



North Hamilton CROSSING

NHX Stakeholder Meeting Notes, Meeting #1

North Hamilton Crossing Project, PID 115755

November 9, 2021 | 5:30 p.m.

Wilks Conference Center

This first North Hamilton Crossing (NHX) Stakeholder Committee Meeting was held as a hybrid meeting which allowed committee members to participate in person (35 individuals, including project team members) or virtually (9 individuals).

PARTICIPANTS

In-Person Participants

Jennifer Albinus
Kevin Attride
Michael Berding
Bruce Bonham
Andrew Bonham
Neil Cohen
Dan Foley
Jeff Gambrell
Jonathan Granville
Shannon Hartkemeyer
Aaron Hufford
Kristina Latta-Landefeld
Matt Lengel
Chris Maraschiello
Joseph McAbee
Mark Mignery
Luke Morgan
Pat Moeller
Keith Reiring
Brandon Saurber
Dale Schwieterman
Ken Seilkop
Dave Seilkop
Ed Wilson

Representing

Dayton Lane Historic District
Kettering Health – Fort Hamilton Hospital
Fairfield Township Trustee
Bonham Farms
Bonham Farms
Cohen Recycling
Great Miami Riverway/Miami Conservancy District
RENEW North End Neighborhood
MetroParks of Butler County
Fairfield Township Trustee
City of Hamilton City Manager's Office
Rossville Neighborhood, Envision Partnerships, Great Miami Rowing Ctr
Spooky Nook Sports Champion Mill
City of Hamilton School District
Fairfield Township Trustee
City of Hamilton Fire Department
Butler County Regional Transit Authority
City of Hamilton Mayor
North End/Fordson Heights Neighborhoods
City of Hamilton Neighborhoods
Butler County Engineers Office
Hamilton Precision
Hamilton Precision
City of Hamilton Planning

Virtual Participants

Doug Turner
Julie Vonderhaar
Liz Hayden
Randy Evans
Bob Koehler
Rohini Vembar
Ron Holt
Wade Johnston
(XXX) XXX-9639

Butler County Fairgrounds
Fairfield Township
City of Hamilton Planning
Three Valley Conservation Trust
OKI
Stantec
Chemdyne Trust
TriState Trails/Green Umbrella
(no name associated)

Project Team Participants

Caroline Ammerman	Stantec
Matt Crim	Stantec
Scott Connor	Stantec
Lynn Corbitt	Rasor
Dan Corey	Butler County TID
Rich Engle	City of Hamilton
Allen Messer	City of Hamilton
Steve Shadix	Stantec
Keith Smith	Ohio Department of Transportation
Haley Taylor	Rasor
Laura Whitman	Rasor

PRESENTATION SUMMARY

Dan Corey, Director of the Butler County Transportation Improvement District (BCTID), began the meeting by welcoming participants, reviewing the meeting agenda (Slide 2), facilitating introductions of project team members and Stakeholder Committee members (Slide 3), and by explaining the roles of committee members (Slide 4). Key points regarding committee members’ roles included:

- Committee members are to serve as liaisons between the organization/community they represent and the project team.
 - There will be multiple opportunities throughout the project development process through which the project team will share information and gather input from the public.
 - This group’s role is to help facilitate a flow of information and local perspective in between public input opportunities to help develop and refine project alternatives.
- Although specific transportation improvement solutions and alternative alignments have not been developed yet, it’s expected that improvements made within the study area will ultimately touch some combination of neighborhoods, business districts, and/or open space due to the urban location of the project area.
 - While committee members are charged with listening to and representing the concerns of their organization/community, they should also listen to the concerns of their neighbors. In this way, the committee can work together to help develop possible solutions that minimize impacts to the largest degree possible.

Mr. Corey then highlighted the goals for this first stakeholder meeting (Slide 5).

Allen Messer, City of Hamilton Engineering, reviewed the background of the NHX project and discussed how the need for transportation improvements within the north Hamilton area have been well-documented since 2002 (Slide 6). The project is now included in the [City’s comprehensive master plan](#) (Plan Hamilton), the [Butler County Thoroughfare Plan](#) and the [2050 Metropolitan Plan](#) that has been developed for the region. He also reviewed elements of the Purpose and Need study that have been completed thus far and discussed funding that has been received.

Mr. Messer continued on to discuss the primary and secondary needs that the project is being developed to address (Slide 7):

- Primary Needs:
 - Reduce congestion and improve traffic flow
 - Improve east-west connectivity
 - Provide a bridge crossing that will accommodate future demand

- Establish a new grade-separated railroad crossing
- Secondary Needs
 - Support planned development
 - Improve bike/pedestrian connectivity
 - Improve multi-modal linkage

After discussing the project development process (Slide 8) and the associated public engagement components (Slide 9), Mr. Messer reviewed the key considerations that the project team will be keeping in mind as project development advances (Slides 10 thru 16). These include:

- The need for an alternate river crossing in the northern portion of the City
- Railroad impacts
- Economic development opportunities
- Community enhancement opportunities
- Constraints within the study area
- Input from the project visioning workshop

Steve Shadix, project manager for Stantec, reviewed the results of the online Public Needs Survey, which was the first public input opportunity conducted from Aug. 29 through Sept. 30, and compared the results with the data analysis completed by the project team (Slides 17-25).

- The purpose of the Public Needs Survey, which received tremendous response from the public, was to share project-related information and technical data gathered thus far, as well as assess the public's agreement with the primary and secondary needs that were identified through the data-gathering process. Mr. Shadix noted that an overwhelming majority agreed with the identified Primary Needs (93%) and Secondary Needs (87%).
- When participants were asked to note their areas of concern on interactive maps, the responses received closely reflected the data analysis conducted by the project team, confirming the needs identified for the project.

CONCEPT DISCUSSION

Following the public input discussion, Mr. Shadix shared a series of conceptual alternative alignments that have thus far been identified (depicted on Slide 26 and shared through Google Earth).

- The concepts were presented in order of north to south.
- It was noted that the National Environmental Policy Act (NEPA) requires that reasonable alternatives fulfilling the project's purpose and need be identified, reviewed, and evaluated as part of the project development process. It is anticipated that several of these conceptual alternative alignments will be dismissed from further consideration once preliminary engineering and environmental impact studies have been conducted.
- The conceptual alternative alignments shown this evening are simply lines on a map. They are not to scale and do not indicate how wide or narrow a final corridor alignment would be.
- The width of the final corridor footprint is not yet known. That will depend on what features are to be incorporated into the roadway, such as the number of lanes, medians or center islands, accommodations for pedestrians and cyclists, etc.
 - At this time, the team is considering a boulevard-style road that would have four lanes (two each way) that can safely accommodate vehicles, buses, pedestrians, and bicyclists. This style may vary as the road travels from one location to another.
 - The speed limit would be 45 mph or less.

- Roadway width may vary based on needs identified through the traffic-modeling process.
- As the project development progresses, it's possible that some elements of one alternative alignment could be "mixed and matched" with elements of another to better fulfill project need and/or reduce impacts in certain areas.

Based on feedback received at this evening's meeting, some of the conceptual alternative alignments shown may be modified, but all will be examined in more detail during the next stage of development. This will include identifying possible footprint widths and anticipated impacts, as well as developing preliminary cost estimates for each conceptual alternative alignment. These factors will be shared with the Stakeholder Committee for review, consideration, and input at the next Stakeholder Committee meeting (to be held in early 2022). The goal for sharing the options at this very preliminary stage is to get committee members' thoughts and feedback to help guide development, and to determine if there are other possible alignments that the team should consider.

Mr. Shadix also explained that the NHX project is likely to be divided into three phases due to funding needs. The first phase would focus on connecting North B Street to US 127, which would include crossing the Great Miami River. The second phase would connect from US 127 to SR 4, which would include providing a grade-separated crossing of CSX's railroad tracks. The third phase will extend between SR 4 and SR 129. The project team is hoping that Phases 1 and 2 can proceed simultaneously once funding is identified.

Alternative A (orange/light purple line)

Begins at NW Washington Boulevard & North B Street & Elkton Road and crosses the Great Miami River on the north end of Combs Park. The alignment would have a connection to US 127 and be grade-separated at the railroad. It would cross the floodplain and the hydraulic canal, then approximately follow Neal Boulevard before intersecting SR 4, east of the fairgrounds, and turning south to SR 129 and Hampshire Blvd.

- Though formal cost estimates haven't been developed yet, the project team thinks that this alignment alternative would be one of the most expensive and may cost as much as \$50M more than other options.
- Comments received included:
 - There are concerns with noise and impacts on property values in the Fordson Heights neighborhood.
 - What would the road be like? The wider the road and the faster the speed, the more noise that would be generated.
 - The project team is currently looking at a four-lane boulevard-style road (where possible), and travel speeds of 45 mph or less.
 - What would the US 127 intersection and grade-separated crossing at the railroad tracks look like?
 - Because we are still in the early stages of project development, the project team hasn't figured that out just yet. They still need to look at possible solutions and will have more answers at the next Stakeholder Committee meeting.
 - How will NW Washington accommodate additional traffic? The road already is very congested and backs up after school. Trucks using the route also add to the congestion.
 - The goal of this proposed solution is to better accommodate the traffic that is already on these roads, not add more traffic to them.
 - The project needs to take emergency services into account. There are nearly 300 runs a day, including one or two traumas per day. How will these be

accommodated? How do we ensure that if someone is on east side, we can get them to the hospital on the west side? The group needs to consider that EMS vehicles will travel the path of least resistance. Also, stroke and cardiac patients need to-the-minute care. It's currently very challenging to get over the overpass.

