



PUBLIC MEETING SUMMARY

Project Name: I-71 SmartLane: between I-670 and I-270 North
Project ID #: 109164
Meeting Date: 5/25/2023
Meeting Format: Virtual and In-Person
End of Comment Period: 6/30/2023

Public Meeting Attendees: Total-44 (Virtual-30, In-Person-14)
Total Comments: 86
Comment Forms Mailed: 0
Comment Forms Submitted at Public Meeting: 4

Comments Submitted via:

- During Virtual Public Meeting: 27
- During In-Person Public Meeting: 13
- During In-Person Public Meeting (exhibits): 16
- Publicinput.com Website: 3
- ODOT Website: 19
- Phone: 0
- Email: 4
- Social Media: 0

Opposed to Project: N/A
Supportive of Project: N/A
Uncommitted: N/A
Conditional: N/A

Major Concerns: The statements and questions received throughout this round of engagement revolve around concerns, suggestions, and criticisms regarding the I-71 corridor in Columbus. Here are the key points raised:

- Doubts about the effectiveness of adding more lanes and the potential negative consequences, such as increased crashes and induced demand.
- Suggestions for considering alternative transportation options like HOV lanes, buses, and walking/biking infrastructure.
- Requests for repairs to crumbling slopes, widening of lanes, and addressing environmental impacts, including pollution and noise.
- Calls for access to studies and the need for additional research on pollution, soot, and racing incidents.
- Concerns about safety, enforcement, and adherence to NEPA requirements.
- Requests for pedestrian and cyclist improvements, protected bike lanes, and equitable bridges to reconnect communities affected by the highway.
- Questions regarding the necessity of the project, spending priorities, and the potential long-term impact on traffic congestion.
- Queries about emergency response during Smart Lane operations, adjustment of crash-prone areas, and the inclusion of public transit or micro-mobility improvements.
- Demands for investing in transit, pedestrian-friendly infrastructure, and intercity transportation alternatives rather than highway expansion.

- Inquiries about lane widths, truck performance, and the potential effects on freight traffic.
- Recommendations for improving specific bridges, including noise reduction, enhanced pedestrian and cyclist facilities, and references to successful examples elsewhere.
- Criticisms about the decision-making process, lack of consideration for alternative solutions, and calls for a long-term, sustainable approach to transportation planning.

Public Officials in Attendance: Public officials were not in attendance at the public meeting.

Media in Attendance: Media representatives were not in attendance at the public meeting.

Meeting Notifications: The following public meeting notification has been issued. Notification materials can be found in the meeting summary appendix.

Type of Notification	Publication Date	Publication Location
Legal advertisement	N/A	N/A
Print advertisement	April 27, 2023	The Communicator News (1-advertisement, print news, African American community news)
Print advertisement	May 20, 2023	The Somali Link Newspaper (1-advertisement, print, Hispanic news)
Digital advertisement	April 24-29 and May 7-13, 2023	Columbus Black (digital side banner advertisement, African American community news)
Digital advertisement	April 27 and May 11, 2023	Columbus Black (newsletter advertisement/meeting flyer, African American community news)
Social Media Post	May 18 and 23, 2023	La Mega Nota (Nota (2 social media posts, Hispanic news)
Radio advertisement	May 11-25, 2023	La Mega 103.1 FM (Columbus), running in 74 spots between May 11-25, between 6 AM to 8 PM
Invitations	N/A	N/A
Press release	April 26, 2023	Axios Columbus, Columbus Dispatch, Columbus Underground, WBNS-10, WCMH-4
News article	N/A	N/A
Flyer		
Social Media Post	May 11, 2023	Facebook
Website Post	April 26, 2023	ODOT Project Website
Publicinput.com Post	April 26, 2023	Project sites: https://publicinput.com/x2577 , https://publicinput.com/x2577span (Spanish)
Publicly Available Documents	N/A	N/A

Meeting Details

- **Meeting Format:** Virtual and In-Person
- **Meeting Location:**
 - Virtual, Noon, (<https://publicinput.com/x2577>)
 - In-Person, 6:00 PM to 7:30 PM (with a presentation at 6:15 PM), Linden Community Center, 1350 Briarwood Ave, Columbus, OH 43211
 - Facility Layout/Flow and Exhibits: An appendix of materials is attached with the in-person meeting facility layout and a copy of handouts and exhibits provided to the public.
- **Meeting Purpose:** Nearby residents, businesses, and the traveling public were invited to attend a public information meeting to learn how the Ohio Department of Transportation (ODOT) proposes to implement a SmartLane in each direction on I-71 between I-670 and I-270 North. Like on I-670, this would open roadway shoulders to motorists during rush hour, when they need congestion relief the most.
 - Agenda Overview:
 - Virtual:
 - Presenter convenes
 - Welcome
 - Agenda review and virtual meeting logistics
 - Presentation/project update
 - Next Steps
 - Q&A
 - Presentation Adjourn
 - In-Person:
 - Public sign-in/review exhibits/take seats
 - Facilitator convenes
 - Welcome
 - Agenda review and meeting logistics
 - Presentation/project update
 - Allow pauses for questions throughout
 - Next Steps
 - Q&A
 - Presentation Adjourn
 - Open house/one-on-one discussion

- **Brief chronology of the proposed project:** A public engagement plan was developed and gives a brief history of the project. The plan can be found in the meeting summary appendix.
 - Feasibility Study - August 2021
 - Public Engagement - May 2023
 - Environmental Document - August 2023
 - Stage 1 Plans - August 2023
 - Stage 2 Plans - January 2014
 - Stage 3 Plans - June 2024
 - Right-of-Way Acquisition - September 2024
 - Project Sale/Award - April 2025
 - Begin Construction - April 2025
 - End Construction - September 2026
- **Copies/description of materials provided:** The following meeting materials were provided at the public meetings and were also made available on the projects publicinput.com website for download and review:
 - Fact Sheet
 - NEPA Brochure
 - Comment Form
 - Exhibits:
 - Project Location Map
 - Alternatives Comparison
 - Project Roll Plots (7)
 - Feasibility Study (copy)
 - Meeting Presentation
 - Virtual Public Meeting Participant Guide
 - Roadway Plan Set
- **Summary of comments received, and response provided:** A summary of comments and responses is listed in the table below.
- **Conclusion:** Participants at both public meetings (virtual and in-person) were able to provide comments at various points during the presentation. Following the meeting(s) attendees were invited to provide comments about the project through a number of options including: online (<https://publicinput.com/x2577>), email (danilo.puozzo@dot.ohio.gov), phone (740-833-8269), or by mail: (Danilo Puozzo, P.E., Project Manager, ODOT - District 6, 400 E. William Street, Delaware, OH 43015). Public comments were to be received within 30 days (June 30, 2022). A PDF version of the meeting presentation, video recording, exhibit, handouts, and other meeting materials were made available to the public on the project webpage at <https://publicinput.com/x2577>.

