating the aesthetic plans for the Kyles Lane interchange with the City of Fort Wright. Items being discussed include landscaping to create a gateway into Fort Wright and treatments for piers, abutments, retaining walls, and noise walls. Multiple aesthetics meetings will be planned throughout the design process to finalize plans for aesthetics throughout the corridor.</p> <p>KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. In Fort Wright, noise walls east and west of the Interstate were warranted based on KYTC's Noise Policy. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p>
<p>K38</p>	<p>Great presentation - great change to make the companion bridge thru traffic only!</p>	<p>Comment noted.</p>

Comment Number	Comment	Response
K39	Would like to know how the project will be affecting the Covington, Ft. Wright areas, what homes/businesses will be taken, routes changed for travel.	In Covington and Fort Wright, the project will require a combined total of 4 residences and 5 businesses to relocate. Travel patterns will be very similar to those that exist today. The primary change will be that traffic will access local destinations in Covington and downtown Cincinnati via a 45 mph collector-distributor system that utilizes the existing Brent Spence Bridge while through-traveling traffic will stay on the Interstate and utilize the new companion bridge. In addition, a collector-distributor road will be built between the Dixie Highway and Kyles Lane interchanges in Fort Mitchell and Fort Wright. All traffic will access Dixie Highway and Kyles Lane via the new collector-distributor road. More information about the project, including drawings of the proposed improvements can be found on the project website: www.brentspencebridgecorridor.com .
K40	The noise walls are depressing. They will be a target for graffiti. Why can't they be living walls? Why can't they have plants, vines that will enhance the living environment (birds, butterflies, etc.) and be soothing in contrast to more concrete.	ODOT and KYTC are coordinating the aesthetic plans for the corridor with the Cities of Cincinnati, Covington, Fort Wright, Fort Mitchell, and the Project Aesthetics Committee. In Ohio, vertical surfaces will have an Ashlar Stone aesthetic treatment. KYTC is in the process of developing aesthetic guidelines that will establish treatments for noise walls in Kentucky.
K41	I want the noise wall in my area [Mainstrasse]! It would bring the noise level down tremendously!	Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences in Mainstrasse and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.
K42	Noise Barriers for all borders. Potential beautification of noise barriers similar to those murals along the river in Cov.; Consider impacts to local traffic and our ease of use and time. Greenup and Scott should remain 1 way unless there are plans to improve Madison prior to this project. It being convenient to get around (anywhere is 15 min) is a big part of the reason to live in Covington.	ODOT and KYTC are coordinating the aesthetic plans for the corridor with the Cities of Cincinnati, Covington, Fort Wright, Fort Mitchell, and the Project Aesthetics Committee. ODOT and KYTC will discuss this opportunity with these groups and include any final recommendations in the aesthetic plans for the corridor. It should be noted that in Ohio, vertical surfaces will have an Ashlar Stone aesthetic treatment. KYTC is in the process of developing aesthetic guidelines that will establish treatments for walls in Kentucky. The project team has evaluated impacts to local traffic during the project's planning and will continue to consider local traffic when developing the Traffic Management Plan and Maintenance of Traffic Plan during the design-build phase. Improvements to Greenup Street, Scott Street and Madison Avenue are outside of the limits of this project.



Comment Number	Comment	Response
K43	Adding lanes does not solve traffic. Houston, have expanded highways and nothing but gridlock. Please do not spend 3 billion on moving traffic through my city. I want people to live and enjoy it.	<p>Traffic projections are based on a regional travel-demand model which assigns routes used by travelers based on detailed information for individuals, households, number of lanes, projected trips, and calculated travel times. Traffic projections show that adding lanes will increase traffic volumes in the Brent Spence Bridge Corridor. Some of that increase is due to travelers shifting trips they were already making from other congested routes. In addition, some travelers will make new trips they would not have made without the highway improvements (induced trips). The Brent Spence Bridge Corridor Project is designed to accommodate all trips (including induced trips) projected by the Ohio-Kentucky-Indiana (OKI) regional travel demand model through the year 2050.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. While the original findings of the Initiative called for four lanes in each direction on I-75, traffic analyses completed as part of ODOT's Millcreek Expressway and Thru the Valley projects determined that five lanes were needed south of the I-74/I-75 interchange. This change was approved by OKI. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative by improving interchanges and providing the number of lanes previously approved by OKI. The Brent Spence Bridge Corridor Project will address traffic congestion, substantially improve safety, and enhance travel for other modes of transportation. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p>