- The specifics to accommodate these kind of needs haven't been identified yet. This is the type of information that the project team is looking for to include as part of the criteria that will be used to help evaluate the various alternatives. Please share more of EMS's specific needs with the project team so they can be appropriately considered.
- How long is the route?
 - Route lengths were not available at tonight's meeting. The project team will have that information at the next meeting.
- Alternative A will have a big impact on the Bonham Farm. It also looks like the majority of the road will be in Fairfield Township, not the City. Please consider the impacts on Fairfield Township.
- There are some wetlands in the area of the alternative near Fordson Heights. Those need to be noted as a constraint.

Alternative B (Light purple line)

Begins near Lagonda Avenue & North B Street and crosses the Great Miami River north of the hydraulic dam. The alignment would have a connection to US 127 and a grade separation at the railroad, then cross the floodplain and hydraulic canal, passing into LJ Smith Park. It then approximately follows Joe Nuxhall Boulevard and Neal Boulevard before intersecting SR 4 east of the fairgrounds, then turning south to SR 129 and Hampshire Blvd. Comments received include:

- Like Alternative A, this option goes through Fairfield Township. Residents there will express concern because this is close to their neighborhood.
- Mr. Messer noted that traffic modeling will help the project team determine where exactly the road needs to go and how many lanes it needs to be. Mr. Shadix added that the project team has identified the need for four travel lanes across the river; further traffic modeling will help determine how many lanes are needed in other areas.

Alternative C (Dark pink/yellow/light purple line)

Begins near Rhea Ave & North B Street and crosses the Great Miami River between Black Street and the hydraulic canal. The alignment will have a connection to US 127 and be grade-separated at the railroad. It crosses the ChemDyne site and LJ Smith Park, then approximately follows Joe Nuxhall Boulevard and Neal Boulevard before intersecting SR 4 east of the fairgrounds and turning south to SR 129 and Hampshire Blvd.

- No comments or questions were received for this option.

Alternative D (Dark pink/blue/light purple line)

Begins near Rhea Ave & North B Street and crosses the Great Miami River between Black Street and the hydraulic canal. The alignment would have a connection to US 127 and be grade-separated at the railroad. It then approximately follows Joe Nuxhall Boulevard and

Neal Boulevard before intersecting SR 4 east of the fairgrounds, then turns south to SR 129 and Hampshire Blvd.

- No comments or questions were received for this option.

Alternative E (Dark pink line)

Begins near Rhea Ave & North B Street and crosses the Great Miami River between Black Street and the hydraulic canal. The alignment would have a connection to US 127 and be grade-separated at the railroad. It then follows Joe Nuxhall Boulevard to North 9th Street to Heaton Street before intersecting SR 4 near the firehouse. It would continue east along Gilmore Avenue and south of the fairgrounds before turning south to SR 129 and Hampshire Blvd.

- This option pulls away from the floodplain area and goes more through City. This option, like all the others, would have property impacts.
 - The project team is challenged by the fact that, due to the urban nature of this project, someone is going to be impacted. Part of the challenge of this project is balancing the impacts with the benefits of the project. One of the key roles of this Stakeholder group is to help the project team identify this balance while looking at the needs of the group they represent AND the needs of the broader community.
 - Mr. Shadix also reminded committee members that the lines shown on the map represent wide swathes and do not reflect the actual size of the roads that would be built.
- Project team members reminded the committee that as part of the NEPA process, all reasonable alternative alignments will be evaluated based on preliminary engineering studies, environmental impact studies and preliminary cost estimates. The evaluation process will be documented and alternatives can be eliminated based on the results of those studies.
- Alternative alignments can be added if anyone has recommendations that they'd like the project team to consider.
 - Mr. Messer noted that there could be a new alternative to address Fairfield Township's position, a nuanced version of Alternative E. This alternative alignment could pull the roadway further away from the subdivision by moving the alignment further west towards the Butler County facilities on Hastings Avenue (Fairfield Township representatives noted that they appreciate that idea).
 - Mr. Shadix reminded the committee that pieces of the different alternative alignments can be mixed and matched.

Alternative F (Green/dark pink line)

Begins at North B Street north of Wayne Ave and crosses the Great Miami River between Black Street and High/Main Street. The alignment approximately follows Village Street to an intersection at US 127 and would have a grade-separated crossing of the railroad. It then follows Heaton Street before intersecting SR 4 near the firehouse. The alignment would continue east along Gilmore Avenue, south of the fairgrounds, before turning south to SR 129 and Hampshire Boulevard. Comments received included:

- Would this stay as a two-lane road on Heaton?
 - We are likely going to need a four-lane road, so there would be impacts. Note that the line shown on the map is not the exact footprint – just an approximation of the general route.

- From a river perspective, anything put in the water – such as bridge piers – attracts debris and affects water flow. My group generally doesn't support putting anything in the river because of this and would be interested in seeing a clear span option for the new bridge.

Alternative G (Dark red line)

Begins near Wayne Avenue & North B Street and crosses the Great Miami River between Black Street and High/Main Street. The alignment approximately follows Buckeye Street to an intersection at US 127 and would be grade separated at the railroad. From there, it follows Dayton Street before intersecting SR 4, then continues east along Dayton Street to North Fair Avenue before turning south to SR 129. Comments received included:

- Right now, Dayton Street is a two-lane road with parking on the street. Removing parking will not accommodate a four-lane road. How many historic properties will this affect? Will this affect German Village too? It would no longer be safe for kids to be on the street.
 - These are impacts that we will have to look at for this and all alternatives. The project team will have the footprints of the alternative alignments and more details of each for the committee to review at the next Stakeholder Committee meeting.
 - As mentioned, it's a challenge trying to find the best alignment. As planning continues, we need to make sure that key stakeholders remain at the table so we can have frank discussions about the options.

ADDITIONAL DISCUSSION

- One participant noted that the project looks to spend a lot of money and that multiple alternative alignments affect homes. He posed the question as to whether going through farmland would be a better option.
- Another participant followed that statement by asking when consideration moves from modifying existing roads to creating a new road? How feasible is it really to mix and match elements of the various alternatives?
 - Mr. Messer noted that part of the question lies with establishing circuitous routes vs. non-circuitous routes. Right now, the project team is looking to create a second non-circuitous route for traveling through the city. In terms of the alternatives shared during the meeting, the alignments located more toward the north are more straight forward. As you go south, the alignments get more circuitous. He explained that this group needs to explore and talk about what's best. There are pluses and minuses with both approaches.
 - One participant said that the group shouldn't try to put 20th century roads into 18th century neighborhoods. It will change the character of the historic neighborhoods that attracts people and may destroy the neighborhoods.
- One person asked what the urgency was to get to SR 129. Mr. Messer noted that while the project will most likely be completed in phases and establishing the connection to SR 129 will likely be done in a later phase, the full plan needs to be considered now so that nothing is done that would preclude us from making that connection in the future.
- Impacts to Heaton need to be considered. These include:
 - Heaton is a two-lane road, low income, tight area.
 - Houses are very close to the street. There are already accidents occurring in people's yards.

- More traffic coming in will make conditions worse.
 - Families are going to lose their yards and homes will be lost on Heaton.
- There is going to be loss of residential and business property with every one of these alternatives. Part of the committee's job is to evaluate what these impacts will be. We need to work together as a group to try and come to a resolution.
- A Fairfield Township representative said that the project team has been talking in terms of what's best for travel through Hamilton. While Hamilton will benefit from this project, some of the alternatives seem to be at the expense of Fairfield Township. Another participant responded that Fairfield Township would also benefit from making travel through the city easier.
- One participant noted that he doesn't see a viable option among any of those shared during the meeting. He suggested a new alternative alignment that would connect from SR 4 north using North Eastview Parkway and cross into the wooded area east of Campbell Drive before going across the floodplain area.
 - It was noted that the suggested alignment would impact a nature preserve in the wooded area.
 - Mr. Shadix explained that if it's determined that there is no good alternative alignment for the project (or a particular phase of the project), then the No Build alternative is an option.
 - Part of the NEPA process includes evaluating a No Build alternative under which no changes would be made to the current system. While not expressly discussed previously, the No Build alternative will continue to be considered throughout the alternative evaluation process.
 - It should be noted that there are impacts associated with the No Build alternative. All of the current transportation challenges discussed earlier in the evening would remain. In addition, these problems are expected to get worse as more people and businesses are attracted to the City and region. These impacts will be weighed alongside those associated with the other possible solutions.

