

ODOT Responses to Comments Received

The majority of comments received during the HAM-71 1.81 Pedestrian Bridge Open House provided a direct answer to the questions asked and did not require a response. However, some comments received included a suggestion or question, or otherwise warranted a response from ODOT. Those comments are compiled in the tables below and responses from ODOT are provided. A number of comments throughout the survey also outlined similar concerns, such as concerns about the aesthetics of the new pedestrian bridge, questions about the width of the bridge, and access during construction. Rather than address these comments individually, they are addressed by theme in the table below.

The comments included below are presented exactly as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.

GENERAL COMMENT THEMES

1. Bridge Aesthetics – *these responses included comments that noted concerns regarding the appearance of the bridge shown in conceptual renderings of Alternative 1 and Alternative 2.*

Renderings developed for the bridge alternatives and shown on the project’s Open House website were intended to convey its overall shape and size. Aesthetic treatments, such as materials used for the structure and ramps, fencing types, colors, styles of lights, and more, have not yet been selected. Detailed aesthetic design will be explored in more depth during the project’s upcoming design development phase. While several baseline aesthetic treatments are already included in the budget allocated toward the bridge, ODOT is open to considering enhanced aesthetic treatments for features that would create a better sense of character or sense of place for the bridge. However, these options may require additional funding that will need to be supplemented from other sources such as the City of Cincinnati and/or other interest groups.
2. Bridge Width – *these responses outlined concerns regarding the proposed width of the new pedestrian bridge.*

As proposed, the new pedestrian bridge will be 12 feet wide; the current bridge is 8 feet wide. This will allow six feet of travel space when people are traveling in opposite direction at the same time. Adding additional width would significantly increase the weight of the bridge and limit bridge alternatives. It would also complicate construction and increase costs.
3. Lane stripes – *these comments suggested adding striping on the bridge deck to designate travel lanes.*

ODOT typically does not add striping on shared-use paths unless they are 14 feet wide or more. As such, travel lanes will not be marked on the deck of the bridge. However, since the curves of the ramp may briefly affect users’ sightlines, ODOT will paint lane stripes on the deck of the ramp to help keep individuals in a predictable travel lane when moving through the curves.

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| <p>4. Access during construction – <i>comments identified concerns regarding bridge access during the planning, design development and construction.</i></p> | <p>Pedestrian access will be maintained on the current pedestrian bridge during the planning and design development phases of the new bridge. ODOT also expects to keep the current bridge open during construction, though there may be limited closures at times to facilitate certain portions of the construction process.</p> |
| <p>5. Overhead cover – <i>comments included suggestions to add a covering over the bridge deck to protect users from the sun and wet weather.</i></p> | <p>An overhead cover will not be provided on the pedestrian bridge due to construction and maintenance concerns (covers tend to deteriorate more rapidly than structure) as well as safety concerns related to materials falling on the highway and people attempting to climb on top of the cover system.</p> |
| <p>6. Fencing – <i>comments outlined concerns regarding the aesthetics of using a chain link fence on the bridge.</i></p> | <p>ODOT has noted public preference for a fencing option that’s more aesthetically pleasing than chain link. As such, it is exploring the feasibility and cost of using a more attractive fence that would have 1/2" x 3" horizontal openings, instead of standard chain link. Fencing would be installed on the bridge deck and along the outer walls of the ramp.</p> |

QUESTION 8 - WHAT WOULD ENCOURAGE YOU TO USE THE BRIDGE MORE OFTEN?

QUESTION 8 - SUGGESTIONS

1. Begin in Mt. Adams ABOVE Monastery St.!!
More gradual slope.

2. Please keep a bridge and don't demolish the existing until new one built

ODOT RESPONSE

Relocating the east entrance of the pedestrian bridge to a location above Monastery Street would require extending the length of the bridge. Acquiring the necessary property and the associated costs would make construction of the expanded bridge unaffordable. Likewise, further reducing the slope of the proposed bridge would require adding length which too would increase construction costs and require property acquisitions. The slope of the new pedestrian bridge will be approximately 8%; the steepest part of the current bridge system is 16%. To further reduce the impact of the slope on the bridge, five-foot wide flat respite areas will be included every 30 feet.

ODOT will replace the current pedestrian bridge system with a new bridge located immediately adjacent to the existing bridge. Pedestrian access will be maintained on the current pedestrian bridge during the planning and design development phases of the new bridge. ODOT also expects to keep the current bridge open during construction, though there may be limited closures at times to facilitate certain portions of the construction process.

3. Use my bike on it. I'd like to see those surface parking lots developed into something as well.

Thank you for your suggestion. Your comment regarding the parking lots will be shared with the city.

4. don't enclose or cover any of it, as people from the bus station already sleep on the bridge, and anything inside will probably only increase the number of people sleeping there.

An overhead cover will not be provided on the pedestrian bridge due to construction and maintenance concerns (covers tend to deteriorate more rapidly than structure) as well as safety concerns related to materials falling on the highway and people attempting to climb on top of the cover system.

5. Make the bridge itself pleasant to be on. A narrow bridge with chain link fences on each side is seldom used and money poorly spent. A wider bridge with plants, lighting, and bike (e-scooter) accessibility might be enough for people to use and enjoy this bridge. Try to convince me I am not crossing a mess of highway spaghetti. Lets start fixing the highway spaghetti as well! Gilbert ave (OH 3) can stop at the Elsinore arch. This road is redundant, has multiple overpasses, all to save drivers 2 blocks? and to provide a second entrance to the casino parking lot?