Tracking Number	Type	Date Received	Comment	Responder	Response	Date Responded	File Location
1	ODOT Website Comment	4/28/23	How about mass transit with fixed rail service! This city and state is a joke with public transportation! Almost 12 million people statewide and all across the board public transportation is horrible!	ODOT	Thank you for your comment and your interest in the project. ODOT is responsible for the State and Federal highway systems in Ohio, but partners and coordinates with the City of Columbus, COTA, and other local jurisdictions on safety improvements and connectivity for bicyclists, pedestrians, and transit customers where possible.	8/25/23	N/A
2	ODOT Website Comment	4/28/23 & 5/1/23	<p>4/28/23 - Hi Danilo, On behalf of the North Linden Area Commission, I'm writing to you to ask for more information about the I-71 Smartlane project.</p> <ul style="list-style-type: none"> - What are the bridge improvements that the project page mentions? - How many additional vehicles per day are expected to drive on I-71 as a result of the Smartlane addition? -What are the expected impacts on neighboring communities from increased noise, smog, and particulate pollution, as the number of vehicles driving on I-71 increase? - How long is construction expected to take, and what impacts should we expect to see from that construction? -The North Linden Area Commission next meets on May 18. If you could provide answers to these questions before then, and any other information you think may be useful, that would allow the commission time to consider the project before the public input meeting on May 25. You are welcome to attend the May 18 NLAC meeting; we meet at the Linden Community Center on Briarwood Avenue at 6:30 p.m. More information is available at https://cbusareacommissions.org/north-linden/ <p>Thanks, Ben Keith, Zoning Committee Co-Chair North Linden Area Commission</p> <p>5/1/23 - Thanks for the answers; I'll make sure they're passed on to the full North Linden Area Commission. Speaking personally: I don't</p>	ODOT	<p>Thank you for reaching out. I have provided some answers below in red, hope this addresses your concerns.</p> <ul style="list-style-type: none"> - We are replacing the bridges carrying Morse Rd and SR 161 over I-71. We're also doing a deck replacement of the Cleveland Ave bridge over I-71. - To be clear, ODOT is not proposing building additional lanes on I-71, we plan to use the existing shoulder as a travel lane during peak travel times. Therefore, we don't expect the Smartlane to increase the number of drivers on I-71, but simply ease congestion for the already existing drivers. Similarly on the I-670 Smartlane, after completion we did not see an increase in the numbers of drivers but did see a significant reduction in commuting times. It's also worth noting that 3 between 2019 and 2022, we saw a 90% reduction in the number of crashes on I-670 during the hours the SmartLanewas open. - As stated above, the number of vehicles using I-71 will not increase due to the Smartlane, it will simply reduce congestion during morning/evening rush hours throughout the corridor and reduce commuting times. - Construction is expected to take approximately 3 years to fully complete. Impacts will include overnight lane closures and on/off ramps will be closed and detoured for a period of time. All these impacts will be presented in more detail at the Public meeting to be held on May 25th. 	8/25/23	N/A

			<p>think your answers will play well with the community. The conversion of a shoulder to a travel lane, even if it is a time-limited "smart lane", is widely understood to be equivalent to adding a lane of traffic, even though no new pavement is added to the width of the road. The project adds a place where cars are allowed to drive, which is generally called a "lane". People will point to the word "lane" in "Smartlane" to say that you are, in fact, adding a lane. The addition of a new lane is by default assumed to induce demand: faster-flowing traffic on I-71 invites additional drivers until there is no longer a speed advantage from taking I-71. "Induced demand" is not a new concept; it's been widely studied and repeatedly demonstrated in highway expansions elsewhere in the United States.</p> <p>The question is not of whether the number of vehicles will increase, but by how much. https://www.bloomberg.com/news/articles/2018-09-06/traffic-jam-blame-induced-demand You should be prepared to address community concerns about induced demand, and the ensuing increases in pollution.</p> <p>If you have actual numbers from the I-670 Smartlane addition which show traffic counts and pollution levels before and after the I-670 Smartlane, that data would help direct the public conversation. Not vague reassurances and assertions, but actual numbers. I think a lot of people will have questions about the no-build option for the Smartlane, as well as whether ODOT supports the construction of rail transit along I-71 to remove drivers from the road. That's just my personal understanding of the matter. Thank you again for the information, and I look forward to the meeting on the 25th. Ben Keith, Zoning Committee Co-Chair North Linden Area Commission</p>				
3	ODOT Website Comment	5/8/23	<p>I am very opposed to adding a lane to I-71 as it will simply increase numbers of car drivers. Let's stop privileging speed over life. Let's spend the money on travel options that are healthier for people and planet.</p>	ODOT	<p>Thank you for your comment and your interest in the project. The Smartlane project does not add capacity to the travel corridor, but rather utilizes a shoulder to spread out the traffic to allow for a smoother flow and reduce congestion within the existing corridor. ODOT is responsible for</p>	8/25/23	N/A

					the State and Federal highway systems in Ohio, but partners and coordinates with the City of Columbus, COTA, and other local jurisdictions on safety improvements and connectivity for bicyclists, pedestrians, and transit customers where possible.		
4	ODOT Website Comment	5/8/23	I am very opposed to adding another lane on I-71 in Columbus. It is well established that adding traffic lanes does not reduce traffic. This money should be invested into strategies that actually get Ohioans to drive their cars less, rather than to create more space for private vehicles. Adding lanes means adding traffic, not reducing it, which also comes with additional greenhouse gases at a time when scientists say that climate collapse is already occurring. Please re-think this disastrous policy choice. Thank you	ODOT	Thank you for your comment and your interest in the project. The Smartlane project does not add capacity to the travel corridor, but rather utilizes a shoulder to spread out the traffic to allow for a smoother flow and reduce congestion within the existing corridor. ODOT is responsible for the State and Federal highway systems in Ohio, but partners and coordinates with the City of Columbus, COTA, and other local jurisdictions on safety improvements and connectivity for bicyclists, pedestrians, and transit customers where possible. Franklin County is in attainment for PM2.5, so there is no requirement for PM2.5 studies. The project is not adding capacity, so no MSAT studies are required. ODOT recommends the public contact the Ohio EPA to see what things are being done to make improvements to air quality in the state of Ohio.	8/25/23	N/A
5	ODOT Website Comment	5/8/23	The proposal to create a "Smart Lane" on I-71 is a mistake. The well-established and understood phenomenon of Induced Traffic Demand means that more lanes will simply create more traffic. It doesn't matter that you are not increasing the footprint of the I-71 corridor. It also does matter that you turn the "Smart Lane" on and off at different times. It is still an added lanes, and it will create added traffic. The only way to reduce traffic is to provide alternatives to driving. Also, we are in a climate crisis, and transportation is the largest source of greenhouse gases in the US. ODOT needs to help mitigate not increase this crisis.	ODOT	Thank you for your comment and your interest in the project. The Smartlane project does not add capacity to the travel corridor, but rather utilizes a shoulder to spread out the traffic to allow for a smoother flow and reduce congestion within the existing corridor. ODOT is responsible for the State and Federal highway systems in Ohio, but partners and coordinates with the City of Columbus, COTA, and other local jurisdictions on safety improvements and connectivity for bicyclists, pedestrians, and transit customers where possible. Franklin County is in attainment for PM2.5, so there is no requirement for PM2.5 studies. The project is not adding capacity, so no MSAT studies are required. ODOT recommends the public contact the Ohio EPA to see what things are being done to make improvements to air quality in the state of Ohio.	8/25/23	N/A

6	ODOT Website Comment	5/8/23	<p>I cannot understand why, in 2023, the Ohio Department of TRANSPORTATION still seems to be solely focused on making it easier for people to drive cars while it is actively more difficult to ride a bike, walk, or take a bus, and impossible to take a train for most Ohioans. This money could be spent on making existing roads safer, adding bicycle and pedestrian infrastructure, traffic calming, or investing in a transit system in central Ohio. This will do nothing to curb road rage incidents, which happen at all hours of the night. People who live along summit and 4th have been subjected to multiple road rage incidents that have jumped off of 71 and resulted in houses being hit by stray bullets. The smart lanes on 670 haven't made a difference. There is no reason to believe an extra lane will not result in induced demand, especially as Columbus grows. I was nearly killed on my bike and am now too scared to bike. Safer roads for alternative forms of transportation and transit options are the only things that will reduce traffic. The only way I could see this project being at all acceptable would be if Route 23 were to be rerouted to 71, and to have Summit, 4th, Indianola, and high street redesignated: speed limits would need to be reduced, traffic calming out in, and summit and 4th should be made two-way. These are residential streets that serve as secondary highways, enable traffic and gun violence, endanger residents, and increase the atmospheric stress for people in the area. If there is going to be a wider highway in the area, there should only be one.</p>	ODOT	<p>Thank you for your comment and your interest in the project. The Smartlane project does not add capacity to the travel corridor, but rather utilizes a shoulder to spread out the traffic to allow for a smoother flow and reduce congestion within the existing corridor. ODOT is responsible for the State and Federal highway systems in Ohio, but partners and coordinates with the City of Columbus, COTA, and other local jurisdictions on safety improvements and connectivity for bicyclists, pedestrians, and transit customers where possible. ODOT actively monitors traffic for incident management. During their 24/7 monitoring, Incident Management will report observed illegal activity to the proper authorities. When a crash or disabled vehicle is present, incident management can close the shoulder to allow emergency vehicles access. ODOT only oversees the State and Federal Highway Systems. You are encouraged to contact the City at (614) 645-3111 or 311@columbus.gov with any local concerns.</p>	8/25/23	N/A
7	ODOT Website Comment	5/8/23	<p>"Smart" or not, adding more lanes to a highway like I-71 only induces more traffic, more congestion and more air pollution. Has any alternative been studied such as a light rail commuter line, which was proposed for this same corridor in the year 2000 by the Central Ohio Transit Authority? If not, why not?</p>	ODOT	<p>Thank you for your comment and your interest in the project. ODOT is responsible for the State and Federal highway systems in Ohio, but partners and coordinates with the City of Columbus, COTA, and other local jurisdictions on safety improvements and connectivity for bicyclists, pedestrians, and transit customers where possible. The Smartlane project does not add capacity to</p>	8/25/23	N/A