Comment Number	Comment	Response
K44	<p>Thank you for the detailed presentation for the community. I would very much like there to be a sound barrier added to the portion of the Interstate that passes through Covington near Goebel Park. I also would not like the connector road between 12th and 5th Street. The community very much appreciates taking our input, so please continue to do so when possible.</p>	<p>Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences in the vicinity of Goebel Park and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase.</p> <p>KYTC continues to evaluate the extension of Simon Kenton Way to 5th Street (the neighborhood street connector from 9th Street to 5th Street). This comment will be considered as part of that process.</p>
K45	<ol style="list-style-type: none"> 1. Pedestrian and bicycling infrastructure should be included in the project. These should include fully designed bike lanes and pedestrian paths separate from vehicular traffic. They should connect Kentucky and Ohio seamlessly and join up with paths and lanes on both sides of the bridge so that those exiting bridges do not have to cross fast moving lanes of vehicular traffic without traffic lights or signage. They should also be included in as much of the area impacted by the project as possible in order to increase the ease of use for people who want to use bikes or walk in the Cincinnati area and encourage less use of motor vehicles. Walkways for pedestrians and lanes for bikes should be separated from each other to decrease friction between bikers and walkers. Both should be clearly marked so drivers, bikers and walkers clearly understand which areas are designated for which type of transportation. When bikes must share the road with drivers, sharrows should be painted on the road and there should be Share the Road signs. 2. The bridge and surrounding area should be designed so as to facilitate the efficiency and ease of use of mass transit, for example, dedicated lanes for buses on bridges and surrounding areas and well designed bus stops in areas impacted by this project that would make commuting by bus more amenable. A BRT system should be considered. 3. Covington has many historic houses. As few historic houses as possible should be torn down for this project. 4. Aesthetics are important especially in neighborhoods. The use of ashlar for noise walls and to add architectural definition to bridges and other aspects of the project, as shown in the presentations, is a good idea. 5. The presentations state that building a noise wall next to the highway in Mainstrasse is "feasible but not reasonable" and seem to suggest that the issue of 	<p>In Ohio, pedestrian and bicycle connections will be included across I-75 on 6th Street, 7th Street, 9th Street, Linn Street, Freeman Avenue, Ezzard Charles, Liberty Street, Findlay Street, Bank Street, and Harrison Avenue. In addition, a new shared use path will be constructed along Winchell Avenue between 9th Street and Ezzard Charles Drive, including a pedestrian bridge connection to Freeman Avenue.</p> <p>In Kentucky, new shared use paths and sidewalks will be included along the frontage roads. Also new and rebuilt sidewalks will be included under the MLK/West 12th Street, Pike Street, West 9th Street, West 5th Street, and West 3rd Street bridges. A new shared use path will be built under the West 9th Street and West 5th Street bridges, which will tie into the shared use paths in Goebel Park. The shared use path will be extended along Crescent Avenue to connect to the existing shared use path along the river. Pedestrian and bicycle accommodations are not planned on the new companion bridge or the existing Brent Spence bridge because of the proximity of a reasonable crossing at the Clay Wade Bailey Bridge.</p> <p>The project will reduce congestion and improve reliability for local bus routes, which use the Brent Spence Bridge for 210 trips every weekday. In addition, improved and new sidewalks, shared use paths, and bicycle lanes will improve connections to existing bus stops. Finally, future accommodation of bus service along the corridor's shoulder will not be precluded by the project.</p> <p>KYTC has worked to minimize the project footprint to avoid impacts to historic structures. Residential relocations have been reduced from over 40 to 4. Many of</p>