The current pedestrian bridge is 8 feet wide. As proposed, the new bridge will be 12 feet wide. Other enhancements to the bridge will include better lighting and improved accessibility for multi-modal travel (walking/running, bicycle, scooter, wheelchair/motorized chair, strollers, etc.). To maximize travel space on the bridge decks, plantings will not be included on the bridge deck as some respondents have suggested. ODOT is also exploring the feasibility of using a more attractive fence that would have 1/2" x 3" openings, instead of a standard chain link fence. Fencing would be installed on the bridge deck and along the outer walls of the ramp.

6. Correction and update to current bridge. Replacement bridge not convenient.

There are a number of concerns regarding the current bridge system including the concrete on both bridges and the staircases is deteriorating; water is weakening the underlying bridge supports; neither of the bridges meet Americans with Disabilities Act (ADA) requirements; the vertical clearance of the pedestrian bridge over I-71 is too low; bridge piers do not meet current impact resistance standards; and the vandal fence on the pedestrian bridge over I-71 does not meet current standards. For these reasons, ODOT has determined that the existing bridge system needs to be replaced. Pedestrian access will be maintained on the current pedestrian bridge during planning, design development, and construction, though there may be limited closures at times to facilitate certain portions of the construction process.

7. Better connectivity on both ends. Consider new steps from 6th Street Ramp to Eggleston Ave as I use it most often.

The steps from 6th Street to Eggleston are managed by the city. Your comment has been shared with the city for their consideration.

QUESTION 9 - WHAT DO YOU LIKE ABOUT ALTERNATIVE 1?

QUESTION 9 - SUGGESTIONS

1. Yea, it has a lot of concrete and steel, any thoughts into making this more environmentally friendly. Adding permittable surfaces to let rain through, using locally sourced organic material like stone and timber? It looks very lifeless, brutal, and blunt, it needs more biophilia and more green construction.
2. It might be cheaper to run a dedicated bus between the locations...or a cable car for how frequently this will be used.
3. speed bumps, people going to go fast on bikes and scoters on this
4. Ramp and stairs should be facing the opposite direction since most people will be walking straight to downtown Pendleton, not to Gilbert

ODOT RESPONSE

The bridge concepts shown in the Open House were intended to convey the general shape of the new pedestrian bridge, not its final aesthetic look and feel. That will be determined as part of the upcoming design development phase. Based on feedback received from the public, ODOT is looking into using a steel truss structure for the bridge which will create a more open and airy feeling to it. Other aesthetic features will be determined in coordination with the city during the next phase of design development. A solid surface must be used on the deck of the pedestrian bridge to protect the vehicles traveling on the roads and highways underneath.

This pedestrian bridge replacement project is focused on maintaining existing connections within the city and correcting safety concerns related to travel on and over local roads and highways. There are a number of concerns related to the existing and aging bridge system including: the concrete on both bridges and the staircases are deteriorating; water is weakening the underlying bridge supports; neither of the bridges meet ADA requirements; the vertical clearance of the pedestrian bridge over I-71 is too low; bridge piers do not meet current impact resistance standards; and the vandal fence on the pedestrian bridge over I-71 does not meet current standards. Also, numerous pedestrians use this pedestrian bridge each day and based on input received during the virtual open house, people from all over the city are interested in using the bridge more if it can support multi-modal travel.

Speed bumps cannot be added to the bridge deck or ramp due to safety concerns. They would also create challenges for ADA-accessibility. Also the slope of the new pedestrian bridge will be approximately 8%; the steepest part of the current bridge system is 16%.

The entrance to the ramp and staircase will be located either on Court Street or at the corner of Court Street and Gilbert Avenue. This positioning, as well as the overall length of the ramp, is required to maintain an ADA-accessible slope on the ramp.

QUESTION 9 - QUESTIONS

1. I'm curious, why not use an elevator instead of all the concrete for the ramp?
2. I feel like 10' is not wide enough for safe biking, wheelchair use or scooting on it. What is the width of the Purple Bridge? If that is 10' than it should be good. If not, I believe Beechmont's bridge is 14' which seems about right.

ODOT RESPONSE

An elevator is expensive to construct and maintain, and ODOT is not able to monitor or manage the public's use of it. Instead, stairs will be constructed in the center of the ramp system as an alternative for moving between the deck of the bridge and street level.

As proposed, the new pedestrian bridge will be 12 feet wide, providing six feet of travel space per direction when people are traveling in opposite direction at the same time (per ODOT's Multimodal Design Guide, a minimum 10-12 feet width is recommended for a peak hour volume of 150-300 users). Adding additional width would significantly increase the weight of the bridge and limit bridge alternatives. It would also complicate construction and increase cost. The Purple People Bridge, which is 20 ft wide, was originally built to support rail and vehicular traffic, therefore, it is not a good comparison for the pedestrian bridge that we are planning.

QUESTION 9 - NEEDS RESPONSE

1. Clever design and in same location (basically) but wonder how well it will be put together to avoid creating "blind" or "hiding" spots for mischief.

ODOT RESPONSE

Based on feedback received from the public, ODOT is looking into using a steel truss structure for the bridge which will create a more open and airy feeling to it and improve sightlines. Also, ODOT has determined that security fencing will be used on the bridge deck and only on the outside walls of the ramp. This will extend users' lines of sight and help reduce any potential blind spots. Potential hiding spots will be considered during design and addressed as feasible.

QUESTION 10 - DO YOU HAVE ANY CONCERNS REGARDING THIS ALTERNATIVE?

QUESTION 10 - SUGGESTIONS

1. That ramp takes up so much space. Is there another way to achieve that? The stair entrance is in a less convenient location than the current bridge. It looks like with this design you have to walk around to get to the stairs? This looks very utilitarian and doesn't add anything to the aesthetic of the city.