			<p>There is no dispute that I-71 between downtown and the North Outerbelt is a heavily traveled roadway. But isn't the wiser and economically "smarter" move some of that traffic off of the roadway by creating an option that could run on an existing rail corridor that parallels the highway? As I write this the Federal Transit Administration has over \$100-billion dollars on the table for public transportation grants? Why is ODOT not pursuing these dollars and working with COTA to take what was a very good light rail proposal and make it a reality?</p>		<p>the travel corridor, but rather utilizes a shoulder to spread out the traffic to allow for a smoother flow and reduce congestion within the existing corridor. Franklin county is in attainment for PM2.5, so there is no requirement for PM2.5 studies. The project is not adding capacity, so no MSAT studies are required. ODOT recommends the public contact the Ohio EPA to see what things are being done to make improvements to air quality in the state of Ohio. The "why" behind the project is reliable travel times for all users - including trucks, cars, and buses. It's not an "instead" of upgrading the transit system. Our focus here is taking care of what we have by upgrading pavement and bridges for all users. This project will help improve traffic with all users. With the technology installed with this project, we will have the ability to use those lanes in multiple ways. We are working closely with COTA on their LinkUS initiative to introduce bus rapid transit lanes on local streets. Our Office of Transit is also working with multiple stakeholders to look at improving workforce mobility using transit.</p>		
8	ODOT Website Comment	5/9/23	<p>Adding lanes (even smart lanes, which don't expand the overall footprint of the highway) will increase induced demand for highway utilization, which leads to an increase in traffic. Moreover, the use of shoulders as driving lanes leaves no safe locations to pull over in the event of a breakdown, crash, or police action. This would be exacerbated by the removal of shoulders during peak utilization hours. Finally, the dedication of transportation funding to highway infrastructure comes at an enormous cost for marginal benefit, not just in terms of this project's stated aims but also as a waste of resources better allocated to more efficient travel modes which would get cars off the highway, such as public transit and protected bike infrastructure.</p>	ODOT	<p>Thank you for your comment and your interest in the project. The Smartlane project does not add capacity to the travel corridor, but rather utilizes a shoulder to spread out the traffic to allow for a smoother flow and reduce congestion within the existing corridor. ODOT actively monitors traffic for incident management. During their 24/7 monitoring, Incident Management will report observed illegal activity to the proper authorities. When a crash or disabled vehicle is present, incident management can close the shoulder to allow emergency vehicles access. ODOT is responsible for the State and Federal highway systems in Ohio, but partners and coordinates with the City of Columbus, COTA, and other local jurisdictions on safety improvements and connectivity for bicyclists, pedestrians, and transit customers where possible.</p>	8/25/23	N/A

9	ODOT Website Comment	5/9/23	<p>My comments regarding spending \$90 million to widen 71. See below. I moved here from NJ and my sister lives in LA. Widening roads doesn't work.</p> <p><i>*See image below.</i></p>	ODOT	<p>Thank you for your comment and your interest in the project. ODOT is responsible for the State and Federal highway systems in Ohio, but partners and coordinates with the City of Columbus, COTA, and other local jurisdictions on safety improvements and connectivity for bicyclists, pedestrians, and transit customers where possible.</p>	8/25/23	N/A
10	ODOT Website Comment	5/9/23	<p>We already have terrible air quality downtown and schools surrounded by highways. I want to see ODOT support transportation alternatives to highways and driving as our population grows exponentially. Let's start now instead of widening the highway aha talking about it like we're doing something innovative.</p>	ODOT	<p>Thank you for your comment and your interest in the project. Franklin County is in attainment for PM2.5, so there is no requirement for PM2.5 studies. The project is not adding capacity, so no MSAT studies are required. ODOT recommends the public contact the Ohio EPA to see what things are being done to make improvements to air quality in the state of Ohio. ODOT is responsible for the State and Federal highway systems in Ohio, but partners and coordinates with the City of Columbus, COTA, and other local jurisdictions on safety improvements and connectivity for bicyclists, pedestrians, and transit customers where possible. The scope of this project is limited to addressing the immediate concerns of safety and congestion with the least number of impacts.</p>	8/25/23	N/A
11	ODOT Website Comment	5/9/23	<p>I'd like to state my opposition to adding a so-called "smart lane" to I-71. Numerous studies show that expanding highways or investing in additional lanes or capabilities only make traffic worse. The reason for this is a concept called induced demand. You can think of it as when we make it easier for people to live further away they'll move further away and they'll drive more. But then more people will move further away and drive more too. And then after just a few short years there will be even more cars on the road than before and we will be right back where we started. Instead of wasting taxpayer dollars on projects that we know for a fact won't solve the problems we are facing (there is no argument against this fact. It's just basic reality) we should instead use</p>	ODOT	<p>Thank you for your comment and your interest in the project. The Smartlane project does not add capacity to the travel corridor, but rather utilizes a shoulder to spread out the traffic to allow for a smoother flow and reduce congestion within the existing corridor. ODOT is responsible for the State and Federal highway systems in Ohio, but partners and coordinates with the City of Columbus, COTA, and other local jurisdictions on safety improvements and connectivity for bicyclists, pedestrians, and transit customers where possible. The scope of this project is limited to addressing the immediate concerns of safety and congestion with the least number of impacts.</p>	8/25/23	N/A

			<p>\$90 mm to build out transportation options that scale to meet our growing needs. This includes bike lanes, sidewalks, light rail, and other options. Or just return the money to taxpayers.</p> <p>Literally, anything would be better than wasting money on something that we know won't work before we even start. My vote and my voice goes against projects that are bad for the state of Ohio and I strongly oppose this project. ODOT, knowing the facts just as I know them, cannot in good faith continue to execute and waste money on these projects less it does so out of a system of fraud, waste, and abuse.</p>				
12	ODOT Website Comment	5/9/23	<p>As someone who uses I-71 every day, this project is a terrible idea and a waste of taxpayer money. Adding yet more lanes, "smart" or not, has been shown to increase congestion, pollution, and noise. Please utilize these funds to support rail instead, in particular the proposed 3C+D line along the I-71 corridor.</p>	ODOT	<p>Thank you for your comment and your interest in the project. The Smartlane project does not add capacity to the travel corridor, but rather utilizes a shoulder to spread out the traffic to allow for a smoother flow and reduce congestion within the existing corridor. Franklin County is in attainment for PM2.5, so there is no requirement for PM2.5 studies. The project is not adding capacity, so no MSAT studies are required. ODOT recommends the public contact the Ohio EPA to see what things are being done to make improvements to air quality in the state of Ohio. ODOT is responsible for the State and Federal highway systems in Ohio, but partners and coordinates with the City of Columbus, COTA, and other local jurisdictions on safety improvements and connectivity for bicyclists, pedestrians, and transit customers where possible.</p>	8/25/23	N/A
13	ODOT Website Comment	5/9/23	<p>I think this is an awful idea. We don't need "one more lane" to fix the problem. We need effective reform of our transportation away from private vehicles and towards prolific public transportation, pedestrian walkways, and bike lanes. This will still end in a bottle nose affect. If you want to clear up traffic, use that \$90 million to create transportation that isn't car</p>	ODOT	<p>Thank you for your comment and your interest in the project. The Smartlane project does not add capacity to the travel corridor, but rather utilizes a shoulder to spread out the traffic to allow for a smoother flow and reduce congestion within the existing corridor. ODOT is responsible for the State and Federal highway systems in Ohio, but partners and coordinates with the City of Columbus, COTA, and other local jurisdictions on safety improvements and connectivity for bicyclists, pedestrians, and</p>	8/25/23	N/A

