

Concept Ratings for I471/KY Interchange

Project Item Number: 6-8104

County and Route: Campbell, New Route

Project Description: The I-471/KY 8 Interchange Modification Project is examining modifications to the interchange to reduce traffic delays on southbound I-471 at the KY 8 exit ramp, resulting in improved safety for southbound and exiting traffic.

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Approximate dates: August/September 2007

Comments (number of people reached, effectiveness of the technique, what you would do differently, etc.): The purpose of the meeting was to solicit community feedback on various concepts and design issues of the project, as opposed to entire alignments. A ten minute powerpoint presentation was shown to the public before entering the display room. Each group of design issues was presented as various locations throughout the room with project team members present to answer questions. Approximately 220 people were in attendance and 95 questionnaires completed and returned. The project team received a wide range of community comments and was able to distinguish various components of alternates the public favored, as opposed to dismissing the entire alternate based on only a small element.

I-471 / KY 8 Interchange Project; Item No. 6-8104

File Location: i:\3429_Camp\471\just study\public involvement\meetings\Team Meetings\9_24_07 D-6\Concept Rating 9-24-07.xls

August 2nd IAC / S 106cps Meeting; August 9th Public Meeting ~ Preference Summary:

Preference Rating Color Coding

POOR	Bottom Four
ACCEPTABLE	Middle
GOOD	Top Four

CONCEPTUAL ALTERNATIVES													
	1	1a	1b	2	2a	3	3a	4	4a	5	5a	5b	6
Group Consensus (1 = best, 13 = worst)													
General Public Polling	4	8	7	1	11	3	13	6	2	5	9	12	10
IAC / S106cps Polling	11	12	8	1	10	2	7	5	4	3	6	13	9
Design Team Evaluation of Functional Capability	10	12	11	6	13	1	9	8	7	2	4	3	5
RATING PREFERANCE (1=Best, 13=Worst)													
	1	2	3	4	5	6	7	8	9	10	11	12	13
Group Consensus													
General Public Polling (Concept Alternate)	2	4a	3	1	5	4	1b	1a	5a	6	2a	5b	3a
Committee Polling (Concept Alternate)	2	3	5	4a	4	5a	3a	1b	6	2a	1	1a	5b
Matrix Performance Estimate (Concept Alternate)	3	5	5b	5a	6	2	4a	4	3a	1	1b	1a	2a

Conceptual Alternatives Chosen for Advancement are: The No-build, Alt. # 1, Alt. # 2b and Alt. # 5d



I-471 at KY 8 Interchange Modification Project
Campbell Co., KY
Item No. 6-8104

www.471project.org

CONCEPTUAL ALTERNATIVES EVALUATION PUBLIC MEETING

Newport High School Library

600 6th Street, Newport, KY

August 9th, 2007

5pm to 8pm

QUESTIONNAIRE RESULTS

SUMMARY OF
ATTENDEES

The approximately 220 attendees at this Public meeting were members of the general public and area residents, primarily from Newport and Bellevue. Announcements for the meeting were published in local Sunday Newspapers three weeks before and the Sunday before the Meeting date. The Kentucky Transportation Cabinet also used two portable message boards to announce the Meeting; the message boards were placed on eastbound and westbound KY 8 on either side of the main I-471 overpass over KY 8 at the Project location.

A total of approximately 95 Questionnaires submitted were logged for this record. Questionnaire responses were inconsistent and totals for responses reflect this inconsistency. Only percentages calculated for individual questions are included here.

Questionnaire results from the 8/02/07 Conceptual Alternatives Evaluation Meeting for the Interchange Advisory Committee and Section 106 Review Consulting Parties have also been tabulated and are contained in ***Interchange Advisory Committee and Section 106 Review Consulting Parties Conceptual Alternatives Evaluation Meeting August 2nd, 2007 Questionnaire Results*** posted at www.471project.org.

CITY OF RESIDENCE

NEWPORT

BELLEVUE/OTHER

51

44



DESIGN ISSUES 1-5	YES	NO	COMMENTS
1. Should SB Exit Ramp access to KY 8 via Park Avenue be closed? TOTAL RESPONSES = 90	48/ 53%	42/ 46%	<ul style="list-style-type: none"> • Open to 3rd at least temporarily. • No preference. • ? •
2. Should the SB Exit Ramp be extended parallel to Providence Way? TOTAL RESPONSES = 88	68/ 77%	20/ 22%	<ul style="list-style-type: none"> • Yes, but one lane only. • Yes – if Park Ave. is accessible. • Only as long as it doesn't stop direct East 8 traffic flow. • Not if it impacts the Library. •
3. Should the SB Exit Ramp access to 6th Street be provided? TOTAL RESPONSES = 86	37/ 43%	49/ 56%	<ul style="list-style-type: none"> • Acceptable if necessary. • No, not with H.S. kids there. • Not if it restricts east bound traffic to using only this to go east. • Yes via Riviera Ave. • Not at Library. • Yes-via Riviera Ave. • Not sure. • Not sure. • No way. • It looks like there is no alternative. • Yes – toward Newport. • Yes depending on how they do it. • Yes – like concept 4. • <u>NO</u>
4. Should the NB Entrance Ramp Intersection location be moved from KY 8 to a point on Riviera Drive? TOTAL RESPONSES = 81	15/ 18%	66/ 81%	<ul style="list-style-type: none"> • Acceptable. • Doesn't have to happen. • No, like direct access we have to Rt. 8 • Not sure. • OK.

- Third St. exit open temporarily until Project can be completed – 5pm to 8pm, Fri. and Sat. to 10pm.
- Am against anything that sets us back 15 years or more as far as traveling east on Rt. 8. Need direct access to Rt. 8 or a way to bypass Bellevue!
- I want the best solution for all involved.



