

Survey and Survey Results for Brent Spence Bridge

Project Item Number: 6-17.00

County and Route: Kenton (and Hamilton Co., Ohio), I-71/I-75 (Brent Spence Bridge)

Project Description: The Brent Spence Bridge Project study area is located along a seven mile segment of I-75 within Kentucky and Ohio. The purpose of the project is to improve traffic flow and level of service, improve safety, correct geometric deficiencies and maintain connection within the I-71/I-75 corridor.

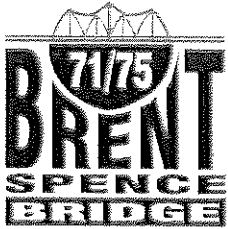
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Approximate dates: 2006

Comments (number of people reached, effectiveness of the technique, what you would do differently, etc.): The BSB Advisory Committee survey was mailed to all of the committee members (approx 55). Six of the eight questions were open ended in format and were designed to help the project team better understand the goals, priorities, and concerns of the Advisory Committee members. The responses were used to help shape the criteria by which the alternatives could be evaluated. Twenty four surveys were returned in the provided stamped return envelopes. The responses were summarized in an 18 page document. The mail survey is a low cost tool for use with a target audience. To increase its effectiveness, follow up phone calls to non-responsive recipients to walk them through the survey might have resulted in a higher return/participation rate. The format and content were effective for reaching its' intended audience. The response information was valuable to the project team.



Brent Spence Bridge Rehabilitation/Replacement Project ADVISORY COMMITTEE SURVEY

To help the project team better understand your goals, priorities and concerns pertaining to the Brent Spence Bridge Rehabilitation/Replacement Project, as well as develop criteria by which conceptual alternatives will be evaluated, please complete the following survey. Surveys should be returned using the enclosed envelope by February 10. Thank you.

1. What are the key benefits of the Brent Spence Bridge Rehabilitation/Replacement Project to you and the organizations you represent?

2. In your opinion, what do you think the primary goal(s) for the overall project should be?

3. What issues related to the Brent Spence Bridge Rehabilitation/Replacement Project should the project team consider as priorities when identifying and evaluating conceptual alternatives?

4. What do you see as the biggest challenge of this project?

(Continued on other side)

5. What are your primary concerns regarding the existing Brent Spence Bridge corridor? (please check only two)

- Safety
- Congestion
- Appearance of bridge (aesthetics)
- Appearance of corridor (aesthetics)
- Ease of access
- Longevity
- Capacity
- Other (please explain):

6. Regarding possible criteria by which conceptual alternatives can be evaluated, please use a scale of 1 through 11 (1 is most important, 11 is least important) to rank the following in order of importance to you:

- Appearance of bridge (aesthetics)
- Appearance of corridor (aesthetics)
- Affordability
- Correction of geometric deficiencies (i.e. left-hand exits and entrances, short weave lengths, narrow lanes, etc.)
- Improved accessibility
- Improved safety
- Increased capacity
- Minimal impact on surrounding community
- Minimal impact on historic structures
- Minimal impact on natural environment
- Other (please explain):

7. Please use the space below to share any additional comments, suggestions or concerns you have regarding the Brent Spence Bridge project.

Thank you for taking the time to complete this survey. Please return it using the enclosed envelope or send it to the following address:

Brent Spence Bridge Advisory Committee Survey • 708 Walnut Street, Suite 200 • Cincinnati, Ohio 45202

If you have any questions, please contact Laura Whitman at (513) 564-0700 or lwhitman@danpinger.com.



Brent Spence Bridge Rehabilitation/Replacement Project ADVISORY COMMITTEE SURVEY RESULTS REPORT

The Brent Spence Bridge Advisory Committee Survey was sent to all committee members. A total of 24 surveys were returned. Following is a summary of the information obtained through the responses submitted by these individuals.

OVERVIEW

Following is a brief overview of responses received. More detail is provided in the following section, Question Summaries.