MEETING CONCLUSION

To conclude the meeting, Mr. Shadix reviewed slides 27, 28 and 29:

- He emphasized that feedback from this stakeholder group will influence the alternative alignments that the project team considers. Some of the input that the project team is seeking from this committee include:
 - Are there other factors within these corridors that the project team needs to be aware of?
 - Are there other alternative alignments that should be considered?
 - Are there transit pieces that should be considered as part of the project?
 - Are there bike/pedestrian pieces that should be considered as part of the project?
- The project team looks forward to feedback. Feedback doesn't need to be limited to Stakeholder Committee meeting times. They can be shared anytime with:

Allen Messer

Asst. Director of Engineering, City of Hamilton
(513) 785-7286
Allen.Messer@hamilton-oh.gov

Dan Corey

Director, Butler County Transportation Improvement District
(513) 431-1229
danc@bctid.org

NEXT STEPS

Next steps include:

- The alternative alignments discussed this evening will be developed in more detail and their footprints will be better defined to allow for the estimation of preliminary costs and preliminary impact assessments.
 - Results will be shared and discussed at the next Stakeholder Committee meeting, currently planned for January or February 2022. At that meeting, it is expected that some of the alternative alignments may be recommended for no further study. Others may be recommended for modification or the previously discussed mixing and matching of segments.
- After the next Stakeholder Committee meeting, the project team will further refine the remaining alternative alignments based on feedback received and will prepare a draft Feasibility Study that documents the decisions made.
- A third Stakeholder Committee meeting will be held in March/April 2022 to review and discuss the draft Feasibility Study and hopefully identify a preliminary preferred alternative to be shared with the public for review and feedback during a public open house.
- The public open house will be held in the spring of 2022 to provide the public with an opportunity to review the findings of the draft Feasibility Study and comment on the alternative alignments.
- Input from the Stakeholder Committee and public open house will be used to help guide recommendations to be included in the final Feasibility Study, to be completed by mid 2022.

North Hamilton Crossing (NHX) Stakeholder Meeting

Hamilton, OH
November 9, 2021



North Hamilton
CROSSING

AGENDA

Introductions

Role of Stakeholders

Goals for Tonight's Meeting

Project Overview

Key Project Considerations

Review of Public Survey Input

Conceptual Project Alternatives

Next Steps



PROJECT TEAM INTRODUCTIONS

Butler County Transportation Improvement District

Dan Corey, P.E. – Butler County TID

City of Hamilton

Allen Messer, P.E. – City of Hamilton Project Manager

Stantec

Steve Shadix, P.E. – Consultant Project Manager

Caroline Ammerman, AICP – NEPA/Environmental Lead

Scott Conner, P.E. – Roadway Engineer

Rasor

Laura Whitman – Public Engagement Lead

Lynn Corbitt – Public Engagement

Haley Taylor – Public Engagement

STAKEHOLDER COMMITTEE ROLE

Provide community input and perspective throughout the project development process

- Represent your community/organization in discussions related to NHX studies, goals and anticipated project outcomes
- Share community/organization questions, concerns, comments with the project team
- Provide updates to your community/organization



GOALS FOR TONIGHT'S MEETING

- Provide an overview of the NHX project
- Identify key considerations for the project
 - Data gathering results
 - Public input results
- Discuss and gather feedback on conceptual project alternatives



PROJECT HISTORY

- **Project is included in:**
 - Plan Hamilton (City's Comprehensive Plan)
 - Butler County's Thoroughfare Plan
 - OKI's 2050 Metropolitan Transportation Plan
- **Purpose & Need Study – Began Nov. 2020**
 - June 2021 - Constraints HEAT map Completed
 - June 2021 - Draft Purpose & Need Statement Submitted to ODOT
 - February 2021 – Project Visioning Exercise with Government Stakeholders
 - January – May 2021 – Traffic Studies, Environmental Features Mapping
- **Public Input Opportunity #1 – Aug. 29, 2021– Sept. 30, 2021**
- **Sept. 29, 2021 - ODOT TRAC Funding Awarded**
 - \$2M with \$2M local match

NHX PROJECT GOALS

Address Primary Needs; address Secondary Needs, pending funding availability

- Primary Needs
 - Reduce congestion and improve traffic flow
 - Improve east-west connectivity
 - Provide bridge crossing that will accommodate future demand
 - Grade-separated railroad crossing
- Secondary Needs
 - Support planned development
 - Improve bike/pedestrian connectivity
 - Improve multi-modal linkage



PROJECT DEVELOPMENT PROCESS



FEASIBILITY STUDY ENGAGEMENT

- **Stakeholder Meetings**

- Fall 2021
- Winter 2022
- Spring 2022

- **Public Input Opportunities**

- Fall 2021
- Spring 2022

- **Social Media (Facebook/Twitter)**

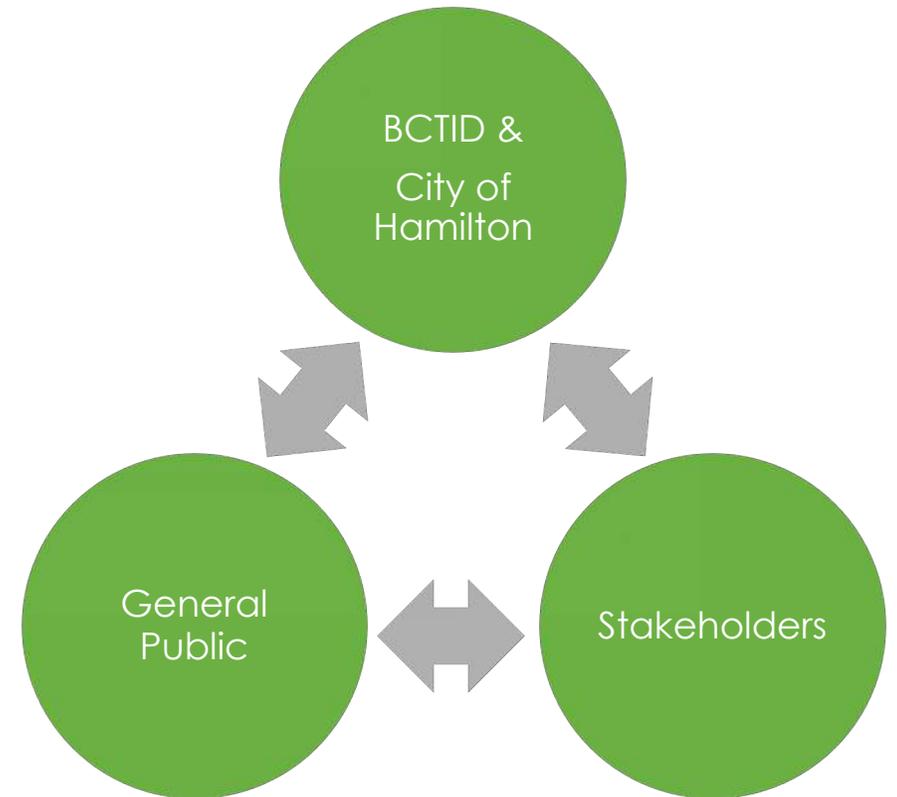
- **Dedicated meetings with local businesses/neighborhood groups**

- **Website**

- www.NorthHamiltonCrossing.org
- [City of Hamilton, OH \(hamilton-oh.gov\)](http://CityofHamilton.OH(hamilton-oh.gov))

- **Telephone/Email**

- Allen Messer @ 513-785-7286 or Allen.messer@hamilton-oh.gov



KEY CONSIDERATIONS

- North river crossing
- Railroad impacts
- Economic opportunities
- Other opportunities
- Identified constraints
- Input from Visioning
- Public input



NORTHERN RIVER CROSSING

- **Black Street Bridge is 100 years old**, nearing the end of its serviceable life, and is not ideally located
- **Black Street Bridge cannot be widened** to meet future traffic demand due to structural constraints
- **Limited capacity causes congestion** at Black Street and High/Main Street
- **AM Peak:** Approx. 40% of traffic from NW Hamilton headed to Butler Regional Highway uses Black Street Bridge
- **PM Peak:** Approx. 30% of traffic from Butler Regional Highway heading to NW Hamilton uses Black Street Bridge