ODOT RESPONSE

The size/length of the ramp is necessary to meet ADA-accessibility grade requirements and is needed to move between the bridge deck (35 ft above ground) and street level. The entrance to the ramp and staircase will be located either on Court Street or at the corner of Court Street and Gilbert Avenue. This positioning, as well as the overall length of the ramp, is required to maintain an ADA-accessible slope on the ramp.

2. Going over the highway, I put some time of visual railing up 3 or 4 feet for those afraid of heights. Chain link fence isn't that visually pleasing.

ODOT is considering your suggestion of including a solid lower railing along the deck of the bridge. The total height of railing/fencing installed on the bridge deck will be at least 12 ft tall from the walking surface. ODOT is also exploring the feasibility of using a more attractive fence that would have 1/2" x 3" openings, instead of a standard chain link fence.

3. It is convenient to have steps in addition to the circular ramp, as it adds to walking time if you are on foot and have to take the ramp round and round. A set of steps next to the ramp that goes straight to the top would be faster and more convenient for walkers/runners.

The new pedestrian bridge will include both a ramp and stair system. The stair system will be located in the center portion of the ramp.

4. A miniature motorized incline in place of the ramp tiers would take up less space and be more aesthetically pleasing.

The new pedestrian bridge will include both a ramp and stair system. The stair system will be located in the center portion of the ramp. Installing a motorized incline would require on-going maintenance and the costs related to construction and maintenance of a motorized feature is cost-prohibitive.

5. adding some visual interest to the bridge would make it much more enjoyable to use. The concrete/chainlink doesn't convey a sense of welcome or safety. perhaps there's a way to make the spiral ramp feel lighter or more visually transparent by using steel or thinner structure?

Renderings developed for the bridge alternatives and shown on the project's Open House website were intended to convey its overall shape and size. Aesthetic treatments, such as materials used for the structure and ramps, fencing types, colors, styles of lights, and more, have not yet been selected. Detailed aesthetic design will be explored in more depth during the project's upcoming design development phase. ODOT is also exploring the feasibility of using a more attractive fence that would have 1/2" x 3" openings, instead of a standard chain link fence. Fencing would be installed on the bridge deck and along the outer walls of the ramp.

6. Poor lighting. There needs to be more and brighter. Bulbs burn out and too often too much time lapses before replacement. There should also be police call boxes that not only will bring officers to both ends of the bridge but have a loud alarm to frighten criminals. Like on collage campuses.

Better lighting is one of the features being planned for the new bridge and at each of its entrances. ODOT has consulted with the Cincinnati Police Department and was told that they have few security and safety concerns in the E. Court Street/Gilbert Avenue area. As such, security cameras and call boxes would require on-going maintenance and will not be included in the plans for the new bridge.

7. The ramp ends facing the street...make it face the city where people are really going or try to design a more neutral exit spot which exists today.

The entrance to the ramp and staircase will be located either on Court Street or at the corner of Court Street and Gilbert Avenue. This positioning, as well as the overall length of the ramp, is required to maintain an ADA-accessible slope on the ramp.

8. It is very sterile and uninviting. Current bridge has some unique Cincinnati art deco flair. If the bridge is going to be redone, we might as well try to do it right. It's a statement piece to Cincinnati's push for a walkable city. Focus on the enjoyment of the user of the bridge too. Shade, art, etc would be great.

9. Appearance (likely to be in future design iterations) & lost access to Fido Dog Park (could be addressed with crosswalk).

10. Stairs and ramp exit should be facing west on court not towards gilbert

The bridge concepts shown in the Open House were intended to convey the general shape of the new pedestrian bridge, not the final aesthetic look and feel of the bridge. That will be determined as part of the upcoming design development phase. Based on feedback received from the public, ODOT is looking into using a steel truss structure for the bridge which will create a more open and airy feeling to it. Other aesthetic features will be determined in coordination with the city during the next phase of design development. An overhead cover for shade will not be provided on the pedestrian bridge due to construction and maintenance concerns as well as safety concerns with people attempting to climb on top of the cover system.

The bridge concepts shown in the Open House were intended to convey the general shape of the new pedestrian bridge, not its final aesthetic look and feel. That will be determined as part of the upcoming design development phase. Based on feedback received from the public, ODOT is looking into using a steel truss structure for the bridge which will create a more open and airy feeling to it. Other aesthetic features will be determined in coordination with the city during the next phase of design development. The access gate to Fido Field on the east side of Gilbert is typically locked, so access to the park will not change; park users will need to go west on E. Court Street, turn left onto Reedy Street, and turn left on to Eggleston to get to the operational Fido Field gate, like they do now.

The entrance to the ramp and staircase will be located either on Court Street or at the corner of Court Street and Gilbert Avenue. This positioning, as well as the overall length of the ramp, is required to maintain an ADA-accessible slope on the ramp.

QUESTION 10 - QUESTIONS

1. The three tiers look ugly and take up too much space. Is an elevator for wheelchairs not possible to avoid that?

2. That's a really long ramp. Is there a way to connect at a higher elevation somewhere on the DT side?

ODOT RESPONSE

The bridge concepts shown in the Open House were intended to convey the general shape of the new pedestrian bridge, not its final aesthetic look and feel. That will be determined as part of the upcoming design development phase. Elevators will not be included as part of the new pedestrian bridge because they are expensive to construct and maintain, and ODOT is not able to monitor or manage the public's use of them.

The length of the ramp is dictated by the distance between the bridge deck and street level and the need to maintain an ADA-accessible slope on the ramp.

3. ADA ramp takes too much space due to height of bridge. Is it really worth doing?

As demonstrated by the feedback that ODOT received during the project's virtual open house, there is strong interest in the multi-modal features of the new bridge, including the ramp, as it will offer a new opportunity for people using bicycles, wheelchairs, scooters, and strollers to travel between Mt. Adams and the downtown area without the use of a car.