			dependent. Less cars will be necessary for our cities transportation thus less traffic. Not to mention it will make the city safer, cleaner, and reduce incidences of things like the shootings we have seen on the highways around Columbus as of late. I'm sure this comment will make very little difference, but I hope somebody is there and clued into the reality of our current infrastructure nightmare we have developed.		transit customers where possible. ODOT actively monitors traffic for incident management. During their 24/7 monitoring, Incident Management will report observed illegal activity to the proper authorities. When a crash or disabled vehicle is present, incident management can close the shoulder to allow emergency vehicles access.		
14	ODOT Website Comment	5/9/23	Please do not do this expansion. Every year we waste tons of money on non-science-backed expansions to highways. This is not a project that will reduce congestion, but will just add to the highway creep we already have. Please invest instead in multi-modal solutions, building bus and/or bike lanes and other means of transportation other than cars that may actually work to reduce congestion within the city. Another massive highway project isn't going to solve anything	ODOT	Thank you for your comment and your interest in the project. The Smartlane project does not add capacity to the travel corridor, but rather utilizes a shoulder to spread out the traffic to allow for a smoother flow and reduce congestion within the existing corridor. ODOT is responsible for the State and Federal highway systems in Ohio, but partners and coordinates with the City of Columbus, COTA, and other local jurisdictions on safety improvements and connectivity for bicyclists, pedestrians, and transit customers where possible.	8/25/23	N/A
15	ODOT Website Comment	5/9/23	I think this is a waste of money, will increase congestion, and is a step in the wrong direction as far as climate change goes. Columbus is already falling behind, and I would much rather this money go towards protected bike lines on Neil and High Street.	ODOT	Thank you for your comment and your interest in the project. The Smartlane project does not add capacity to the travel corridor, but rather utilizes a shoulder to spread out the traffic to allow for a smoother flow and reduce congestion within the existing corridor. ODOT is responsible for the State and Federal highway systems in Ohio, but partners and coordinates with the City of Columbus, COTA, and other local jurisdictions on safety improvements and connectivity for bicyclists, pedestrians, and transit customers where possible. . Franklin County is in attainment for PM2.5, so there is no requirement for PM2.5 studies. The project is not adding capacity, so no MSAT studies are required. ODOT recommends the public contact the Ohio EPA to see what things are being done to make improvements to air quality in the state of Ohio.	8/25/23	N/A
16	ODOT Website Comment	5/9/23	I think the I-71 SmartLane is NOT a smart idea. This added lane will only increase traffic and greenhouse gasses. The funds are better invested in transit and protected bike lanes,	ODOT	Thank you for your comment and your interest in the project. The Smartlane project does not add capacity to the travel corridor, but rather utilizes a shoulder to	8/25/23	N/A

			which will actually help with reducing greenhouse gasses and make people healthier and happier.		spread out the traffic to allow for a smoother flow and reduce congestion within the existing corridor. ODOT is responsible for the State and Federal highway systems in Ohio, but partners and coordinates with the City of Columbus, COTA, and other local jurisdictions on safety improvements and connectivity for bicyclists, pedestrians, and transit customers where possible. Franklin County is in attainment for PM2.5, so there is no requirement for PM2.5 studies. The project is not adding capacity, so no MSAT studies are required. ODOT recommends the public contact the Ohio EPA to see what things are being done to make improvements to air quality in the state of Ohio.		
17	ODOT Website Comment	5/9/23	I'd much rather have bike infrastructure and efficient public transportation than another lane on 71.	ODOT	Thank you for your comment and your interest in the project. ODOT is responsible for the State and Federal highway systems in Ohio, but partners and coordinates with the City of Columbus, COTA, and other local jurisdictions on safety improvements and connectivity for bicyclists, pedestrians, and transit customers where possible.	8/25/23	N/A
18	Comment Form	5/25/23	Eliminate traffic issues with car, racing, and bullets near Cooke Road and nearby Thruway Street by adding roundabouts and replacing lights along Cook Road.	ODOT	ODOT actively monitors traffic for incident management. During their 24/7 monitoring, Incident Management will report observed illegal activity to the proper authorities. When a crash or disabled vehicle is present, incident management can close the shoulder to allow emergency vehicles access.	8/25/23	N/A

19	Comment Form	5/25/23	<p>The sound barrier wall at 869 E. Cooke is planned for replacing 11 low sections and adding more sections. This will help a lot. Thanks. On I-71 near Harrisburg, a similar project whining was done (added lanes). Whatever they did increased road noise with high-pitched wearing noise. Please do not do what they did. As I understand, it will be a new surface for the entire project. This should avoid the issue. Cars and motorcycles race on I-71 Cook Road and Indianola. What can be done to stop this? I propose roundabouts for local roads and increased highway enforcement. Please no construction noise at night time. Thanks. Will 24/7 SmartLane monitoring report any car motorcycle racing to the police?</p>	ODOT	<p>ODOT actively monitors traffic for incident management. During their 24/7 monitoring, Incident Management will report observed illegal activity to the proper authorities. When a crash or disabled vehicle is present, incident management can close the shoulder to allow emergency vehicles access. ODOT only oversees the State and Federal Highway Systems. You are encouraged to contact the City at (614) 645-3111 or 311@columbus.gov with any local concerns.</p>	8/25/23	N/A
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20	Comment Form	5/25/23	<p>I recommend the no-build recommendation as presented. Several issues remain to support the project. Safety should be the number one priority, and alleviating congestion. Speed limits should be reduced to 55 mph at all times and enforced. Our excessive speeding causes most of the fatal crashes.</p> <p>HOV lanes should be added to the engineering study to promote mood shift to carpooling and other options. These solutions would provide more long-term positive impacts. ODOT should mandate multi-modal implementation for all bridge projects. Citizens expect options for all. Data from the feasibility study is pre-Covid and should be reviewed.</p>	ODOT	<p>The Smartlane will allow for traveling speed to be reduced during calculated times to allow people more time to react, improving the traffic safety throughout the corridor. The 24/7 Incident Management operators can monitor traffic and close the SmartLane any time of the day. IR-670 has seen a drastic reduction in crashes. Multi-modal is being considered along 161 and under bridges. An HOV lane would limit which cars may utilize the lane instead of allowing all travelers the opportunity to utilize the lane, dispersing all congested vehicles across all lanes. The SmartLane technology does not preclude ODOT from making one of these lanes a high occupancy vehicle lane in the future as traffic warrants it. This gives us flexibility for that approach in the future if needed.</p>	8/25/23	N/A
21	Comment Form	5/25/23	<p>Concerned about existing sound wall design at Cooke Road. I live 600 feet away from the freeway and get an 80+ decibel reading during rush hour. I think the way the wall is designed creates a way for sound to amplify as a speaker works. I am not sure, but I do notice it. The big problem with the freeway noise I noticed over these years is tire noise, not engine noise. When the existing sound wall was built, we did not meet the requirement needs for a wall. I would prefer it if you could build a 6-foot wall for tire noise between I-71 and Cooke Road it would help Cooke Road residents tremendously. Thank you.</p>	ODOT	<p>The project does not qualify as a Type I project for noise (i.e. not adding capacity, not moving thru travel lanes equal to or greater than 50% closer to noise sensitive areas) and a noise analysis is not required for the type of project.</p>	8/25/23	N/A