Question 1

Question 1 asked respondents what the key benefits of the project were to them and the organizations they represent. The most frequently referenced benefit was improved safety (reported by 15 respondents, or 63%). Improved mobility, or more efficient movement of people and goods through the region, was the second most frequently cited benefit (reported by 14 respondents, 58%). Eight respondents (33%) said that a key project benefit is reduced congestion, which will result in improved traffic flow and decreased travel times.

Question 2

Question 2 asked respondents what they thought the overall project goal(s) should be. The top responses to this question closely mirrored the top benefits given in Question 1. Safety was the most frequently reported project goal (15 respondents, 63%); reduced congestion was the second most frequently reported goal (10 respondents, 42%); and nine respondents (38%) said that improved mobility should be an overall project goal.

Question 3

In Question 3, respondents identified issues the project team should consider as priorities when identifying and evaluating conceptual alternatives. Answers varied widely; however, several appeared multiple times:

- Minimize disruptions (9 respondents, 38%)
- Maintain traffic (7 respondents, 30%)
- Cost (7 respondents, 30%)
- Safety (7 respondents, 30%)
- Connectivity (7 respondents, 30%)

Question 4

In Question 4, respondents were asked what they saw as the biggest project challenge. Most respondents listed multiple challenges. However, funding the project / project cost was reported by more than half (14 respondents, 58%) as a key challenge. Maintaining traffic during construction was the second most frequently reported challenge (as cited by five respondents, 20%), and minimizing negative impacts on neighborhoods, cultural and historic resources and surrounding areas was reported as a key challenge by four respondents (17%). Interestingly, in Question 6, minimizing impacts on

historic structures received one of the lowest importance rankings, followed only by the appearance (or aesthetics) of the project corridor.

Question 5

Question 5 focused on committee members' concerns regarding the existing BSB corridor. Safety and congestion were clearly the most prevalent concerns, as reported by 20 respondents (83%) and 15 respondents (63%), respectively.

Question 6

Question 6 asked participants to rank in order of importance a list of criteria by which alternatives can be evaluated. Criteria reported most frequently as most important were improved safety, increased capacity and correction of geometric deficiencies. Criteria that were most often ranked near the least important end of the scale included appearance of corridor (aesthetics), minimal impact on historic structures, minimal impact on natural environment and appearance of bridge (aesthetics). It is important to note though that in Questions 1 and 2, aesthetics received higher value ratings.

Question 7

Eight participants answered Question 7 which invited respondents to share any additional comments, suggestions or concerns regarding the project. Generally, responses focused on the following:

- Aesthetics (balance with cost and need)
- Sustainability
- Maintaining strategic significance of corridor
- Timing (as related to obtaining funding)
- Correction of geometric deficiencies (in terms of reducing congestion and delays, increasing safety)
- Minimizing negative impacts on the surrounding community while maximizing positive impacts
- Obtaining strong support from stakeholders from each state

QUESTION SUMMARIES

Following is a more in-depth look at responses received for each question in the survey.

1. What are the key benefits of the Brent Spence Bridge Rehabilitation/Replacement Project to you and the organizations you represent?

Most responses received for Question 1 could be grouped into the categories described below. A distribution of responses is presented in the accompanying graph, Q1: Project Benefits. Individual responses received are recorded in their entirety in Appendix A: Written Responses.

Response Categories

Safety: Improved safety

Mobility: Improved efficiency of movement of people and/or goods within and through region; improved access; easier travel through region

Congestion: Improved traffic flow, which will reduce congestion and travel time through region

Connectivity: Provision of full connectivity or ready access to existing infrastructure and between Ohio and Kentucky

