

Ohio Department of Transportation

# HAM-71-1.81 Feasibility Study

**PID 102790**

January 25, 2023



The Memorandum of Understanding (MOU) between the Federal Highway Administration (FHWA) and the Ohio Department of Transportation (ODOT) concerning the State of Ohio's participation in the Project Delivery Program pursuant to 23 U.S.C. 327 was originally executed and went into effect December 28, 2015. The original MOU was amended June 6, 2018 and a renewed MOU was executed and went into effect December 14, 2020. The responsibilities assigned to ODOT are subject to the same procedural and substantive requirements as previously applied to FHWA. The NEPA Assignment Program does not preempt or interfere with any power, jurisdiction, responsibility, or authority of an agency, excluding FHWA, under applicable laws and regulations.

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January 25, 2023

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# Contents

Executive Summary .....	4
1 Introduction .....	1
2 Purpose and Need Summary .....	1
3 Alternatives Considered.....	1
3.1 No-Build Alternative .....	1
3.2 Alternative 1: New Bridge from Van Meter St. to E. Court St. ....	2
3.3 Alternative 2: New Bridge from Van Meter St. to Eggleston Ave.....	4
4 Public Involvement .....	6
4.1 Summary .....	6
4.2 Conclusion .....	8
5 Preferred Alternative - Key Issues .....	8
5.1 Structures.....	8
5.1.1 Bridge .....	8
5.1.1.1 Superstructure.....	8
5.1.1.2 Substructure .....	9
5.1.2 Ramp.....	10
5.1.2.1 Superstructure.....	10
5.1.2.2 Supports.....	10
5.2 Accessibility Requirements.....	11
5.3 Maintenance of Traffic - Vehicular .....	11
5.3.1 Maintenance of Traffic Exception Committee (MOTEC) Requests .....	12
5.3.2 Bridge Substructure.....	12
5.3.2.1 Proposed Pier No. 1 .....	12
5.3.2.2 Proposed Pier No. 2 .....	12
5.3.2.3 Proposed Pier No. 3 .....	13
5.3.2.4 Proposed Abutment at Van Meter St. Wall.....	13
5.3.3 Bridge Superstructure .....	13
5.3.3.1 Span 24.....	13
5.3.3.2 Span 25.....	13
5.3.3.3 Span 26.....	14
5.3.4 Existing Bridges .....	14

5.3.4.1 Existing Bridge over Gilbert Ave. ....14

5.3.4.2 Existing Bridge over I-471 & I-71 .....15

5.3.5 Ramp Structure.....16

5.4 Maintenance of Traffic – Pedestrian .....16

5.5 Utilities.....17

5.6 Geotechnical Assessment .....17

5.7 Right-of-Way .....17

5.8 Environmental Analysis .....17

5.9 Aesthetics.....17

5.10 Cost Estimates.....18

6 Comparison of Bridge Options.....19

## Tables

Table 1-1 Alternative Comparison Matrix .....18

Table 1-2 Option Comparison Matrix .....19

## Figures

Figure ES 1 – Aerial view of preferred alternative looking south.....5

Figure 1-1 Alternate 1: Aerial view looking south.....2

Figure 1-2 Alternate 1: Elevation view looking north. ....3

Figure 1-2 Alternate 1: Looking south at ramp structure.....3

Figure 2-1 Alternate 2: Aerial view looking south.....4

Figure 2-2 Alternate 2: Elevation view looking north. ....5

Figure 2-3 Alternate 2: Looking northeast at ramp structure. ....5

Figure 5-1 Existing retaining wall to be modified for new abutment. ....10

Figure 5-2 Erection of Span 25 .....14

Figure 7-1 Preferred Alternate: View looking south. ....20

Figure 7-2 Preferred Alternate: View looking northeast.....20

## Appendices

<b>Appendix A.</b>	<b>Study Area Map</b>
<b>Appendix B.</b>	<b>Option 1 Drawings</b>
<b>Appendix C.</b>	<b>Option 2 Drawings</b>
<b>Appendix D.</b>	<b>Public Comment Summary and Responses</b>
<b>Appendix E.</b>	<b>Cost Estimate – Steel Beam</b>
<b>Appendix F.</b>	<b>Cost Estimate – Prefabricated Steel Truss</b>

## Executive Summary

The purpose of this report is to present alternative improvements for the replacement of the two pedestrian bridges crossing I-71, I-471 and US-22 (Gilbert Ave.) in Cincinnati, Ohio and identify a preferred alternative for detailed engineering design. These pedestrian bridges link East Court Street in downtown Cincinnati with Van Meter Street in Mt. Adams. The first bridge (HAM-71-0181) extends from Mt. Adams, over I-71 north and south and I-471 north and south, landing on the east side of Gilbert Avenue. The second bridge (HAM-22-0111), which has art-deco architectural elements, crosses over from the east side of Gilbert Avenue to East Court Street. The bridges are connected with a stairway that extends to ground level adjacent to Fido Field dog park. Access to ground level at E. Court St. is provided by a stairway.

The desired outcome of the project is to provide a direct connection from Mt. Adams to Downtown Cincinnati with one structure designed to current ODOT and AASHTO specifications. The new structure must meet the Americans with Disabilities Act (ADA) requirements and improve vertical clearances over I-71 and I-471.

Two alternatives were developed for the project; the difference in alternatives is primarily their location. Alternative 1 is adjacent to the existing structures while Alternative 2 is located further to the south connecting Van Meter St. to Eggleston Ave. Each alternative consists of a bridge that spans over the roadways with an elevated ramp structure at the western/southern end of the bridge to get pedestrians to E. Court St. or Eggleston Ave. The No-Build alternative was also considered.

A Virtual Open House was held between June 1, 2022 and July 15, 2022. The meeting was conducted using the Public Input public engagement platform and was presented as a website-based event, complete with discussions and illustrations, that allowed participants to review the materials at their convenience. Illustrations included renderings of each alternative shown with a traditional steel beam superstructure. Samples of what a concrete box beam or steel truss superstructure would look like were also provided. During the 45-day public review period, the Open House webpage was viewed more than 2,400 times. Approximately 6,800 responses were collected via the survey, 2,554 of which were written comments, questions, and suggestions.

After reviewing and comparing the two proposed replacement alternatives, 80% of respondents said they would be more likely to use Alternative 1, which would connect Van Meter Street in Mt. Adams with E. Court Street downtown. Respondents liked its location and felt that the area around its downtown landing is safer and easier to access. For Alternative 2, some respondents liked that the bridge would be more inconspicuous than Alternative 1. However, concerns about Alternative 2 tended to center on its location due to safety and longer distance from Over-the-Rhine, Pendleton, the casino, and restaurants.

For either alternate, respondents felt that the design was too plain and utilitarian, and that the aesthetic design needs improvement. Aside from aesthetics, respondents suggested the project team consider improving lighting on and around the bridge.

After considering the results of the public involvement, ODOT determined that Alternative 1 is the preferred location for the new structure. Direction was then given to consider two bridge options at this location: 1) 5-span rolled steel beam superstructure and 2) 3-span prefabricated steel truss superstructure.

The Option 1 bridge spans are 90'-53.75'-74'-76.25'-56.83', spanning over each roadway. The span layout is driven by the locations available between the interstates and Gilbert Ave. for pier placement. Shorter spans are utilized to minimize superstructure depth to reduce the ramp height at Gilbert Ave.

Steel trusses can have longer spans utilizing a similar structure depth as the steel or concrete beams. Option 2 has three simple spans with proposed lengths of 145.83'-145.83'-57.5'. Span 1 crosses over Gilbert Ave. and I-

471 SB; Span 2 spans over I-71 NB & SB; Span 3 is over I-471 NB. The top chord of the truss will be arched for aesthetic considerations.

The two options were evaluated for cost, aesthetics, maintenance of traffic impacts and structural capabilities. The cost is higher for Option 2 at \$6,202,000 compared to \$4,842,000 for Option 1. However, the MOT impacts to the interstates are less with two less piers. The steel truss superstructure type was preferred overwhelmingly by the public for its aesthetic appeal. Both options meet all required structural design requirements. Alternative 1, Option 2 is the preferred alternative.



Figure ES 1 – Aerial view of preferred alternative looking south.

# 1 Introduction

The purpose of this report is to present alternative improvements for the replacement of the two pedestrian bridges crossing I-71, I-471 and US-22 (Gilbert Ave.) in Cincinnati, Ohio and identify a preferred alternative for detailed engineering design. These pedestrian bridges link East Court Street in downtown Cincinnati with Van Meter Street in Mt. Adams. The first bridge (HAM-71-0181) has a steel-beam and concrete deck superstructure that extends from Mt. Adams, over I-71 north and south and I-471 north and south, landing on the east side of Gilbert Avenue. The second bridge (HAM-22-0111), which has art-deco architectural elements, crosses over from the east side of Gilbert Avenue to East Court Street. The bridges are connected with a stairway that extends to ground level adjacent to Fido Field dog park. Access to ground level at E. Court St. is provided by a stairway. A map of the study area is shown in Appendix A.

# 2 Purpose and Need Summary

The purpose of this project is to replace the two pedestrian bridges due primarily to structural and geometric deficiencies of each bridge including both stairways. These deficiencies include:

- Concrete deterioration and expansion joint failure
- Piers not designed for current impact and seismic requirements
- Vertical clearance is substandard
- The bridges and stairways do not meet Americans with Disabilities Act (ADA) requirements.
- Vandal Protection Fence is substandard

The desired outcome of the project is to provide a direct connection from Mt. Adams to Downtown Cincinnati. To accomplish this, the following needs must be met:

- The most direct connection between Mt. Adams and the desired destinations Downtown
- Provide an accessible facility that meets ODOT's Multimodal Design Guide
- Provide required vertical clearance over all roadways
- Provide structures meeting all current design requirements

# 3 Alternatives Considered

Two alternatives were developed for the project. The alternatives consist of replacing the existing bridges and stairways with one bridge and associated ADA compliant ramp structure. The difference in alternatives is primarily their location. Alternative 1 is adjacent to the existing structures while Alternative 2 is located further to the south. The No-Build alternative was also considered. Refer to Appendices B and C for drawings of each alternative.

## 3.1 No-Build Alternative

The No-Build alternative includes the removal of the existing bridges and stairways. It also includes minor improvements to the existing pedestrian path from Monastery Street to E. 6<sup>th</sup> Street bridge. The path would not be ADA compliant.



### 3.2 Alternative 1: New Bridge from Van Meter St. to E. Court St.

Located immediately south of the existing bridge system, Alternative 1 would be a single bridge that extends from Van Meter Street on its east side (Mt. Adams side) to the southwest corner of the East Court Street and Gilbert Avenue intersection on its west side (downtown side). The pedestrian bridge would descend in slope from east to west. The slope is 6.50% from Van Meter St. over I-71 SB. The maximum slope would be 8.33%, which meets ADA accessibility standards. Flat respite areas (five feet in length) would be located every 30 feet along the sloped portions of the bridge. The west end of the bridge would be around 33 feet above ground once it reaches the west side of Gilbert Avenue depending on superstructure type. Bridge users would choose between using a three-level ramp system or a stairway to move to and from ground level. The maximum slope of the ramp structure is approximately 6.70%. The access ramp and stairs would be located adjacent to the parking lot on the southwest corner of the East Court Street/Gilbert Avenue intersection. While several parking spaces may be lost, efforts would be made to preserve as many spaces as possible. Figures 1-1 through 1-3 from the Public Involvement website illustrates the Alternative 1 location.



Figure 1-1 Alternate 1: Aerial view looking south.



Figure 1-2 Alternate 1: Elevation view looking north.



Figure 1-2 Alternate 1: Looking south at ramp structure.

### 3.3 Alternative 2: New Bridge from Van Meter St. to Eggleston Ave.

Moving the bridge to the south, Alternative 2 would be a single bridge that extends from Van Meter Street on its east side (Mt. Adams side) to Eggleston Avenue on its west side (downtown side) south of Fido Field. The pedestrian bridge would descend in slope from east to west. The maximum slope would be 8.33%, which meets ADA accessibility standards. Flat respite areas (five feet in length) would be located every 30 feet along the sloped portions of the bridge. The west end of the bridge would be approximately 40 ft above ground once it crosses I-471 SB. Bridge users would choose between using a three-level ramp system or a stairway to move to and from ground level. The access ramp and stairs would be located between I-71 NB and I-471 SB entrance ramp bridges. Figures 2-1 through 2-3 illustrates Alternative 2.



Figure 2-1 Alternate 2: Aerial view looking south.



Figure 2-2 Alternate 2: Elevation view looking north.



Figure 2-3 Alternate 2: Looking northeast at ramp structure.

## 4 Public Involvement

The HAM-71-1.81 Pedestrian Bridge Virtual Open House was held between June 1, 2022 and July 15, 2022. The meeting was conducted using the Public Input public engagement platform and was presented as a website-based event, complete with discussions and illustrations, that allowed participants to review the materials at their convenience. Illustrations included renderings of each alternative and shown with the steel beam option. Samples of what a concrete box beam or steel truss superstructure would look like were provided.

The project team conducted a comprehensive notification effort that included distribution of a news release, social media posts, emails to ODOT stakeholders, notifications to local community councils, flyers posted on the bridge and in neighboring areas, and mailers sent to 4,090 businesses and residences located near the project area.

During the 45-day public review period, the Open House webpage was viewed more than 2,400 times. A total of 701 participants answered at least one or more of the survey questions embedded throughout the website. Approximately 6,800 responses were collected via the survey, 2,554 of which were written comments, questions, and suggestions.

### 4.1 Summary

Below is a summary of key findings gathered through the virtual open house experience:

- The majority of respondents (71%) live near the project area, either in downtown Cincinnati's central business district, Mt. Adams, or one of the City of Cincinnati's (City) other neighborhoods near the project area (Over-the-Rhine, Pendleton, Mt. Auburn, and Walnut Hills). Approximately 64% of respondents use the bridge once or twice a week (15% of respondents), several times a month (21% of respondents) or every few months (28% of respondents). This data indicates that the survey reached its targeted audiences.
- When asked where they go most when using the pedestrian bridge, respondents most frequently identified locations that are north of 7th Street, south of E. Liberty Street, east of Elm Street or are in the Mt. Adams/Eden Park area. A number of respondents also said they would use it to go to Findlay Market, which is north of E. Liberty Street.
- Respondents mostly use the bridge to get to destinations or events in Mt. Adams, dining locations in downtown Cincinnati, or to downtown entertainment/sports venues.
- When asked what would encourage them to use the pedestrian bridge more often, respondents offered a number of ideas. The five most frequently occurring ideas included making the pedestrian bridge more bike-friendly and/or connecting it with existing and planned bike/shared-use paths; improving lighting on and around the bridge; improving accessibility for people using wheelchairs, scooters, strollers, personal electric vehicles, and bicycles; improving personal safety; and enhancing the appearance of the bridge.
- After reviewing and comparing the two proposed replacement options, 80% of respondents said they would be more likely to use Alternative 1, which would connect Van Meter Street in Mt. Adams with E. Court Street downtown.
  - Respondents liked its location and felt that the area around its downtown landing is safer and easier to access. It also has the potential to connect with planned expansions of the City's bicycle/shared-use path system.

- The most frequently cited concern about Alternative 1 centered on aesthetics. Respondents felt that the design presented in the renderings is too plain or that it resembles a parking structure for cars. Many felt that building a new bridge in this location offers an opportunity to create a new, attractive “gateway” to the City and that the bridge’s aesthetic design should better reflect the City’s character and/or the art deco design reflected in buildings across the City as well as in the existing pedestrian bridge over Gilbert Avenue.
- Other concerns about Alternative 1 included comments that the size and scale of the ramp might be overwhelming (though many respondents appreciated the inclusion of a ramp); the chain link fencing shown in the renderings is unappealing and unattractive; and the bridge may not be wide enough to support simultaneous two-way travel. Respondents also said that the personal safety of users must remain a priority.
- Approximately 20% of respondents said they’d be more likely to use Alternative 2, which would connect Van Meter Street in Mt. Adams with the shared-use path along Eggleston Avenue which is adjacent to the Fido Field dog park.
  - Some respondents liked that the bridge would be more inconspicuous than Alternative 1; it would be convenient for them and is closer to the riverfront and locations that they’d like to go; it offers an opportunity for establishing more multi-modal connections; and it’s simpler than Alternative 1 because it would only cross over I-471, not I-71 and Gilbert Avenue. Some also felt that relocating the bridge’s downtown landing to Eggleston would open up new development opportunities near the current landing on E. Court Street.
  - Concerns about Alternative 2 tended to center on its location. Many respondents felt that the downtown landing of the bridge on Eggleston is not convenient and is too far away from Over-the-Rhine, Pendleton, the casino, and restaurants. Personal safety was also a primary concern with this area. Respondents said that a landing there would be in a dark, generally unpopulated area, located under multiple roadway overpasses. This poses safety concerns, particularly for female pedestrians, and may inhibit use. They also noted concerns with a lack of adequate lighting in the landing area and said this alternative will likely be very noisy due to the overpasses and proximity to other nearby roads. Users would also have to cross busy streets to get to and from the pedestrian bridge. Many respondents also felt that this alternative was redundant of other downtown access points from Mt. Adams, particularly the path from Monastery Street to 6th Street.
  - Similar to Alternative 1, respondents felt that the design for Alternative 2 was too plain and utilitarian, and that the aesthetic design needs improvement. They also expressed a dislike of chain link fencing.
- Aside from aesthetics, respondents suggested the project team consider improving lighting on and around the bridge (similar to what’s shown in the renderings), including the entry and exit points; making the bridge wider to facilitate simultaneous travel in both directions; striping lanes on the bridge deck to delineate travel lanes; and adding safety features such as a 911 box and camera-monitoring system. A number of respondents also suggested adding a cover that would protect bridge users from rain, snow, and sun while others suggested working with local organizations to add local artwork and/or greenery to enliven the bridge and its entry/exit points.

The Open House Summary Report is contained in Appendix D.

## 4.2 Conclusion

Based on overwhelming response ODOT will move forward with Alternative 1. The remainder of this study will evaluate the rolled steel beam and prefabricated steel truss options for the bridge type and both concrete and steel supports for the ramp structure. Aesthetic elements will likely be incorporated into the new structures and will be developed in conjunction with the City during Stage 1 plan development.

# 5 Preferred Alternative - Key Issues

## 5.1 Structures

### 5.1.1 Bridge

One bridge is proposed to connect Mt. Adams with Downtown. It is located just south of the existing bridges. The length of bridge is approximately 352' long. It begins immediately west of the wall separating Gilbert Avenue from the parking lot below and ends at the wall separating Van Meter from I-471 north. The critical clearance point is at the west shoulder of I-71 southbound. Two superstructure types and two ramp types are to be considered. Refer to Appendices B and C for drawings of each bridge option.

#### 5.1.1.1 Superstructure

Two superstructures are considered for evaluation: 1) 5-span rolled steel beam and 2) 3-span prefabricated steel truss. The width of the shared-use path is 12'-0" for each option. This width provides for a 10'-0" path with 1'-0" shy distance to the railing/curb/fence.

- Option 1 – Steel Beam

The proposed spans are 90'-53.75'-74'-76.25'-56.83', spanning over each roadway. The span layout is driven by the locations available between the interstates and Gilbert Ave. for pier placement. Shorter spans are utilized to minimize superstructure depth to reduce the ramp height at Gilbert Ave. Due to the unbalanced span ratios, a joint will be provided between spans one and two with continuous spans from spans two to five. The preliminary design indicates a beam size of W30x173 with an 8 ½" concrete deck. The superstructure depth is 3.41'. The longitudinal slope is 6.50% from Van Meter St. over I-71 SB. The slope is 8.33% over Gilbert Ave. Flat respite areas are provided every 5'. The alternating deck slope and flat respite areas will be accomplished by varying the deck haunch.

- Option 2 – Prefabricated Steel Truss

Steel trusses can have longer spans utilizing a similar structure depth as the steel or concrete beams. Three simple spans are proposed with lengths of 145.83'-145.83'-57.5'. Span 1 crosses over Gilbert Ave. and I-471 SB; Span 2 spans over I-71 NB & SB; Span 3 is over I-471 NB. The top chord of the truss will be arched for aesthetic considerations. Arcadis coordinated with two prefabricated truss suppliers to verify the following information. The total superstructure height will vary from 5'-7" to 12'-4" for the long spans and 5'-7" to 8'-4" for the short span. The usable pedestrian width of 12'-0" results in an overall width of 15'-0". A minimum 6" concrete deck will be provided. The walkway to bottom chord depth varies from 3.65' to 3.98' on high side to 3.46' to 3.79' on low side. The longitudinal slope is 6.33% from Van Meter St. over I-71 SB. The slope is 8.33% over Gilbert Ave. Flat respite

areas are provided every 5'. The alternating deck slope and flat respite areas will be accomplished by varying the deck haunch over the floor beams.

### 5.1.1.2 Substructure

There are no typical abutments for the bridge, only piers and a modified wall. The beginning of the bridge is the pier that supports the top east end of the ramp and first span of the bridge immediately west of Gilbert Ave. The end of the bridge is supported on the modified existing wall separating I-471 NB and Van Meter St. The piers for the steel beam and prefabricated steel truss options will be similar. Depending on the superstructure type, there will be three or five piers.

- Bridge Piers

- Steel Beam

Based on an approximate height of 39' for the pier between Gilbert Ave. and I-471 SB, the minimum width of the pier is 13' to be considered redundant based on an allowable stem height to width ratio of 3 to 1. All three beams can be placed on this width without excessive distance from exterior beam to end of pier. The pier cap is required to be 3' thick. Based on AASHTO LRFD Section 3.6.5.1, the pier will not have to be designed for the 600 kip vehicular collision force because the cross sectional area is greater than 30.0 ft<sup>2</sup> (39.0 ft<sup>2</sup> > 30.0 ft<sup>2</sup>) and considered sufficient for impact. Therefore, the pier for this option is a 13'-0" wide x 3'-0" thick wall and is used for all piers. The final pier configuration will be determined during Stage 1 design with aesthetic input from the City of Cincinnati.

- Prefabricated Steel Truss

Based on an approximate height of 34' for the pier between I-71 SB and I-471 SB, the minimum width of the pier is 11.3' to be considered redundant. To accommodate the truss width, the pier cap is required to be 17'-0" wide and 4'-0" thick. The differential between cap width and wall width is enough to permit a T-Type pier to be used for this option. Based on AASHTO LRFD Section 3.6.5.1, the pier will not have to be designed for the 600 kip vehicular collision force because the cross sectional area of the stem is greater than 30.0 ft<sup>2</sup> (46.0 ft<sup>2</sup> > 30.0 ft<sup>2</sup>) and considered sufficient for impact. Therefore, an 11'-6" wide stem with a 17'-0" wide cap is used for all piers. The final pier configuration will be determined during Stage 1 design with aesthetic input from the City of Cincinnati.

- Foundations

Based on review of various existing plan sets for the construction of I-71 and I-471, competent rock is near the surface from I-71 to the east. Spread footings will likely be required in this area. Between I-471 SB and I-71 SB and then to the west, rock gets deeper likely requiring deep foundations.

- Existing Wall (Forward Abutment)

The existing wall where the bridge ends is a counterfort concrete retaining wall with spread footings on rock. The wall needs to be modified to construct a beam seat and backwall. The original bridge is supported on this wall to the north. The wall was analyzed and determined it is acceptable to support the loads from the bridge. See Figure 5-1 on next page.



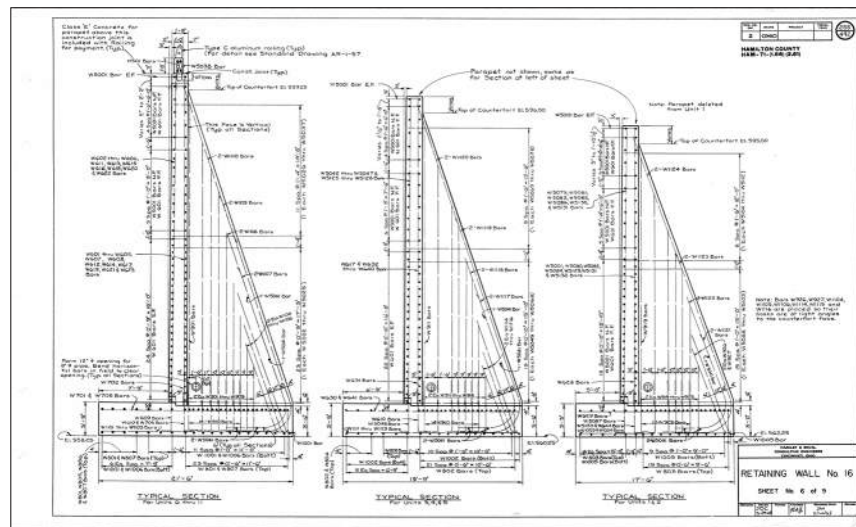


Figure 5-1 Existing retaining wall to be modified for new abutment.

## 5.1.2 Ramp

To meet ADA grade requirements and meet the existing elevation at Van Meter St., the west end of the bridge is significantly higher than the ground at E. Court St./Gilbert Ave compared to the existing bridge. Due to this elevation difference, a ramp structure and stairway are required. To meet ADA requirements, a three-level ramp is necessary. The longitudinal slope is 6.74% between flat respite areas for the entire length of the ramp. The alternating deck slope and flat respite areas will be accomplished by varying the deck haunch. Users of the stairway and ramp will exit onto E. Court St. at about the same location as existing. The ramp structure will fit within the City owned property at the southwest corner of E. Court St. and Gilbert Ave. To minimize impact, the stairway is placed within the interior of the ramp. The parking lot immediately below and west of Gilbert Ave. may lose a few spaces depending on final placement of ramp supports.

### 5.1.2.1 Superstructure

Only one superstructure type is considered for the ramp structure which is a concrete slab. The concrete slab width will correspond to the bridge width. The slab will be supported approximately every 22' to 32' and is 12" thick. The stairway steps are also constructed of concrete.

### 5.1.2.2 Supports

Two options to support the concrete slab were presented to the public which included steel and concrete. In the area of the ramp, rock depth is increasing requiring deep foundations. To minimize the number of foundations, the slab and stairway is supported from a single column with a cantilevered arm. The preliminary design of the columns is based on limiting the live load deflection for a fully loaded ramp to 1".

- Concrete

A 42" square concrete column will support a rectangular cantilever arm. The cantilever is 36" wide by 36" deep. The column will be supported by a 66" diameter drilled shaft. The cost of the concrete columns and cantilever arms is \$327,000.

- Steel

Rectangular Hollow Structural Sections (HSS) will make up the columns and cantilevers. The columns are 46x28 and the cantilevers are 24x20. The cantilevers will be welded to the columns. The column will be supported by a 66" diameter drilled shaft. The cost of the steel columns and cantilever arms is \$474,000. The steel columns are \$147,000 more than concrete which is approximately 3% of the overall construction cost. Although more costly, the steel columns were preferred by the public for aesthetic reasons and is assumed for the Option 2 cost.

## 5.2 Accessibility Requirements

The connection between Mt. Adams and Downtown is required to meet requirements in ODOT's Multimodal Design Guide which addresses accessible facilities. ODOT has adopted the Draft 2011 PROWAG as the governing document for accessible design within ODOT's public right-of-way. These requirements will apply to the bridge and ramp structure. Notable requirements include the following:

- Profile grade preferred to not exceed 5%.
  - The height of the ramp structure would be approximately 6.5' higher if grades do not exceed 5%.
  - There is not enough area to reach street level utilizing a 5% grade for the ramp structure.
- If profile grade exceeds 5%:
  - Grade shall not exceed 8.33%
  - Maximum length of slope is 30 feet.
  - Level landings for respite must be 5 feet long.
  - Street level can be reached using grades between 5% and 8.33%.
- Stairway risers shall be 4 inches high minimum and 7 inches high maximum.
- Stairway treads shall be 11 inches deep minimum.

## 5.3 Maintenance of Traffic - Vehicular

The intent of the maintenance of traffic plan is to minimize the impact of project construction on the traveling public as well as maintaining the safety of both the construction workers and traveling public. In addition, consideration must be given to the actual operations required to accomplish the construction work. For the proposed maintenance of traffic concepts, the construction areas provided for the proposed pedestrian bridge piers can be extended to include the existing piers to be removed. However, the removal of the existing bridge will not occur until after the new bridge has been constructed. For both the removal of the existing pedestrian bridge and the construction of the proposed pedestrian bridge, any necessary closure of lanes will comply with the "permitted lane closure" policy as per District 8 of The Ohio Department of Transportation.

The discussion below is based on Option 2 – Prefabricated Steel Truss. Option 1 – Steel Beam would have similar closures. As the design progresses into Part 2, Stage 1 Design, Arcadis will work with contractors and steel erectors to minimize the number MOT setups between constructing the new bridge and removing the existing bridges. A concept will be prepared in the final drawings that will allow the contractor to bid the project effectively while leaving them the flexibility to utilize their own best practices.

### 5.3.1 Maintenance of Traffic Exception Committee (MOTEC) Requests

Construction of this project will require closures to protect workers and the traveling public. These closures are unallowable when referencing the Permitted Lane Closure website. These closures will require exceptions from the MOTEC. As noted in Section 5.3.3 Bridge Superstructure and Section 5.3.4 Existing Bridges, a rolling closure will be necessary to complete the erection of the proposed bridge spans and demolition of the existing bridge spans. These closures will be as per MT-99.60, Short-Term Closure of Multi-Lane Divided Highway. The closures that Arcadis is requesting exceptions for are detailed below:

- I-471 SB (2 lanes)
  - Single short-term closure to erect Span 24
  - Single short-term closure to remove existing span 1
- I-71 SB (3 lanes)
  - Single short-term closure to erect Span 25
  - Single short-term closure to remove existing span 2
- I-71 NB (3 lanes)
  - Single short-term closure to erect Span 25
  - Single short-term closure to remove existing span 3
- I-471 NB (2 lanes)
  - Single short-term closure to erect Span 26
  - Single short-term closure to remove existing span 4

### 5.3.2 Bridge Substructure

The construction of the substructure will require closures and lane shifts to provide room for the contractor to install deep foundations and pile footings.

#### 5.3.2.1 Proposed Pier No. 1

The necessary work area for construction of this pier is just west of Gilbert Ave wall. The west sidewalk on Gilbert Ave. will be closed due to the proximity of construction equipment. No roadway lanes will need to be closed. A detour for pedestrians, likely along Reedy St., may be necessary.

A portion of the parking area west and below Gilbert Ave. is required to construct the ramp and for staging. Approximately 20 parking spaces will be eliminated during construction. Also, access to the parking area from E. Court St. will be closed. Access from Reedy St. will be utilized. (See Photos 5 – 1 and 5 – 2 within Section 5.3.5)

#### 5.3.2.2 Proposed Pier No. 2

The necessary work area for construction of this pier will be provided by shifting I-471SB traffic one lane to the west by the implementation of SCD MT-102.10, Lane Shift on a Multi-Lane Highway using Portable Barrier. Also, the I-71 SB shoulder will need to be closed. This closure will be achieved by the implementation of SCD MT-95.45, Closing Shoulder of a Multi-Lane Divided Highway. If necessary, access to the construction area may be achieved by the implementation of SCD MT-103.10, Construction Access Points. The shift of both I-471 SB lanes will provide approximately 25 feet of room between the temporary barrier and the wall separating I-471 SB and I-71 SB. About 12 feet is the distance between the temporary barrier and the existing guardrail. All work on the pier up to and including its finished elevation and any pavement will be completed. Note, this construction cannot occur at the same time as the removal of the existing pier on the west side of I-471 SB.

### **5.3.2.3 Proposed Pier No. 3**

The necessary work area for construction of this pier will be provided by shifting I-71 NB traffic one lane to the west by the implementation of SCD MT-102.10, Lane Shift on a Multi-Lane Highway using Portable Barrier. Also, the traffic on I-471 NB will need to be shifted to the east also by the implementation of SCD MT-102.10. Refer to Figure 5-2 in Section 5.3.3.2 below. The area needed for erecting Spans 25 and 26 with the associated MOT will be utilized for constructing Pier No. 3. If needed, access to the construction area from I-471 NB may be achieved by the implementation of SCD MT-103.10, Construction Access Points. All work on the pier up to and including its finished elevation and any pavement will be completed.

### **5.3.2.4 Proposed Abutment at Van Meter St. Wall**

The necessary work area for construction of the abutment at the existing wall at Van Meter St. will be provided. I-471 NB traffic will be shifted one lane to the west by the implementation of SCD MT-102.10, Lane Shift on a Multi-Lane Highway using Portable Barrier. This shift will provide around a 20 feet width work area from temporary barrier to face of existing wall. If needed, access to the construction area may be achieved by the implementation of SCD MT-103.10, Construction Access Points. Also, to provide a work area for construction on Van Meter St., six or seven parking spaces will be removed to the north and south of the proposed pedestrian bridge. Van Meter St. traffic will be shifted to the east by the implementation of SCD MT 102.10. All work on the abutment and wall up to and including sidewalk and grass strip will be completed.

## **5.3.3 Bridge Superstructure**

Traffic must be maintained to allow for contractor staging and crane placement. Rolling closure will likely be necessary to complete the erection of the spans. As the design is moved forward, Arcadis will discuss the project with contractors and bridge erectors to allow for the method of erection as discussed below and for other alternatives that may be likely providing flexibility during the bidding process to minimize project costs.

### **5.3.3.1 Span 24**

To set span 24, the contractor will likely set up a crane on the east side of Gilbert Ave. The stairway from the existing bridge to Fido Field will be removed. The area between I-471 SB and Gilbert Ave. may be used for staging and crane set up. The truss sections will be delivered along Gilbert Ave. and could be assembled in the north part of Fido Field, subject to environmental acceptance, or along the roadway. The right NB lane, and possibly the second NB lane, of Gilbert Avenue will be closed by the implementation of SCD MT-95.31, Closing Right Lane of a Multi-Lane Undivided Highway with Drums. Once the span is erected, the lane(s) can be reopened.

### **5.3.3.2 Span 25**

To set span 25, the contractor may set up a crane near the east side of I-71 NB. The staging of the truss could occur in the gore between I-71 NB and I-471 NB. The necessary areas for the crane will be provided by shifting I-71 NB traffic one lane to the west by the implementation of SCD MT-102.10, Lane Shift on a Multi-Lane Highway using Portable Barrier. See Figure 5 – 2 for a possible bridge erection scenario.

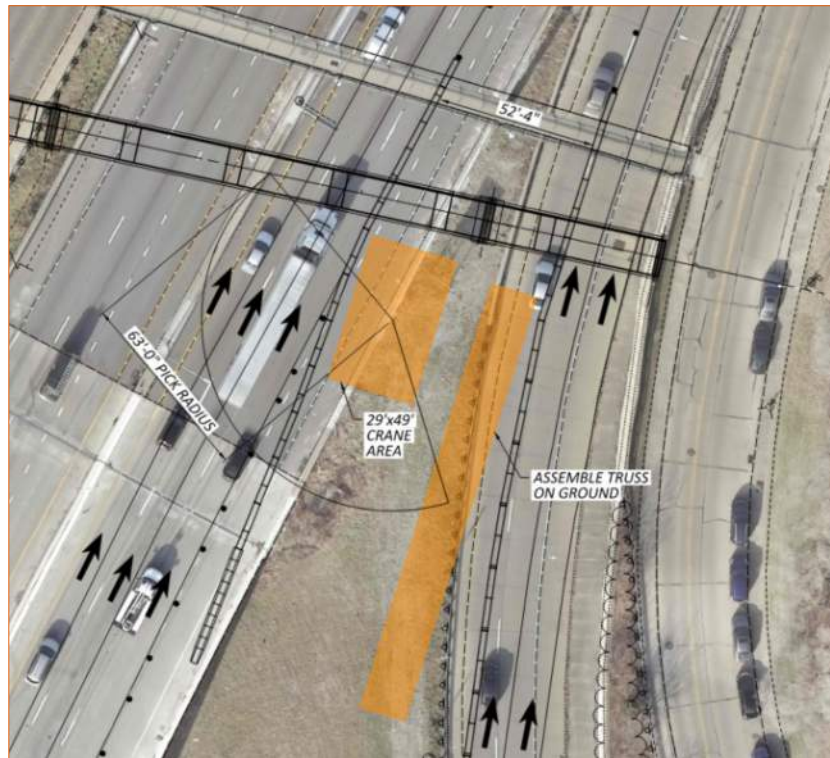


Figure 5-2 Erection of Span 25

### 5.3.3.3 Span 26

To set span 26, the contractor will likely use the same crane set up as Span 25. The span weighs less and has a similar pick length. The staging of the truss could occur in the gore between I-71 NB and I-471 NB. The necessary work area for crane placement will be provided by shifting I-71 NB traffic one lane to the west by the implementation of SCD MT-102.10, Lane Shift on a Multi-Lane Highway using Portable Barrier, 01-17-2020. Also, the traffic on I-471 NB will need to be shifted to the east by the implementation of SCD MT-102.10.

## 5.3.4 Existing Bridges

### 5.3.4.1 Existing Bridge over Gilbert Ave.

The first phase of construction will be to remove the bridge over Gilbert Ave., the bridge piers, E. Court St. retaining walls and the stairway down to E. Court St. sidewalk. A temporary crosswalk will be constructed to the north side of the intersection of E. Court St. and Gilbert Ave. This will allow for pedestrian use during construction of the new bridge and ramp. The sidewalks on the south side of E. Court St. and the west side of Gilbert Ave. will need to be closed during all of construction.

- Superstructure Removal

Due to the location of the span wires north of the bridge, the superstructure will be removed from the south. Removal of the superstructure via crane will require closing the left through lane on SB Gilbert Ave. The NB turn lane will be shifted into the SB left lane, the NB left through lane will be shifted to the existing turn lane and the NB

right lane will be closed. SCD MT-95.31 and 95.32 will be implemented to provide the necessary work area to set up the crane. When the superstructure is lifted, Gilbert Ave. will be closed south of E. Court St. in both directions for a short time.

- Stairway Removal

No lanes on E. Court St. will be closed. The removal of the stairway will occur from the work area provided by closing a portion of the parking area west of Gilbert Ave.

- Bridge Pier Removal

The east pier can be removed utilizing the MOT required for the superstructure removal. Once the east pier is removed, NB traffic can return to normal operation. For the removal of the west pier, the SB right through lane on Gilbert Ave. and the EB right lane on E. Court St. will be closed. The EB left turn lane on E. Court St. will have to be converted to a combined right and left turn lane. SCD MT-95.31 will be implemented to provide the necessary work area to remove the pier.

### **5.3.4.2 Existing Bridge over I-471 & I-71**

- Existing Bridge Spans

A rolling closure will be necessary to complete the demolition of the existing bridge spans. These closures will be as per MT-99.60, Short-Term Closure of Multi-Lane Divided Highway. MOT for crane placement to pick bridge spans will attempt to utilize the various MOT schemes utilized for pier demolition below. The process used to determine the area needed to erect the spans as shown in Figure 5 – 2 above will be utilized for each span to determine the appropriate lane shifts and or closures for each span.

- Existing Pier and Stairway between Gilbert Ave. and I-471 SB

The pier and stairway can be removed utilizing the MOT required for the superstructure removal as described in Section 5.3.4.1 above.

- Existing Pier Between I-471 SB & I-71 SB

Utilize the same MOT as for Proposed Pier No. 2.

- Existing Pier Between I-71 NB & I-71 SB

The necessary work areas for the removal of this existing pier will be provided by shifting both I-71 NB and I-71 SB traffic one lane away from the existing pier by the implementation of SCD MT-102.10, Lane Shift on a Multi-Lane Highway using Portable Barrier. After the removal of the pier and the construction equipment, the opening to traffic will occur when suitable for travel use.

- Existing Pier Between I-71 NB & I-471 NB

Utilize the same MOT as for Proposed Pier No. 3.

### 5.3.5 Ramp Structure

No maintenance of traffic is required for construction of the ramp structure. The sidewalks on the south side of E. Court St. and west side of Gilbert Ave. will be closed. Parking spots (20+) will be temporarily eliminated from the northern end of the parking lot south to the exit of the ramp descending from E. Court St. The ramp to the parking area at E. Court St. will be closed. Access to parking will be maintained from Reedy St. See Photos 5-1 and 5-2 below.



Photo 5 - 1 E. Court St. Parking Entrance

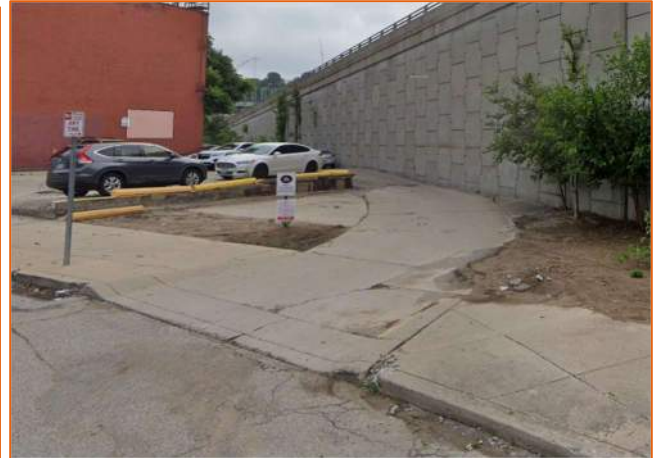


Photo 5 - 2 Reedy St. Parking Entrance

## 5.4 Maintenance of Traffic – Pedestrian

Every attempt will be made to maintain pedestrian traffic from Mt. Adams to Downtown during construction. There will be short durations, such as bridge superstructure erection, where the connection will be closed.

The new pedestrian bridge is to be constructed immediately south of the existing bridges. The bridge avoids conflict with the existing bridges along its entire length except at the stairway that descends to Fido Field on the east side of Gilbert Ave.

However, when in place, the new superstructure will have a clearance greater than 20' above the stairway. Therefore, the existing bridges can remain open during the construction of the new bridge.

Since the existing bridge over Gilbert Ave. and stairway to E. Court St. conflicts with the new ramp structure, the bridge will be removed prior to ramp construction. Pedestrian access will be maintained to E. Court St. by a temporary crosswalk that will be installed on the north side of the E. Court/Gilbert intersection. Pedestrians will descend the stairway and proceed north along the wall separating I-471 SB and Gilbert Ave. A new sidewalk must be built in the grass area along the wall.

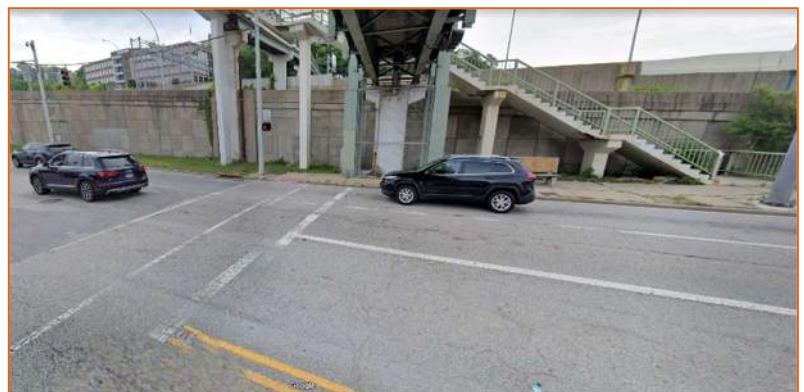


Photo 5 - 3 Looking East toward existing stairway and crosswalk

The sidewalk along the west side of Gilbert Ave. and south side of E. Court St. will be closed during most of the construction. A pedestrian detour is required to get pedestrians to Broadway Ave.

## 5.5 Utilities

Utility coordination is not part of the Feasibility Study. However, a number of conduits are supported on the existing bridge crossing the interstates. It is assumed for this study that a few conduits will be supported on the new bridge. Extensive coordination with utility owners will be required for the preferred Alternate.

## 5.6 Geotechnical Assessment

A Geotechnical Exploration has not been performed. It will be completed after selection of the preferred alternate. Foundation type has been determined based on existing structure drawings including associated soil profile sheets. As mentioned previously, both deep foundations and spread footings are required depending on the alternative and location of piers.

## 5.7 Right-of-Way

Right-of-Way has not been established during this part of the project. It was shown based on existing drawings and Hamilton County GIS Map. The location of Alternative 1 places the bridge and ramp solely within the right-of-way of ODOT and City property. Work limits are the same for Option 1 and 2. City property is impacted west of Gilbert Ave., south of E. Court St. and behind the buildings located on Reedy St. Several parking spots in this area will be temporarily eliminated during construction and a few will be eliminated permanently due to the ramp columns. Permanent R/W required from the city in this area is approximately 0.16 acres. Temporary R/W required from the city in this area is approximately 0.06 acres.

Additional city property is affected at the strip between Gilbert Ave. and I-471 SB and also along Van Meter St. Parking along Van Meter St. will be temporarily eliminated during the construction of the east end of the bridge. Permanent R/W required from the city in these areas is approximately 0.01 acres. Temporary R/W required from the city in this area is approximately 0.01 acres.

Total permanent R/W required from the City of Cincinnati is 0.17 acres. Total temporary R/W required from the City of Cincinnati is 0.07 acres

## 5.8 Environmental Analysis

No environmental studies were completed for this study. Once the structure location and options are approved, the studies will be completed during Part 2 of the project.

## 5.9 Aesthetics

As noted above, the public desires a structure that incorporates aesthetics. The public was presented with samples of ODOT's baseline and enhanced aesthetics. During the next part of the project ODOT and the City of Cincinnati will determine what aesthetic elements are to be incorporated into the project. At this time, the following elements have been incorporated into the project:



- Arched shaped prefabricated steel truss.
- Rectangular openings for fencing such as constructed by ClearVu by Cochrane.
- Steel supports for the ramp deck.
- Lighting will include recessed lighting on the bridge and under deck lighting on the ramp

Other aesthetic elements that will be considered include pier shape, steel color and Art Deco elements.

## 5.10 Cost Estimates

Preliminary cost estimates were prepared for each superstructure option. A placeholder value was included for utility relocation as it is unknown at this time what utilities need relocated and supported on the bridge. See Table 1-1 below for a summary of costs.

Table 1-1 Alternative Comparison Matrix

Cost Estimate	No Build	Option 1	Option 2
	Remove Existing Bridge	Steel Beam Bridge	Prefabricated Steel Truss Bridge
Bridge	\$125,000	\$1,503,000	\$2,592,000
Ramp	N/A	\$1,444,000	\$1,441,000
General Structural	N/A	\$290,000	\$285,000
Roadway/MOT	\$75,000	\$440,000	\$375,000
Contingency	\$50,000	\$450,000	\$600,000
Inflation (16.7%)	\$38,272	\$690,227	\$884,227
<b>Construction Subtotal</b>	<b>\$288,272</b>	<b>\$4,817,227</b>	<b>\$6,177,227</b>
Right-of-Way	\$35,728	\$466,773	\$466,773
<b>Feasibility Level Cost</b>	<b>\$324,000</b>	<b>\$5,284,000</b>	<b>\$6,644,000</b>

## 6 Comparison of Bridge Options

Each option meets the project needs. The new bridge and ramp structure replaces aging and substandard infrastructure to move pedestrians from Mt. Adams into Downtown Cincinnati. The new structures will meet ODOT’s Bridge Design Manual and ADA requirements.

Option 1 – Steel Beam Bridge is very similar to the existing bridges. This option requires five spans to minimize superstructure depth and results in piers located adjacent to each roadway that is spanned. To construct these piers, MOT is required on each roadway: Gilbert Ave., I-471 SB, I-71 SB, I-71 NB, I-471 NB and Van Meter St. Multiple utility conduits are supported on the existing bridge. Option 1 will provide sufficient room to place relocated conduits on the new bridge. All work for the bridge and ramp will occur within ODOT and City Right of Way.

Option 2 – Prefabricated Steel Truss Bridge is the preferred bridge type by the public. This option requires three spans to have a similar superstructure depth to Option 1. With two less piers, MOT is not required for pier construction on Gilbert Ave. and minimal MOT is required on I-71 NB & SB. Utility conduits can be supported on the truss bridge but with less available room above or below the floor beams. All work for the bridge and ramp will occur within ODOT and City owned land.

Table 1-2 Option Comparison Matrix

Option Comparison	No Build Remove Existing Bridge	Option 1 Steel Beam Bridge	Option 2 Prefabricated Steel Truss Bridge
Meets ADA	No	Yes	Yes
Utility Placement	Not Available	Easy	Possible
Public Preference	Project Needs Not Met	Not Preferred	Preferred
Right-of-Way	City Only	City Only	City Only
Vehicular & Ped MOT	Medium	High	Medium
Feasibility Level Cost	\$324,000	\$5,284,000	\$6,644,000
<b>Conclusion</b>	<b>Not Preferred</b>	<b>Not Preferred</b>	<b>Preferred</b>

Alternative 1, Option 2 (see Figures on next page) is the preferred alternative. The location and superstructure were the overwhelming preferred alternative by the public.



*Figure 7-1 Preferred Alternate: View looking south.*



*Figure 7-2 Preferred Alternate: View looking northeast.*

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Akron  
Ohio 44308  
Phone: 330 434 1995  
Fax: 330 374 1095  
[www.arcadis.com](http://www.arcadis.com)

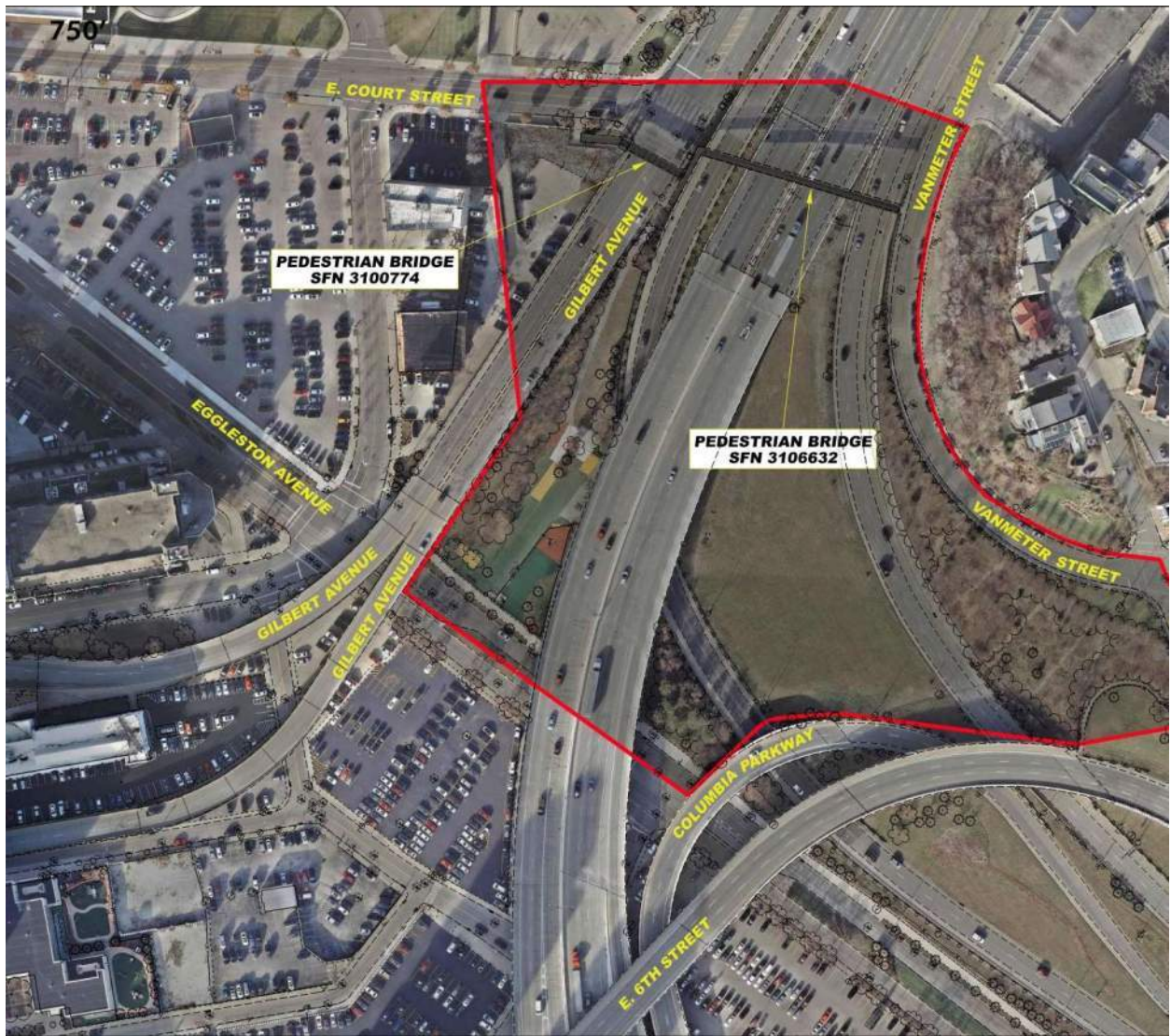
# Appendix A

## Study Area Map

# Study Area Location Map

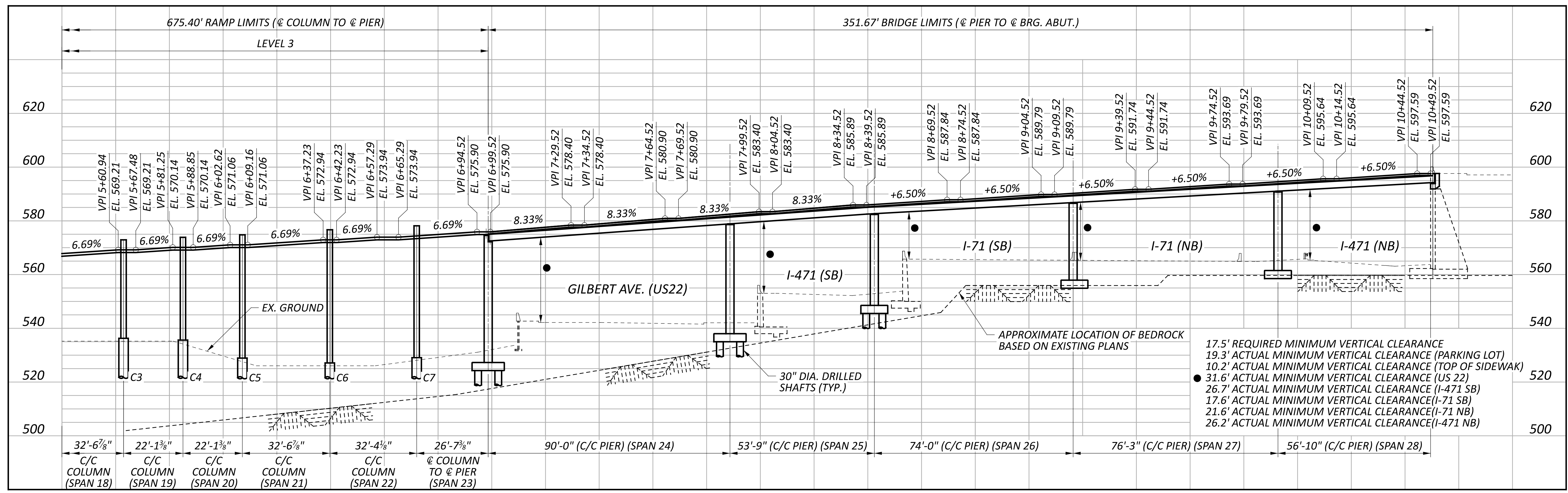
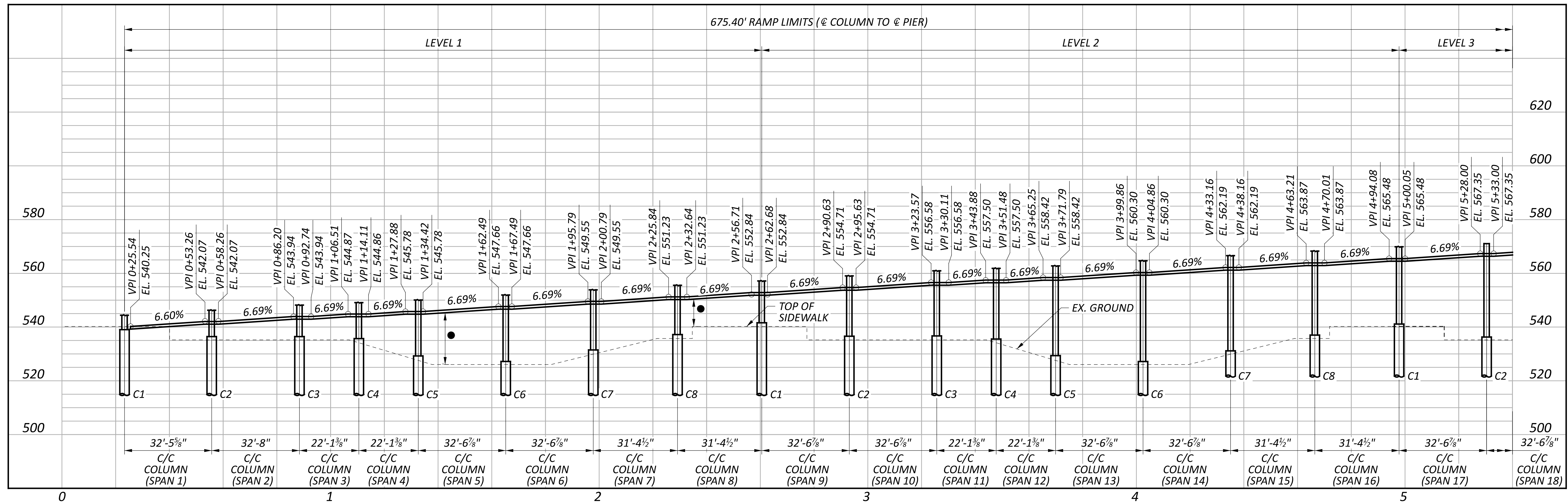