<p>5. Should the NB Exit Ramp Intersection location be moved from its present location on KY 8 to one near Linden Avenue? TOTAL RESPONSES = 84</p>	<p>10/ 12%</p>	<p>74/ 88%</p>	<ul style="list-style-type: none"> • No, never seems to be a problem. • Only if it doesn't impact businesses. • You should use both. • Acceptable. • No, solves nothing long term. • No, takes us further away from going east. • No – <u>This is not drawn!</u> • No because none of the designs show it – they only show it southbound. • Absolutely not. • No – This option is not included in any of the drawings. • Absolutely not. • No, seems unnecessary. • If possible.
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OTHER QUESTIONS

6. What should the roadway improvements look like? Are you in favor of reconstructing KY 8 and Riviera Drive near the interchange with:

	YES	NO	MAY BE	COMMENTS
<p>• Landscaped Medians? TOTAL RESPONSES = 90</p>	<p>66/ 74%</p>	<p>19/ 21%</p>	<p>3/ 4%</p>	<ul style="list-style-type: none"> • Consider when possible. • (Bikes) if possible; attractive surroundings.
<p>• Sidewalks? TOTAL RESPONSES = 90</p>	<p>85/ 94%</p>	<p>5/ 6%</p>	<p>0</p>	<ul style="list-style-type: none"> • Just fix the ramp. • (Sidewalks/bicycles) within reason.
<p>• Bicycle Accommodations? TOTAL RESPONSES = 88</p>	<p>60/ 68%</p>	<p>26/ 29%</p>	<p>2/ 3%</p>	<ul style="list-style-type: none"> • Yes (bikes) on Riverwalk. • Not enough space for unnecessary medians. • Need people ramps to cross safely. • Do not widen Rt. 8 in front of Bellevue Vets. • If possible, Rt. 8 and Riviera need sidewalks. Again, (bicycle accommodations) if at all possible, but safety first. • Need sidewalks on Rt. 8 from Bellevue to Newport Levee. • I agree with alternative route along River. • With Bicycle marathon coming on Rt. 8, this causes even more backups.



- The condominiums will provide greater pedestrian traffic in the area.
- The area must be made more people friendly. Otherwise, the entrance to Newport and Bellevue becomes a miserable concrete desert.
- Too much traffic and lack of space for bicycles. Medians do not facilitate any traffic movement. Enhanced sidewalks and/or bicycle lanes should not interfere with motor vehicles, but should facilitate both pedestrian and bicycle movement.
- Landscaped medians-yes, but not at expense of sidewalks, bikelanes. Bikeways must have access to Riverfront bike/walk trail as proposed in Vision 2015 Plan.
- Only if it doesn't slow down traffic going east.
- Access across KY 8 for pedestrians should be considered.
- Access across Rt. 8 from Riviera Drive should be considered.
- Recreation opportunities enhance living environment.
- but (landscaped medians and bicycle accommodations) secondary.
- I'm especially concerned about the safety of pedestrians and cyclers as this intersection gets more heavily used.
- Median if room. No bikes – too dangerous.
- Would like to see a pedestrian/bicycle bridge across KY 8. Very dangerous to cross now due to traffic.
- Whatever will be tight enough without anything more than basic necessities.
- Bikes – Who wants to kill a cyclist or be killed while cycling?
- Both Newport and Bellevue have – from my experience – large and growing population of walkers and cyclists with more to come.
- Sidewalks and bicycle path should be atop flood wall.
- Look at extending (Bike) route along the River.
- Bicycle paths will promote good community health and draw tourists and others to the area. Very important, will decrease car use.
- Bicycle path along the River is a good alternative.
- Many cyclists use this route. Having a separate bike lane is a plus. Alternative route on River is even better to get cyclists away from the heavily-trafficked areas.
- Bike accommodations would also help with traffic and keep some off the sidewalks.
- Circles are not a good idea for traffic concerns. They do look nice!
- Sidewalks absolutely! Current roadway improvements along Hwy. 8 and Newport have limited per access. It can be dangerous!
- Easier and convenient access for public, senior citizens, considerate for all attractions.
- These plans were obviously drawn by someone NOT familiar with the needs of the people of Newport and Bellevue.



- Lanes are needed for traffic not landscaping.
- Foot traffic to and from the Levee and Waterfront dining should be accommodated.
- Pedestrian walking should be made available off Rte. 8 from Bellevue to Levee, along River.
- We need to be sure to replace as much green space as possible to compensate for what we are taking.
- Bicycle path should be along River.
- Anything that improves pedestrian/bicycle access is important to maintaining neighborhood/community integrity.
- Yes above only if space in design available. Do not take more land to accommodate medians/sidewalks.
- If can be accommodated within space constraints. Bicycle path should be along River.

7. Issue: Public Transportation

a. Do you favor investigating ways to provide better Park and Ride accessibility within the interchange area?

TOTAL RESPONSES = 83

YES	COMMENTS	NO	COMMENTS
63/ 76%	<ul style="list-style-type: none"> • Not practical for me now. • A positive... • Maybe. • Won't be used. • ...plan for light rail transit.. • Add an "express" bus from Riviera Drive area across D.C. Beard Bridge to 6th to Walnut to Second St. and back • Southbank Shuttle parking has been greatly restricted during past year. • Yes, particularly if the Southbank Shuttle route were extended slightly along Riviera Drive to the Bellevue Shopping Center along Donnermeyer Drive. • Of course! The real issue is Newport on Levee @ weekend evenings. Perhaps shuttle from H.S. parking lots? • Definitely. A lot of the Park and Ride space will be missing due to South Shore. People need a place to park! • Park and Ride likely would be used by commuters living in suburban/rural Campbell Co. 	20/ 24%	<ul style="list-style-type: none"> • Coordinate with Cincinnati for streetcars. • We have buses running well now. • Move park and ride area to other area of City (Newport Municipal Garage). • No need for me. • Where you put it? Dayton would be the place, but is it accessible? • No, not needed. • Would it actually increase bus usage or simply make more parking lots in our City.