Icon: Opportunity to create a visual icon for our region

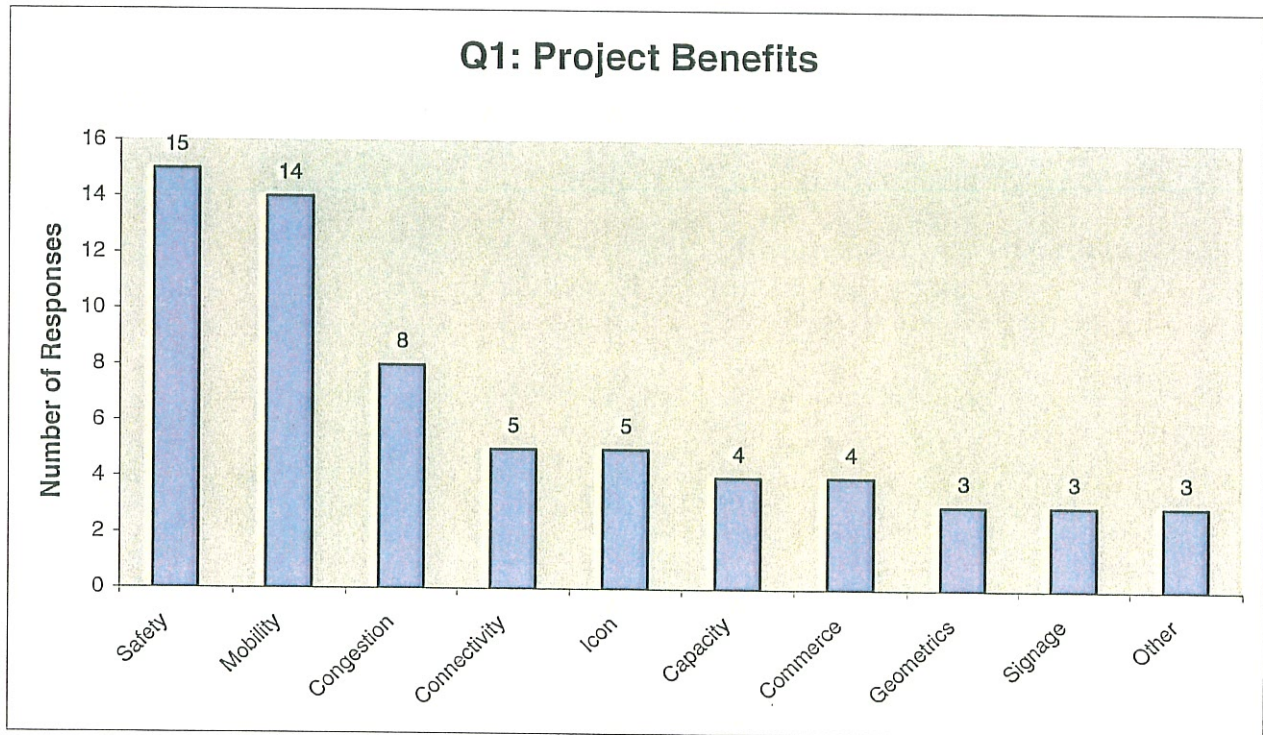
Capacity: Increased capacity

Commerce: Facilitation of commerce through the region

Geometrics: Opportunity to correct geometric deficiencies

Signage: Opportunity to provide better way-finding signage

Other: Opportunity to boost regional cooperation; reduced air pollution



2. In your opinion, what do you think the primary goal(s) for the overall project should be?

Most responses received for Question 2 could be grouped into the categories described below. The distribution of responses is presented in the accompanying graph, Q2: Primary Project Goals. Individual responses received are recorded in Appendix A: Written Responses.

Response Categories

Safety: Improve safety

Congestion: Reduce congestion; improve traffic flow

Mobility: Move people and goods efficiently and reliably through region (both local and commercial); improve regional connectivity

Sustainability: Build a structure/corridor that will effectively accommodate future needs

Aesthetics: Ensure structure is visually appealing

Capacity: Improve capacity

Access: Improve access within and around project corridor and between Ohio and Kentucky