4. That ramp takes up so much space. Is there another way to achieve that? The stair entrance is in a less convenient location than the current bridge. It looks like with this design you have to walk around to get to the stairs? This looks very utilitarian and doesn't add anything to the aesthetic of the city.

The entrance to the ramp and staircase will be located next to each other, either on E. Court Street or at the corner of E. Court Street and Gilbert Avenue. This positioning, as well as the overall length of the ramp, is required to maintain an ADA-accessible slope on the ramp. The bridge concepts shown in the Open House were intended to convey the general shape of the new pedestrian bridge, not its final aesthetic look and feel. That will be determined as part of the upcoming design development phase.

5. Bridge itself looks horrible - way worse than the current, supposedly crumbling one. If we're going to spend the money to build a new bridge with a super ramp, can we not dress it up a bit? The chainlink fence and nothing else makes it more like a prison enclosure than a bridge designed in the year 2022. I'm also guessing 75% of the cost of this bridge will be the ramp. Why in the world would a cyclist ride their bicycle up or down a ramp instead of simply following the road / dismounting and taking it down the stairs as they would today?

The bridge concepts shown in the Open House were intended to convey the general shape of the new pedestrian bridge, not its final aesthetic look and feel. That will be determined as part of the upcoming design development phase. Based on feedback received from the public, ODOT is looking into using a steel truss structure for the bridge which will create a more open and airy feeling to it. Also, ODOT is exploring the feasibility of using a more attractive fence along the bridge deck that would have 1/2" x 3" openings, instead of a standard chain link fence. Fencing will be installed on the bridge deck and on the outside wall of the ramp. Other aesthetic features will be determined in coordination with the city during the next phase of design development. Though the ramp may appear long, it will only take between two and three minutes to get from one end of the bridge to the other. It will also offer a new opportunity for people using not just bicycles but other wheeled vehicles (wheelchairs, scooters, strollers) to travel between Mt. Adams and downtown neighborhoods and attractions without the use of a car.

6. Following up on my initial comment... the exit onto E. Court St. makes sense, but can Alternative #1 also be linked up to the shared-use path on Eggleston via a secondary exit? It looks like there could be space behind the building at 824 Reedy Street, pending issues around parking spaces and property owner cooperation.

The scope of this pedestrian bridge project focuses on the immediate area surrounding the selected location for the new bridge. Since ODOT has decided to proceed with Alternative 1 which will connect Van Meter Street in Mt. Adams with E. Court Street downtown, connections with the shared-use path on Eggleston are outside the project's scope. However, we will share your suggestion regarding connecting with the shared-use path on Eggleston with the city for their consideration of future improvements.

7. Does this alternative offer a more direct route for the more able bodied? ie- stairs- that's quite a long spiral.

Yes. Stairs are included in the planned design and will be constructed in the center of the ramp system.

8. The amount of time it takes to go down the ramps. There needs to be adequate lighting and also safety features in place. If possible, could there be stairs going down in addition to the ramp?

Though the ramp may appear long, it will only take between two and three minutes to walk from one end of the bridge to the other. Safety and aesthetic features (such as lighting) will be determined during the upcoming design development phase. Stairs are included in the planned design and will be constructed in the center of the ramp system.

9. Wow, you guys sure know how to waste money. I parked up there for like five years, and I can tell you this thing gets used by like 50 people a day.. (nothing like what you are inferring in this picture) The current setup seems to work just fine. This is not a high-traffic area, and besides the few of us who park up there to avoid the city's crazy parking prices, the only other people even around here are the homeless. This really doesn't behoove anyone. besides the people working in that big office (top left) and the occasional dog walker. Why would we be wasting all this money on a project that will basically be the same thing that is already there? Shame on city for wasting funding on such a wasteful project. (I see it is handicap accessible) I still don't care.. This is just another hading spot for the bums to sleep.

Numerous pedestrians a day currently use the pedestrian bridge and, based on input received during the virtual open house, there is strong interest from the public in using the bridge more if it can support multi-modal travel. Also, there are a number of concerns regarding the current bridges including the concrete on both bridges and the staircases are deteriorating; water is weakening the underlying bridge supports; neither of the bridges meet ADA requirements; the vertical clearance of the pedestrian bridge over I-71 is too low; bridge piers do not meet current impact resistance standards; and the vandal fence on the pedestrian bridge over I-71 does not meet current standards. For these reasons, ODOT has determined that the existing bridge system needs to be replaced.

10. The ramp down is a lot in terms of materials and space. How will that interact with the current area around it (though there is plenty of unoccupied space)? Have you considered an elevator or escalator system? Might not work well with the significant weather changes season to season.

The ramp is needed to allow those using wheelchairs, scooters, strollers and other wheeled vehicles to easily travel between the bridge deck and ground level. The ramp system will open up onto E. Court Street or at the corner of E. Court Street and Gilbert Avenue. This positioning, as well as the overall length of the ramp, is required to maintain an ADA-accessible slope on the ramp. An escalator or elevator will not be included as they are expensive to construct and maintain, and ODOT is not able to monitor or manage the public's use of them. Instead, stairs will be constructed in the center of the ramp system.

11. Can we keep "Cincinnati" art deco themes?

Aesthetic features for the bridge will be determined during the upcoming design development phase, in consultation with the city. Interest in incorporating a reflection of Cincinnati's historic architecture, including the art-deco style, has been noted and will be discussed with the city.

12. Security is always an issue, especially in the evening. Does it include cameras and phones?

The new pedestrian bridge will be constructed in approximately the same location as the existing bridge which extends between Van Meter Street in Mt. Adams to E. Court Street downtown. ODOT has consulted with the Cincinnati Police Department and was told that they have few security and safety concerns in the E. Court Street/Gilbert Avenue area. As such, security cameras and phones will not be included in the plans for the new bridge.