Hamilton



# Appendix B

## Option 1 Drawings

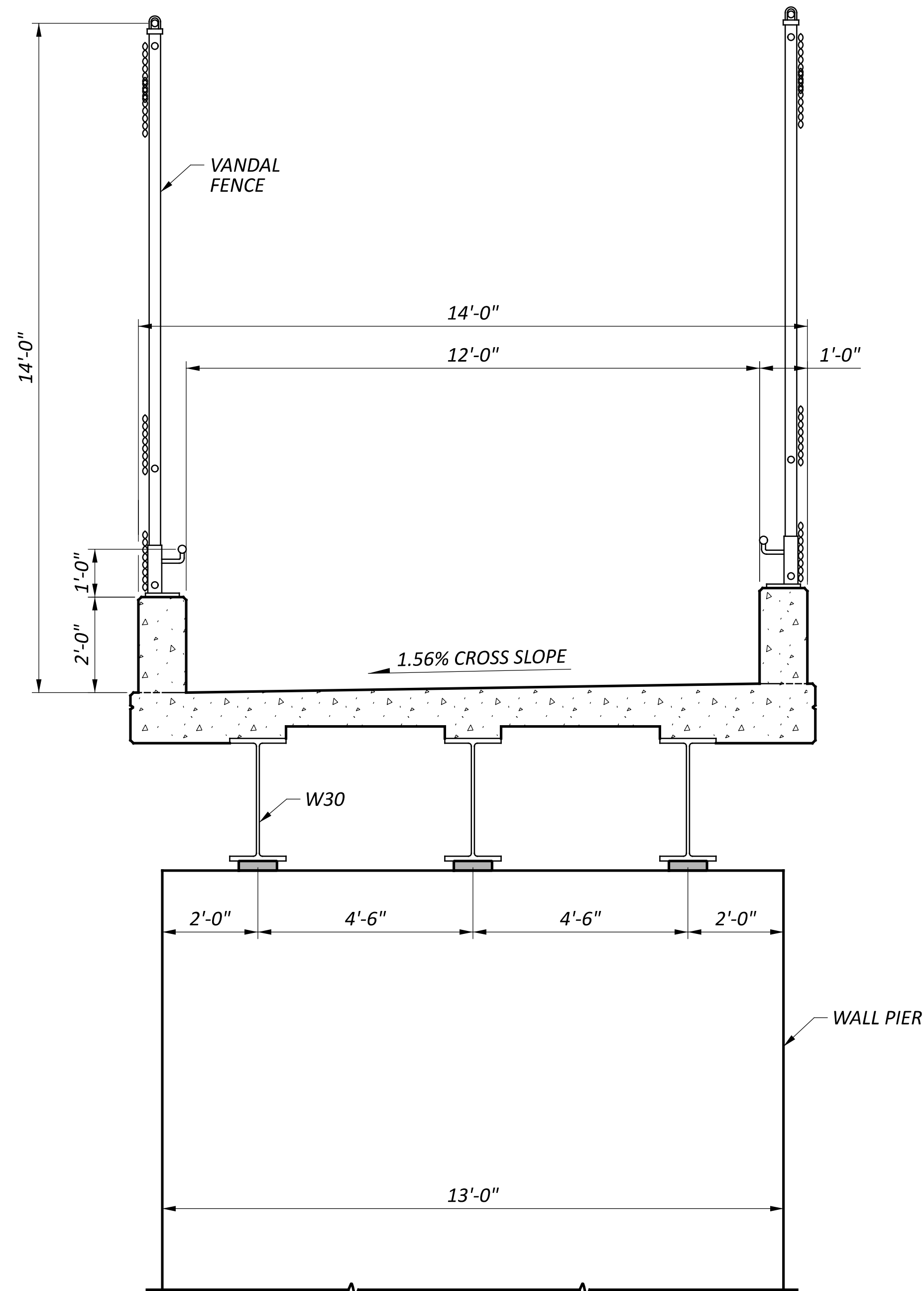


PROFILE ALONG @ CONSTRUCTION

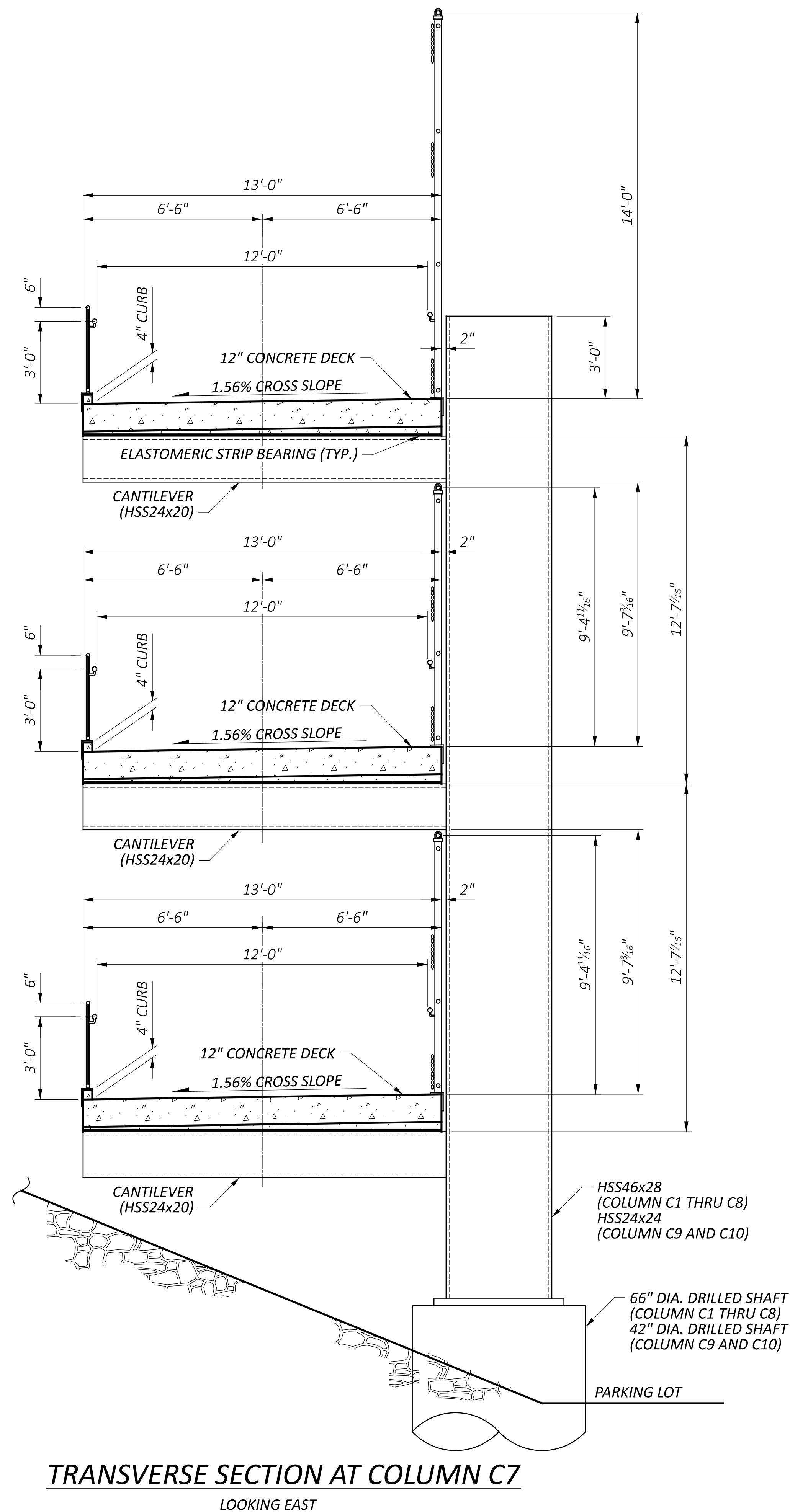
PROFILE - STEEL BEAM  
 BRIDGE NO. HAM-71-0180  
 OVER US 22, I-471 & I-71

SFN	3100775
DESIGN AGENCY	ARCADIS
DESIGNER	RJB
CHECKER	RBB
REVIEWER	
FIG	12-07-22
PROJECT ID	102790
SUBSET	1
TOTAL	2
SHEET	
TOTAL	





**BRIDGE TRANSVERSE SECTION  
STEEL BEAM**



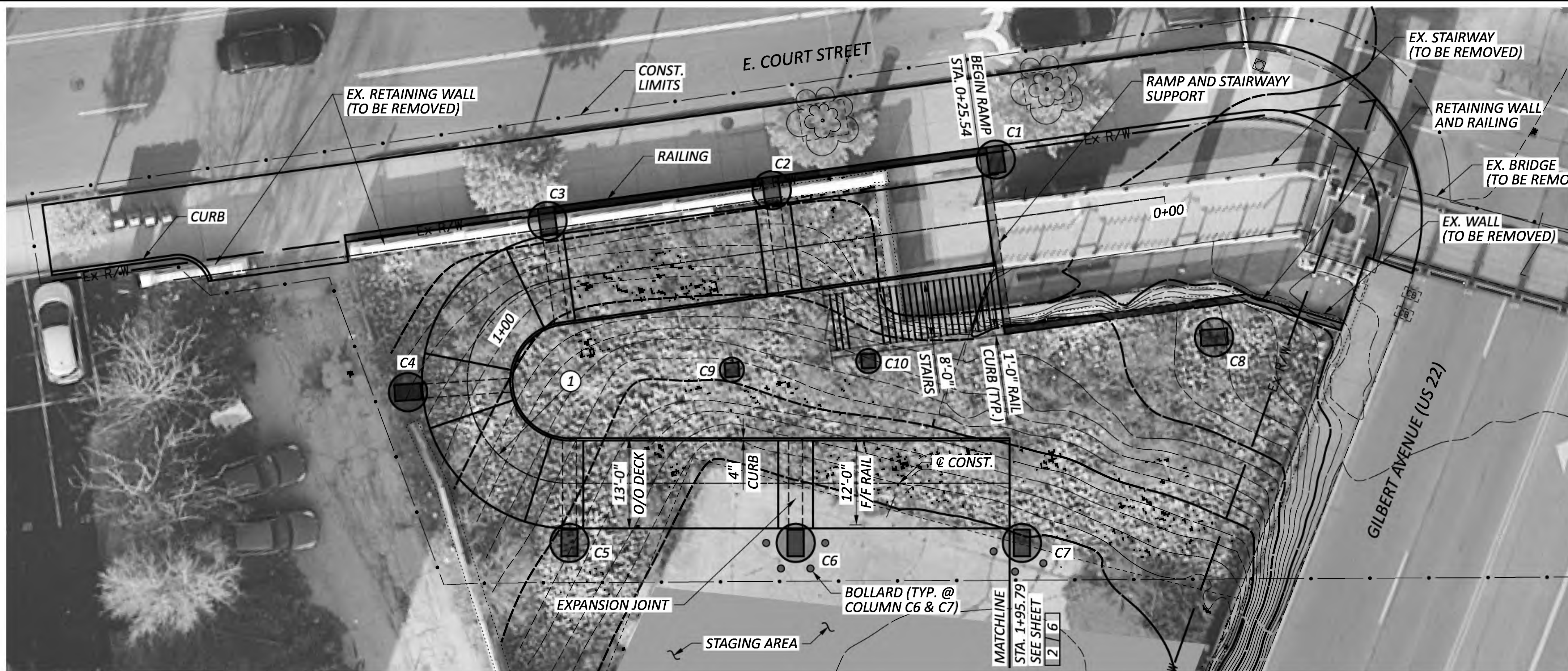
**TRANSVERSE SECTION EAST AT COLUMN C7  
LOOKING EAST**

**STEEL BEAM - TRANSVERSE SECTION  
BRIDGE NO. HAM-71-0180  
OVER US 22, I-471 & I-71**

SFN 3100775	
DESIGN AGENCY	
<b>ARCADIS</b> <small>222 SOUTH MAIN STREET, SUITE 201          RICHMOND, VA 23260          (804) 434-1855          www.arcadis.com</small>	
DESIGNER	CHECKER
RJB	RBB
REVIEWER	
FIG 12-07-22	
PROJECT ID	
102790	
SUBSET	TOTAL
2	2
SHEET	TOTAL

# Appendix C

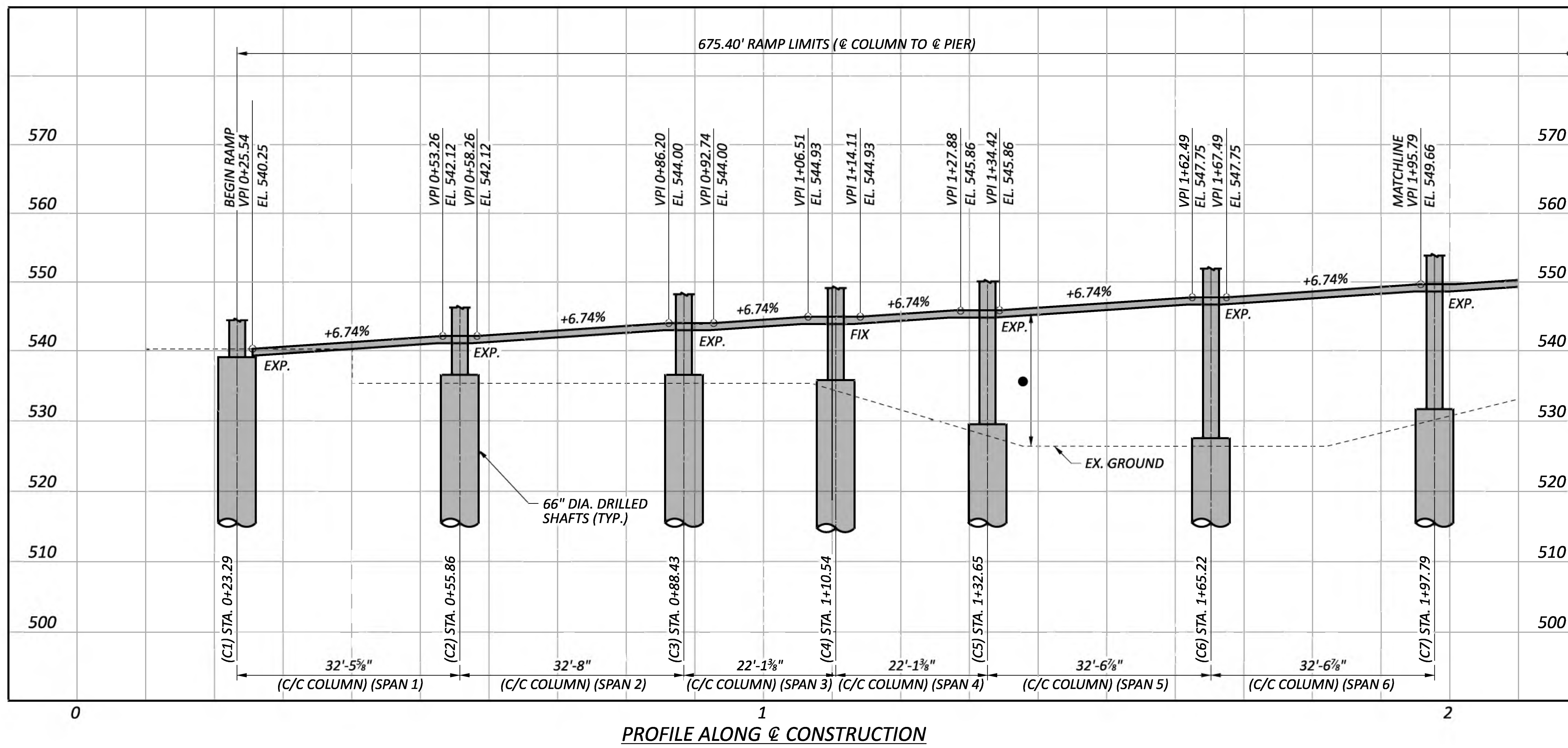
## Option 2 Drawings



① CURVE DATA  
 P.I. = STA. 1+10.54  
 $\Delta = 172^\circ 12' 46''$  LT  
 $D_c = 29^\circ 26' 51''$   
 $R = 14.71'$   
 $T = 216.16'$   
 $L = 44.22'$   
 $E = 201.95'$   
 P.C. = STA. 0+88.43  
 P.T. = STA. 1+32.65

- 17.5' REQUIRED MINIMUM VERTICAL CLEARANCE
- 19.1' ACTUAL MINIMUM VERTICAL CLEARANCE

PLAN VIEW - LEVEL 1



PROFILE ALONG @ CONSTRUCTION

**EXISTING STRUCTURE**

TYPE: 4 SPAN CONTINUOUS ROLLED BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE. SINGLE SPAN PLATE GIRDER WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE.

SPANS: 56.73', 58.48', 62.75', 61.11' (ROLLED BEAM STRUCTURE)  
 82.25' (PLATE GIRDER STRUCTURE)

ROADWAY: 8'-0" CLEAR BETWEEN CURBS

LOADING: 90 LBS/SQ. FT. (UNIFORM)

SKEW: VARIES

APPROACH SLABS: NONE

ALIGNMENT: TANGENT

CROWN: 3/16" / FT

STRUCTURE FILE NUMBER: 3106632, 3100774

DATE BUILT: 1970

DISPOSITION: SATISFACTORY

**PROPOSED STRUCTURE**

TYPE: REINFORCED CONCRETE SLAB ON CANTILEVERED STEEL BEAMS FROM STEEL COLUMNS; 3 SIMPLE SPANS, PREFABRICATED STEEL TRUSS WITH CONCRETE DECK ON CONCRETE SUBSTRUCTURE

SPANS: 32'-5 5/8", 32'-8", 2 @ 22'-1 3/8", 2 @ 32'-6 7/8", 2 @ 31'-4 1/2", 2 @ 32'-6 7/8", 2 @ 22'-1 3/8", 2 @ 32'-6 7/8", 2 @ 32'-4 1/2", 2 @ 32'-6 7/8", 2 @ 22'-1 3/8", 32'-6 7/8", 32'-4 1/8", 26'-7 3/8", 2 @ 145'-10", 57'-6"

ROADWAY: 12'-0" FACE/FACE RAIL

LOADING: 90 PSF (UNIFORM) (H15 THEORETICAL EQUIVALENT)

SKEW: NONE

APPROACH SLABS: NONE

ALIGNMENT: VARIES

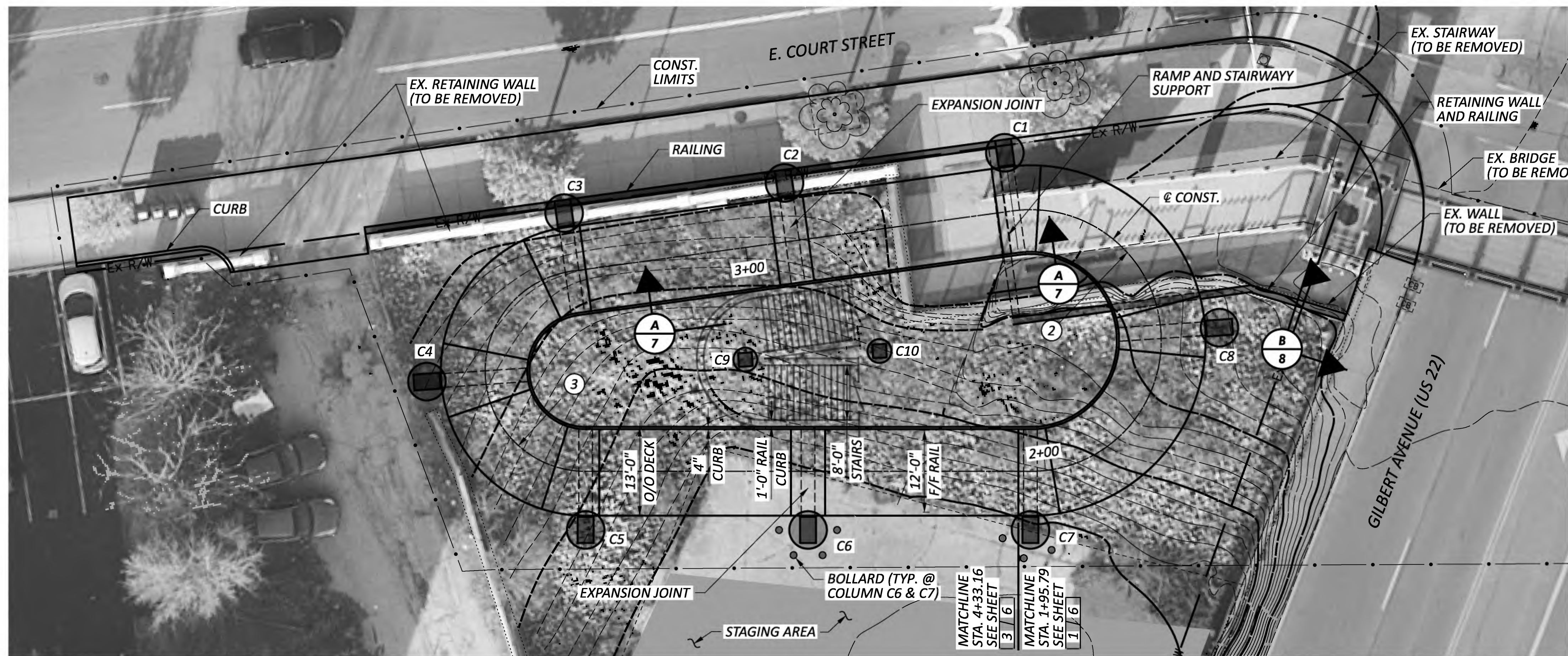
CROWN: 3/16" / FT

DECK AREA: 4336 SF

COORDINATES: LATITUDE 39° 06' 25.59" N  
 LONGITUDE 84° 30' 16.23" W

TRUSS - SITE PLAN 1 OF 4  
 BRIDGE NO. HAM-71-0180  
 OVER US 22, I-471 & I-71

SFN	3100775
DESIGN AGENCY	ARCADIS
DESIGNER	RJB
CHECKER	RBB
REVIEWER	
FIG	12-07-22
PROJECT ID	102790
SUBSET	1
TOTAL	8
SHEET	
TOTAL	

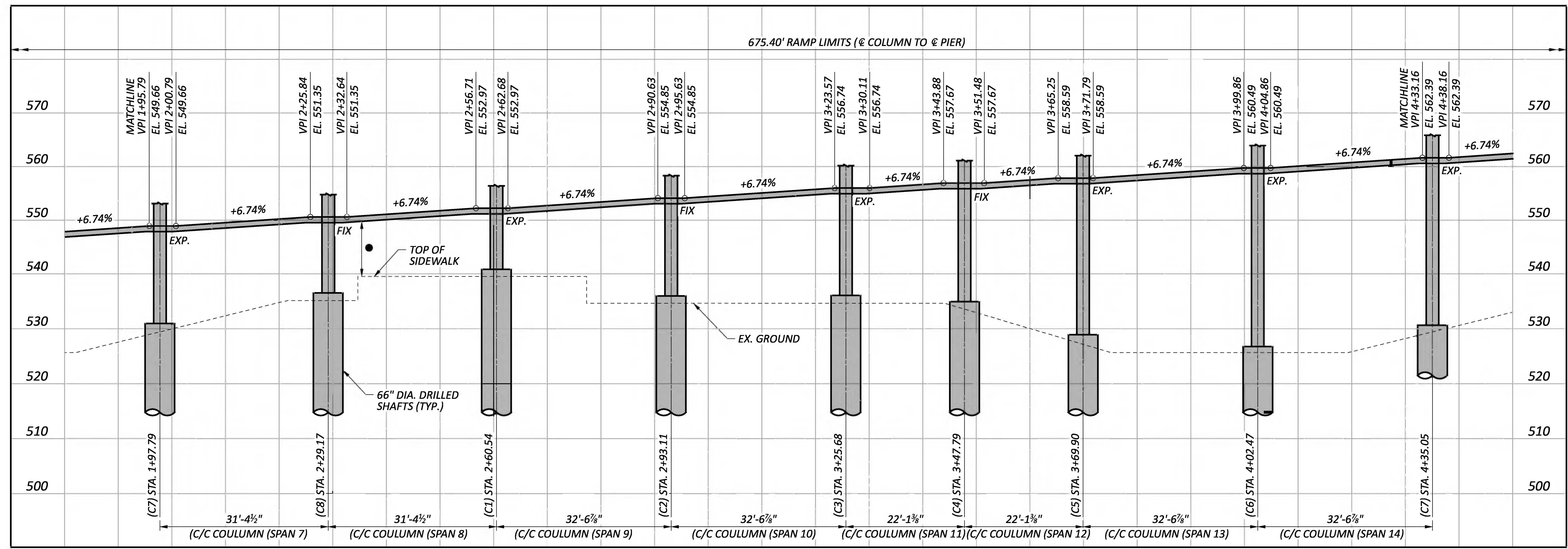


② CURVE DATA  
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 $T = 281.30'$   
 $L = 62.75'$   
 $E = 262.81'$   
 P.C. = STA. 1+97.79  
 P.T. = STA. 2+60.54

③ CURVE DATA  
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 $T = 216.16'$   
 $L = 44.22'$   
 $E = 201.95'$   
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 P.T. = STA. 3+69.90

● 10.0' REQUIRED MINIMUM VERTICAL CLEARANCE  
 10.3' ACTUAL MINIMUM VERTICAL CLEARANCE

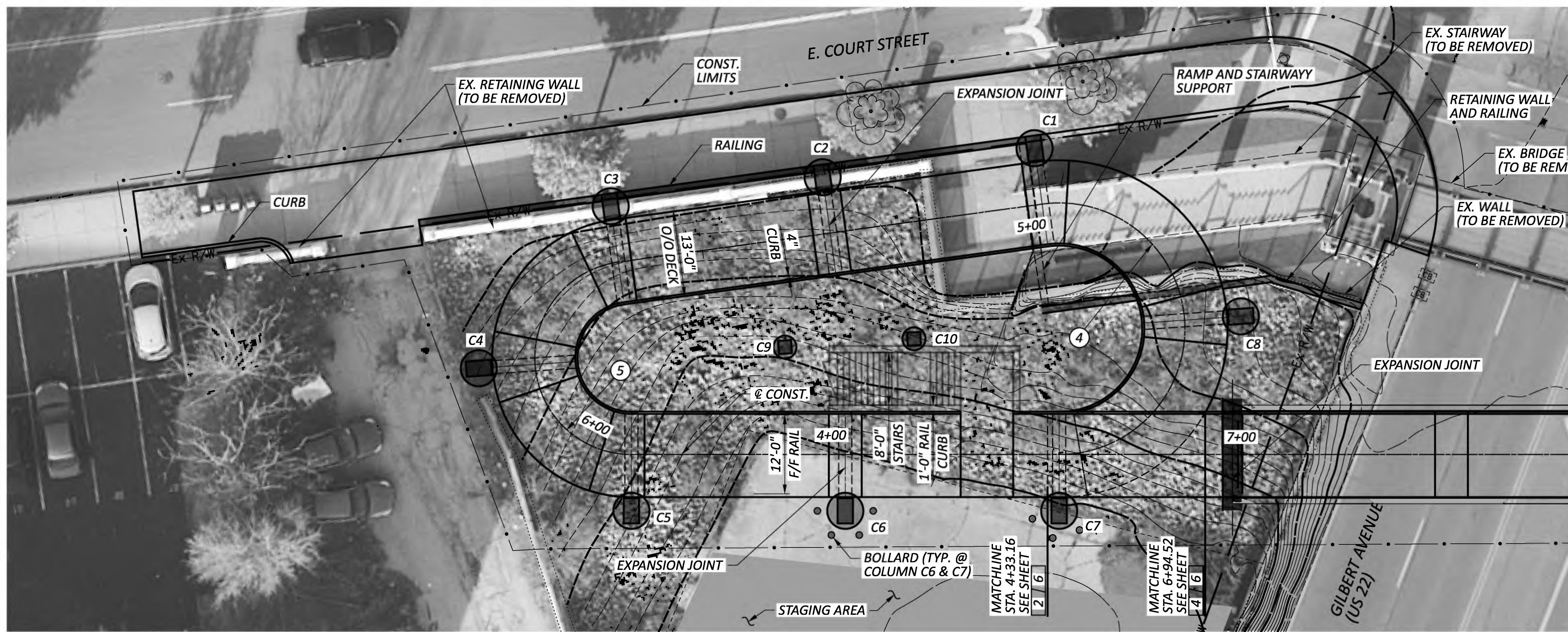
PLAN VIEW - LEVEL 2



PROFILE ALONG @ CONSTRUCTION

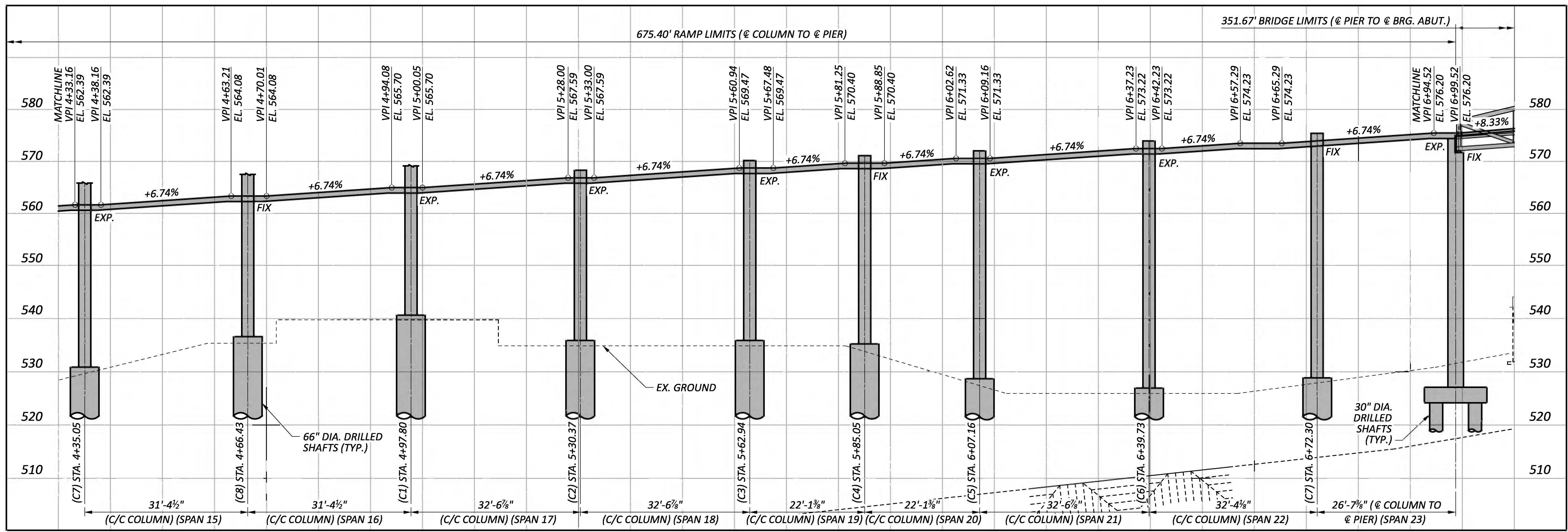
TRUSS - SITE PLAN 2 OF 4  
 BRIDGE NO. HAM-71-0180  
 OVER US 22, I-471 & I-71

SFN	3100775
DESIGN AGENCY	ARCADIS
DESIGNER	RJB
CHECKER	RBB
REVIEWER	FIG
PROJECT ID	102790
SUBSET	2
TOTAL	8
SHEET	TOTAL



- ④ CURVE DATA  
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 $T = 281.30'$   
 $L = 62.75'$   
 $E = 262.81'$   
 P.C. = STA. 4+35.05  
 P.T. = STA. 4+97.80
  
- ⑤ CURVE DATA  
 P.I. = STA. 5+85.05  
 $\Delta = 172^{\circ}12'46''$  LT  
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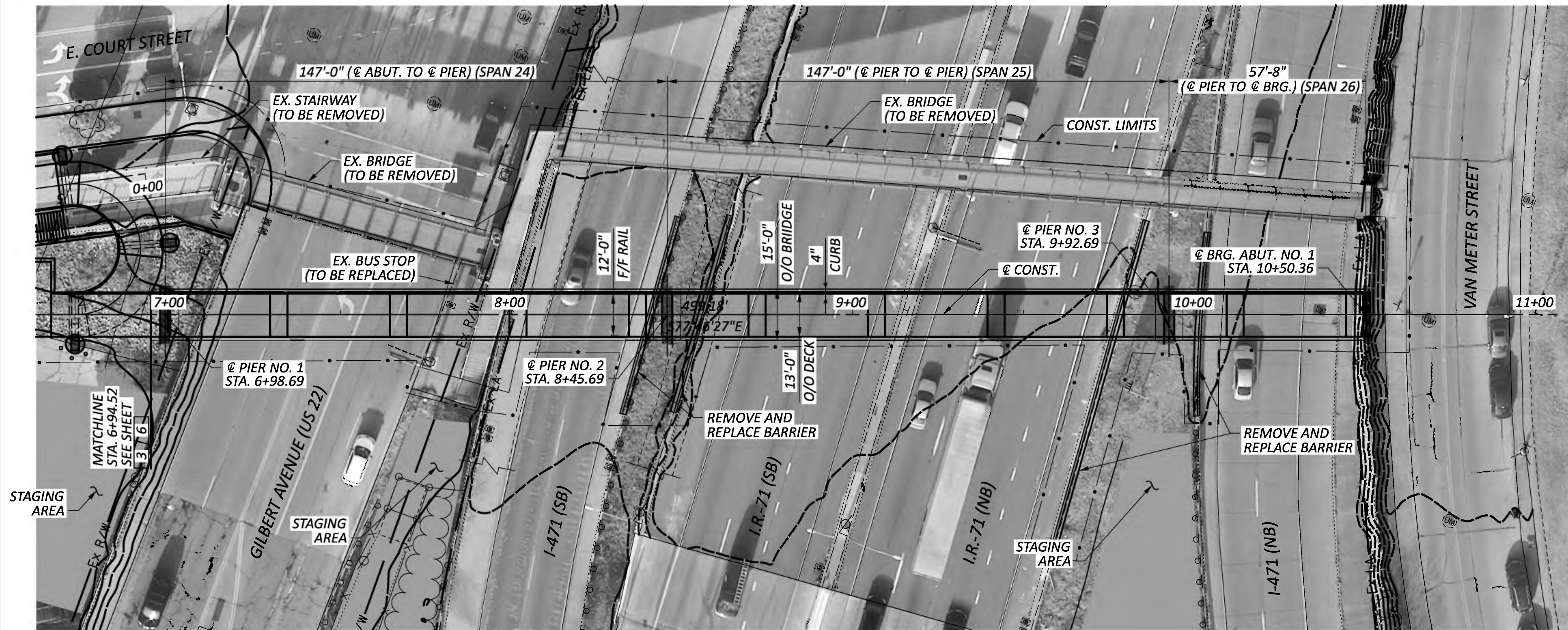
PLAN VIEW - LEVEL 3



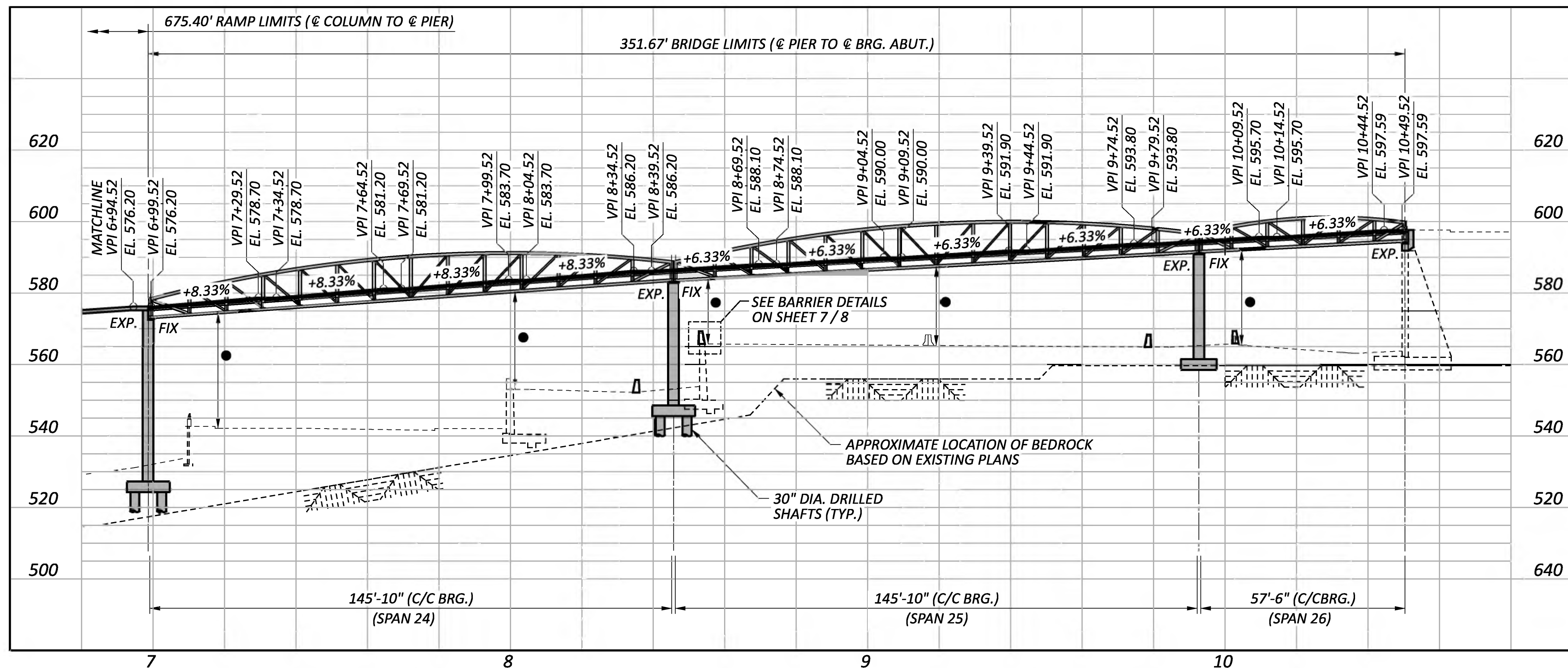
PROFILE ALONG @ CONSTRUCTION

TRUSS - SITE PLAN 3 OF 4  
 BRIDGE NO. HAM-71-0180  
 OVER US 22, I-471 & I-71

SFN	3100775
DESIGN AGENCY	ARCADIS
DESIGNER	RJB
CHECKER	RBB
REVIEWER	
PROJECT ID	102790
SUBSET	3
TOTAL	8
SHEET	
TOTAL	



PLAN VIEW - BRIDGE

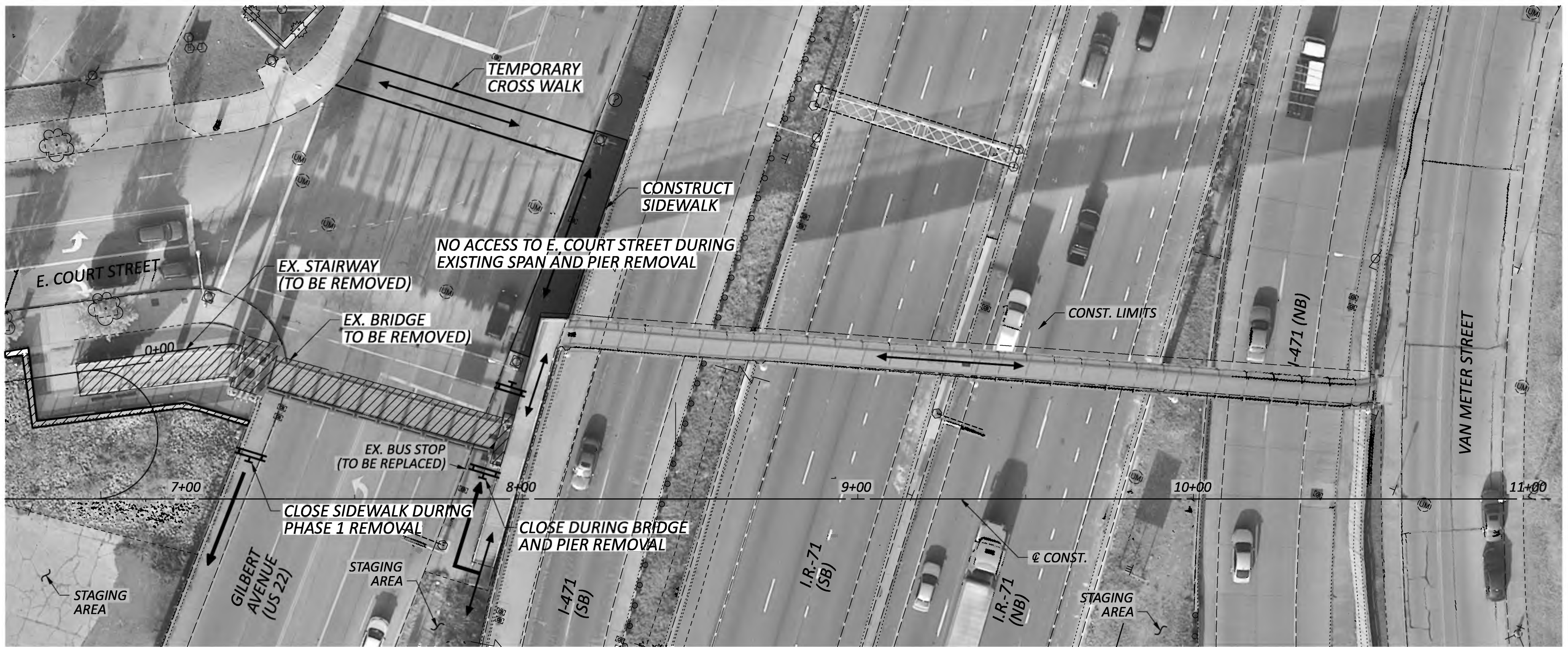


PROFILE ALONG @ CONSTRUCTION

- 17.5' REQUIRED MINIMUM VERTICAL CLEARANCE
- 31.9' ACTUAL MINIMUM VERTICAL CLEARANCE (US 22)
- 27.0' ACTUAL MINIMUM VERTICAL CLEARANCE (I-471 SB)
- 17.9' ACTUAL MINIMUM VERTICAL CLEARANCE (I-71 SB)
- 21.8' ACTUAL MINIMUM VERTICAL CLEARANCE (I-71 NB)
- 26.3' ACTUAL MINIMUM VERTICAL CLEARANCE (I-471 NB)

TRUSS - SITE PLAN 4 OF 4  
 BRIDGE NO. HAM-71-0180  
 OVER US 22, I-471 & I-71

SFN	3100775
DESIGN AGENCY	ARCADIS
DESIGNER	RJB
CHECKER	RBB
REVIEWER	
FIG	12-07-22
PROJECT ID	102790
SUBSET	4
TOTAL	8
SHEET	
TOTAL	

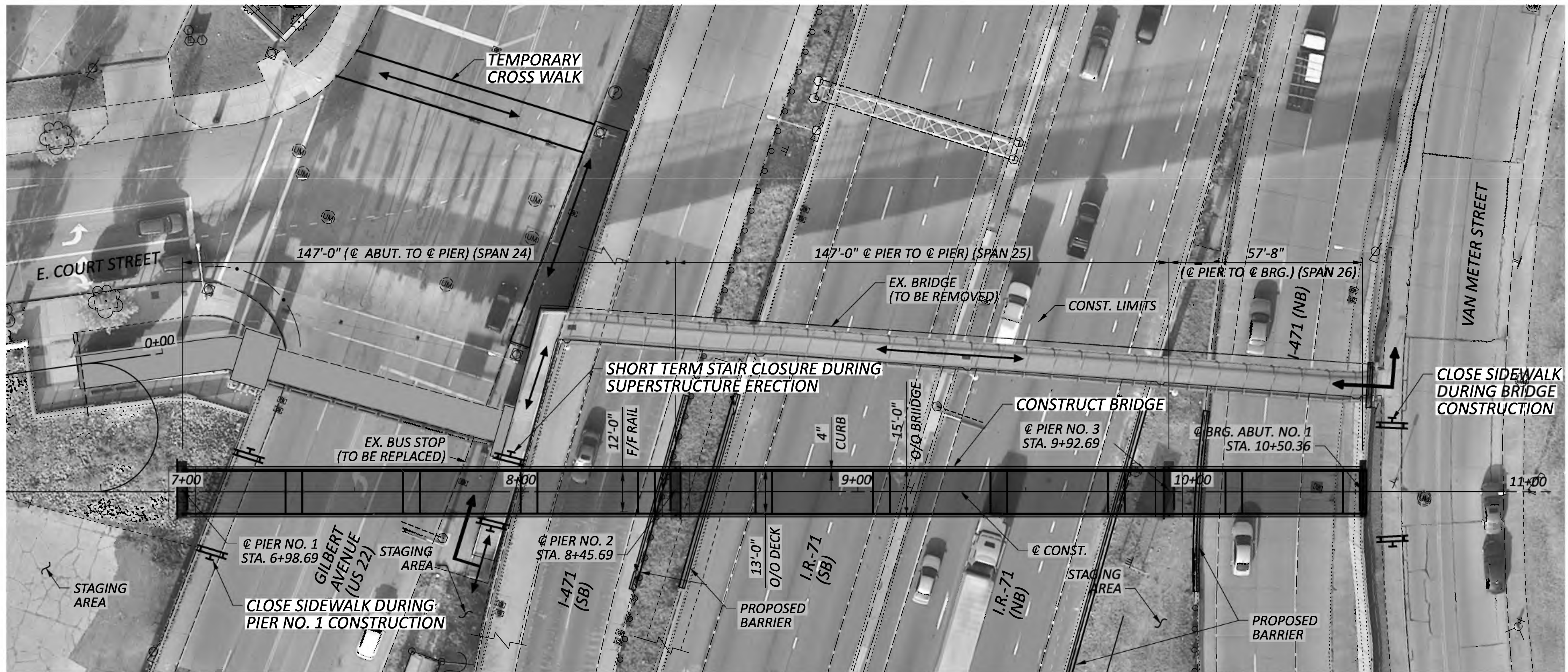


PHASE 1

**SEQUENCE OF CONSTRUCTION**

**PHASE 1:**

- CONSTRUCT TEMPORARY CROSSWALK INCLUDING ADDITIONAL SIDEWALK, PED. SIGNALS, ETC. AT NORTH SIDE OF E. COURT ST./GILBERT AVE. INTERSECTION
- REMOVE STAIRWAY TO E. COURT ST. AND BRIDGE OVER GILBERT AVE. INCLUDING SUBSTRUCTURE
- MOVE SIGNAL FROM BRIDGE TO SPAN WIRE
- RESTRICT ACCESS TO EXISTING AND TEMPORARY CROSSWALK DURING BRIDGE AND EAST PIER REMOVAL



PHASE 2A

**PHASE 2A:**

- MAINTAIN ACCESS TO TEMPORARY CROSSWALK
- CLOSE ACCESS TO PARKING AREA FROM E. COURT ST.
- ALLOW ACCESS TO PARKING AREA FROM REEDY ST.
- CONSTRUCT BRIDGE SUBSTRUCTURE
- ERECT BRIDGE SUPERSTRUCTURE

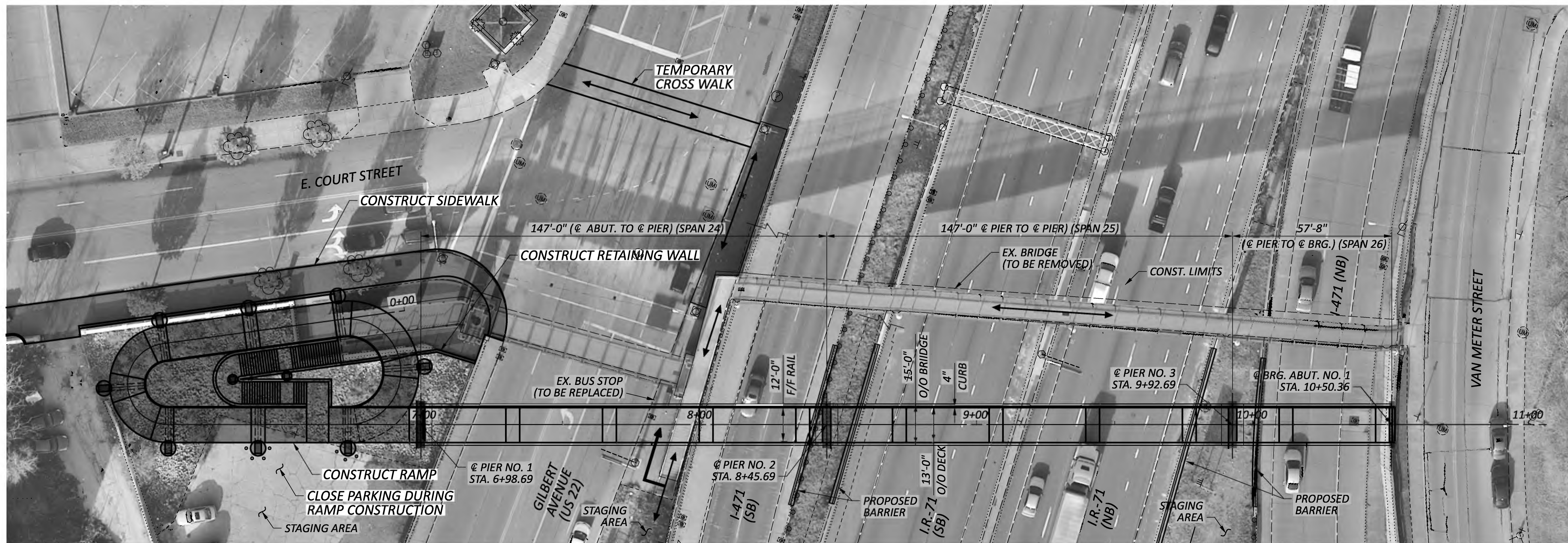
**LEGEND**

STRUCTURE TO BE REMOVED



**TRUSS - STAGE CONSTRUCTION**  
**BRIDGE NO. HAM-71-0180**  
**OVER US 22, I-471 & I-71**

SFN 3100775	
DESIGN AGENCY	
 <small>222 SOUTH VAN METER STREET, SUITE 200          ARLINGTON, VA 22204          TEL: (703) 434-6885          WWW.ARCADIS.COM</small>	
DESIGNER	CHECKER
RJB	RBB
REVIEWER	
FIG 12-07-22	
PROJECT ID	
102790	
SUBSET	TOTAL
5	8
SHEET	TOTAL



PHASE 2B



PHASE 3

**SEQUENCE OF CONSTRUCTION**

**PHASE 2B:**

- MAINTAIN ACCESS TO TEMPORARY CROSSWALK
- CLOSE ACCESS TO PARKING AREA FROM E. COURT ST.
- ALLOW ACCESS TO PARKING AREA FROM REEDY ST.
- CONSTRUCT RAMP SUBSTRUCTURE
- ERECT RAMP SUPERSTRUCTURE
- CONSTRUCT SIDEWALK AREA

**PHASE 3:**

- MAINTAIN TRAFFIC ON NEW BRIDGE AND RAMP
- REMOVE EXISTING BRIDGE OVER I-471 & I-71 AND STAIRWAY TO GILBERT AVE.
- RESTORE ORIGINAL CROSSWALK
- CLOSE GILBERT AVE. EAST SIDEWALK DURING
- DO NOT RESTORE CROSS WALK UNTIL AFTER STAIRS ARE REMOVED

**LEGEND**

STRUCTURE TO BE REMOVED

**TRUSS - STAGE CONSTRUCTION**  
**BRIDGE NO. HAM-71-0180**  
**OVER US 22, I-471 & I-71**

SFN  
3100775

DESIGN AGENCY  
**ARCADIS**  
 222 SOUTH VAN METEER STREET, SUITE 200  
 AUSTIN, TEXAS 78746  
 (512) 434-6885  
 www.arcadis.com