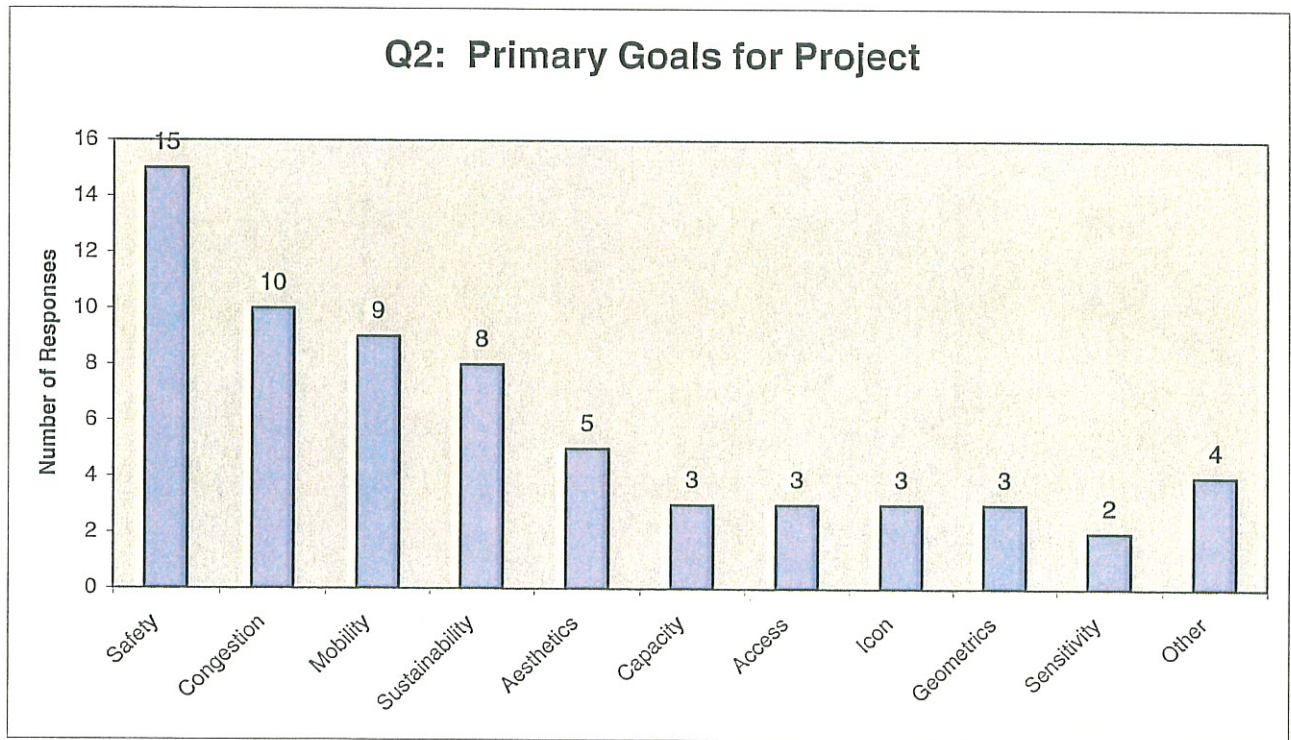
Icon: Create an icon unique to the region

Geometrics: Improve geometric deficiencies including signage

Sensitivity: Ensure project is sensitive to surrounding resources

Other: Comments received included:

- Support alternative transportation options such as HOV lanes, bus rapid transit, etc.
- Increase development opportunities
- Create new green space
- Maintain significance and strategic importance of corridor



3. **What issues related to the Brent Spence Bridge Rehabilitation/Replacement Project should the project team consider as priorities when identifying and evaluating conceptual alternatives?**

Most responses received for Question 3 could be grouped into the categories described below. The distribution of responses is presented in the accompanying graph, Q3: Project Priorities. Individual responses received are recorded in Appendix A: Written Responses.