QUESTION 10 – NEEDS RESPONSE

1. Please say there is an alternative to the chain link fence!

ODOT RESPONSE

ODOT is exploring the feasibility of using a more attractive fence along the bridge deck that would have 1/2" x 3" horizontal openings, instead of a standard chain link fence. Fencing will be installed on the bridge deck and along the outer walls of the ramp.

2. The current bridge is going to be demo before the new proposal.

Pedestrian access will be maintained on the current pedestrian bridge during construction, with the goal of keeping it open until the new bridge is in service. However, there may be limited closures at times to facilitate certain portions of the construction process.

3. I reckon it's necessary to have all the loops at the downtown end for accessibility but that would make it a longer way to go to reach street level at the downtown end. Wondering if there could be a stairway added on for those that want to travel a bit faster. Wonder if an elevator could be added for quick access to the ground level. A clear open view elevator so that no one could hide on it to commit a crime.

Yes, the ramp is needed to allow those using bicycles, wheelchairs, scooters, strollers and other wheeled vehicles to easily travel between the bridge deck and street level. However, the average time required to walk from one end of the ramp to the other is approximately two to three minutes. An elevator will not be included as elevators are expensive to construct and maintain, and ODOT is not able to monitor or manage the public's use of them. Instead, stairs will be constructed in the center of the ramp system.

QUESTION 11 - WHAT SO YOU LIKE ABOUT ALTERNATIVE 2?

QUESTION 11 - SUGGESTIONS

1. Could the middle of the curves be used for some kind of concession or restaurant? Might be cool. Otherwise, seems like a better location with connections and relating to space below.
2. Although the green space is empty and useless, I do like the opportunity to plant trees below that would make walking or biking this path feel like you are in the trees.

ODOT RESPONSE

Thank you for the suggestion, but because a staircase will be constructed in the middle of the ramp structure, space for concessions will not be available.

To maximize travel space on the bridge decks, planter boxes will not be included.

QUESTION 11 - QUESTIONS

1. Why does this matter?
2. It's closer to the lower street #s, but I'd need to see where does that land on the city side? How easy is it to cross towards the city?
3. Is an elevator possible for either alternative?

ODOT RESPONSE

Numerous pedestrians a day currently use the pedestrian bridge and based on input received during the virtual open house, there is strong interest from the public in using the bridge more if it can support multi-modal travel. There are a number of concerns regarding the current bridge system including the concrete on both bridges and the staircases are deteriorating; water is weakening the underlying bridge supports; neither of the bridges meet ADA requirements; the vertical clearance of the pedestrian bridge over I-71 is too low; bridge piers do not meet current impact resistance standards; and the vandal fence on the pedestrian bridge over I-71 does not meet current standards. For these reasons, ODOT has determined that the existing bridge system needs to be replaced.

Based on overwhelming public preference, ODOT has decided to proceed with Alternative 1, which will keep the pedestrian bridge roughly in the same current location (extending between Van Meter Street in Mt. Adams and E. Court Street downtown). The ramp and staircase to the bridge will exit to E. Court Street or at the corner of E. Court Street and Gilbert Avenue.

Elevators will not be included as part of the new pedestrian bridge because they are expensive to construct and maintain, and ODOT is not able to monitor or manage the public's use of them.

4. Seems to be a better view, and uses up empty/unused space on Eggleston. If the new bridge is not built here, is it possible to still do something w this space?
5. Could the middle of the curves be used for some kind of concession or restaurant? Might be cool. Otherwise, seems like a better location with connections and relating to space below.

Based on overwhelming public preference, ODOT has decided to proceed with Alternative 1, which will keep the pedestrian bridge roughly in the same current location (extending between Van Meter Street in Mt. Adams and E. Court Street downtown). ODOT will refer your question about future use of the space on Eggleston with the city.

Thank you for the suggestion, but because a staircase will be located in the middle of the ramp structure, space for concessions will not be available.

QUESTION 11 - NEEDS RESPONSE

1. It is over only 1 freeway rather than 2, and it seems the open grassy area could be landscaped with trees to be less concrete all around. It is pretty much just as convenient as the current location. The comparisons are helpful, thanks for providing those. If the current bridge can be maintained while the new one is built, that would be a huge benefit of option 2.

ODOT RESPONSE

Based on overwhelming public preference, ODOT has decided to proceed with Alternative 1, which will keep the pedestrian bridge roughly in the same current location (extending between Van Meter Street in Mt. Adams and E. Court Street downtown). Pedestrian access will be maintained on the current pedestrian bridge during the construction of its replacement, with the goal of keeping it open until the new bridge is in service. However, there may be limited closures at times to facilitate certain portions of the construction process.

QUESTION 12 - DO YOU HAVE ANY QUESTIONS REGARDING ALTERNATIVE 2?

QUESTION 12 - SUGGESTIONS

1. The ramp looks like it goes really close to or the highways at the same level. Would like a much more substantial wall in between the highway and the ramp if that is the case. The design seems very plain. Should be some architectural elements to it. The exit/entrance on Eggleston is further south than I would prefer using it.

ODOT RESPONSE

Based on overwhelming public preference, ODOT has decided to proceed with Alternative 1, which will keep the pedestrian bridge roughly in the same current location (extending between Van Meter Street in Mt. Adams and E. Court Street downtown). The bridge concepts shown in the Open House were intended to convey the general shape of the new pedestrian bridge, and its final aesthetic look and feel has not been determined yet. Aesthetic features will be determined in coordination with the city during the next phase of design development.

2. Current exit area isn't great, but could that be developed into a mini park?

Since ODOT will not be using the Eggleston landing area for the pedestrian bridge, its future development is under the city's jurisdiction. Your comment will be referred to the city for their consideration.