- Maybe near the Library/High School.
- Could do a Park/Ride anywhere between Newport and Airport. Transportation from the airport is the key I think.
- Yes – investigation into the alternatives. I would not use the Park and Ride as I work close to home.
- Anything to reduce traffic.
- With a daily bus route on Hwy. 8, as well as the Shuttle, this may be a non-issue, but some investigation would not hurt.
- Yes, but that should not deter you from getting done.
- In general, public transportation access and availability should be improved.
- Yes, working on a solution that is feasible for lot area and person parking presently (All City Parking).
- If possible.
- Yes, although mainly we walk.

b. Do you see the Southbank Shuttle as a viable alternative to driving your vehicle directly to your entertainment destination and, if not, why?
TOTAL RESPONSES = 79

YES	COMMENTS	NO	COMMENTS
56/ 71%	<ul style="list-style-type: none"> • Extend hours. • ...for Cincinnati, Newport, Bellevue commuters. • Keep it on the Taylor-Southgate Bridge and the Clay Wade Bailey Bridge. It can serve from Comfort Suites and Joe's Crab Shack in Bellevue to the East to Main Strasse Village to the west via downtown Cincinnati. • If the parking areas are approved for parking vehicles in the area. • I think the shuttle is great. • Have used it often for entertainment and work. • Any highway improvements must be integrated with a plan to improve public transportation. • Yes, Especially for sports events; parking in Bellevue and using the shuttle requires less walking and costs than parking in Cincinnati. • But, would like it coming further east for drop offs and pick ups. (Likes Shuttle) to downtown Cincy only; (to) Newport, you could walk! No, because it would take so much longer to go home and get there. Deleting direct access to Rt. 8 as is could and would only hurt businesses east of Bellevue. 	23/ 29%	<ul style="list-style-type: none"> • Does not go into Bellevue far enough. • I walk there (to Interchange/Levee area). • No place to park before Newport and don't like waiting in weather, etc. • Don't usually ride bus. There should be smaller busing, maybe a van type and better inter-city routes. • Because I don't come from Ohio. • My experience on the S.S. was a very long wait and a very long ride due to the route. • No – Not visible enough. Needs a lot of work to make this work, then I would use it. • NA. We walk. • N/A – Walk to destinations! • N/A – I live a few blocks away so I walk. • \N/A – I live three blocks from the Levee, so I walk. • No, it does not go enough places besides downtown Cincinnati that I go to.



- Although Route 8 stops need to be improved.
- We already use it quite a bit – but the stops along Rt. 8 need to be improved.
- Yes/No – I walk locally; others might (need it) though.
- Would like to see a trolley circuit (like in San Antonio). Trolleys were a part of NKY history and would be very tourist friendly.
- Make people aware of Shuttle's good service. Most people don't know.
- All alternatives to car use are appealing and will improve the crowded road issue. It is a start toward future planning and good energy use/problem solving as forward thinking vision.
- As previously mentioned, more often.
- Yes, I walk from my home on Washington, catch the Shuttle to downtown events.
- Yes, if localized parking is made available (Park & Ride).
- Yes, depending on how many bus stops and time of getting there compared to distance.
- I use the Shuttle or walk now.
- Its awesome, hassle-free, and my son loves it.
- Somewhat.
- Somewhat as long as cost reasonable.
- No, only because we live near enough to walk. Otherwise probably yes.
- No. I live close enough to the entertainment district that I walk rather than drive.
- No – I live within walking distance of the Levee and I walk to the Stadiums. I also use my bicycle to go downtown Cincinnati.
- No. If it's not close enough to walk, I take a car.
- No – can walk.
- No – I live too far from the Shuttle to walk and too close to want to drive (1 mile), park, and now pay a meter as well as the Shuttle, if there is a place to park along the River. If there is another place to park and ride, I am not aware of it. Also, if I go for entertainment, I'm probably going to the Levee area and don't need the Shuttle. I haven't used it in several years.
- No. They do not come near my house.
- Have used the Shuttle, but driving is easier, cheaper. Prefer the circle route of SB Shuttle for a direct route to Covington; or maybe another Shuttle could run between Bellevue, Newport, Covington, Ludlow??
- No, Southbank is for local residents getting around town.
- No, it is not an option for visitors; it is for locals that want to use the Shuttle for entertainment.
- No. It only runs until 10pm. Hours need to be extended until 12am and destinations should include the Aronoff and Music Hall.
- No – I am able to walk to the places I want to go in Newport.
- Schedules seem too difficult to decipher; hard to find schedule information; transporting anything you happen to acquire along the way (shopping items) seems difficult to deal with.



8. Please give us your thoughts as to the possible causes of the late evening traffic queue across the Daniel Carter Beard Bridge. Describe your experience and what time of day it occurred.

- Levee.
- New development.
- Weekend traffic.
- Pay as you leave Levee.
- Levee.
- Special events.
- Bellevue, Party Source daily traffic.
- Poorly designed, unsafe, inadequate exit ramp.
- SB 471 needs four lanes to Newport exit.
- Difficult from 1pm to 3pm; near impossible near 5pm; forget about weekends.
- Poor design change decisions in 1960s/70s, abandoning better access to Newport business district.
- Use Taylor-Southgate Bridge or 10th St.; inconvenience of ramp for access to Newport Historic District is reason I don't use the ramp.
- Levee traffic needs more lanes so people aren't stuck at bottom of ramp piling up across the bridge.
- Work in downtown Cincinnati; backed up 4:30-7pm for Levee and restaurants...dread when condos all come in.
- I use alternative routes to avoid traffic.
- People from Cincinnati coming...to Levee...5-7pm and later 9-11pm.
- Levee traffic.
- Rush hour, sporting...special events, Levee traffic. During these...events, very difficult to exit for my work. .All the traffic at night are going to the Levee. Weekends are very bad.
- 4:30pm it takes me longer to cross the bridge and drive the few miles to Dayton than to go to West Chester ,Ohio.
- Not enough options or distance to disperse the Southbound exit traffic. Rush hour and weekend evenings. Levee destination for dinner, recreation, etc.
- Left lane into Park – problems occur between 5-5:30, especially if an accident occurs.
- On the fire department, most of our accidents seem to occur in the early evenings on Friday and Saturdays, afternoons on Sunday. It seems that all are going to the Levee.
- Weekend and evening Levee traffic.
- Queue is much more severe in the AM peak due to restricted ramp geometry on Ohio side. Also, WB traffic from Dayton/Bellevue is poor LOS.
- The Levee and other Newport businesses are the cause. Just open 3rd Street directly into the Levee.
- Traffic backs up because the exit cannot handle traffic volume.
- 4:30pm traffic going to Bellevue, only one lane.
- Newport entertainment district, 8:30pm -10:30pm, Friday and Saturday. Most traffic is coming from eastern Hamilton County; lacking easy access to the Taylor-Southgate (US 27) bridge traffic converges on the I-471 bridge & KY 8. Far too few lanes for the traffic volume.