RAILROAD IMPACTS

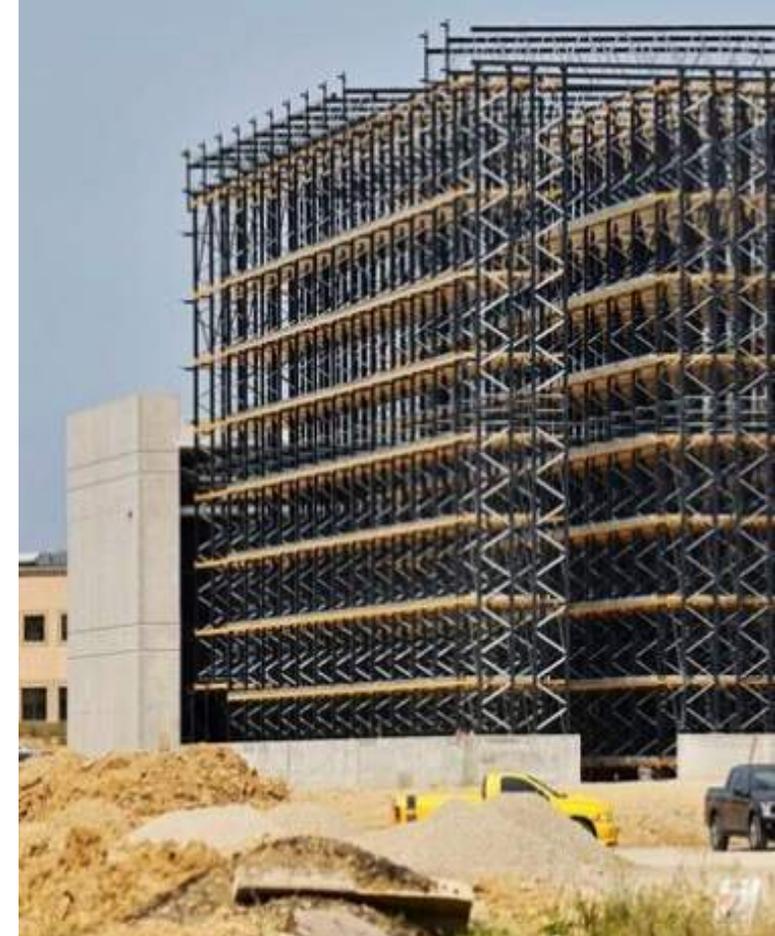
In the City of Hamilton:

- Two grade-separated railroad crossings
- 26 at-grade crossings
- At least one at-grade crossing (at Heaton St., Dayton St. or Maple Ave.) is blocked 22% of the day
- 10-15% of vehicle traffic on Heaton St., Dayton St. and Maple Ave. shifts to SR 129 when the rail gates are down
- Emergency response is hindered



ECONOMIC OPPORTUNITIES

- **North Hamilton Area Opportunity Zone:**
Development incentives encourage redevelopment
- **Spooky Nook Sports Complex:**
Sports facilities, 233-room hotel, 55,000 sq. ft. of retail/restaurant/conference space, 1M sq. ft. under roof
- **3 hotel prospects have signed letters of intent**
- **76 new small businesses and 188 new downtown residential units since 2013**
- **Other major developments:**
80 Acres Farms, Fort Hamilton Hospital, Hamilton Caster, Saica; additional industrial expansions in progress



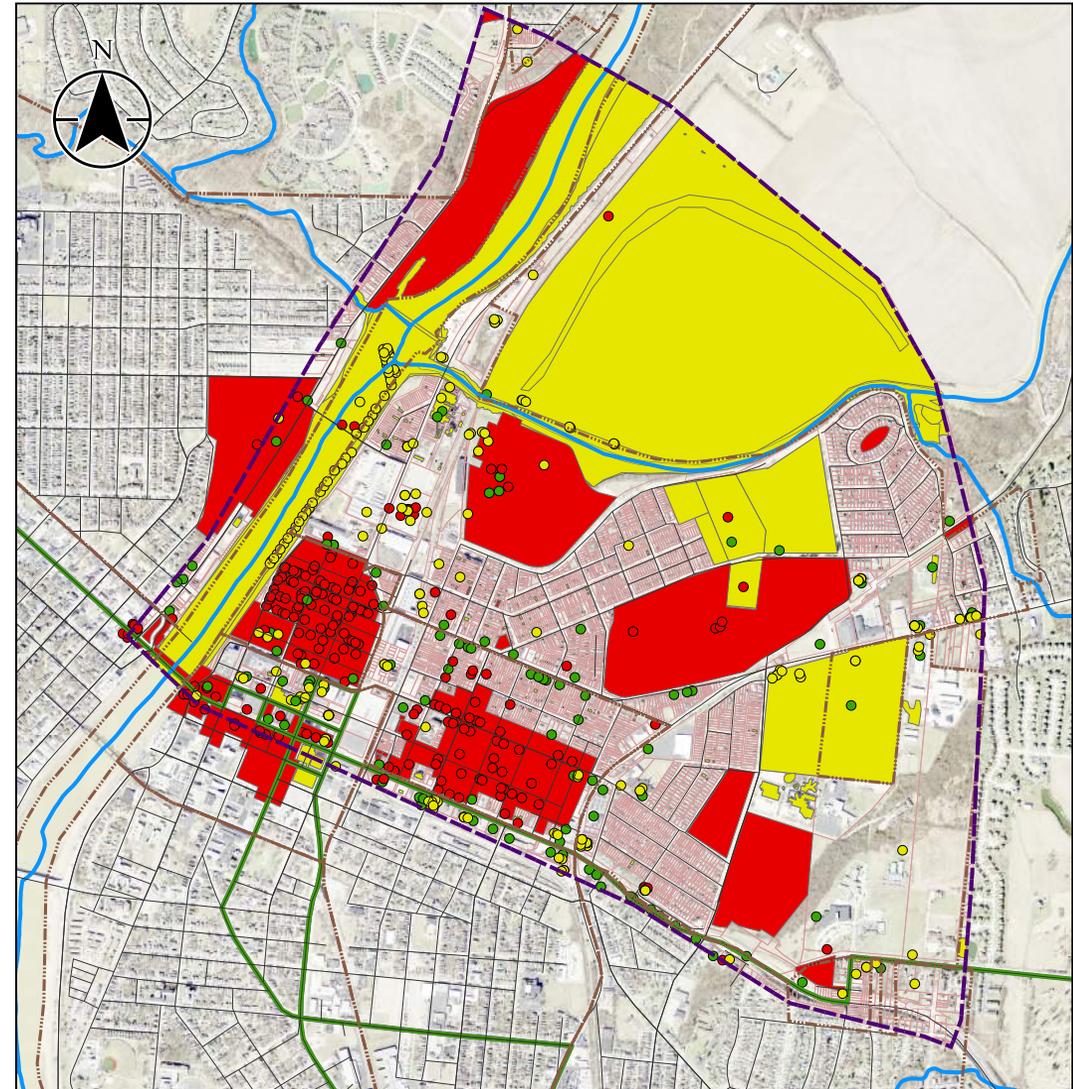
OTHER OPPORTUNITIES TO CONSIDER

- **Convert Black Street bridge** to bike/pedestrian crossing or festival street or autonomous shuttle path
- **Enhance transit opportunities** to neighborhoods and downtown businesses
- **Enhance corridor** with opportunities for active bike/pedestrian use
- **Provide other community enhancements**



IDENTIFIED CONSTRAINTS

- **Floodplain**
- **Ecologically sensitive areas**
Wetlands, streams/rivers
- **Historic areas**
Historic districts, historic buildings, archaeological sites
- **Cemeteries**
- **Parks**
- **Hazardous materials sites**



Environmental Heat Map

● Avoid if possible ● Manage

INPUT FROM VISIONING

- Project can provide a gateway to Hamilton
- A “Complete Street” is envisioned for a new corridor that includes bike, pedestrian, transit
- Community buy-in is important
- Limiting impacts is important



PUBLIC INPUT OPPORTUNITY #1

- Took place between Aug. 29 and Sept. 30, 2021
- Promoted through
 - Ad in the Journal-News
 - News release (local TV, radio, newspaper outlets)
 - Two Eblasts (11,500 recipients each)
 - Website updates
 - Social media networking
- Participants
 - Views: 4,374
 - Participants: 1,590
 - Responses: 14,827
 - Comments: 4,188






**North Hamilton
CROSSING**

PUBLIC INPUT OPPORTUNITY
AUGUST 29, 2021 – SEPTEMBER 30, 2021
TO PARTICIPATE, VISIT: WWW.NORTHHAMPTONCROSSING.ORG

The City of Hamilton and Butler County Transportation Improvement District are hosting a Public Input Opportunity to share information about the North Hamilton Crossing (NHX) project and gather community input. The purpose of the project is to improve travel between NW Washington Blvd. and North B St. on the west side of the Great Miami, and US 127/North 3rd St., SR 4/Erie Blvd, and SR 129 at Hampshire Drive on the east side, all north of SR 129/High Street.

YOUR INPUT IS IMPORTANT
Your feedback will be used to help identify transportation issues, develop possible solutions, and ultimately select a preferred alternative for improvements. Additional feedback opportunities will be available as the study advances.

The online Public Input Opportunity is organized as a self-guided tour through exhibits highlighting the project and current study results. Questions for the public are embedded into the discussion.