DESIGNER: RJB  
 CHECKER: RBB

REVIEWER

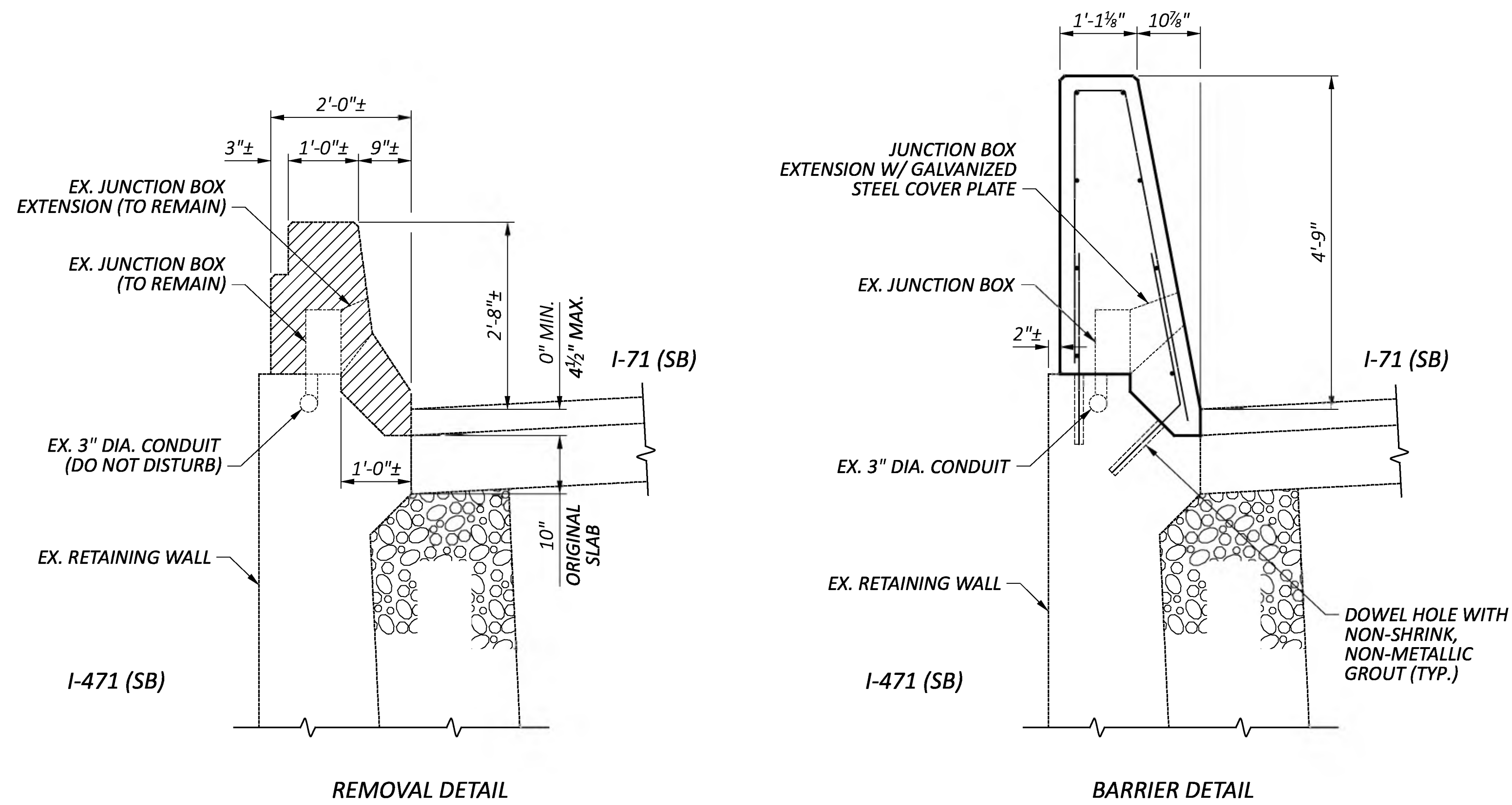
FIG 12-07-22

PROJECT ID  
102790

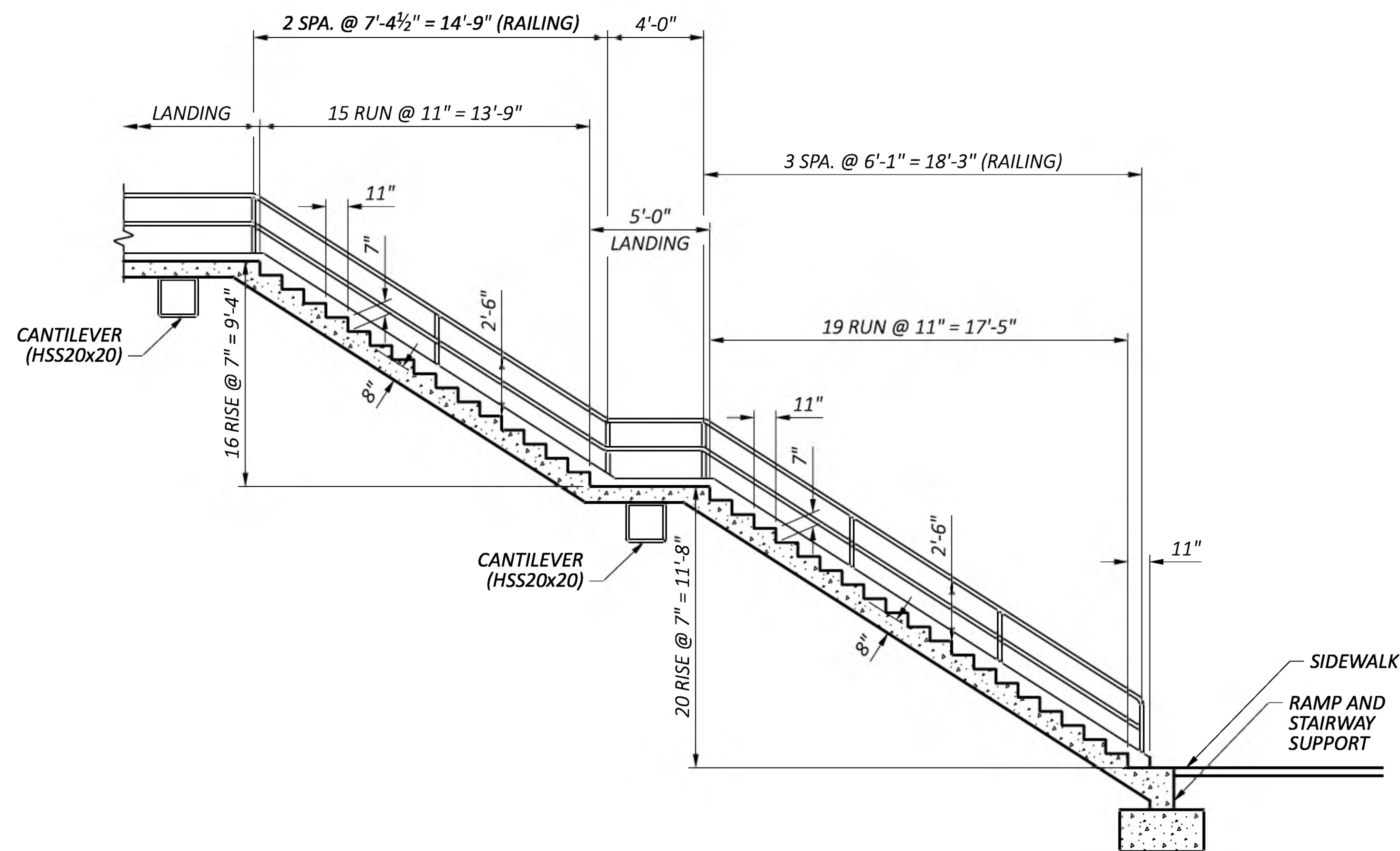
SUBSET TOTAL  
6 8

SHEET TOTAL

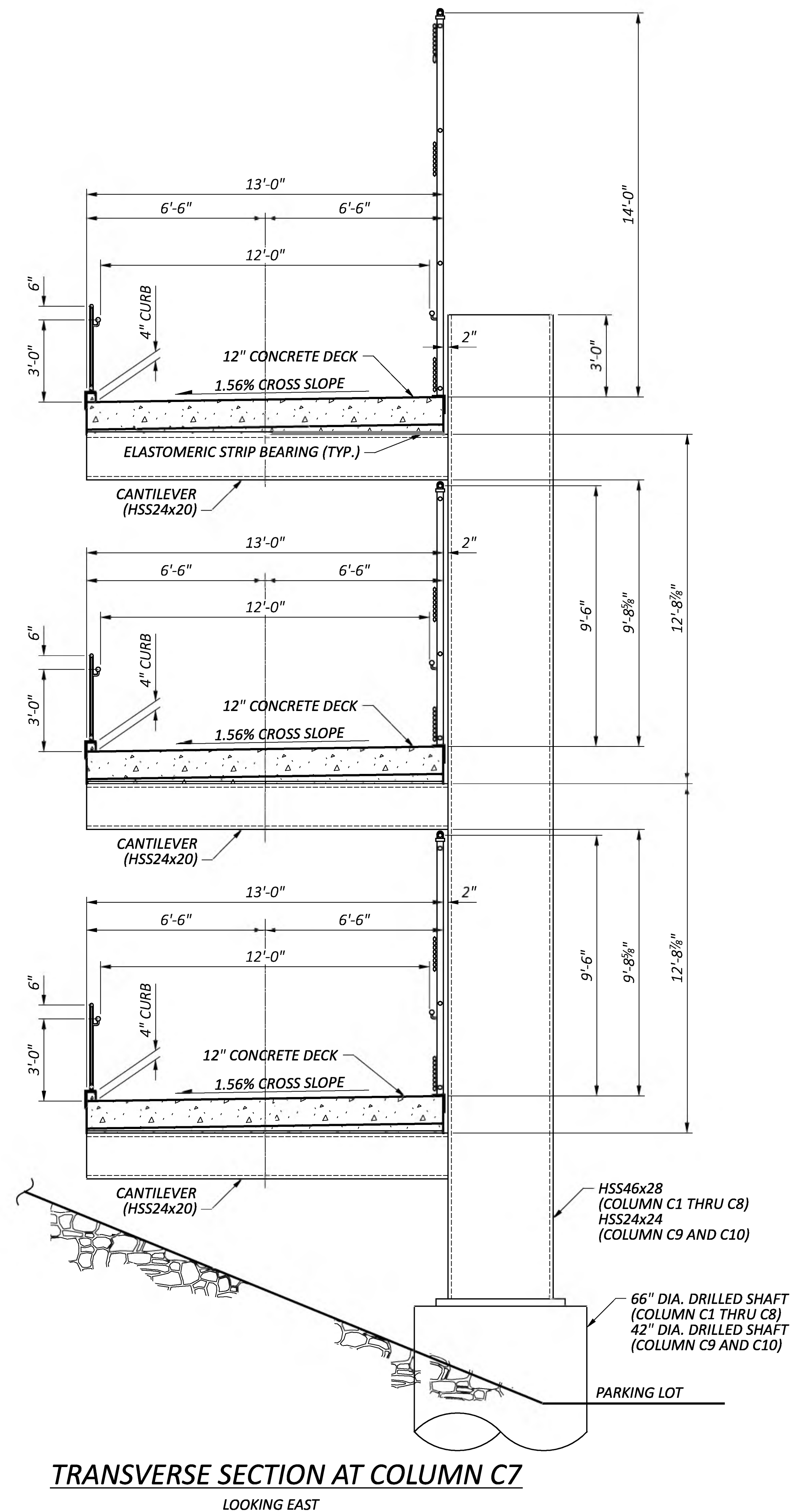




**BARRIER DETAILS**



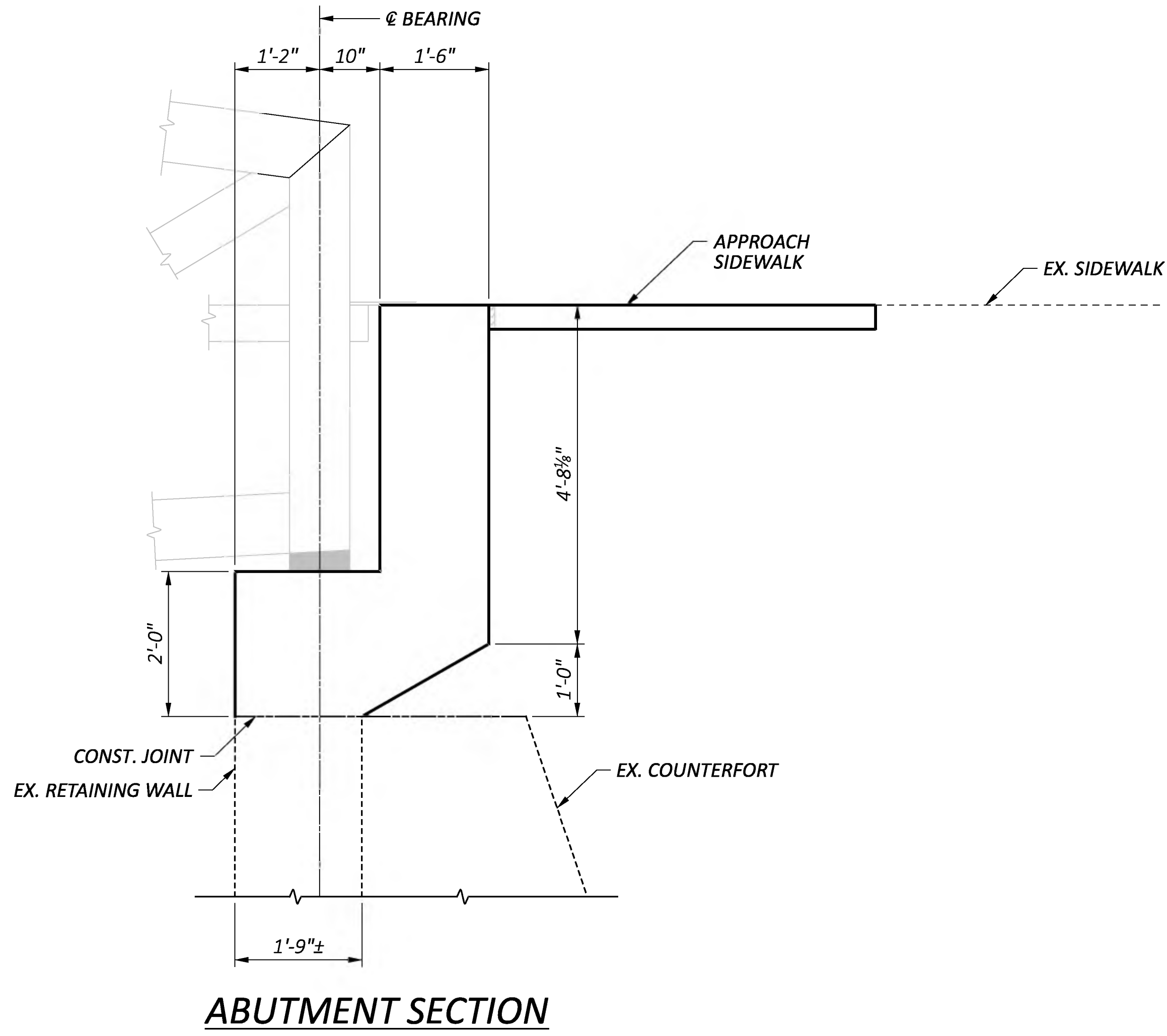
**A**  
**2** STAIRWAY SECTION



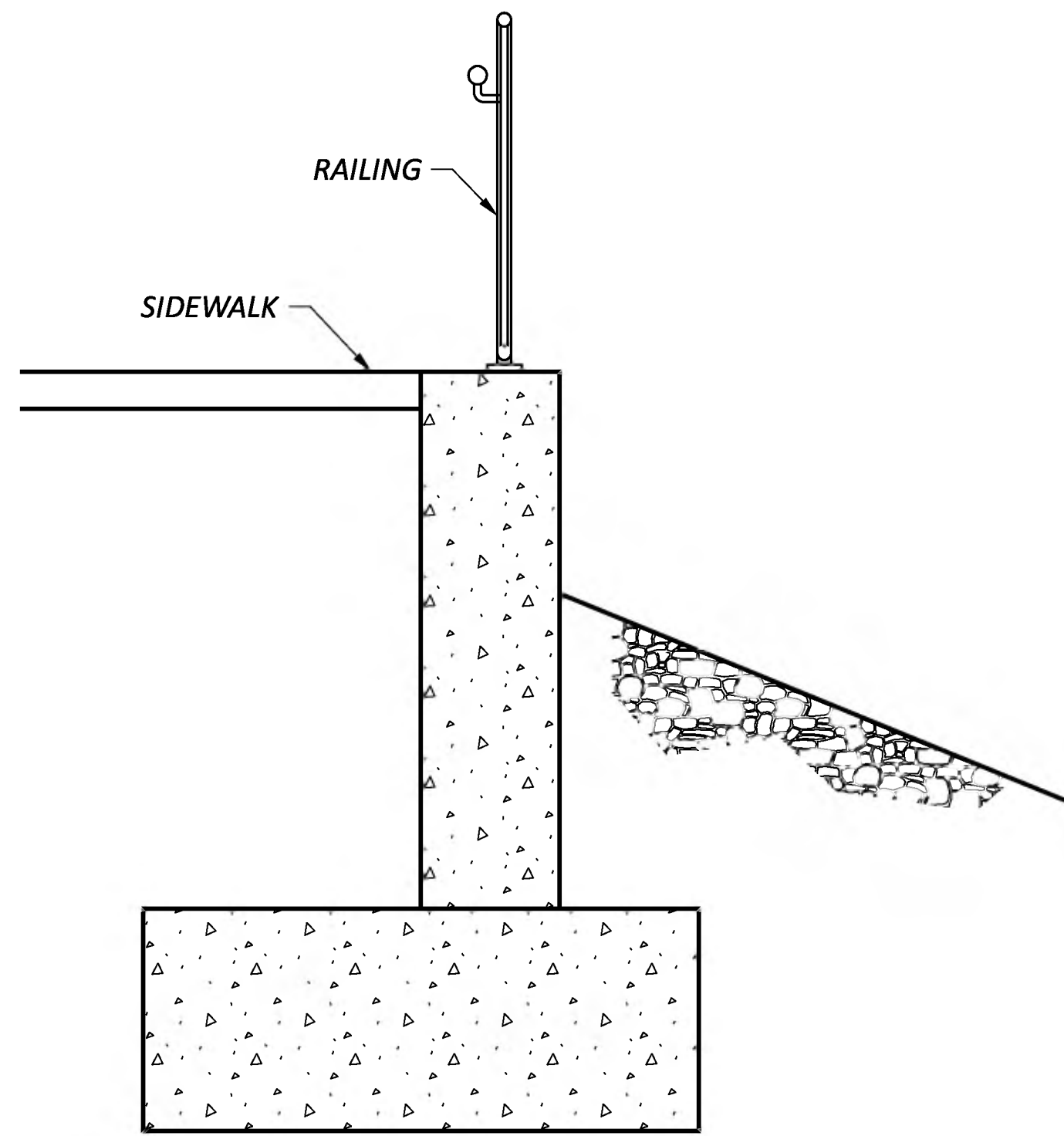
**TRANSVERSE SECTION AT COLUMN C7**  
LOOKING EAST

TRUSS - RAMP TRANSVERSE SECTION  
BRIDGE NO. HAM-71-0180  
OVER US 22, I-471 & I-71

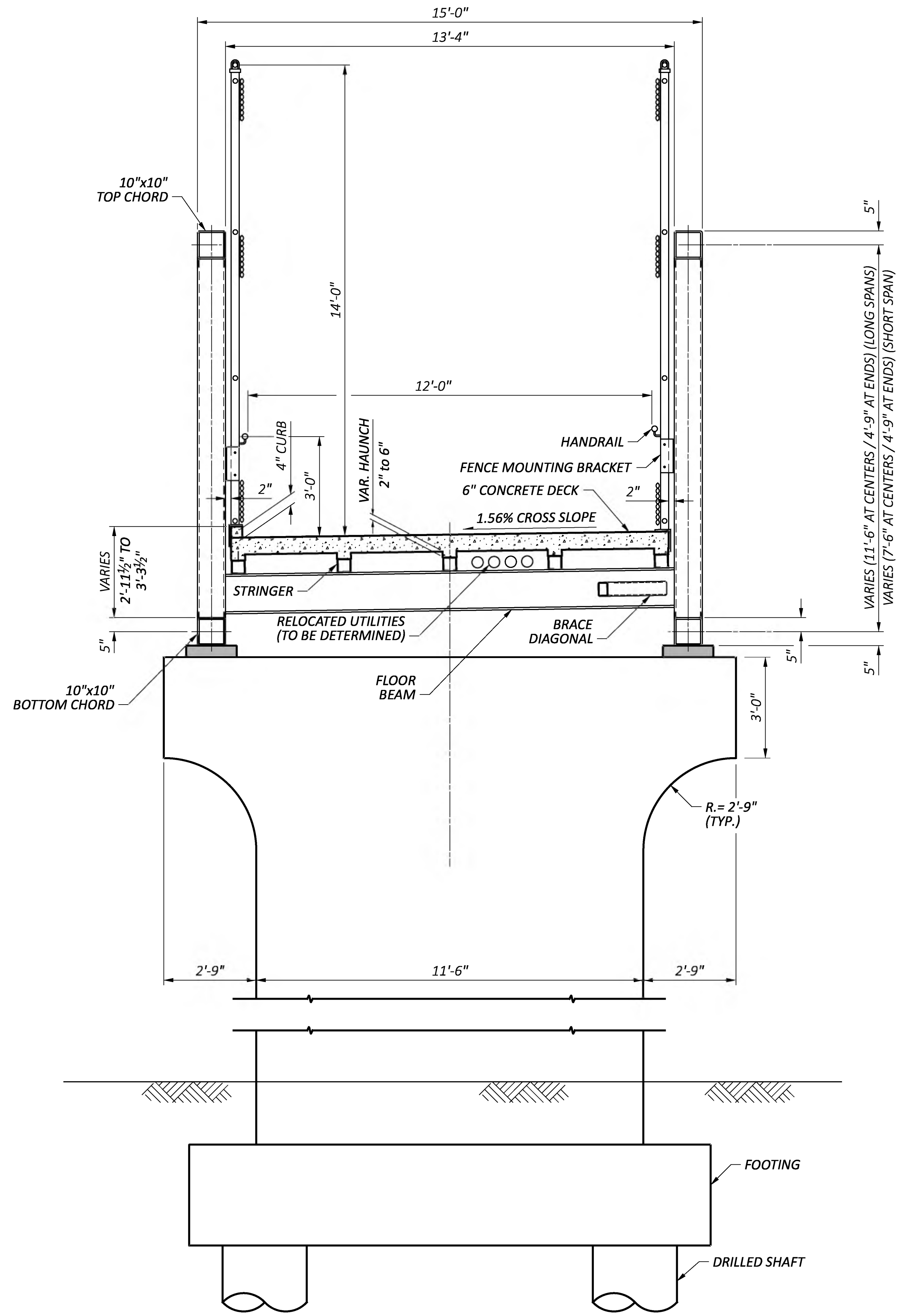
SFN	3100775
DESIGN AGENCY	ARCADIS
DESIGNER	RJB
CHECKER	RBB
REVIEWER	FIG
PROJECT ID	102790
SUBSET	7
TOTAL	8
SHEET	TOTAL



**ABUTMENT SECTION**



**CONCRETE RETAINING WALL SECTION**  
RETAINED HEIGHT TO BE DETERMINED



**TRANSVERSE SECTION**

TRUSS - BRIDGE STRUCTURE DETAILS  
BRIDGE NO. HAM-71-0180  
OVER US 22, I-471 & I-71

SFN 3100775	
DESIGN AGENCY	
DESIGNER	CHECKER
RJB	RBB
REVIEWER	
FIG 12-07-22	
PROJECT ID	
102790	
SUBSET	TOTAL
8	8
SHEET	TOTAL

# Appendix D

## Public Comment Summary and Responses

# HAM IR71 1.81 Pedestrian Bridge

PID 102790



Cincinnati, Ohio

## VIRTUAL OPEN HOUSE SUMMARY REPORT

*Prepared for  
ODOT District 8  
August 2022*

Prepared by:

**RASOR**  
COMMUNICATORS, STRATEGISTS, CREATIVES.

7844 Remington Road | Cincinnati, OH 45242  
[www.GoRasor.com](http://www.GoRasor.com)



OHIO DEPARTMENT OF  
TRANSPORTATION

## CONTENTS

### Virtual Open House Summary Report

#### Appendix A: Open House Materials

- Public Input Site Content

#### Appendix B: Notification Materials

- Newspaper Ad
- Flyer
- Email Notice
- Social Media Posts
- News Release
- Mailer

#### Appendix C: Public Comments

- Comments Received through the Public Input Site/Survey
  - Responses to Comments Received
-

In downtown Cincinnati, the two-part pedestrian bridge system that travels over I-71 and I-471 (HAM-71-0181) and US 22/Gilbert Avenue (HAM-22-0111) and connects East Court Street with the hillside neighborhood of Mt. Adams is aging and in need of repair. In addition, multiple design elements of the bridges do not meet current design standards. The Ohio Department of Transportation (ODOT) District 8 has determined that due to these deficiencies, the current bridge system must be removed and is studying options for possible replacements.

ODOT hired Arcadis U.S., Inc., to complete a Feasibility Study to develop possible replacement options and identify a preferred alternative. The Feasibility Study was conducted in full compliance with ODOT, Federal Highway Administration (FHWA), and American Disabilities Act (ADA) policies to the greatest degree possible.

As part of the study effort, the project team developed a Public Engagement Plan per ODOT and National Environmental Policy Act requirements. A primary piece of the plan was a virtual Open House through which ODOT shared information about the project and proposed replacement alternatives with the public and gathered their comments. Feedback received from the public will be used to help guide ODOT's decision-making for the project and inform next steps. The feedback received through the virtual Open House is summarized in this report.

## Executive Summary

The HAM-71-1.81 Pedestrian Bridge Virtual Open House was held between June 1, 2022 and July 15, 2022. The meeting was conducted using the Public Input public engagement platform and was presented as a website-based event, complete with discussions and illustrations, that allowed participants to review the materials at their convenience. Appendix A: Open House Materials contains screen captures of the Open House website and the content shared on its pages.

The project team conducted a comprehensive notification effort that included distribution of a news release, social media posts, emails to ODOT stakeholders, notifications to local community councils, flyers posted on the bridge and in neighboring areas, and mailers sent to 4,090 businesses and residences located near the project area. Copies of these materials are provided in Appendix B: Notification Materials.

During the 45-day public review period, the Open House webpage was viewed more than 2,400 times. A total of 701 participants answered at least one or more of the survey questions embedded throughout the website. Approximately 6,800 responses were collected via the survey, 2,554 of which were written comments, questions, and suggestions.

Below is a summary of key findings gathered through the virtual open house experience:

- The majority of respondents (71%) live near the project area, either in downtown Cincinnati's central business district, Mt. Adams, or one of the city's other neighborhoods near the project area (Over-the-Rhine, Pendleton, Mt. Auburn, and Walnut Hills). Approximately 64% of respondents use the bridge once or twice a week (15% of respondents), several times a month (21% of respondents) or every few months (28% of respondents). This data indicates that the survey reached its targeted audiences.

- When asked where they go most when using the pedestrian bridge, respondents most frequently identified locations that are north of 7<sup>th</sup> Street, south of E. Liberty Street, east of Elm Street or are in the Mt. Adams/Eden Park area. A number of respondents also said they would use it to go to Findlay Market, which is north of E. Liberty Street.
- Respondents mostly use the bridge to get to destinations or events in Mt. Adams, dining locations in downtown Cincinnati, or to downtown entertainment/sports venues.
- When asked what would encourage them to use the pedestrian bridge more often, respondents offered a number of ideas. The five most frequently occurring ideas included making the pedestrian bridge more bike-friendly and/or connecting it with existing and planned bike/shared-use paths; improving lighting on and around the bridge; improving accessibility for people using wheelchairs, scooters, strollers, personal electric vehicles, and bicycles; improving personal safety; and enhancing the appearance of the bridge.
- After reviewing and comparing the two proposed replacement options, 80% of respondents said they would be more likely to use Alternative 1, which would connect Van Meter Street in Mt. Adams with E. Court Street downtown.
  - Respondents liked its location and felt that the area around its downtown landing is safer and easier to access. It also has the potential to connect with planned expansions of the city's bicycle/shared-use path system.
  - The most frequently cited concern about Alternative 1 centered on aesthetics. Respondents felt that the design presented in the renderings is too plain or that it resembles a parking structure for cars. Many felt that building a new bridge in this location offers an opportunity to create a new, attractive "gateway" to the city and that the bridge's aesthetic design should better reflect the city's character and/or the art deco design reflected in buildings across the city as well as in the existing pedestrian bridge over Gilbert Avenue.
  - Other concerns about Alternative 1 included comments that the size and scale of the ramp might be overwhelming (though many respondents appreciated the inclusion of a ramp); the chain link fencing shown in the renderings is unappealing and unattractive; and the bridge may not be wide enough to support simultaneous two-way travel. Respondents also said that the personal safety of users must remain a priority.
- Approximately 20% of respondents said they'd be more likely to use Alternative 2, which would connect Van Meter Street in Mt. Adams with Eggleston Avenue, next to the Fido Field dog park.
  - Some respondents liked that the bridge would be more inconspicuous than Alternative 1; it would be convenient for them and is closer to the riverfront and locations that they'd like to go; it offers an opportunity for establishing more multi-modal connections; and it's simpler than Alternative 1 because it would only cross over I-471, not I-71 and Gilbert Avenue. Some also felt that relocating the bridge's downtown landing to Eggleston would open up new development opportunities near the current landing on E. Court Street.
  - Concerns about Alternative 2 tended to center on its location. Many respondents felt that the downtown landing of the bridge on Eggleston is not convenient and is too far away from Over-the-Rhine, Pendleton, the casino, and restaurants. Personal safety was also a primary concern with this area. Respondents said that a landing there would be in

a dark, generally unpopulated area, located under multiple roadway overpasses. This poses safety concerns, particularly for female pedestrians, and may inhibit use. They also noted concerns with a lack of adequate lighting in the landing area and said this alternative will likely be very noisy due to the overpasses and proximity to other nearby roads. Users would also have to cross busy streets to get to and from the pedestrian bridge. Many respondents also felt that this alternative was redundant of other downtown access points from Mt. Adams, particularly the path from Monastery Street to 6<sup>th</sup> Street.

- Similar to Alternative 1, respondents felt that the design for Alternative 2 was too plain and utilitarian, and that the aesthetic design needs improvement. They also expressed a dislike of chain link fencing.
- Aside from aesthetics, respondents suggested the project team consider improving lighting on and around the bridge (similar to what's shown in the renderings), including the entry and exit points; making the bridge wider to facilitate simultaneous travel in both directions; striping lanes on the bridge deck to delineate travel lanes; and adding safety features such as a 911 box and camera-monitoring system. A number of respondents also suggested adding a cover that would protect bridge users from rain, snow, and sun while others suggested working with local organizations to add local artwork and/or greenery to enliven the bridge and its entry/exit points.
- Many respondents included comments thanking ODOT for conducting the virtual open house. They felt that the website provided them with the information they needed about the project and appreciated that they could review the material at their convenience. They liked the experience and some asked that ODOT continue using the virtual open house format for public engagement efforts on future projects.

The following pages present in detail the results of the feedback received. Copies of all comments submitted during the public comment period are provided in Appendix C: Public Comments.



## Question 1

### Where do you live?

595 people responded to this question. Of these, 71% live in areas closest to the project area: 31% live in Mt. Adams; 14% live in the downtown central business district; and another 25% live in Over-the-Rhine, Pendleton, Mt. Auburn, and Walnut Hills.

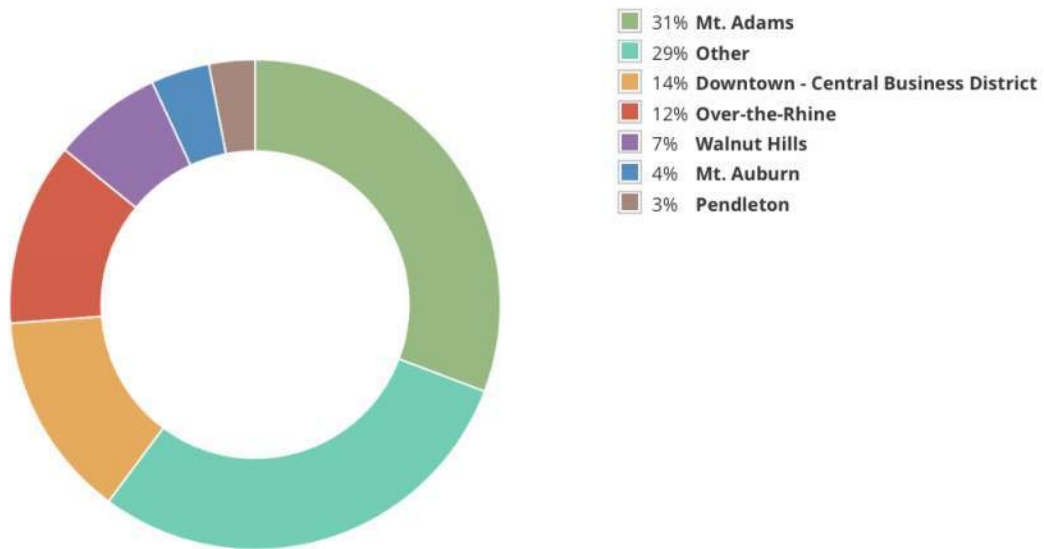


Figure 1. Responses for "Where do you live?"

### Other

Approximately 29% of respondents to this question (178 people) selected "Other" for where they live. These areas were categorized into the groups listed in Table 1.

Table 1. Responses for "Other" in Question 1: Where do you live?

Group	Count	Description
<i>City</i>	93	City of Cincinnati neighborhoods
<i>Metro area</i>	37	Outside Cincinnati city limits, but within the I-275 loop in Ohio
<i>SW Ohio</i>	15	In the Greater Cincinnati region, but outside of the I-275 loop in Ohio
<i>KY</i>	14	Kentucky, either outside of Campbell, Boone and Kenton counties, or not specified
<i>Covington</i>	10	Covington, Kentucky
<i>Newport</i>	7	Newport, Kentucky
<i>NKY</i>	2	In the northern Kentucky area (Campbell, Boone and Kenton counties)

## Question 2

### Where do you work?

579 people responded to this question. Of these, 71% work in areas closest to the project area: 37% work in the downtown central business district. 14% work in Mt. Adams; 14% work in Mt. Adams; and another 20% work in the Over-the-Rhine, Pendleton, Mt. Auburn, and Walnut Hills neighborhoods.

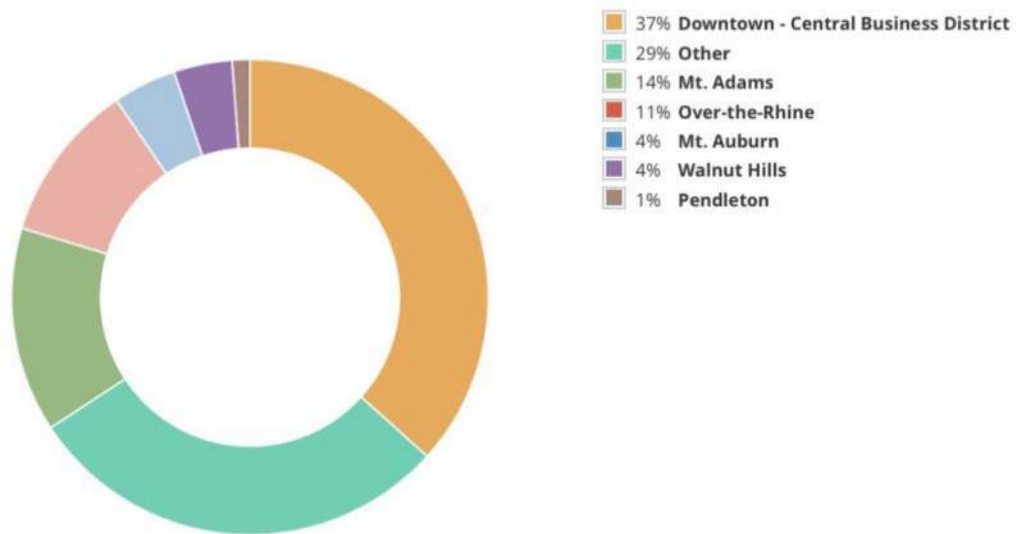


Figure 2. Responses for "Where do you work?"

### Other

Approximately 29% of respondents to this question selected "Other" for where they work. These areas were categorized into the groups listed in Table 2.

Table 2. Responses for "Other" in Question 2: Where do you work?

Group	Count	Description
<i>City</i>	60	City of Cincinnati neighborhoods
<i>Metro area</i>	30	Outside Cincinnati city limits, but within the I-275 loop in Ohio
<i>Retired</i>	21	Retired
<i>SW Ohio</i>	22	In the Greater Cincinnati region, but outside of the I-275 loop in Ohio
<i>Home</i>	14	Work from home; location not specified
<i>NKY</i>	8	In the northern Kentucky area (Campbell, Boone and Kenton counties)
<i>Misc</i>	6	Not specified
<i>KY</i>	5	Kentucky, either outside of Campbell, Boone and Kenton counties, or not specified
<i>Newport</i>	2	Newport, Kentucky
<i>Covington</i>	1	Covington, Kentucky

### Question 3

What is your interest in the Pedestrian Bridge Replacement project? (Check all that apply)

654 people answered this question. The distribution of answers is shown in the chart below. Note that respondents could mark more than one option.

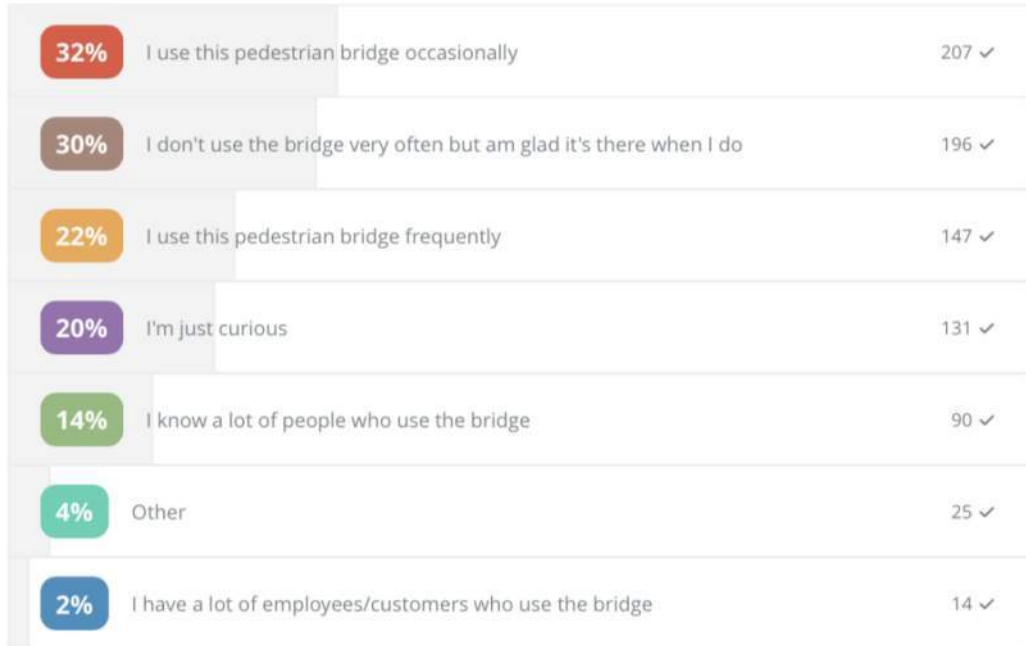


Figure 3. Responses for “What is your interest in the Pedestrian Bridge Replacement project?”

### Question 4

How frequently do you use this pedestrian bridge?

563 people answered this question. The majority of respondents, 64%, use the bridge at least once every few months.

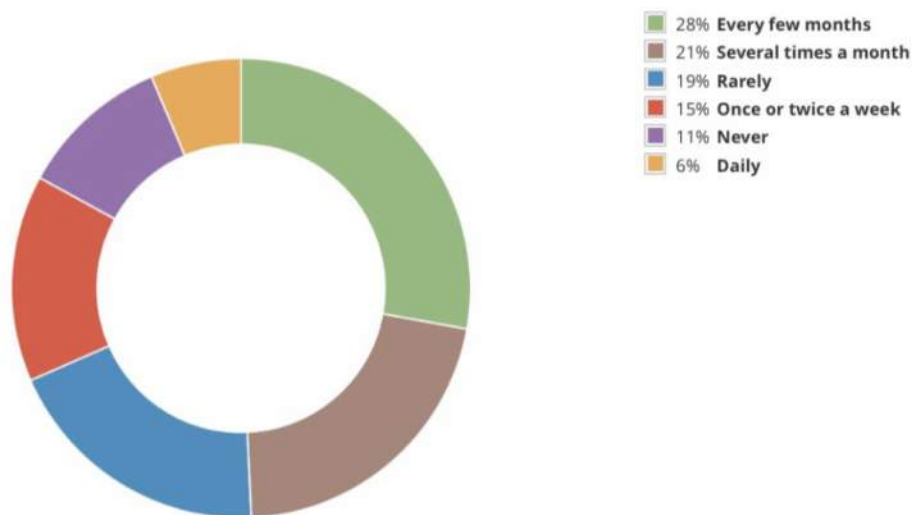


Figure 4. Responses for “How frequently do you use this pedestrian bridge?”

## Question 5

Why do you use the pedestrian bridge? (Check all that apply)

516 people answered this question. The distribution of answers is shown in the chart below.

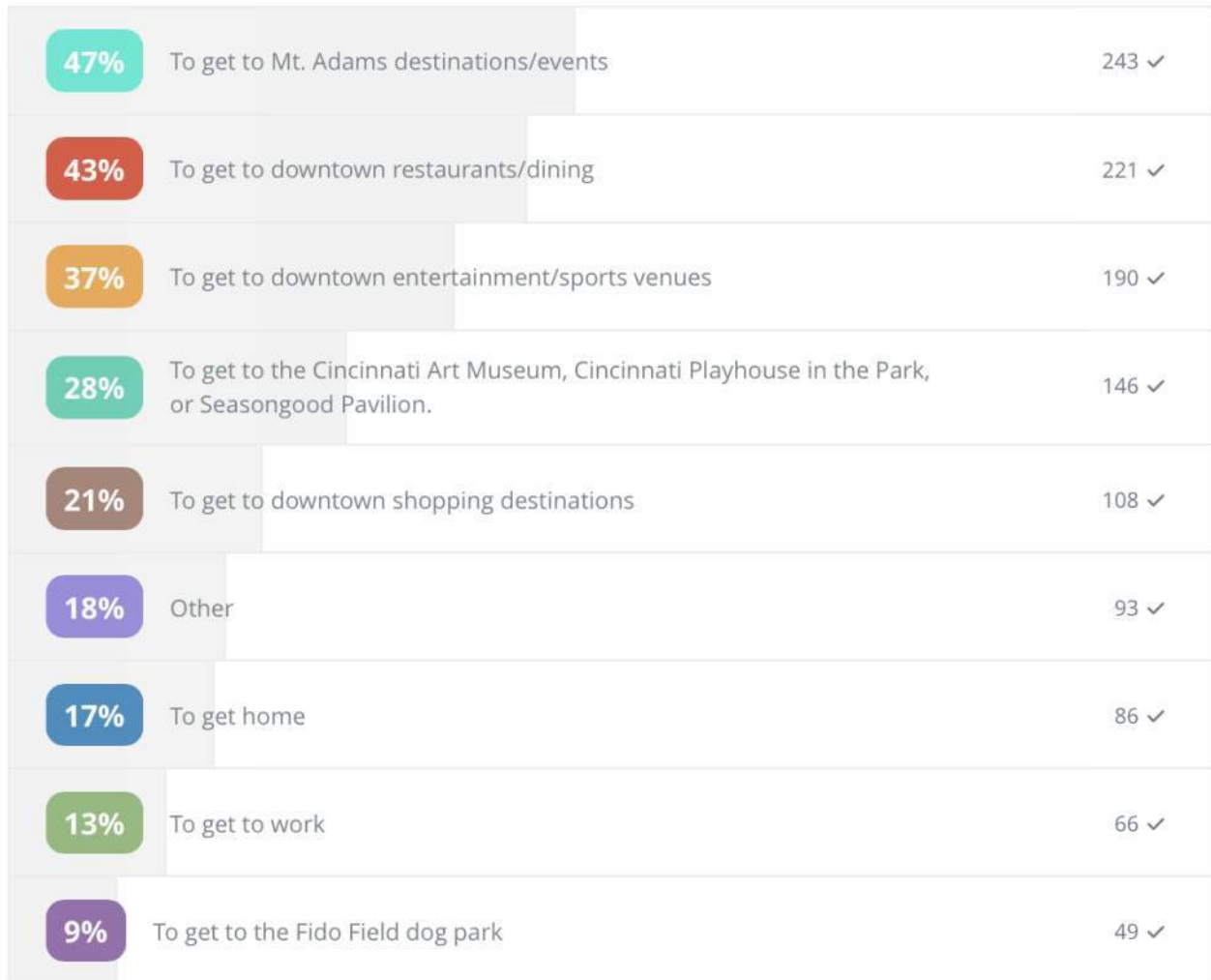


Figure 5. Responses for “Why do you use the pedestrian bridge?”

### Other

Approximately 18% of respondents marked “Other.” All responses were reviewed and categorized by theme. Table 3 lists each theme identified and the number of times it was mentioned. Also included is a brief description of each theme using words submitted by respondents. Multiple themes were often identified within a single response, therefore, the number of counts documented exceeds the number of responses submitted. All responses received are documented in Appendix C.

Table 3. Responses for “Other” in Question 5: Why do you use the pedestrian bridge?

Q5 Theme	Count	Descriptors
Recreation	38	Exercise (running, walking, biking); scenic views
Travel	25	Access to downtown destinations (doctor’s offices, library, courthouse, church, etc.); photography
Don’t Use	10	Don’t use the bridge
Dogs	2	To walk dogs
Parking	1	Use when parking in Mt. Adams to avoid downtown parking fees
Biking	1	Part of a biking route
N/A	1	Not applicable

## Question 6

The proposed replacement bridge would include a shared-use path that can support multiple modes of transportation. Which of the following would you use most often when crossing over the bridge? (Check all that apply).

523 people answered this question. The distribution of answers is shown in the chart below.

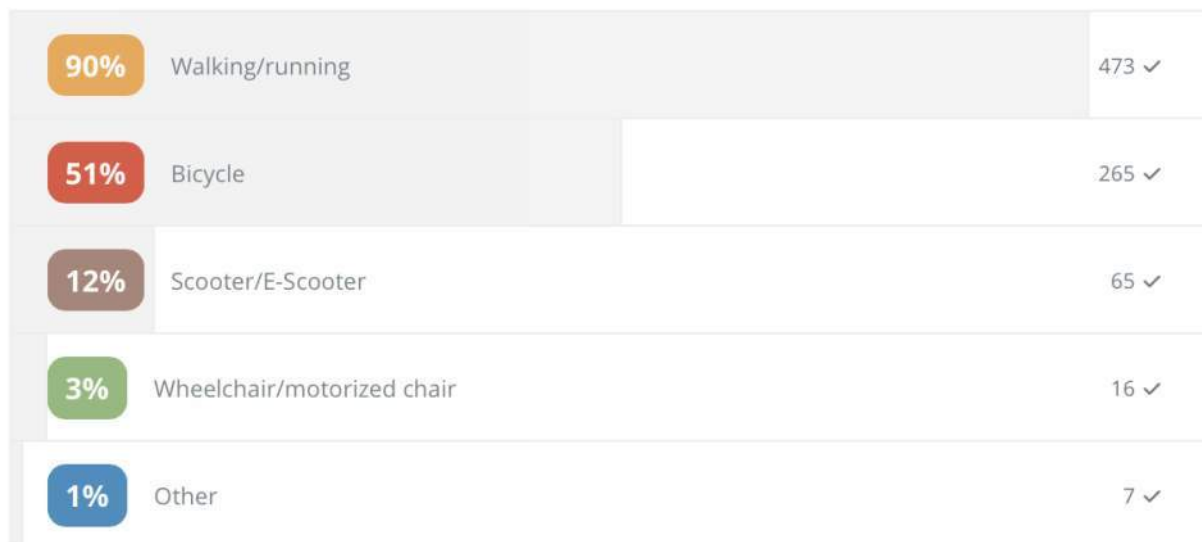


Figure 6. Responses for “Which of the following would you use most often when crossing over the bridge?”

### Other

Approximately 1% of respondents marked “Other.” Answers submitted for “Other” included streetcar (2), stroller (1), and N/A (1). The remaining respondents didn’t elaborate further.

## Question 7

When using the new pedestrian bridge, what areas do you think you'd go to most?

For this question, respondents were asked to indicate the general areas they would go to by placing up to 10 pins per person on a Google-based map. A pop-up box allowed them to enter the name, neighborhood, address, or other description of the location they had pinned. A total of 611 pins were placed on the map; of these, approximately 21% had descriptions associated with them. The full list of comments associated with pins is provided in Appendix C.

Figure 7 shows the distributions of pins placed on the maps. Pins with blue heads indicate pins with descriptions; pins with white heads have no descriptions. The majority of destinations indicated on the map are located north of 7<sup>th</sup> Street, south of E. Liberty Street (though there was a cluster in the Findlay Market area), and east of Elm Street. Other concentrated areas of pins include Mt. Adams, Eden Park, Cincinnati Playhouse in the Park, the Cincinnati Art Museum and the new Art Climb staircase that leads to the Art Museum. This distribution of pins indicates that respondents are using the pedestrian bridge to go to places north of the Central Business District, Over-the-Rhine and Pendleton neighborhoods, or in Mt. Adams and popular destinations located nearby.

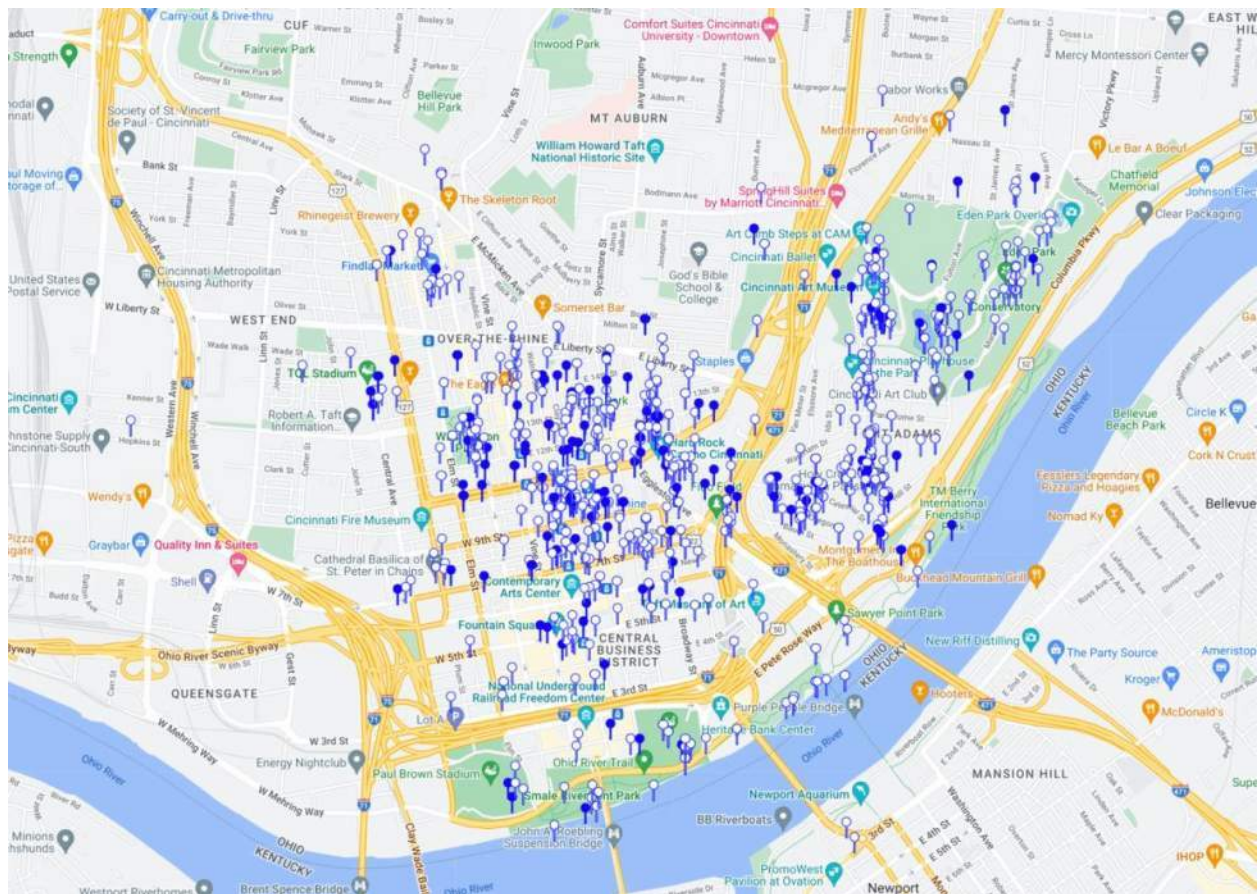


Figure 7. Responses for “When using the new pedestrian bridge, what areas do you think you’d go to most?”

## Question 8

### What would encourage you to use the bridge more often?

266 responses were shared for this question. All responses were reviewed and categorized by theme. Many of the responses received didn't answer the question but instead expressed opinions or shared information about how they use the current bridge, but these comments were included in the theme count. Table 4 lists each theme identified and the number of times it was mentioned. Also included is a brief summary of the descriptors that characterized each theme. Multiple themes were often identified within a single response; therefore, the number of counts documented exceeds the number of responses submitted. Following the table are responses that couldn't easily be categorized by theme (Miscellaneous Responses) or contained a suggestion. All responses received are documented in Appendix C.

Table 4. Responses for Question 8: What would encourage you to use the bridge more often?

<i>Q8 Theme</i>	Count	Descriptors
<i>Biking</i>	67	Bike-friendly features (esp. the ramp); bike-accessible; better access to existing bike paths (the Crown, shared-use path on Eggleston, riverfront, etc.); rental bike access; dedicated bike lanes on pedestrian bridge
<i>Lighting</i>	47	Good lighting; nighttime lighting; lighting that makes people feel safer
<i>Accessibility</i>	46	Better accessibility in terms of use; ramp; ADA-compliant for wheelchairs, scooters, strollers, personal electric vehicles (PEVs); multi-modal path; easier pedestrian access
<i>Safe</i>	34	Personal safety of users; more personal safety features (lights, cameras); populated vs. isolated entry/exit; visible, well-lit, safe landing area
<i>Aesthetics</i>	34	Enhanced aesthetics (artwork, landscaping); more attractive, welcoming design; nod to art deco architecture throughout city//; attractive entrances and exits; benches along pathway
<i>Location 1</i>	22	Prefers Alternative 1 location; it's convenient; is in same location as existing bridge
<i>Connected</i>	21	Connections to existing shared-use routes, including path on Eggleston; better sidewalk connections
<i>Less steep</i>	13	Gentler slope; less slippery in wet weather
<i>Wider</i>	11	Widening the deck to accommodate two-way travel for pedestrians, bikes, scooters, etc.; make wider than it is now
<i>Clean</i>	9	Cleanliness; clean up trash around and on bridge; address concerns with homeless
<i>Location</i>	9	Location matters (but preference of where was not specified); easy access to downtown destinations
<i>Destinations</i>	8	More attractions nearby; listed preferred destinations
<i>Transit</i>	8	Provide access to public transit (bus, streetcar, etc.); place landings closer to transit options (or vice versa)
<i>Nothing</i>	7	Nothing can make them use it more

Q8 Theme	Count	Descriptors
Cover	5	Provide shade; protection from sun, wind, rain
Noise	5	Noise control; manage by adding greenery
Gateway	4	Make bridge a gateway bridge; iconic design
Wayfinding	4	More wayfinding signage to bridge and to popular destinations
Chatter	3	Responses to comments made; not to question
Funicular	3	Suggested constructing funicular/gondola instead of bridge
Parking	3	Respondents said they park in Mt. Adams to avoid downtown parking fees
Accessible	2	Easy to get to
Cost	2	Expressed concerns with project cost
Location 2	2	Proposed location for Alternative 2 Is better/allows faster commute
More use	2	More people using it
Not needed	2	Waste of money; project is boon for rich people
Dogs	1	Safe alternative closer to the dog park
Fencing	1	Pet-safe fencing
Redundant	1	Alternative 2 is redundant of the existing Monastery to 6 <sup>th</sup> Street connection

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

#### MISCELLANEOUS RESPONSES

*The following responses were primarily comments on respondents' use of the bridge or were responses to comments made by other respondents. These comments could not be easily placed into a theme category.*

1. This isn't an issue ODOT is responsible for. Contact city council about it. They have meetings every Wednesday at 2, where you can speak at 1:30. Or you can call, email. There's lots of options - but this isn't really the right place.
2. No One is two words ;). But yes...we get you hate anyone who lives in Mt. Adams. I'm sure you also hate me since I instead have a nice hobby farm in the "rich" suburbs.
3. I already use it every business day.
4. The only thing that would encourage me to use the bridge less is moving it to Eggleston.
5. Less slippery surface in the winter
6. I already use it almost daily
7. If I retire and the weather was always nice although have used in rain and snow
8. We use it all the time
9. If there was a covered walk way connecting to the casino garage.



10. Bridge over Gilbert is a steel Art Deco façade/fence added in the 1990's over the original steel beam bridge.
11. I use the bridge almost daily at lunch to walk from Mt Adams to downtown. Also, there are many people who park on Van Meter St that work downtown and walk across the bridge at least twice a day.
12. I only use the bridge based on the weather
13. I probably will never use the bridge. I live by the Big Mac bridge and walk up Eggleston and then head west when I walk downtown (which I do about once a week). When I go to Mt Adams, I use the pedestrian bridge over Columbia Parkway, by the Mt. Adams steps.
14. I would still use it the same way for access to downtown and OTR
15. I don't use it at all
16. The current bridge connects to downtown from a very key point that is not accessible from other routes. It makes visiting Sawyer Point, Smale park and all the Riverfront area accessible from Mt. Adams. It is a key walking route that other pathways don't provide.
17. N/a
18. High parking costs and low parking availability downtown.

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

6. Correction and update to current bridge. Replacement bridge not convenient.
7. Better connectivity on both ends. Consider new steps from 6th Street Ramp to Eggleston Ave as I use it most often.

## Question 9

### What do you like about Alternative 1?

217 responses were shared for this question. All responses were reviewed and categorized by theme. Table 5 lists each theme identified and the number of times it was mentioned. Also included is a brief summary of the descriptors that characterized each theme. Multiple themes were often identified within a single response; therefore, the number of counts documented exceeds the number of responses submitted. Following the table are responses that couldn't easily be categorized by theme (Miscellaneous Responses), contained a suggestion or a question to be answered, or were tagged as needing a response. All responses received are documented in Appendix C.

Table 5. Responses for Question 9: What do you like about Alternative 1?

Q9 Theme	Count	Descriptors
<i>Location 1</i>	144	Prefer the existing location; easy access to Over-the-Rhine (OTR), Pendleton; good access to bike lanes on Gilbert; better access to and from downtown, better access to Mt. Adams destinations; better pedestrian infrastructure in casino area; is more attractive; convenient from north central business district, south OTR; better connection points; downtown landing is safer area; proximity to new developable space; don't like flyovers/overpasses;
<i>Aesthetics</i>	31	Aesthetics matter; would like better aesthetics; pursue partnering opportunities for design/artwork; like design; opportunity for artwork; looks like a parking structure
<i>Accessibility</i>	27	Bridge supports multi-modal travel; is ADA-accessible
<i>Biking</i>	27	Is good for bikes; includes a ramp that can be used by bikes
<i>Lighting</i>	20	Like the proposed lighting; like the lighting shown in the renderings; good lighting increases sense of safety at night
<i>Ramp</i>	18	Like ramp access
<i>Wider</i>	12	Wider is better; like that bikes, people can easily pass going in opposite directions
<i>Connected</i>	9	Better connected to desired destinations
<i>Gateway</i>	9	Potential to serve as a unique gateway feature to downtown/Cincinnati (but aesthetics will need to be improved)
<i>Less steep</i>	9	Not as steep as the existing bridge
<i>Stairs</i>	5	Like the stairs
<i>Like it</i>	5	Good alternative; effective; I like it
<i>Accessible</i>	5	Is easy to get to
<i>Fencing</i>	4	Would like better fencing options; don't like chain link
<i>Redundant</i>	4	Alternative 2 is redundant of the existing Monastery to 6 <sup>th</sup> Street connection

Q9 Theme	Count	Descriptors
Safe	3	Landing area for Alternative 1 is safer than Alternative 2; lighting at night seems safer
Clean	2	May make area around bridge and entrance cleaner; design is clean
Parking	2	People park on Van Meter and use the bridge to walk to work downtown to avoid paying high downtown parking fees
Dogs	1	Continued easy access to dog park
Noise	1	Would like features to reduce noise on bridge
Nothing	1	Nothing

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

#### MISCELLANEOUS RESPONSES

*The following responses generally offered commentary and their content could not be easily placed into a theme category.*

1. Not much. Little improvement over what is there today.
2. 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.
3. City-side terminus is in a more well-developed pedestrian area with other potential for development given greyhound station sale / future casino hotel
4. It connects two points.
5. Seems logical
6. Connections are much improved over existing

#### 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

#### QUESTIONS

1. I'm curious, why not use an elevator instead of all the concrete for the ramp?

- I feel like 10' is not wide enough for safe biking, wheelchair use or scootering 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.

**NEEDS RESPONSE**

- 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.

## Question 10

Do you have any concerns regarding this alternative [Alternative 1]?

126 responses were submitted for this question. All responses were reviewed and categorized by theme. Table 6 lists each theme identified and the number of times it was mentioned. Also included is a brief summary of the descriptors that characterized each theme. Multiple themes were often identified within a single response; therefore, the number of counts documented exceeds the number of responses submitted. Following the table are responses that couldn't easily be categorized by theme (Miscellaneous Responses), contained a suggestion or a question to be answered, or were tagged as needing a response. All responses received are documented in Appendix C.

Table 6. Responses for Question 10: Do you have any concerns regarding this alternative 1?

Q10 Theme	Count	Descriptors
<i>Aesthetics*</i>	69	Design shown in renderings is too basic; looks like it's a structure for cars or for parking; better aesthetic elements are needed/wanted; consider partner with outside organizations to improve and/or fund aesthetic enhancements; consider incorporating artwork on bridge; keep art deco theme; add landscaping
<i>Ramp</i>	20	The ramp looks long and intense; may be overwhelming or daunting due to size; may be frustrating for those on bicycles or in wheelchairs; may attract nuisances like skateboarders
<i>Fencing</i>	13	Would like better fencing options; get rid of chain link
<i>No</i>	12	No concerns
<i>Gateway</i>	10	Opportunity to serve as/create gateway to city
<i>Safety</i>	7	Security is an issue in the landing area, esp in evening; concerns about maintaining personal safety; concern about keeping ramp safe (may create hiding spaces)
<i>Wider</i>	7	Needs to be wide enough to accommodate a variety of travel modes moving in opposite directions; new design doesn't look wide enough; could be wider
<i>Noise</i>	5	Would like noise control
<i>Elevator</i>	4	Consider installing an elevator
<i>Lighting</i>	4	Needs to have adequate lighting for safety

Q10 Theme	Count	Descriptors
Size	4	Sheer length/size may be a deterrent/daunting
Cost	3	Concerns about cost; cost seems high
Cover	2	Need protection from elements (sun, rain, wind)
Location 1	2	The location for Alternative 1 is preferred; location is more accessible
Maintenance	2	Area around the bridge needs to be maintained to ensure cleanliness and safety
Not Connected	2	Not connected to shared-use path on Eggleston
Wayfinding	2	Add wayfinding signage; decorative panels sharing history of city; include place identification on side of bridge
Development	1	Location of Alternative 1 would impede development opportunities in the surrounding area
Dogs	1	Need easy access to dog park
Redundant	1	Alternative 2 is redundant of the existing Monastery to 6 <sup>th</sup> Street connection
Striping	1	Striping is needed to delineate travel lanes on bridge
Waste	1	Project is a waste of time and/or money

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

#### MISCELLANEOUS RESPONSES

1. The current bridge is going to be demo before the new proposal.
2. Don't bother trying to conserve parking spaces, there is too much space wasted on parking down there as it is.
3. I would say extend an access point for otr [Over-the-Rhine]
4. Snow and ice removal crews must be on top of their game during increment weather.

#### 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.
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.
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.

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

#### 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?
3. ADA ramp takes too much space due to height of bridge. Is it really worth doing?
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.
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?
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.
7. Does this alternative offer a more direct route for the more able bodied? ie- stairs- that's quite a long spiral.
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?

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.
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.
11. Can we keep "Cincinnati" art deco themes?
12. Security is always an issue, especially in the evening. Does it include cameras and phones?

#### NEEDS RESPONSE

1. Please say there is an alternative to the chain link fence!
2. The current bridge is going to be demo before the new proposal.
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.

## Question 11

### What do you like about Alternative 2?

131 responses were submitted for this question. All responses were reviewed and categorized by theme. Table 7 lists each theme identified and the number of times it was mentioned. Also included is a brief summary of the descriptors that characterized each theme. Multiple themes were often identified within a single response; therefore, the number of counts documented exceeds the number of responses submitted. Following the table are responses that couldn't easily be categorized by theme (Miscellaneous Responses), contained a suggestion or a question to be answered, or were tagged as needing a response. All responses received are documented in Appendix C.

Table 7. Responses for Question 11: What do you like about Alternative 2?