Comment Number	Comment	Response
<p>K45 (cont.)</p>	<p>noise will not be mitigated until 2050, if I understood correctly. A noise wall or some other way to reduce noise should be integrated into the project from the start.</p>	<p>the avoided relocations were located in historic districts.</p> <p>ODOT and KYTC are closely coordinating the aesthetic plans for the project with the Cities of Cincinnati, Covington, Fort Wright, and Fort Mitchell to further their goals to create vibrant urban spaces in locations throughout the corridor. Items being discussed include landscaping, streetscapes, gateways, and treatments for piers, abutments, retaining walls, and noise walls. Multiple aesthetics meetings will be planned throughout the design process to finalize plans for aesthetics throughout the corridor.</p> <p>All recommended noise walls and noise/screening barriers will be constructed at the same time as the highway improvements. Noise studies consider impacts for what is called the design year, which is at least 20 years into the future. Recommended noise walls have been designed to mitigate noise impacts from when the project is constructed through the year 2050.</p>
<p>K46</p>	<p>Firstly I will compliment the restrained footprint of the proposed project. I appreciate the design team efforts to minimize the occupancy of the project on the site. This site is urban and must be challenging to increase use without further damaging the already historically abused and neglected existing urban fabric. I do value the efforts to reduce the affected land and maximize efficiency in the use of the space. It seems that in the Ohio side simultaneously traffic flow capacity is upgraded as green space is increased.</p> <p>I also appreciate the many efforts to increase urban permeability by improving pedestrian and cycling connections between the east and the west in both Ohio and Kentucky therefore reducing the barrier effect so pervasive in the US with its well documented negative social segregation consequences. I understand that the original concept included demolishing 40 homes and now its only 4. This is commendable. I urge you to reduce residential demolitions to none.</p> <p>However having said this I do have concerns that I believe have not been yet successfully resolved or even considered by the proposed scheme. This project presents a historic opportunity to strengthen alternative, pedestrian and cycling connections between the Ohio and Kentucky sides of the Cincinnati metropolitan area. This opportunity to improve the north-south axis seems to be sadly wasted by the design even if west-east connectivity is improved. Most current commuter traffic flows north-south while the east-west traffic is negligible. A protected, segregated path for bicycles should be included in the scope connecting the core</p>	<p>Preliminary investigations indicate that adding bike lanes to the Clay Wade Bailey Bridge may be feasible. KYTC and ODOT will further evaluate adding bike lanes to the Clay Wade Bailey Bridge during the project's progressive design-build phase.</p> <p>Recognizing that traffic noise is a concern in this area, KYTC is currently conducting a technical study to further evaluate a system of walls to help provide noise reduction for residences and to shield views of the highway. KYTC will base their final recommendations on the technical feasibility of the noise wall system and public comments received during outreach activities. This comment will be considered as part of that process. For any recommended noise walls, KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase, in this case, the residents along Crescent Avenue and in the Lewisburg Historic District (west of I-71/I-75) during the project's design-build phase.</p>



Comment Number	Comment	Response
K46 (cont.)	<p>of Covington with the Cincinnati riverside. This should not be hard or costly. Many Covington residents work in Cincinnati. The Covington population would benefit enormously if provided with safe cycling and pedestrian routes into Ohio. Cycling offers enormous benefits in mitigating congestion, pollution and improving energy efficiency and independence and housing affordability. Cycling and pedestrian traffic should be also segregated from each other.</p> <p>I understand that the highway corridor is not idoneous to include a non vehicular component, this is why I suggest expanding the scope of the project to include the Clay Wade Bailey bridge. Please do improve this bridge. It is a very valuable asset that is being overlooked in the overall design strategy.</p> <p>I also wish to comment about the noise barrier walls proposed for the western edge of the highway on the Kentucky side. Judging by the renderings presented to the community they are absolutely horrible. These walls will undoubtedly provoke a probably catastrophic loss of value of the properties in front of it. This is not just a matter of architectural design. It is a matter of scale, views, urbanism, and loss of a sense of ownership of the spaces surrounding them. Please reconsider the installation of these walls or consider alternative noise reduction strategies. Thank you for the opportunity to present you my concerns.</p>	



Comment Number	Comment	Response
K47	<p>1. Sound mitigation Include soundwalls south of Dixie Highway on west side. Sound to cover Mercedes dealership. Unclear why this was excluded. Use lower sound generating materials for road surface (i.e. blacktop).</p> <p>2. Light rail inclusion in the project/future expansion for light rail to CVG.</p>	<p>KYTC evaluated several noise walls and noise wall systems in the Brent Spence Bridge Corridor. Some of them were warranted based on KYTC's Noise Policy. However, a noise wall was not found to be cost effective south of Dixie Highway on the west side of I-71/I-75.</p> <p>Recognizing that traffic noise is a concern, KYTC conducted a technical study to further evaluate a noise/visual screening wall to help provide about a 3-6 decibel noise reduction for residences south of Dixie Highway and west of I-71/I-75 and to shield views of the highway. Based on the technical feasibility and public comments, KYTC is recommending a noise/visual screening wall at this location. KYTC will conduct additional coordination with the people who will benefit from the walls during the project's design-build phase. The noise wall was not extended in front of the Mercedes dealership because it is not considered a noise sensitive receptor in accordance with KYTC's noise policy.</p> <p>KYTC is considering alternative pavement types and is coordinating with the Kentucky Transportation Center to evaluate quiet pavement types for the Brent Spence Bridge Corridor Project.</p> <p>In 2004, the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) and the Miami Valley Regional Planning Commission (MVRPC) completed a major planning study known as the North South Transportation Initiative (Initiative) that considered highway improvements in addition to transit improvements such as express bus, commuter rail, and others. The Initiative concluded that a highway improvement project was necessary to address capacity issues on I-75, including the Brent Spence Bridge Corridor. The Brent Spence Bridge Corridor Project addresses the highway component of the Initiative. The transit component included in the Initiative must be developed and championed regionally, and ODOT and KYTC are ready to support this when it is advanced at a regional level. The North South Transportation Initiative planning study can be accessed here: www.oki.org/studies/pdf/northsouth/ns-complete.pdf.</p>