Response Categories

Minimize Disruptions: Need to minimize disruptions to nearby businesses and neighborhoods

Traffic Maintenance: Need to maintain traffic, especially during the construction phase

Cost: Need to be cost effective; cost is a priority

Safety: Need to improve safety on bridge and through corridor

Connectivity: Need to function well with existing infrastructure / maximize use of existing infrastructure

Minimize Impacts: Need to minimize negative impacts on natural, historic and cultural resources

Aesthetics: Need to make bridge attractive; design should blend in with character of region

Access: Need to maintain current access / ease of access

Capacity: Need to increase capacity

Open Up Land: Opportunity to open up new land/space for reuse; improve surrounding areas; create opportunities for increased development

Sustainability: Need for bridge and associated connections to support current and future needs (beyond 30 years); support future expandability

Other: Comments received include:

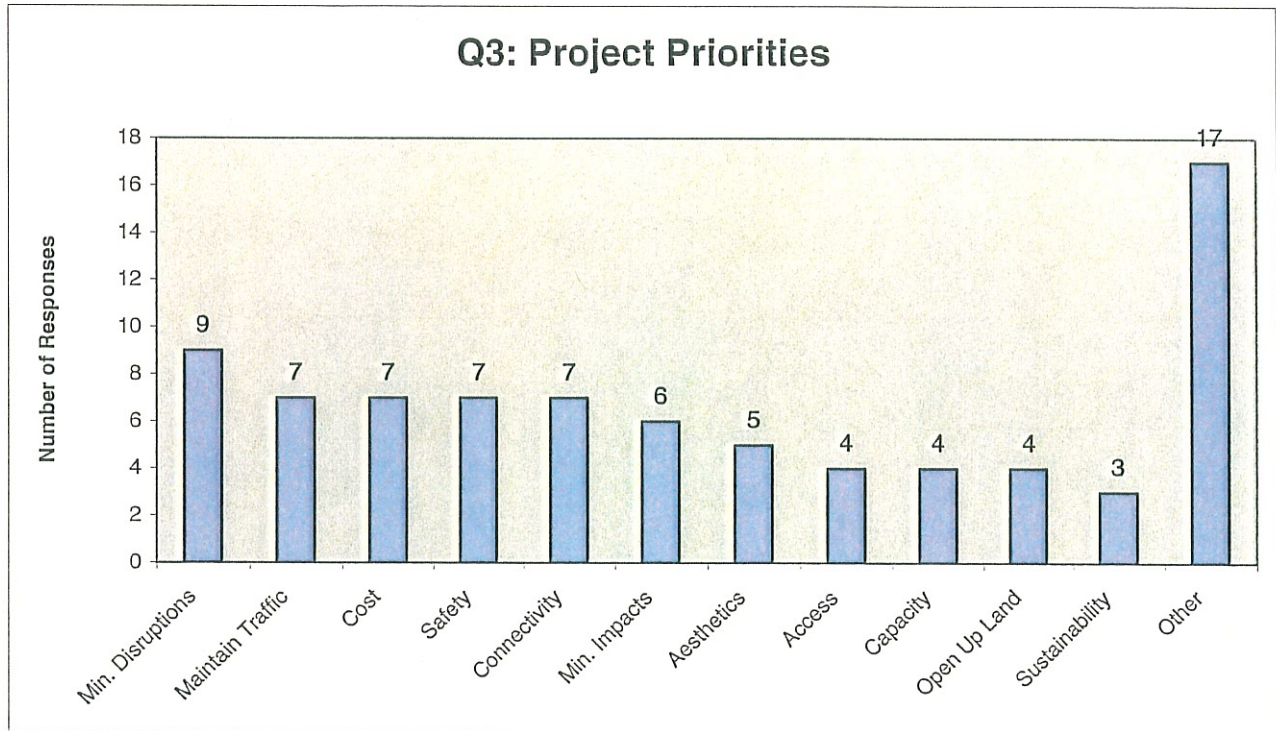
Reported by two people:

- Increase multi-modal opportunities (HOV lanes, smart lanes, bus rapid transit, etc.)
- Meet current design standards
- Balance capacity with costs and environmental impacts
- Reduce congestion

Reported by one person:

- Buildability (ease of construction)
- Location (alignment)
- Signage
- Create an icon
- Add lanes
- Complement riverfront development
- Make sure decisions are well-documented

- Improve level of service
- Improve reliability



4. What do you see as the biggest challenge of this project?

Most responses received for Question 4 could be grouped into the categories described below. The distribution of responses is presented in the accompanying graph, Q4: Biggest Challenges. Individual responses received are recorded in Appendix A: Written Responses.