22	Emailed Comment	5/25/23	<p>To whom it may concern, I am writing to oppose the I-71 SmartLane project. It is an unnecessary, wasteful, and detrimental project for the region. Induced demand consistently shows that adding traffic lanes do not fix congestion. Whereas public transportation options can get people off the road. This project costs \$90 million. This is half of the entire budget of the COTA system. Columbus will grow substantially over the next ten years. Adding capacity on I-71 will only encourage people to settle in Dublin and drive to work in Columbus. This smart lane will become quickly overwhelmed. And we will be discussing another lane-widening project in short order. Instead, ODOT should be encouraging Columbus to put more money into LinkUS and making housing more affordable to get people to move directly to Columbus (or Dublin if they are working at the Intel plant). The \$30-40 million for the smart lane then can be stretched out for maintenance of other important projects. Alternative 1 is by far the best option. If we care about climate change, we have to get cars off the road and reduce daily commutes. Expanding I-71 would only increase the incentives for people to drive instead of buying or renting where they work. Let's not waste money on a project that only contributes to climate change and doesn't even solve traffic.</p>	ODOT	<p>ODOT is responsible for the State and Federal highway systems in Ohio, but partners and coordinates with the City of Columbus, COTA, and other local jurisdictions on safety improvements and connectivity for bicyclists, pedestrians, and transit customers where possible. The Smartlane project does not add capacity to the travel corridor, but rather utilizes a shoulder to spread out the traffic to allow for a smoother flow and reduce congestion within the existing corridor.</p>	8/25/23	N/A
23	Emailed Comment	5/25/23	**See comment below.	ODOT	<p>The Cleveland Ave. bridge work was reviewed and determined not feasible with this project. ODOT and the City will discuss repairing this bridge in the future. You are encouraged to contact the City at (614) 645-3111 or 311@columbus.gov with any local concerns.</p>	8/25/23	N/A

24	Emailed Comment	5/25/23	<p>After the 5/25 presentation, someone brought up that, in every other city with the same issues, time has proven that highway expansion serves to ease traffic temporarily and in increases traffic in the long run.</p> <p>The response from presenters was to repeat that there is increased demand now and this is our best solution.</p> <p>That is literally what all the other cities have proposed and ODOT has decided to follow the same trajectory, knowing that, in five years, they'll be asking us to further expand the highway. We already have schools and neighborhoods downtown surrounded by highways and terrible air pollution. We need some boldness to try something that we know will actually serve the city in the long term, certainly not something that we're going to regret both structurally and financially. We need to invest in alternative modes of transportation. How can we help current and future residents get to where they need to go without highway expansion?"</p>	ODOT	<p>ODOT is responsible for the State and Federal highway systems in Ohio, but partners and coordinates with the City of Columbus, COTA, and other local jurisdictions on safety improvements and connectivity for bicyclists, pedestrians, and transit customers where possible. Franklin County is in attainment for PM2.5, so there is no requirement for PM2.5 studies. The project is not adding capacity, so no MSAT studies are required. ODOT recommends the public contact the Ohio EPA to see what things are being done to make improvements to air quality in the state of Ohio.</p>	8/25/23	N/A
25	Emailed Comment	5/25/23	<p>Will the new bridges include improvements for pedestrians and bicyclists? Noise dampening, protected bike lanes, etc.</p>	Jacobs	<p>The new bridges over Morse Road and SR 161 provide the space needed for the City of Columbus to install shared use paths on both sides of the streets below on future projects. The existing piers will also be removed to maximize the City's flexibility in street design.</p>	7/14/23	N/A
26	Virtual Meeting Comment	5/25/23	<p>Our roads became more deadly during the COVID lockdowns when there was little traffic, and after. Why do you blame congestion for crashes?</p>	Jacobs	<p>With fewer vehicles on the road during the COVID lockdowns, motorists were able to drive much faster. The increase in fatal accidents was due to excessive speed.</p>	7/14/23	N/A

27	Virtual Meeting Comment	5/25/23	We have seen over the past century that expanding highways only increases traffic and congestion. If expanding highways solves traffic congestion, we would already have no congestion. Can you explain why this Smart Lane is not just another expansion that will generate more traffic?	ODOT	ODOT Incident Management operators monitor traffic 24/7. The Smartlane can be opened and closed as needed at any time of the day. The Smartlane will be utilized at specific times of the day and/or if there is an accident that affects the flow of traffic in the area.	8/25/23	N/A
28	Virtual Meeting Comment	5/25/23	If cars can fill the shoulders too when the Smart Lane is operational, what happens during an emergency? How do first responders get through the traffic?	Jacobs	Only the inside shoulder will be open to traffic when the SmartLane is operational. The outside shoulder will always be used for emergency use. Also, ODOT actively monitors traffic for incident management. When a crash or disabled vehicle is present, incident management can close the shoulder to allow emergency vehicles access.	7/14/23	N/A
29	Virtual Meeting Comment	5/25/23	Many of these crashes (esp. from 670 to 17th Ave) are around the exits and on-ramps. Will you be adjusting those areas? That seems like the bigger source of crashes, not slowed traffic caught in rush hour.	ODOT	Using phones is a major contributor to crashes. During Covid, we saw drivers using excessive speeds. When you get one crash, you get multiple crashes. We think we can reduce crashes by making these changes to the infrastructure.	5/25/23	N/A
30	Virtual Meeting Comment	5/25/23	All of your alternatives are either no build or build different types of lanes. Why did you not consider other alternatives to expanding I-71, such as providing other mobility choices than driving? These do not seem like real alternatives, only variations on the same theme.	ODOT	The SmartLane technology does not preclude ODOT from making one of these lanes a high occupancy vehicle lane in the future as traffic warrants it. This gives us flexibility for that approach in the future if needed.	5/25/23	N/A

31	Virtual Meeting Comment	5/25/23	Let's be clear, the current proposal only helps people with a car. If you don't have a car, the current proposal does nothing for you. If there is going to be lane expansion, the least one can do is make it a dedicated HOV lane for buses to go between Dublin and Columbus.	ODOT	We appreciate the comment.	5/25/23	N/A
32	Virtual Meeting Comment	5/25/23	"We do not want additional highways. \$40 million could be spent improving bike lanes, sidewalks, or alternative transit options instead of wasting taxpayer dollars. There are no amount of lanes that could possibly be built to satisfy car-only infrastructure. Stop! "	ODOT	We appreciate the comment. We coordinate with the City of Columbus, COTA and other local jurisdictions on safety improvements for bicyclists, pedestrians and transit customers.	5/25/23	N/A
33	Virtual Meeting Comment	5/25/23	Will the project affect any of the freeway walls on 1-71?	ODOT	The existing noise walls will remain in their same locations. There will be some minor repairs.	5/25/23	N/A
34	Virtual Meeting Comment	5/25/23	Re: bridge improvements, are there plans/opportunities to restripe lanes to include bike lanes or protected bike lanes as part of the project? East/West navigation for cyclists in Columbus continues to be a challenge.	Jacobs	The new bridges over Morse Road and SR 161 provide the space needed for the City of Columbus to install shared-use paths on both sides of the streets below on future projects. The existing piers will also be removed to maximize the City's flexibility in street design.	7/14/23	N/A
35	Virtual Meeting Comment	5/25/23	Are the replacement costs of the bridges at Morse Road and I-161 included in the \$90M budget?	ODOT	Yes. That is the current estimated cost of the entire project.	5/25/23	N/A
36	Virtual Meeting Comment	5/25/23	I would be happy to provide input on pedestrian and cyclist improvements along Cleveland Avenue, and other bridges affected by this project. I primarily get around the city by bike, though I also frequently drive along I-71.	ODOT	Thank you. Please provide any specifics you may have. The Cleveland Ave. bridge work was reviewed and determined not feasible with this project. ODOT and the City will discuss repairing this bridge in the future. You are encouraged to contact the City at (614) 645-3111 or 311@columbus.gov with any local concerns.	5/25/23	N/A