Q11 Theme	Count	Descriptors
<i>Good Location</i>	32	Inconspicuous; convenient; better use of space; opportunity for creating more multi-modal connections; less obtrusive; real estate is less valuable; is pretty direct; closer to downtown
<i>No</i>	28	Don't like this option; prefer Alternative 1; no comment (2 responses)
<i>Connected</i>	17	Connects to existing shared-use routes, including path on Eggleston
<i>Aesthetics</i>	11	Prefer aesthetic elements of Alternative 2 more; don't like aesthetics
<i>Biking</i>	11	Bike connection; better access to bike paths, specifically; needs to be bike friendly
<i>Simpler</i>	11	Simpler than Alternative 1; only goes across I-471 (not I-71 & Gilbert); less foreboding
<i>Bad Location</i>	11	Don't like location under bridge; further away from casino, restaurants, OTR; not as convenient; prefer Alternative 1 location
<i>Approach</i>	8	View to Mt. Adams is nice
<i>Redundant</i>	7	Is redundant to the Monastery and 6 <sup>th</sup> Street access
<i>Riverfront</i>	7	Provides better access to riverfront and riverfront destinations
<i>Safety Concern</i>	7	Concerns about being there at night; have to cross Eggleston; too remote; concerned about blind/hiding spots; homeless hangout
<i>Dogs</i>	6	Good connection to dog park
<i>Cost</i>	4	Is less expensive; allows funds to be reallocated to things like beautification
<i>Accessibility</i>	3	Like its ADA capabilities
<i>Noise</i>	2	Might be quieter than Alternative 1
<i>Size</i>	2	It's shorter than Alternative 1
<i>Development</i>	1	Allows for development around the casino
<i>Fencing</i>	1	Don't like chain link option
<i>Inadequate access</i>	1	Does not provide adequate access to downtown
<i>Less steep</i>	1	Not as steep
<i>Multi-modal</i>	1	Has good multi-modal features; it's accessible for different modes of travel
<i>Parking</i>	1	Doesn't remove parking spaces
<i>Respites</i>	1	Likes respite areas
<i>Safe</i>	1	Looks safe
<i>Shorter</i>	1	It's a shorter distance



Q11 Theme	Count	Descriptors
<i>Stairs</i>	1	Like that there are stairs and a ramp
<i>Waste</i>	1	Waste of money
<i>Wider</i>	1	Could be wider

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

#### MISCELLANEOUS RESPONSES

1. I wonder about this -- the current structure gets a lot of noise from the highway, but new option 1 would be raised higher and option 2 ends up surrounded on all sides by ramps on the city-side, so I wonder if the sound nuisance is similar with both
2. Wait, you don't like seeing pieces of the bridges, we'll call them souvenirs, falling into your lap as you walking, biking, driving, running, boating etc...Brent Spence being the crown jewel of infrastructure deficit.
3. It connects two points.
4. There were steps (now closed) from Monastery (near parking for Art Museum) that ended on Eggleston.....The Eggleston Steps. In a perfect world, that walkway, steps or otherwise would be reopened safely and the alternative 1.
5. Allows for casino expansion, and other development around the casino while still being close to the casino. Closer to downtown as well.
6. Potential parking near 50

#### 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.

#### 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?
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.

**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.

## Question 12

### Do you have any concerns regarding Alternative 2?

168 responses were submitted for this question. All responses were reviewed and categorized by theme. Table 8 lists each theme identified and the number of times it was mentioned. Also included is a brief summary of the descriptors that characterized each theme. Multiple themes were often identified within a single response; therefore, the number of counts documented exceeds the number of responses submitted. Following the table are responses that couldn't easily be categorized by theme (Miscellaneous Responses), contained a suggestion or a question to be answered, or were tagged as needing a response. All responses received are documented in Appendix C.

Table 8. Responses for Question 12: Do you have any concerns regarding Alternative 2?

<i>Q12 Theme</i>	Count	Descriptors
<i>Location</i>	99	(Note: Almost all comments here pertain to downtown side of bridge) Unpopulated location with higher vehicular traffic; too far from OTR, Pendleton, casino, restaurants; not convenient; out of the way; nothing is near Eggleston; dumps you in parking lots; prefer Alternative 1; less accessible; not convenient; nobody lives, works, plays on Eggleston
<i>Redundant</i>	33	Alternative 2 is redundant of existing connections nearby, such as the Monastery to 6 <sup>th</sup> Street connection
<i>Safety</i>	30	Downtown landing area is a no-man's land; it's not ideal for personal safety; requires people to cross Eggleston; Eggleston is a busy but unpopulated street; concerns with safety at night; area is isolated and not well lit; concerns with homeless; closed in vs. open space; concerns with personal safety and traffic safety at night; landing area is unwelcoming
<i>Aesthetics</i>	20	Too plain, bland, utilitarian, ugly; has no character, sense of place; design needs work/improvement; prefer gateway look of the existing bridge; fencing is not appealing; chain link fence is unsightly; add more design, murals maybe; add some park-like spaces at the ends
<i>Noise</i>	10	Noise level from highway overpasses, nearby roads is a concern; traffic noise will be loud
<i>Pedestrian</i>	6	Landing area is not pedestrian friendly; has poor access to pedestrian paths; Alternative 2 would concentrate pedestrian walkways in southern portion of city, creating less pedestrian-

Q12 Theme	Count	Descriptors
		friendly walking options from Elsinore Place, Reading Road, etc.; concerns with walkers using the bridge; ramps would be hard for pedestrians to use; more lighting is needed to keep pedestrians safe
Lighting	5	Needs to be updated on downtown side to improve safety
Dogs	4	Nothing is close to the downtown landing of except for the dog park
Wider	3	Doesn't look wide enough for two-way traffic; not wide enough
Cost	2	Waste of money; ramp system is expensive
Gateway	2	Like how the place identification on the Gilbert bridge creates the feel of a gateway; new bridge has no gateway "character"
Not needed	2	Not needed; not enough people will use it
Won't Use	2	Won't use (Monastery to 6 <sup>th</sup> Street connection is better)
Air quality	1	Air quality concerns when on ramp
No	1	No concerns

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

#### MISCELLANEOUS RESPONSES

1. prefer this!
2. The destination on Gilbert Ave is not desirable to me. The existing destination location is better for me.
3. It sucks.
4. 2 looks better to me

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

#### 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?

## Question 13

Based on the information above, which alternative would you be more likely to use?

322 people answered this question. The distribution of responses is shown in the chart below.

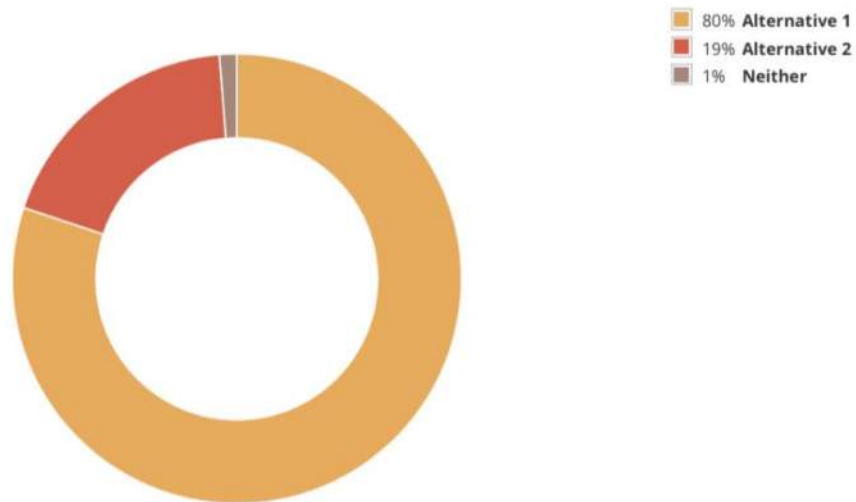


Figure 8. Responses for “Based on the information above, which alternative would you be more likely to use?”

## Question 14

Why?

169 responses were shared for this question. All responses were reviewed and categorized by theme. Table 9 lists each theme identified and the number of times it was mentioned. Also included is a brief summary of the descriptors that characterized each theme. Multiple themes were often identified within a single response; therefore, the number of counts documented exceeds the number of responses submitted. Following the table are responses that couldn't easily be categorized by theme (Miscellaneous Responses), contained a suggestion or a question to be answered, or were tagged as needing a response. All responses received are documented in Appendix C.

Table 9. Responses for Question 14: Why?

Q14 Theme	Count	Descriptors
<i>Location 1 (Alternative 1)</i>	108	Closer to OTR, Pendleton, northern downtown; better walkability and access; close to bike lanes, Mt Adams destinations; similar to existing; is more useful; will get more use; area is more populated, more convenient to desired destinations, closer to Metro stop, has slightly better walkability
<i>Location 2 (Alternative 2)</i>	15	Better access to downtown; still provides access to other areas; closer to riverfront, stadiums, Sawyer Point; closer to existing bike paths; connects better to P&G and other work places; opens area for development around Alternative 1
<i>Redundant</i>	15	Alternative 2 is redundant to the existing Monastery to 6 <sup>th</sup> Street connection
<i>Safety 2 (Alternative 2)</i>	14	Safety concerns with Alternative 2; area is isolated, dangerous, hidden; is a safety concern for women; area is a “wasteland,” in the middle of nowhere; concerns for safety after dark; unsafe for pedestrians;
<i>Location</i>	10	***Could not determine which location was being referenced*** Offers greater utility, preserves historic connection with Mt. Adams; most convenient; better located; nearest to home; nice way to walk; prefer location, easier to get to; closer to preferred destinations (work, home)
<i>Safety 1 (Alternative 1)</i>	6	Alternative 1 seems to be a safer area; area is more accessible; is safer for pedestrians; area has panhandlers; has a lot of trash and seems less safe
<i>Biking 1 (Alternative 1)</i>	4	Alternative 1 can connect to planned bike lanes on Gilbert, has better connection to downtown destinations/amenities and bike system
<i>Aesthetics</i>	3	Bridge design needs more character; design needs more work; consider including elements of Gilbert bridge
<i>Biking 2 (Alternative 2)</i>	3	Alternative 2 preferred for connection to Eggleston; location is less desirable but more conducive to bike use; would like more information
<i>Cost (Alternative 2)</i>	3	Alternative 2 is cheaper than Alternative 1
<i>Development</i>	3	Concerns with impeding development around Alternative 1; Alternative 2 makes most sense for long-term city growth and expansion
<i>Dogs</i>	3	Alternative 2 is closer to dog park; goes just to dog park; Alternative 1 has easy access to dog park
<i>Lighting</i>	3	Lighting would improve Alternative 2’s downtown landing; would like more information about lighting for Alternative 2; Alternative 1 is fairly well lit
<i>Not Needed</i>	3	Project is a waste of money; money can be used for other projects; bridge isn’t needed for pedestrian access

Safe	2	Hope infrastructure is safe; safe travel is more important than walking times
Accessible	1	Alternative 1 is easier to get to
Fencing	1	Chain link fence is not desirable, looks bad
Gateway	1	Alternative 1 has potential to serve as gateway to city
Maintenance	1	Maintenance of ramps is a concern
Neither	1	Neither alternative is preferred; would instead improve existing Monastery/6 <sup>th</sup> Street connection
No Benefit	1	Alternative 2 offers no added benefit over Alternative 1
Noise	1	Concerned with noise issues with Alternative 2
Transit	1	Alternative 1 is closer to Metro stop
Wider	1	Bridge should be 12 – 14 feet wide

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

#### MISCELLANEOUS RESPONSES

1. So you want people staying in the hotel next to the casino to have to walk further if they want to go to Mt. Adams?
2. project can get done faster
3. Just more convenient for me, but I don't feel strongly. So long as we keep a bridge I'll be happy.
4. Bridge 2 sucks
5. These times are misleading. No one starts from Van Meter. Most people will be going to and from St. Gregory or nearby. The stairs that go up to monastery are a time saver and easier to climb than a steep sidewalk.
6. Not sure

#### 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.

#### 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?

## Question 15

Other than aesthetics (which are discussed on the next tab), is there anything else that we should keep in mind as we continue to consider the two proposed alternatives?

76 responses were submitted for this question. All responses were reviewed and categorized by theme. Table 10 lists each theme identified and the number of times it was mentioned. Also included is a brief summary of the descriptors that characterized each theme. Multiple themes were often identified within a single response; therefore, the number of counts documented exceeds the number of responses submitted. Following the table are responses that contained a suggestion; no questions were submitted for this question. All responses received are documented in Appendix C.

Table 10. Responses for Question 15: Is there anything else that we should keep in mind as we continue to consider the two proposed alternatives?

Q15 Theme	Count	Descriptors
<i>Lighting</i>	11	Add lighting; add smart lights; ensure bridge and its entries/exits are well-lit
<i>Wider</i>	10	Make wider (between 10 ft and 12 ft) to facilitate two-way travel; doesn't appear to be wide enough
<i>Striping</i>	9	Separate walking lanes from bikes lanes
<i>Safety</i>	6	Safety is a factor to consider; consider adding safety features (911 box, monitoring system, etc.)
<i>Replace</i>	5	Replace the bridge, don't go with No Build
<i>Transit</i>	5	Consider proximity to bus, streetcar stops; consider walking times to transit stops; provide easy access to transit
<i>Aesthetics</i>	4	Partner with organizations that can improve aesthetic options
<i>ER Phone</i>	4	Install an emergency phone; 911 button or box
<i>Bike</i>	3	Easy bike access; bike lanes
<i>Noise</i>	3	Include noise control
<i>Wayfinding</i>	3	Include wayfinding that directs viewers to popular destinations; add plaques highlighting points of interest
<i>Accessible</i>	2	Maintain easy access between downtown and Mt Adams; make downtown landing easy to access (fewer streets to cross, crosswalks, etc.)
<i>Cover</i>	2	Cover the bridge to provide shade, protection from wind, rain, snow
<i>Development</i>	2	Pursue development around Alternative 2's downtown landing; consider impact of bridge on future development opportunities in area for Alternative 1
<i>Funicular</i>	2	Install a funicular or gondola instead
<i>Location 1</i>	2	Choose Alternative 1 for the bridge location

Q15 Theme	Count	Descriptors
<i>Monitor</i>	2	Add security monitoring devices, cameras to enhance safety
<i>More Study</i>	2	Conduct more study (origin, destination; see where connections are needed)
<i>Shelters</i>	2	Add bus shelters near entries to protect from sun, rain, snow
<i>Accessibility</i>	1	Make bridges are ADA-compliant
<i>Connected</i>	1	Ensure bridge is connected to existing bike/pedestrian system
<i>Elevator</i>	1	Add an elevator
<i>Gateway</i>	1	Make Alternative 1 appealing since it would be a gateway to city
<i>Improve DT End</i>	1	Improve area around the downtown end of either option (development, cover, etc.)
<i>Keep Connections</i>	1	Don't reduce connectivity between downtown and Mt. Adams
<i>Landscaping</i>	1	Add landscaping (greenery)
<i>Listen</i>	1	Listen to the people who use the bridge
<i>No</i>	1	No comment
<i>No Bikes/Scooters</i>	1	Limit users to walkers, runners; bikes and scooters can stay on roads
<i>Not Needed</i>	1	This bridge is not needed
<i>Ped Crossing</i>	1	Add a pedestrian crossing for Alternative 2
<i>Redirect</i>	1	Reallocate funds to another need
<i>Remove</i>	1	Remove existing, don't replace
<i>Sidewalks</i>	1	Widen sidewalks on Van Meter to extend accessibility

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

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



## Question 16

Do you have any thoughts regarding the three structure and two ramp types? If so, please share them below.

125 responses were submitted for this question. All responses were reviewed and categorized by theme. Table 11 lists each theme identified and the number of times it was mentioned. Also included is a brief summary of the descriptors that characterized each theme. Multiple themes were often identified within a single response; therefore, the number of counts documented exceeds the number of responses submitted. Following the table are responses that couldn't easily be categorized by theme (Miscellaneous Responses) or contained a suggestion or a question to be answered. All responses received are documented in Appendix C.

Table 11. Responses for Question 16: Do you have any thoughts regarding the three structure and two ramp types?

Q16 Theme	Count	Descriptors
<i>Steel truss</i>	65	Prefer steel truss; steel is more attractive than other options; appears "light"; allows for more decorative elements that can make a statement for city
<i>Steel ramp</i>	41	Prefer steel beam ramp
<i>Steel</i>	34	Steel is better than concrete for visibility, safety; more aesthetically pleasing; similar to other existing Cincinnati bridges; more cost effective, more user-friendly; steel is prettier; may last longer; more inviting; less "industrial"; will fit in better; most modern; easier to maintain; more distinctive; more streamlined; allows for gateway creation
<i>Aesthetics</i>	23	Aesthetic treatment is more important than superstructure; need better aesthetic design; something that can support gateway design; cable-stay; reflect art deco feel of existing bridge; incorporate art
<i>Sustainable</i>	14	Whichever option is most sustainable, durable
<i>Concrete ramp</i>	4	Prefer concrete ramp
<i>Fencing</i>	4	Chain link fencing is ugly, unattractive
<i>Gateway</i>	4	Alternative 1 can serve as a gateway; should emphasize unique Cincinnati architecture
<i>No concrete</i>	4	Concrete is too big and boxy; ugly; avoid if possible; invites graffiti
<i>Concrete</i>	3	Looks more cohesive; offers canvas for artwork
<i>Cost</i>	2	Cost is a consideration; whichever costs less
<i>Lighting</i>	2	Lighting is important
<i>No matter</i>	2	Ramp and structure type won't matter for Alternative 2
<i>No pref</i>	2	No preference
<i>Safe</i>	2	Whichever is safer and minimizes visual obstructions
<i>Affordable</i>	1	Whichever will get the structure built

Q16 Theme	Count	Descriptors
<i>Biking</i>	1	Care most about the bike and walkability of design
<i>Green</i>	1	Like green
<i>Location 1</i>	1	Whichever will allow bridge to stay at the existing location
<i>No steel</i>	1	No ODOT steel design
<i>Noise</i>	1	Include feature to dampen noise

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

#### MISCELLANEOUS RESPONSES

1. Why bother? This is sad.
2. They all look awful. Is this 1960?!
3. I don't care about the esthetics if the bridge is not useful to me!

#### 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.
2. Can we tap into our creative talent locally to have wall art or colorful look?
3. Make it green

#### 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?

## Question 17

How important to you is adding optional aesthetic treatments to the bridge design?

267 people answered this question. A majority of respondents (85%) said that aesthetics are either a must (44%) or would be nice to have (41%). The distribution of answers is shown in the graph below.

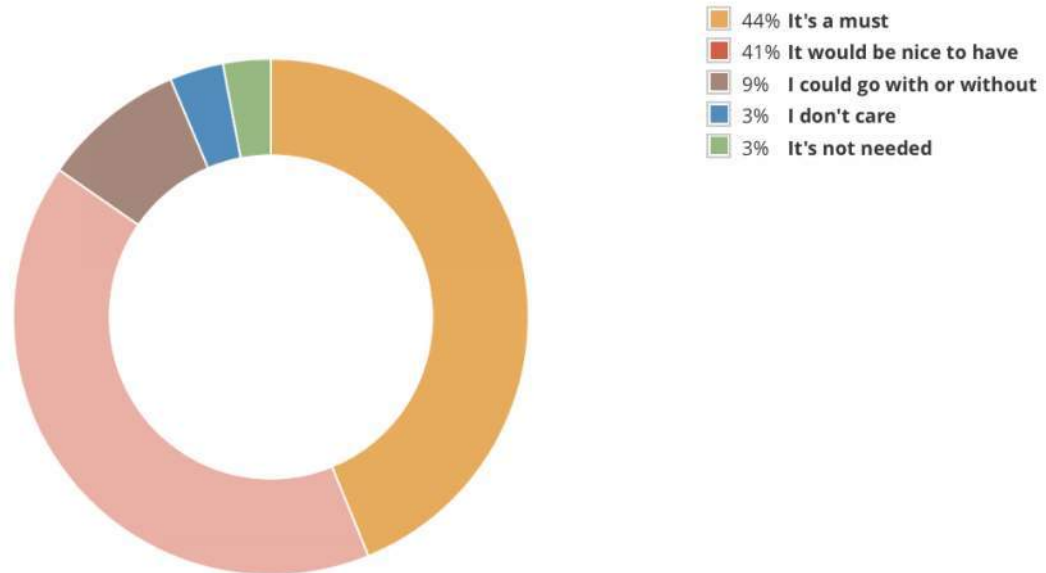


Figure 9. Responses for “How important to you is adding optional aesthetic treatments to the bridge design?”

## Question 18

Are there aesthetic design elements that we should consider but haven't already talked about on this page?

94 responses were submitted for this question. All responses were reviewed and categorized by theme. Table 12 lists each theme identified and the number of times it was mentioned. Also included is a brief summary of the descriptors that characterized each theme. Multiple themes were often identified within a single response; therefore, the number of counts documented exceeds the number of responses submitted. Following the table are responses that couldn't easily be categorized by theme (Miscellaneous Responses), contained a suggestion or a question to be answered, or were tagged as needing a response. All responses received are documented in Appendix C.

Table 12. Responses for Question 18: Are there aesthetic design elements that we should consider but haven't already talked about on this page?

Q18 Theme	Count	Descriptors
<i>Art deco</i>	24	Reflect art deco character of Cincinnati, reflect original bridge; reflect Cincinnati architecture
<i>Landscaping</i>	24	Include landscaping on bridge and/or around bridge entrances; plants, trees, flowers; include “green” elements; soften the harshness (partner

Q18 Theme	Count	Descriptors
		with the Parks); create park-like features; planters; native plants; landscaping to dampen noise
Lighting	23	Design for lights; add dynamic lighting on bridge; unique light fixtures; iconic lighting
Gateway	20	Design bridge to be a gateway to the city, similar to current Gilbert bridge; should reflect/celebrate character of city; place identification
Aesthetics	17	Improve aesthetics in general; no institutional appearance; nicer it looks, the more people will respect it; make artistic; give it a sense of space
Artwork	10	Add artwork as a feature on the bridge; murals; think BLINK; work with Cincinnati Arts Commission/Artswave for public art project; add a colossal
Wayfinding	7	Add signage to direct people to popular destinations and/or highlight features that can be seen from bridge
Color	6	Use eye-catching paint; like ODOT green; don't like ODOT green; no gray, black or muted green/blue
Noise	6	Add features that will dampen noise; noise control
Towers	6	Add towers on either end; create a sense of presence
Fencing	5	Add details on fencing; avoid chain link; fencing is more important than pier design
Cover	3	Include some shelter, shading from sun, rain, snow, elements
Entry/Exit	3	Give consideration to entrances/exits of bridge; make as feature
Mt. Adams	3	Reflect Mt. Adams style; reflect old Mt. Adams incline
Character	2	Give the new bridge character
No	1	Nothing noted
No pref	1	Have no preference
Pavers	1	Line edges with pavers
Safe	1	Improve safety, safe feeling
Striping	1	Add striping to delineate travel paths
Trash cans	1	Include trash cans to reduce litter

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

#### MISCELLANEOUS RESPONSES

1. Biophilia, the impact on the our community, on our planet. Permittable surfaces should really be considered, 1 its better for our waterways to deter run off, 2 this ramp will carry water like a river
2. Aesthetic elements need to be funded by the city. What a joke. Can we start collecting lost wage tax on the all the forever expanding real estate your highways take up?

**SUGGESTION**

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.

**QUESTION**

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

**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.

## Question 19

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

69 responses were submitted for this question. All responses were reviewed and categorized by theme. Table 13 lists each theme identified and the number of times it was mentioned. Also included is a brief summary of the descriptors that characterized each theme. Multiple themes were often identified within a single response; therefore, the number of counts documented exceeds the number of responses submitted. Following the table are responses that couldn't easily be categorized by theme (Miscellaneous Responses), contained a suggestion or a question to be answered, or were tagged as needing a response. All responses received are documented in Appendix C.

Table 13. Responses for Do you have any additional comments, thoughts or questions that you'd like to share with us?

Q19 Theme	Count	Descriptors
<i>Thank you</i>	34	Thank you for reaching out and soliciting input; well done; thank you for considering public opinion; liked this process, online experience
<i>Aesthetics</i>	8	Aesthetics matter; fit character of the city; keep elements of gilbert bridge
<i>Cost</i>	6	Too expensive; difference between Alternative 1 and Alternative 2 isn't great in grand scheme of things
<i>Cover</i>	3	Add cover to protect from sun, rain, and other elements
<i>Location 1</i>	3	Chose location 1
<i>Timing</i>	3	Planned timeline is too long; would like to see the schedule moved up

Q19 Theme	Count	Descriptors
Artwork	1	Set aside funding for custom artwork; partner with locals for artwork; solicit private donations
Convenient	1	This was convenient
Follow up	1	Please follow up with results
No comment	1	No comment
Noise control	1	Include noise control
Sustainable	1	Plan for future – make path wider

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

#### MISCELLANEOUS RESPONSES

1. Do your best.
2. There has been actually several public input opportunities for BSB in the past 4 years. 2000 comments provided in 2020. check out [www.oki.org](http://www.oki.org)
3. Biking up Monastery for training is one of the most frequent reasons I visit Mt. Adams! I love to ride up there for a cafe stop and the view in the middle of a weekend ride.
4. This survey is g

#### 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
2. I would be interested in the feasibility of a cable stayed bridge. Similar cable-stayed ped bridges have cost only slightly more that these estimates and are much more visually peasant 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.

#### 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!
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?

#### NEED RESPONSE

1. Appreciate this process that seeks input from users. PLEASE do the same thing for the Brent Spence Bridge!
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.
3. Thank you for thoughtfully putting together public commentary forum. Please communicate findings to community and how considerations were used in decisioning.
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.

## Question 20

If you would like to stay up-to-date on the project's progress, or would like a direct answer to a question you left in the box above, please enter your email address below.

Ninety-nine people submitted their email addresses. These addresses have been shared with ODOT and are not included in this report for privacy reasons.

## Question 21

How did you hear about this Open House? (Check all that apply)

173 people answered this question. The distribution of answers is shown in Figure 10 on the next page.

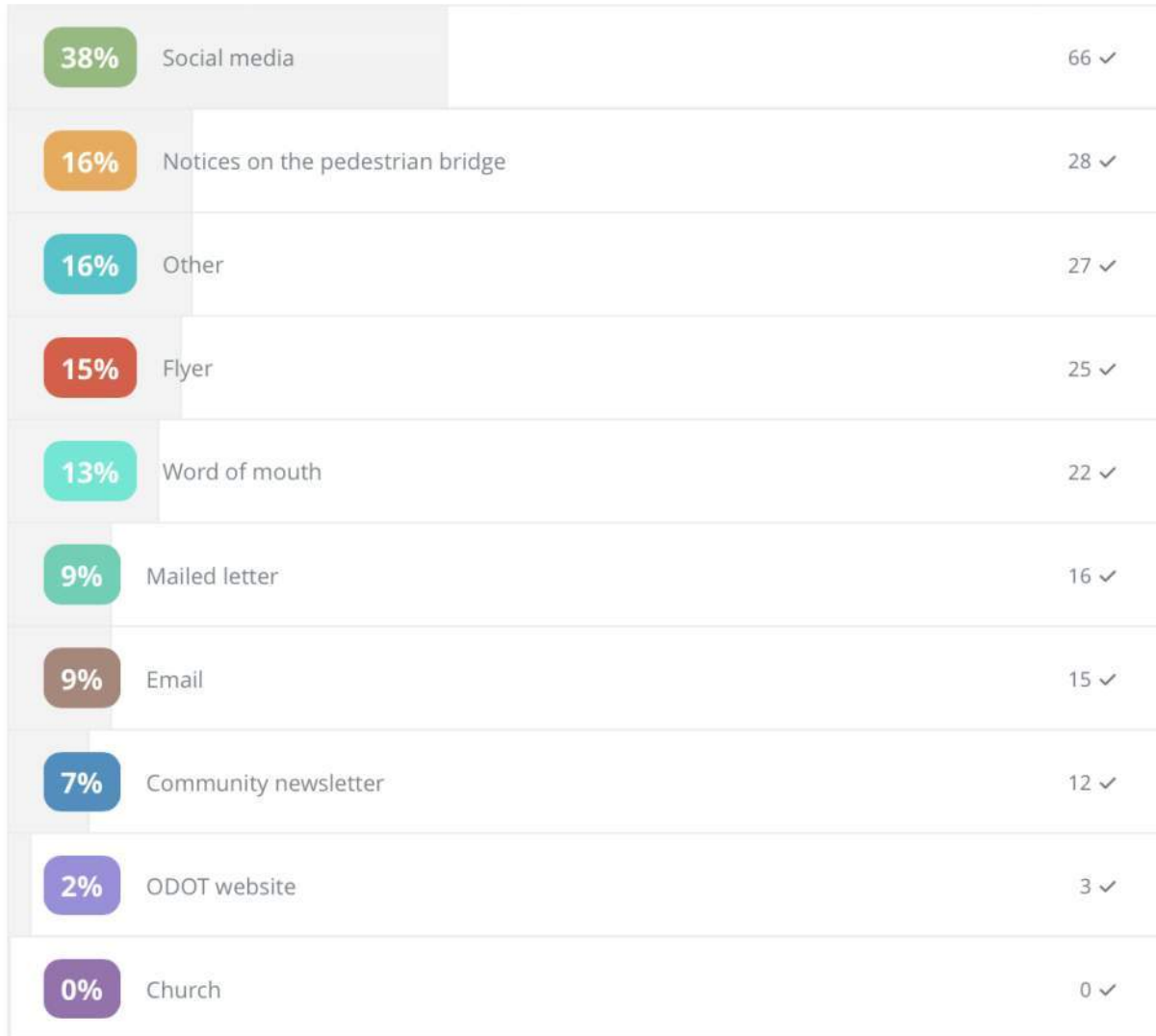


Figure 10. Responses for “How did you hear about this Open House?”

**Other**

Approximately 16% of respondents said “Other.” Responses shared include radio (5), work (4), News – unspecified (3), community council (3), social media (2), TV news (1), internet (1), ODOT newsletter (1), and Stakeholder Group (1). The remaining respondents didn’t elaborate on their answer.



## Question 22

What is your race?

209 people answered this question.

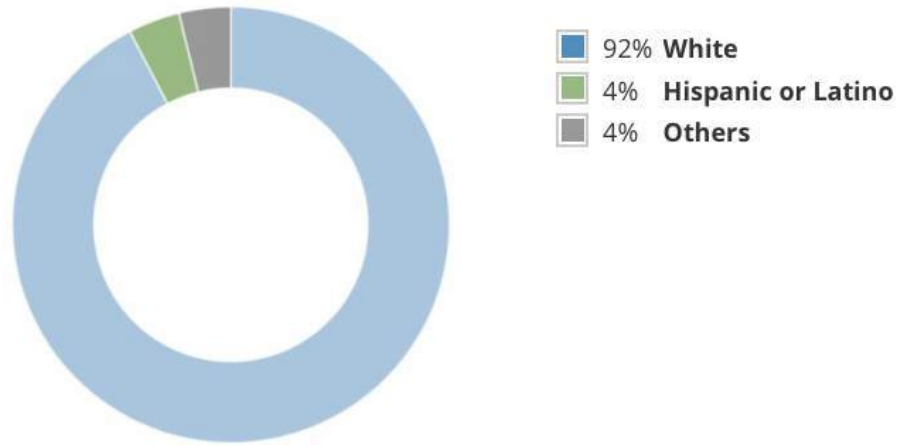


Figure 11. Responses for “What is your race?”

## Question 23

What is the primary language spoken in your home?

217 people answered this question.

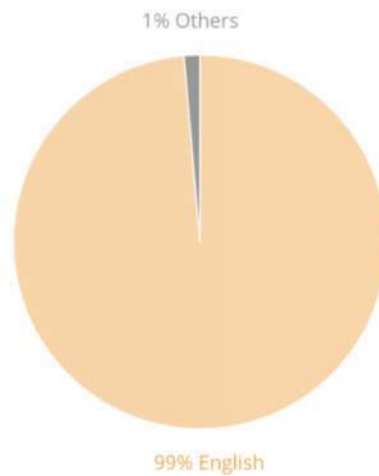


Figure 12. Responses for “What is the primary language spoken in your home?”

## Question 24

How many people live in your household?

217 people answered this question.

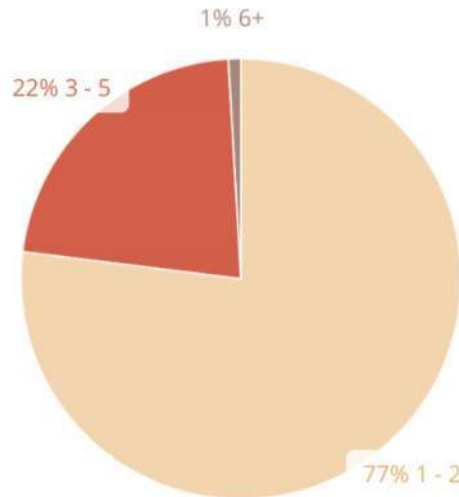


Figure 11. Responses for “How many people live in your household?”

## Question 25

What are the age ranges of those living in your household? (Check all that apply)

166 people answered this question. The distribution of answers is shown in the chart below.



Figure 12. Responses for “What are the age ranges of those living in your household?”

## Question 26

What is your annual household income?

194 people answered this question.

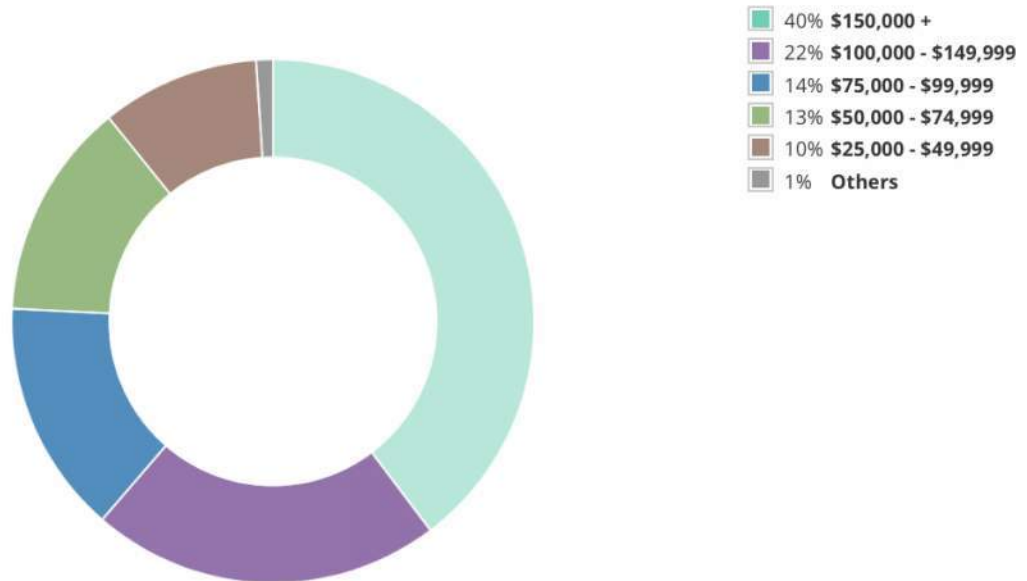


Figure 13. Responses for "What is your annual income?"

## Question 27

What is the highest level of education completed by members of your household?

208 respondents answered this question.

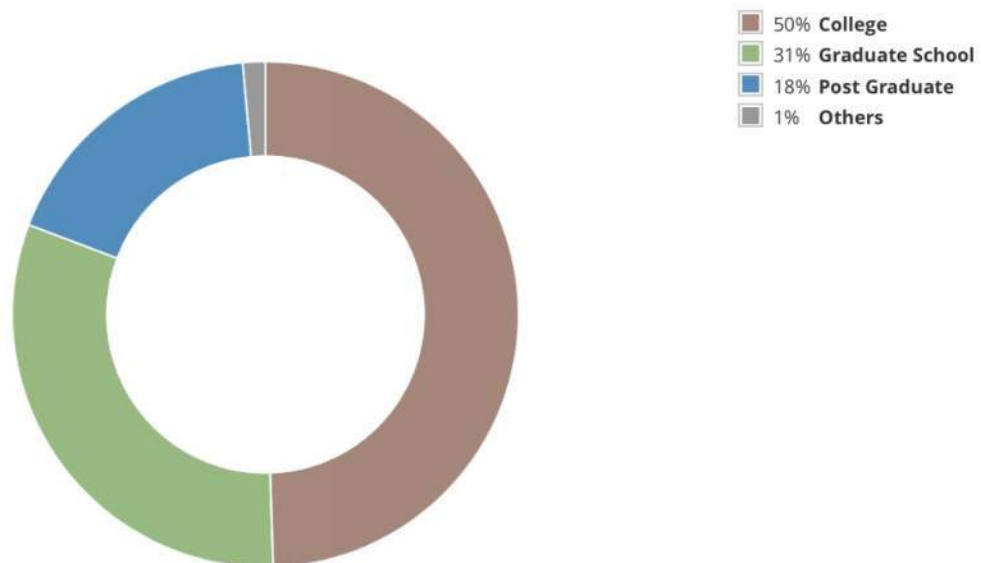


Figure 14. Responses for "What is the highest level of education completed by members of your household?"

## Question 28

Do any individuals living in your home have a physical or mental impairment which substantially limits one or more major life activities?

200 respondents answered this question.

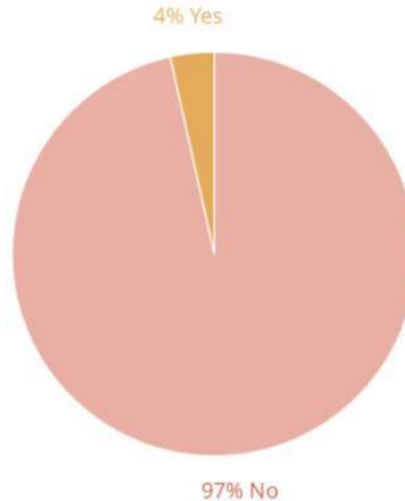


Figure 15. Responses for “Do any individuals living in your home have a physical or mental impairment which substantially limits one or more major life activities?”

## Question 29

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

32 respondents answered this question. All responses received for this question are provided below. (Note: All comments are presented as they were received. No edits were made to content, abbreviations, spelling, grammar, capitalization, or punctuation.)

1. Directly contacting community groups and local non-profits for more feedback
2. Attending community council meetings for the neighborhood involved
3. More opportunities for online input
4. you are doing a great job! online/social media is the way to go. open house and community forums have little turn out
5. I completely agree. Virtual open houses are better for getting feedback on everyone's independent schedules, allows participants to focus their time on what interests them most, and can be done from the comfort of home. This is the way to go from now on.
6. A story in the Enquirer to let people know this is happening.
7. Speak blatantly about the vehicular violence we have to live with every day so we can start to change it.
8. You are right. It's feels like there has been an uptake in pedestrian injuries and deaths lately. I don't want to give up exercise outside or fear for my friends who run and bike because we have poor pedestrian safety and infrastructure.

9. Just a final comment . . . if at all possible, please do not remove existing bridge until new one is ready for use!
10. If an open house or town hall meeting is conducted discussing this and other ODOT topics, ensure there is an option to join remotely.
11. Make it a mandatory job description requirement/priority for every manager on ALL future projects.
12. Have these type of surveys regularly posted or spread through other community groups. Having them online, easily searchable and available is great. Having local news outlets regularly post about the public input surveys that are out would be awesome.
13. NA
14. Do not remove existing bridge until new bridge is constructed.
15. Feet in the streets.
16. Thank you for taking input on this public project, hope to see more of this.
17. Pedestrian safety feels at an all time low. Cars move much faster though our neighborhoods than ever before in much higher volume. A comprehensive and AGGRESSIVE plan needs to be developed to dramatically slow vehicles down in pedestrian and residential areas.
18. Reach out to cycling and disability groups to gain input on the viability of the design from an alternate perspective
19. Totally separate note, take in consideration what's available right now and lead times. I know precasters have a decent wait list if using prestressed beams. Steel is more available and In my opinion more dummy proof for field fixes.
20. I give you an A+ for this survey. I just hope you have enough staff to process the input that citizens have provided. Thank you!
21. Umm go to low income communities and build them grocery stores, better schools and healthier affordable housing
22. None
23. Need rail on ramp on bridge going from Monastery to 6Th street. Walking on that bridge can be dangerous. But like its location. Please do not remove it.
24. No suggestions
25. Continue with these virtual forms to garner feedback.
26. Thank you for providing this method to understand and visualize the alternatives.
27. Please take pedestrian safety seriously, there are low-cost options that could be easily implemented (speed humps, bump outs, no turn on red) that would reduce the danger faced daily by cyclists and public transit commuters. Continue installing protected bike lanes - Central Parkway was a great start but there are so many other places that would greatly benefit.
28. Posting on FaceBook
29. Please keep the current bridge until you build alternative 1. Thank you for including us in the plans for said bridge.
30. I agree...keep existing bridge until new one complete
31. Continue posting in news and mainstream media for these kinds of outreach opportunities
32. Nothing noted.

# Appendix A: Open House Materials

Public Input Site Content

# I-71 Pedestrian Bridge Replacement Project (PID 102790)

## **THANK YOU FOR VISITING!**

The Ohio Department of Transportation (ODOT) is developing plans to replace the pedestrian bridge system that travels over I-71, the I-471 access ramps, and Gilbert Avenue/US 22. This system provides a direct connection between East Court Street in downtown Cincinnati and Van Meter Street in Mt. Adams.

Public involvement is an important part of project development and input received will help guide the decisions we make. ODOT has put together this virtual Public Open House to share information about the project and gather public feedback regarding the alternatives under consideration.

## **HOW THIS VIRTUAL OPEN HOUSE WORKS**

This site is a self-guided tour through a series of tabs highlighting key information about this project and the proposed replacement alternatives. Opportunities are provided on each tab for you to provide feedback and share your thoughts. Your comments will be visible for others to see as well, unless you opt not to make your comments public by clicking on the associated toggle. The input we gather through this process will help guide us in the selection of a "preferred alternative" (the alternative that will be advanced for further planning and eventual construction). This Virtual Open House will be open for comment 24 hours a day for 45 days. You are welcome to visit as often as you'd like and we encourage you to share it with your friends and neighbors.

Begin by reviewing the OVERVIEW discussion in the section below. To advance between tabs, click on the green CONTINUE button located at the bottom of the page. You can also move between pages by clicking the tabs located at the top of the discussion section. If you would like to view larger versions of any of the graphics, simply click on the image. Copies of project materials are posted under the DOCUMENTS section, located on the right-hand side of the screen.

If you need interpretation or translation services or other reasonable accommodations to participate in this virtual Open House, review materials, or provide comment, please contact Anthony Pankala, ODOT Environmental Engineer, at (513) 933-6640 or [Anthony.Pankala@dot.ohio.gov](mailto:Anthony.Pankala@dot.ohio.gov) (<mailto:Anthony.Pankala@dot.ohio.gov>).

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by ODOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 14, 2020 and executed by FHWA and ODOT. For more information, please visit ODOT's NEPA Assignment Portal by clicking here (<http://www.transportation.ohio.gov/wps/portal/gov/odot/programs/nepa-odot/nepa-assignment-documentation>).

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## Nice to Meet You!

Before we get started, we'd like to know a little bit about you to help us better understand who we are hearing from. Please take a moment to answer the questions below.

### Where do you live?

- Downtown - Central Business District
- Over-the-Rhine
- Pendleton
- Mt. Adams
- Mt. Auburn
- Walnut Hills
- Other

### Where do you work?

- Downtown - Central Business District
- Over-the-Rhine
- Pendleton
- Mt. Adams
- Mt. Auburn
- Walnut Hills
- Other



## What is your interest in the Pedestrian Bridge Replacement project? (Check all that apply)

- I use this pedestrian bridge frequently
- I use this pedestrian bridge occasionally
- I don't use the bridge very often but am glad it's there when I do
- I know a lot of people who use the bridge
- I have a lot of employees/customers who use the bridge
- I'm just curious
- Other

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## Overview

### OVERVIEW

The pedestrian bridge system that links East Court Street in downtown Cincinnati with Van Meter Street in Mt. Adams is comprised of two separate bridges. The first bridge (HAM-71-0181) is a utilitarian, steel-beam and concrete deck design that extends from Mt. Adams, over I-71 north and south and I-471 north and south, landing on the east side of Gilbert Avenue/US 22. The second bridge (HAM-22-0111), which has a more stylized art-deco design, crosses over from the east side of Gilbert Avenue/US 22 to East Court Street.

Built in the 1960's, this system is aging. ODOT's primary concerns include:

- Concrete on both bridges is deteriorating
- Concrete on the staircases is deteriorating
- Joints are letting water through, weakening the underlying bridge support structures

Additional concerns include:

- 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
- The vandal fence on the pedestrian bridge over I-71 does not meet current standards

ODOT has determined that due to the number of these concerns, the bridge system needs to be replaced. We're currently completing a Feasibility Study to evaluate possible replacement options and to identify a preferred alternative. We've developed two possible replacement alternatives that are discussed in the next two tabs.



This image highlights the location of the existing pedestrian bridge system and the locations of Alternatives 1 and 2.

### The "No Build" Alternative

A third alternative that we must also consider per federal requirements is No Build. Under this scenario, a replacement bridge would not be constructed but the current pedestrian bridge system would be removed due to its deteriorating condition. If the No Build option were to be selected, the ODOT would modify the pedestrian path from Monastery Street to 6th Street to be ADA-accessible.

### How frequently do you use this pedestrian bridge?

- Daily
- Once or twice a week
- Several times a month
- Every few months
- Rarely
- Never

**Why do you use the pedestrian bridge?** (Check all that apply)

- To get to downtown entertainment/sports venues
- To get to downtown restaurants/dining
- To get to downtown shopping destinations
- To get to work
- To get home
- To get to the Fido Field dog park
- To get to the Cincinnati Art Museum, Cincinnati Playhouse in the Park, or Seabreeze Pavilion.
- To get to Mt. Adams destinations/events
- Other

**The proposed replacement bridge would include a shared-use path that can support multiple modes of transportation. Which of the following would you use most often when crossing over the bridge?**  
(Check all that apply)

- Walking/running
- Bicycle
- Scooter/E-Scooter
- Wheelchair/motorized chair
- Other

Survey continued next page.

**When using the new pedestrian bridge, what areas do you think you'd to go to most?** Indicate the general areas by placing up to 10 pins on the map below. Simply click on the blue pin icon in the upper right hand corner, then place the "+" over your desired area. A pop-up box allows you to enter the name, neighborhood, or address of the location. Use the "+/-" buttons the left side of the map to zoom in and be more specific regarding your locations.

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**What would encourage you to use the pedestrian bridge more often, if anything?**

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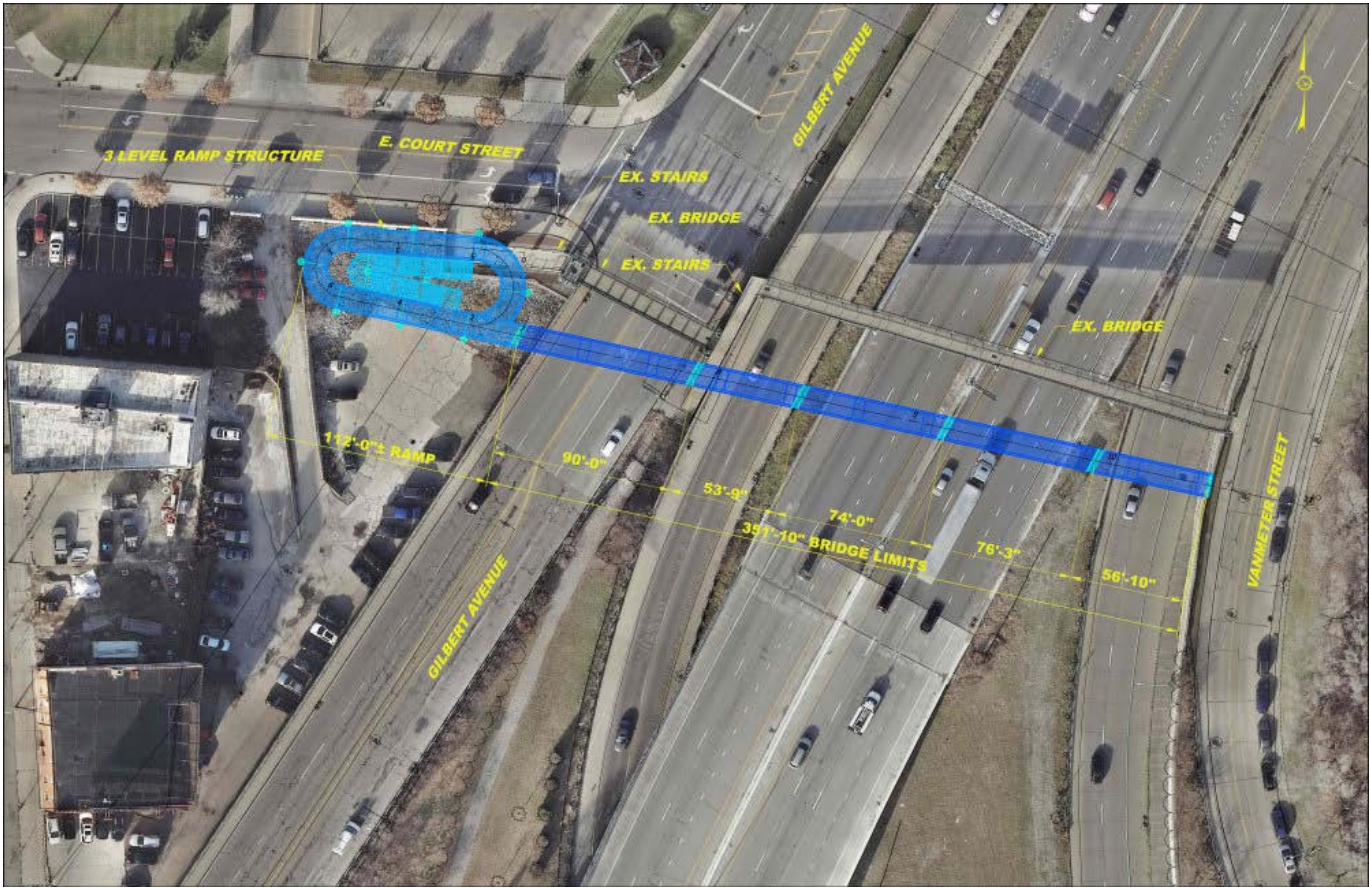
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Alt 1

We have developed two possible alternatives for replacing the existing pedestrian bridge system. These are discussed on the next few tabs, followed by a tab that compares them. Please use the questions threaded throughout the discussion to share your thoughts with us.

**ALTERNATIVE 1**



Located immediately south of the existing bridge system, Alternative 1 would be a single bridge that extends from Van Meter Street on its east side (the Mt. Adams side) to the southwest corner of the East Court Street and Gilbert Avenue/US 22 intersection on its west side (the downtown side).



*An aerial view of Alternative 1 in daytime (above) and at night (below), looking towards the south. The bridge would cross over I-71 North and South, I-471 North and South, and Gilbert Avenue/US 22 before landing at East Court Street on its west side and at Van Meter Street on its east side. (Click images to enlarge)*



The pedestrian bridge would descend in slope from east to west. The angle of the slope would be approximately 8%, which meets ADA-accessibility standards (for comparison, the steepest part of the current bridge system is 16.5%). Flat respite areas (five feet in length) would be located every 30 feet along the sloped portions of the bridge.



*Side view of Alternative 1, looking south (Mt. Adams is on the left side of the image; downtown is on the right). The pedestrian bridge would cross over I-71 North and South, I-471 North and South, and Gilbert Avenue/US 22. (Click image to enlarge)*



*Side view of Alternative 1, looking north. (Click image to enlarge)*



*Views of the Alternative 1 bridge deck looking down toward downtown. The darker areas of pavement are flat respite areas that are five feet in length. (Click image to enlarge)*



*Views of the Alternative 1 bridge deck looking up toward Mt. Adams. The darker areas of pavement are flat respite areas that are five feet in length. (Click image to enlarge)*



The west end of the bridge (downtown side) would be approximately 35 ft above ground once it reaches Gilbert Avenue/US 22. Bridge users would choose between using a three-level, circular ramp system or a staircase to move to and from ground level (see images below). The access ramp and stairs would be located adjacent to the parking lot on the southwest corner of the East Court Street/Gilbert Avenue intersection. While several parking spaces may be lost, efforts would be made to preserve as many spaces as possible.



*An aerial view of the three-tier ramp and stair system on the west end of Alternative 2.*



*A side view of the three-tier ramp and stair system on the west end of Alternative 1, looking south. The ramp and stair system would be located on the southwest corner of the Gilbert Avenue/US 22 and E. Court Street intersection, which is where the existing ramp system lands today. (Click image to enlarge)*



*A nighttime view of the Alternative 1 ramp and stair system, looking south. (Click image to enlarge)*

**What do you like about Alternative 1?**

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**Do you have any concerns regarding this alternative?**

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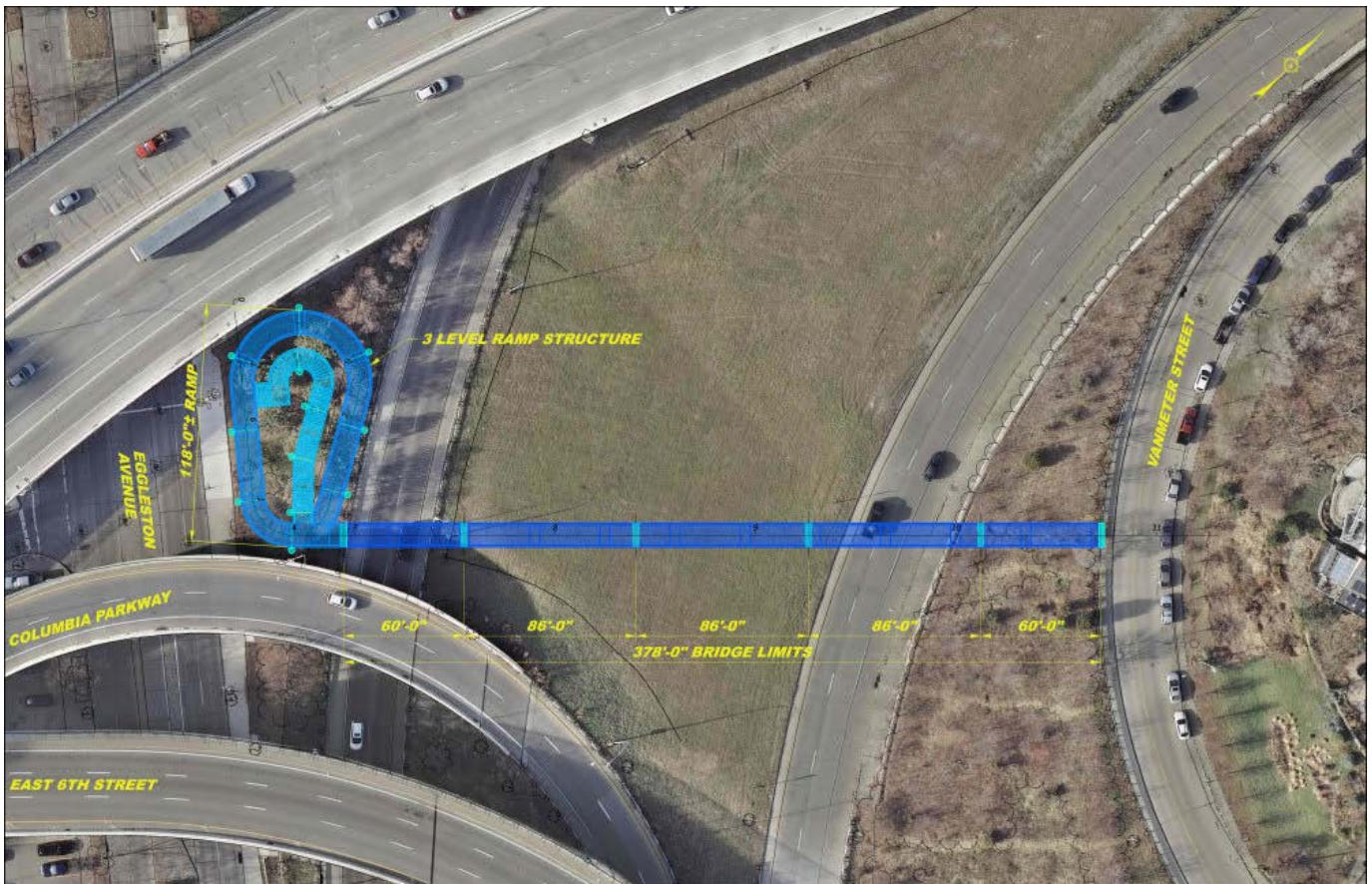
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Alt 2

**ALTERNATIVE 2**



For Alternative 2, the pedestrian bridge would be shifted to the south and extend between Van Meter Street and Eggleston Avenue, near the intersection with Sentinel Street. The east end of the bridge (the Mt. Adams side) would be located roughly 300 ft south of its current position, bringing it closer to the intersection of Van Meter and Monastery. Its west end would connect directly to the shared-use path on Eggleston, just south of the Fido Field dog park (Fido Field would not be impacted).



*The above image shows a overview of Alternative 2, looking towards the south. The pedestrian bridge would extend between Van Meter Street on the Mt. Adams side (left side of image) and Eggleston Avenue on the downtown side (right side of image). The darker areas on the pedestrian bridge deck are the five-foot, flat respite areas. (Click image to enlarge)*



*A nighttime aerial view of Alternative 2. (Click image to enlarge)*

Like Alternative 1, Alternative 2 would descend from east to west at an angle of approximately 8%. Flat landings (five feet in length) would be located every 30 feet to provide respite areas for bridge users.



*Side view of Alternative 2, looking south (Mt. Adams is on the left side of the image; downtown is on the right). The pedestrian bridge would cross over I-471 North and South. (Click image to enlarge)*



*Side view of Alternative 2, looking north (downtown is on the left side of the image; Mt. Adams is on the right). The pedestrian bridge would cross over I-471 North and South. (Click image to enlarge)*



*View of the Alternative 2 looking toward downtown. The darker areas of the bridge deck are flat respite areas that are five feet in length. (Click image to enlarge)*



*View of the Alternative 2 looking toward Mt. Adams. The darker areas on the bridge deck are flat respite areas that are five feet in length. (Click image to enlarge)*

The west end of the bridge would be approximately 40 feet above ground once it reaches Eggleston, and a three-level, circular ramp system plus staircase would provide access to and from ground level. The ramp and stair system would be constructed in an undeveloped space on the east side of Eggleston that currently contains grass and small trees, and is next to the entrance to Fido Field and parking areas under the I-71 bridge.



*An aerial view of the three-tier ramp and stair system on the west end of Alternative 2. The ramp would be nested in between I-71 and Columbia Parkway/US 50. (Click image to enlarge)*





*Another view of the three-tier ramp and stair system on the west end of Alternative 2, looking east toward Mt. Adams. The ramp would be nested in between I-71 and Columbia Parkway/US 50. (Click image to enlarge)*



*A nighttime view of the Alternative 2 ramp and stair system, looking east toward Mt. Adams. (Click image to enlarge)*

## What do you like about Alternative 2?

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## Do you have any concerns regarding Alternative 2?