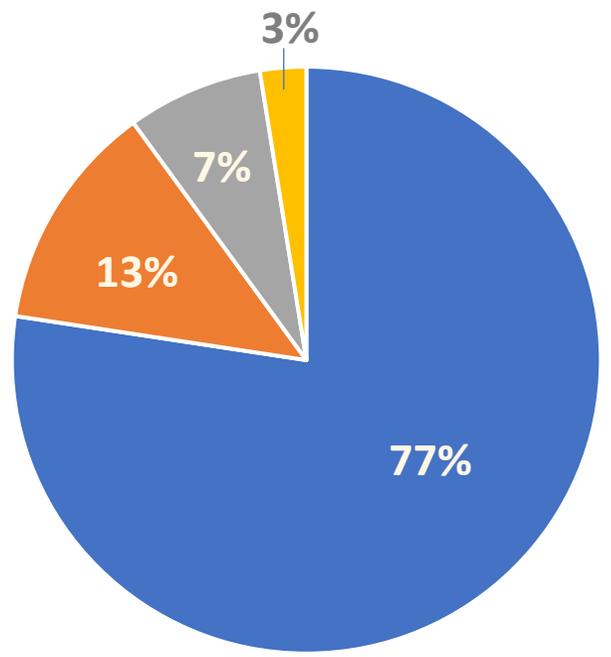
Questions and comments can also be shared by email, mail or phone:
Allen Messer, PE, Assistant Director of Engineering
City of Hamilton | 345 High St. | Hamilton, OH 45011 | Allen.Messer@hamilton-oh.gov | 513-785-7286

Individuals needing interpretation or other reasonable accommodations to participate in the Public Input Opportunity, review project materials, or provide comment should contact Allen Messer by Sept. 24. Public participation is encouraged without regard to race, color, sex, age, national origin, or disability.

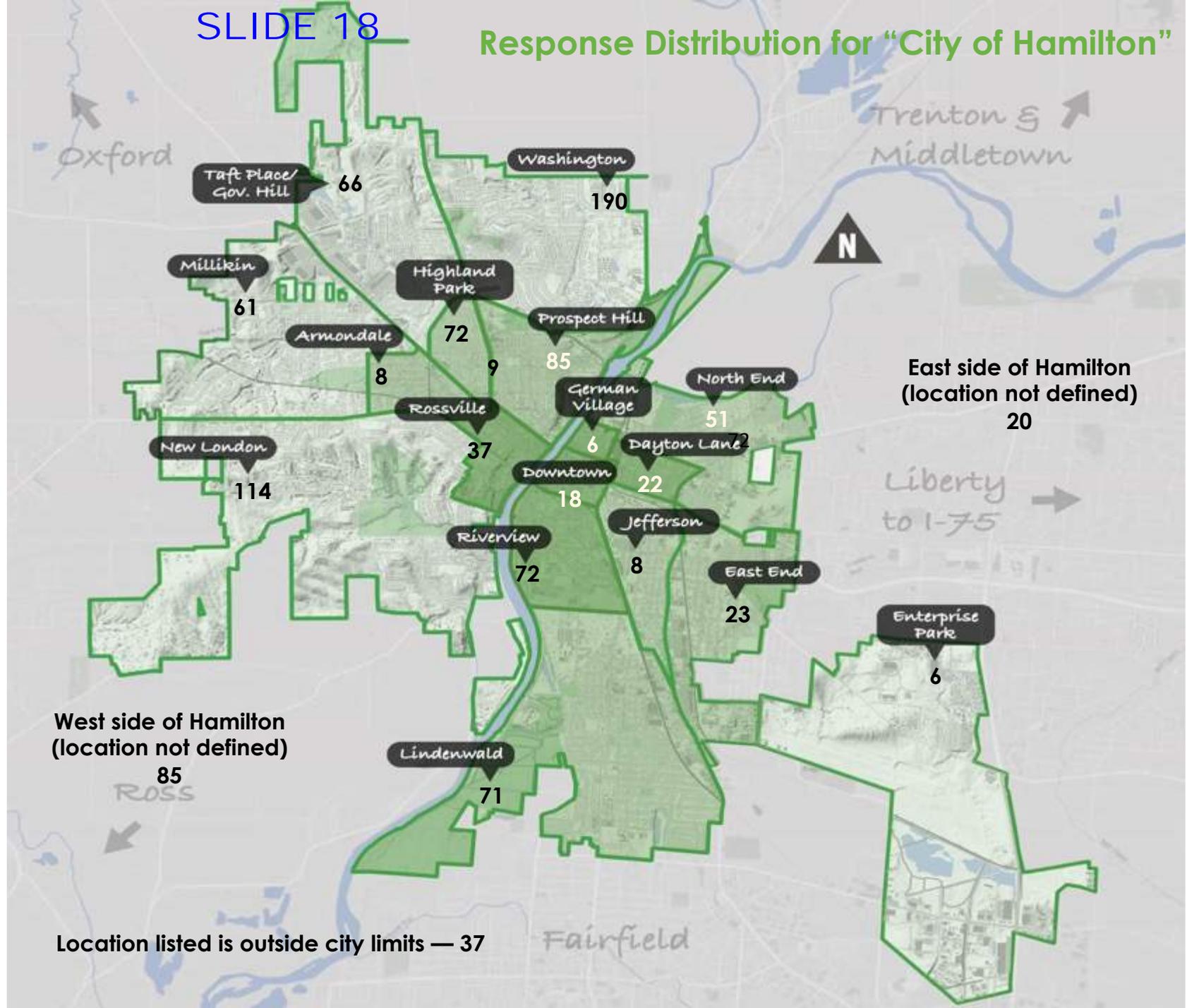


● = STUDY AREA

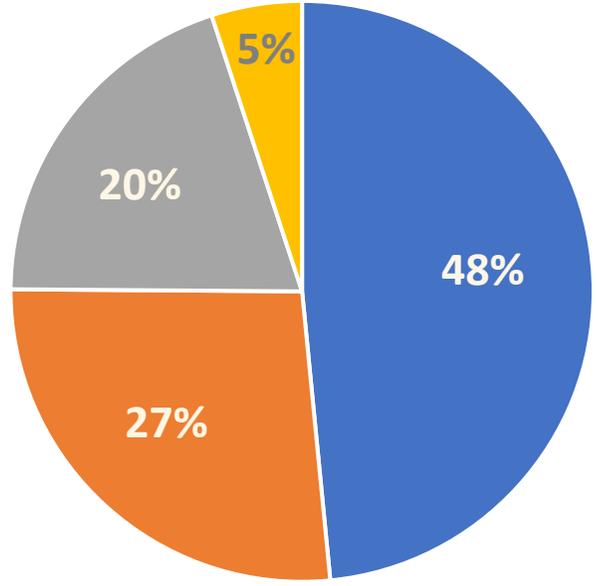
Where do you live?



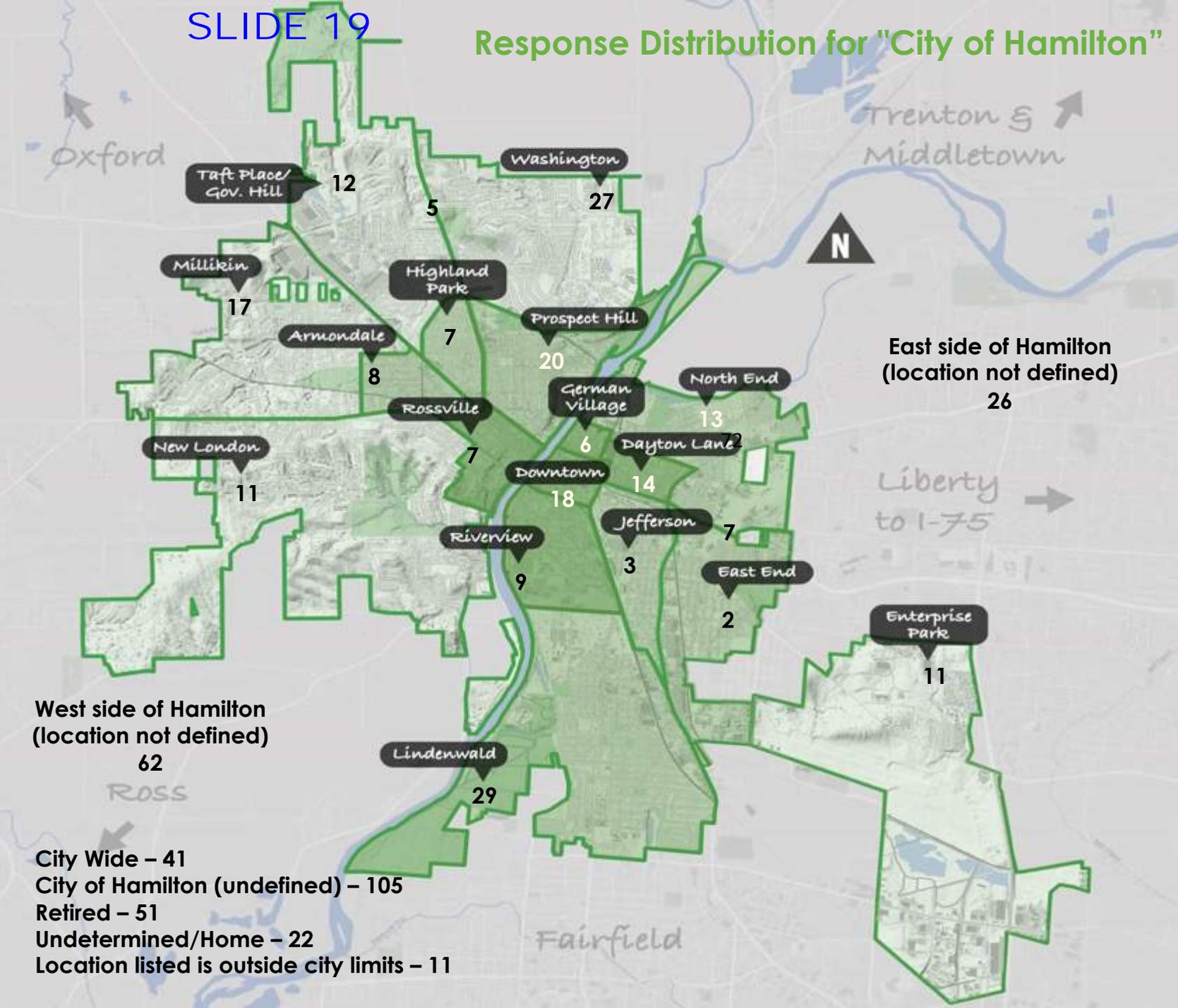
- City of Hamilton
- Another area of Butler County
- Fairfield Township
- Outside of Butler County