Response Categories

Funding/Cost: Obtaining the necessary funding for the project

Traffic: Maintaining traffic during construction

Min. Impacts: Minimizing impacts on neighborhoods, cultural and historic resources, and surrounding areas

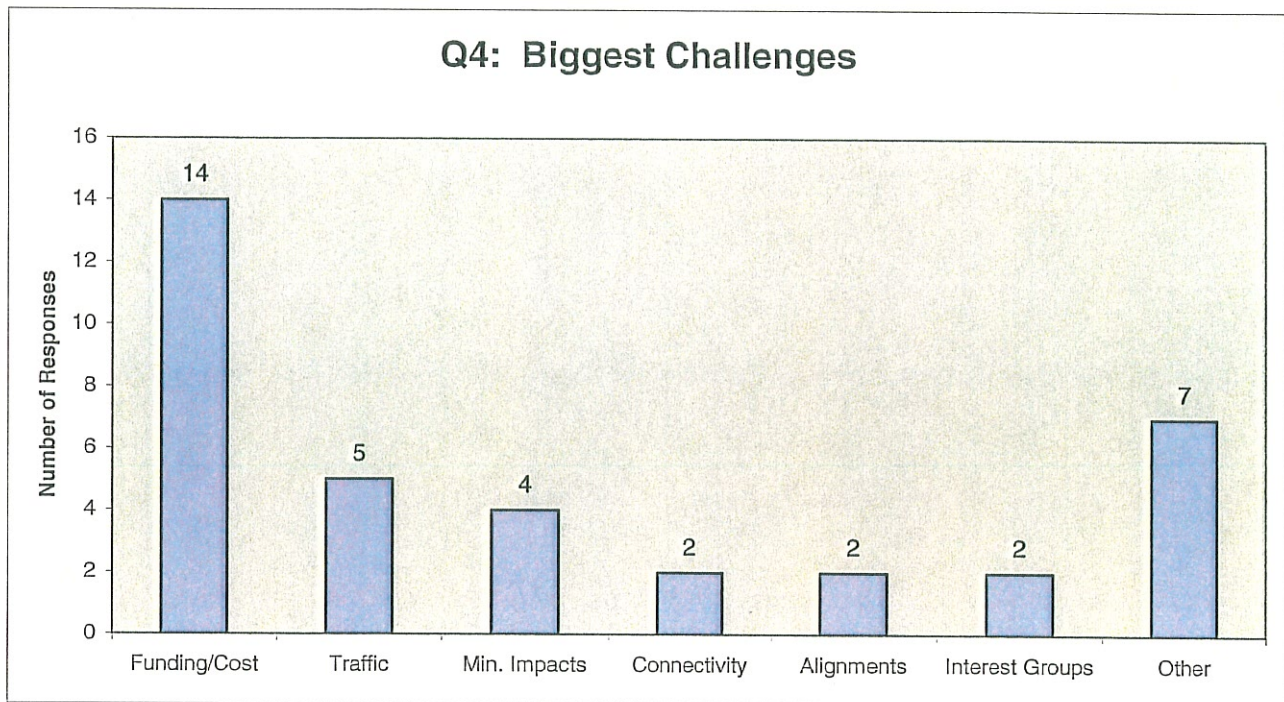
Connectivity: Effectively connecting new construction with existing infrastructure

Alignments: Finding the best alignments/locations

Interest Groups: Meeting the needs/desires of multiple interest groups, political officials (officials are likely to change during course of project)

Other: Comments received included:

- Building an iconic bridge within budget
- Working with the existing physical constraints
- Avoiding “taking the easy way out”
- Communicating in timely manner with political interest groups
- Obtaining right-of-way acquisitions
- Providing emergency/incident response during and after construction
- Constructibility