QUESTION 12 - QUESTIONS

1. Wow, you guys sure know how to waste money. I parked up there for like five years, and I can tell you this thing gets used by like 50 people a day.. (nothing like what you are inferring in this picture) The current setup seems to work just fine. This is not a high-traffic area, and besides the few of us who park up there to avoid the city's crazy parking prices, the only other people even around here are the homeless. This really doesn't behoove anyone. besides the people working in that big office (top left) and the occasional dog walker. Why would we be wasting all this money on a project that will basically be the same thing that is already there? Shame on city for wasting funding on such a wasteful project. (I see it is handicap accessible) I still don't care.. This is just another hading spot for the bums to sleep.
2. Would the grade be too steep for wheelchair use?
3. Too close to existing 6th street ramp on east end. Can you provide connection to Eggleston from existing ramp?

ODOT RESPONSE

Numerous pedestrians a day currently use the pedestrian bridge and based on input received during the virtual open house, there is strong interest from the public in using the bridge more if it can support multi-modal travel. There are a number of concerns regarding the current bridges including the concrete on both bridges and the staircases are deteriorating; water is weakening the underlying bridge supports; neither of the bridges meet ADA requirements; the vertical clearance of the pedestrian bridge over I-71 is too low; bridge piers do not meet current impact resistance standards; and the vandal fence on the pedestrian bridge over I-71 does not meet current standards. For these reasons, ODOT has determined that the existing bridge system needs to be replaced.

The grade of the bridge and ramp is being designed to meet ADA accessibility requirements. This will allow use for multiple wheeled vehicles, including wheelchairs.

Based on overwhelming public preference, ODOT has decided to proceed with Alternative 1, which will keep the pedestrian bridge roughly in the same current location (extending between Van Meter Street in Mt. Adams and E. Court Street downtown). Since the scope of this pedestrian bridge project focuses on the immediate area surrounding the selected location for the new bridge, providing a connection to Eggleston is outside the project's scope. However, we appreciate your question and will share it with the city for their consideration.

QUESTION 14 - WHY? [WHICH ALTERNATIVE WOULD YOU BE MORE LIKELY TO USE?]

QUESTION 14 - SUGGESTIONS

1. Existing 6th street ramp provides best connectivity to Mount Adams and CBD and existing walk could be widened to accommodate bikes given that the right lane has extra capacity used for bus staging during the afternoons. Provide secondary access to Eggleston from the existing ramp if possible at less cost and visual impact.

ODOT RESPONSE

Improving the Monastery/6th Street connection between Mt. Adams and downtown isn't part of the scope for this project. However, your suggestion has been noted and will be shared with the city which manages that pedestrian access route.

QUESTION 14 - QUESTIONS

1. It takes us to somewhere not just the dog park. Can the metal artful part of the current bridge be reused somehow on whatever is decided? It adds a pleasant touch.
2. Option 1 for placement bc of proximity to otr. The design needs work. Why replace such a distinctive beauty with what youve proposed?

ODOT RESPONSE

Aesthetic feature for the bridge will be determined during the next phase of design development phase, in consultation with the city. Interest in incorporating a reflection of Cincinnati's historic architecture has been noted and will be discussed with the city.

The bridge concepts shown in the Open House were intended to convey the general shape of the new pedestrian bridge, not its final aesthetic look and feel. Based on feedback received from the public, ODOT is looking into using a steel truss structure for the bridge which will create a more open and airy feeling to it. Aesthetic features will be determined in coordination with the city during the next phase of design development.

QUESTION 15 - OTHER THAN AESTHETICS, IS THERE ANYTHING ELSE THAT WE SHOULD KEEP IN MIND AS WE CONTINUE TO CONSIDER THE TWO PROPOSED ALTERNATIVES?

QUESTION 15 - SUGGESTIONS

1. Lighting, plantings at entries, pedestrian safety at entries, wayfinding and trail-marking between Eden Park and Riverfront. Also, name the bridge after Neil Bortz.

ODOT RESPONSE

Aesthetic features such as these will be determined in coordination with the city during the next phase of design development.

2. Connect it to the side of the casino parking garage

Connecting the pedestrian bridge to the casino is outside the scope of this project and would introduce a number of additional issues to be resolved such as property acquisition, maintenance responsibility, increased project costs, etc. ODOT will share this comment with the city for their consideration for future improvements.

3. Black fencing, 8 degree and flats are great, could the bridge be run further into city and drop incline loops? Include emergency call boxes or beacons?

Extending the pedestrian bridge further into the city is outside the scope for this project and doing so would introduce a number of issues to be resolved such as property acquisition, increased costs, etc. ODOT has consulted with the Cincinnati Police Department and was told that they have few security and safety concerns in the E. Court Street/Gilbert Avenue area. As such, security cameras and call boxes, which would require on-going maintenance, will not be included in the plans for the new bridge.

QUESTION 16 - DO YOU HAVE ANY THOUGHTS REGARDING THE THREE STRUCTURE AND TWO RAMP TYPES?

QUESTION 16 - SUGGESTIONS

1. I'd like something that can support some greenery (vines, etc.) that help dampen the sound. The concrete could be a nice canvas for murals or other artwork. The steel beam feels modern but is also kind of boring.

ODOT RESPONSE

To maximize travel space on the bridge decks, planter boxes will not be included. However, ODOT will discuss opportunities with the city for including green elements and artwork at the entrances of the bridge on E. Court Street and Van Meter Street.

2. Can we tap into our creative talent locally to have wall art or colorful look?

ODOT will discuss opportunities with the city for including aesthetic elements and artwork at the entrances of the bridge on E. Court Street and Van Meter Street.