- Crossing the bridge, one can only see a sign to the extreme right indicating the turn off to Bellevue-Newport. Another sign is needed to let people know there's another exit at 10th St.-Memorial Pky. If people know they could go a bit further, turn right onto 10th St. then turn onto Saratoga to get to the Levee, they might use it and not have to wait in a long line.
- Newport on the Levee , of course. But increasingly Bellevue/Dayton residential traffic. We avoid that side of the bridge in evenings.
- I know the bridge traffic backs up but it seem that Rt. 8 and Riviera Drive light is the real cause when headed east on Rt. 8.
- Park ramp not designed responsibly in the first place. You ought to be ashamed.
- The cause is obvious: the Levee (& general commuter traffic at rush hour).
- The ramp is too small – there is too much westbound traffic in the evening which clogs the ramp. Also it is dangerous to try to access it from Park Ave.
- There is no definite time of the day or event. The backup is always. There are more days of back ups than not. Events at the Levee cause back ups more often during the lunch hour, and evenings, weekends.
Also the traffic turning right to go the Bellevue and Dayton KY causes tremendous backup; plus morning, going to work from Bellevue and Dayton backs up down Fairfield Ave. It's a mess.
Speed, poor signage are problems too.
- Four lanes solid Mon.-Fri. almost every night. From 4:30-5:45 takes at least 10 minutes from Washington to Route 8 corner.
- O notice backups during special events and ballgames that draw partygoers to the entertainment and eating.
- Existing Park Ave. loop ramp can't handle heavy volume of traffic.
- Inadequate exit ramp to handle traffic.
- Inadequate exit ramp to handle traffic.
- Too many cars. Trying to get into the right lane to exit at Park Ave. is truly an adventure.
- There is only ONE option coming from the north and it is Park St. There has to be other options.
- Economic development in N. Campbell County.
- Live on 2nd in 300 block. Have a hard time getting on Park Ave.
- I think it may be the mix of homeward-bound vehicles and entertainment-bound vehicles at one interchange. I can't get home on Linden because of Levee traffic.
- Ramp improperly designed back in 1980.
- I believe making the southbound ramp 2 full lanes would alleviate problem.
- People do not take other roads into Newport. Alternative roads should be better marked.
- People do not take other roads into Newport. Alternative roads should be better marked.
- I live on east 3rd. Street (exit ramp side) and the worst times are Fri/Sat nights from 6-9pm.
- I live on the exit ramp (XXX E. 3rd St.) and it seems like the worst traffic jams occur on Friday and Saturday evenings around 7:00 and 9:00, which mirrors the starting times of movies at the AMC Theater.
- Newport, Bellevue, and Dayton 4:00pm to 7:00pm. Somebody let Newport on Levee, plus all the rest to come in, be built before infrastructure was in place.
- I always go to the 10th St. exit (Memorial Parkway).
- ODOT, KDOT (KYTC) were not responsible planners. Developers call the tune.
- I've not had to deal with it.



- I don't have any experience with this as I work and live in Newport.
- There are traffic jams and accidents on the Bridge every weekend. The public should know that they can take the Memorial Parkway exit, turn right at exit, then turn right at Washington or Monmouth to get to the Levee.
Although this brings more traffic thru Newport, it's an alternative for now, and Washington and Monmouth are business thoroughfares.
- Cause – not enough stacking on off ramps. When crossing the Bridge going south, because of hazards, I always stay in far left lane exit and use 10th St..
Worse in evenings especially weekends.
- When driving 471 south – difficult to cross 2 lanes to make Rt. 8 exit.
- Too much traffic going into residential area. Own home on Park Ave. Try getting out of the driveway.
- Exit ramp too short.
- Everyone going to Levee, exit ramp too short, lots of merging in short distance from both directions.
- First exit too close to the bridge – many try to get over too late causing accidents. Shuttle and alternative exit further from bridge will help.
- Too many cars at once. Longer exits and 1 or 2 alternatives and shuttles would help.
- Weekend traffic and traffic on game days to Riverside restaurants; traffic to Party Source near "partying" holidays, Labor Day, Memorial Day, etc., River festivals.
- The Levee; no matter what time after 4pm I leave work, the Newport/Bellevue exit is a mess!!!
- I am a firefighter w/ City of Newport. It is worst every day from 5-7 and all day on weekends. Because the ramp cannot handle the traffic.
- Never experience because I don't come that way on weekends. Can always proceed to next exit.
- Only unbearable on weekend evenings and occasionally during week at rush hour.
- Major problem only seems to be on the weekends > evenings.
- Backups only occur during weekend evenings, for Levee & Ballgames. Southbound traffic should be directed to Exit 4 if backed up.
- Too many attractions in one area with too small of exit. Your traffic comes mostly from Cincinnati. Extending the ramp will provide relief.
- Movie theater, restaurant and Levee traffic starting at 4pm Fridays and through the weekend.
Speed limit across the DCB Bridge should be lowered to 40 in (right-hand) exit lane with rumble ridges to slow people down. Traffic from 71 S should have to exit at a 6th Street (new) exit and not cross 2-3 lanes of traffic to get off at Rt. 8.
When coming home, I do not even use DCB Bridge. I use the Taylor-Southgate Bridge. No one uses ...(Xerox copy obscured remainder of text.)
- Consistent backups on 471 Bridge are on Friday and Saturday nights. These people are going to Newport on the Levee.
- The majority of the people are going to the Levee direction.
- Newport Levee.
- I don't have to deal with this, but I think the lane comes up too quick. Exit to Newport & Bellevue on Park need(s) a 4th lane and exit, maybe by Memorial Parkway.
- I'm generally home by 7:00 to 8:00 pm; in over one year of travel from Montgomery in Cincinnati to Bellevue, I have not had any bad delays.
- People trying to get into and out of exit lane to KY 8 is the greatest issue – this could be solved by limiting exit to those coming from lane of Ft. Washington Way - signage stressing that lane as exit only posted. All others should be directed to 10th St. exit and forced to travel down Monmouth!
- Have trouble crossing over because I am coming down I-71. You need to connect I-71 to Taylor-Southgate.
- Too much volume of traffic at very specific times; not enough road to accommodate; exit ramp too close to end of Bridge.