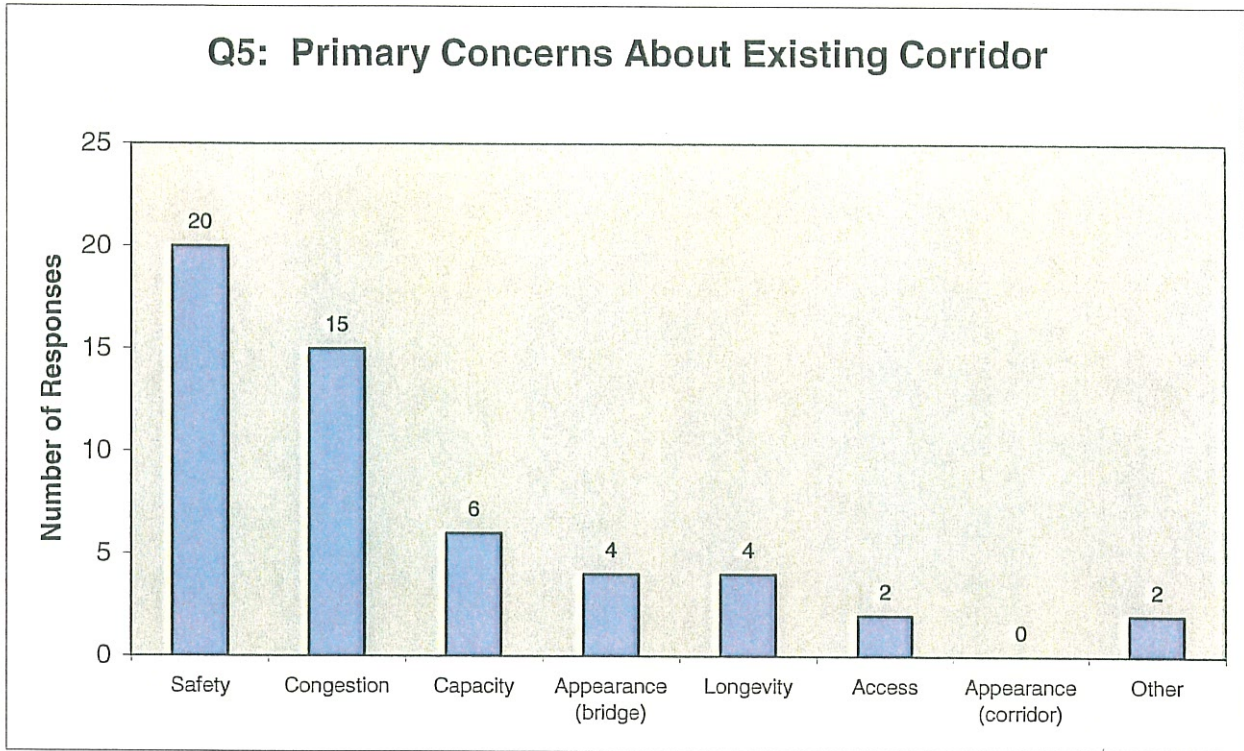
5. What are your primary concerns regarding the existing Brent Spence Bridge corridor (please check only two)?

Response options provided for Question 5 included:

- Safety
- Congestion
- Appearance of bridge (aesthetics)
- Appearance of corridor (aesthetics)
- Ease of access
- Longevity
- Capacity
- Other (please explain)

Answers provided for Other included:

1. Difficulty maintaining structure under traffic.
2. No provision for transit and/or HOV.



6. Regarding possible criteria by which conceptual alternatives can be evaluated, please use a scale of 1 through 11 (1 is most important, 11 is least important) to rank the following in order of importance to you.