3. Make it green

While light green paint color is an option, ODOT will consult with the city to determine which color (light green, light blue, light brown, etc.) will ultimately be used. ODOT will also discuss the feasibility of including greenery at the entrances of the bridge on E. Court Street and Van Meter Street.

QUESTON 16 - QUESTIONS

1. Prefer steel beam - simple look. But can vandal screening be improved to create a better design? If not, a truss is nice too over the interstate and Gilbert. Between the truss and steel beam - whichever is cheaper and easier to construct is ok with me.
2. Steel truss and steel beam ramp seem to be the most aesthetically pleasing options. Will these options weather well? Any concerns about steel rusting over time compared to concrete?
3. Steel. Can design elements from old bridge be incorporated? It's lovely. When we keep the unique (otr) vs get rid of it (who doesn't daydream about the inclines!), it pays off for our city.
4. Steel truss and steel beam preferred. Any paint color options?

ODOT RESPONSE

Based on feedback received from the public, ODOT is looking into using a steel truss structure for the new pedestrian bridge. ODOT is also exploring the feasibility of using a more attractive fence along the bridge deck that would have ½" x 3" horizontal openings, instead of a standard chain link fence. Fencing will be installed on the bridge deck and along the outer walls of the ramp.

All materials exposed to the elements deteriorate differently. Steel used on the bridge will have to be repainted during the life of the structure and is a cost that will have to be budgeted for. Our current paint system typically has a 30-year life.

Aesthetic features for the bridge will be determined during the next phase of design development phase, in consultation with the city. Interest in incorporating artwork or a reflection of Cincinnati's historic architecture has been noted and will be discussed with the city.

Yes. ODOT has three standard colors it uses on bridges: light brown, light green, and light blue. ODOT will work with the city during the upcoming design development phase to determine which color will be used.

QUESTION 18 – HOW IMPORTANT IS ADDING AESTHETIC TREATMENTS TO THE BRIDGE DESIGN?

QUESTION 18 – SUGGESTIONS

1. A panel from the old bridge incorporated with something new. Maybe artswave gets involved! Also greenery and lighting. Don't create one long hot treadmill.

ODOT RESPONSE

Aesthetic features for the bridge will be determined during the next phase of design development phase, in consultation with the city. Interest in incorporating artwork or a reflection of Cincinnati's historic architecture has been noted and will be discussed with the city. ODOT will also discuss with the city opportunities for including natural elements (such as greenery and plantings) at the entrances of the bridge on E. Court Street and Van Meter Street. Improved lighting is already included in plans for the bridge and its entrances and exits.

QUESTION 18 – QUESTIONS

1. Would any of the aesthetic designs block the view from Mt. Adams/Downtown?

QUESTION 18 – NEEDS RESPONSE

1. Maybe to repeat, the rails and barriers in combination with the structure are a major opportunity to express the purpose, value and spirit behind the bridge. Please get a bridge architect involved. The alternatives shown are pretty miserable and not innovative.
2. ODOT should have factored this into their budget. How ridiculous to trot out a nasty design, then tell the city they have to pay to make it look nice. It's our tax dollars that fund ODOT in the first place! You use that money to overbuild highways everywhere, then you nickel and dime pedestrian infrastructure. Pathetic!
3. The photos show options related to structural elements. It would be nice to also consider non-structural elements that give it a sense of place or humanity.

ODOT RESPONSE

No – none of the aesthetic designs incorporated on the bridge would block the view from Mt. Adams.

ODOT RESPONSE

The bridge concepts shown in the Open House were intended to convey the general shape of the new pedestrian bridge, not its final aesthetic look and feel. That will be determined as part of the upcoming design development phase. Based on feedback received from the public, ODOT will look into using a steel truss structure for the bridge which will create a more open and airy feeling to it. Aesthetic features will be determined in coordination with the city during the next phase of design development.

The bridge concepts shown in the Open House were intended to convey the general shape of the new pedestrian bridge, not its final aesthetic look and feel, which has not been determined yet. ODOT's budget for this project includes modest options to enhance the appearance of the bridge. One of these is using a steel truss structure, which ODOT is looking into, based on feedback received from the public. ODOT is also exploring the feasibility of using a more attractive fence along the bridge deck that would have ½" x 3" horizontal openings, instead of a standard chain link fence. Additional aesthetic features will be determined in coordination with the city during the next phase of design development. While many options are already included in ODOT's budget, elements that exceed that budget will need to be funded through other sources.

Aesthetic features for the bridge will be determined during the next phase of design development phase, in consultation with the city. Interest in incorporating artwork, a reflection of Cincinnati's historic architecture, or even a piece of the existing Gilbert bridge, has been noted and will be discussed with the city.

QUESTION 19 – DO YOU HAVE ANY ADDITIONAL COMMENTS, THOUGHTS OR QUESTIONS THAT YOU'D LIKE TO SHARE WITH US?

QUESTION 19 – SUGGESTIONS

1. Need to solve the danger of pedestrians and bikes trying to cross Reading at Liberty and Elsinore to get to Gilbert and Eden Park

ODOT RESPONSE

This is beyond the scope of the project and will be referred to the city.

2. I would be interested in the feasibility of a cable stayed bridge. Similar cable-stayed ped bridges have cost only slightly more than these estimates and are much more visually pleasant with more longevity
3. Stop overbuilding highway infrastructure, and start using the savings to fix the damage those highways have done to communities all over the state. That is your moral responsibility.
4. Please consider the proposed pedestrian improvements to the Broadway/Eggleston intersection. This infrastructure project should seamlessly integrate with other pedestrian infrastructure improvement projects that are in work, notably the CROWN circuit.

Cable Stay bridges, which are only cost-effective for significantly larger spans, would significantly increase the cost of the project and its duration, as well as costs for maintenance and inspection for a structure of this size.