- Only one lane exits off to Park. Weekend and weekdays (5-7ish) are worst. Weekends busy due to Levee, increased residential in Bellevue, events/parking.
- Weekends and 5pm – 7pm weekdays are very congested due to Levee, sports events parking, and increasing number of residential developments, esp. Bellevue.

9. If the southbound I-471 exit ramp to KY 8 via Park Avenue is removed from the neighborhood, what is your preference as to how Park Avenue should be treated between 3rd St. and KY 8?

	YES	NO	COMMENTS	OTHER COMMENTS RE QUESTION 9
a. Two-way, with parking on one side, 2nd St. to KY 8. TOTAL RESPONSES = 33	25/ 75%	8/ 25%	<ul style="list-style-type: none"> • Preferable. • Preferred. • Best. • Second choice. • Without ramp traffic, this can go 2 ways! 	<ul style="list-style-type: none"> • It should remain open with 2 lanes one-way from 3rd Street to Route 8 with NO LEFT TURN onto Route 8. Right lane right turn only, left lane right turn or straight into Port of Entry. • Keep it open. • (Closing Park Ave. ramp) This should not be an alternative. • None. Don't close it. Open up the 3rd St. exit. • Two-way with parking on both sides. • No. • Not in favor of it (Park exit) closing at all! Sets us back. Need both R-east and L west access to Rt. 8 – direct access as is. Do not want to have to go to Riviera to go east on Rt. 8. • ? – Seems pretty narrow for 2-way but it might help the traffic bleed off of Rt. 8. Might be nice to just close it, but then there's not a great access from the neighborhood to Rt. 8/471. • Don't remove it. • It should stay as it is. • One way with parking on one side. There will still be traffic, but nothing like is now. • If the Park Ave. ramp is not closed, the back ups on the bridge are sure to continue. This exit is a poor plan, and should be changed. Park Ave. can be restored to a neighborhood thoroughfare/residential street. Thank you. • Park area where the present exit is once the present Park Ave. exit is closed.
b. One-way, with parking on both sides, 3rd St. to KY 8. TOTAL RESPONSES = 42	33/ 78%	9/ 21%	<ul style="list-style-type: none"> • Acceptable. • (parking on) one side; one-way north, parking on one side. • Which way – north or south? • First choice. • 	
c. Closure of Park to KY 8, with parking on one side 2nd St. to KY 8. TOTAL RESPONSES = 19	8/ 42%	11/ 57%	<ul style="list-style-type: none"> • No. 	



- No comment.
- That is a Newport issue.
- Do not close ramp.
- No preference.

OTHER COMMENTS?

- Favor removing SB exit ramp even with no redesign.
- Do not close ramp.
- (Place) exit ramp E of Library opposite road to City garage and for better access to east end residences.
- Widen 6th St. (by removing planting strip) to improve access to Levee via Washington, Saratoga, and Monmouth and West End.
- Do not remove ramp; needed for growth in Bellevue and Dayton.
- Do not remove ramp; needed for growth in Bellevue and Dayton.
- Concerned (RE) impacts to Bellevue from added traffic.
- "Island Community" looks like prime retail space...Finding a developer along these lines would change this Project.
- (Would) be nice to remove Park Avenue (but) won't help traffic issues long-term. As Bellevue and Dayton grow, we'll need that open.
- Not sure how much off-street parking is needed...residents of Park...should answer first.
- Anything that increases traffic on Park or 6th St. is a concern – should not create...traffic flow that increases risks to children in the Neighborhood.
- Keep Park Ave. exit open with 1 way on 3rd towards Levee and Rt. 8. There will be 3 places for traffic to flow off the Bridge.
- Passing the Newport School is hard enough and the streets are in need of some major widening.
- Please, do not implement the roundabouts depicted in Alts. 5 through 6. This will become a nightmare for police and fire. (↑ accidents) Too confusing for out of town visitors.
- Could the exit ramp be located on Library parking lot opposite Newport High School? Keep Riviera exit ramp (both ways).
- NB exit ramp to KY 8 should have dual right turn to EB KY 8 in all Alts. Turning movement in PM and AM in my experience is always to and from the east except weekend nights.
Look at connections between Landmark and Center St. Need 2 lanes WB on KY 8 Lafayette to Riviera intersection.
- Under no circumstances should a fourth lane be added to southbound I-471. This would cause more damage to neighborhoods that have already suffered tremendously.
- Extending the southbound I-471 to KY 8 ramp onto the bridge will be very expensive and will increase delays. Traffic circles (Alts. 5, 5a, 5b, & 6) are unfamiliar in this part of the U.S. and would likely increase traffic accidents.
- Open up the Park Avenue exit to 3rd St. It's a direct shot to the Levee. Promote the Taylor-Southgate Bridge as an alternative to get to the Levee. I've gone to the Cincinnati library on Sunday via 471 and it was busy. I've returned on the Taylor-Southgate and was the only one on the bridge.
- How traffic will access/drive across KY 8 is, of course, anybody's guess.
- Why are there no highway signs on I-471 directing motorists to the next exit down? It would route traffic down Monmouth Street where there are more retail restaurants.