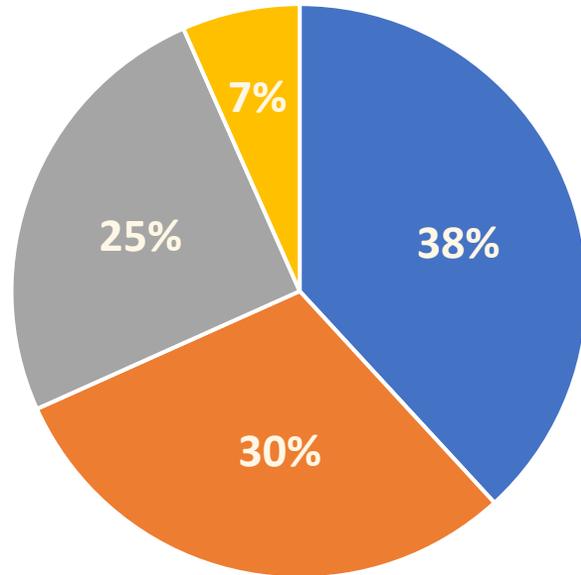
Where do you work?



- City of Hamilton
- Another area of Butler County
- Outside of Butler County
- Fairfield Township

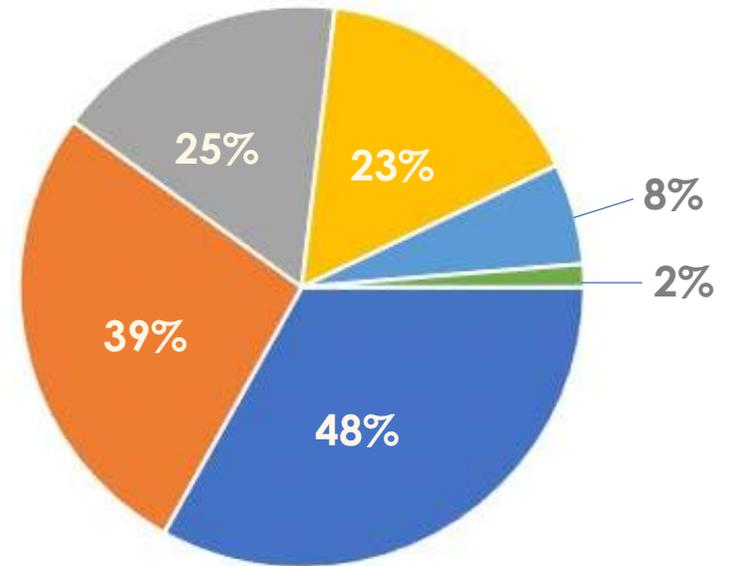


Experience when driving through the study area



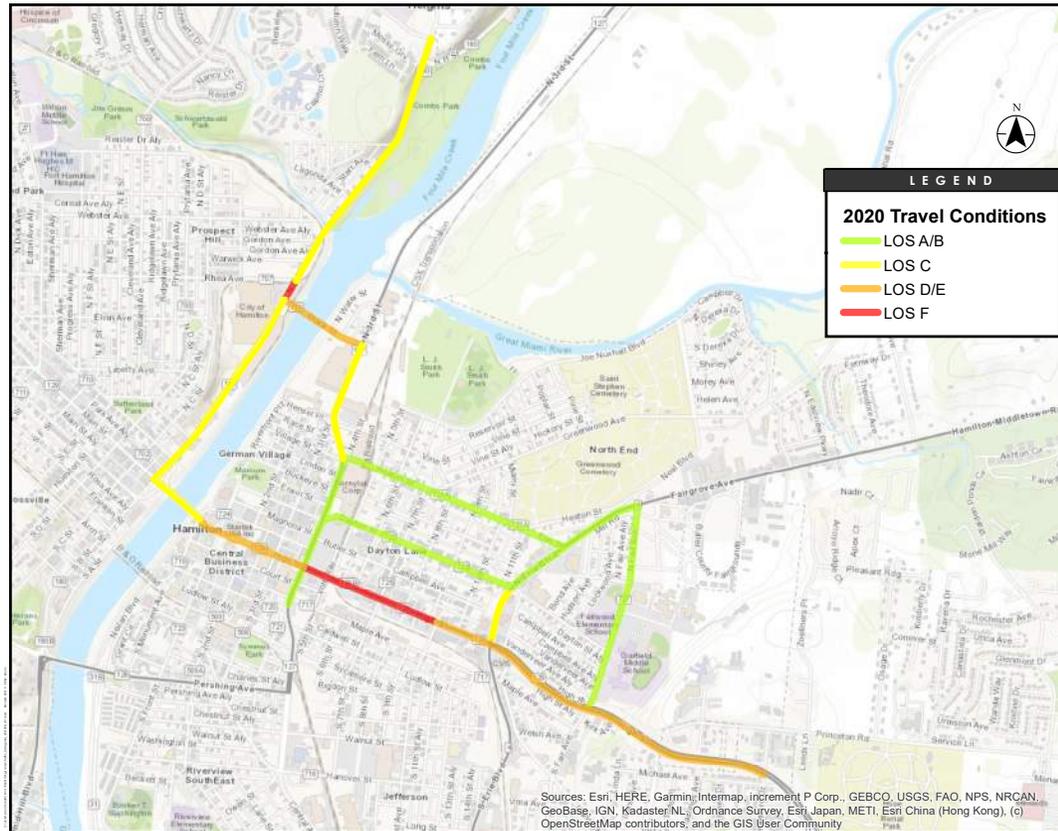
- Driving through this area is a **bit challenging** and it can be difficult getting where I want to go.
- Although I can get where I need to go pretty easily, traffic in this area **tends to slow me down**.
- It's tough driving through this area. **I prefer to avoid it when I can.**
- Driving in this area is easy. **I generally have no problems** getting where I want to go

"I most often travel through the study area to ..."

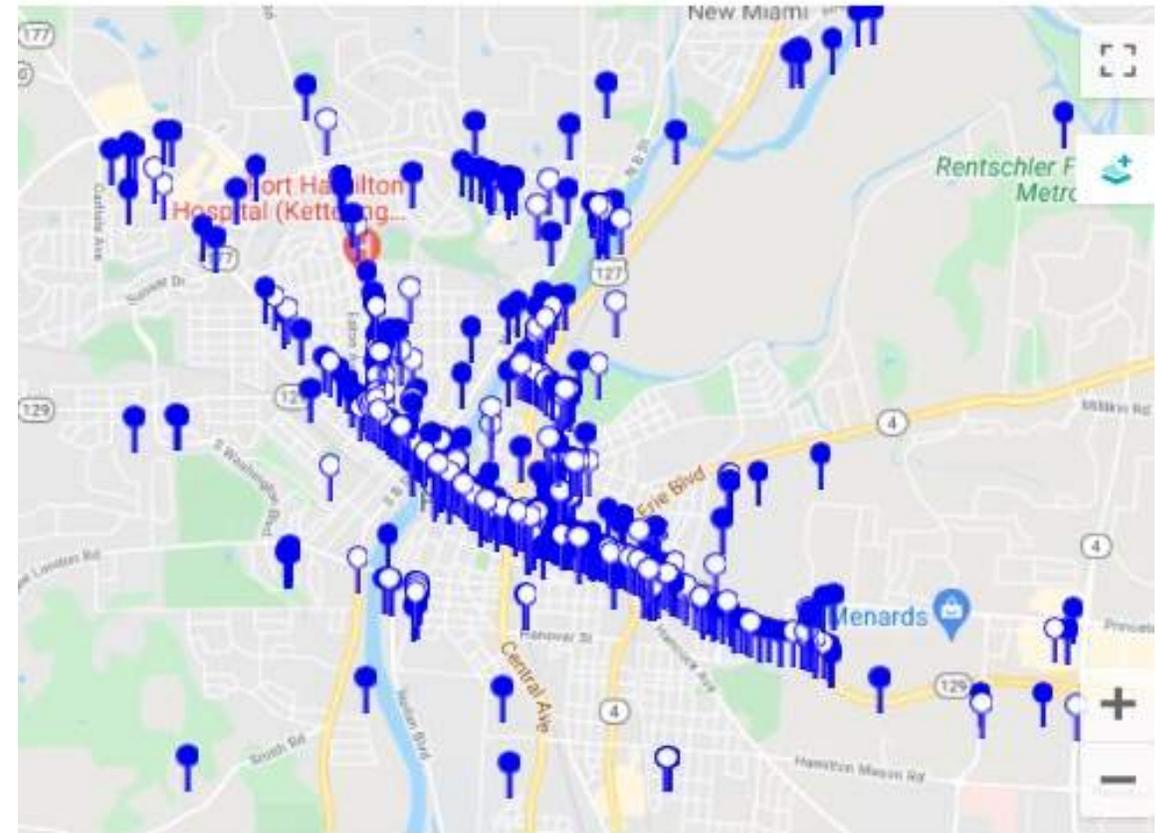


- ... get to destinations located outside the study area."
- ... get to other destinations located within/next to the study area."
- ... travel to/from home, located within/next to the study area."
- ... travel to/from work, located within/next to the study area."
- ... avoid other congested areas located outside the study area."
- Other