37	Virtual Meeting Comment	5/25/23	<p>Hey there. Can you guys hear me? Great. Thanks. Hey, my name's Eric. I'm a resident of the city of Columbus and, you know, really kind of interested in this project and kind of the purpose. I've listened to some of the presentations and some of the reasons that we're given were things like reducing commute time or at least maintaining it and so forth. But it seems to me that, you know, I'm just not really sure that there's a point to that, you know, why, what's, what's wrong if the, if the commute time increases, if instead we get people walking or biking or, you know, taking alternative transportation, another thing that you guys note was increasing, you know, crashes and things like that. Well, if we, you know, keep building lanes and keep making it easier and easier to drive, we'll probably have more of those, wouldn't we? But I just kind of wanted to voice a little bit of concern and, you know, just a few, you know, a few, few comments that I had. And thanks. Thanks for your time. Thanks.</p>	ODOT	<p>The queueing of traffic leads to an increase in rear end crashes, which represent the majority of crashes in this corridor. Reducing congestion will in turn reduce the number of crashes significantly, similarly to what's been seen with the I-670 Smartlane.</p>	8/25/23	N/A
38	Virtual Meeting Comment	5/25/23	<p>Given the forecast rate of population growth (and presumed additional cars) in Columbus, has ODOT estimated what the time horizon would be before further lane expansion would be required to accommodate ODOT's optimal traffic flow?</p>	Jacobs	<p>A 20-year growth projection was included in the traffic analysis. With the proposed improvements, traffic flow is expected to perform within standard performance tolerances during this time frame.</p>	7/14/23	N/A
39	Virtual Meeting Comment	5/25/23	<p>Will COTA have access to the Smart Lane at all times? If so, shouldn't they be contributing to the overall cost (1/3)?</p>	ODOT	<p>ODOT has allowed COTA to use shoulders on highways when traffic has slowed to 35 mph. To the extent possible, we try to preserve shoulders for possible breakdowns.</p>	5/25/23	N/A

40	Virtual Meeting Comment	5/25/23	It is understandable how the increased lane capacity will reduce congestion thus crashes, but doesn't the reduction in lane width off-set that mitigation?	Jacobs	No. The proposed lane widths align with standard freeway lane width design criteria. The outside through lane will remain at 12' wide. The two inside through lanes and the SmartLane will be reduced in width by 1' to 11' wide, which is not expected to contribute to an increase in crashes.	7/14/23	N/A
41	Virtual Meeting Comment	5/25/23	Hi, my name is Molly Nichols, and thank you for this presentation. I had a question and a comment. I'm interested in how ODOT responds to the many, many studies have been done that indicate that adding a lane on a highway does not decrease congestion. If anything, it just kind of attracts more traffic. So I'm just interested in how ODOT responds to those studies that have shown that to be the case. And then my comment, I think someone else may have shared this too, that the idea about wanting to benefit all users, people who don't have vehicles, don't benefit from the plan you're putting out there. And the idea of having a dedicated bus lane allows the bus to travel more quickly, and that benefits anyone who's using public transportation and encourages people to get out of their vehicles into the bus. You know, up to 60 cars off the road if 60 people are on the bus. So, yeah, I'm interested how you're responding to the studies that show adding a lane doesn't necessarily help congestion, and why not prioritize a dedicated bus lane? Thanks.	ODOT	The Smartlane project does not add a lane or capacity to the travel corridor, but rather temporarily utilizes a shoulder to spread out the traffic to allow for a smoother flow and reduce congestion within the existing corridor. ODOT Incident Management operators monitor traffic 24/7. The Smartlane can be opened and closed as needed at any time of day. The Smartlane will be utilized at specific times of the day and/or if there is an accident that affects the flow of traffic in the area. I-71 is not a heavily used route by COTA. There are only 3 routes that use I-71, which means a dedicated bus lane would go largely unused. A Smartlane is open to all vehicles and will benefit all I-71 traffic rather than just a select group. ODOT continues to partner and coordinate with the City of Columbus, COTA, and other local jurisdictions on safety improvements and connectivity for bicyclists, pedestrians, and transit customers where possible.	8/25/23	N/A

42	Virtual Meeting Comment	5/25/23	<p>"I just don't understand this. You're saying "there is demand" and that the demand would flow on side streets. No! We provide other options such as walking, biking, busses, and rail and then if it takes too long to drive you can take an alternative. Driving is not a priority. This is so frustrating. We cannot keep building and expanding highways to try and solve this problem. We know for a fact it won't work.</p> <p>As the population grows and we keep expanding lanes to maintain commute times people move further away and then we never actually improve anything. "</p>	ODOT	The Smartlane project does not add a lane or capacity to the travel corridor, but rather temporarily utilizes a shoulder to spread out the traffic to allow for a smoother flow and reduce congestion within the existing corridor. ODOT Incident Management operators monitor traffic 24/7. The Smartlane can be opened and closed as needed at any time of day. The Smartlane will be utilized at specific times of the day and/or if there is an accident that affects the flow of traffic in the area.	8/25/23	N/A
43	Virtual Meeting Comment	5/25/23	This is exactly right! There is an assumption here that there is always a demand for more cars, but never a demand for other options. You all really need to address these assumptions if you want to solve traffic issues around Columbus.	ODOT	ODOT continues to partner and coordinate with the City of Columbus, COTA, and other local jurisdictions on safety improvements and connectivity for bicyclists, pedestrians, and transit customers where possible.	8/25/23	N/A
44	Virtual Meeting Comment	5/25/23	Please use this money on transit instead. We don't want more lanes	ODOT	Thank you for your comment and your interest in the project.	8/25/23	N/A
45	Virtual Meeting Comment	5/25/23	Will this project include any public transit or micro-mobility improvements?	ODOT	The project will replace the I-71 over Morse Rd and SR 161 bridges and allow for additional room underneath to build a Shared Use Path.	8/25/23	N/A
46	Virtual Meeting Comment	5/25/23	"Thank you for your efforts on this project. I have benefitted from the 670 lanes and am excited for the increased capacity. Accelerate where possible!	ODOT	Thank you for your comment and your interest in the project.	8/25/23	N/A

47	Virtual Meeting Comment	5/25/23	We are a growing city. How does ODOT's Smartlane plan differ from similarly sized cities (e.g. Austin, TX) that have struggled with managing auto traffic and congestion?	ODOT	ODOT has already seen great results with the I-670 Smartlane and expects the same success with this project on I-71. The I-71 Smartlane gives us flexibility for future traffic numbers while addressing the current traffic needs with the least amount of impacts.	8/25/23	N/A
48	Virtual Meeting Comment	5/25/23	What I'm taking away is that the project has been decided on and this and subsequent meetings exist for the purpose of pretending that the public was considered. Really disappointed.	ODOT	Thank you for your comment and your interest in the project.	8/25/23	N/A
49	Virtual Meeting Comment	5/25/23	Since freight trucks probably use 71 more than 670, are there any concerns with how these vehicles will perform with lanes that are more narrow?	Jacobs	No. The proposed lane widths align with standard freeway lane width design criteria. Truck turning movements have been simulated through the curves to confirm adequate lane width is being provided.	7/14/23	N/A
50	Virtual Meeting Comment	5/25/23	Appreciate the non-driver comments, but you can't walk or ride a bicycle on I-71. Stay on the side streets.	ODOT	Thank you for your comment and your interest in the project.	8/25/23	N/A
51	Virtual Meeting Comment	5/25/23	Would prefer this money go to BRT or trains but doubt that will happen	ODOT	Thank you for your comment and your interest in the project.	8/25/23	N/A
52	Virtual Meeting Comment	5/25/23	Please build intercity transit instead of expanding freeways. Add extensive GoBus intercity coach service while electrified intercity rail is being built. Anything else is climate arson.	ODOT	ODOT is responsible for the State and Federal highway systems in Ohio, but partners and coordinates with the City of Columbus, COTA, and other local jurisdictions on safety improvements and connectivity for bicyclists, pedestrians, and transit customers where possible.	8/25/23	N/A
53	In-Person Meeting Comment	5/25/23	If you are reworking Cooke Rd. there is a crumbling slope pavement under the bridge. Will that be repaired?	ODOT	Yes. ODOT will be repairing the concrete slope protection at Cooke Rd. as part of this project.	5/25/23	N/A
54	In-Person Meeting Comment	5/25/23	Will you be widening lanes?	ODOT	No. This project gets us a 4th lane to accommodate the increase in traffic now and throughout the next 20 years.	5/25/23	N/A