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## Comparison

### COMPARISON OF ALTERNATIVES

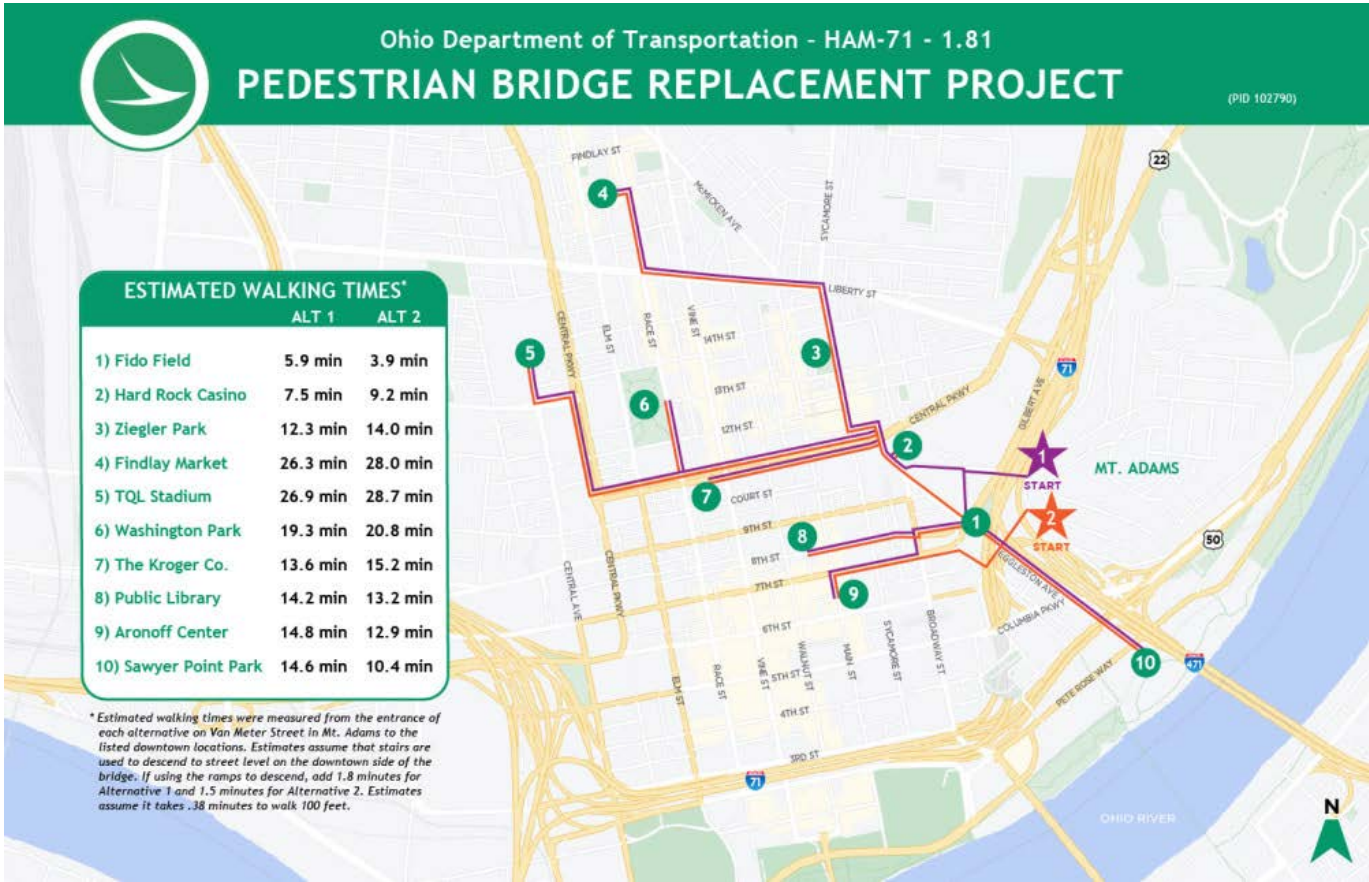
Below are several graphics to help you better evaluate the proposed pedestrian bridge replacement alternatives. The first chart compares important aspects of the existing pedestrian bridge and the two proposed replacements. Following that is a graphic that compares the estimated amount of time it will take to walk from the entrance of each alternative on Van Meter Street in Mt. Adams to 10 popular downtown destinations.

### ALTERNATIVE COMPARISON CHART

	Existing System	Alternative 1	Alternative 2
Type	<ul style="list-style-type: none"> <li>• Two bridges</li> <li>• Not ADA Accessible</li> </ul>	<ul style="list-style-type: none"> <li>• Single bridge</li> <li>• ADA Accessible</li> </ul>	<ul style="list-style-type: none"> <li>• Single bridge</li> <li>• ADA Accessible</li> </ul>
Location	<ul style="list-style-type: none"> <li>• Van Meter to East Court Street</li> </ul>	<ul style="list-style-type: none"> <li>• Van Meter to East Court Street</li> <li>• Immediately south of existing pedestrian bridge</li> </ul>	<ul style="list-style-type: none"> <li>• Van Meter to Eggleston</li> <li>• Approximately 300 ft south of existing pedestrian bridge</li> <li>• Connects to Eggleston's shared-use path</li> </ul>
Crosses Over	<ul style="list-style-type: none"> <li>• I-71 North &amp; South</li> <li>• I-471 North &amp; South</li> <li>• Gilbert Avenue/US 22</li> </ul>	<ul style="list-style-type: none"> <li>• I-71 North &amp; South</li> <li>• I-471 North &amp; South</li> <li>• Gilbert Avenue/US 22</li> </ul>	<ul style="list-style-type: none"> <li>• I-471 North &amp; South</li> </ul>
Width	8 ft	10 ft	10 ft
Est. Walking Time Across Bridge <i>(from one entrance to the other)</i>	Using stairs: 2.2 minutes	Using stairs: 2.6 minutes Using ramp: 4.1 minutes	Using stairs: 2.9 minutes Using ramp: 3.9 minutes
Access Ramp	None	Three levels; 673 ft (est. 2.6 minute walk)	Three levels; 638 ft (est. 2.4 minute walk)
Number of steps	56 (to East Court Street)	61	68
Estimated Cost	N/A	\$4.7M	\$4.1M

## ESTIMATED WALKING TIMES

The graphic below shows the approximate time it will take to walk from the entrance of Alternative 1 (Alt 1) and Alternative 2 (Alt. 2) on Van Meter Street in Mt. Adams to 10 popular downtown locations. The estimates assume that stairs are used to descend to street level on the downtown side of the bridge. If the ramps are used instead, 1.8 minutes would need to be added for Alternative 1 and 1.5 minutes would need to be added for Alternative 2. The estimates provided assume it takes .38 minutes to walk 100 feet.



**Based on the information above, which alternative would you be more likely to use?**

- Alternative 1
- Alternative 2
- Neither

**Why?**

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**WALKING/RIDING EXPERIENCE**

The design of both proposed replacement bridges would feature a sloped deck punctuated by five-foot long flat landing areas every 30 feet to help make it easier to cross the bridge. An example of a bridge that uses this slope/respice area design is the pedestrian bridge that extends Evanston Avenue over I-71,

just south of the Red Cross building near the Dana Avenue exit. Below are pictures of that bridge as well as a video that shows what it is like to cross that bridge.



<https://youtu.be/7ZheHEmhRyY> (<https://youtu.be/7ZheHEmhRyY>)

**Other than aesthetics (which are discussed on the next tab), is there anything else that we should keep in mind as we continue to consider the two proposed alternatives?**

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Aesthetics

## AESTHETICS

While the general shape of Alternatives 1 and 2 would be similar to what's shown in the preceding renderings, the structure type of the bridge and aesthetic design elements, which would affect its look and feel, have yet to be determined.

Several structure types can be used to build the bridge. These include steel beam, concrete box beam, and steel truss.



Steel Beam



Concrete Box Beam



Steel Truss

Similarly, we can choose between a concrete slab or steel beam substructure for the access ramps.



Concrete Slab Ramp



Steel Beam Ramp

Do you have any thoughts regarding the three structure and two ramp types? If so, please share them below.

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As for aesthetic treatments, there are multiple options available, but cost and available funding will guide what can be done. Aesthetic treatments can be applied to:

- Barrier (or side) walls of the bridge - includes concrete patterns and colors
- Structural supports (steel beams or trusses) – primarily applies to color
- Vandal fencing – applies to the type and coating of fencing materials

- Pier styling – applies to shape, color and concrete patterns of support piers

ODOT has several baseline options that would be included in the budget that the department has allocated toward the bridge. Enhanced options can be considered, but associated funding may need to be supplemented by the City of Cincinnati or other groups. Examples of baseline aesthetic options and enhanced options are shown below.

**BASELINE AESTHETICS**



**ENHANCED AESTHETICS**



ODOT is open to considering aesthetic treatments for additional features such as place identification, lighting fixtures, etc. However, these options too will likely need to be funded through the City or other groups.



As we consider aesthetics, we also have to keep in mind the location of the pedestrian bridge as its location will have an impact on its aesthetic needs. Alternative 1 will be much more visible from Gilbert Avenue/US 22, I-71 and I-471; Alternative 2 will be more tucked away and not as easily seen. Once the location of the replacement pedestrian bridge is known, ODOT will work with the City to finalize bridge aesthetics.

**How important to you is adding optional aesthetic treatments to the bridge design?**

- It's a must
- It would be nice to have
- I could go with or without
- It's not needed
- I don't care

**Are there aesthetic design elements that we should consider but haven't already talked about on this page?**

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## Next Steps

### NEXT STEPS

The chart below highlights major project milestones and the general timing for completion.

Milestone	Timing
Begin Feasibility Study	IN PROGRESS
Complete Feasibility Study	August 2022
Develop Detailed Designs	October 2022 – March 2025
Right-of-Way Acquisition	2024 - 2025
Project Sale/Award	October 2025
Construction	April 2026 – October 2026

During the next few weeks, we will be reviewing the input we receive from the public through this community engagement opportunity. ODOT will use this information to help guide the selection of a preferred alternative and complete the Feasibility Study. From there, the project will proceed through the remaining stages of planning. Construction is expect to be completed between April and October 2026.

During planning, the existing bridge system will remain in use. It will continue to remain in use as long as possible once construction of its replacement begins. If Alternative 2 is chosen, the existing pedestrian bridge system can remain open until construction of the replacement bridge is completed.

### PROJECT COST AND FUNDING

The final cost of the project will depend on which alternative is ultimately selected. However, preliminary cost projections are estimated to be approximately \$4.7 million for Alternative 1 and \$4.1 million for Alternative 2. These estimates include planning, design, and construction. Project funding will likely be financed through ODOT's District Preservation Bridge funds.

**Do you have any additional comments, thoughts or questions that you'd like to share with us? If so, please enter them in the box below.**

*Answers to questions received will be posted on this website under the Questions section located along the right hand sidebar, after Access Difficulties. If you would like to receive a direct response, please be sure to provide us with your email address (see next question).*

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**If you would like to stay up-to-date on the project's process, or would like a direct answer to a question you left in the box above, please enter your email address below.**

Email

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Thank you

**THANK YOU FOR PARTICIPATING!**

Thank you for taking the time to review this material and provide us with your thoughts. We deeply appreciate your participation as the input we receive from the public plays an important role in helping shape projects like this one.

Before you go, we have just a few final questions for you and would appreciate it if you would take one more minute to answer them. Answering these questions is optional, but your responses will be extremely helpful in helping us ensure the fairness and equity of ODOT's public involvement process. Your answers will be kept confidential and separate from any personally identifiable information so that your responses will remain anonymous. These questions are not listed in any particular order.

**How did you hear about this Open House?** (Check all that apply)

- Notices on the pedestrian bridge
- Flyer
- Email
- Social media
- Community newsletter
- Church
- Mailed letter
- Word of mouth
- ODOT website
- Other

**What is your race?**

- Black or African American
- American Indians or Alaskan Native
- Asian
- Hispanic or Latino
- White
- Native Hawaiian or Other Pacific Islander
- I prefer to self-describe

**What is the primary language spoken in your home?**

- English
- Spanish
- Other

**How many people live in your household?**

- 1 - 2
- 3 - 5
- 6+

**What are the age ranges of those living in your household?** (Check all that apply)

- Under 18
- 19 - 44
- 45 - 64
- 65+

**What is your annual household income?**

- Less than \$10,000
- \$10,000 - \$24,999
- \$25,000 - \$49,999
- \$50,000 - \$74,999
- \$75,000 - \$99,999
- \$100,000 - \$149,999
- \$150,000 +

**What is the highest level of education completed by members of your household?**

- Primary/Secondary School
- High School
- College
- Graduate School
- Post Graduate

**Do any individuals living in your home have a physical or mental impairment which substantially limits one or more major life activities?**

- Yes
- No

**Please suggest additional ways you think ODOT can improve the inclusiveness of our public outreach efforts.**

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**THANK YOU AGAIN FOR PARTICIPATING!**

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Sidebar Content

**PROJECT CONTACT**

Scott Kramer, P.E., Senior Project Manager  
ODOT District 8  
505 South State Route 741  
Lebanon, OH 45036  
513.933.6610  
[Scott.Kramer@dot.ohio.gov](mailto:Scott.Kramer@dot.ohio.gov) (<http://Scott.Kramer@dot.ohio.gov>)

**ACCESS DIFFICULTIES**

We want to ensure that everyone has equal opportunity to review project information, provide comment, and ask questions. If anyone has difficulty accessing the online virtual Open House, we will email or mail copies of the meeting materials and exhibits, or can discuss them by phone or in person. Requests for these alternate review methods can be submitted to Anthony Pankala using one of the following methods:

Mail

Anthony Pankala, P.E.  
ODOT – District 8  
505 South State Route 741  
Lebanon, OH 45036-09518

Email

[Anthony.Pankala@dot.ohio.gov](mailto:Anthony.Pankala@dot.ohio.gov) (<mailto:Anthony.Pankala@dot.ohio.gov>)

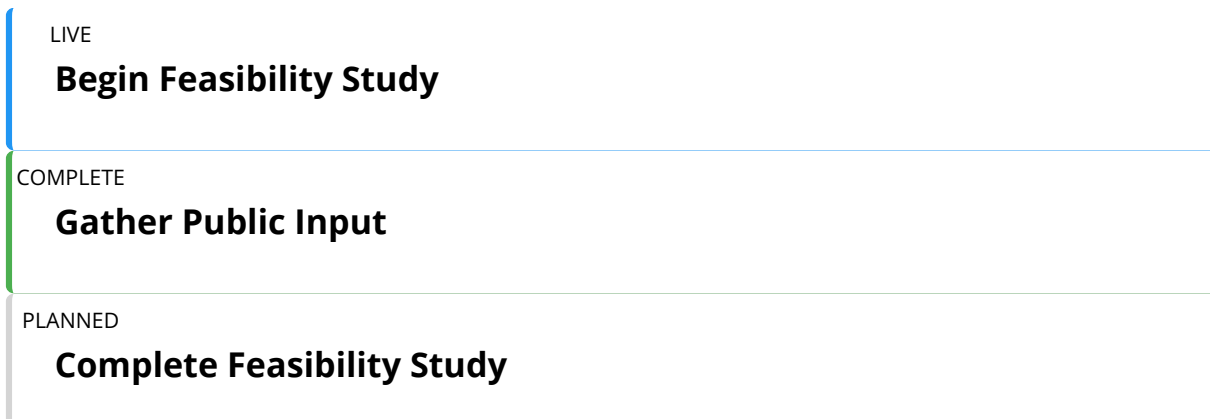
Phone

513.933.6640

**QUESTIONS**

*Answers to questions received during the public comment period will be posted here.*

**TIMELINE**



August 2022

PLANNED

**Develop Detailed Designs**

October 2022 - March 2025

PLANNED

**Project Sale/Award**

October 2025

PLANNED

**Construction**

April 2026 - October 2026

*Public participation in this project has been solicited without regard to race, color, sex, age, national origin, or disability.*

Name

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Email

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Address

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## Appendix B: Notification Materials

Newspaper Ad

Flyer

Email Notices

Social Media Posts

News Release

Mailer

# Mt. Adams to Downtown Pedestrian Bridge Replacement Project

## VIRTUAL OPEN HOUSE

June 1, 2022 - July 15, 2022

To participate, go to:  
[www.PublicInput.com/PedBridge](http://www.PublicInput.com/PedBridge)



ODOT is evaluating replacement options for the pedestrian bridge that connects Mt. Adams and downtown Cincinnati at East Court Street.

Public input is important. Join the process by participating in ODOT's virtual Open House. If you need assistance, contact:

**Anthony Pankala, P.E. • ODOT District 8**  
505 South State Route 741  
Lebanon, OH 45036  
[Anthony.Pankala@dot.ohio.gov](mailto:Anthony.Pankala@dot.ohio.gov)  
(513) 933-6640



Individuals requiring interpretation or translation services or other reasonable accommodations to participate in the Open House, review materials, or provide comments are asked to contact Kathleen Fuller at (513) 932-3030. Public participation is encouraged without regard to race, color, sex, age, national origin, or disability. PID 102790

### 3 local men on SBC's accused abusers list

**Break Ende**  
Cincinnati Enquirer  
USA TODAY NETWORK

Southern Baptist Convention leaders have published a list of accused abusive ministers that previous staff maintained in secret for over a decade, according to the Tennessee newspaper in Nashville.

On the list are three local men who are former Southern Baptist ministers convicted on sexual abuse charges. Releasing the list is "an initial, but important, step towards addressing the scourge of sexual abuse and implementing reforms in the Convention," Richard Slade, chairman of the SBC Executive Committee, and Willie McLaurin, the committee's interim president and CEO, said in a statement accompanying the release.

The list, published on the SBC's website at [www.sbc.net](http://www.sbc.net), itself is 205 pages long, including numerous links to news articles as well as descriptions of charges and convictions.

**Local men on the list:**  
• In 2006, Joseph Niemeyer turned himself in to Independence police and admitted to molesting a young girl in his care. Niemeyer worked with youth at the Banklick Baptist Church in Walton until he was arrested. He also volunteered at Tweenhold Middle School in Independence.

He was convicted of sodomy and sexual abuse of a child and sentenced to 30 years, and he is in prison in Beattyville, Kentucky.

• Charles Edward Engle of Williamsburg Township in Clermont County pleaded guilty on two counts of unlawful sexual conduct with a minor and was sentenced in October 2003 to two years in prison.

Engle was a youth minister at First Baptist Church in Mount Orab in Brown



**Hannah-Kate Williams organizes a gathering in front of the Southern Baptist Convention building in Nashville, Tenn., in February.**  
STEPHEN BRADSHAW/NAASHVILLE Tennessean

County where he was accused of assaulting a 15-year-old, prosecutors said, at the church's youth ministry house.

He was sentenced to two years in prison and required to register afterward as a sex offender in the state. Ohio Department of Corrections records show he was released Oct. 14, 2005.

• David Glenn Boyd pleaded guilty to child pornography charges before federal Judge Karen Caldwell in the Eastern District of Kentucky in March 2016.

In October of 2016, Kentucky State Police investigators obtained a search warrant for Boyd's residence in Wadswright, Kentucky, and Boyd showed up during the search, court records show.

Police collected Boyd's electronic media and found 42 still images and 35 videos that met the federal definition of child pornography. Court records state that Boyd admitted "he knew the images he received, possessed and distributed through the use of his computer depicted minors."

Boyd's expected release date is Aug. 23, 2026, and he is expected to register as a sex offender as a condition of supervised release.

# Mt. Adams to Downtown Pedestrian Bridge Replacement Project

## VIRTUAL OPEN HOUSE

June 1, 2022 - July 15, 2022

To participate, go to:  
[www.PublicInput.com/PedBridge](http://www.PublicInput.com/PedBridge)



ODOT is evaluating replacement options for the pedestrian bridge that connects Mt. Adams and downtown Cincinnati at East Court Street.

Public input is important. Join the process by participating in ODOT's virtual Open House. If you need assistance, contact:

**Anthony Pankala, P.E. • ODOT District 8**  
505 South State Route 741  
Lebanon, OH 45036  
[Anthony.Pankala@dot.ohio.gov](mailto:Anthony.Pankala@dot.ohio.gov)  
(513) 933-6640



### Ex-golf coach who pleaded guilty to sex charges to be sentenced

**Jeanne Houck**  
Cincinnati Enquirer  
USA TODAY NETWORK

A Clermont County judge will sentence a former Millard schools golf coach June 7 for sexual contact with two children.

Judge Victor Haddad will hand down the punishment for 49-year-old Nicholas Bryant of Miami Township, who pleaded guilty to four counts of gross sexual imposition earlier this year. Bryant was accused of molesting two

children under the age of 13 between May 2007 and November 2020.

Bryant formerly coached girls golf at Millard.

He was employed by the Millard Exempted Village School District as a junior high girls golf coach for the fall 2019 and fall 2020 seasons, a former district spokeswoman has said.

She said Bryant volunteered for the fall 2008 season.

He was not accused of molesting the victims on school grounds or while at work at his coaching job, she said.



Individuals requiring interpretation or translation services or other reasonable accommodations to participate in the Open House, review materials, or provide comments are asked to contact Kathleen Fuller at (513) 932-3030. Public participation is encouraged without regard to race, color, sex, age, national origin, or disability. PID 102790

# CONGRATULATE A GRADUATE!

**2022**  
Accompanying the Graduation of **JANE WHITE** earned a bachelor of science degree in psychology from State University. Congratulations!

**ONLY \$1500**

**Sunday, June 26th, 2022 Hurry!**  
Deadline is Monday, June 20th  
Please call 855-288-3511 ext. 7, or email [Classifieds@inquirer.com](mailto:Classifieds@inquirer.com) to place your ad today!

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• MORE

**FREE DEMENTIA VIRTUAL SEMINAR**  
Conversations with Dr. Tam Cummings  
A Monthly Education Series for the Dementia Caregiver

**Lewy Bodies and Parkinson's Disease Dementias**

Lewy Bodies and Parkinson's Disease dementias are closely related and may have overlapping symptoms. During this online, interactive, medication sensitivity lab, hallucinations which may confuse caregivers will be discussed. Dr. Tam Cummings will also review the features of both dementias and why these two are considered first cousins of each other and what this may mean for family caregivers.

**Thursday, June 2, 2022**  
11 a.m. to 12:15 p.m.

Register in advance for the Zoom session by visiting the URL below:  
<https://tinyurl.com/2b6e9d7p>  
Questions can be directed to [VirtualSeminar@ardenmemorycare.com](mailto:VirtualSeminar@ardenmemorycare.com)

**Dr. Tam Cummings, M.D., Board Certified**  
Neurologist, Geriatric Psychiatrist, Director of Memory and Parkinson

**ARDEN COURTS**  
PROVIDING MEMORY CARE



# Mt. Adams to Downtown Pedestrian Bridge Replacement Project

## PUBLIC INPUT OPPORTUNITY

June 1, 2022 - July 15, 2022

ODOT is hosting a virtual Open House to evaluate replacement options for the pedestrian bridge connecting Mt. Adams to E. Court Street. Visit our website or scan the QR code to learn more and share your thoughts!

[www.PublicInput.com/PedBridge](http://www.PublicInput.com/PedBridge)

Need assistance? Contact Anthony Pankala at (513) 933-6640  
or [Anthony.Pankala@dot.ohio.gov](mailto:Anthony.Pankala@dot.ohio.gov)



*Individuals requiring interpretation or translation services or other reasonable accommodations to participate in the Open House, review materials, or provide comments are asked to contact Kathleen Fuller at (513) 932-3030. Public participation is encouraged without regard to race, color, sex, age, national origin, or disability. PID 102790*

## Mt. Adams to Downtown Pedestrian Bridge Replacement Project

### VIRTUAL OPEN HOUSE June 1, 2022 – July 15, 2022

The Ohio Department of Transportation (ODOT) is developing plans to replace the pedestrian bridge system that connects Mt. Adams with E. Court Street in downtown Cincinnati. Two alternatives have been developed.

To learn more and share your thoughts on the proposed alternatives, visit our [virtual Open House](#) anytime between June 1, 2022 and July 15, 2022.

The Open House is a self-guided review of the project and each of the alternatives. Feedback can be provided by answering questions included throughout the online materials. Input received will be used to assist ODOT with choosing a preferred alternative for construction, which is scheduled for 2026.

Visit at your convenience. Questions and comments can also be shared via mail, email, or phone by contacting:

Anthony Pankala, P.E.

ODOT District 8 • 505 South State Route 741 • Lebanon, OH 45036 Anthony.Pankala@dot.ohio.gov • (513) 933-6640




*Individuals requiring interpretation or translation services or other reasonable accommodations to participate in the Open House, review materials, or provide comments are asked to contact Kathleen Fuller at (513) 932-3030. Public participation is encouraged without regard to race, color, sex, age, national origin, or disability. (PID 102790)*

# SOCIAL MEDIA POSTS

**Ohio Department of Transportation - Cincinnati District 8** June 10

We just launched a virtual open house to get public input on replacement options for the pedestrian bridge connecting Mt. Adams with E. Court Street in downtown Cincinnati. Stop by and share your thoughts at [www.PublicInput.com/PedBridge](http://www.PublicInput.com/PedBridge). Comments will be accepted through July 15!  
 @CityofCincinnatiGovernment @mtadamscincy @HistoricPendleton @roadmapcincy




5 1 Comment 3 Shares

Like Comment Share

**Ohio Department of Transportation - Cincinnati District 8** June 15

We're considering moving the pedestrian bridge connecting Mt. Adams with downtown Cincinnati from E. Court Street to Eggleston Ave., and want to know what you think. Stop by our virtual Open House to learn more and share your thoughts at [www.PublicInput.com/PedBridge](http://www.PublicInput.com/PedBridge).  
 @CityofCincinnatiGovernment @mtadamscincy @HistoricPendleton @roadmapcincy



PUBLICINPUT.COM  
**I-71 Pedestrian Bridge Replacement Project (PID 102790) - PublicInput.com**  
 THANK YOU FOR VISITING! The Ohio Department of Transportation (ODOT) is developin...

6

Like Comment Share

**Ohio Department of Transportation - Cincinnati District 8** June 30

We're excited about our project focused on providing a better connection between downtown Cincinnati and nearby Mt. Adams for bicyclists and pedestrians, and all those in between. Learn more by visiting our virtual public open house, open now through July 15, 2022. [www.PublicInput.com/PedBridge](http://www.PublicInput.com/PedBridge).  
 @CityofCincinnatiGovernment @mtadamscincy @HistoricPendleton @roadmapcincy




16 10 Shares

Like Comment Share

**Ohio Department of Transportation - Cincinnati District 8** July 11

We're considering moving the pedestrian bridge connecting Mt. Adams with downtown Cincinnati from E. Court Street to Eggleston Ave., and want to know what you think. Stop by our virtual Open House to learn more and share your thoughts at [www.PublicInput.com/PedBridge](http://www.PublicInput.com/PedBridge).  
 @CityofCincinnatiGovernment @mtadamscincy @HistoricPendleton @roadmapcincy



PUBLICINPUT.COM  
**I-71 Pedestrian Bridge Replacement Project (PID 102790) - PublicInput.com**  
 THANK YOU FOR VISITING! The Ohio Department of Transportation (ODOT) is developin...

8 1 Comment 2 Shares

Like Comment Share

**Ohio Department of Transportation - Cincinnati District 8** June 30

Hamilton County: Virtual Open House Continues For Pedestrian Bridge Replacement Options

CONTENT.GOVDELIVERY.COM  
**Hamilton County: Virtual Open House Continues For Pedestrian Bridge Replacement Options**  
 Hamilton County: Virtual Open House Continues For Pedestrian Bridge Replacement Options Ohio Department of Transportation sent this bulletin at 06/30/2022 08:25 AM EDT Having trouble viewing this email...



1

Like Comment Share

Write a comment...



## Virtual Open House For Pedestrian Bridge Replacement Coming To A Close

*Lebanon, Ohio (July 14, 2022)* - The Ohio Department of Transportation is hosting a virtual [Open House](#) for a pedestrian bridge replacement project between Mt. Adams and Cincinnati, and although the Open House is coming to a close, there's still time to participate.

The current pedestrian bridge system is comprised of two separate bridges that connect Van Meter Street in Mt. Adams with E. Court Street in Cincinnati by crossing over I-71 and I-471 and over Gilbert Avenue/U.S. 22. After analysis of the bridge conditions, it has been determined that a replacement project is needed for the safety of pedestrians, as well as motorists who travel under the bridges.

ODOT has identified two possible replacement options, and each alternative, as well as additional project information and background, is discussed in more detail on the virtual Open House site, [www.PublicInput.com/PedBridge](http://www.PublicInput.com/PedBridge), which is being used to gather input from the public.

The virtual Open House will come to a close July 15; however, it will be active 24 hours a day through Friday, so visitors can participate at their convenience.

In addition to the website, questions and comments can be directed to ODOT by email, mail, or phone to:

**Anthony Pankala, Environmental Engineer**  
ODOT District 8  
505 South State Route 741  
Lebanon, OH 45036  
[Anthony.Pankala@dot.ohio.gov](mailto:Anthony.Pankala@dot.ohio.gov)  
(513) 933-6640

Any individuals needing interpretation or translation services or other reasonable accommodations to participate in the Open House, review project materials, or provide comment should contact Mr. Pankala using the contact information provided above.

*Public participation in ODOT's HAM-71-1.81 Pedestrian Bridge virtual Open House is encouraged without regard to race, color, sex, age, national origin, or disability.*

###

**MEDIA CONTACTS:**

[Kathleen Fuller](#), 513-933-6517

[Liz Lyons](#), 513-933-6534



## Mt. Adams to Downtown Pedestrian Bridge Replacement Project

### VIRTUAL OPEN HOUSE

ODOT is evaluating replacement options for the pedestrian bridge that connects Mt. Adams and downtown Cincinnati at East Court Street.

Public input is important. Join the process by participating in ODOT's virtual Open House. If you need assistance, contact:

Anthony Pankala, P.E. • ODOT District 8  
505 South State Route 741  
Lebanon, OH 45036  
Anthony.Pankala@dot.ohio.gov  
(513) 933-6640

June 1, 2022 - July 15, 2022



To participate, go to:  
[www.PublicInput.com/PedBridge](http://www.PublicInput.com/PedBridge)

## Mt. Adams to Downtown Pedestrian Bridge Replacement Project

This project is currently being planned by the Ohio Department of Transportation. Your input is wanted.



**VIRTUAL OPEN HOUSE**  
Open through July 15, 2022

Scan to participate or go to  
[www.PublicInput.com/PedBridge](http://www.PublicInput.com/PedBridge)



Individuals requiring interpretation or translation services or other reasonable accommodations to participate in the Open House, review materials, or provide comments are asked to contact Kathleen Fuller at (513) 932-3030. Public participation is encouraged without regard to race, color, sex, age, national origin, or disability. PID 102790

PRSR STD  
ECRWS  
U.S.POSTAGE  
PAID  
EDDM RETAIL

POSTAL CUSTOMER

## **Appendix C: Public Comments**

Comments Received through the Public Input Site/Survey

Responses to Comments Received

## QUESTION 1

### WHERE DO YOU LIVE?

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

<b>COMMENTS FOR: Where do you live?</b>	<b>THEMES</b>
KY	<b>KY</b>
Sycamore Township	SW Ohio
Madisonville	City
Price Hill	City
Northside	City
CUF	City
Evanston	City
Batavia Twp. Ohio	SW Ohio
Clifton	City
Northside	City
Covington	Covington
CUF	City
Mount Lookout	City
Maineville, OH	Metro
Western Hills	City
Oakley	City
Northside	City
Blue Ash	Metro
Loveland	Metro
Mt Washington	City
Covington	Covington
Hyde Park	City
Mt. Lookout	City
Norwood	Metro
Hartwell	City
Clifton	City
Hyde Park	City
Covington	Covington
Blue Ash	Metro
Clifton	City
Madisonville	City
Covington	Covington
Fort Thomas	NKY

<b>COMMENTS FOR: Where do you live?</b>	<b>THEMES</b>
Mt Washington	City
Westwood	City
Madeira	Metro
Mt Washington	City
Norwood	Metro
Anderson	Metro
Finneytown	Metro
Pleasant Ridge	City
Dayton Kentucky	KY
Columbia Tusculum	City
Oakley	City
Oakley	City
Pleasant Ridge	City
Paddock Hills	City
Hyde Park	City
Wyoming	Metro
Anderson	Metro
Blue Ash	Metro
NKY	NKY
Norwood	Metro
Anderson Twp	Metro
Anderson	Metro
West End	City
Madisonville	City
Columbia Tusculum	City
N College Hill	City
Kentucky	KY
Union Township	KY
CUF	City
Covington	Covington
Westwood	City
Kentucky	KY
Mt. Washington	City
Norwood	Metro
Park Hills, Ky	KY
Hyde Park	City
Oakley	City
Mt. Lookout	City
Clifton	City
Clifton	City
Hyde Park	City



<b>COMMENTS FOR: Where do you live?</b>	<b>THEMES</b>
Colerain	Metro
Newport, KY	Newport
Newport	Newport
Newport	Newport
Columbia-Tusculum	City
Ky	KY
White Oak	Metro
Clifton	City
Newport	Newport
Green Twp	SW Ohio
CUF	City
Price Hill	City
Newport	Newport
Miamitown	SW Ohio
Clifton.	City
Price Hill	City
Oakley	City
Kennedy Heights	City
Hyde Park	City
Newport	Newport
Norwood	Metro
Blue Ash	Metro
Mt Lookout	City
Clifton	City
Clifton	City
Hyde Park	City
Norwood	Metro
Newtown	Metro
Newport	Newport
Hyde Park	City
West Side	Metro
Kennedy Heights	City
Hyde Park	City
Harrison OH	SW Ohio
Clifton	City
Clifton	City
Columbia Tusculum	City
Ky	KY
West Price Hill	City
Hyde Park	City
Covington	Covington

<b>COMMENTS FOR: Where do you live?</b>	<b>THEMES</b>
Colerain	Metro
Cleves	Metro
Norwood	Metro
College Hill	City
East Side	City
Mt Airy	City
Carthage	City
Norwood	Metro
Loveland	SW Ohio
Clifton	City
Alexandria, KY	KY
Adams Landing	City
NKY	KY
Riverside Drive	City
East Walnut Hills	City
North Avondale	City
Springfield Township	SW Ohio
Westwood	City
Springfield Township	SW Ohio
Norwood	Metro
Mason	SW Ohio
Amelia	Metro
Mt Lookout	City
Madeira	Metro
Pleasant Ridge	City
45245	SW Ohio
Northside	City
Northside	City
Northside	City
Covington	Covington
The Burbs	Metro
Northside	City
Madisonville	City
Mariemont	Metro
Price Hill	City
Pleasant Ridge	City
Northside	City
East Walnut Hills	City
Madeira	Metro
Clifton	City
Fairview	City

<b>COMMENTS FOR: Where do you live?</b>	<b>THEMES</b>
Harrison	SW Ohio
Mt. Lookout	City
Covington	Covington
Green Township	SW Ohio
Kentucky	KY
Hartwell	City
Lebanon	SW Ohio
Colerain	SW Ohio
Covington, KY	Covington
Mariemont	Metro
Dayton, KY	KY
Colerain	Metro
Montgomery	Metro
Clifton	City
Germantown	SW Ohio
Oakley	City
Kentucky	KY
Covington	Covington
Clifton	City
Northern Kentucky	KY
Delhi	Metro
Riverside Drive	City

## QUESTION 2

### WHERE DO YOU WORK?

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

COMMENTS FOR: Where do you work?	THEMES
Clifton	City
Home	Home
Kenwood	Metro
Retired	Retired
West Chester	SW Ohio
Clifton	City
Dayton, KY	NKY
Madisonville	City
Sharonville	Metro
retired	Retired
Clifton	City
CUF	City
Sharonville	Metro
Remote	Home
At Home	Home
CUF	City
Western Hills	City
Ft. Mitchell	NKY
Avondale	City
Clifton	City
Highland Heights	NKY
Hartwell	City
Madisonville	City
Retired	Retired
Mason	SW Ohio
Newport	Newport
Montgomery	Metro
Madisonville	City
West Chester	SW Ohio
Clifton	City
Clifton Heights	City
Kenwood	Metro
Retired	Retired
West side	City
Cincinnati Children's	City

COMMENTS FOR: Where do you work?	THEMES
NKU	NKY
Pleasant Ridge	City
Queensgate	City
West End	City
Norwood	Metro
Pleasant Ridge	City
Mason	SW Ohio
Columbia Tusculum	City
Mason	SW Ohio
Oakley	City
retired	Steel, Retired
St Bernard	City
Wyoming	Metro
Blue Ash	Metro
retired	Retired
Clifton (Children's Hospital)	City
Home	Home
Fairfax	Metro
Uptown	City
Retired/volunteer	Retired
CUF	City
Covington	Covington
Indian Hill	Metro
Self employed	Misc
Norwood	Metro
retired	Retired
CUF	City
remote	Home
cincinnati	City
Home	Home
Hyde park	City
Evendale	Metro
Oakley	City
Home	Home
Linwood	City
uptown	City
Norwood	Metro
retired	Retired
Florence	NKY
Corryville	City
Camp washington	City

COMMENTS FOR: Where do you work?	THEMES
Madisonville	City
wfh	Home
Lebanon	SW Ohio
Mt Lookout	City
Mason	SW Ohio
Clifton	City
Home	Home
Corryville	City
Newport	Newport
Hyde Park	City
East Lower Price Hill	City
At home/Kennedy Heights	City
North side	City
Home based	Home
Blue Ash	Metro
Dayton	Misc
retired	Retired
Retired	Retired
Retired	Retired
Middletown	SW Ohio
Madisonville	City
West Chester	SW Ohio
milford	Metro
Sharonville	Metro
Retired	Retired
retired	Retired
Cincinnati Children's	City
Retired	Retired
Southgate, KY	NKY
Retired	Retired
Indian Hill	Metro
Colerain, Oakley	City
Western Hills	City
KY	KY
Home	Home
Oakley	City
own business work from home	Home
retired	Retired
loveland	SW Ohio
Monroe	SW Ohio
Blue Ash	Metro

<b>COMMENTS FOR: Where do you work?</b>	<b>THEMES</b>
Mason	SW Ohio
Norwood	Metro
Corryville	City
From home	Home
Northside	City
Springfield Township	SW Ohio
retired	Retired
Clifton	City
Erlanger	NKY
Norwood	Metro
Withamsville	SW Ohio
Northside	City
Mason	SW Ohio
Northside	City
Northern Hamilton County	Metro
the burbs	Metro
Northside	City
Home	Home
Kentucky	KY
Remote	Misc
Symmes township	SW Ohio
Kentucky	KY
Norwood	Metro
East Walnut Hills	City
Bond Hill	City
West Chester	SW Ohio
Blue ash	Metro
cleves	Metro
retired	Retired
Fairfield	SW Ohio
Dayton	Misc
Mason	SW Ohio
retired	Retired
Loveland	SW Ohio
Sharonville	Metro
Clifton	City
Evendale	Metro
All over	Misc
Kenwood	Metro
Oakley	City
Norwood	Metro

<b>COMMENTS FOR: Where do you work?</b>	<b>THEMES</b>
oakley	City
Clifton	City
Northern Kentucky	NKY
Hamilton, Middletown, West Chester	SW Ohio
Montgomery	Metro
Kentucky	KY
Lexington, KY	KY
Retired	Retired
Fairfield	SW Ohio
Riverside Drive	City
Far away	Misc



### QUESTION 3

#### WHAT IS YOUR INTEREST IN THE PEDESTRIAN BRIDGE REPLACEMENT PROJECT?

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

COMMENTS FOR: What is your interest in the project?	UPVOTES	THEMES
1. Former resident of 32 years	0	
2. I want my city to be safer for pedestrians	0	pedestrian
3. transportation professional	0	
4. I would like it to be a useful piece of infrastructure for people on bikes.	0	biking
5. Work next to bridge	0	work
6. run pedestrian advocacy group	0	pedestrian
7. Often go to/from Mount Adams by bicycle on roads	0	biking
8. Could this be accomplished on the west side	0	
9. I'm interested in the urban core and the built environment	0	
10. Cycling Club Ride Leader	0	Bike
11. I will be moving to Mt. Adams soon and this pedestrian bridge was a deciding factor when choosing a place to live	0	
12. I use the sidewalk on alongside the i471 off ramp to 6th Street to walk to work, and the second option to build a new bridge from Van Meter to Eggleston would be a safer and faster alternative to my current walk.	0	pedestrian
13. Concerned about pedestrian access/ walkability	0	

## QUESTION 5

### WHY DO YOU USE THE PEDESTRIAN BRIDGE?

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

COMMENTS FOR: Why do you use the bridge?	UPVOTES	THEMES
1. Eden Park	0	Travel
2. recreation/walking	0	Recreation
3. Exercise	0	Recreation
4. Running route	0	Recreation
5. Walking route for exercise	0	Recreation
6. I dont	0	Don't Use
7. Walking/running	0	Recreation
8. Exercise	0	Recreation
9. Walking in and around Mt. Adams	0	Pedestrian, Recreation
10. Exercising	0	Recreation
11. Exercise/running in Eden park	0	Recreation
12. Running route	0	Recreation
13. On dog walks	0	Dogs
14. Visit friends	0	Travel
15. To get to Washington park and downtown library	0	Travel
16. OTR	0	Travel
17. Walking for exercise	0	Recreation
18. Actively no longer use	0	Don't Use
19. Get to Eden Park	0	Travel
20. for walks to downtown	0	Pedestrian, Recreation
21. Running	0	Recreation
22. To go downtown to church	0	Travel
23. I don't.	0	Don't Use
24. To exercise at a downtown gym	0	Travel
25. Part of a running/walking/biking route to or from downtown	0	Recreation, Biking
26. Running route	0	Recreation
27. As part of many of my running routes	0	Recreation
28. Friend's house	0	Travel
29. Exercise	0	Recreation
30. I don't	0	Don't Use
31. exercise at downtown gyms	0	Travel
32. I don't	0	Don't Use
33. walking/running	0	Recreation

COMMENTS FOR: Why do you use the bridge?	UPVOTES	THEMES
34. exercise	0	Recreation
35. To walk for leisure	0	Recreation
36. To avoid parking cost	0	Parking
37. Never	0	Don't Use
38. To walk to Pendleton/OTR	0	Pedestrian, Travel
39. Walk at lunchtime	0	Recreation
40. Walking/exercise	0	Recreation
41. visit family in OTR	0	Travel
42. Running/Walking	0	Recreation
43. part of a walk route; way home from Mt Adams	0	Pedestrian
44. Exercise	0	Recreation
45. I don't	0	Don't Use
46. Walking	0	Pedestrian
47. Exercise	0	Recreation
48. Walking/running exercise	0	Recreation
49. Exercise	0	Recreation
50. To get home from downtown	0	Travel
51. Recreation	0	Recreation
52. Walk	0	Pedestrian
53. fun	0	Recreation
54. to get to the Over the Rhine restaurants/	0	Travel
55. to go to the post office box	0	Travel
56. n/a	0	N/A
57. To go between Mt. Adams and Downtown for photography	0	Travel
58. To not have to Uber from downtown	0	Travel
59. Walking/running	0	Recreation
60. Do not use	0	Don't Use
61. Scenic views	0	Recreation
62. Otr/Pendleton	0	Travel
63. Just to walk	0	Pedestrian
64. Exercise	0	Recreation
65. exercise	0	Recreation
66. Exercise	0	Recreation
67. Get to OTR	0	Travel
68. I do not use it	0	Don't Use
69. I will be using it in a few months to walk to Pendleton/OTR	0	Travel
70. I will be using it after I move to Mt. Adams to take the Oregon Street steps to the bridge to visit Pendleton and OTR	0	Travel
71. Walk dogs downtown.	0	Dogs
72. Exercise walking route	0	Recreation
73. To get to the Casino/Over The Rhine	0	Travel

COMMENTS FOR: Why do you use the bridge?	UPVOTES	THEMES
74. Library!	0	Travel
75. To take a walk that happens to go through Mt. Adams.	0	Recreation
76. To get to downtown health professionals	0	Travel
77. To get to the Library, Courthouse, Driver's License Renewal, Eye Doctor, etc.	0	Travel
78. do not use	0	Don't Use
79. To get downtown for medical appointments	0	Recreation, Travel
80. Exercise	0	Recreation

## QUESTION 6

WHICH OF THE FOLLOWING WOULD YOU USE MOST OFTEN WHEN CROSSING OVER THE BRIDGE?

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

COMMENTS	THEMES
1. Streetcar	None
2. n/a	None
3. Streetcar	None
4. Stroller	None

## QUESTION 7

### WHEN USING THE NEW PEDESTRIAN BRIDGE, WHAT AREAS DO YOU THINK YOU'D GO TO MOST?

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

<b>COMMENTS FOR: When using the bridge, what areas do you think you'd go to most?</b>		<b>UPVOTES</b>
1.	84.51	0
2.	1100 Sycamore Street	1
3.	Aronoff Center for the Arts	0
4.	Art museum	0
5.	Art Museum	1
6.	Art Museum	0
7.	Art Museum!	0
8.	Banks	2
9.	Blind Lemon	1
10.	Bolivar Alley	0
11.	Bow Tie Cafe	0
12.	BrewDog	0
13.	Bus Stop used to get to and from work/home in Clifton	0
14.	CAC	0
15.	Cafe	0
16.	Casino	1
17.	Casino	1
18.	Casino	0
19.	Celestial St.	0
20.	Celestial Street Steps	0
21.	Cincinnati Art Museum	0
22.	City View Tavern	1
23.	City View Tavern	0
24.	Connection to center of downtown from Mt. Adams	1
25.	Court Street Bridge to the Celestial Street Steps to bypass fast moving, lethal vehicular traffic on the streets below. Much more scenic and lower stress.	1
26.	Coworkers and I have walked from Mt Adams to the casino for lunch for years	1
27.	Directions Research	1
28.	Eden Park	1
29.	Eden Park	0
30.	Eden Park Overlook	1
31.	Enjoy walking to Bow Tie often	0
32.	Enjoy walking to Rhinehaus from Mt. Adams	0
33.	Family	0

<b>COMMENTS FOR: When using the bridge, what areas do you think you'd go to most?</b>		<b>UPVOTES</b>
34.	Favorite coffee shop with Mt Adams friends	0
35.	Findlay Market	0
36.	Findley Market	1
37.	fountain square	0
38.	Fountain square/CBD events	0
39.	Friends house	0
40.	From downtown to get coffee	0
41.	From Mt. Adams we walk to this location on the Streetcar route and take it either to the stadiums or to Rhinegeist brewery	0
42.	GABP	0
43.	Go Bengals!	0
44.	Go to the lookout from downtown	0
45.	Going out to eat/bar restaurant in OTR	0
46.	Going to art Museum from downtown	0
47.	Groceries from Kroger	1
48.	Grocery shopping	0
49.	Gumbo Gallery-barber shop	0
50.	Home	0
51.	I exercise here frequently	0
52.	I frequently use the bridge to walk to Kroger-On-The-Rhine from Mt Adams, but also to go to Downtown and OTR restaurants etc	0
53.	I go here form time to time	0
54.	I live in Mt. Adams and run downtown. This is really the only way to get there.	1
55.	I tried to pin at otr	0
56.	I use it to get to the nearest city car stop. From there, I can get anywhere!	0
57.	I use this bus stop a few days a week.	0
58.	I walk from my work on Mt Adams to dining like the Crowne Point and Arnold's.	1
59.	I walk from work in Mt Adams to here for lunch or FCC pregames usually once or twice a month.	0
60.	I walk from work in Mt Adams to here to watch soccer usually once or twice a month (sometimes more towards then end of the european soccer season).	0
61.	I would love for easier access to the entertainment options on Mt. Adams	0
62.	I've ended many runs here with routes ranging from going along the Banks, into NKY, up through Walnut Hills, and throughout downtown. This current location works incredibly well for me to get back to work in Mt Adams from here.	0
63.	I've walked from Mt Adams here for lunch several times	0
64.	I've walked from Mt Adams to a number of FCC games and back using the pedestrian bridge.	0
65.	ice cream	0
66.	Jim Stevens car repair	0
67.	Key Bank on E. 4th St	0
68.	Kroger	0

<b>COMMENTS FOR: When using the bridge, what areas do you think you'd go to most?</b>		<b>UPVOTES</b>
69.	Kroger	0
70.	Kroger	0
71.	Kroger HQ	0
72.	Kroger on Rhein	0
73.	Library	0
74.	Library!	0
75.	Love spending time at El Barril	0
76.	lunch and dinner	0
77.	Main St. restaurants in OTR	0
78.	Marketing	0
79.	Mt. Auburn	0
80.	Mt. Adams Businesses	0
81.	Mt. Adams entertainment district	1
82.	Mt. Adams. This is where I live. I walk home every day from our office next to the Casino and use the bridge.	0
83.	My favorite tacos in cincy. I enjoy walking here from Mt. Adams.	0
84.	My go to hardware	0
85.	Oregon Street Steps	0
86.	OTR is best accessed on foot by the more northern of the two current pedestrian bridges. Don't drink and drive - walk back.	0
87.	OTR Vine/Washington Park	0
88.	Our favorite bar in the city - Blind Lemon	0
89.	Overlook	0
90.	P&G Central Building	0
91.	Pakr	0
92.	Park	0
93.	Paul Brown Stadium	0
94.	Pendleton area - Urbana Cafe, Hart & Cru	0
95.	Pendleton area.	0
96.	Pendleton restaurants and Urbana	0
97.	Queen City Post Office	0
98.	Reds games	0
99.	Restaraunts/bars in OTR	0
100.	Restaurants	0
101.	Rookwood	0
102.	Running path from downtown to Mt. Adams to riverfront along the International Friendship Park	0
103.	Several employees here use the bridge to get to work everyday, and others (myself included) use it regularly as part of running routes.	0
104.	Soccer match	0
105.	Son's apartment.	0



COMMENTS FOR: When using the bridge, what areas do you think you'd go to most?	UPVOTES
106. Spouse works in this building and parks here. I use this bridge when we carpool	0
107. St. Francis Xavier Church	1
108. Starbucks on 6th Street	0
109. swimming	0
110. The casino and related facilities are walkable using the current I71 pedestrian bridge.	0
111. The courthouse and Hamilton County administration building are walkable over the I71 pedestrian bridge.	0
112. The downtown public library is the nearest public library to Mt. Adams.	0
113. The park	0
114. This is my place of work.	1
115. This is where I live	0
116. This is where I work. And I live in Mt. Adams. Every day I cross the bridge twice. Once to walk to the office, and secondly to walk back home in Mt. Adams.	0
117. Tom Jones Common	1
118. TQL Stadium events.	0
119. UDF for ice cream	1
120. Vine Street restaurants in OTR	0
121. Walk dogs to Washington park to downtown and the river parks.	0
122. Walk down the hill to visit my friend who lives at Seven at Broadway.	0
123. Walk here from Mt. Adams for many Happy Hours	0
124. Walk to Nation from Mt. Adams for many dinners and drinks	0
125. walk to the Banks	0
126. Walked from Mt Adams here for FCC pregames	0
127. Walked from Mt Adams here for happy hours with coworkers	0
128. Walked from Mt Adams here for lunch/dinner several times	0
129. Walking around Mirror Lake	0
130. Walking route starting at Friendship Park that goes up to Mt Adams and back down using various stairs	0
131. Walnut Hills	0
132. Walnut Hills	0
133. Washington park events	0
134. Work and workout at the Ballet	0
135. workplace	0
136. YMCA	1
137. Ziegler Park	0
138. Ziegler Pool	0

## QUESTION 8

### WHAT WOULD ENCOURAGE YOU TO USE THE PEDESTRIAN BRIDGE MORE OFTEN, IF ANYTHING?

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

COMMENTS FOR: What would encourage you to use the bridge more often?	UPVOTES	THEMES
1. I use often to walk to downtown restaurants and meetings in otr. If going to areas near fountain square i use the Columbia parkway walkway	0	Location 1, City
2. Safety. "Ceremonial" entrances at bottom and top	3	Aesthetics, Safe
3. A large enough width to allow bikes would encourage connection to the shared-use path on Eggleston to the CROWN/riverfront and to further into downtown.	30	Biking, Connected
4. Agreed, this would be a massive improvement over having to fly down Monastery and praying that your brakes don't fail.	1	Biking
5. Agreed...current routes up to Mt Adams all require some dicey and steep sections, as well as some awkward/dangerous crossings. A multi-modal path would open up a lot of possibilities and mitigate against pedestrian accidents (runners and cyclists alike).	2	Accessibility
6. Fencing that won't be dangerous for pets when walking to Fido Field or Sawyer Point.	4	Dogs, Fencing
7. Allowing me to use e-scooters after dinner.	5	Misc
8. This isn't an issue ODOT is responsible for. Contact city council about it. They have meetings every Wednesday at 2, where you can speak at 1:30. Or you can call, email. There's lots of options - but this isn't really the right place.	0	Misc
9. Wider design that is a more pleasant experience.	0	Wider
10. Lighting at night	16	Lighting
11. Having a ramp that I would use for bicycling personally but would also be available to those who need it. More attractive and welcoming appearance.	22	Aesthetics, Biking
12. I always have my bike with me so all the steps makes it pretty much unusable	6	Biking
13. Nothing	0	Nothing
14. Bicycle friendly	7	Biking
15. Keep the gateway signage feel of the bridge. Very attractive.	7	Aesthetics, Gateway
16. Ramps and lighting	5	Lighting, Accessibility
17. ADA compliant to allow for strollers	5	Accessibility
18. I live in Mt. Adams and frequently run downtown. The existing bridge is really the only way to get downtown short of coming in from much further north or south.	11	Location, Connected
19. Noone cares you rich person.	0	Chatter

COMMENTS FOR: What would encourage you to use the bridge more often?	UPVOTES	THEMES
20. No One is two words ;). But yes...we get you hate anyone who lives in Mt. Adams. I'm sure you also hate me since I instead have a nice hobby farm in the "rich" suburbs.	0	Misc
21. If it were bicycle accessible	9	Biking
22. Lots of lighting in the evening for safety	8	Lighting
23. nothing	0	Nothing
24. Lights at night.	9	Lighting
25. The ramp would enable me to get to Mt. Adam's by bike which I don't currently do. I would also feel more comfortable using it if it includes good lighting, and hopefully some artwork and landscaping.	28	Lighting, Biking, Aesthetics
26. You must be rich to live in Mt. Adams. Fund your own bridge. Thousands of people in this city can't get to work period.	0	Chatter
27. Maybe you should direct your anger at ODOT and not the people saying what they would want if the city decides its beneficial to replace the existing bridge with an updated structure. Also, I know graduate students who rent up in Mt. Adams. Not everyone who lives up there is "rich".	0	Chatter
28. Big picture: improved land use around the pedestrian bridge sites - reducing some of the junctions and surface lots in the long-term. The main reason the bridge is unpleasant is the expressway noise while using it.  Bridge itself: Improved lighting, bicycle/scooter accessibility and feasibility would have been great when I lived in Mt. Adams. I personally knew many who would carry their bike up the steps - the hill up Monastery is very steep and the alternative is riding up Gilbert to Eden Park, which adds several miles.	0	Lighting, Biking, Accessibility
29. Beautiful design like the existing Art Deco inspired bridge.	7	Aesthetics
30. Gentler slope, better protection from sun, wind and noise pollution	8	Noise, Less Steep, Cover
31. Not much, really. And while I understand ADA, I question whether it is worth making this particular crossing ADA compliant given the cost and large swath of real estate needed to make it work.	0	Cost
32. The fiscally responsible thing would be terminating 71 at the Lateral and selling this land at the base of Mt. Adams to developers. In lieu of that, the pedestrian bridge is part of maintenance for I-71 and I-471. Building 71 wrecked pedestrian connectivity with Mt. Adams. The least ODOT can do is maintain a couple pathways over the concrete wasteland they turned eastern Downtown into.	5	Connected
33. If it was ADA accessible and wide enough, id definitely bike to Mt Adam's from downtime sometimes on the weekend	2	Biking, Wider, Accessibility
34. One. Is there a structural issue with this bridge ?  Two. How often is it really used for dual purpose?  Three. What is the cost of this replacement vs repair or replacement of much more critical infrastructure like the pos western hills viaduct as a	0	Cost, Question

COMMENTS FOR: What would encourage you to use the bridge more often?	UPVOTES	THEMES
perfect example, or Fairview Ave as it's in a pitiful state of repair.		
Four. Is this solely being done for the rich and elite that live in Mt Adams ?		
35. Upkeep, similar location	4	Clean, Location 1
36. More activities in Mt. Adams	1	Destinations
37. Cleaning up the entrance at Court St. The lots there looking like a dumping site.	10	Clean
38. Better access on the downtown side	0	Accessibility
39. A complete streets approach that provides for safe pedestrian/cyclist transit to/from Mt. Adams and into downtown. This includes well marked and possibly raised crosswalks at busy intersections, protected bike lanes where this path connects to planned or existing bike infrastructure.	0	Biking, Pedestrian, Connected, Accessibility
40. Ramp. Better sidewalk connections - Gilbert sidewalk for instance is not very comfortable, and moving it down to Eggleston would make for essentially crossing through a parking lot, and then up narrow, steep, partially obstructed sidewalks to Broadway.	5	Pedestrian, Accessibility, Connected
41. I would appreciate if the bridge were wider, quieter ( in regards to traffic noise), and less trash due to people sleeping at the base of the bridge.	2	Noise, Wider, Clean
42. Bicycle access would make it easier to get in to downtown and up to Mt Adams.	3	Biking
43. I already use it every business day.	3	Misc
44. Better ramps/accessibility. Water access near the bridge. Improved signage indicating where the bridge is and where it goes. Good lighting 24 hours a day.	7	Lighting, Wayfinding, Accessibility
45. Would use the same, but definitely hope the not replace is the selected option.	0	Location 1
46. More "safe" feel while using	0	Safe
47. The only thing that would encourage me to use the bridge less is moving it to Eggleston.	5	Misc
48. Ramp and lighting. Look at Denver's bridges from downtown over the highway and rail lines up to the Highlands	4	Lighting, Accessibility
49. The path needs to be much wider than current mixed use paths in the city if bike/scooter vehicles are expected to mingle with pedestrians.	2	Wider
50. If the bridge supported bike travel that would have me use the bridge a great deal more often. Also, not having an ADA complaint crossing is a joke for a city of Cincinnati's size.	1	Biking, Accessibility
51. Safety	1	Safe
52. A bike route that connects to other bike routes. An urban gondola that restores the history of our inclines and helps connect hilltop neighborhoods to the urban basin.	2	Biking, Connected, Funicular
53. Ability to access via bike.	1	Biking
54. More bars, restaurants, events, activities up in Mt Adams & Eden Park. We love it up there!	2	Destinations