AREAS OF HEAVY CONGESTION AND/OR TRAFFIC BACKUPS



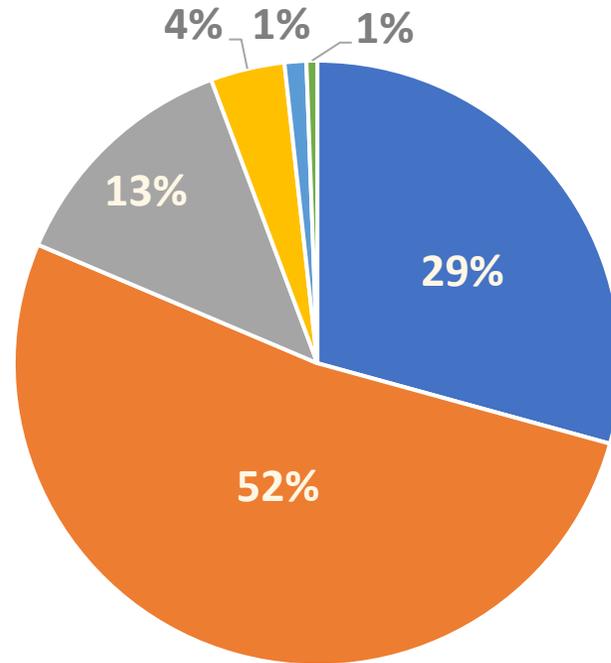
Data Analysis Results



CONCENTRATION AREAS OF COMMENTS & THEMES

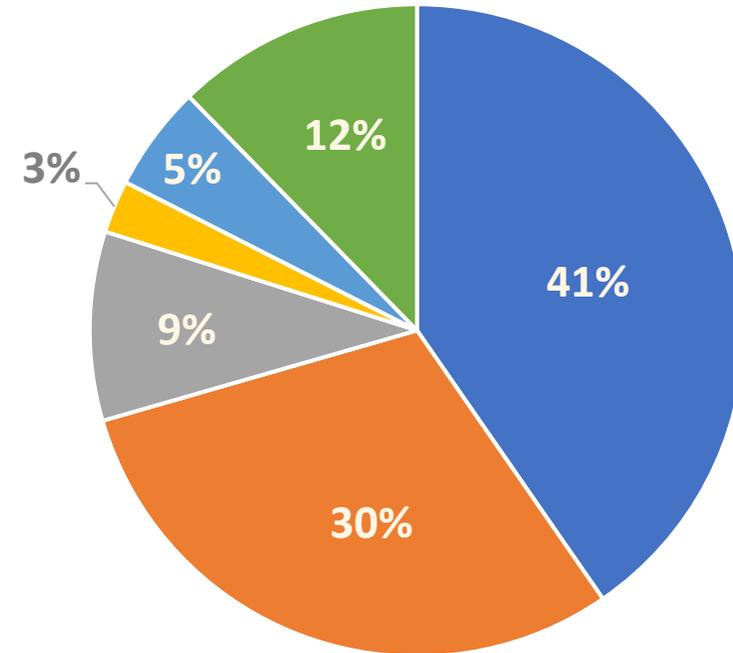
- **High/Main Street between Hampshire Drive and B Street**
 - Heavy congestion throughout this corridor, especially during morning and evening rush hours on weekdays
 - Often takes several light cycles to get through intersections
 - Long green lights encourage unsafe pedestrian crossings
 - Frustrated drivers run red lights and stop signs contributing to the congestion at intersections
 - Backups are worse when there is a train blocking other side streets
- **Dayton/N. 5th Street intersection**
 - Delays at this intersection due to trains
- **High/Main Bridge**
 - There are backups getting over the bridge
 - Merging on the bridge where Main Street reduces to one lane causes confusion and cars to stop

LEVEL OF CONCERN WHEN TRAVELING IN THE STUDY AREA



How concerned you are with safety when traveling in a vehicle through the study area?

- Very concerned
- Somewhat concerned
- Not really concerned



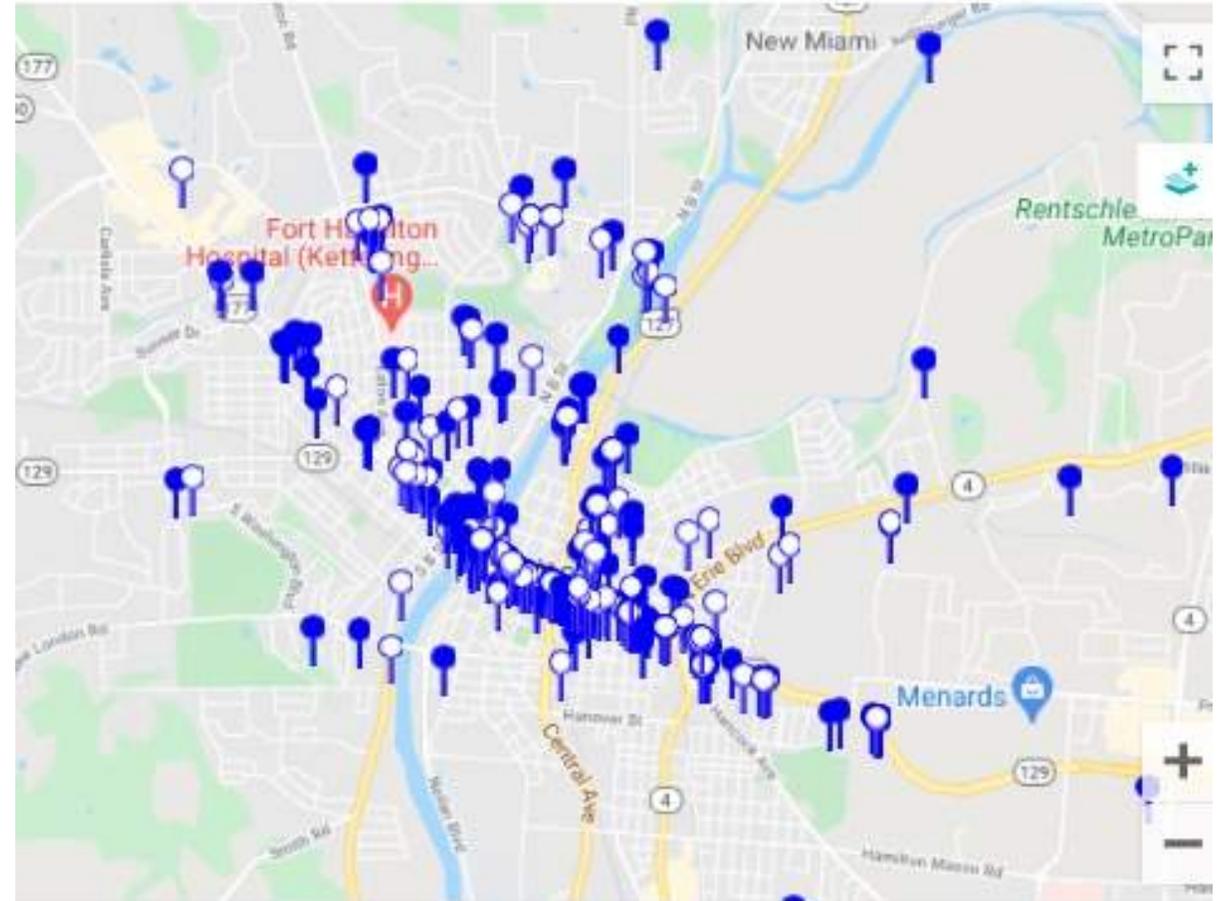
How concerned you are with safety when traveling by bike or walking through the study area?