Criteria options provided in Question 6 included:

- Appearance of bridge (aesthetics)
- Appearance of corridor (aesthetics)
- Affordability
- Correction of geometric deficiencies
- Improved accessibility
- Improved safety
- Increased capacity
- Minimal impact on surrounding community
- Minimal impact on historic structures
- Minimal impact on natural environment
- Other (please explain)

The criteria respondents most frequently reported as most important (i.e., ranked as a 1, 2 or 3) were:

- Improved safety (20)
- Increased capacity (18)
- Correction of geometric deficiencies (16)

The criteria that most often received the lowest rankings (i.e., were most frequently were ranked as a 9, 10 or 11) were:

- Appearance of corridor (11)
- Minimal impact on historic structures (8)
- Minimal impact on natural environment (7)
- Appearance of bridge (aesthetics) (7)

The following matrix displays the distribution of responses received for Question 6:

CRITERIA	1	2	3	4	5	6	7	8	9	10	11	No Ans
Appearance of bridge (aesthetics)	1	2	1	1	6	1	1	2	3	3	1	2
Appearance of corridor (aesthetics)	0	0	0	2	0	5	2	1	6	4	1	3
Affordability	1	0	1	2	3	4	1	3	1	4	1	3
Correction of geometric deficiencies	7	2	7	3	2	0	2	0	0	0	0	1
Improved accessibility	1	1	1	8	4	0	2	4	0	1	0	2
Improved safety	8	9	3	1	0	2	0	0	0	0	0	1
Increased capacity	8	6	4	1	1	1	0	1	1	0	0	1
Minimal impact on surrounding community	3	0	2	1	4	2	6	2	2	0	0	2
Minimal impact on historic structures	1	1	1	1	0	3	3	4	1	7	0	2
Minimal impact on natural environment	0	0	1	1	1	3	4	4	6	1	0	3
Other (please explain):	0	0	0	1	0	0	0	0	0	1	4	18

Answers provided for Other:

1. Sustainability; see Q2. [Q2 - Sustainability. If improvements are implemented, they will most likely be in place for many decades to come. One of the goals of the project should be to ensure that the system will continue to carry people efficiently (person throughput), even if automobile congestion returns to the corridor.]
2. Improved access for incident response teams (police, fire, DOT, tow trucks).
3. Length of construction time; noise pollution.

7. Please use the space below to share any additional comments, suggestions or concerns you have regarding the Brent Spence Bridge project.

Eight responses were received for Question 7. The individual responses provided are recorded in their entirety below:

1. The Brent Spence problems need to be corrected as was done with [Fort Washington Way]. This will improve safety, reduce accidents, improve capacity (accidents are reduced). Aesthetics are certainly what we are looking for; but these must be balanced with cost and need. A beautiful bridge costing an exorbitant amount of money and doesn't solve any immediate or future problems would be nice to look at, but wouldn't help. An ugly, cheap bridge that solves all of the problems, but is extremely ugly, doesn't get it either. An ideal bridge would blend beauty and function at an acceptable cost.
2. Care should be taken that the project is designed to handle traffic well into the future, so as to avoid an obsolete corridor shortly after the project is complete.
3. We must ensure the strategic significance for decades to come of the I-75/71 North/South corridor for moving goods, facilitating service delivery and personal travel. And, we must do it in a way that enhances the skyline of one of the most beautiful skylines in Middle America.
4. My biggest concern now is timing. We must be perfectly positioned to compete for funding in the next transportation bill. We should determine right now where we need to be at the time this discussion begins in Congress.
5. If non-traditional funding is going to be necessary, this conversation should begin sooner rather than later.
6. The current bridge structure is not conducive to being modified to handle the current nor the projected traffic demand. The current lane configuration has contributed to many accidents and has resulted in many hours of delay and congestion. It is imperative that the proposed bridge project address these issues.
7. 1) Minimal NEGATIVE impact on surrounding community, maximum POSITIVE impact on surrounding community. 2) With improved capacity and correction of short weave-length / narrow lanes – the accessibility and safety will come on its own. 3) This is the gateway to Ohio from Kentucky and the gateway to Kentucky from Ohio; it needs to be something special.
8. 1) We can't overstate the importance of obtaining strong support from stakeholders of each state. 2) Cost. Scope. Schedule. We will be reminded of these constantly.