COMMENTS FOR: What would encourage you to use the bridge more often?	UPVOTES	THEMES
55. Less slippery surface in the winter	5	Misc
56. Thoughtful design that includes landscaping (flowers, trees, bushes, etc), to soften the barren concrete. Attractive signage and lighting.	2	Lighting, Aesthetics, Wayfinding
57. The ability to bike or walk across the bridge would boost my use of it.	1	Accessibility
58. clean, safe well lit landing zone on the city side.	1	Lighting, Safe, Clean
59. More light fixtures for night. Location is already optimal.	3	Lighting, Location 1
60. A shared use bike path with a clearly marked bike area like in front of FC Cincinnati stadium	3	Biking
61. Less steps and not as steep. I also carry my bike down it sometimes, instead of riding.	1	Biking, Less Steep
62. Well lit at night from Mt. Adams to Pendleton. Continued redevelopment of Walnut Hills and Mt. Adams would also increase my use. Making it bike-friendly would help, too! I prefer option 1 because it crosses above both highways. I feel less safe walking under overpasses.	2	Lighting, Biking, Location
63. A new bridge should be well lit. Also, it needs to be wide enough for the bicycle crowd - they tend to think they own any flat surface they're on.	0	Lighting, Biking, Wider
64. If it contained a bike ramp. Of the alternatives, current location works best for me	1	Biking, Location 1
65. Bike accessible And easiest access to OTR and CBD	2	Biking, Location
66. Less stairs to Mt. Adams. I suffer from hip issues so older, smaller stairs are difficult and painful for me so often times I just park as close as possible to Mt Adams	2	Less Steep
67. Architectural details would be nice like the existing shorter span	1	Aesthetics
68. Easier access to the bridge on the downtown side.	1	Accessible
69. Bike lane - It's currently too narrow for a bike comfortably navigate other pedestrians.	2	Biking
70. Lighting and location. The second proposed location is not ideal in terms of safety. That area of Eggleston, at night, is dark and unpopulated which is the ideal recipe for crime. If it HAS to go there (it is the cheaper option, so let's be realistic..) then let's light it up like daytime and active that area more.	4	Lighting, Safe, Location
71. A Cincinnati red bike station at top and/or bottom of bridge	2	Biking
72. Nothing, but we enjoy being able to go from Mt Adams to downtown on this bridge.	1	Nothing, Connected
73. Feeling more safe - not having to see cracked concrete on the bridge & better lighting in the evening hours.	1	Lighting, Safe
74. Well graded, bike friendly access.	1	Biking
75. Bike runnels, better lighting, public art on the walking surface, pedestrian-oriented signage	2	Lighting, Aesthetics, Biking, Wayfinding
76. A ramp on either end instead of the stairs would greatly improve the accessibility for many, including: i) wheelchair users, ii) parents/caretakers with children in strollers, and iii) cyclists who want to avoid exposure to the heavy traffic (and no bike lane) on Gilbert from the casino on down.	1	Biking, Accessibility

COMMENTS FOR: What would encourage you to use the bridge more often?	UPVOTES	THEMES
77. Lighting / safety/ appearance	0	Lighting, Aesthetics, Safe
78. Bicycle-friendly path, as an alternative to using Gilbert to access downtown from Mt. Adams. Lighting at night.	1	Lighting, Biking
79. The biggest thing that would encourage me to use the pedestrian bridge would be bicycle accessibility. I enjoy riding my bike from the central business district to Mt. Adams to visit a cafe and soak in the views. Currently I need to either ride up Monastery or Gilbert Ave, both streets expose me to heavier traffic on steep hills. A bike accessible ramp would be awesome. I would prefer to access the ramp from the casino on Gilbert as it is a nicer area with better existing pedestrian infrastructure than if the ramp started on the other side of the dog park.	1	Biking, Location 1
80. Shared use and ADA compliance are big, encouraging pluses!	1	Accessibility
81. A pedestrian-focused incline, able to carry bicycles, wheelchairs, etc. up and down. It would be an homage to the old incline, and act as a tourist attraction.	2	Funicular
82. Easier/safer access to cross the road at the entrance/exit on the Mt Adams side. An accessible ramp on both sides. Better lighting. Having the trash cleaned up near the Court St side.	2	Lighting, Accessibility, Clean
83. This bridge is so distinctive. In fact, every single out of town visitor I've had comments in it. My vote is to keep the design, not replace it with the very bland options you have put forth.	2	Aesthetics
84. To venture to new parts of the city.	1	Connected
85. Bikes layout to get this bridge from Downtown and from the Mt. Adam would help.	1	Biking
86. A bike friendly form factor.	1	Biking
87. a more visually attractive bridge (not just a chainlink barrier fence) and making it bikable. more destinations at either end of the bridge.	1	Aesthetics, Biking, Fencing, Connected
88. Accessibility for e-Scooters	0	Accessibility
89. Begin in Mt. Adams ABOVE Monastery St.!! More gradual slope.	3	Less Steep, Suggestion
90. If bicycles can be used	1	Biking
91. Lighting at night	3	Lighting
92. Centralized location not as steep of steps	0	Location, Less Steep
93. Less noise while crossing highways	1	Noise
94. Centralized location not as steep of steps and less dangerous	2	Safe, Location, Less Steep
95. The ramp no stairs and good lighting for evenings.	1	Lighting, Accessibility
96. Safer lit pathways through downtown and Mt Adams	2	Lighting
97. No stairs and wider width to allow cycling. More inviting entrances to improve sense of connectivity.	1	Biking, Aesthetics, Accessibility, Wider, Connected
98. Greater accessibility.	1	Accessibility
99. Please keep a bridge and don't demolish the existing until new one built	4	Suggestion
100. More direct alignment	0	Connected, Location
101. I already use it almost daily	1	Misc

COMMENTS FOR: What would encourage you to use the bridge more often?	UPVOTES	THEMES
102. I use the bridge 6 days a week, so not much opportunity to use it more often, but will be more compelled to use it with friends and family when the paint/condition is better and, hopefully, the city-side terminus was kept cleaner from litter and debris.	1	Aesthetics
103. The ability to bike from Downtown to Eden Park	3	Biking
104. Use my bike on it. I'd like to see those surface parking lots developed into something as well.	1	Biking, Suggestion
105. If there were no steps involved, I would use it more frequently with my stroller.	1	Accessibility
106. Ramps for bikes to easily access the bridge.	1	Biking
107. Accessibility! The stairs are no good for bikes and not that fun for walking or running. Making it ADA accessible makes it better for everyone.	1	Accessibility
108. A pedestrian bridge that is structurally unique in its design and aesthetics. Not the bare minimum proposed.	1	Aesthetics, Gateway
109. A safe looking, well lit bridge that is wide enough to support scooter and bike traffic, which it currently does not safely	1	Lighting, Accessibility, Safe
110. If the area at the bottom next to the parking lot filled with trash were cleaned up it would feel safer, and access for strollers and wheelchairs would make it usable for far more people.	2	Accessibility, Clean
111. Nicer landing area - van meter is pretty but court is a bit ugly and doesn't feel safe after dark or pre dawn	3	Aesthetics, Safe
112. safety	0	Safe
113. Bicycle accessibility. Beautification of the bridge for the user (planters, shade, etc)	1	Biking, Aesthetics, Cover
114. iconic design and lighting, width should be at least 12'	2	Lighting, Gateway, Wider
115. The path should be a minimum of 20ft wide. When you have people walking and riding bikes in both directions, at different speeds because of the slope, you need 6ft each way for people on bikes and 4ft each way for people walking. Otherwise, you're going to create a lot of conflict.	1	Biking, Wider
116. Easy accessibility and safety.	1	Accessibility, Safe
117. East west line on the street car	2	Transit
118. 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.	1	Suggestion
119. Direct connection to Central Parkway bike lanes.	1	Biking, Connected
120. If I retire and the weather was always nice although have used in rain and snow	0	Misc
121. It's safe for multiple modes, easy to access from street level sidewalk, and it looks nice. Keep the Art Deco look!!	1	Aesthetics, Accessibility
122. Art mural	1	Aesthetics
123. Art	0	Aesthetics
124. We live in mt adams and use this bridge every day. This is one of the reasons we bought in Mount Adams. It provides us	0	Location 1, Connected

COMMENTS FOR: What would encourage you to use the bridge more often?	UPVOTES	THEMES
direct ass sets to ever the Rhine with all the restaurants and shopping and entertainment		
125. Needs to be bicycle friendly and have adequate lighting for night	1	Biking, Lighting
126. Needs to allow bicycles and sufficient nighttime lighting	1	Biking, Lighting
127. Multimodal transportation — anything to encourage inter-neighborhood transit with anything but cars. Potential for eventual streetcar expansion as well.	1	Accessibility, Transit
128. New build that encourages bike usage	1	Biking
129. Bike accessible	1	Biking
130. Lights and safety	1	Lighting, Safe
131. Better lighting at downtown exit	1	Lighting
132. Lighting and artwork would help. It sounds cheesy but when enjoying a city the journey is part of the experience, currently the route feels like no man’s land. Art and gardens along the way can make the two neighborhoods feel more connected and less like islands.	2	Lighting, Aesthetics
133. Good bike access, greenery on the bridge that blocks some of the noise and sight of highway when crossing. I’d love a better way to get from this bridge down to the Purple People Bridge on bike too.	2	Noise, Connected, Biking
134. being bike-friendly	1	Biking
135. Steady slope	1	Less Steep
136. Increased accessibility and safety	1	Accessibility, Safe
137. I want to make it easier and safer (well lit) for pedestrians to get from downtown to Mt. Adams and Vice versa.	1	Pedestrian, Safe
138. Events	1	Destinations
139. Ability to bike on it	1	Biking
140. Direct access from court street to Mt. Adams. This would allow me to go downtown and then over a single bridge get to the Neighborhood and restaurants.	1	Location 1
141. Bike access	1	Biking
142. We use it all the time	1	Misc
143. If they actually started having consistent bus routes too and from mt Adams. It would be nice to be able to walk down and take the bus back.	1	Transit, Accessibility
144. If there was a covered walk way connecting to the casino garage.	1	Misc
145. Provisions to allow cyclists to bike on the bridge	1	Biking
146. Biking!!	1	Biking
147. Ramp instead of steps-difficult to bike	1	Biking
148. Bike parh	1	Biking
149. More pedestrian friendly area at the base.  Or, how about an aerial gondola?	1	Aesthetics, Accessibility, Funicular
150. If I was not afraid I was going to die walking there. If it was protected by cars and if it was used by more pedestrians.	1	More Use, Safe
151. 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	1	Not Needed



COMMENTS FOR: What would encourage you to use the bridge more often?	UPVOTES	THEMES
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.		
152. If it provided shade while walking	1	Cover
153. Make it useful for bikes.	1	Biking
154. If the bridge modeled Portland, Oregon's tilikum crossing (smaller scale) used for bikes, peds, buses, rail) Love this vision to connect Mt. ADAMS. I FREQUENT EVERY QUADRANT OF OUR BEAUTIFUL CITY BY BIKE AND WALKING. NEVER OWNED A CAR LIVING IN 23 MAJOR us cities. So glad to be home after leaving San Francisco.	2	Biking, Pedestrian, Suggestion
155. I would go to Mt. Adams more often. It's hard to park there but easier to park on the east side of downtown. Or, to head to Mt. Adams after already being downtown for dinner downtown/OTR or a Red's game. I can ride my bike pretty easily from Kennedy Heights to Mt. Adams but can't get downtown -- this bridge would allow me to keep going	0	Biking, Connected
156. I work at the Hixson Building. The bridge will allow some of our associates who live downtown to walk, and many associates who walk from work to be able to safely get downtown at lunch or after work.	0	Safe, Accessibility
157. nor bik paths leading to the bridge	0	Biking, Connected
158. The ability to use my bicycle to travel between downtown and home in Hyde Park via East Walnut Hills and Madison Rd.	3	Biking, Connected, City
159. Shade. It's very hot and noisy above these roads, even on moderate days.	1	Noise, Cover
160. I like using the current bridge	1	Location 1
161. If it allowed me to keep walking to work at P&G and also walking to OTR/Pendleton	1	Pedestrian
162. I use it every work day to get to/from my workplace in Mt Adams down to the bus routes downtown, but in the winter when it's darker and sidewalk conditions are much slipperier, walking across the bridge is definitely a little nerve-wracking. A more walkable slope and better handrail/ fencing along the sides would be comforting.	0	Less Steep, Lighting, Fencing
163. safe and visible ped/bike access	1	Accessibility, Safe
164. It seems to be a shame to replace a beautifully designed bridge inspired by our City's rich Art Deco history with a very standard and frankly unattractive solution. This bridge has served as a Gateway into the Downtown for visitors from the east. The new bridge should consider these missed opportunity. Although ADA compatible, the ramping system is very long and would be difficult for non-motorized wheelchair	0	Aesthetics, Gateway

COMMENTS FOR: What would encourage you to use the bridge more often?	UPVOTES	THEMES
use. It will also likely become a race-track for scooters and skateboarders.		
165. Bridge over Gilbert is a steel Art Deco façade/fence added in the 1990's over the original steel beam bridge.	0	Misc
166. If it was moved to a closer bus stop, if it were a mixed use space like for eating tables and benches and garden	1	Transit, Aesthetics
167. I use the bridge almost daily at lunch to walk from Mt Adams to downtown. Also, there are many people who park on Van Meter St that work downtown and walk across the bridge at least twice a day.	1	Misc
168. The ramp would improve accessibility and make it easier to get to Mt Adams business district	1	Accessibility
169. Easy access to various stairs/walking paths (this is already very good with the current bridge)	2	Connected
170. nothing	0	Nothing
171. Current location preferred over Eggleston sitelocation	3	Location 1
172. Location #1 gets me to places I am more likely to go than #2.	2	Location 1
173. closer to a streetcar stop & central business district -- I live at the corner of 4th and Race and have no car so I would be walking to the bridge;	2	Pedestrian, Location, Transit
174. I currently use it at least 5x/week to walk to-and-from work. But I'd use it more often if it had an easier way to cross the bridge with my bicycle. I bike for exercise and avoid this pedestrian bridge b/c of how inconvenient it is to carry my bike up or down those stairs.  Separately, my wife is hesitant to use the bridge at all because she doesn't feel safe. The lightning isn't great and the bridge often houses questionable activities - especially in the evenings.	2	Biking, Lighting, Safe
175. Les gradient over the interstate/not go flying off the end going downhill	1	Less Steep
176. Definitely more lights would be helpful. The current bridge is a bit sketchy as it is.	1	Safe, Lighting
177. I only use the bridge based on the weather	0	Misc
178. Better lighting at night	2	Lighting
179. Lighting at night	2	Lighting
180. Alternative 2 is a horrible idea and placement	0	Location 1
181. Less of a steep grade; widened; dedicated bicycle lane; lighting at night	1	Less Steep, Biking, Wider, Lighting
182. Closer proximity to the riverfront entertainment, concerts, festivals and sporting events.	1	Location
183. free parking lot on court st side of bridge	0	Parking
184. Nothing more	0	Nothing
185. Keep the bridge clean of trash and graffiti	0	Clean
186. Less stairs, less steep	0	Less Steep, Accessibility
187. If it were more accessible to bikes as well	1	Biking
188. Keeping current location	2	Location 1

COMMENTS FOR: What would encourage you to use the bridge more often?	UPVOTES	THEMES
189. Clean up the Court Street area. People hang out there and I feel unsafe by myself walking early in the morning.	0	Safe
190. Nothing	0	Nothing
191. Right now there is a lot of undesirable activity at the end of the bridge. Added security would be a plus.	2	Safe
192. A more forgiving gradient would make it using the bridge more pedestrian friendly, Making sure the area is well lit would make people feel safer. it would be nice if public transit (bus or streetcar) had a stop close by.	1	Less Steep, Transit, Lighting, Safe
193. Walk to downtown	1	Destinations
194. Over the Rhine, Casino, General Entertainment	1	Destinations
195. 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?	1	Fencing, Aesthetics, Wider, Accessibility, Suggestion, Lighting
196. Since it is close to where I recently moved here in East Walnut Hills, I would like to use it to go to the Mount Adams area to keep that area thriving, also the playhouse in the park area too. Safety is important too.	1	Safe
197. I use the pedestrian bridge 3 - 4 times a week. The advantage of living in Mt. Adams is the closeness of the Downtown services which can be accessed by WALKING. I prefer alternative bridge choice 1	1	Accessibility, Location 1
198. Safer bridge	0	Safe
199. I probably will never use the bridge. I live by the Big Mac bridge and walk up Eggleston and then head west when I walk downtown (which I do about once a week). When I go to Mt Adams, I use the pedestrian bridge over Columbia Parkway, by the Mt. Adams steps.	0	Misc, City
200. good lighting. nice landscaping - dense bushes has an uneasy feeling	0	Aesthetics, Safe, Lighting
201. Proper lighting, ADA accessible walk ways and ramps	0	Lighting, Accessibility
202. A bike ramp on the bridge would be much appreciated.	0	Biking
203. I would still use it the same way for access to downtown and OTR	0	Misc
204. If there is more restaurants shops stores along the way	1	Destinations
205. I use it on the daily. From Mt Adams to work, to TQL, to the bars and restaurants in OTR and to catch the streetcar. An absolute must to have this bridge in or near the same location at the foot of the steps up to Monastery Street at Oregon Street would be optimal. This bridge is such a great connection to the city center.	1	Location 1
206. If it were safer, well lit at night and had a bike lane.	1	Safe, Lighting, Biking
207. Accessibility for walking with a baby stroller	1	Accessibility

COMMENTS FOR: What would encourage you to use the bridge more often?	UPVOTES	THEMES
208. Bicycle access	1	Biking
209. Signage to find it	1	Wayfinding
210. A more welcoming feel. It doesn't feel like a true connection.	1	Aesthetics
211. Including a separate bike section	0	Biking
212. Having a bike path from DT/OTR to Mt Adams would be great however, I suspect the addition of Cinci's Red Bike facilities would likely need added to the Mt Adams area as well.	0	Biking
213. Connect bridge to eggleston shared use path	1	Connected
214. Easier, more direct access.	0	Accessible
215. Safety improvements.	0	Safe
216. If it was architecturally interesting.	0	Aesthetics
217. If it had really interesting, dynamic lighting that made it fun to walk on at night. Perhaps a spot to take a great photo of downtown or selfie with friends with the city as a backdrop.	1	Lighting, Aesthetics
218. Bike friendly and easy / protected access from downtown	0	Biking, Cover
219. Parking along 50 or close so not having to go into downtown to park	1	Parking
220. More desirable development at the court street/eggleston street entrances and STREETCAR ACCESS to get to CBD and OTR faster	3	Transit
221. More bike paths to the bridge and general area	0	Biking
222. Just having a more attractive looking bridge.	0	Aesthetics
223. I don't use it at all	0	Misc
224. Better lighting and ability to access Mt. Adams by bike via a shared use path.	0	Lighting, Accessibility
225. Ability to cross safely at any part of the day/ evening. Please make it usable for bikes also.	0	Biking, Safe
226. Attractive design, landscaping elements, thoughtful lighting (not too dark, not too harsh/industrial) good sightlines. Human-scaled design that makes pedestrians feel welcome/encouraged.	1	Aesthetics, Lighting
227. Mt. Adams needs more parking. This bridge opens parking for events.	0	Parking
228. If it was nicer	0	
229. Please do not build this. This is a waste of money to only serve rich people.	0	Not Needed
230. To be nearer to Fido park and further overall further south from where it is now. We need a pedestrian bridge but to be dropped off in a more visible and better lit, safer area	0	Location 2, Safe, Lighting
231. More people using it.	0	More Use
232. Use of E scooter. Good points of interest on other side	1	Accessibility, Destinations
233. Nothing more	0	Nothing
234. The city of Cincinnati cleaning and beautifying the landing on west side of the bridge. The area has become a garbage dump, primarily for the homeless.	0	Aesthetics, Clean
235. A multi-modal path would be very helpful and a much better connection to Mt Adam's. Allowing bikes, wheelchairs, etc . Good lighting and a safer structure would help too!	0	Accessibility, Safe, Lighting

COMMENTS FOR: What would encourage you to use the bridge more often?	UPVOTES	THEMES
236. More safety features (lights and cameras) and cleanliness (trash and drug paraphernalia)	0	Safe, Lighting, Clean
237. Leave it in the same place it exists today. If you move it to the alternate location I will never use it as it will no longer be useful to me.	0	Location 1
238. The current bridge connects to downtown from a very key point that is not accessible from other routes. It makes visiting Sawyer Point, Smale park and all the Riverfront area accessible from Mt. Adams. It is a key walking route that other pathways don't provide.	0	Misc
239. Go to the library, games restsurants	1	Destinations
240. N/a	0	Misc
241. I work at the Casino; the bridge makes my commute to/from Mt. Adams much quicker than walking around the hill.	0	Location 1
242. Lighting along the bridge and stairwells to feel safer when the sun begins to set	1	Lighting
243. if it were less steep	1	Less Steep
244. Benches along the way	0	Benches, Aesthetics
245. Benches	0	Aesthetics
246. Correction and update to current bridge. Replacement bridge not convenient.	1	Suggestion
247. The replacement bridge needs to connect Mt Adams to Over the Rhine and the Casino to get me to use it. If it drops off at Eggleston I can't see ever using it. The sixth street bridge gets me from Mt Adams to downtown already.	1	Location 1
248. Bike access would be great.	0	Biking
249. The current location, or close to it, takes me to a the BMV, library, Courthouse, Avril Bleh, Tom n Chee, Kroger, and Woods Hardware. Alt #2 would be a duplicate if a walkable, accessible route to Christ Church Cathedral, Contemporary Art Museum and dining. Replacement Alt #1 takes me to OTR in general, and to specific locales that I've listed. Adding "pins" to the map was cumbersome.	0	Location 1
250. Accessibility for bikes, strollers and wheeled carts would help transportation needs of a community whose pedestrians walk because access to wheeled transport isn't available or safe. "Wheeling" downtown is steep! Walking seems the only option for those who don't use or own cars.	0	Accessibility
251. making it multi-use, for bikes, scooters, and other PEVs (personal electric vehicles)	0	Accessibility
252. There is no reason to use the new bridge..there is the path from Monastary that goes to walking path on thruway that ends at 6th st...of more use to me would be a new bridge closer to the current walking bridge.	0	Location 1, Redundant
253. Safety compared to my current option of using the sidewalk on the i471 exit to 6th Street. The bridge from Van Meter to Eggleston would be faster and much safer for my current work commute.	0	Safe, Location 2
254. A multi-modal (12') path would be ideal.	0	Accessibility, Wider

COMMENTS FOR: What would encourage you to use the bridge more often?	UPVOTES	THEMES
255. High parking costs and low parking availability downtown.	0	Misc
256. Safety in use, I think the expansion of the Hard Rock in the current location will make the current location seem much safer more convenient	0	Safe, Location 1
257. accessibility	0	Accessibility
258. Need to improve the terminal points, connections. Aesthetic opportunity for both local and interstate traffic should not be missed.	1	Aesthetics, Connected
259. Better connectivity on both ends. Consider new steps from 6th Street Ramp to Eggleston Ave as I use it most often.	0	Connected, Suggestion
260. I use both this bridge and the 6th street bridge quite frequently. The current location of this bridge is very convenient for me to get to the Library, the BMV, the Courthouse, Kroger, Woods Hardware, OTR, Pendleton, my dentist, visiting my friends in Prospect Hill, etc. I then use the 6th Street bridge to get to CBD restaurants, my eye doctor, my CPA, Fountain Square, my gym, etc. The first replacement proposal would continue to give me convenient access to all the places I use the current bridge for. The second replacement proposal seems somewhat redundant with the 6th street bridge and would be a lot less convenient for me to get to many of the places I walk downtown. Thanks for asking for input!	0	Pedestrian, Location 1
261. Making it bike and stroller friendly and easier to connect with downtown.	0	Accessibility
262. 2 lane bike/scooter separate from pedestrian street	0	Wider
263. safe, easy to access and populated entry into downtown (vs. isolated entry)	0	Safe, Accessible
264. A bridge that made the trip easier back and forth between Mt. Adams, OTR, the Public Library, Pendleton, and the casino. I want to be able to walk. I especially don't want a car with me if I'm at a bar or restaurant in OTR. A bridge close to P&G adds very little value to me. I can just walk alongside 50 as it runs into 5th street and turns onto 4th.	0	Location 1
265. We use this pedestrian bridge every time we go over to OTR, Pendleton, Findlay Market and Krogers	0	Destinations
266. The surface was very good for walking and running. The pedestrian bridge should only be for walkers and runners. Bicycles obviously have the existing roadways to travel. Bicycle riders generally ignore walkers and runners, and can cause serious injuries to those walkers and runners. Also, with all the trouble scooters have caused in the city, scooters should be prohibited.	0	Suggestion

## QUESTION 9

### WHAT DO YOU LIKE ABOUT ALTERNATIVE 1?

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

COMMENTS FOR: What do you like about Alternative 1?	UPVOTES	THEMES
1. I like that it stays at the same location	37	Location 1
2. Not much. Little improvement over what is there today.	0	Misc
3. Better location that connects more directly to Pendleton/OTR. (Monastery St/6th St bridge is better for downtown access & Monastery/Eggleston is more direct to Sawyer Point anyways)	17	Location 1
4. The location stays the same	5	Location 1
5. The ramp and that it is in the same location.	2	Accessibilty, Location 1
6. The bridge is wide and straight	0	Wider
7. Same location	5	Location 1
8. I'm concerned about the lights being *too bright.* I'm sure there are standards for lighting, and I don't want it to be dark and therefore make people feel unsafe, but it also shouldn't be lit up like a Christmas tree, like a bright beacon that can be seen from a mile away. Lighting that matches the level of outdoor lighting for the preexisting surrounding environment would be highly preferable.	0	Lighting
9. I like that it is bicycle and wheelchair accessible.	12	Biking, Accessibility
10. That it is close in proximity to the existing bridges. The other alternative takes me farther from my job	5	Location 1
11. Love the lighted stairs. And the same location. Great design. Would be iconic and urge people to use the path.	8	Lighting, Location 1, Aesthetics, Gateway
12. The location is better	1	Location 1
13. Would permit strollers and wheelchair use	5	Accessibility
14. No relocation	5	Location 1
15. Good location. Connects to the center of downtown, Pendleton, etc.	6	Location 1
16. I like that it's bicycle accessible & in the same location	4	Biking, Location 1
17. I think there is a lot of accessibility with this plan. The gradual ramp to cross the bridge is really nice.	6	Less Steep, Accessibility
18. It is very near the existing pedestrian bridge	8	Location 1
19. Single bridge. Access from Court St is good, less trafficked road so generally safer for pedestrians. Ramp access is good.	7	Location 1, Accessible
20. I would prefer that the bridge stay in the same location as it provides better access to downtown from Mt. Adams. I also like that it is bike accessible.	26	Biking, Location 1
21. It seems to meet all the basic needs, better slope, access, and lighting while at the same spot	3	Lighting, Less Steep, Location 1, Accessibility
22. 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.	1	Aesthetics, Misc, Location 1

COMMENTS FOR: What do you like about Alternative 1?	UPVOTES	THEMES
23. It holds the corner of the site well. I wish it could incorporate the metal Art Deco portions of the existing bridge	8	Aesthetics
24. The bridge itself is very boring. The ramp portions look okay though	1	Aesthetics, Ramp
25. Location	3	Location 1
26. Ramped access is great for biking and other wheeled alternatives. I like that the grade has been lessened. The existing bridge is quite steep	3	Biking, Less Steep, Accessibility
27. I like the location.	4	Location 1
28. That I can ride my bike!	3	Biking
29. The gentle slope	0	Less Steep
30. Location. Ramp & stairs.	1	Location 1, Ramp, Stairs
31. I like this location as it gets you closer to OTR than Alternative 2 and I really like the option for bike usage.	2	Biking, Location 1
32. I like the location, stays where it is now. It also makes use of area that's now just empty lots/trash.	2	Location 1, Clean
33. Good look and uses about the same space or available space.	2	Aesthetics
34. Good location since it reestablishes existing access. Height above Gilbert is better than existing which blocks view of traffic signal/intersection with Court.	2	Location 1
35. Very effective	0	Like It
36. Stays in similar location, has good ramps and stair access	0	Location 1, Ramp
37. As an OTR commuter I LOVE this location. It looks well lit which is a must given the location.	6	Lighting, Location 1
38. Love the wrap design, with general slopes. I think it puts users into a good location downtown.	2	Less Steep, Location 1, Aesthetics
39. It's location to get to OTR conveniently as the old bridge does	4	Location 1
40. Good location	4	Location 1
41. Stairs and ramp at the downtown side, wide path, lighting, location	2	Lighting, Location 1, Wider, Stairs
42. I like the location since it creates the most direct connection between downtown and Mt Adams. I like that the bridge is highly visible from I-71 because that allows it to function as a "gateway" design element as people drive on I-71. But to serve as a local landmark, the design and materials need to be high quality so that it doesn't look like a generic concrete structure with a chain-link fence. This seems like a great opportunity to partner with local organizations (Parks, ArtsWave) and the business community to raise money to integrate design elements that are unique to Cincinnati.	5	Aesthetics, Location 1, Gateway
43. I prefer the original location so alternative 1 is more attractive	2	Location 1
44. I like this option. I hope surveillance cameras would be included because the ramp part looks a bit like a parking garage. It seems a little hard to be seen.	2	Aesthetics
45. It stays in the same location, so will be a true replacement. Everyone already knows where it is. Also, it is more conveniently located to the Kroger on Court Street and the Pendleton district.	0	Location 1



COMMENTS FOR: What do you like about Alternative 1?	UPVOTES	THEMES
46. Suits all my options re biking and looks great! Also good to see service for less mobile people. Location is best for access to Mt Adams Business district which is near where I live	0	Aesthetics, Biking, Accessibility, Location 1
47. Proximity to the new Court Street and OTR	1	Location 1
48. Access to Pendleton and OTR and the newly renovated Court street is way better with Alt 1	2	Location 1
49. Easier access from downtown. More direct access to/from the amenities in downtown	2	Location 1
50. Best access to downtown.	1	Location 1
51. Width is great. Lighting at night seems adequate on the Downtown side. Same location is perfect.	2	Lighting, Location 1, Wider
52. It cover three roads, streets at the same time and it is very close to existing bridge good for the people who is accustomed to	2	Location 1
53. Same location is great (although the location is less than ideal). Closer to OTR is nice. Bike accessible is great.	0	Biking, Location 1
54. It appears that it proposes better lighting and wider paths, while remaining along the Court Street alignment. It makes the most sense to keep the connection where it is.	1	Lighting, Wider, Location 1
55. It's close to the same location and has stairs.	0	Location 1, Stairs
56. The ramps. The lighting at night. I like the width for shared use. Agree with other comments that this is a highly visible location, and represents an opportunity for an iconic gateway design.	0	Lighting, Ramp, Gateway, Wider
57. Bicycle and wheelchair accessible. Flat respite is a nice added feature.	0	Biking, Less Steep, Accessibility
58. I like the location. There is already good pedestrian infrastructure at the Casino/Gilbert intersection so the improved bridge would fit right in. Easy access to the business on Central.	2	Location 1
59. This location is better for access to the art museum and Seasongood Pavilion.	2	Location 1
60. I like the location	1	Location 1
61. I like the location. I like the high fence while above the highways as long as the fences are very strong and secure. I like the ramp and staircase options. It appears to be well lit.	1	Lighting, Aesthetics, Location 1, Ramp
62. I'm curious, why not use an elevator instead of all the concrete for the ramp?	2	Question
63. It might be cheaper to run a dedicated bus between the locations...or a cable car for how frequently this will be used.	1	Suggestion
64. This is a good alternative.	0	Like It
65. The spiral ramp at the downtown side is really visually interesting - it could become a really great feature if something nicer than chainlink were used for the side guards	1	Aesthetics, Ramp
66. Same location	1	Location 1
67. Similar location to the first bridge which I think is a convenient area. And less slope/steepness	0	Less Steep, Location 1
68. I Like the same location	1	Location 1

COMMENTS FOR: What do you like about Alternative 1?	UPVOTES	THEMES
69. I like the location and where it puts traffic downtown. I also like that strollers could easily get off the hill without stairs	2	Location 1, Accessibility
70. The location and the ramp.	1	Location 1, Ramp
71. Better location	1	Location 1
72. It's better than alt 2 because it take you to court street and more city central. There is already an existing pedestrian bridge near adams landing which is very near the existing alternate 2 and would be redundant.	1	Redundant, Location 1
73. It's great that it's in the same location. Even better that bicycles and wheelchairs are accommodated. The lighting at night seems a lot safer, and it's visually interesting.	2	Lighting, Location 1, Accessibility, Safe, Aesthetics
74. Bike accessible with a good location (easy access to downtown, OTR, and Pendleton).	0	Biking, Location 1
75. Love it!	1	Like It
76. Better access to / from downtown	2	Location 1
77. In close proximity to current bridge.	0	Location 1
78. Straight alignment, good access from downtown/OTR to Mt Adams	1	Location 1
79. City-side terminus is in a more well-developed pedestrian area with other potential for development given greyhound station sale / future casino hotel	1	Location 1, Misc
80. Maintains the historic connection between Mt. Adams and downtown via Court St. (dating before I-71, as I understand it)	1	Location 1, Connected
81. Creates a more visible connection between downtown and Mt. Adams, one of the city's most historic neighborhoods	1	Connected
82. Maintains the opportunity for a gateway bridge into the city as we have today, with the Cincinnati name potentially, under-which all I-71 traffic travels	1	Aesthetics, Gateway
83. It connects two points.	0	Misc
84. I like the location being the same and the circular ramp with stairs.	0	Location 1, Ramp, Stairs
85. I like preserving the same location and the ramp.	1	Location 1, Ramp
86. Better location to access downtown/Penselton. And people are more familiar with that location	1	Location 1
87. The location is ideal for accessing downtown, Hard Rock casino and Greyhound station. The modernization of the bridge makes it more appealing to use...renderings look very nice.	1	Aesthetics, Location 1
88. Location-keep in same general area	1	Location 1
89. I like that it stays in more or less the same place. Looping ramp looks fun.	1	Location 1, Ramp
90. Gateway potential of this location.	1	Location 1, Gateway
91. More gateway potential with this location.	1	Location 1, Gateway
92. It is most convenient to get to OTR/ Pendleton. I use the Columbia over pass to get to Sawyer Point or the 6th street overpass to get downtown.	1	Location 1, City

COMMENTS FOR: What do you like about Alternative 1?	UPVOTES	THEMES
93. Ramp accessibility,	0	Accessibility
94. I feel like 10' is not wide enough for safe biking, wheelchair use or scootering 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.	0	Wider, Question
95. It's a lot like the new bridge that serves the Wasson Way, which is incredibly popular already with walkers, runners, bikers, strollers, dogs, etc. This new bridge needs some design features since it's such a long expanse in a key area coming into and out of downtown. I love the art deco design of the current bridge. It is a Cincinnati theme!	1	Aesthetics, Accessibility, Gateway
96. Really cool. Reminds me of some access I see in Boston or Chicago	1	Aesthetics, Like It
97. Exactly the same as before	1	Location 1
98. Everything! Best location. Attractive. User-friendly.	1	Aesthetics, Location 1
99. Better visibility in current location, better access to Oregon St. Steps.	1	Location 1
100. This is superior as it will have a connection to the Gilbert Ave Bike Lanes	2	Biking, Location 1
101. It is ADA accessible and bike accessible.	0	Biking, Accessibility
102. Bike and ADA accessible.	0	Biking, Accessibility
103. I like the location of the current bridge, so I like this alternative better. I'd like it to look more attractive, because out of town people will drive by constantly and I'd like it represent the city well.	0	Aesthetics, Gateway, Location 1
104. speed bumps, people going to go fast on bikes and scooters on this	0	Suggestion
105. Continued easy access to Pendleton, OTR dog park ,and downtown. There is already access to Eggleston	0	Dogs, Redundant, Location 1
106. I like the width and multi-toned surface. I wish it looked less utilitarian and had differentiated bike lanes	0	Aesthetics, Biking, Wider
107. Opportunity for large scale mural	0	Aesthetics
108. I like it	0	Like It
109. It would be great to keep this bridge in the same location as it has very easy access to all this over the Rhine has to offer	0	Connected, Location 1
110. Visually nice and clean; same location	0	Location 1, Clean
111. Same locations and well lit	0	Lighting, Location 1
112. I like that the path would be easier to navigate with a bike and accessible to wheelchairs.	0	Biking, Accessibility
113. It would be loud and intimidating to cross the high	0	Noise
114. Decent endpoints	0	Ramp
115. I like the tier design and being able to keep a steady slope over I71	0	Less Steep, Ramp
116. It is well lit.	1	Lighting
117. Same location, good for work / entertainment commute	1	Location 1
118. Location, ability to bike, stairs and ramp	0	Biking, Location 1, Ramp, Stairs
119. Ramp and stairs should be facing the opposite direction since most people will be walking straight to downtown Pendleton, not to Gilbert	1	Suggestion
120. Same location and Court Street is so centralized	1	Location 1

COMMENTS FOR: What do you like about Alternative 1?	UPVOTES	THEMES
121. Same location as current ramp which ends on the downtown side closest to where I want to go.	1	Location 1
122. Nice lighting and bicycle and wheelchair accessible	0	Lighting, Biking, Accessibility
123. Bike path ramp	1	Biking
124. I like that it is well lit, bike accessible, and most of all, it is in the same location.	2	Lighting, Biking, Location 1
125. The location is great.	1	Location 1
126. It looks sad design wise but the location is good	1	Aesthetics, Location 1
127. Close to greyhound station. Court isn't as sketchy as eggleston	1	Location 1
128. I like that it keeps the current location so there's some historical continuity to the steps	2	Location 1
129. The ramp for bikes. Love this vision. Gets me excited.	0	Biking
130. Access to downtown. Ends up in public area, not in parking lot.	1	Location 1
131. I like that Alt 1 still allows for easy accessibility to OTR and Pendleton when walking from Mt. Adams	2	Pedestrian, Location 1
132. I prefer this location. It is an improvement to make it one bridge versus two. Improved ADA compliance and accessibility for bikes, peds, wheelchairs.	2	Location 1, Accessibility
133. 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.	1	Question, Suggestion, Aesthetics
134. I work at the Hixson Building which is very close to the bridge and in all of the renderings shown for alternative 1. It is very close by which is great as I walk downtown most every day for lunch or just some exercise. The location is perfect for me and the many who park on Van Meter St to get to work downtown.	2	Parking, Location 1
135. Better location to drop off downtown.	0	Accessible, Location 1
136. Keeping it in the same basic location is great.	2	Location 1
137. Its on the same spot.	1	Location 1
138. Its location is preferable	1	Location 1
139. I prefer this location to Alternative 2.	1	Location 1
140. Similar to location of the current bridge. Like the improvements	1	Location 1, Aesthetics
141. I like that it's located near the current location. It's ideal for my daily usage of the bridge.	1	Location 1
142. Ease of connecting otr to mt Adams	1	Connected, Location 1
143. I like the ramp alternative	0	Ramp
144. enough width that a bike and a pedestrian coming from different directions can move comfortably.	0	Wider
145. I like that it stays in the same place and is handicap accessible.	1	Location 1, Accessibility
146. Close to current bridge. Can get to same location as current bridge	1	Location 1

COMMENTS FOR: What do you like about Alternative 1?	UPVOTES	THEMES
147. I particularly like the fact that the bridge would be lit at night and hope that the lighting would extend all the way across the bridge as well as throughout the ramp. I'm not fond of the chain link fencing and hope that more attention can be given to the overall design and choice of lighting fixtures. Such a large structure deserves a more thoughtful and fitting aesthetic.	0	Lighting, Aesthetics
148. I like the fact that it is lit and hope that the lighting stretches all the way across the bridge. I'm not fond of the chain link fencing and would hope for more attention to the overall lighting and choice of light fixtures. A large structure like this deserves a more thoughtful and fitting aesthetic.	0	Fencing, Lighting, Aesthetics
149. Location is great. Seems a little excessive. Like the idea to be able ride a bike across - before I would have to carry my bike up and down the steps	0	Location 1, Biking
150. I prefer it to alternative 2 since we already have a path to get to the 6th st bridge	0	Location 1, Redundant
151. good location	1	Location 1
152. It's in the same location which is fine but not	0	Location 1
153. Better connects to OTR	1	Location 1
154. It in approximately the same location as the current bridge	1	Location 1
155. Location	1	Location 1
156. That it is at the same location but it will take too much more time walking the ramps. May be combine an option of taking stairs as well	0	Location 1
157. In the same location and has multiple users in mind	1	Connected, Accessibility
158. Better connection points.	1	Connected
159. Quality design and appreciate the option of either ramp or stairs	0	Aesthetics, Ramp
160. Much more spacious than current bridge.	0	Wider
161. The location is key. Having the bridge be in the same place ensures that Mt Adams is connected to the Pendleton/OTR neighborhoods. There are already bridges that connect to the riverfront and the business district.	1	Location 1, Redundant
162. Links directly to mt. Adams	1	Connected
163. Width, and lighting.	0	Wider, Lighting
164. Replicates historic connection between Downtown and Mount Adams that existed prior to construction of I-71. Provides direct connection with Hamilton County Courthouse. And direct access to numerous entertainment venues, including Over the Rhine and Cincinnati Music Hall.	2	Location 1, Connected
165. Location is better than alternative two more in line with most users destination	1	Location 1
166. It puts the pedestrian in a more populated area. The Eggleston Ave site is more deserted.	0	Location 1
167. Convenience	1	Location 1

COMMENTS FOR: What do you like about Alternative 1?	UPVOTES	THEMES
168. I like the ramp and the areas of respite. It is much better than the current stairs. This seems a better alternative for people who live in Mt. Adams (on the hill, not at the base on the other side of the freeways).	0	Ramp, Accessibility
169. I like the desing, good secure high fense along the walk way. The ada ramp is also good.	0	Accessibility, Aesthetics
170. I like the location, and the spiral ramp doesnt seem like itll cause too much of a headache to used. The lighting is nice, and i feel like theres ways to make it look "pretty" as well w landscaping and flower boxes	0	Aesthetics, Lighting, Ramp
171. Location - do not have to walk under highway flyovers to access.	0	Location 1
172. Easy accessibility. Stays in same location for easy access to Pendleton, OTR and Mt Adams.	0	Accessible, Location 1
173. I like the location of Alt 1 which is near the current bridge.	0	Location 1
174. Looks well lit and that it stays in the same location..	0	Lighting, Location 1
175. All of it. I prefer the bridge to remain in the same location for convenience but that it's safer, well lit, and includes a bike lane/ramp	0	Lighting, Location 1, Safe, Biking
176. Convenient from northern cbd, southern otr	1	Location 1
177. Its accessibility and its location	1	Location 1, Accessibility
178. Close to the same location.	1	Location 1
179. Same location and ability to connect to more destinations	1	Location 1, Connected
180. The new ramp and streamlined experience, and the location being the same as the current bridge.	0	Ramp, Location 1
181. Would likely provide excellent views.	1	Location 1
182. The route is better (same as existing).	1	Location 1
183. It's a better route than Alt 2	1	Location 1
184. Better slope. Good location. Love that bikes could use it.	0	Location 1, Biking, Less Steep
185. closer to the casino and existing bridge	1	Location 1
186. Love the location, easy to access by bike.	1	Biking, Location 1
187. It provides an anchor for a future hotel near the casino that would allow guests direct access to explore Mt. Adams. More central tie in to downtown neighborhoods.	0	Location 1
188. I like that it can accommodate wheelchairs and bicycles.	0	Accessibility
189. Could be better looking than chainlink.	0	Fencing
190. Nothing	0	Nothing
191. I prefer the location of Alternative 1 and the access it preserves to OTR and Pendleton. I like the fact that it is bike friendly and fits into the current space well. I would prefer a more aesthetic design though, rather than poured contested and chain link fence.	0	Aesthetics, Location 1, Biking, Fencing
192. It creates a direct visual connection between the Casino and Mt Adams, with the shortest possible connection distance between attractions. Alternative 1 provides easy access to downtown, Pendleton and OTR (whereas Alternative 2 is really only good for accessing downtown). I believe there is a great potential (if done	2	Aesthetics, Location 1, Gateway

COMMENTS FOR: What do you like about Alternative 1?	UPVOTES	THEMES
properly) for the bridge to serve as a tourist attraction. For people driving on I-71, Alternative 1 provides better visibility and a better opportunity for a "design statement". This visual opportunity is what motivated me initially to set up our call because I think this bridge has the potential to serve as a gateway landmark for the thousands of people who drive along I-71 every day. Alternative 2 doesn't actually cross I-71, so it has less potential to serve as a visual gateway.	0	
193. Good drop off location. It's accessible.	0	Accessible
194. Seems logical	0	Misc
195. Same location providing access to central and northern parts of downtown.	1	Location 1
196. That it stays in the same location and is accessible	1	Location 1, Accessibility
197. That it is in the same spot as the current one (essentially). All I care about is keeping a walking bridge there to reach Mt.Adams.	1	Location 1
198. It is the same location which provides the best access to Mt. Adams. There are many people who work downtown and use this path daily to get to work. Many people park up in Mt. Adams and walk downtown. So it is a vital link. It allows access to a key section of the city not accessible any other way for pedestrians.	1	Location 1, Parking, Accessible
199. I like it's ability to be so ADA friendly and it's in the same spot	1	Accessibility, Location 1
200. It stays in the same location/area for much more access to and from Downtown and Mt. Adams.	1	Location 1
201. The width, location, and the bikeable path down!	1	Location 1, Accessibility, Biking, Wider
202. Like it's close to original location and provides improved accessibility.	1	Accessibility, Location 1
203. The location, bike access, width.	0	Location 1, Biking, Wider
204. The key with Alternative 1, is that it is central between two I-71 crossing routes (6th Street and the bridge up by WCPO). Most importantly, it is a safer alternative to another bridge which would originate in the empty and dark parking lots on Eggleston.	0	Location 1, Safe
205. The west side discharges closest to Pendleton and OTR in general.	0	Location 1
206. Connections are much improved over existing	0	Misc
207. Better connectivity to OTR and Pendleton but limited connectivity at the east end. Standard vandal fencing by ODOT is the among the least attractive in any state and will be cage like unless a custom design is used. I do not think a n 8' tall fence is needed especially on the ramp structure. Standard piers are not attractive.	0	Location 1, Fencing, Aesthetics
208. I like that it is in the same location as the current bridge.	0	Location 1
209. I like that it is in the current location which is convenient to downtown	0	Location 1
210. Like the location.	0	Location 1
211. Location and design. It's nice that it drops you off after the highways so you don't have to travel and then the overpass.	0	Location 1, Aesthetics

COMMENTS FOR: What do you like about Alternative 1?	UPVOTES	THEMES
212. Location of design specifically the fact that you don't have to travel under the overpasses	0	Location 1
213. that it's ADA accessible	0	Accessibility
214. This alternative fills a need that is not already met by other pathways between Mt. Adams and downtown. It is useful, not redundant. It also preserves a historic walking route that we had before highway construction collapsed much of the Mt. Adams hillside.	0	Location 1, Redundant
215. I like that it is in the same location as the current pedestrian Bridge. It's a closer crossing to walk to OTR.	0	Location 1
216. It very close to the original bridge which was previously determined to be an optimal place. Therefore, the new pedestrian bridge should be located very close to the original bridge.	0	Location 1
217. Interesting that it is in the same location.	0	Location 1



## QUESTION 10

### DO YOU HAVE ANY CONCERNS REGARDING THIS ALTERNATIVE [ALTERNATIVE 1]?

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

COMMENTS FOR: Do you have concerns about Alternative 1?	UPVOTES	THEMES
1. The three tiers look ugly and take up too much space. Is an elevator for wheelchairs not possible to avoid that?	1	aesthetics, question, size, elevator
2. Hope the design keeps the current style	0	aesthetics
3. Just don't love the appearance. Looks like a parking structure but that's probably the best way to get a shallow enough ramp.	22	aesthetics
4. That's a really long ramp. Is there a way to connect at a higher elevation somewhere on the DT side?	0	question, ramp
5. Looks ugly	5	aesthetics
6. I'm concerned about the lights being *too bright.* I'm sure there are standards for lighting, and I don't want it to be dark and therefore make people feel unsafe, but it also shouldn't be lit up like a Christmas tree, like a bright beacon that can be seen from a mile away. Lighting that matches the level of outdoor lighting for the preexisting surrounding environment would be highly preferable.	5	lighting
7. I wish there was a an interesting mural or signage for Cincinnati added.	5	aesthetics, wayfinding
8. Ramp system looks intense, although may be hard to avoid that. Bridge design is super basic, would like to see some identity via architectural elements, artwork and landscaping. Lighting should limit light pollution as best as possible.	16	lighting, aesthetics, ramp
9. I don't like the chain linked fence. Prefer something that protects from wind, sun and noise pollution. Something more attractive would be nice as well	14	aesthetics, noise, cover, Fencing
10. ADA ramp takes too much space due to height of bridge. Is it really worth doing?	0	question, ramp
11. The Art Deco portion should stay as a landmark, even if it's stairs you to the crossing are removed	6	aesthetics, gateway
12. I wish they would try to integrate the style of the Gilbert portion of the bridge	4	aesthetics, gateway
13. Make the experience nicer for people on the bridge	5	aesthetics
14. The ramp looks daunting in its size and takes up a ton of space	2	aesthetics, size
15. Don't like the "ramp", not architecturally good looking	3	aesthetics, ramp
16. 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.	1	aesthetics, question, ramp, suggestion

COMMENTS FOR: Do you have concerns about Alternative 1?	UPVOTES	THEMES
17. Make it more inviting than just a chain link fence.	6	Fencing
18. The ramp system takes a lot of prime downtown real estate	0	development
19. Doesn't seem to consider continued pedestrian progress/safety beyond the ramp.	0	pedestrian, not connected, safety
20. Don't bother trying to conserve parking spaces, there is too much space wasted on parking down there as it is.	6	misc
21. It's very boring from an architectural standpoint. This is one of the first things travelers see when crossing from KY, it should be something memorable.	5	aesthetics, gateway
22. 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.	1	aesthetics, Fencing, suggestion
23. It is not very attractive - the ramp system is overwhelming, though not sure it can be made better given the grades.	5	aesthetics, ramp
24. Bride 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?	3	aesthetics, question, Fencing, ramp
25. Too narrow, neglects design	1	wider, aesthetics
26. With the bridge acting as a gateway to downtown for southbound traffic on 71 and Gilbert, including some artistic signage would be nice instead of a just seeing a boring chain fence	5	aesthetics, Fencing, gateway
27. I'd hope it would be nicer looking, maybe include some landscaping or something to suppress the freeway noise. That ramp looks pretty aggressive too for folks who need to use a wheelchair or walker.	3	aesthetics, noise, ramp
28. It would be a shame if this design didn't include some of the architectural elements that feel like a unique welcome into downtown Cincinnati that the existing bridge has.	6	aesthetics, gateway
29. The appearance is pretty bare bones.	2	aesthetics
30. Needs a better aesthetic. The chain link fence siding makes it look like a Supermax.	0	aesthetics, Fencing
31. Sheer length may continue to be deterrent.	1	size
32. It looks drab and boring, which little character. Also, with no sun protection of any kind (for example, canvas covering) it is going to be HOT up there.	4	aesthetics, cover
33. It is not wide enough to realistically accommodate multiple modes of transportation in both directions	1	wider, accessibility
34. Cost	0	cost
35. Ramp location is definitely intense. I would be worried about it being too claustrophobic.	0	ramp
36. The chain link fence should be arched, to a degree, to prevent climbing and unsafe conduct on the bridge. There also does not appear to be any	2	aesthetics, Fencing, wayfinding

COMMENTS FOR: Do you have concerns about Alternative 1?	UPVOTES	THEMES
signage included in the alternative. It should not only include regulatory signage that identifies the connection but it should include wayfinding and decorative panels that show the history of the connection through art.		
37. I wish it could look more decorative. The Art Deco proration is very interesting and fun in design. I would like something that would mimic that to pay homage to Cincinnati's other Art Deco buildings. Some green spaces along the bridge or other items would be nice to increase use of the bridge.	26	aesthetics, gateway
38. The proposed design is bland, not inspiring as a gateway to Mount Adams. The location is slightly closer to OTR than Alternative #2, but it does not link directly to the existing shared-use path on Eggleston. Wheelchair and child stroller users arriving at the top will have a longer journey to get to destinations in Mt. Adams compared to Alternative #2 (since they cannot take the Oregon Steps as non-wheeled users might).	2	aesthetics, not connected, gateway
39. The chain link fence is unsightly. A nicer alternative would be a solid half-wall with metal fencing above, similar to the pedestrian path on Columbia Parkway.	6	aesthetics, Fencing, City
40. 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.	1	not connected, question
41. 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.	1	recreation, pedestrian, suggestion, ramp
42. A miniature motorized incline in place of the ramp tiers would take up less space and be more aesthetically pleasing.	0	aesthetics, suggestion
43. The appearance isn't exciting. If anything could be done for reducing some noise while on it more than the chain link fence, it would be appreciated. The Art Deco look of the Court St side of the current bridge is enjoyable and inviting to see. Would love some visual elements that make use of Cincinnati's rich architectural history. Landscaping would be excellent around the entrances. The long ramp could be a deterrent of usage. Not sure if it's possible to have it made smaller though. I don't think preserving parking spots should be a primary focus.	3	aesthetics, noise, Fencing
44. Yikes it is ugly.	1	aesthetics
45. Yikes that is ugly. And boring.	1	aesthetics
46. 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?	3	aesthetics, suggestion, Fencing, safety
47. I like that "CINCINNATI" is printed on the current bridge. Some decoration would make the new bridge more attractive.	4	aesthetics, gateway
48. No	0	no

COMMENTS FOR: Do you have concerns about Alternative 1?	UPVOTES	THEMES
49. please don't paint the fencing that's attached to the bridge. The paint has chipped on other overpasses	1	aesthetics
50. 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.	0	lighting, maintenance, safety, suggestion
51. Not very attractive.	1	aesthetics
52. no	0	no
53. No, Alt 1 is best option	1	no
54. I worry about the nooks and crannies created by such a tall ramp structure and whether it poses a security or sanitation concern	1	maintenance, safety
55. I worry that such a tall and winding ramp would be frustrating to people using wheelchairs or bikes	1	ramp
56. The ramp and bridge have flat/level spaces every 30 feet for someone in a wheel chair to stop and rest if they need too. Biking up the ramp/bridge may be a challenge for some riders. But if one can not make the clime they can always dismount and walk their bike up the ramp/bridge.	0	
57. It looks like a prison amenity. It will be an immediate eyesore. There is no "there" there. I feel like somebody is going to have their hands full trying to keep that ramp safe for users.	1	aesthetics, safety
58. 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	1	suggestion
59. None	0	no
60. Something to make it more visually attractive would be nice.	1	aesthetics
61. Does this alternative offer a more direct route for the more able bodied? ie- stairs- that's quite a long spiral.	1	question, ramp
62. 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.	2	aesthetics, gateway, suggestion
63. The aesthetics need to be improved. Something like this would be better. <a href="https://bit.ly/3aKNhPL">https://bit.ly/3aKNhPL</a>	1	aesthetics
64. Far too narrow! Make it 20ft wide, minimum. Dig up the money you need to do this right, just like you do whenever there's a new offramp project for a highway. You always find money for nice stone and other decorative elements for highways, but not for people outside of cars.	1	aesthetics, wider
65. 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?	1	lighting, question, ramp
66. Both alternatives will have a staircase in addition to a ramp so people may choose a more direct and quicker route.	0	
67. Appearance (likely to be in future design iterations) & lost access to Fido Dog Park (could be addressed with crosswalk).	0	aesthetics, dogs, suggestion

COMMENTS FOR: Do you have concerns about Alternative 1?	UPVOTES	THEMES
68. Poor aesthetics. Very visible location warrants a signature design.	2	aesthetics, gateway
69. Looks ugly. Would be a loss to lose the signature Art Deco look of the current bridge. I wish it had separated bike lanes too	0	aesthetics, striping
70. Suggest cladding the spiral section with perforated metal or large scale graphic element	1	aesthetics
71. More art	0	aesthetics
72. It doesn't look wide enough to accommodate bicycles or wheelchairs	0	wider, accessibility
73. I like that it is same location and more accessible	0	location 1
74. It would be loud and intimidating to cross the highway because there is no sound insulation from the fence	0	noise
75. The ramp system is probably the only option but it looks like a parking structure. It also seems like it could reduce visibility while one it, which definitely would make some people feel less safe.	1	ramp, safety
76. Could be wider. Not a fan of the switchback-structure at the end.	1	wider, ramp
77. I would say extend an access point for otr	0	misc
78. Looks narrow, wider is better	0	wider
79. Stairs and ramp exit should be facing west on court not towards gilbert	0	suggestion
80. The spiraling ramp looks just awful and to replace the art deco bridge with this seems like a disservice.	0	aesthetics, ramp
81. Please say there is an alternative to the chain link fence!	0	aesthetics, Needs response
82. No	0	no
83. Appearance. If we are going to spend money make it look at least decent.	0	aesthetics
84. 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.	0	cost, question
85. I wish something was done to make it look nicer. Decorations, or even ornamental tree would go a ways to looking less harsh.	0	aesthetics
86. The ugly design reinforces the message that people using this bridge and people who live in the neighborhoods served by the bridge are unimportant compared to people driving through on the interstate.	0	aesthetics
87. Snow and ice removal crews must be on top of their game during increment weather.	0	misc
88. Aesthetically not distinctive enough. The existing bridge over Gilbert has served as a welcoming gateway into our Downtown and elevates	0	aesthetics

COMMENTS FOR: Do you have concerns about Alternative 1?	UPVOTES	THEMES
our rich Art Deco architectural history. To replace this bridge with a standard design does not seem equitable nor appropriate. I care about what our city looks like. Best-in-class cities invest in high volume pedestrian and vehicular connectivity to create vibrance, economic development, and civic brand. Alternative 1 and 2 do not in my opinion take into consideration what is being lost in this regard. If it requires City and State partnerships for funding and maintenance, then it should be figured out. This is an important project that could add beauty as well as inclusive and accessible connectivity.		
89. If the design of the bridge across the highway could be improved. It looks like your partially recreating the existing conditions of the bridge.	0	aesthetics
90. The current bridge is going to be demo before the new proposal.	1	misc, Needs response
91. no	0	no
92. The design/aesthetic of the bridge is not good. It looks like a parking garage ramp from 1990. There are currently no design attributes that make this visually appealing - and the chainlink fence is an eyesore. The current bridge has a really cool art-deco design aesthetic to it. For ease, you could even replicate the current Art Deco style.	0	aesthetics, Fencing
93. Not a fan of the ramp, maybe add a dual elevator. No overhead canopy to protect against whether conditions.	1	aesthetics, elevator, ramp
94. the fencing do not look appealing	0	aesthetics
95. As others have mentioned it would be ideal to have some sort of callback element to Cincinnati history integrated into the design. It looks too generic and boring. Not a fan.	0	aesthetics
96. No	0	no
97. It's boring. Cincinnati should demand more architecturally significant structures. The current Art Deco stylized bridge is a really nice welcome to the city	0	aesthetics
98. 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.	0	ramp, elevator, question
99. In order to make it ADA/bicycle compliant, it's massive. Maybe just take it down. It seems like a lot of public money to spend.	0	size, cost
100. Looks like the current bridge was supposed to have a spot light near the end. I have never seen it on. It is decorative though. The new rendering is pretty bland. Doesn't need to be the Taj Mahal of bridges but, a little decorative aspect might be nice.	0	aesthetics
101. It would be nice if the design stood out a little more. Cincinnati has history of fun architecture and a thriving art scene. If the bridge itself could use art deco elements, display murals from artists in the city, or even just incorporate more greenery it would be much improved.	1	aesthetics
102. The huge spiral ramp.	1	ramp
103. No concerns	0	no