- Not concerned at all
- Not sure
- I don't travel through the study area

KEY HOT SPOTS – CRASHES, NEAR-MISSES, OTHER SAFETY ISSUES

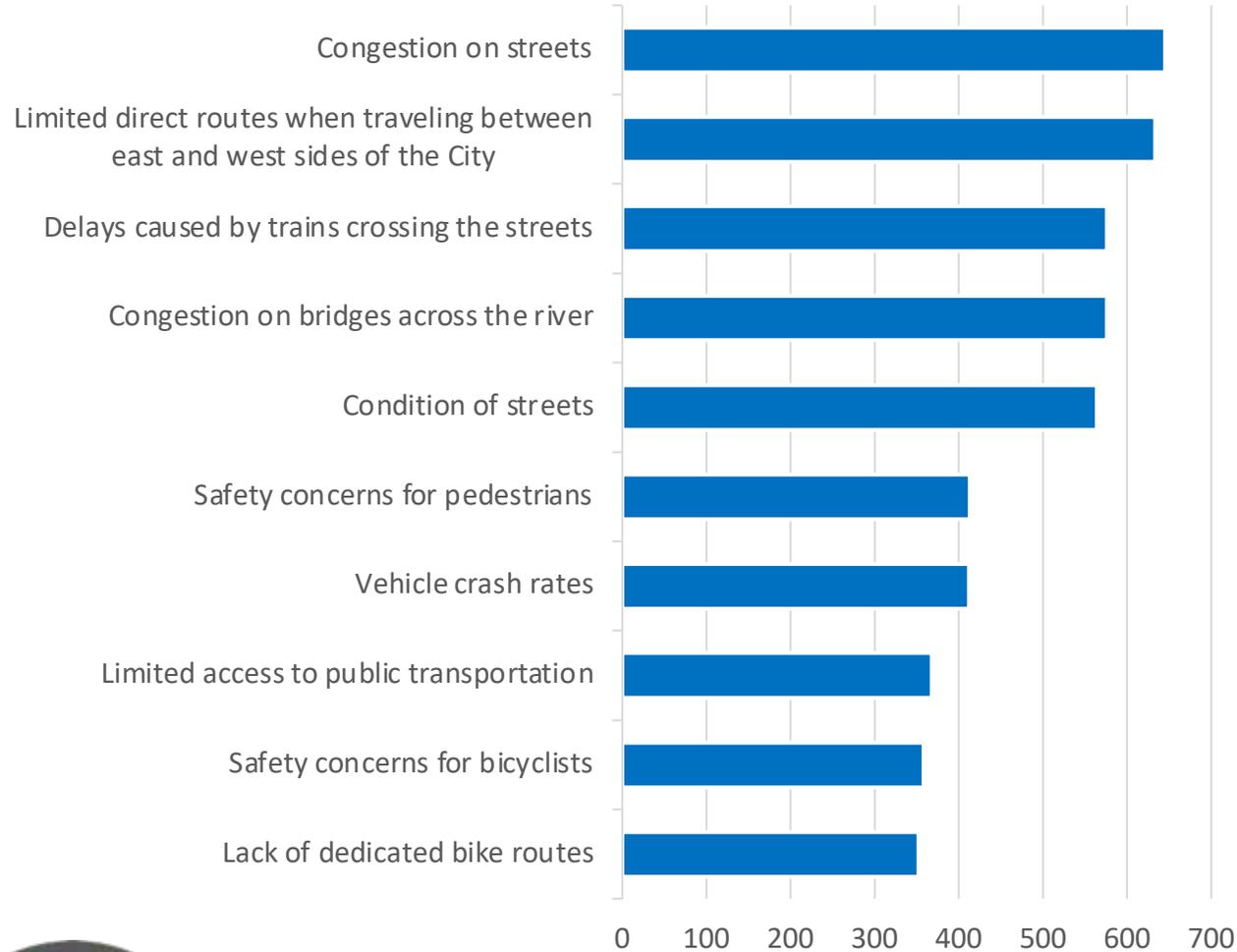


Data Analysis Results

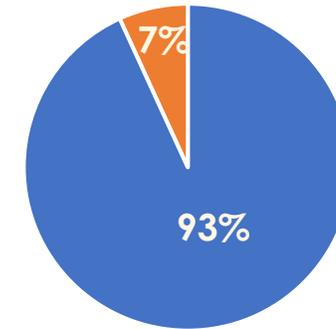


*Public Input Results
332 pins, 209 comments*

WHAT ISSUES CONCERN YOU MOST?

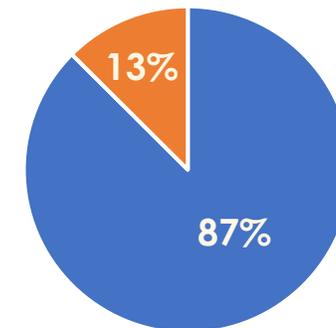


Do you agree with Primary Needs?



■ Yes ■ No

Do you agree with Secondary Needs?

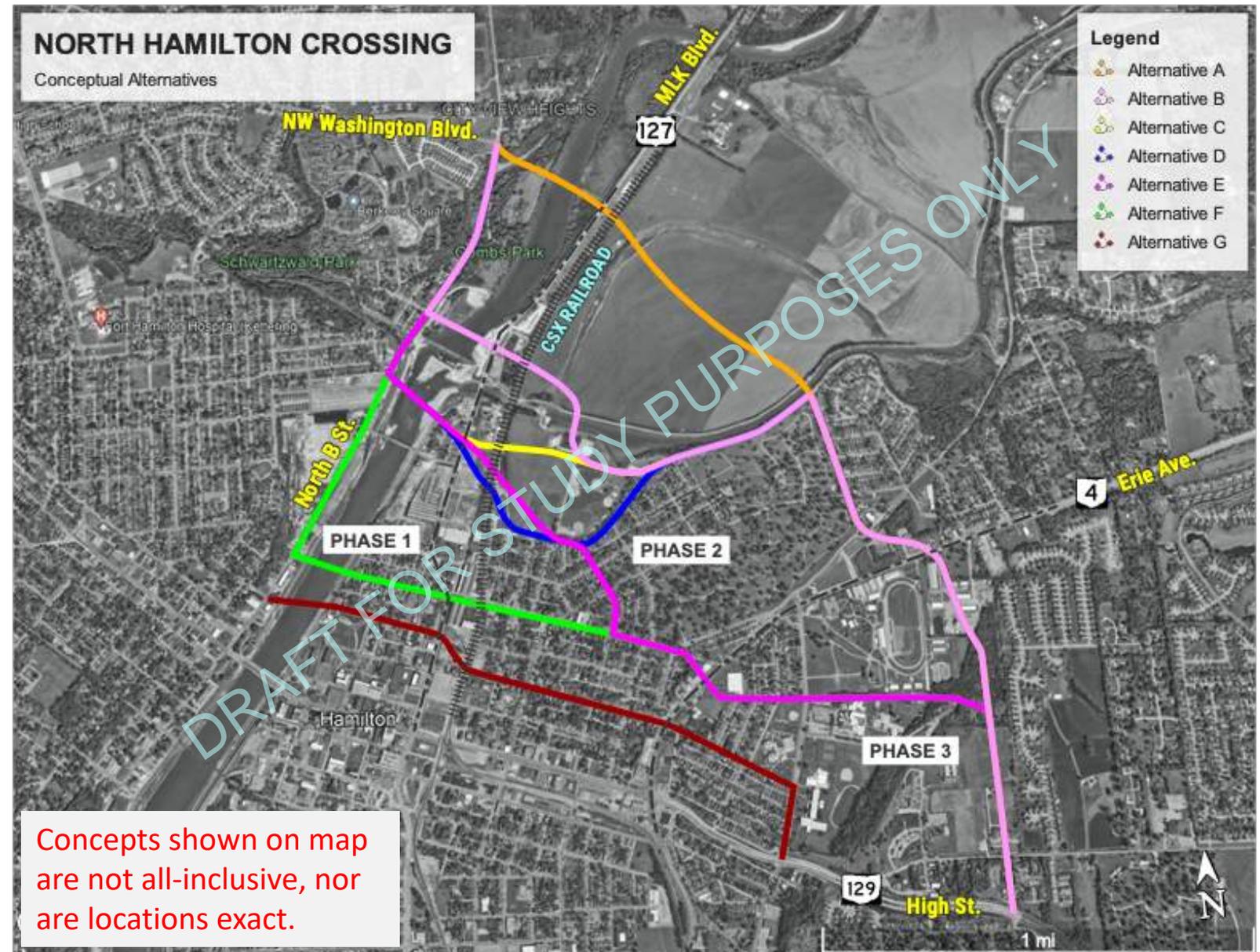


■ Yes ■ No

SLIDE 26

CONCEPTUAL ALTERNATIVES

- NEPA requires that reasonable alternatives, including a No Build alternative, are considered
- Alternatives shown on map are preliminary concepts; none are favored over others
- Alternatives shown are not exact; location & road widths would be determined in next phase of study
- As study progresses, some elements can be mixed and matched to create new alternatives; new options may be considered
- The Stakeholder Committee includes representatives from communities/ organizations within the study area



CONCEPTUAL ALTERNATIVES - DISCUSSION

- Are there other alternatives we should consider?
- Are there other constraints we need to be aware of?
- Are there other connections that are needed?

NEXT STEPS

- Development of Alternative Alignments
- Stakeholder Meeting #2 – January/February 2022
- Further Refinement of Alternative Alignments
- Draft Feasibility Study
- Stakeholder Meeting #3 – March/April 2022
- Public Open House – Spring 2022
- Finalize Feasibility Study

QUESTIONS?

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