55	In-Person Meeting Comment	5/25/23	What was the environmental review, will there be an increase in pollution in adjacent neighborhoods?	ODOT	The new lane will not add capacity, but it will spread out traffic. Using this lane will push cars further away which would not increase noise. FHWA has indicated that adding a smart lane will not increase noise or air pollution.	5/25/23	N/A
56	In-Person Meeting Comment	5/25/23	Where are the studies? Are we able to review them?	ODOT	Franklin County is in attainment for PM2.5, so there is no requirement for PM2.5 studies. The project is not adding capacity, so no MSAT studies are required. ODOT recommends the public contact the Ohio EPA to see what things are being done to make improvements to air quality in the state of Ohio.	5/25/23	N/A
57	In-Person Meeting Comment	5/25/23	Move to electric vehicles removes a lot of the pollution concerns.	ODOT	It starts with infrastructure and drive Ohio is dedicated to this right now.	5/25/23	N/A
58	In-Person Meeting Comment	5/25/23	Noise and particulates we have issues with people racing on the highway. Are the 24-hour racing recordings able to track down these people?	ODOT	Monitoring is staffed 24/7 and we are able to radio in when they see something. They work closely with local enforcement officials.	5/25/23	N/A
59	In-Person Meeting Comment	5/25/23	Can we get a soot study or will ODOT fund one?	ODOT	Franklin County is in attainment.	5/25/23	N/A
60	In-Person Meeting Comment	5/25/23	The new sound wall at North Broadway. Why isn't there a wall right by the house right by the highway? This creates a vacuum and sends pollution right to this house where the wall ends.	ODOT	Have not determined what phase the extension of the wall will be yet.	5/25/23	N/A

61	In-Person Meeting Comment	5/25/23	Safety doesn't seem to be ODOT's top priority. We have different travel patterns with an influx in traffic and could use a new lane for designated times than for anyone use. Should be using a multi-modal design here. There isn't any enforcement on 670 when speed is reduced. Should reduce speed permanently. Should be following NEPA requirements.	ODOT	NEPA requires us to look at various items to get federal funding. It's an agreement that allows us now to act on their behalf since we have done a good job and they spot-check every year to ensure our projects meet their standards. Speed is reduced during calculated times to allow people more time to react. Camera operators can look and close the SmartLane any time of the day. 670 has seen a drastic reduction in crashes. Multi-modal is being considered along 161 and under bridges.	5/25/23	N/A
62	In-Person Meeting Comment	5/25/23	Cleveland Ave. bridge - Can you commit to pedestrian-protected bike lanes?	ODOT	We can commit to looking into it to see if it's feasible with the project and engage the City. The Cleveland Ave. bridge work was reviewed and determined not feasible with this project. ODOT and the City will discuss repairing this bridge in the future. You are encouraged to contact the City at (614) 645-3111 or 311@columbus.gov with any local concerns.	5/25/23	N/A
63	In-Person Meeting Comment	5/25/23	Is there a potential to push 23 traffic onto 71 roads?	ODOT	It is feasible to change routes, but people won't always drive where they're directed. We can study it and see if that specifically is possible and we can talk to the City of Columbus.	5/25/23	N/A
64	In-Person Meeting Comment	5/25/23	What time of day will the work be done?	ODOT	There will be night work with some daytime work to redirect traffic when lanes are closed. Any construction has to follow the noise ordinance within the City of Columbus.	5/25/23	N/A
65	In-Person Meeting Comment	5/25/23	Cleveland Ave, bridge - designated lane with protection. Is it possible to widen the top without redoing the whole bridge?	ODOT	That's a design question we can look into. The Cleveland Ave. bridge work was reviewed and determined not feasible with this project. ODOT and the City will discuss	5/25/23	N/A

					repairing this bridge in the future. You are encouraged to contact the City at (614) 645-3111 or 311@columbus.gov with any local concerns.		
66	In-person Meeting Comment (Exhibit)	5/25/23	Add bike lanes on 2nd Avenue under the I-71 bridge.	ODOT	ODOT is responsible for the State and Federal highway systems in Ohio, but partners and coordinates with the City of Columbus, COTA, and other local jurisdictions on safety improvements and connectivity for bicyclists, pedestrians, and transit customers where possible. You are encouraged to contact the City at (614) 645-3111 or 311@columbus.gov with any local concerns.	8/25/23	N/A
67	In-person Meeting Comment (Exhibit)	5/25/23	Add bike lanes on Cleveland Avenue bridge over I-71.	ODOT	The Cleveland Ave. bridge work was reviewed and determined not feasible with this project. ODOT and the City will discuss repairing this bridge in the future. You are encouraged to contact the City at (614) 645-3111 or 311@columbus.gov with any local concerns.	8/25/23	N/A
68	In-person Meeting Comment (Exhibit)	5/25/23	Add bike lanes on 5th Avenue under the I-71 bridge.	ODOT	ODOT is responsible for the State and Federal highway systems in Ohio. This is a question for the City of Columbus. You are encouraged to contact the City at (614) 645-3111 or 311@columbus.gov with any local concerns.	8/25/23	N/A
69	In-person Meeting Comment (Exhibit)	5/25/23	Widen Cleveland Avenue bridge to include a shared-use path.	ODOT	The Cleveland Ave. bridge work was reviewed and determined not feasible with this project. ODOT and the City will discuss repairing this bridge in the future. You are encouraged to contact the City at (614) 645-3111 or 311@columbus.gov with any local concerns.	8/25/23	N/A
70	In-person Meeting Comment (Exhibit)	5/25/23	There are several closely spaced on/off ramps along I-71 that create unsafe merges and cause crashes	ODOT	Thank you for your comment and your interest in the project.	8/25/23	N/A
71	In-person Meeting Comment (Exhibit)	5/25/23	Add bike lanes on 17th Avenue under the I-71 bridge	ODOT	ODOT is responsible for the State and Federal highway systems in Ohio. This is a question for the City of Columbus. You are encouraged to contact the City at (614) 645-3111 or 311@columbus.gov with any local concerns.	8/25/23	N/A

72	In-person Meeting Comment (Exhibit)	5/25/23	Is there enough room along I-71 on the west side to add a shared-use path between 17th Avenue and Hudson St.	ODOT	ODOT is responsible for the State and Federal highway systems in Ohio. This is a question for the City of Columbus. You are encouraged to contact the City at (614) 645-3111 or 311@columbus.gov with any local concerns.	8/25/23	N/A
73	In-person Meeting Comment (Exhibit)	5/25/23	When is resurfacing planned for Hudson Street and can we get bike lanes installed over I-71?	ODOT	ODOT is responsible for the State and Federal highway systems in Ohio. This is a question for the City of Columbus. You are encouraged to contact the City at (614) 645-3111 or 311@columbus.gov with any local concerns.	8/25/23	N/A
74	In-person Meeting Comment (Exhibit)	5/25/23	When is the Weber Rd bridge due for resurfacing and can we get bike lanes installed over I-71?	ODOT	ODOT is responsible for the State and Federal highway systems in Ohio. This is a question for the City of Columbus. You are encouraged to contact the City at (614) 645-3111 or 311@columbus.gov with any local concerns.	8/25/23	N/A
75	In-person Meeting Comment (Exhibit)	5/25/23	When is North Broadway due for resurfacing and can we get bike lanes installed over I-71?	ODOT	ODOT is responsible for the State and Federal highway systems in Ohio. This is a question for the City of Columbus. You are encouraged to contact the City at (614) 645-3111 or 311@columbus.gov with any local concerns.	8/25/23	N/A
76	In-person Meeting Comment (Exhibit)	5/25/23	Can we raise the median of I-71 at Cooke Road or install a barrier alongside the freeway to reduce the noise level east of I-71?	ODOT	The noise barrier east of I-71 at Cooke Rd. is being extended slightly to address concerns with Noise in that area.	8/25/23	N/A
77	In-person Meeting Comment (Exhibit)	5/25/23	Add side paths along Morse Road for bike traffic under I-71.	ODOT	ODOT is responsible for the State and Federal highway systems in Ohio. This is a question for the City of Columbus. You are encouraged to contact the City at (614) 645-3111 or 311@columbus.gov with any local concerns.	8/25/23	N/A
78	In-person Meeting Comment (Exhibit)	5/25/23	Can trees be planted along the west R/W line at Sinclair Road to mitigate noise levels	ODOT	ODOT is responsible for the State and Federal highway systems in Ohio. This is a question for the City of Columbus. You are encouraged to contact the City at (614) 645-3111 or 311@columbus.gov with any local concerns.	8/25/23	N/A
79	In-person Meeting	5/25/23	Extending the SB lane to Sinclair and eliminating the existing merge is a good project feature.	Jacobs	We appreciate the comment.	7/14/23	N/A