- I live on the Island. I own a beautiful historic home. I have to determine when I should go out based on the time of day. Other than work, I try to limit my driving due to traffic. The traffic is a nightmare. We are selling.
- 2nd St. residents have a difficult time getting out of their street during periods of heavy traffic.
- The meeting was very informative and very well planned.
- The best solution is not even an option and that is to open 3rd St. from the Park St. exit. It is by far the least expensive and best solution.
- I don't mind the idea of adding a new southbound ramp but it looks like it takes away too much of Providence Park. Is there a way we could run the ramp closer to 471 and leave more green space.?
- The existing exit ramp should be closed.. It is dangerous for children playing in the neighborhood – there is a playground adjacent to the ramp. The curve is too sharp – I hear tires squealing all the time as people try to quickly decelerate.
- Add lanes everywhere, put no roundabouts anywhere. Put a moratorium on all building until a major road construction project is finished. Make builders pay most of it.
We do not need all this construction. We do not need a Colerain Ave. or Beechmont Ave. mess.
- I've been out of the loop for a while. I was amazed tonight to discover that Park Street was being considered at all. It is already too steep, too sharp a turn, and does not meet current standards. It is bad enough already, I would be against enlarging the traffic flow through it.
- Green space (park) could be created at site of present exit to Park Ave. If Providence Way is opened as an exit, that Park area would be reconfigured as well. We need park-like areas as well.
- I want to know why you haven't considered making the I-471 Northbound exit onto Hwy. 8 such that the center lane is both right and left turn? This would alleviate some of the current afternoon backup from people who are turning right but want to immediately get into the left lane to turn left at the next light (or go straight). They are always tying up traffic, and people who really could be using the right-only lane onto Riviera can't get through.
I also think you should consider either eliminating or restricting the hours of the "right on red" off that (NB exit) ramp. The people who are trying to get into that left lane on Hwy. 8 (see above) often pull out and block the intersection (or worse, pull out into oncoming traffic). This causes worse congestion for the east bound traffic on Hwy. 8. (Illustration included of I-471 NB exit intersection @ KY 8 showing the middle, left-turn lane as an optional left-turn, right turn lane).
- Keep all road improvements from hurting anything at the Bellevue Vets!!!
- Please remember that we are an urban area. We want to remain this way and not become a "Fields-Ertel Rd." area. So far, the proposals look OK, but, please keep in mind pedestrians, bikers, runners!
- Rt. 8 ramp is adequate if traffic flow into Levee area is maintained. Ramp traffic should be advised Exit 4 available as alternatives.
Try ARTEMIS-type signage before spending millions on other Alternatives.
- At the present time, All City Parking monitors the traffic and parking management for Don Pablo's, Chart House Seafood restaurant and South Shores high-rise complex. Traffic is backed up on Riverboat Row for more than an hour late evenings due to the light not giving enough time to KY 8.
- 3rd Street should immediately opened to allow this Newport on the Levee traffic (to) go directly to Newport on the Levee. This will stop the dangerous backups on the 471 Bridge.
- The island that is now on 3rd&Park could be removed. Then, traffic can turn left on Park or straight on 3rd, keeping a lot of cars from going on KY 8. Cars going south and to the Levee area would not have to go to KY 8. Less cars!!! Cars will access to 6th Street also.
- The entire reason for all of this is to remedy traffic to Newport on the Levee. It is a Newport problem – so make your connections in Newport!
- "Dumping" traffic onto 6th St. near the High School and Library is a danger to our youth! Also, we've already lost enough historic buildings to development, we shouldn't take any more.



- Again, I believe preserving neighborhoods is very important – for people's sakes and for neighborhoods sakes and property values. Traffic is an issue, but neighborhoods (peoples' homes) should not be sacrificed.

PLEASE GIVE US YOUR PREFERENCES

Circle the four (4) "Best" Conceptual Alternatives.	1	1a	1b	2	2a	3	3a	4	4a	5	5a	5b	6
TOTAL RESPONSES = 187	15	7	15	45	2	19	0	15	39	15	4	2	9
PERCENT OF RESPONSES	8%	3.7%	8%	24%	1%	10%	0%	8%	20.8%	8%	2.1%	1%	4.8%

Please give reasons for your preferences:

- Don't like Alternatives with the Park Avenue ramp.
- Like roundabouts.
- Need obvious and direct 471 re-entry.
- Like 5 with Park closed.
- Closure of Park ramp.
- No slip to 6th; restoring historic neighborhoods.
- Want Park open NB to Rt. 8 (as w/ 2 and) 4a.
- 2, 3, 4,5 are best for overall access.
- Prefer Park ramp closed; terrible...safety issues; do not want closure with result of diversion to 6th St.. If 6th St....prefer keeping Park open and widened. Indirect diversion (as part of several routing options) to 6th is Okay. I live in Newport but do not think it...fair to destroy Bellevue's shopping center.
- 4a with Oak St. ramp...eliminates Bridge back ups and creates new relief exit. 3rd St. exit is...cause of most wrecks on 471 SB.
- Don't think making Linden off ramp is the option. Our property values will decrease and other options are better.
- (2, 4a) only options that adequately address needs of Community around 471. Other options will increase noise and traffic – will reduce safety and are not appropriate for a small community.
- (2, 4a) are the only acceptable options.
- As a lifelong resident, during...events...it is sometimes almost impossible to exit E. 2nd – even Emergency equipment has...difficult time entering and exiting the area.
- Number 5 doesn't take the Vets but don't think the round about will help traffic because of the traffic on Fairfield. Also, Riverboat Row should stay open to traffic. During lunch time traffic from Ohio comes to the Crab Shack, Buckheads, and Don Pablos. If Riverboat Row stayed open, it would release the traffic on Rt. 8. Bellevue has to take some of the pressure off Fairfield Ave. by making off-street parking and making no parking on Fairfield. Take some buildings in every block and make off-street parking for the businesses and making Fairfield 4 lanes. All these plans won't work because Fairfield is a bottle neck with no other Rts. thru Bellevue.
The Bellevue Vets is a very important part of our neighborhood. The Bellevue high school has their ball games there. Knothole holds their games there. We have 900 children playing in the summer. They come from Newport, Bellevue, and Dayton. Men and women play horseshoes. We have picnics and football in the fall. If our building is taken, all that will stop because all our meetings occur in the building. This club was started by our heroes who fought for



freedom in WWII and it has grown to be a vital part of our neighborhood. This is the only green space left in the area for our kids to be able to play ball and enjoy their youth. Everything shouldn't depend on development. Our cities have become very greedy with the lure of the tax revenue.