COMMENTS FOR: Do you have concerns about Alternative 1?	UPVOTES	THEMES
104. No	0	no
105. No concerns	0	no
106. 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.	0	Needs response, elevator
107. A bit monotonous; look at what was done with the redesign of Roosevelt Rd in Chicago twenty some years ago to keep it interesting.	0	aesthetics
108. It looks like being in a cage.	0	aesthetics
109. Can we keep "Cincinnati" art deco themes?	0	aesthetics, question
110. This is the same cookie cutter design used by ODOT for literally every bridge in the state. The renderings look like humans in cages, supported by a Stalinist concrete base. There are fantastic views of our city from this vantage point and it is a shame to pair that with such an utterly utilitarian and featureless structure, especially when the project involves tearing down the existing Art Deco inspired bridge. One step forward, two steps back.	0	aesthetics
111. Looks like it's for cars	0	aesthetics
112. Would like a more attractive design and protected bike lanes on either end of the bridge.	0	aesthetics, striping
113. Lack of charter to bridge, maybe salvage some pieces from existing bridge to incorporate	0	aesthetics
114. It's a waste of time and money	0	waste
115. I like the location but would prefer a more visually appealing design without chain link fence.	0	aesthetics, Fencing
116. No	0	no
117. It looks a bit thin for a two way shared path and I would like to see better noise preventing than just chain fence.	0	noise, wider
118. Not sure of other options but don't care for the chain link fences.	0	Fencing
119. The long ADA spiral will be hugely attractive to skate boarders results in dangerous riding.	0	ramp
120. Please keep it in the dame location. Best access to OTR and CBD. Alternative 2 is too far from the aforementioned and almost the same place as the steps off Monastery down to 6th Street.	0	location 1, Redundant
121. No, I prefer it!	0	no
122. Security is always an issue, especially in the evening. Does it include cameras and phones?	0	question, safety
123. Aesthetics leave a lot to be desired.	0	aesthetics
124. No	0	no
125. the ramp looks like a parking structure and think it would feel unsafe in the ramp areas where it's not open air	0	aesthetics
126. Nothing noted.	0	no

## QUESTION 11

### WHAT DO YOU LIKE ABOUT ALTERNATIVE 2?

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

COMMENTS FOR: What do you like about Alternative 2?	UPVOTES	THEMES
1. Much better. Works well with the dog park. Lends more importance to wide Eggleston Sidewalk on the east side of the street, an asset which could really start to tie things together such as establishing a more user-friendly link between the riverfront parks and Eden Park. Go with this one.	3	Dogs, Good Location
2. N/A	0	No
3. The entrance into Mt. Adams looks nicer and the structure is tucked more out of the way.	3	Approach, Good Location
4. It's shorter	0	Size
5. I like Alternative 2 better. It's more inconspicuous as it's tucked between existing bridges.	7	Good Location
6. Why does this matter?	5	Question
7. Approach up to mt Adams is nice vista	6	Approach
8. It's maybe less conspicuous, but I like the existing location (Alternative 1) in that it connects to the CENTER of downtown and to OTR. There are already ways to get to the river (Monastery and the steps).	1	Good Location, Redundant
9. Better bicycle connection to existing paths	7	Biking, Connected
10. It's not as convenient for me, but it would still work	2	Bad Location
11. Clever design but wonder how well it will be put together to avoid creating "blind" or "hiding" spots for mischief. Also prefer it not be moved like this but kept near original spot.	1	Bad Location, Safety Concern
12. It's not over the Interstate (other than the ramps)	0	Simpler
13. Not much at all	0	No
14. Highway is less foreboding when crossed here	0	Simpler
15. Connects better to the mixed-use path on eggleston	0	Connected
16. The connection is close to the other Monastery connection point which makes it slightly less convenient, especially in connection to Northern downtown/OTR	0	Redundant
17. Better bicycle connection	0	Biking
18. I like how it finds a use for space that's currently otherwise unused.	2	Good Location
19. This location seems to be an improvement and connects to the Eggleston Trail in a good spot. Stair option along with ramp makes sense. Fits the surroundings. Prefer over #1.	1	Good Location, Connected
20. The real estate it's on is less valuable for other uses	0	Good Location
21. Connection to Eggleston shared use path might make it marginally easier for wheeled users to get to and from the river.	0	Connected, Riverfront, Accessibility



COMMENTS FOR: What do you like about Alternative 2?	UPVOTES	THEMES
22. There's not much I like about this version.	1	No
23. 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?	0	Riverfront, Question
24. You would have to cross Eggleston on the downtown side. While not heavily trafficked, it is not nearly as nice and inviting as Alternative 1 which terminates at the Casino. If you were using Alternative 2 to access the mixed use bike path that goes to the Purple People Bridge, or the dog park, then Alternative 2 would be more convenient.	1	Safety Concern, Connected
25. Shorter distance with good bike/ped features.	1	Shorter, Multi-Modal
26. More direct to/from the central part of Downtown, closer to Fido Park	0	Dogs, Good Location
27. Better use of space possibly.	0	Good Location
28. Seems to be a prettier view, and makes better use of the space on Eggleston. I like the easy connection to the trails along Sawyer Point.	3	Approach, Connected, Good Location
29. Looks like more spacing between ramp levels	0	Ramp
30. Not as convenient	0	Bad Location
31. It connects nicely with the shared pedestrian/bike path on Eggleston.	0	Connected
32. Also works for me and seems quite a bit simpler than Alt 1. Agree with view that vista of MtAdams is more agreeable	5	Simpler, Approach
33. Location proximity continues to fill in space in an area that needs more usage and foot traffic	1	Good Location
34. I like that it only goes over 471 and a field, rather than all that traffic. Noise and pollution would be a bit better vs. Alt 1/current.	1	Noise, Simpler
35. I wonder about this -- the current structure gets a lot of noise from the highway, but new option 1 would be raised higher and option 2 ends up surrounded on all sides by ramps on the city-side, so I wonder if the sound nuisance is similar with both	0	Misc, Needs Response
36. I like that it's connected to existing infrastructure and I like the final location in Mt Adams more.	0	Connected
37. Viewshed to Mount Adams is nice. That's about it.	1	Approach
38. I like that the ramp connects to the shared-use path on Eggleston, integrating it with the future CROWN network. Visually less obtrusive than Alternative #1, although a more attractive design is desirable either way. Great access to Fido Field for dog owners. Better access to the CBD, while only slightly farther to OTR.	0	Dogs, Biking, Connected, Good Location
39. Bicycle and wheelchair accessibility. The location: the Eggleston connection would promote runners and cyclists using shared use path on Eggleston to travel to Mt. Adams and vice versa. The view on the approach to Mt. Adams. The flat respites are a nice feature.	1	Approach, Connected, Accessibility, Respites
40. If the design must be utilitarian like the renderings show, I prefer Alternative 2 because Alternative 1 function's as a visual "gateway" to downtown for drivers on 71. An ugly utilitarian bridge would not	0	Aesthetics, Simpler

COMMENTS FOR: What do you like about Alternative 2?	UPVOTES	THEMES
be a good visual replacement for the current art deco bridge. Alternative 2 looks like it has fewer levels to the ramp which is nice.		
41. Note that in both options, these renderings are not meant to show the ultimate design - a future step - but really intend to show just basic structure and location. ODOT will provide some basic dress up options and the City of Cincinnati will have the option to invest further to add more architectural elements, etc.	0	Aesthetics
42. It looks pretty direct.	0	Good Location
43. Please don't add another hideous bridge to our city when you could just as easily add an elegant and interesting one.	0	Aesthetics
44. Wait, you don't like seeing pieces of the bridges, we'll call them souvenirs, falling into your lap as you walking, biking, driving, running, boating etc...Brent Spence being the crown jewel of infrastructure deficit.	0	Misc
45. I like this alternative as long as it is bike friendly.	0	Biking
46. The location is preferable for me	0	Good Location
47. I like that there are stairs and a ramp.	0	Ramp, Stairs
48. Less highway to cross	0	Simpler
49. Seems like a simpler design...not as steep	0	Simpler, Less Steep
50. only the price	0	Cost
51. More inconspicuous.	0	Good Location
52. Proximity to Sawyer Point.	1	Riverfront
53. Less than a 5 minute walk, very close.	0	Pedestrian, Good Location
54. Do not like...this is out of my way and does not lead you to center of city.	0	Bad Location, No
55. Walking over the grass portion might be nice, but I'm not familiar with how well it is maintained	0	Aesthetics
56. It connects two points.	0	Misc
57. Nothing	0	No
58. Bad location. Mt. Adam residents have multiple other ways to access this area	1	Bad Location, Redundant
59. The direct connection to Eggleston.	0	Connected
60. If you are not going to make it look better, this is a better place to hide it.	0	Aesthetics, Good Location
61. 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.	0	Needs Response, Simpler
62. It's cheaper than alternative 1, if that allows for more beautification and design than great! Better cycling connections.	0	Biking, Cost, Aesthetics
63. nothing	0	No

COMMENTS FOR: What do you like about Alternative 2?	UPVOTES	THEMES
64. I like the way it fits in between the highways to use space nicely. Also it's a better location than the other option.	0	Good Location
65. this location seems redundant since there is pedestrian path from monastery. i realize this ends at a different location than the path.	1	Pedestrian, Redundant
66. Location is closer to riverfront, Purple People Bridge, stadiums. Frees-up existing location at Court & Gilbert for opportunity of a larger redevelopment in this area.	0	Riverfront
67. Prefer alt 1	0	No
68. Nothing	0	No
69. The location is easier to access from existing bike trails	0	Biking, Connected
70. It crosses fewer roadways, so it could potentially be less noisy and intimidating to cross.	0	Noise, Simpler
71. Structure at end a bit better	0	Aesthetics
72. could be wider	0	Wider
73. Easier access for exercise- connections to running and biking routes.	0	Biking, Connected
74. nothing	0	No
75. The location	0	Good Location
76. Better access from KY neighborhoods and bike paths	0	Biking, Connected
77. Seems less conspicuous	0	Good Location
78. Shorter ramp. May make it more inviting to shorten the ramp. Love #2 equally.	0	Size
79. If aesthetic concerns are not going to be addressed then frankly I like this solution better because it is hidden in interstate spaghetti network.	0	Good Location, Aesthetics
80. Nothing	0	No
81. Nothing.	0	No
82. Other than its lower cost, nothing.	0	Cost
83. Is an elevator possible for either alternative?	0	Question, Elevator
84. Don't like the location	0	Bad Location
85. That the unappealing design aesthetic of the bridge is more easily hidden between the 2 ramps.	0	Good Location, Aesthetics
86. It connects directly to Fido field which is what I primarily use it for	0	Dogs
87. nothing	0	No
88. Too close to already existing pedestrian bridge from Monastery to Sixth Street. Takes you from Mt Adam's to a desolate section of Eggleston. I would worry about being in that area at night. Not close to the casino or restaurants.	1	Redundant, Safety Concern, Bad Location
89. Nothing. Horrible drop down placement location and idea. The 6th street viaduct already drops us down into the business district.	1	No, Redundant
90. Connections to the existing Eggleston Avenue wide sidewalks/network and provides great access to a community asset (Fido Field).	0	Connected, Dogs
91. There were steps (now closed) from Monastery (near parking for Art Museum) that ended on Eggleston.....The Eggleston Steps. In a	0	Misc

COMMENTS FOR: What do you like about Alternative 2?	UPVOTES	THEMES
perfect world, that walkway, steps or otherwise would be reopened safely and the alternative 1.		
92. This option is closer to access to the riverfront entertainment options including Bengals and Reds games and festivals and other events at Sawyer Point, etc.	1	Riverfront
93. I like alt 1 better	0	No
94. This is the best alternative. It looks safe and new and is a much better alternative to no connection.	0	Good Location, Safe
95. Probably cheaper to construct gibvrn it doesn't cross over 71	0	Cost, Simpler
96. It fits better	0	Good Location
97. Closer to sawyer point access	0	Riverfront
98. Nothing. It is a bridge from nowhere to nowhere. Clearly it is being advanced by ODOT solely for cost constraint reasons. It is a classic example of a penny wise/ pound foolish proposal.	0	No
99. I dont like it	0	No
100. Dont	0	No
101. Visually, I like that the ramps are tucked between the freeways.	0	Good Location
102. It's more conveniently located for me, but either option is good.	0	Good Location
103. 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?	0	Approach, Good Location, Question
104. Close to where I live. Views to Mt Adams.	0	Good Location, Approach
105. Nothing. I prefer the bridge to stay in its current location	1	Bad Location, No
106. 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.	0	Good Location, Suggestion, Question
107. I like that it dumps out near the dog park, although I would never use it for that purpose. I'm just thinking about the Mt. Adams residents who would love that.	0	Dogs
108. Simpler and cleaner	0	Simpler
109. Better connection to bike paths and riverfront parks.	0	Connected, Riverfront, Biking
110. 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.	0	Pedestrian, Suggestion, Biking
111. Allows for casino expansion, and other development around the casino while still being close to the casino. Closer to downtown as well.	0	Misc, Development, Good Location
112. Potential parking near 50	0	Misc
113. Wish there was a way to connect it closer to casino . Would be closer to downtown and OTR	0	Bad Location
114. Better location.	0	Good Location
115. Looks like a better design, may be too much area for more vagrants.	0	Safety Concern, Aesthetics

COMMENTS FOR: What do you like about Alternative 2?	UPVOTES	THEMES
116. It is overall better located and would be used by more people	0	Good Location
117. Not much	0	No
118. Nothing - especially the location.	0	No, Bad Location
119. It connects to no man's land. It's desolate, isolated down near Sentinel Street and I would not want to walk that route in the evening. There are no attractions to visit as opposed to the other path which connects more easily to the parks along the river. The current route is more central and does not feel unsafe for pedestrians.	0	Safety Concern, Bad Location, No
120. I like it's ADA capabilities	0	Accessibility
121. Nothing, it starts and ends in no-mans land.	0	No
122. Do not think exit point at night is as safe as Alternative 1	0	Safety Concern
123. Too remote; would be concerned about safety.	0	Safety Concern
124. I like that it connects to the existing multi-use path on Eggleston, which I use multiple times per week	0	Connected, Biking
125. Not much	0	No
126. Nothing! It serves empty parking lots on Eggleston and is a duplication of the sixth street path.	0	No
127. It is good to have connectivity to Eggleston however not as good to CBD or Mt. Adams compared to Alt 1. Same comments about poor aesthetics for the structure especially the standard vandal fencing and piers will be cage like and not serve as an inviting gateway to and from Mount Adams.	0	Aesthetics, Fencing, No
128. I do not think that alternative 2 provides adequate access to downtown or meets the needs of people walking to/from Mt Adams	0	Inadequate Access
129. It doesn't remove any parking spots	0	Parking
130. I do not like this option. It is redundant. There are several other ways to get between Eggleston and Mt. Adams. What a waste of money this would be.	0	No, Redundant, Waste
131. Nothing noted.	0	No Comment

## QUESTION 12

### DO YOU HAVE ANY CONCERNS REGARDING ALTERNATIVE 2?

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

COMMENTS FOR: Do you have any concerns regarding Alternative 2?		UPVOTES	THEMES
1.	The location on the downtown side is too far from otr. And too close to the Columbia parkway route so what build it it all.	23	Location, Redundant, City
2.	Yes, this location makes it more redundant.	3	Redundant
3.	If the current bridge is being removed, this location is not preferred due to the accessibility it provides. There is already a stair way from mount Adam's to the riverfront in that area.	1	Redundant
4.	I like the original location personally.	3	Location
5.	This southern location is close enough to the 6th street overpass, which theoretically has a waking path, so this is a bit redundannt. A bridge further north would be better placed. Waking on Elsinore Place and Reading intersection os extremely dangerous, we need safer opportunities near Liberty	0	Redundant
6.	I like the Cincinnati sign on the old one. It feels like a gateway arch.	10	Gateway, Aesthetics
7.	It doesn't connect as easily to the businesses downtown. Connects better to sawyer point than to actually downtown.	2	Location
8.	Terrible location to access from downtown. Don't like this as much as option 1	4	Location
9.	The CBD end is a little too isolated	2	Location
10.	Too far from OTR	15	Location
11.	Location does not provide convenient access to downtown and OTR. I don't see any real usage case for this option.	2	Location
12.	I don't like moving the location. And as with other design, bland and ads no "Character" to our gateway.	4	Aesthetics, Gateway, Location
13.	Provides less direct access to useful locations. The other one can lead to future potential development and is closer to the new Court Street. Fence is bad and could use something more useful	7	Aesthetics, Location
14.	It's location is worse and it's squeezed between highway ramps	7	Location
15.	Location is worse on both ends. I like court st access, and typically use the stairs off Wareham Dr in my adams	2	Location
16.	The connection is close to the other Monastery connection point which makes it slightly less convenient, especially in connection to Northern downtown/OTR	2	Redundant
17.	Not close enough to downtown attractions	4	Location
18.	It's further from destinations in OTR and Pendleton. It is very utilitarian and doesn't offer any aesthetically interesting elements, although that feels like less of a concern than the other design that since it's tucked between two highways anyway.	7	Aesthetics, Location

COMMENTS FOR: Do you have any concerns regarding Alternative 2?		UPVOTES	THEMES
19.	Expensive ramp system	0	Cost
20.	This dumps you into a no-man's land in downtown. Not ideal for safety	35	Location
21.	Doesn't appear to provide safe access/crossing at end of bridge	0	Safety
22.	Doesn't provide easy access to downtown attractions	0	Location
23.	No one wants to walk into the underground labyrinth of parking lots and mysterious ramps. Court St is near meaningful landmarks and destinations - casino, Greyhound, courthouse.	7	Safety, Location
24.	Alternative 2 means it's farther from OTR and Pendleton, which is what I use the current bridge to get to. Also, the noise level that would be on this bridge with it directly next to all these roads, bridge, interstates would be intense.	3	Noise, Location
25.	prefer this !	0	Misc
26.	This is too far from pretty much anything to be actually useful. This also puts you down somewhere pretty unsafe at certain times of day.	4	Location, Safety
27.	Further from OTR where many users of this bridge are (probably).	4	Location
28.	It drops people off on Eggleston, which can be pretty dark with few people around - safety concerns. Also, it is so close to other option along Sixth St, so it doesn't provide good overall connections to Mt. Adams.	5	Safety, Redundant
29.	It is way too far from population centers (OTR + Pendleton). Nobody lives, works, or plays near any businesses on that stretch of Eggleston. Sounds like the bicyclists like this option, but one has to ask why on earth a bicyclist would choose to walk their bike down a hill than simply ride it. There is literally a walking / bike path on Columbia Parkway like 500ft from here up to Mt. Adams. The design (like the other one) needs work.	4	Aesthetics, Location, Redundant, Biking, City
30.	Worried about where alternative 2 puts users into downtown. I also worry about the noise level being nested between two existing auto bridges.	4	Noise, Safety, Location
31.	Requires users to cross a very busy street. Additional traffic calming measures will be needed.	6	Safety
32.	Just the location; would disadvantage the upper downtown/Pendleton area's access	4	Location
33.	This alternative feels like a downgrade from the existing bridge. The connecting points are much less convenient and useful, and the design is utilitarian and misses the opportunity to add visual character to the area.	4	Aesthetics, Location
34.	Not a safe place to enter the bridge from downtown. Walking under all those overpasses at night would be frightening.	3	Lighting
35.	The downtown side exits to nothing - just lots of overpasses and parking lots. Even if well lit, some people might not want to be here after dark since it is mostly deserted even during the daytime.	0	Lighting, Location, Safety
36.	Since I mostly use the bridge to access north part of downtown and OTR, this would be less convenient for me, but still OK	0	Location
37.	I don't like that it ends down on eggleston when I would want to access courtstreet or OTR from mt Adams	2	Location
38.	Poor access to areas people want to go. Worse access to downtown than existing 6th Street pedestrian route.	2	Pedestrian

COMMENTS FOR: Do you have any concerns regarding Alternative 2?	UPVOTES	THEMES
39. The location where you get on the bridge (on Eggleston) is absolutely not safe at night - I would NOT use this bridge past 7pm EVER. Which completely negates my usage 5/7 days of the week.	2	Safety
40. Traffic noise will be really loud	0	Noise
41. The end location at Eggleston does not feel as safe	2	Safety
42. Bridge is not wide enough to realistically accommodate multiple modes of transportation in both directions	0	Wider
43. The new location is too out of the way, not visible enough.	2	Location
44. Eggleston is just way too out of the way to be appreciated.	2	Location
45. I don't like the proximity to the highways. I can imagine the noise...	2	Noise, Location
46. Not a great connection, in terms of destinations. But the road noise would be unbearable, wedged between the freeway *and* the ramp to Ft. Washington Way. Its western terminus would dump a biker or walker right in the middle of vehicular traffic.	2	Noise, Location
47. There is nothing around either entry point. It will be farther for people to walk back to the park or museum. Plus it's a very congested area traffic wide on the downtown side following a Reds or Bengals game. And there is not much pedestrian friendly areas around there.	2	Pedestrian
48. Not as close to OTR, which based on user input so far looks like a more frequent destination. Pedestrian experience near Sentinel always feels like a wasteland of parking lots; something should be done here to make the area more attractive and less desolate.	2	Aesthetics, Location
49. Chain link fence is unsightly. Would prefer solid wall and metal fencing, similar to Columbia Parkway pedestrian path.	0	Aesthetics, City
50. Location would be a bit out of my way, but not the end of the world	0	Location
51. 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.	1	Aesthetics, Safety, Suggestion, Location
52. Same as Alt 1, it has the opportunity to be a much more visually compelling bridge. If it's well designed, it has the potential to become a destination in itself, similar to Art Climb at the art museum. Incorporate some park-like space or art at either end. In its current design, it poses a safety concern at the downtown end in my opinion.	0	Aesthetics, Safety
53. That section of Eggleston is dark and unwelcoming even in broad daylight. The bridge may see decreased usage in this location because of that fact.	2	Lighting, Safety
54. Does not get you to as convenient a location downtown. Feels like starting and stopping in a deserted spot	0	Location
55. Too far off interesting area of downtown and further from MtAdams	2	Location
56. It doesn't put people in a good spot to be downtown. There are stairs down to the park and river side and the 6th street access point. We need access from Mt Adams to the heart of downtown and OTR.	2	Location, Redundant
57. The location in downtown is not convenient. Too far to access OTR	2	Location



COMMENTS FOR: Do you have any concerns regarding Alternative 2?	UPVOTES	THEMES
58. It doesn't add much that the bridge to 6th street doesn't do for downtown access but for the dog park.	1	Dogs, Redundant
59. Too far from OTR & Pendleton. Not a well populated area. As a woman this feels like an unsafe area to come into downtown. It will be very loud	2	Noise, Location, Safety
60. Location is less convenient. And like alternative 1, it remains unattractive. Many cities are embracing pedestrian walkways as aesthetic contributions, not just functional ones.	2	Aesthetics, Location
61. For me personally not an ideal location	2	Location
62. Too close to existing access from 6th street viaduct; too far from existing pedestrian traffic	2	Location, Redundant
63. This is a bad alternative. It is out of way of central downtown district	2	Location
64. Poor connective points. Eggleston Ave isnt best point. River access already served by bridge over Col Pkwy	2	Location, Redundant
65. The under-bridge terminus at Eggleston has the feeling of a parking no man's land, dog park not withstanding	3	Dogs, Location
66. This would concentrate pedestrian pathways to the south of the city, leaving the best option for Pendleton/OTR a much less pedestrian friendly walk down to Elsinore, Reading, etc.	2	Pedestrian
67. Late night safety would seem more of a concern with lack of a late night business adjacent as Option 1 has (today with the casino, but eventually perhaps the casino hotel and other nearby development)	2	Lighting, Safety
68. I'm concerned that the city terminus wedged between ramps will feel very much like you are just walking amongst swirling traffic	0	Location
69. Whether or not option 2 location is less safe, it is ABUNDANTLY clear that community forum participants generally perceive it as less safe, which will be the way this option is perceived if/when built	1	Safety
70. If this is the effort-level being put into the design, perhaps a better plan is no bridge at all? These structures are eyesores on paper, and will look worse in the real world.	0	Aesthetics
71. I don't think it would get nearly as much use because it's not as connected to downtown. Outside of people exercising, the connection to Egglestone is less attractive than the court st option.	2	Location
72. The location is in a good position to easily access downtown from Mt. Adams. This option does not seem to be in a safe, open area as compared to Alternative 1.	1	Safety
73. To far from any points of interest	1	Location
74. Would traffic noise be even louder than the current bridge, with being tucked in among the ramps?	0	Noise
75. No longer directly connects to a bus route.	1	Bus
76. The downtown location makes no sense. It is not convenient to anywhere. Existing overpasses (6 th St & Columbia Pkwy) are more direct to downtown & the riverfront respectively.	1	Location, Redundant, City
77. The destination on Gilbert Ave is not desirable to me. The existing destination location is better for me.	1	Misc

COMMENTS FOR: Do you have any concerns regarding Alternative 2?		UPVOTES	THEMES
78.	Lose the connection to uptown OTR and Findlay. Already good access to Mt Adms up monastery from downtown or over 6th street.	2	Location, Redundant
79.	Current exit area isn't great, but could that be developed into a mini park?	0	Location, Suggestion
80.	Yes. It does not connect Mt. Adams to a safe place. It's not convenient to anything. I would not use it.	2	Location, Safety
81.	terrible trail head location in downtown.	2	Location
82.	It sucks.	0	Misc
83.	The location of it would be more inconvenient compared to Alternative 1.	0	Location
84.	While clearly easier in a building sense, this option adds distance to any current route between Mt Adams and OTR/the casino, etc. It feeds into a wasteland of parking lots & only slightly improves access to the Banks which can just as easily be reached via the 6th St pedestrian bridge (even if that route feels uncomfortable being so close to traffic with no barriers). Ease of construction shouldn't overrule the purpose of the bridge.	2	Location, Redundant
85.	Location seems redundant to 6th Street exit ramp. Why climb from Eggleston when you stay flatter from P&G?	0	Redundant
86.	Similar to Alt. 1: clad spiral section with some designed material, or mural.	0	Aesthetics
87.	I wouldn't use it. 6th Street bridge does the same but better	0	Won't Use, Redundant
88.	Access is horrible	0	Location
89.	It still doesn't look wide enough to accommodate different transport options; lighting needs to be updated on the CBD side to make nighttime safer for pedestrians since that area is sketchy	0	Lighting, Wider, Pedestrian
90.	This design doesn't end in a useful location	0	Location
91.	could be wider	0	Wider
92.	I would not feel safe crossing at this location at night. This bridge is also ugly.	0	Safety, Aesthetics
93.	Probably less beneficial for work commuters, which may then increase driving	1	Location
94.	road noise, location is not as convenient to reach or go up and down the hill. The exit point has nothing there except the dog park. I think usage will go down in this location.	0	Dogs, Noise
95.	Being tucked in-between the two major roads seems like such a noise issue that I would not use the ramp if it was there.	0	Noise
96.	What's the point? Where are people going?	0	Not Needed
97.	I describe the area at the base as the bowels. It is not pedestrian friendly. Being tucked between the two highways would not only be noisy, but also dangerous, due to flying debris. It would not be an enjoyable walk and I would not use it. It also does not get you close to downtown or the trolley.	1	Pedestrian, Noise
98.	Alternative 2 dumps you in the middle of nowhere downtown. Not ideal.	1	Location
99.	Safety is my concern.	0	Safety
100.	2 looks better to me	0	Misc
101.	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..	0	Cost, Not Needed, Question

COMMENTS FOR: Do you have any concerns regarding Alternative 2?	UPVOTES	THEMES
(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.		
102. No connection to court/otr	1	Location
103. Sketchy area with homeless and other break ins for parking lots	1	Safety
104. This is less accessible to Downtown and the connection is much less direct between CBD and Mt. Adams.	1	Location
105. This design makes no consideration of the realities of the pedestrian experience. The Downtown side is a complete pedestrian wasteland between two ramps. Furthermore, it moves access further south so that it's almost to the Columbia Parkway path, making the access nearly redundant. This bridge should only be considered as an addition to the first alternative. NOT as an either/or. It's more of a bike path supplement to the Columbia Parkway pedestrian route than a replacement of the existing Court Street bridge.	0	Location, Redundant, City
106. No	1	No
107. not as accessible to downtown	1	Location
108. I don't like this option because it leaves you in the middle of nowhere downtown. It makes the walk to OTR longer and the walk to downtown locations more inconvenient vs. the 5th street walkway	0	Location, Redundant
109. This does not encourage any direct path between Mt Adams and the Hard Rock or any other fantastic amenity downtown provides. The bottom of the bridge drops you off farther away from anything than the existing and alternative 1. I think it would get used less than the existing bridge does now.	0	Location
110. Lighting, traffic, location	0	Location, Safety
111. Location seems less convenient than Alternative 1.	1	Location
112. Would the grade be too steep for wheelchair use?	0	Question
113. I prefer the location of Alt 1 - it's closer to my daily points of interest. This location of Alt 2 isn't really close to anything near downtown.  And I have the same design concerns here as the other bridge. The design aesthetic needs vast improvement. It currently looks like a parking garage ramp from the 1990s. Cincinnati has amazing architecture and this bridge would take away from that. It currently looks like an eyesore and a cheap afterthought.	1	Aesthetics
114. Not a fan of it sitting in between the interstate bridges. Feels like it doesn't belong and doesn't feel as safe	0	Aesthetics

COMMENTS FOR: Do you have any concerns regarding Alternative 2?	UPVOTES	THEMES
115. As stated safety and not close to anything but the dog park	0	Dogs
116. Don't like it at all. Doesn't connect to OTR, Pendleton, etc.	0	Location
117. the fencing does not look appealing	0	Aesthetics
118. The designs on both of these options are just not great for a city like Cincinnati that has so much historical architecture integrated throughout the downtown and OTR area.	0	Aesthetics
119. Location is too far south to serve OTR, Pendleton and Court St. areas	1	Location
120. The bridge crossing over Columbia Pkwy seems to eliminate the need for alt 2	1	Redundant, City
121. Don't like where it ends on Eggleston, very similar to the current bridge over Columbia parkway	0	Location, Redundant, City
122. Far for over the rhine destination	0	Location
123. Just that it's boring construction	0	Aesthetics
124. The location entering downtown is not as centrally located between The Banks and OTR. Much prefer Alternative 1.	0	Location
125. The location is redundant and served by other paths that connect Mt Adams to 6th street. The ramp/stair system dropping you right next to the highway ramps seems like an unpleasant experience.	1	Redundant, Safety
126. Seems like both ramps would be hard to walk.	0	Pedestrian
127. Yes. It adds nothing to existing access routes in the area it is to be built. Only being considered as the low cost alternative.	0	Redundant
128. The area is deserted. Could be extra troublesome at night.	0	Safety
129. Not convenient	0	Location
130. Would not use	1	Won't Use
131. The air quality on the ramps may be worse, especially during rush hours.	0	Air Quality
132. Not the best location for when it has you end up, but this could also inspire efforts to improve that part of downtown	0	Location
133. Safety at night having to walk under the highways - area is unpopulated.	0	Safety, Location
134. Close to E. 6th St walkway I already use. Plenty of other options to use instead of this alternative.	0	Redundant
135. Access is already available (not ADA compliant) from Mt Adams to riverfront and DT near 5th St.	0	Redundant
136. I like that it connects to existing bike lanes but I would prefer to keep the bridge in current location but add a bike lane behind the casino for access to Broadway and central parkway	0	Location
137. West side of the ramp dumps you into the vast Parking Lot Tundra. Unless all that real estate changes hands there isn't much to see until the river. The city should buy it all and plant a forest. That would make a nice walk.	1	Location
138. Takes you further away from OTR or any useful part of downtown	1	Location
139. I don't like it just kind of dumps you out in the middle of not much at all, underneath a bunch of overpasses.	1	Location
140. Too close to the interstate and ramps.	1	Location
141. This area downtown is too vacant	1	Location

COMMENTS FOR: Do you have any concerns regarding Alternative 2?	UPVOTES	THEMES
142. The drop-off spot is further away from businesses. But, if the street grid ever extends into those parking lots this could be a great option.	0	Location
143. This is the same cookie cutter design used by ODOT for literally every bridge in the state. The renderings look like humans in cages, supported by a Stalinist concrete base. There are fantastic views of our city from this vantage point and it is a shame to pair that with such an utterly utilitarian and featureless structure, especially when the project involves tearing down the existing Art Deco inspired bridge. One step forward, two steps back.	0	Aesthetics
144. It drops you in a dead zone. Would scary if alone or not a big burly person.	1	Location, Safety
145. I think it would take longer to walk to for people who live closer to the business districts of mt. adams.	1	Location
146. Not really tied into anything exciting. Also a gamble for future highway design for a pedestrian bridge in the middle of the plans	0	Location
147. The downtown entrance is too far away from everything.	1	Location
148. This location empties into an area not really near anything.	0	Location
149. At the Eggleston sidewalk, pedestrians will be "blocked in" visually on all sides by imposing structures: the new pedestrian bridge/ramps, I-71 overpass, E 6th Street overpass, 471SB onramp. I suspect many pedestrians would feel "lost" at the base of Alternative 2, losing their sense of direction without being able to see through the spaghetti soup of overpasses. Standing on the sidewalk of Eggleston at the base of Alternative 2 would be, to put it politely, not a very hospitable environment. Even if the Eggleston parking lots are built up in the future (which I doubt will happen any time soon), it will be a dark, uninviting pedestrian experience to be surrounded by so many overpasses with no visual sightlines for landmarks/destinations.  Alternative 2 does not provide good/easy access to Pendleton and OTR. Alternative 1 is a better location since it serves downtown, Pendleton, and OTR.	0	Safety, Location
150. It's redundant, other paths to that area already exist. Walk down Monastery or used the Paths around Columbia parkway.	1	Redundant, City
151. Not enough of a difference versus walking down Van Meter to Eggleston.	0	Redundant
152. It eliminates the easy connection to downtown/OTR. It becomes more a connection for the occasional leisure walker/biker rather than a functional connection between Mt Adam's and OTR	1	Location
153. It is not located in a useful place placing the western end right in the middle of nowhere. It puts Mount Adam's even further from OTR. And we already have a bridge on the south side of mount Adams.	1	Location, Redundant
154. I don't like moving it. I don't feel like it puts you in as convenient spot to get to different restaurants and shops. I feel like there are already many ways to get to this area	0	Location, Redundant
155. It's already close to another access point over 50W bridge, which does not make sense. Additionally, the area where it starts/ends under the bridges doesn't scream "safe" at all.	1	Redundant, Safety

COMMENTS FOR: Do you have any concerns regarding Alternative 2?	UPVOTES	THEMES
156. The ending location is not very convenient for walking downtown	1	Location
157. Where it ends downtown there is not much going on. There are other paths to get to this area.	0	Location, Redundant
158. It drops you more in no man's land.... Not a place I want to walk thru on my way home to Mt Adams at night...	0	Location, Safety
159. It's too redundant with the 6th Street overpass that connects downtown with Mt. Adams.	0	Redundant
160. Yes, mainly safety. I tend to use the crossing at night and this goes from empty dark parking lots up to Mt. Adams, or from Mt. Adams down to empty dark parking lots. At night this would be blocks from the nearest witness to the crossing. Frankly, if Alternative 2 is selected, to the dark lots on Eggleston, I would recommend folks not use it.	0	Safety
161. existing location has a much better connection to Krogers, etc.	0	Location
162. Too close to existing 6th street ramp on east end. Can you provide connection to Eggleston from existing ramp?	0	Redundant, Question
163. Much less convenient for many of the places I currently walk to using the current bridge.	0	Location
164. Not convenient to downtown	0	Location
165. Although not far from the current location it seems to be a higher traffic area which could be more dangerous for pedestrians and bikers	0	Location
166. Doesn't appear safe and too isolated when you arrive downtown	0	Safety
167. It will add a longer walk to OTR. Plus it's too close to the existing 6th street crossing.	0	Location, Redundant
168. Alternative 2 should not be used. It is too far from the original pedestrian bridge. The original bridge location was previously determined to be the optimal place. Therefore, the new pedestrian bridge should be located as close as possible to the original bridge.	0	Location

## QUESTION 14

**WHY?** (This question is a follow up to the preceding question, “Based on the information above, which alternative would you be more likely to use?)

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

COMMENTS FOR: Why?	UPVOTES	THEMES
1. The location is much closer to otr and I can already take the Columbia parkway path if heading to the heart of downtown or the hill street steps down to adams landing, if heading to the banks.	5	Location 1, City
2. Alternative 2 is closer to areas of Mt. Adams and Downtown where people live and where populations of residents are growing. Area around Alternative 1 is grim.	0	Location 2
3. Option 2 is too far south, where there are other options	1	Location 1
4. 2 is too close to 6th street ramp.	0	Redundant
5. It is closer to my job	0	Work, Location
6. Rebuilding at the existing location is preferable to Alternative 2	0	Location 1
7. I think it's a better location given other existing pedestrian routes connecting Mt. Adams to downtown.	0	Pedestrian
8. It's closer to things I go to	0	Location 1
9. Option 2 is better for	0	Location 2
10. More convenient to where I typically go	0	Location 1
11. Alternative 1 is much more central to areas of downtown/OTR	1	Location 1
12. Would never walk over the highway!	0	Not Needed
13. Alternative 1 is closer to my starting and ending point. It's also really close to an existing Metro stop that I would use	0	Pedestrian, Location 1, Transit
14. Location is better	0	Location 1
15. More convenient location	1	Location 1
16. Alt 2 is cheaper and closer to the dog park, and downtown. I also fear Alt 1 will cause expansion issues as the terminus is near the casino and likely soon to be built hotel near the casino. Finally, I feel the roads of E. Court St., Reedy St. and the Gilbert avenue viaduct will need to be reorganized in the near future as the Gilbert avenue viaduct is very old and likley nearing the end of its useful life. The less existing infrastructure around that overall area the better to rethink how all of those road work to serve the casino, new hotel and likely development around the area. Alt 2 will still be close, though not as close and will still serve that general area.	7	Dogs, Cost 2, Development
17. So you want people staying in the hotel next to the casino to have to walk further if they want to go to Mt. Adams?	2	Misc
18. I think this is a good location considering the potential of a casino hotel. Would get more folks to head up to Mt. Adams	0	Location 1

COMMENTS FOR: Why?	UPVOTES	THEMES
19. It's closer to where I live downtown	0	Location 1
20. It's ~2 minutes closer for my use of it. That said, they're very similar.	1	Location 1
21. closer to my start/end location at Pete Rose Way and Eggleston.	0	Location 2
22. Alternative 1 drops you closer to OTR and Pendleton which is what I use the bridge for.	0	Location 1
23. project can get done faster	0	Misc
24. Alternative 1 is really the only viable option here. There are already pathways to the river, no one works there. People work in Pendleton and OTR.	2	Work, Location 1, Redundant
25. Save \$. Or figure out how to do option 1 for about the same cost.	1	Cost 2
26. It provides good connectivity to casino, Pendleton and north OTR areas. The existing location for the connection to the Sixth St ramp can already be used to access downtown, Eggleston and the riverfront.	0	Location 1, Redundant
27. Alternative 1 is closer to OTR & Pendleton as well as closer to the attractions in Mt. Adams. Alternative 2 is not far from existing walking / biking infrastructure on Columbia Parkway and thus redundant. The relatively cheaper cost of Alternative 2 does not make up for decreased usefulness of relative to current bridge / Alternative 1.	31	Redundant, Location 1, City
28. Closer to where I live, but it's a tossup. Both options are good.	0	Location 2
29. Closer to Pendleton	0	Location 1
30. Convenience from my house to OTR and downtown	0	Location 1
31. I am not comfortable with the downtown-side location of Option 2 as a female pedestrian. There are no landmarks there with people milling around. It seems isolated and dangerous compared with the current location next to the casino.	20	Safety 2
32. 100% agree, lighting would improve the current state but exit point of Option 2 is still very hidden	0	Lighting, Safety 2
33. Location, location, location.	0	Location 1
34. Just more convenient for me, but I don't feel strongly. So long as we keep a bridge I'll be happy.	0	Misc
35. Because of where it ends in downtown. I would use it to access Court street and OTR and Pendleton from Mt Adams and I dont want to be down under the bridges on Eggleston.	1	Location 1
36. Alt 2 makes the most sense for long term city growth and expansion. The aforementioned route others are talking about from Columbia Parkway also allows access into OTR therefore holds no concern other than safety concerns near Eggleston so would prefer more info on lighting, bike/sidewalk expansion, in that area	0	Lighting, Biking, Development, City
37. Less desirable, but closer to home and more conducive to bike use.	0	Biking
38. Alternative 1 is closer to Pendleton, where I live, so of course I'd use that one. Also, Alternative 2 is not a much better bicycling route to Mt Adams (from Pendleton) so I may as well go a different route (up Reading towards Gilbert).	0	Biking
39. The location of Alternative 1 is more familiar and more convenient. I also fear safety and noise issues with Alternative 2.	0	Noise



COMMENTS FOR: Why?	UPVOTES	THEMES
40. Alternative 1 is far more practical, in terms of distance, destinations, and alignment with the existing (and historical) street network.	0	Location 1
41. Better access to OTR	0	Location 1
42. If I were walking, I would prefer Alternative #1 for its better access to OTR. Biking is my more frequent form of transport, however, and for this I would prefer Alternative #2 for its better connectivity to Eggleston.	0	Biking, Pedestrian
43. Close proximity to the current bridge and better access to downtown and Mt. Adams hot spots.	0	Location 1
44. I spend more time in the north end of downtown, specifically near the Casino and the business along Central. Alternative 1 is more convenient to access from those locations. Since neither option brings you very close to the top of Mt. Adams, I am indifferent to where they terminate on Mt. Adams.	0	Location 1
45. Better location since I'm in Pendleton	0	Location 1
46. It would be more difficult to travel between OTR and Mt. Adams without a bridge in the current location.	0	Location 2, Location 1
47. I generally use it to go to Mt Adams. It's closer to get to from many OTR locations. The location works best for my uses.	0	Location 1
48. Option 1 for placement bc of proximity to otr. The design needs work. Why replace such a distinctive beauty with what youve proposed?	0	Aesthetics, Question
49. More convenient starting and stopping	0	Location 1
50. More convenient coming from MtAdams	0	Location 1
51. Alt 2 doesn't make sense for the needs of Mt Adams. Alt 1 makes the most sense to give Mt Adams access to downtown and OTR.	0	Location 1
52. It takes us to somewhere not just the dog park. Can the metal artful part of the current bridge be reused some how on whatever is decided? It adds a pleasant touch.	0	Dogs, Aesthetics, Question
53. Primarily the location.	0	Location 1
54. Better connections for me	0	Location 1
55. Closer to neighborhood and downtown central district	0	Location
56. More accessible for point to point	0	Location 1
57. I prefer the Columbia Parkway pedestrian access for destinations 5th street and south	0	Redundant, Pedestrian, City
58. It's important to also consider where most folks are coming/going in Mt. Adams. I'm not certain, but I think based on Mt. Adams destinations (museum, playhouse, business district, Eden Park) and housing density, Option 1 Mt. Adams point is closer in proximity than #2, which will add 1-2 minutes to many of these travel differentials	1	Location 1
59. The ramps you're proposing are going to be problems. They're not going to be maintained. The ramp for Alternative 2 is in a less-conspicuous location than Alt 1, hence the verdict in favor of Alt 1. I 100% support this project--it is needed--but these proposals are going to yield embarassing results. This is an opportunity to create a landmark of sorts, instead you're presenting concrete, steel and chain-link fence	0	Aesthetics, Maintenance

COMMENTS FOR: Why?	UPVOTES	THEMES
with less-than-zero character. This doesn't even qualify for "brutalist", which would be welcome over this nothingness.		
60. Alternative 1 would get more use.	0	Location 1
61. Easiest to get to from my home, and takes me closer to where i will go	0	Location
62. Personally feel that Alternate 1 is the safer option and better access to downtown areas.	0	Location 1, Safety 1
63. Closer to the areas I want to access downtown and to OTR/Findlay Market	0	Location 1
64. Closer to more things, it's where I'm already using the path, and it intersects with a bus route.	0	Location 1, Bus
65. Alternative 1 is best for access to OTR. The location at both ends of alternative 2 are incinvenient	2	Location 1
66. As a female the location of alternative 2 does not feel safe.	2	Safety 2
67. Closer to bike trail, little safer area.	0	Location 1
68. Option 1 ends up in the area near the Greyhound station and the Casino, which are frequented by panhandlers and there is a lot of trash there. I never use the current bridge nor would I use option 1 by myslef for safety reasons.	0	Location 2, Safety 1
69. Easier access to walk to OTR and Casino	1	Location 1
70. Convenience. Safety. Least amount of change from existing bridge.	0	Location 1, Safety 2
71. Alternative 1 has slightly better walkability and access. Both are big improvements.	3	Pedestrian, Location 1
72. closer to amenities downtown and the Gilbert Ave bike path	0	Biking, Location 1
73. I want it to connect to Gilbert, so that it's useful when the protected bike lanes are installed on Gilbert.	1	Biking, Location 1
74. I like the location better.	0	Location
75. Alternative 1 is in a better location, and would be safer than Alternative 2's location. Alternative 1 is closer to OTR restaurants and Mt. Adam's restaurants.	0	Location 1, Safety 2
76. 1) Access to useful destinations: Alt 1 is better located as connection between Mt Adams & OTR/Pendleton/the casino (& future hotel). Alt 2 has better access to CBD/The Banks (served by 6th st bridge, & Sawyer park (served by bridge over Columbia Parkway). 2) Perceived safety of location: Alt 2 ends in parking lot wasteland which makes many people uncomfortable. Future plans for hotel to replace the bus station will only boost the perceived sense of safety in that area as well.  Alt 1 would improve on a useful and well travelled route. While not an option, I would prefer keeping the current bridge over Alt 2 and only take Alt 2 as a minor upgrade over no bridge at all. This decision should be made based on the usefulness of the replacement bridge and not by which is slightly cheaper or easier to build.	2	Location 1, Safety 2, City
77. Alt 2 is covered by 6th St ramp.	0	Redundant
78. Bridge 2 sucks	0	Misc

COMMENTS FOR: Why?	UPVOTES	THEMES
79. Easy access OTR dog park, hard rock, Pendleton. I	0	Dogs, Location 1
80. Closer to riverfront, stadiums, Purple People Bridge	0	Location 2
81. More useful. Alt 2 does the same as the 6th Street bridge, but worse	0	Location 1, Redundant
82. Keeps the connection to OTR and the north end more convenient Please scrap option 2	0	Location 1
83. Option 2 feels too unsafe as a female; it is too isolated.	0	Safety 2
84. It connects Mt.A to a useful downtown location.	0	Location 1
85. Shorter ramp, crosses fewer large roads	0	Location 2
86. Option 1 has a better connection to OTR	0	Location 1
87. More attractive to my personal pursuit of using it for exercise. Drops you closer to sawyer point and access to running/bike paths. Also the ramp is hidden between the highway so less visually obtrusive. Though in perfect world, I could see building both! They serve different needs	0	Location 2
88. closer to TQL stadium and OTR	0	Location 1
89. These times are misleading. No one starts from Van Meter. Most people will be going to and from St. Gregory or nearby. The stairs that go up to monastery are a time saver and easier to climb than a steep sidewalk.	0	Misc
90. Closer to OTR	0	Location 1
91. I commute via bus from Blue Ash to Mt Adams. Since there is no good, quick route from point A to point B, I take the express bus to Government Square and walk to the existing bridge. If Alternative 2 becomes reality, I will have to stop taking the bus, as there is no decent way to get from the bus stop to the Alternative 2 bridge.	0	Bus
92. It gets me closer to where I want to be in a safer atmosphere.	0	Location 1, Safety 1
93. The safety of pedestrians on option 2 walking alone makes me worried	1	Safety 2
94. Closer to OTR and Pendleton. There are other options in place to get to the south side of downtown from My Adams.	1	Location 1, Redundant
95. It seems safer for pedestrians.	0	Safety 1
96. 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.	0	Not Needed
97. Better Sawyer point access	0	Location 2

COMMENTS FOR: Why?	UPVOTES	THEMES
98. There is a lot of foot traffic on Van Meter, Down Wareham, and Down the Wareham steps. Alternate 1 places you near the casino, 6th street, and Pendleton areas. Alt #2 just dumps you in parking areas.	0	Location 1
99. more public and safe	0	Location 1
100. It's the best location	0	Location 1
101. Better connection to Downtown workplace, retail, restaurants, bike system.	0	Biking, Location 1
102. Closer to bus station, closer to OTR, and more food areas. Also theres more traffic at this alternative which makes me feel safer as a women	0	Location 1, Bus
103. Alternative 1 provides a more direct path between the business districts of Mt Adams and downtown Cincinnati. This will also keep a more efficient walkway for those who work downtown but park on Van Meter St every day of the year.	1	Location 1
104. Its closer to where I live.	0	Location
105. Its location.	0	Location 1
106. Of the 2 options, Alternate 1 is closest to the point of interest that I use DAILY - walking to-and-from work. Plus, if you can improve the current design concepts - it would similarly welcome automobiles with the "Cincinnati" signage as done on the current art deco bridge.  Also - I'd have more safety concerns for the downtown location of Alternative 2. It's kind of in the middle of nowhere.	1	Location 1, Gateway, Safety 2
107. Closer to OTR	0	Location 1
108. I like alt 1 best because it is close to the excising bridge, but both are improvements and neither is a terrible option.	0	Location 1
109. Closest to current location	0	Location 1
110. I prefer Alternative 1 for its location and destination. Alternative one connects Mt. Adams to the areas of DT and OTR that have been and will continue to be, most frequently used.	0	Location 1
111. Alternative one offers the best location and destination for connecting MT. Adams with parts of DT and OTR.	0	Location 1
112. Better drop down placement	0	Location 1
113. As I stated before it is closer to the places that I would use more during "walking" seasons. Closer to riverfront, stadiums, Sawyer Point, Kentucky side, etc.	0	Location 2, Pedestrian
114. Location is more central to downtown overall. Alt.2 is really just a connection to riverfront and there are already options to connect to riverfront	0	Location 1, Redundant
115. It's western terminus is closer to my places I go.	0	Location 1
116. Nice way to be able to walk to that section of downtown.	0	Location, Pedestrian
117. Closer to OTR, Safer neighborhood	0	Location 1, Safety 1
118. I think it probably makes more sense for it to avoid going over 71 and it's less expensive. Save the money and use it for the Brent Spence replacement	0	Cost 2, Location 2

COMMENTS FOR: Why?	UPVOTES	THEMES
119. Although more expensive, it's more centrally located b/w OTR and The Banks and it crosses over Gilbert Ave closest to Broadway in the Central Business District.	0	Location 1
120. If I want to go to Reds, Bengals, Banks, Sawyer Point, Moerlein House, Yard House, Smale Park I will take Hill Street steps to Adam's Landing.	0	Redundant
121. Close, easy, in relatively good condition. Fairly well lit. Can take all the way to Adams Landing or cut off early and take a bridge to 5th street.	0	Lighting, Location 1
122. alternative 2 is too removed from most things and very close to the existing 6th street bridge. alternative 1 maintains access to northern part of downtown.	0	Location 1, Redundant
123. Not sure	0	Misc
124. It's already known and a convenient spot.	0	Location 1
125. Greater utility. Preserves the historic connection of Mount Adams to downtown that was disturbed by the construction of the "Northeast freeway" I-71	1	Location
126. Convenience and safety is why I prefer alternative 1	0	Location 1, Safety 2
127. Ot is convenient to many locations	0	Location 1
128. I don't need the bridge for pedestrian access to downtown.	0	Not Needed
129. Closer to where I live on Riverside Drive.	0	Location 2, City
130. The final location is more centrally located with option 1	0	Location 1
131. More convenient, easier access to locations north of downtown like OTR, Pendleton and Mt. Adams	0	Location 1
132. better access between Mt Adams to OTR area	0	Location 1
133. I live nearest to Ziegler park.	0	Location 1
134. Nearest to hom	0	Location
135. Closer to where I want to go, also Enggleston is further off the beaten path and so feels less safe.	0	Location 1, Safety 2
136. Alt 1 - Prefer the current location. Closer to places of interest. Alt 2 is redundant with other paths. Please choose Alt 1	0	Location 1, Redundant
137. It's a better location.	0	Location 1
138. More similar to the existing structure.	0	Location 1
139. I think Alt 2 provides better access to downtown, while still providing access to OTR / casino, while also leaving more land directly around the casino for future development. Furthermore, Alt 2 is cheaper.	0	Location 2, Development
140. Walking time does not impact my opinion, safety for travel is more important.	0	Pedestrian, Safe
141. Alternative 1 is closer to many attractions in the Central Business District and Downtown. Alternative 2 is too isolated.	0	Location 1
142. Alt #2 doesn't provide any real advantage over #1, except cost and minimal. No build would be the worst choice for city and residents of both areas.	0	No Benefit 2

COMMENTS FOR: Why?	UPVOTES	THEMES
143. Alternative 1 maintains access to OTR and Pendleton. Alternative 2 is a redundant and less convenient option to the existing steps across Columbia Parkway that access the CBD via 4th St.	0	Location 1, Redundant, City
144. More destinations in Pendleton and OTR. More direct access to Mt Adams.	0	Location 1
145. Closer to where I want to walk or bike to.	0	Location 1
146. Drop off location from Mt Adams	0	Location 1
147. Alt 1 is closer to OTR, which I prefer. But either way, I hope that there is good infrastructure that is safe and convenient for all (including the elderly and kids) that connects it to the rest of the city/My Adams. I think that it should to be 12-14 feet wide as well. The design isn't great (chain-link fence looks bad).	0	Location 1, Wider, Fencing, Safe
148. better located	0	Location
149. The downtown end arrives in a better location	0	Location 1
150. Because option 2 is way out of my way. Option 2 is not between two destinations. Option 2 is between mount Adams and an out of the way nest of large surface parking lots in the shadows multiple overpasses.	0	Location 1, Safety 2
151. It's a vital walking connection route that connects to various key points of interest, parks, OTR and areas that no other route connects with. This is by far the preferred route. Alternative 2 lets you out in no mans land where nothing is around and it is unsafe for pedestrians and will not be worth the cost as it is redundant and unsafe on the downtown side.	0	Pedestrian, Location 1, Safety 2
152. It is the most convenient for the places I want to go	0	Location
153. Same location as current bridge as it is closer to Downtown, Casino/Pendleton and OTR.	0	Location 1
154. I'd use either, but since alternative 1 is closer to OTR where i live, it would be more convenient	0	Location 1
155. More accessible; safer;	0	Accessible, Safety 1
156. Alternative 1 takes you into the city and OTR. Alternative 2 is almost the same thing as the steps off Monastery just below Van Meter and Baum Streets. Alternative 2 is redundant and misses the point profoundly as to said bridge's service to the public at large.	0	Location 1, Redundant
157. shorter walk to more places I would go.	0	Pedestrian, Location 1
158. Alt. 1 goes where I go...time, number of steps etc don't matter if I don't like where I end up when I leave Mt Adams	0	
159. I work at P&G and the second bridge would mean a much faster commute. I think the destination points above aren't very realistic given where most people work downtown. People who park on Van Meter or just walk from home in Mt Adams are going to the business district more than anything.	0	Location 2
160. I live on Court Street. In general, Alternative 1 is more connected to areas of downtown where people live, work, and spend time. Alternative 2 doesn't directly connect to anything other than the dog park.	0	Location 1

COMMENTS FOR: Why?	UPVOTES	THEMES
161. It connects me better with my downtown destinations between 8th St. and Central Pkwy.	0	Location 1
162. It connects me better to the northern part of downtown.	0	Location 1
163. Safety. I would recommend that folks not use Alternate 2 after dark	0	Safety 2
164. 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.	0	Suggestion, Neither
165. Alternative #1 is much more convenient for getting to the more northerly parts of downtown. The 6th street bridge provides access to the more southerly parts of downtown. When you're walking and carrying groceries or other bags, having a route that takes you more directly to the area(s) you want to get to makes a real difference.	0	Pedestrian, Location 1
166. It crosses over the highways rather than you having to cross under them with traffic, it's more conveniently located	0	Location 1
167. Like that it has a more populated end point downtown and closer to OTR/Pendleton. Wish the ADA option could look less like a parking structure.	0	Location 1
168. Alternative 1 is simply far more useful. Alternative 2 is redundant to other pathways.	0	Location 1, Redundant
169. The location of the original bridge was previously determined to be the optimal place. Therefore, the new pedestrian bridge should be located as close as possible to the original bridge.	0	Location 1

## QUESTION 15

**OTHER THAN AESTHETICS (WHICH ARE DISCUSSED ON THE NEXT TAB), IS THERE ANYTHING ELSE THAT WE SHOULD KEEP IN MIND AS WE CONTINUE TO CONSIDER THE TWO PROPOSED ALTERNATIVES?**