ODOT strives to balance the cost of maintaining our roads and bridges, reducing congestion which improves the economy and improves safety, while adhering to current codes and practices.

The scope of this pedestrian bridge project focuses on the immediate area surrounding the selected location for the new bridge. Since ODOT has decided to proceed with Alternative 1 which will connect Van Meter Street in Mt. Adams with E. Court Street downtown, the Broadway/Eggleston intersection is outside the project's scope. However, we appreciate your comments and will share them with the city for their reference when considering future infrastructure improvements.

QUESTION 19 – QUESTIONS

1. 4 million is a lot of money. Does it really have to cost 4 million?
2. Why are you guys looking to improve one of the richest neighborhoods in the city? This money should be going to people in the community who need it like AFFORDABLE HOUSING!

ODOT RESPONSE

ODOT bids all projects and awards contracts to the contractor with the lowest bid based upon the project parameters/design. The estimated cost for the project is just a prediction of what the cost will be in comparison to similar projects, materials, construction effort and inflation.

This pedestrian bridge replacement project is focused on maintaining existing connections within the city and correcting safety concerns related to travel on and over local roads and highways. There are a number of concerns related to the existing and aging bridge system including: the concrete on both bridges and the staircases are deteriorating; water is weakening the underlying bridge supports; neither of the bridges meet ADA requirements; the vertical clearance of the pedestrian bridge over I-71 is too low; bridge piers do not meet current impact resistance standards; and the vandal fence on the pedestrian bridge over I-71 does not meet current standards. Numerous pedestrians use this pedestrian bridge each day and based on input received during the virtual open house, people from all over the city are interested in using the bridge more if it can support multi-modal travel.

3. I really appreciate that you asked for the public's opinion. I use this bridge at least 5 days per week.

Q: Is there a maximum amount of funding that ODOT will cover for this bridge? My assumption is that they are only willing to cover the bare minimum cost for the bridge? Then any design aesthetics or "optional" add-ons (like 911 call boxes) would have to be covered by the city? Thoughts?

4. Wouldn't it be easier and cheaper to bring back bus route 1 on the weekends!
5. Will construction disrupt diverted traffic from I-71/75 reconstruction from the Brent Spence project?

QUESTION 19 - NEEDS RESPONSE

1. Appreciate this process that seeks input from users. PLEASE do the same thing for the Brent Spence Bridge!

Thank you for participating in the process. Getting the public's input at this early stage in project development – and throughout the whole process – significantly improves our ability to plan projects that are successful from both ODOT's and the public's perspectives.

ODOT's budget for this project includes modest options that can be used to enhance its appearance. One of these is using a steel truss structure, which ODOT is looking into, based on feedback received from the public. ODOT is also exploring the feasibility of using a more attractive fence along the bridge deck that would have ½" x 3" horizontal openings, instead of a standard chain link fence. Additional aesthetic features will be determined in coordination with the city during the next phase of design development. While many options are already included in ODOT's budget, elements that exceed that budget will need to be funded through other sources. ODOT has consulted with the Cincinnati Police Department and was told that they have few security and safety concerns in the E. Court Street/Gilbert Avenue area. As such, security cameras and call boxes, which would require on-going maintenance, will not be included in the plans for the new bridge.

This pedestrian bridge replacement project is focused on maintaining existing connections within the city and correcting safety concerns related to travel on and over local roads and highways. If you'd like to pursue your suggestion about bus routes further, we suggest contacting SORTA/Metro at customerservice@go-metro.com.

Exact details of how construction will impact traffic will be determined as we enter the next phase of construction, but there will be an emphasis in limiting work to off-peak/overnight hours.

ODOT RESPONSE

Thank you for participating in the process. A significant amount of public input has already been gathered over the past several years regarding the companion bridge to the Brent Spence Bridge. To stay up-to-date on Brent Spence Bridge issues and upcoming public input opportunities, visit www.BrentSpenceBridgeCorridor.org.

2. I'd like to see this timetable cut down. Four years is a long time to have terrible non-car access to a neighborhood so close to our downtown center.

We anticipate keeping the existing pedestrian bridge open throughout the planning, design development, and construction of the new bridge (though temporary closures may be needed periodically during construction). This will allow non-vehicular access between E. Court Street and Mt. Adams to continue up until the new bridge is opened. As for the expected timetable, we are following ODOT's Project Development Process (PDP) which consists of five phases: planning, preliminary engineering, environmental engineering, final engineering/right-of-way, and construction. Right now, we are just in the planning stage, so there is still a lot of work to be completed. While we'll work to move forward as efficiently as we can, we currently expect the full process to take several years to complete, with construction taking place in 2026. More information about ODOT's PDP is available at:

<https://www.transportation.ohio.gov/working/pdp/pdp-phases-paths>.

3. Thank you for thoughtfully putting together public commentary forum. Please communicate findings to community and how considerations were used in decisioning.

Thank you for participating in the process. We will continue to keep the community up-to-date on our progress through updates posted on the project website, www.PublicInput.com/PedBridge. These updates will include a summary of the public feedback received and the decisions made.

4. The present timeline is too long. The timeline should be shortened for this small of a project: design, right-of-way and award can all be completed by December 2023, with construction completed in 2024.

We are following ODOT's project development process for the planning and development of this pedestrian bridge project, which consists of five phases: planning, preliminary engineering, environmental engineering, final engineering/right-of-way, and construction. Right now, we are just in the planning stage, so there is still a lot of work to be completed. While we'll work to move forward as efficiently as we can, we currently expect the full process to take several years to complete, with construction taking place in 2026. More information about ODOT's PDP is available at: <https://www.transportation.ohio.gov/working/pdp/pdp-phases-paths>.