- I believe #2 offers the best solution for "Levee" congestion by looping southbound exit traffic that wishes to turn West on Route 8 (along with Northbound I-471 exit traffic), AND grants an alternative for Bellevue, Newport, and Ft. Thomas residents to exit onto Riviera Drive, which might be a good place to introduce the "roundabout" (#6).
However, keep Park Avenue open as an exit (#1b) for Eastbound on Route 8 and straight traffic into Port of Entry for Riverboat Row and South Shore Condos, and clearly marked: No Left Turn to Route 8 and No Levee Traffic.
- Educate Ohioan on he use of 10th Street exit!!! Don't build anything. This will bring drivers further into Newport.
- (Alts 2 and 4a) closes ramp to Park Ave.
- (5) Keeps Park Ave. open, provides more lanes and gives us a ramp into Bellevue.
- 4a seems the best alternative, given my experience with traffic problems in the area as a firefighter in Newport.
- I don't feel roundabouts would be effective, especially southern one. How will you deal with flooding issues on Taylor Creek and encroachment on floodwall? Also, access for South Shore condos through the floodwall is not shown.
- They all indicate, and your Rep. said, that the Bellevue Vets building would be torn down. I see no reason to tear the building down to add lanes for 1 block! Fairfield Ave. is only 1 lane in each direction.
- (4a) Minimum damage to historic neighborhood.
- Traveling to Fairfield Ave. in afternoon is backed up. Weekend evenings is a 10 minute delay.
- (1a, 1, 1b) Other alternative REJECTED. These alternatives create the least disruption of the area; however, 1b does require significant construction above the Ohio River.
PLEASE CONSIDER: The traffic originates in Ohio and the US 27 bridge is under-utilized. Couldn't OKI work with ODOT and the City of Canto. to provide better access to this under-utilized bridge?
- My preference is #4. It uses access routes that are easy to use and less expensive than some of the others. Less invasive. More common sense. Still, open up the 3rd St. exit to Washington Ave.
My weak 2nd preference is #5. I feel the roundabout or carrefour will take up far more space than is shown at the end of Riviera Drive.
- Removal of Park exit will improve Newport residential area; an exit to Bellevue will help move much traffic off 471 without going into Newport.
Suggest adding a fourth lane to 471 to 10th St. exit to this plan for future traffic to Newport Cote Brilliant and to eventual 10th/11th Street connectors to Covington 12th St.
- At meeting, I stated to the Court Reporter 2; however, that is only if Park Ave. is closed to R east bound traffic. 1 if connector has exit ramp off 471 could help direct Bellevue/Newport residents from Park Ave.
Definitely want to keep direct access to Rt. 8 as is! Was here prior to Rt. 8 exits and it was much worse; need both east and west direct access to Rt. 8 as is.
- As unfortunate as it is regarding the exit ramp coming into the Historic District, it is what the area has lived with for several years now. Closing it and/or adding huge swaths of concrete down Providence Way and under 471 will distract even further from the "historic: designation and, I believe, undermine it. Several months after it was first suggested as being a good idea, southbound drivers on the Big Mac bridge still see no signs informing them they can drive on to the next exit instead of joining the queues for the KY 8 exit. This may alleviate some of the problems without resorting to massive expense, etc. that most of these alternatives offer. General traffic calming measures across the bridge and better signage must surely come first.
I hate being "out of step" with many of my fellow East Row residents regarding Park Ave., but sadly I see the financial realities many of the proposals represent, and limiting the impact of what all this means to the Historic District should be paramount. Burning up green space and/or routing traffic via 6th etc. will be more detrimental.



- I'd rather keep the Park Ave. exit open and keep the green space as is at the Dog Park because we need to preserve our green space. However, if traffic calming measures aren't viable for Park, I'm in favor of closing it as long as the traffic is routed via Rt. 8 & Riviera Drive, not via 6th St. which is already suffering from heavy traffic.
As an experiment, why not put up signage routing traffic to the next exit south, and close the Park Ave. exit for one month to see what happens?
Also, in the designs 5a, 5b, and 6, the idea of routing highway traffic right next to a Library and a High School is just stupid. The students cross 6th St. all the time going to & from School & the Library, and 6th St. is already busy. That extra traffic would ruin the neighborhood and be incredibly dangerous.
- 4a – With no 4th lane on 471 and a one-lane SB exit ramp paralleling Providence Way.
- Park Ave. loop ramp never intended to be permanent. Was poorly designed. Other alternatives won't eliminate traffic backups on bridge.
- Simplest construction, minimal impact on existing geography, probably least costly, prevents possible traffic overflow to historic district which other plans would allow.
- Least amount of construction, minimal impact on existing geography, least costly, prevent possible traffic flow to Historic District.
- I feel it (2) distributes traffic most effectively. Least impact in residential areas.
- (1, 2, 3, 6) They seem to be the least intrusive.
- Minimize, please, the impact on the east end of Mansion Hill, which is extensively renovated through large investments of personal money.
If Providence Way affected:
 1. Visual barrier at end of 3rd, Lexington, 4th, Nelson. Big help.
 2. Sound barrier at end of 3rd, Lexington, 4th, Nelson.
 Thanks for asking.
- I want the Park Ave. ramp closed! And, although #4a also does this, it keeps traffic all in one area. I am concerned, however, about #2 (+ others) that widen Riviera but dump all the traffic onto 6th, which gets backed up too. I like the one plan that adds the connector between Newport/Bellevue. I also like the roundabout idea near 6th but none of those plans close Park.
- (1, 1a, 1b) Keeps development focused on riverfront.
- Newport has a lack of green space as it is. Putting an ugly ramp through Providence Park would; make it worse.
- Number 5 possibility if Park Ave. exit ramp is closed.
- Number 5 possibility if Park Ave. exit ramp is closed.
- As a resident living next to the exit ramp, I strongly recommend the plan include closing the exit ramp (existing).
- These two options (2, 4a) recommend closure of the existing ramp. In addition to the dangers mentioned above, I have noticed a marked increase of large truck traffic using the existing exit ramp. As the trucks try to quickly decelerate in the curve, the truck beds bounce on their trailers, which causes our house to shake like an earthquake. If the plan ultimately chosen includes retaining the existing ramp, I hope the budget includes purchase of the houses adjacent to the ramp.
- (4) Best. Even better if you extended Park Ave. exit to 3rd and Washington and put people closer to the Levee.
- They close the Park Ave. ramp. #2 – would prefer only a 1-lane ramp at Providence Way – split the lanes after Providence Way. #4 – do not need the 4th lane southbound I-471.
- Although it is a bit of a mess – it's our mess and we have adjusted.
- 2a and 4 are most viable and logically constructed to alleviate the backups and shunt traffic effectively to the Newport/Bellevue destinations. The others I picked because the answer wants four preferences. One (1) is without any creative thought, a first-year designer's solution. Five B is merely amusing.
- The least disruption of the neighborhoods.