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

COMMENTS FOR: Is there anything else we should keep in mind?	UPVOTES	THEMES
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.	2	Lighting, Landscaping, Wayfinding, Suggestion
<p>2. I'm skeptical that the bridge should be replaced at all. Until this survey came out I hadn't heard from a single person who expressed that the bridge was problematic and needed to be fixed. It appears that the drive to replace this bridge is originating within ODOT, and I'm concerned that spending resources (\$4 mil) to replace it does not reflect the community's priorities. I also have concerns that this project will benefit a very small number of people who are grossly disproportionately wealthy. Mt. Adams and downtown are two of the most affluent neighborhoods in town. Do we really need to spend millions to make it easier for the wealthiest amongst us to walk to each other's neighborhoods? It strikes me that residents of both neighborhoods can likely afford to pay to park when visiting either neighborhood. I'm struck that this money could likely be put to far better use in one of the many neighborhoods that have historically been under-invested in and continue to deal with systemic poverty fueled by subconscious biases.</p> <p>Curiously, missing from your survey has been any talk about repairing and refurbishing the existing bridge. Stabilizing the existing structure may not provide all the benefits of building something new, but it would preserve funds to be spent on projects that the community has identified as a priority.</p>	1	Not Needed
3. As ODOT claims the bridge is too low, refurbishing the bridge would also require elevating it. The only options the state is giving are replace or rip it down and do nothing.	1	Misc
4. Location of existing bus stops, time to walk to them depending on the design and current ridership for them	9	Transit
5. Wider for a bike lane and walking lane?	1	Wider
6. pedestrian bridges should be utilitarian in my mind to save costs and hopefully extend the useful life. Important they are ADA compliant, well light and be wide enough to bikes to pass in both directions.	1	Lighting, Accessibility, Wider
7. Separate bike lane and walking lanes	3	Striping
8. striping for peds/bikes and directional movement	17	Striping



COMMENTS FOR: Is there anything else we should keep in mind?	UPVOTES	THEMES
9. A separate bike lane for the bridge would be nice.	12	Striping
10. Review all connections into/out of Mt Adams - consider big picture of where connections already exist to allow for multiple destinations, and their safety for bike/ped (ability to access, proximity to moving vehicles, street crossings)	2	More Study
11. I don't think the bridge should be replaced at all. Use the money to improve pedestrian access to Gilbert Street via Reading Road, from the 71 ramp to Liberty street and the 471 ramps. That's wildly unsafe and a more immediate concern.	1	Redirect
12. It would be embarrassing as a resident for us to remove the bridge and not build a replacement. The hillsides are a unique element to our city, but currently so little of our infrastructure is tasked with moving anything but cars.	30	Replace
13. FHWA funds, which will cover about 80% of the cost, can not be used on a non-ADA compliant bridge. This is why ODOT is forced to replace or remove the existing bridge. Having all bridge meet our current minimum height over an interstate are important to avoid accidental vehicle strikes on bridges which unfortunately happen more frequently than you may think.	0	
14. 8 ft is not enough for bike/scooter vehicles and pedestrians to mingle safely.	2	Wider
15. Why not install a cable car system which would be an attraction unto itself.	1	Funicular
16. Safety	1	Safety
17. Ease of walking access to the bridges on the downtown side. The option closest to amenities with fewer streets or parking lots to cross should be given preference.	0	Accessible
18. Pollution & sun.	0	Shelters
19. *Actual* bus shelters at each end, along with some intermittent sheltering along the bridge, would ensure investment in the walking experience. No one likes to get caught in a downpour, while drivers are protected from the elements.	1	Shelters
20. Minimum 11-foot width to accommodate both walkers and bikers. Coordination with bus stop location(s) and bus route design while weighing the two alternative locations. Consideration of longer-term city growth and upcoming projects... how do the two alternative locations fit into future site overhauls, connectivity, and destinations? As mentioned previously, the area along Eggleston really needs help to improve the pedestrian experience.	0	Biking, Pedestrian, Width, Wider, Transit, Development
21. It would like it to be wider in general. There is not much room to negotiate a bike and walker on the bridge - especially if there are two bikers coming in opposite directions.	0	Biking, Wider
22. If Alternative 2 is selected, there needs to be a well built pedestrian crossing across Eggleston Ave where the ramp terminates. Some signage directing pedestrians to popular locations would be useful as there it is easy to get lost under the overpasses if you are not familiar with the area.	0	Ped Crossing, Wayfinding

COMMENTS FOR: Is there anything else we should keep in mind?	UPVOTES	THEMES
23. Placards/signs with some interesting area historical and/or specific destination facts for new/tourist users would be helpful.	1	Wayfinding
24. Potentially have a fence that could reduce some of the noise while keeping everyone safe. Lighting should be bright enough for anyone crossing at night while not distracting drivers.	0	Lighting, Noise
25. I'm happy that a pedestrian bridge is a priority .	0	Pedestrian, Misc
26. Consider an elevator instead of the ramp....or cable cars instead of the bridge. Make it a destination and charge a fee for visitors. Provide an affordable annual pass option for commuters.	1	Elevator
27. I should have said sky gondola vs cable car.	0	Funicular
28. making is easy to get bikes up and down both stairs and ramp elements	0	Biking
29. stripe for bikes	1	Biking, Striping
30. Urban centers should really prioritize pedestrians and non-motorized forms of transportation (e.g. bikes). It's healthier, more environmentally friendly, and improves road congestion. Pedestrian pathways need to be more inviting.	5	Misc
31. Might be useful to study my deeply the origin and destination of trips and reasons	0	More Study
32. Lighting under the existing overpasses on Eggleston, proximity to bus stops.	0	Lighting, Transit
33. Be sure that the area in downtown where it exits is safe and attractive.	2	Safety, Aesthetics
34. Please listen to the users' comments. Alternative 1 works from a user perspective, even though Alternative 2 looks better on paper.	1	Misc, Listen
35. Shade would be nice	1	Cover
36. Mitigate noise. Make the path 20ft wide to accommodate people walking and riding bikes/scooters. This is a fraction of the cost of car infrastructure, so do it properly.	1	Noise, Wider
37. Keep in mind safety, with adequate lighting and other safety features. A separate bike lane would be nice also.	0	Lighting, Safety, Striping
38. If Alternative 1 is selected, it needs to be visually appealing as it is a "gateway" to the city for a lot of out-of-town motorists.	0	Aesthetics, Gateway
39. Lane and direction markings would be ideal. Also, lighting	0	Lighting, Striping
40. 1. ensure wide enough for bikes if that is an intent 2. Add emergency call boxes	0	Wider, ER Phone
41. Visual and sound insulation from the highway noise	0	Noise
42. Go 12 ft wide instead of 10, add bike lane. And if possible, build both	1	Wider
43. Connect it to the side of the casino parking garage	1	Suggestion
44. Safety	1	Safety
45. Consider a cover over the bridge to provide shade	1	Cover
46. Along the bridge 911 call box in the event of injury or emergency per any pedestrian bike crash or elderly walking.	1	Er Phone
47. It seems funding may be why this design is so standard. I would recommend taking more time to create a more strategic funding solution between city/state to create aesthetic enhancements worthy of replacing the existing bridge over Gilbert Ave.	0	Aesthetics

COMMENTS FOR: Is there anything else we should keep in mind?	UPVOTES	THEMES
48. Safety. Potentially consider the lights to also include 911 button/box or be "smart lights" something like this: <a href="https://www.commend.com/en-us/solutions/safe-smart-city/smart-street-lights.html">https://www.commend.com/en-us/solutions/safe-smart-city/smart-street-lights.html</a>	0	Lighting, Safety, ER Phone
49. Safety is a major factor to consider. Would also be great to have a lane for a dedicated trolley connecting DT to Mt. Adams and Eden Park.	1	Safety, Misc
50. Choose weatherproof, as maintenance free and graffiti resistant materials as possible so bridge looks good and is welcoming as the years go by	0	Aesthetics
51. None	0	No
52. Good lighting. Emergency Phones Music Playing Bike lane	0	Striping, ER Phone, Lighting
53. Different lanes for pads vs bikes	0	Striping, Biking, Pedestrian
54. The ADA requirements make this way too expensive. Tear it down	0	Remove
55. Security. Cameras and lights. Mt. Adam's does not need predatory scooter gangs any more that any other parts of the city.	0	Monitor, Lighting
56. It's important to have at least one pedestrian bridge linking these areas. agree that it's important to continue access to our unique and beautiful hillsides while allowing walking / biking ... thanks !	0	Replace, Biking, Pedestrian
57. pedestrian and bike lanes with sitting options.	0	Pedestrian, Bike, Benches, Striping
58. Choose from one of the two, and don't choose the "No Build" option.	0	Replace
59. This bridge is vital to pedestrian access. Please do not remove without replacement.	0	Pedestrian, Replace
60. Easy bus stop access (both sides if possible) and designed to make bike access from the street level seamless.	0	Bike, Transit
61. a pull off space for photos	0	Misc
62. We want public transportation (street car) near these bridges. It can be a lot of walking when the hills of mt adams are taken into consideration	0	Pedestrian, Transit
63. 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?	0	Suggestion
64. No build shouldn't even be considered as an option. Option 1 should be built as a replacement.	0	Location 1, Replace
65. Location - please build it in the same location. Maintaining the waking connection between two vibrant and complimentary areas in downtown will be good for the enjoyment and prosperity of the whole city.	0	Pedestrian, Location 1
66. Accessible walking to the hillside neighborhood of Mt. Adams is a key point for those visiting and for residents who want a safe and accessible route to areas downtown that are not served y any other route. Alternative 1 would continue to allow such access while Alternative 2 drops people in the middle of nowhere and it would not be worth the cost to install it because this area is already very accessible through various other more safe walking routes.	0	Pedestrian, Accessible
67. As much lighting as possible for safe night traveling	0	Lighting

COMMENTS FOR: Is there anything else we should keep in mind?	UPVOTES	THEMES
68. Very few people seem to like the dismal location of the “ downtown end” of Alt 2	0	Misc
69. Work commutes are going to be the most common use.	0	Misc
70. Security devices on the bridge.	0	Monitor
71. Maintain min 10 clear width and minimize grades to the extent possible. Provide lighting for the entire length. Provide trail width crosswalks on Eggleston, Court and Gilbert as needed. Widen sidewalks on Van Meter to 10' if considered shared use path.	0	Lighting, Wider, Sidewalks
72. Connection to downtown once you get off the bridge at either alternative location. You still are in the middle of an asphalt crater, so you need better cover or development around the site	0	
73. Attractiveness, listening to those who use the bridge	0	Aesthetics, Listen
74. Would like to have at least a replacement - it's important to be pedestrian friendly and have multiple walking paths from Mt. Adams connecting to downtown, OTR and Pendleton to reduce the need to have a car/drive such a short distance	0	Replace
75. I hope that ODOT will put significant weight on what will be most useful to get to/from places where people will actually want to be. I also hope that ODOT will recall the history of why these bridges were needed. Highway construction collapsed much of the Mt. Adams hillside. Will the neighborhood now be cut off from downtown even more completely?	0	Keep Connections, Question
76. The new pedestrian bridge should not permit bicycles or scooters, it should only be for walkers and runners. The bicycles and scooters can travel the existing roadways, as prescribed by law.	0	No Bikes/Scooters

## QUESTION 16

### DO YOU HAVE ANY THOUGHTS REGARDING THE THREE STRUCTURE AND TWO RAMP TYPES?

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

COMMENTS FOR: Any thoughts regarding structure and ramp types?	UPVOTES	THEMES
1. The steel trusses look better	0	steel truss
2. Steel truss. Needs to appear light.	26	aesthetics, steel truss
3. Steel truss/steel beam ramp	3	steel truss, steel ramp
4. Steel truss and steel beam ramp have my vote!	18	steel truss, steel ramp
5. Concrete slab appears to be far more attractive.	0	Concrete
6. Steel for sure	10	steel
7. A steel truss would be lighter and have a longer span, so it might be more elegant. More importantly, as a gateway into the downtown, this is an opportunity to design something more innovative and visually interesting (e.g. Ft. Washington Way). Please don't just go with the most economical "engineered" solution.	1	steel truss, steel ramp, aesthetics
8. Steel truss	1	steel truss
9. Steel Struss looks so much better!	1	steel, steel truss
10. Steel truss and beam seem like the more attractive options but probably should go with the most comfortable and reliable options	0	Sustainable, steel ramp, steel truss
11. Steel truss and steel beam options are more architecturally and aesthetically interesting	1	steel truss, steel ramp
12. My ideal would be to emulate the current Cincinnati bridge over Gilbert. Such a cool way to welcome folks to the city.  If I had to choose these, I like steel truss, steel beam	1	steel truss, steel ramp, aesthetics
13. Steel truss bridge looks much nicer.	1	steel truss
14. Steel truss looks best	2	aesthetics, steel
15. Steel truss and steel beam ramps look better. Way better than the chain link fence options	0	steel truss, Fencing, steel ramp
16. Steel truss is more attractive	1	steel truss
17. I think a steel truss and a steel beam ramp would likely give the best aesthetics.	1	steel
18. Steel please	1	steel
19. Steel Truss would allow for the most branding/signage to be a gateway into that corner of downtown. It also would allow more light through as bulky concrete structures can sometimes feel dark/dank even in the day time.	2	steel truss
20. Steel truss for the bridge, steel beam for the substructure.	0	steel truss, steel ramp
21. What ever is the least cost	0	cost

COMMENTS FOR: Any thoughts regarding structure and ramp types?	UPVOTES	THEMES
22. Steel would likely age better than concrete, older concrete structures can look as if they are dirty or have water damage even if perfectly fine	0	aesthetics, steel
23. 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.	0	steel, question, cost
24. The less concrete the better. Steel is surely cheaper to maintain as well.	3	steel, Sustainable, no concrete
25. Would prefer a steel truss, and steel beam ramp, but more than anything I care about the bike and walkability of the design.	0	aesthetics, biking, steel
26. Since they're all just about as ugly, please put primary consideration towards durability/longevity. Hopefully we can keep the replacement for a long time.	12	Sustainable
27. 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.	0	noise, suggestion, Concrete
28. 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?	0	question, steel ramp, steel truss
29. Steel truss is a bit more distinctive	2	steel truss
30. The steel truss structure and steel beam ramp look the best.	0	steel truss, steel ramp
31. The Steel Beam for both structures looks much more modern and streamlined, thus creating a more open feel	1	steel truss, steel ramp
32. Steel truss is most attractive. Steel beam ramp is also much nicer than Concrete Ramp. Avoid as much flat concrete as possible, otherwise you are inviting vandalism & graffiti.	3	steel truss, steel ramp, no concrete
33. Steel truss and steel beam would ensure that we don't have to go through this same process in another few decades. Deferred maintenance on concrete structures has been a problem (see Western Hills Viaduct). If it's built to last with a maintenance plan in mind, it will serve Cincinnati long into the future.	2	Sustainable, steel truss, steel ramp
34. Steel truss and steel beam ramp. More durable, better longevity, more welcoming than concrete.	2	steel truss, steel ramp
35. I strongly prefer the steel beam style for its cleaner, less obtrusive aesthetic.	0	steel
36. Steel truss with concrete slab ramps.	0	Concrete ramp, steel truss
37. A steel truss would allow for the most aesthetic bridge if Alternative 1 is chosen. The bridge over 71 would function as a "gateway" to Cincinnati for millions of visitors and should emphasize the unique and beautiful architectural heritage of Cincinnati. If Alternative 2 is chosen, I am indifferent to the construction as it is not as visible from the road. For either option, I think a concrete slab ramp type looks better than a steel ramp.	3	aesthetics, gateway, steel truss, Concrete ramp
38. The steel truss/beam are more modern-looking to me. The concrete options looks like 1950 utilitarian construction with no aesthetic appeal.	3	aesthetics, steel

COMMENTS FOR: Any thoughts regarding structure and ramp types?	UPVOTES	THEMES
39. Steel Beam or Steel Truss look better from the options shown. I think Steel Beam for the ramp is better than the concrete slab shown. Lngevity and durability are important. I would like for some architectural elements to be added if possible. Make it look interesting and inviting. the Art Deco entrance of the current bridge is nice. Something with nice architectural elements would be preferred.	0	Sustainable, aesthetics, steel truss, steel ramp
40. 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.	1	steel truss, question
41. Steel truss is best.	1	steel truss
42. steel truss and steel beam ramp. thinner structure promotes more visual transparency and safety	1	steel truss, steel ramp
43. Steel Truss and Steel Beam Ramp look the nicest!	1	steel truss, steel ramp
44. Steel beam and steel truss looks less foreboding and aesthetically pleasing	0	steel truss, steel ramp
45. whichever one is most structurally sound	0	Sustainable
46. both steel truss and beam look more distinctive. If the current Gilbert St bridge iron work can be reused, it would add a nice artful eliment.	2	steel truss, steel ramp
47. Steel truss with steel beam ramp. Concrete does not age gracefully and only adds to the grey monotony of midwestern winters.	0	steel truss, steel ramp
48. The steel truss and the steel beam ramp offer the opportunity for color and more interest in the structures and would be easier to maintain.	2	steel truss, steel ramp
49. Why bother? This is sad.	0	misc
50. I like the steel truss.	1	steel truss
51. Steel truss has options for aesthetics. Change up the alternatives for the fencing.	0	steel truss, Fencing
52. Whichever will last the longest.	0	Sustainable
53. The steel truss is definitely the most classy and attractive. The others are very utilitarian and ugly.	1	steel truss
54. Steel truss and steel beam preferred. Any paint color options?	0	question, steel truss, steel ramp
55. Both steel options are ok, concrete is ugly. Steel truss is the most interesting. Steel offers a counter material to the massive amounts of concrete surrounding it (highway, retaining walls, etc)	0	steel truss, steel ramp, no concrete
56. steel truss but lose the prison fence. This is much better <a href="https://bit.ly/3aKNhPL">https://bit.ly/3aKNhPL</a>	0	steel, Fencing
57. Steel truss looks much better.	0	steel
58. Steel truss and steel beam ramp	1	steel truss, steel ramp
59. I like the steel truss and the steel beam ramp. The concrete looks too big and box like.	1	steel truss, steel ramp, no concrete
60. Steel truss is slightly more visually appealing. A steel beam ramp would thus be better paired with it.	1	steel truss, steel ramp
61. Steel Truss with Steel Beam Ramp would look the most modern of the options, but as I prefer function over form I would happily accept any	2	steel truss, steel ramp, location 1

COMMENTS FOR: Any thoughts regarding structure and ramp types?	UPVOTES	THEMES
combination to preserve the location and utility of the current bridge (Alt 1).		
62. Steel beam ramp is best.	0	steel ramp
63. Steel is real	0	steel
64. The steel beam or steel truss feels like it will fit the city better	0	steel truss, steel ramp
65. Steel truss - has more visual interest. Has a lighter less "industrial" appearance.	1	steel truss
66. Steel truss is most interesting, would love something that ties back to the original Art Deco design of the current bridge	1	aesthetics, steel truss
67. Steel truss and steel beam ramp!	1	steel truss, steel ramp
68. The truss and steel beam by a landslide	1	steel truss, steel ramp
69. Steel truss and beam ramp	0	steel truss, steel ramp
70. More steel, less concrete. I like the dark green.	0	steel, green
71. The truss appearance is better for me.	0	steel truss
72. They all look awful. Is this 1960?!	0	misc
73. Steel truss for sure	1	steel truss
74. Considering freeze thaw, steel will last better as long as it is maintained and is easier to fix.	0	steel, Sustainable
75. Steel truss. Less to crumble and fall in cars in 40 years.	0	Sustainable, steel truss
76. Can we tap into our creative talent locally to have wall art or colorful look?	0	aesthetics, suggestion
77. This bridge would be part of the gateway to the city. Providing some visual interest such as the Steel Truss Bridge and concrete ramp would look less utilitarian.	0	aesthetics, gateway, steel truss, Concrete ramp
78. If this is all I have to choose from, which still feels very standard, then I lean more towards Steel Truss with better integration of the vandal screening and a more open and well lit ramping solution for safety and visibility.	0	aesthetics, lighting, steel truss
79. Make it green	0	suggestion
80. Steel beam / steel beam	0	steel truss, steel ramp
81. I like the appearance of the steel truss as it gives a bridge theme and the concrete slab ramp as the base.	0	steel truss, Concrete ramp
82. Steel beam	0	steel
83. The design aesthetic for all of these options is not great. But if I have to choose - Steel Truss & Steel beam ramp. That looks the least terrible. And hopefully this option will easily allow you to add some design aesthetic that can easily blend in with the amazing architecture and history in our city.	0	steel truss, steel ramp, aesthetics
84. Concrete box beam with the concrete slab. Looks very cohesive, especially when traveling to downtown when you are eventually surrounded by these massive concrete structures. Might not last as long but I'm still a fan	0	Concrete
85. Appears steel is longer lasting	0	steel, Sustainable
86. Steel Trusses	1	steel truss



COMMENTS FOR: Any thoughts regarding structure and ramp types?	UPVOTES	THEMES
87. steel beam appear to be most visually friendly as is steal beam ramp	1	steel truss, steel ramp
88. No	0	No pref
89. Steel truss most inviting.	1	steel
90. Whatever is safer	0	safe
91. Steel looks better	1	steel, aesthetics
92. I would suggest the options that last longer and require less regular maintenance.	0	Sustainable
93. Prefer Steel Truss as well as Steel Beam Ramps.	0	steel truss, steel ramp
94. Steel truss.	1	steel truss
95. No	0	No pref
96. Steel looks better. It would also be nice to see some signage or something to make it special.	0	gateway, Steel, aesthetics
97. Steel truss ... looks better and may last longer	0	Steel, Sustainable
98. I like to look of steel truss and steel beam ramp	0	steel truss, steel ramp
99. Ageee w going w Steel	0	Steel
100. Steel truss and steel beam ramp preferably.	0	Steel
101. Steel is prettier. Or rope.	0	Steel
102. Please choose: Steel Beam + Steel Beam Ramp	0	Steel, steel truss, steel ramp
103. Steel truss and steel beam ramps. The steel truss option would allow for the creation of a more decorative element...something that can really make a statement for the City. The other two structure types are just too utilitarian, and concrete slab ramps would look terrible with the steel truss.	2	aesthetics, steel truss, steel ramp
104. Steel truss would provide the best aesthetics.	1	Steel
105. Reparability and inspection ease should come first given the minimal aesthetic range considered.	0	Sustainable
106. Build something creative or interesting, like a suspension, cable stayed or more original steel truss design. Hard no regarding the standard ODOT steel beam and box beam designs.	1	aesthetics, no steel
107. The Steel Truss and Steel Beam ramp look better than the other options.	1	steel truss, steel ramp
108. Both steel	0	Steel
109. Steel	0	Steel
110. Steel Truss and Steel Beam Ramp appear the "lightest" and have the most potential for an attractive design.	1	steel truss, steel ramp
111. Of these choices, I like the steel truss the best and the concrete for the ramp. But none of them are great.	1	Steel
112. Would prefer something less conventional. Also art should be incorporated. This is a potential gateway element for the city and pedestrians/cyclists using the bridge.	0	aesthetics, gateway
113. Steel truss looks good.	1	Steel
114. Steel truss	1	Steel

COMMENTS FOR: Any thoughts regarding structure and ramp types?	UPVOTES	THEMES
115. Whatever minimizes visual obstruction of the bridge for those approaching and using the bridge. This will improve security and make people more comfortable using it.	0	safe
116. The Steel Truss looks much more aesthetically pleased and mimics the look of other bridges along the river. The steel beam ramp looks like a more sleek design and not so much like a horrible parking ramp structure. Aesthetics are important to maintain in a city that offers so many scenic views. It is important to have structures that continue that aesthetic. In the long run it is more cost effective and makes it more user friendly	1	aesthetics, Steel
117. Whichever is the most sustainable and durable.	0	Sustainable
118. Steel truss and steel beam ramp have my vote! Looks much better! Can we keep the Cincinnati sign on the old bridge? The old sign is aesthetically pleasing to be sure.	0	Steel, aesthetics, question
119. I don't care about the esthetics if the bridge is not useful to me!	0	misc
120. If the second alternative is chosen, it won't really matter because it's more hidden between the highway and on/off ramps.	0	no matter
121. If cost is an issue, whichever structure helps the project get approved.	0	affordable
122. This structure/location could use a lot more creative than what's shown here.	0	aesthetics
123. I don't believe the structure type is as important as the massing and design of the fencing, lighting and piers. ODOT standard vandal fencing is the least attractive I have seen mandated nationally.	0	aesthetics, lighting, Fencing
124. steel is better than concrete for visibility, safety	0	Steel
125. The steel truss should be used to construct the bridge. The steel beam ramp should be used for access.	0	Steel, steel truss, steel ramp

## QUESTION 18

### ARE THERE AESTHETIC DESIGN ELEMENTS THAT WE SHOULD CONSIDER BUT HAVEN'T ALREADY TALKED ABOUT ON THIS PAGE?

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

#### COMMENTS FOR:

#### Are there other aesthetic design elements we should consider?

	UPVOTES	THEMES
1. Keep it as open and non-institutional. Make it beautiful. Cincinnati has a good record of doing this lately.	3	aesthetics
2. Aesthetic entrance signs and lighting, possibly planters or murals to add color.	1	lighting, landscaping, Color, wayfinding
3. Nice fencing more important than pier design etc	0	Fencing
4. Add towers like existing to give welcoming gateway arch impact to entering the city. Use location 1.	15	gateway, Towers
5. "Aesthetic treatments" (flowers, lighting, signage...) can be good or bad. I'd really just make sure to hire the right consultants with a proven track record so that the design is beautiful and interesting. And this doesn't necessarily have to be expensive.	3	lighting, landscaping, wayfinding
6. Give it character as a gateway somewhat like what we have now.	7	gateway, character
7. Either something unique, to make it notable, or just simple with simple to save money	2	character
8. A nod to the Art Deco bridge that exists	1	Art Deco
9. Like Gilbert bridge	1	Art Deco, gateway
10. Keep art deco styling	1	Art Deco
11. Art deco to keep in line with our city's history.	1	Art Deco
12. art deco is nice. don't make it political.	0	Art Deco
13. wayfinding	2	wayfinding
14. Art Deco. Design for lamp lighting. Towers.	23	lighting, Art Deco, Towers
15. Plants, greenery, something to add a natural element and that can help muffle the noise.	20	noise control, landscaping
16. I think the existing bridge has great aesthetics. I like the reference to the steamboat stacks, the color, and the Cincinnati branding identification.	0	Tower, Color, gateway
17. Art Deco lamps and mural artwork	2	Art Deco, Artwork
18. Incorporate design features that highlight Cincinnati's history and brand.	0	gateway
19. Place identification could make reference to the old incline :)	1	wayfinding, Mt. Adams
20. Plants & trees at entrances. Make it obvious that THIS is the entry to a public place.	3	Entry/Exit, landscaping
21. The bridge should serve as a gateway, not only for drivers but also for people outside of motor vehicles. Hearths that celebrate the	0	gateway, entry/exit

**COMMENTS FOR:**

Are there other aesthetic design elements we should consider?

**UPVOTES THEMES**

	UPVOTES	THEMES
approaches to Downtown and Mount Adams will enhance the walking experience.		
22. Distinctive features that complement Cincinnati's existing dominant architectural styles. Art Deco would be amazing. Also incorporate plants/large greenery for a more organic and human scale.	1	Art Deco, landscaping
23. Nice details on the fencing would be great to see. I would rather more esthetic focus be made on the lighting and fencing rather than the concrete running the length of the bridge. I would like to suggest the Cincinnati Arts Commission be tasked to paint public art along the ramp on the downtown side. That would cut costs on concrete esthetics or facades while allowing the city's murals be expanded.	1	lighting, aesthetics, Fencing, Artwork
24. Add aesthetic elements from the old Mt. Adams Incline	3	Mt. Adams
25. The Art Deco entrance design. I like the towers and light fixtures that are currently used near the Court St entrance. We should have something that celebrates Cincinnati's architecture and past. Wayfinding should be nice looking along with helpful and informative. Any type of landscaping and greenery would be excellent. Something to help reduce the noise.	1	lighting, Art Deco, Towers, wayfinding, landscaping, noise
26. 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.	0	lighting, suggestion, artwork, landscaping
27. consider what the spaces at either end of the bridge are like; having well-lit, well-landscaped, park-like spaces at either end would enhance the experience and use. If you are simply dumped into a dark, barren space under an overpass, I personally would not feel great about using the bridge on my own	3	lighting, Entry/Exit, landscaping
28. Well lit, greenery, Art Deco feel—here's a chance to really encourage pedestrian use to challenging to get neighborhoods due to a large highway system	0	lighting, Art Deco
29. Minimize the area that can be spray painted by vandals to lower maintenance/up keep costs. The enhanced vandal fencing is a must do!	0	aesthetics, clean, Fencing
30. I'll echo the comments of others. I would like to see the bridge continue to serve as a welcoming landmark that encourages folks to explore the urban core.	1	gateway
31. I like the idea of greenery to improve aesthetics and dampen noise.	0	landscaping, noise
32. 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.	1	aesthetics, Needs response
33. How about actual design instead of these paint-by-numbers elements?	0	aesthetics
34. Unique treatments that invite interest and use! The location should include a gateway to Cincinnati.	0	aesthetics, gateway
35. The only things I care about is it being well lit and safe	0	lighting, safe

**COMMENTS FOR:**

Are there other aesthetic design elements we should consider?

**UPVOTES THEMES**

COMMENTS FOR:	UPVOTES	THEMES
36. Roof for shade, art deco and lighting	0	lighting, Art Deco, cover
37. Paint colors	0	Color
38. Style should make sense with the structure. The new MLK bridge did this poorly and makes the "beautification" look ridiculous. The current bridge has really interesting and iconic art deco piers that would be neat to incorporate somehow in this design.  No matter what, make the style cohesive and feel genuine.	1	aesthetics, Art Deco
39. iconic lighting for the main structures with multi-colored LEDs. <a href="https://bit.ly/3aKNhPL">https://bit.ly/3aKNhPL</a>	1	lighting
40. 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	aesthetics, Needs response
41. Would any of the aesthetic designs block the view from Mt. Adams/Downtown?	0	question
42. Welcoming sign, or city of Cincinnati deco.	1	Art Deco, gateway
43. Art Deco.	1	Art Deco
44. If Alt1, maintain "Cincinnati" lettering.	1	gateway
45. Custom large scale graphic art	1	Artwork
46. Please don't make it basic	0	aesthetics
47. Greenery to help dampen sound and clean air, lighting to make things safer, lane and directional markings on the path	0	noise, landscaping, lighting, striping
48. Lamp towers for sure. Also, the general styling should portray a gateway to our lovely city!!	1	gateway, Towers
49. Art Deco design like the original bridge	2	Art Deco
50. Open feeling but also have some greenery	0	landscaping
51. Murals and art deco elements	1	Art Deco, Artwork
52. Lighting and greenery	1	lighting, landscaping
53. Lighting is very important	0	lighting
54. Aesthetic elements need to be funded by the city. What a joke. Can we start collecting lost wage tax on the all the forever expanding real estate your highways take up?	0	misc
55. Art Deco!	0	Art Deco
56. Some nice greenery and lighting	0	lighting, landscaping
57. Green walls or some architectural elements in the fence work. Provide some shade on the ramps	0	landscaping, cover, Fencing
58. Find a way to add greenery, as well as have towers to give the structure some presence.	0	landscaping, Towers
59. Anything that can be done to muffle the noise would be very beneficial. This is an opportunity to create an attractive gateway, so please avoid a purely functional chain link and jail bars design. If the	0	noise, aesthetics, gateway, fencing

**COMMENTS FOR:**

Are there other aesthetic design elements we should consider?

**UPVOTES THEMES**

	UPVOTES	THEMES
money will be spent, take the opportunity to create something pleasing that we can be proud our tax dollars supported.		
60. City Branding Components: "CINCINNATI" or "WELCOME TO CINCINNATI" typography, paint color that reflects our river city, and vandal screening that allows for graphic enhancements.	0	aesthetics, gateway, color, artwork
61. Biophilia, the impact on the our community, on our planet. Permittable surfaces should really be considered, 1 its better for our waterways to deter run off, 2 this ramp will carry water like a river	0	misc
62. How many people drive under the bridge everyday x 365. It would be great if it has an aesthetically pleasing appearance.	1	aesthetics, gateway
63. Stop doing traditional design, we must take this challenge to do something new, maybe reference something similar to Park Union Bridge from Diller Scofidio + Renfro.	0	gateway
64. I would be thrilled if you replicated the current Art Deco bridge, but then also made it more safe - and potentially added some greenery - but ONLY if it that greenery was able to be continually maintained.	1	Art Deco, landscaping
65. Gateway signage, unique light fixtures.	1	gateway, lighting
66. Unique light fixtures and gateway signage.	0	gateway, lighting
67. Lighting	0	lighting
68. No	0	No pref
69. Greenery, lamps	0	landscaping, lighting
70. Art Deco styling, good lighting, and green elements, i.e. trees	1	Art Deco, landscaping, lighting
71. All kinds of ped bridges in and around Cincinnati area have say "MLK" or various types of other markings indicating the area the bridge is in. There as yet is not one indicating Mt. Adam's.	0	gateway, wayfinding
72. My. Adams style	1	Mt. Adams
73. I like the design of the current bridge if you could expand on that.	0	aesthetics, Art Deco
74. Minimize the amount of traffic noise when crossing the bridge.	0	noise
75. 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.	0	Needs response, aesthetics
76. A colossal sculpture. Plants.	0	Artwork, landscaping
77. Native plants. A colossus.	0	landscaping, Artwork
78. Cincinnati art deco design would be really nice!	0	Art Deco
79. The nicer and more sophisticated it feels, the more people will respect the place - or at least that is what one would hope. Trash management should also be considered. It is a long walk uphill and some consideration needs to be made for people becoming less attached to their disposables along the way.	1	Trash cans, aesthetics
80. A color other than concrete and "ODOT green steel" is a must.	1	Color
81. Great spot for a mural.	1	Artwork
82. The existing Art Deco design has aged well and is very complimentary to the nearby downtown buildings. Find a way to keep that aesthetic.	1	Art Deco

**COMMENTS FOR:**

**Are there other aesthetic design elements we should consider?**

**UPVOTES THEMES**

	UPVOTES	THEMES
83. Please add shading from the sun. This is a very exposed walk.	0	cover
84. It should be a gateway to the city and reflect Cincinnati - would love to see greenspace like a raised park incorporated.	1	gateway, landscaping
85. Dynamic lighting (Think BLINK). Plantings. Bright paint.	1	lighting, landscaping
86. Ability to incorporate landscaping and greenery to "soften" the harshness. Ideally, Cincinnati Parks and/or other local organizations would partner to assist with the ongoing maintenance.	1	landscaping
87. I like the idea of plants or greenery. Another possible option would be to line the edges with brick pavers. You could add a line of brick pavers down the center as well.	1	landscaping, pavers
88. Art Deco	1	Art Deco
89. It is crucial to maintain aesthetics our city is picturesque and this is a key walking route so please take this into consideration.	1	aesthetics
90. Consistent with the Art Deco heritage of the city.	1	Art Deco
91. Dynamic lighting (Think BLINK). Bright paint. Echoing someone else's comment if I may do so. BLINK Cincinnati ideas or art would make it quite the gateway and a great statement for the city and show us off well to all the traffic from all ends of North America that will pass under this bridge.	1	lighting, Color, Artwork, gateway
92. Have you considered aesthetic lighting of the structure? How about wayfinding for the structure along the street network at either end. If steel do not paint gray, black or muted green/blue.	0	aesthetics, lighting, wayfinding
93. Artistic rather than just functional.	0	aesthetics
94. Nothing noted.	0	no

## QUESTION 19

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

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

COMMENTS FOR: Do you have any additional thoughts to share?	UPVOTES	THEMES
1. Nice that you are seeking input on this. It's funny, no one ever asked citizens this many questions about the new Brent Spence Bridge, which will cost maybe 1,000 times as much and define our city for generations.	13	Thank You
2. There has been actually several public input opportunities for BSB in the past 4 years. 2000 comments provided in 2020. check out www.oki.org	2	Misc
3. And yet, they are still pursuing an idiotic plan that will continue the legacy of highway expansions through urban areas.	3	Misc
4. Thank you for seeking input from residents	21	Thank You
5. Need to solve the danger of pedestrians and bikes trying to cross Reading at Liberty and Elsinore to get to Gilbert and Eden Park	0	Suggestion
6. Appreciate this process that seeks input from users. PLEASE do the same thing for the Brent Spence Bridge!	2	Thank You, Needs Response
7. Thank you for asking for the public's opinion. This was easy to fill out and follow.	12	Thank You
8. Please consider treatments to reduce user's exposure to sun, wind, rain and noise	8	Noise Control, Cover
9. An enclosure or top of some kind would go a long way for people walking in inclement weather.	5	Shade
10. Please try to keep a portion of the existing Art Deco bridge as a landmark or gateway feature over Gilbert. Especially if it cannot be incorporated into the replacement project for alternate 1	1	Aesthetics
11. 4 million is a lot of money. Does it really have to cost 4 million?	0	Question, Cost
12. Ski Lift might be cheaper but going over the interstates having to hold my bike while dangling on a ski lift, which cheaper would be a little scary	2	Cost
13. It is not a lot of money. The MLK ramp project cost over \$90,000,000.	1	Cost
14. Although I do not use the bridge now, the look of the bridge is important to me and for Cincinnati. Determine a theme - art deco, maybe match Fifth St bridge to Columbia Parkway - it should make sense with the surrounding architecture. I would be interested in making the trek for exercise and to enjoy the view.	4	Aesthetics, City
15. Thank you for thoughtfully putting together public commentary forum. Please communicate findings to community and how considerations were used in decisioning.	1	Thank You, Follow Up, Needs Response
16. 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.	3	Timing, Needs Response



COMMENTS FOR: Do you have any additional thoughts to share?	UPVOTES	THEMES
17. 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	0	Suggestion
18. Thank you for this virtual open house. It's a much better format to explore on my own time rather than traveling to a public open house and sitting through a meeting. Please continue to use this for other projects going forward!	0	Thank You
19. Thank you for asking for comments and opinions!	0	Thank You
20. Please do replace the existing with a new bridge! To keep Mt Adams as a vibrant part of the city we need to do everything to encourage people to come there from down town. Emphasizing the ability to cycle, although challenging, would likely attract more younger people to visit The Hill	1	Biking
21. Biking up Monastery for training is one of the most frequent reasons I visit Mt. Adams! I love to ride up there for a cafe stop and the view in the middle of a weekend ride.	0	Misc
22. It is disappointing that walking/biking/bussing improvements seem to be on such a long project funding and implementation schedule. If any funding can be garnered from private foundations or donors, it would be great to move up the construction phase (if funding is in any way a factor in the schedule).	4	Aesthetics, Timing
23. Thank you for seeking public input! This was a well-designed experience, and I am glad you gathered specific information on the destinations that bridge users travel between.	2	Thank You
24. 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.	0	Needs Response, Suggestion
25. It's nice to see that ODOT is not deciding from only their viewpoint what's best for us, the effected taxpayers. Multiple party buy-in is always a good thing; please keep it up!	2	Thank You
26. This survey is g	0	Misc
27. Thank you for asking for input.	0	Thank You
28. Thank you for soliciting input!	0	Thank You
29. Please do get a bridge architect involved. This is such a critical location and its aesthetic and function impact are critical	0	Aesthetics
30. Thank you for seeking input, the bridge is an important access avenue for Mt Adams	0	Thank You
31. Do your best.	0	Misc, Suggestion
32. I greatly appreciate all the information and request for public comments. Thank you for spending the time and effort.	0	Thank You
33. Thank you for seeking input	0	Thank You
34. 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.	0	Suggestion
35. Thank you. It is great we can provide our input and ideas.	0	Thank You
36. Please keep in mind the two main purposes of this project, utility and appearance. As the comments are likely making clear, the people want an end product that contributes to the character of the city and continues to get us	1	Aesthetics, Cost

COMMENTS FOR: Do you have any additional thoughts to share?	UPVOTES	THEMES
<p>where we need to go.</p> <p>Decisions on this project shouldn't be made to shortchange either. The current estimate of 15% savings for Alt 2 over Alt 1 may sound appealing at times, but it would be a substantial downgrade in the usefulness of the bridge. If money is the main issue that federal grants/local funding can't cover, please solicit private donations from businesses (Hard Rock, Great American, etc.) or wealthy individuals who can help make this project worthy of this city and a great example of the quality work of ODOT.</p>		
37. Set aside funding for custom art to be incorporated into the bridge's exterior	0	Artwork
38. Thank you for taking the time to ask the public for opinions	0	Thank You
39. Really appreciate you seeking public input. This entire input process is thoughtful and well organized - so thank you for that as well!!	0	Thank You
40. The current bridge is the safest walking alternative from downtown/otr to Mount Adam's.	0	Location 1
41. If you move the bridge to a location where it is not needed, it will be a complete waste of money. So, I believe alternative 2 is a non-starter.	0	Location 1
42. Thank you for public input. Classy	0	Thank You
43. Thank you for the opportunity to comment.	0	Thank You
44. 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!	0	Question, Cost
45. Thank you for asking the community for their input as we are the ones here every day.	0	Thank You
46. The walking connections in the city are extremely important, so thank you for maintaining them and for asking for public input.	0	Thank You
<p>47. I really appreciate that you asked for the public's opinion. I use this bridge at least 5 days per week.</p> <p>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?</p>	0	Aesthetics, Thank You, Question
48. Thanks for asking for user input	0	Thank You
49. Thank you for allowing residents to add their comments and register their concerns and preferences.	0	Thank You
50. Thanks for the on line discussion	0	Thank You
51. Just appreciate the opportunity to comment given how often I use the bridge	0	Thank You
52. Too expensive.	0	Cost
53. No	0	No Comment
54. Thanks for the public outreach.	0	Thank You
55. Someone said to consider treatments for the bridge to protect people from elements and i agree!! It would be nice it if was covered in some aspect to provide shade from the sun and rain.	0	Cover

COMMENTS FOR: Do you have any additional thoughts to share?	UPVOTES	THEMES
56. I may no longer live here when this is completed but thank you for allowing input from current residents and employees in the area. Hopefully this construction can be expedited. I'd like to use it firsthand.	0	Thank You, Timing
57. Wouldn't it be easier and cheaper to bring back bus route 1 on the weekends!	1	Question
58. Thank you for soliciting public input, and for considering users of all abilities. My hope is that you take aesthetics into account. We will have to live with this decision for decades, and I pray that we don't end up with an eyesore.	0	Thank You, Aesthetics
59. I like that this project is happening. I would say that if you're going to invest in this though, do it right. I really think that there needs to to look good and should be wider. This is something that can't be changed for a long time and if you want the city to be more walkable and bike friendly, you should plan for the future path that you envision 10-20 years from now.	0	Aesthetics, Sustainable
60. Thanks for taking this seriously!	0	Thank You
61. It is crucial to keep the Alternative 1 route.	0	Location 1
62. Thanks for asking those of us that will be using said bridge. I wish that the citizenry had more input on such matters. Well done!	0	Thank You
63. Thank you for this opportunity to give input in a convenient way.	0	Thank You, Convenient
64. Appreciate that comments have been solicited.	0	Thank You
65. Will construction disrupt diverted traffic from I-71/75 reconstruction from the Brent Spence project?	0	Question
66. Thank you for reaching out to the community	0	Thank You
67. Thank you for soliciting feedback - this site is very well done and appreciate the opportunity to have input!	0	Thank You
68. Thank you for considering the input of residents. We who live near and use these bridges know what they mean.	0	Thank Tou
69. 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.	0	Timeline, Needs Response

## QUESTION 21

### HOW DID YOU HEAR ABOUT THIS OPEN HOUSE? (CHECK ALL THAT APPLY)

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

COMMENT	THEME
1. TV	TV News
2. odot enews	ODOT
3. WVXU	Radio
4. WVXU	Radio
5. WVXU	Radio
6. Stakeholder group	Misc
7. Work	Work
8. MACA meeting	Community council
9. Local news	News - Misc
10. news article	News - Misc
11. Work	Work
12. Civic Association Meeting	Community council
13. Online	Internet
14. Employer Homepage	Work
15. heard about it on the radio	Radio
16. Twitter	Social media
17. Downtown Residents Council	Community council
18. roadmap cincy twitter account	Social media
19. My workplace	Work
20. WVXU Newsletter	Radio
21. news	News - Misc

## QUESTION 29

**PLEASE SUGGEST ADDITIONAL WAYS YOU THINK ODOT CAN IMPROVE THE INCLUSIVENESS OF OUR PUBLIC OUTREACH EFFORTS.**

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

COMMENTS FOR: How can ODOT improve its inclusiveness?	UPVOTES	THEMES
1. Directly contacting community groups and local non profits for more feedback	1	Community Councils
2. Attending community council meetings for the neighborhood involved	3	Community Councils
3. More opportunities for online input	0	Online Comms
4. you are doing a great job! online/social media is the way to go. open house and community forums have little turn out	7	Online Comms
5. I completely agree. Virtual open houses are better for getting feedback on everyone's independent schedules, allows participants to focus their time on what interests them most, and can be done from the comfort of home. This is the way to go from now on.	4	Online Comms
6. A story in the Enquirer to let people know this is happening.	5	News
7. Speak blatantly about the vehicular violence we have to live with every day so we can start to change it.	11	Misc, Suggestion
8. You are right. It's feels like there has been an uptake in pedestrian injuries and deaths lately. I don't want to give up exercise outside or fear for my friends who run and bike because we have poor pedestrian safety and infrastructure.	5	Misc
9. Just a final comment . . . if at all possible, please do not remove existing bridge until new one is ready for use!	13	Postpone Removal, Need Response
10. If an open house or town hall meeting is conducted discussing this and other ODOT topics, ensure there is an option to join remotely.	1	Online Comms
11. Make it a mandatory job description requirement/priority for every manager on ALL future projects.	1	Misc, Suggestion
12. Have these type of surveys regularly posted or spread through other community groups. Having them online, easily searchable and available is great. Having local news outlets regularly post about the public input surveys that are out would be awesome.	1	Online Comms, News
13. NA	0	None
14. Do not remove existing bridge until new bridge is constructed.	2	Postpone Removal
15. Feet in the streets.	1	Grassroots
16. Thank you for taking input on this public project, hope to see more of this.	1	Online Comms
17. Pedestrian safety feels at an all time low. Cars move much faster though our neighborhoods than ever before in much higher volume. A comprehensive and AGGRESSIVE plan needs to be developed to dramatically slow vehicles down in pedestrian and residential areas.	3	Misc

COMMENTS FOR: How can ODOT improve its inclusiveness?	UPVOTES	THEMES
18. Reach out to cycling and disability groups to gain input on the viability of the design from an alternate perspective	0	Biking, Suggestion
19. Totally separate note, take in consideration what's available right now and lead times. I know precasters have a decent wait list if using prestressed beams. Steel is more available and In my opinion more dummy proof for field fixes.	1	Suggestion
20. I give you an A+ for this survey. I just hope you have enough staff to process the input that citizens have provided. Thank you!	1	Thank You
21. Umm go to low income communities and build them grocery stores, better schools and healthier affordable housing	0	Misc
22. None	0	No Comment
23. Need rail on ramp on bridge going from Monastery to 6Th street. Walking on that bridge can be dangerous. But like its location. Please do not remove it.	0	Misc
24. No suggestions	0	No Comment
25. Continue with these virtual forms to garner feedback.	0	Online Comms
26. Thank you for providing this method to understand and visualize the alternatives.	0	Thank You
27. Please take pedestrian safety seriously, there are low-cost options that could be easily implemented (speed humps, bump outs, no turn on red) that would reduce the danger faced daily by cyclists and public transit commuters. Continue installing protected bike lanes - Central Parkway was a great start but there are so many other places that would greatly benefit.	0	Misc, Suggestion
28. Posting on FaceBook	0	Online Comms
29. Please keep the current bridge until you build alternative 1. Thank you for including us in the plans for said bridge.	0	Postpone Removal, Thank You
30. I agree...keep existing bridge until new one complete	0	Postpone Removal
31. Continue posting in news and mainstream media for these kinds of outreach opportunities	0	News
32. Nothing noted.	0	

## Responses to Comments Received

## 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 10 to 12 feet wide; the current bridge is 8 feet wide. This will allow between 5 and 6 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.



- |   |  |
|---|--|
| 4. Access during construction – <i>comments identified concerns regarding bridge access during the planning, design development and construction.</i> | 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.                                      |
| 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>        | 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.  |
| 6. Fencing – <i>comments outlined concerns regarding the aesthetics of using a chain link fence on the bridge.</i>                                    | 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. |

**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 10 to 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 permeable 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 scooters 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 scootering 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 10 to 12 feet wide, providing between 5 and 6 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?

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.

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.

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.

#### **QUESTON 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?

**ODOT RESPONSE**

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

**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**

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](mailto: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](http://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](http://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>.

# Appendix E

## Cost Estimate – Steel Beam

## Estimate HAM-71-1.81-1a

Estimated Cost:\$4,127,759.65

Contingency: 16.70%

**Estimated Total: \$4,817,095.51**

HAM-71-1.81 Alternate 1, Option 1 Rolled Beams  
Inflation to 2026 - 16.7%

**Base Date: 09/26/22**

Spec Year: 19

Unit System: E

Work Type: BRIDGE REPLACEMENT

Highway Type:

Urban/Rural Type: URBAN CLASS

Season: SPRING

County: HAMILTON

Latitude of Midpoint: 0

Longitude of Midpoint: 0

District: 08

Federal/State Project Number:

*Prepared by Shane Gault on 09/29/22*

*Checked by Bob Beasley on 09/29/22*

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					

**Group 0010:** Structure-General

0005	202E11003	1.000	LS	\$125,000.00000	\$125,000.00
STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN					
0006	503E11100	1.000	LS	\$50,000.00000	\$50,000.00
COFFERDAMS AND EXCAVATION BRACING					
0007	505E11100	1.000	LS	\$40,000.00000	\$40,000.00
PILE DRIVING EQUIPMENT MOBILIZATION					
0008	625E98200	1.000	LS	\$75,000.00000	\$75,000.00
LIGHTING, MISC.: In Rail Lighting					
0009	690E98400	1.000	LS	\$150,000.00000	\$150,000.00
SPECIAL - <i>Roadway Work</i>					
0010	690E98400	1.000	LS	\$450,000.00000	\$450,000.00
SPECIAL - <i>15% Design Contingency</i>					

Total for Group 0010:\$890,000.00

**Group 0012:** Structure-Ramp

0011	509E26000	91,125.000	LB	\$1.25000	\$113,906.25
GALVANIZED STEEL REINFORCEMENT					
0012	511E32212	378.000	CY	\$713.35949	\$269,649.89
CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE					
0013	511E51510	27.000	CY	\$496.44049	\$13,403.89
CLASS QC2 CONCRETE, SIDEWALK <i>(STAIRS)</i>					
0014	513E10260	242,793.000	LB	\$1.93316	\$469,357.72
STRUCTURAL STEEL MEMBERS, LEVEL 3					
0015	514E00060	5,381.000	SF	\$4.29777	\$23,126.30
FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT					
0016	514E00066	5,381.000	SF	\$3.68975	\$19,854.54
FIELD PAINTING STRUCTURAL STEEL, FINISH COAT					
0017	524E94804	50.000	FT	\$1,750.00000	\$87,500.00
DRILLED SHAFTS, 42" DIAMETER, INTO BEDROCK					
0018	524E94934	200.000	FT	\$2,000.00000	\$400,000.00
DRILLED SHAFTS, 66" DIAMETER, INTO BEDROCK					
0019	607E40000	340.000	FT	\$140.00000	\$47,600.00
SPECIAL - VANDAL PROTECTION FENCE					

Total for Group 0012:\$1,444,398.59

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					

**Group 0015:** Structure-Bridge

0020	503E21100	152.000	CY	\$48.38956	\$7,355.21
UNCLASSIFIED EXCAVATION					
0021	503E31100	6.000	CY	\$101.75951	\$610.56
ROCK EXCAVATION					
0022	509E26000	139,275.000	LB	\$1.25000	\$174,093.75
GALVANIZED STEEL REINFORCEMENT					
0023	511E33414	196.000	CY	\$1,000.00000	\$196,000.00
CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE					
0024	511E42012	312.000	CY	\$1,200.00000	\$374,400.00
CLASS QC1 CONCRETE WITH QC/QA, PIER ABOVE FOOTINGS					
0025	511E44112	8.000	CY	\$1,200.00000	\$9,600.00
CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT NOT INCLUDING FOOTIN G					
0026	511E46512	103.000	CY	\$630.75123	\$64,967.38
CLASS QC1 CONCRETE WITH QC/QA, FOOTING					
0027	513E10260	200,767.000	LB	\$1.93316	\$388,114.73
STRUCTURAL STEEL MEMBERS, LEVEL 1					
0028	514E00060	10,106.000	SF	\$4.29777	\$43,433.26
FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT					
0029	514E00066	10,106.000	SF	\$3.68975	\$37,288.61
FIELD PAINTING STRUCTURAL STEEL, FINISH COAT					
0030	516E43200	18.000	EACH	\$1,800.00000	\$32,400.00
ELASTOMERIC BEARING WITH INTERNAL LAMINATES ONLY (NEOPRENE)					
0031	524E94604	480.000	FT	\$160.00000	\$76,800.00
DRILLED SHAFTS, 30" DIAMETER, INTO BEDROCK					
0032	607E40000	704.000	FT	\$140.00000	\$98,560.00
VANDAL PROTECTION FENCE, 12' CURVED, COATED FABRIC , 14' STRAIGHT, COATED FABRIC					

Total for Group 0015:\$1,503,623.50

**Group 0020:** Incidentals

0033	614E11000	1.000	LS	\$125,000.00000	\$125,000.00
MAINTAINING TRAFFIC					
0034	619E16010	9.000	MNTH	\$1,637.50667	\$14,737.56
FIELD OFFICE, TYPE B					
0035	623E10000	1.000	LS	\$50,000.00000	\$50,000.00
CONSTRUCTION LAYOUT STAKES AND SURVEYING					
0036	624E10000	1.000	LS	\$100,000.00000	\$100,000.00

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					

MOBILIZATION

Total for Group 0020:\$289,737.56



# Appendix F

## Cost Estimate – Prefabricated Steel Truss

## Estimate HAM-71-1.81-1b

Estimated Cost:\$5,293,293.93

Contingency: 16.70%

**Estimated Total: \$6,177,274.02**

HAM-71-1.81 Alternate 1, Option 2, Steel Truss  
Inflation to 2026 - 16.7%

**Base Date: 12/06/22**

Spec Year: 19

Unit System: E

Work Type: BRIDGE REPLACEMENT

Highway Type:

Urban/Rural Type: URBAN CLASS

Season: SPRING

County: HAMILTON

Latitude of Midpoint: 0

Longitude of Midpoint: 0

District: 08

Federal/State Project Number:

*Prepared by Shane Gault on 12/06/22*

*Checked by Bob Beasley on 12/06/22*

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					

**Group 0010:** Structure-General

0005	202E11003	1.000	LS	\$125,000.00000	\$125,000.00
STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN					
0006	503E11100	1.000	LS	\$35,000.00000	\$35,000.00
COFFERDAMS AND EXCAVATION BRACING					
0007	505E11100	1.000	LS	\$50,000.00000	\$50,000.00
PILE DRIVING EQUIPMENT MOBILIZATION					
0008	625E98200	1.000	LS	\$75,000.00000	\$75,000.00
LIGHTING, MISC.: In Rail Lighting					
0009	690E98400	1.000	LS	\$125,000.00000	\$125,000.00
SPECIAL - <i>Roadway Work</i>					
0010	690E98400	1.000	LS	\$600,000.00000	\$600,000.00
SPECIAL - <i>15% Design Contingency</i>					

**Total for Group 0010:\$1,010,000.00**

**Group 0012:** Structure-Ramp

0011	509E26000	91,125.000	LB	\$1.25000	\$113,906.25
GALVANIZED STEEL REINFORCEMENT					
0012	511E32212	378.000	CY	\$713.35949	\$269,649.89
CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE					
0013	511E51510	27.000	CY	\$496.44049	\$13,403.89
CLASS QC2 CONCRETE, SIDEWALK <i>(STAIRS)</i>					
0014	513E10260	231,383.000	LB	\$1.93316	\$447,300.36
STRUCTURAL STEEL MEMBERS, LEVEL 3					
0015	514E00060	5,381.000	SF	\$6.27608	\$33,771.59
FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT					
0016	514E00066	5,381.000	SF	\$5.18355	\$27,892.68
FIELD PAINTING STRUCTURAL STEEL, FINISH COAT					
0017	524E94804	50.000	FT	\$1,750.00000	\$87,500.00
DRILLED SHAFTS, 42" DIAMETER, INTO BEDROCK					
0018	524E94934	200.000	FT	\$2,000.00000	\$400,000.00
DRILLED SHAFTS, 66" DIAMETER, INTO BEDROCK					
0019	607E40000	340.000	FT	\$140.00000	\$47,600.00
SPECIAL - VANDAL PROTECTION FENCE <i>, 14' STRAIGHT, COATED FABRIC</i>					

**Total for Group 0012:\$1,441,024.66**

<u>Line #</u>	<u>Item Number</u>	<u>Quantity</u>	<u>Units</u>	<u>Unit Price</u>	<u>Extension</u>
<u>Description</u>					
<u>Supplemental Description</u>					

**Group 0015:** Structure-Bridge

0020	503E21100	152.000	CY	\$48.38956	\$7,355.21
UNCLASSIFIED EXCAVATION					
0021	503E31100	6.000	CY	\$101.75951	\$610.56
ROCK EXCAVATION					
0022	509E26000	90,675.000	LB	\$1.25000	\$113,343.75
GALVANIZED STEEL REINFORCEMENT					
0023	511E33414	97.000	CY	\$1,000.00000	\$97,000.00
CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE					
0024	511E42012	210.000	CY	\$1,200.00000	\$252,000.00
CLASS QC1 CONCRETE WITH QC/QA, PIER ABOVE FOOTINGS					
0025	511E44112	9.000	CY	\$1,200.00000	\$10,800.00
CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT NOT INCLUDING FOOTIN G					
0026	511E46512	87.000	CY	\$651.28951	\$56,662.19
CLASS QC1 CONCRETE WITH QC/QA, FOOTING					
0027	514E80030	1.000	LS	\$30,000.00000	\$30,000.00
SHOP PAINTING AND FIELD TOUCH-UP OF STRUCTURAL STEEL					
0028	524E94604	320.000	FT	\$160.00000	\$51,200.00
DRILLED SHAFTS, 30" DIAMETER, INTO BEDROCK					
0029	530E00200	1.000	LS	\$1,875,000.00000	\$1,875,000.00
SPECIAL - STRUCTURES					
<i>Prefabricated Steel Truss with Erection</i>					
0030	607E40000	704.000	FT	\$140.00000	\$98,560.00
VANDAL PROTECTION FENCE, 12' CURVED, COATED FABRIC , 14' STRAIGHT, COATED FABRIC					

Total for Group 0015:\$2,592,531.71

**Group 0020:** Incidentals

0031	614E11000	1.000	LS	\$100,000.00000	\$100,000.00
MAINTAINING TRAFFIC					
0032	619E16010	9.000	MNTH	\$1,637.50667	\$14,737.56
FIELD OFFICE, TYPE B					
0033	623E10000	1.000	LS	\$35,000.00000	\$35,000.00
CONSTRUCTION LAYOUT STAKES AND SURVEYING					
0034	624E10000	1.000	LS	\$100,000.00000	\$100,000.00
MOBILIZATION					

Total for Group 0020:\$249,737.56