	Comment (Exhibit)						
80	In-person Meeting Comment (Exhibit)	5/25/23	Can the existing pedestrian bridge over I-71 be widened (at Lincoln Ave)?	ODOT	ODOT is responsible for the State and Federal highway systems in Ohio. This is a question for the City of Columbus. You are encouraged to contact the City at (614) 645-3111 or 311@columbus.gov with any local concerns.	8/25/23	N/A
81	In-person Meeting Comment (Exhibit)	5/25/23	Widen sidewalks under I-71 at SR 161 to include bike side paths or a shared-use path.	Jacobs	The new bridge over SR 161 provides the space needed for the City of Columbus to install shared use paths on both sides of the street below on future projects. The existing piers will also be removed to maximize the City's flexibility in street design.	7/14/23	N/A
82	Public Input Comment	5/25/23	The construction of I-71 has caused untold economic harm to the communities of Milo Grogan and Linden since being built. I would like to see ODOT acknowledge the harm that this highway has caused, and use this project as an opportunity to reconnect these communities, by building equitable bridges that allow people to comfortably cross I-71 on foot or by bicycle.	ODOT	We agree on highway construction dividing neighborhoods. We are working hard to reconnect them -- by providing safer bike and pedestrian treatments and making bridges over I-71 - like the Spring and Long Street bridges - which are good examples of how we have bridged and reconnected neighborhoods.	5/25/23	N/A
83	Public Input Comment	5/24/23	While the existing shoulder lanes appear to be wide enough to accommodate smart lanes once you get to the 17th Ave exit going north, it doesn't appear to be enough width from 670 to the 11th Ave exit going north. How will you be able to accomplish a smart lane in this stretch without widening the freeway?	ODOT	The SmartLane does not go the entire way to 670. Between 5th and North Broadway, there will be some freeway widening but it will stay within ODOT's existing right of way. That leaves us enough room for our work.	5/25/23	N/A
84	Public Input Comment	5/25/23	Why is this project necessary? Traffic in Columbus is not a problem compared to other major cities. And induced demand suggests that such a lane would not reduce traffic concerns. Why not instead spend such money on improving our bus system which has suffered horrible cuts over the past couple of years. If you want to improve traffic, the best way to do that is to get people to take public transportation.	ODOT	The "why" behind the project is reliable travel times for all users - including trucks, cars, and buses. It's not an "instead" of upgrading the transit system. Our focus here is taking care of what we have by upgrading pavement and bridges for all users. This project will help improve traffic with all users. With the technology installed with this project, we will have the ability to use those lanes in multiple ways. We are working closely with COTA on their LinkUS initiative to introduce bus rapid transit lanes on local streets. Our Office of Transit is also working with multiple stakeholders to look at improving workforce mobility using transit.	5/25/23	N/A

85	ODOT Website Comment	5/26/23	<p>This is a horribly sophomoric sketch (**see image below).</p> <p>I was at North Linden in the Community center last night. One other thought I had was could you possibly look at closing the gap at the Cooke Road bridge between the north and southbound lanes of the freeway which looks like 20 to 30 feet maybe and add a retaining wall on the east side of the freeway between Cooke, the offramp of Cooke Rd. also and I-71 so that a sound barrier could be placed on top of that retaining wall that would be needed to move the freeway over? J Just a thought. Thank you for your time reading this email.</p>	ODOT	Thank you for your comment and your interest in the project.	8/25/23	N/A
86	ODOT Website Comment	6/17/23	<p>Before I-71 can have a smart lane, 71 North must be widened to 4 continuous regular lanes from I-670 to I-270. I-71 North needs the entrance and exit frequency reduced as what was done in the downtown East innerbelt stretch from Spring Street to Broad Street. Northbound 71 is deadly with the VERY HEAVY traffic and reckless drivers. Drug-addicted reckless drivers aren't going to obey the smart lane restrictions without more useful regular straight lanes.</p>	ODOT	<p>Thank you for your comment and your interest in the project. The scope of this project is limited to addressing the immediate concerns of safety and congestion with the least number of impacts. ODOT actively monitors traffic for incident management. During their 24/7 monitoring, Incident Management will report observed illegal activity to the proper authorities. When a crash or disabled vehicle is present, incident management can close the shoulder to allow emergency vehicles access. ODOT only oversees the State and Federal Highway Systems. You are encouraged to contact the City at (614) 645-3111 or 311@columbus.gov with any local concerns.</p>	8/25/23	N/A

***Comment 9 Image:**



****Comment 23 Comments:**

I have some suggestions about how Cleveland Avenue can be improved to be more safe and pleasant for people outside of a car. I would like to demonstrate examples of good infrastructure in Ohio to give insight into what can be best done on this bridge. I have linked these locations in google maps, and I encourage you to view them in street view. Street view also allows you to go "back in time", and view what these bridges looked like before their redesigns.

For reference, this is the bridge that I am speaking of. It currently has 2 traffic lanes in each direction, and relatively narrow sidewalks. A chain fence keeps people from falling off the bridge but does nothing to dampen the sights or sounds of the highway.

<https://www.google.com/maps/@39.9897871,-82.9857952,3a,75y,35.19h,79.6t/data=!3m6!1e1!3m4!1sjSOnSTeE4WUbjE-Ec3y-nA!2e0!7i16384!8i8192?entry=ttu>

First, fittingly is in Cleveland, Ohio. The Fulton Road bridge that goes over a rail line was redesigned from 2 car lanes going each way, to 1 lane for car traffic and a protected, buffered bike lane. Some critique of this redesign is only using plastic bollards, which do not protect people on the bike lane or sidewalk from stray cars, and the sidewalks were not widened to be more pleasant to cross.

https://www.google.com/maps/@41.47481,-81.7076843,3a,75y,352.47h,87.33t/data=!3m6!1e1!3m4!1sV-L_byyGA7FakOisN4Qyqw!2e0!7i16384!8i8192?entry=ttu

Secondly is the Long Street bridge over I-71. I like this one a lot for pedestrian friendliness and safety. The sidewalks are wide, there is a lot of landscaping, and there are high walls that make the bridge feel less like a bridge, and more an extension of Long Street. Some criticism I have of this bridge is lack of protected bike lanes and what I consider to be unnecessary street parking.

<https://www.google.com/maps/@39.9669464,-82.9839915,3a,75y,82.56h,84.3t/data=!3m6!1e1!3m4!1sGOnAz2TdiVsj-vTGBKdA8w!2e0!7i16384!8i8192?entry=ttu>

One last project that has yet to be complete is the Livingston Avenue project. What I want to point out is how the bike lane is raised above the street. This is safer for cyclists, but doesn't force pedestrians and cyclists to share the same space.

<https://columbusunderground.com/street-safety-city-wins-grant-for-livingston-avenue-downtown-speed-limit-to-change-bw1/>

Overall, I would like to see the Cleveland Avenue bridge have two of the traffic lanes repurposed for protected, buffered, and grade-separated bike lanes, with the sidewalks widened, and walls placed to reduce noise pollution. This would not require a widening of the bridge, so it would hopefully fall within the budget requirements of this project.

****Comment 85 Image:**