- Provide longer ramps for exiting. The current Park Ave. ramp is dangerous. Thank you.
- Both Alternatives 2 and 4a remove the Park Ave. exit and all problems with slope, turn, and speed of cars coming off expressway with not enough room to slow. Quality of residential area would improve. Long ramps along Providence Way and Riviera Drive would provide good stacking to lighten queue on Bridge. Enlarging carrying capacity of Riviera Drive would lessen heavy traffic in commercial area.
- Could only choose two. Number "2" is the best choice. Closes Park and opens other traffic patterns with Riviera exits. South bound exit needs more attention than northbound.
- Do not do option 4. 6th (St.) already too busy, couldn't handle addit. traffic.
Options 1, 1a, 1b seen only short term solutions.
Options 5, 5a, 5b, and 6 seem too expensive.
- No to option 4. 6th (St.) is already very busy and can't handle additional traffic.
- 2 and 4a have the minimal negative impact on our neighborhoods. We must have Park Ave. exit closed and restore this Ave. as a thoroughfare, not to close the street. I prefer to use the space behind the Library, as the whole area is presently unused and available. Good access to Bellevue and KY 8. Thank you for the opportunity to voice our opinions! Best of luck.
- Only 2 and 4a. Definitely want Park Ave. exit closed. I like 2 the best as it provides good Bellevue access as well as to KY 8.
- Number 2 is the best for all concerned: closes Park ramp, offers 2 alternatives into Bellevue – one towards River and one by passing River traffic. Number 3 similar – doesn't close Park but offers by pass of River traffic.
Opposed to any traffic circles at Donnermeyer – "overkill."
Opposed to exit at 6th& Oak – too near High School – a lot of local traffic there already.
- (Per 2, 4a) The people wanting to get home to Bellevue/Dayton can w/o running into the Levee traffic.
- Per 4a) This is the option I feel is best looking at the situation from the public safety perspective. Not only will it alleviate traffic, it also completely moves it out of the residential area which is a very good selling point
- Widening Riviera Drive seems very reasonable; increase access to shopping in Bellevue. Park Ave. could still stay open. Dumping traffic onto 6th Street by High School and Library doesn't seem like a good idea.
- (Per 4, 4a) Need to keep Newport traffic flowing to Newport! No need to bring cars/traffic into Bellevue to get to Newport.
- Concept 4 gives the option of either driving straight into Newport or getting off another exit for Bellevue. We need to keep the traffic/cars going to Newport in Newport. No need to bring them into Bellevue.
- (Per 1b) Ramp has existed for 25+ years. Residents near ramp knew ramp was there when they bought in. Closing ramp and diverting to Riviera penalizes Bellevue but greatly benefits Park Ave. Instead Option 1b (with additional signage as noted above) should be adequate & much cheaper solution.
- I feel with the tremendous growth of Newport, it would be a positive change to maintain the great things in Newport, expanding its future by accommodating for visitors and residents. Gives potential for neighboring Bellevue as well.
- (Per 3, 4) Only 2 concepts are viable, there is no reason to take Bellevue land to solve a Newport commercial traffic issue.
Number 3+ best with addition of ramp to 6th St.
- (Per 6) Like roundabouts and exit locations.
- Newport is where the problem currently is, and the solution should happen in Newport also. This one (1a) is bad. Connection does not make any sense.
- None of these plans improve the traffic flow into Bellevue/Dayton. In fact, all of these plans put 1 lane of traffic going into Bellevue in front of the Bellevue Vets. Today, there are 2 lanes at that point.
- 1, 1a, 1b do nothing to alleviate traffic coming off the bridge. 5a, 5b, 6 kill too many businesses in Bellevue.



- (Per 1) No traffic from 471 should be diverted anywhere in Bellevue. All this traffic is going to Levee or Haufbrau House, etc. Exits should stay where they are, not having exits in Bellevue.
- Traffic to/from Newport should be routed through Newport. Disturbing Bellevue's retail and residential areas is inappropriate since the City is less than one square mile. Disturbing the Bellevue Vets Parking or Ball fields is inexcusable.
- (Per 4a) The Bellevue community is under 1 square mile – how can you justify taking any land nearby from this area or do anything to harm the Bellevue Vets location to remedy a Newport problem.
- There are portions of most that I disagree with – specifically impacting businesses, the Library, and especially the High School.
- 2 with Park Ave. ramp still open.
- (Per 2, 4, 4a) Those are the choices supported by my neighborhood association and the ones that seem, "best" for Newport. HOWEVER, I am actually for a solution that solves the most problems for the most people, and, not being a professional road designer, I am not sure that I am in a position to decide. I do hope that those who are in a position to decide and who have professional training are considering the long-term solution to traffic and not the short term; that they are considering the many areas of growth in this area, and are looking for the solution that makes the most sense for all entities involved. In the very limited number of meeting I attended concerning this topic, it was hard to get the feeling that the total growth of this area is being taken into consideration. Other things that are important in my mind are:
 - 1) How is the Ovation site going to be accessed? It seems to be in a location that will create a lot of traffic issues for Covington, Newport/Bellevue and Cincinnati. How will the current solution, whatever it might be, affect this? Can we take that into consideration as we seek to solve the 471 issues?
 - 2) The Cote Brilliant site in Newport – same questions. How do we keep traffic flowing on 471 at all times of the day as that area becomes busy, all day, not just at rush hour?
 - 3) Continued growth along KY 8 from the Levee to Dayton. That is a continual mess, and none of the solutions seem like they would improve that at all. Many of the traffic problems today, seem, to me, to be the results of poor planning in the past. I would love to see a holistic, long-term (perhaps multi-phased) solutions that is designed to grow along with the area. Involving community officials, etc. seems the best way to accomplish this.
- Take as little green space as possible. Maintaining the residential areas, quiet, privacy. Keeping traffic directed away from residential/historic area. Cost! Utilize as much of what is already built as you can.
- (Per 2, 4a) Least impact on the historic district, keeps impact in more commercial areas.
- Number 2 is the only alternative that makes sense!!!
- Number 2 is the only alternative that makes sense!!!
- Use as much existing infrastructure (to keep costs lower) as possible. Minimize influx of visitor traffic into residential areas. Keep existing structures and green space - as much as possible.