

**2010 NEIGHBORHOOD SUMMIT  
GOAL COMMENT SHEETS  
TRANSPORTATION & TRANSIT**

**Goal #1: Expanded transportation choices.**

- Great cities have choices, we have a long way to go to be a great city. (1)
- Light rail/expansion of bus service. Separation of light rail and street car. Expanded, easy to use, appealing options. (3)
- Bicycles, walking, small electric buses, fast intercity trains, boats for heavy goods. (5)
- Streetcar should be segregated from light rail as a choice. (6)
- Make green options more prevalent esp. bikes and walking, keeping in mind safety both on the roads and at a destination (bike racks, streetlights) (8)
- We need more interrelated options/connections from bus to rail, etc.(we have bike/bus) (11)
- Needs to separate rail, light rail, and (13)
- Cincinnati needs streetcars, light rail, hill-side steps, and complete streets. (16)
- Please improve the frequency of bus and stretch it to late evenings. Improve weekend frequency if you want us to depend on it. (17)
- Choices are very limited. Almost everyone has to have a car, which costs way more money. Please give us safe efficient options. (18)
- In future \$ needs to be directed toward sustainable modes. Less car and truck, and more human, rail and water. (20)
- Is very much needed. (21)
- Consistent rail/expand to include access to union terminal 3c. (23)
- I am for expanding choices, but I am not a zealot. (24)
- Looking 50 years out will there be other personal options(segways or some other newer method of technology) (27)
- Need more bike paths and light rail (not a streetcar like council is pushing!) (30)
- Continue fostering streetcar and 3-c (including Union Terminal!) Modify the funding of SORTA to be more regional to increase funding for more service and spread costs. (31)
- Yeah, but sometimes more choices are harmful. You don't always have to accommodate rail and car and freight. (34)
- Need expanded transportation is very, very important. (36)
- I will only stay here if I don't have to drive – light rail/rail within the city. (37)
- More transportation to the suburbs, i.e. Blue Ash, TriCounty, Sharonville, very important. (38)
- CarShare, more buses on the commuter runs(42x, 14x, 17x, and more x runs), rail and streetcar, spoke and wheel hubs for all services. (39)
- Extremely important: rail/streetcar, top goal. (40)
- The expanded transportation should start in areas with limited or public transportation hot areas such as Clifton to downtown, which has 3 buses that travel that path. (41)
- Choices need to really include service to areas that DO NOT HAVE TRANSPORTATION CURRENTLY. (42)
- The possibility of creating efficient intercity transportation may be the only reason I choose to stay a resident in the city. (43)

- Bike and walk ways in greenspace corridors are the most futuristic. Look to the past. Correct what we need to work towards, get out of the cars!!! (44)
- These are generally directed questions that imply a preference by the question writers. While I am generally in agreement with these preferences, it seems since you have us all here, you could have just as easily given us better questions to mine some real data. (46)
- Your critical question did not allow me to select highway improvements(I-75) (48)
- We need this especially as we must cut down on CO2 and gas because prohibitively expensive. (50)
- Quality, reliable public transit is key. It must go to where I want to go. It must be frequent and reliable. It must compete w/auto(cost n time). (55)
- We can wish for all sorts of transportation but if we don't have the money we can't do anything. We need to incr. Goods movement, aka. Queensgate terminal. (56)
- Streetcar! (57)
- Build streetcars n light rail. (59)
- Need streetcar, etc. Intercity rail, air also needs to be enforced. (60)
- Extremely important. (70)
- More efficient and reliable bus service first steps in making people in Cincinnati to accept and use public transportation. (71)
- No brainer. (73)
- Continue building support (financially and creatively) for streetcar design. (75)
- The light rail choice is going to be a hard sell to taxpayers – it's going to be difficult for some people. (81)
- Combine all forms – bus, light rail, Amtrak, with user friendly. (82)
- Which is the most important? Including bus rapid transit. (83)

**Goal #2: Many modes of transportation come together in Cincinnati making it a hub for regional goods movement and a gateway to national and international suppliers and markets.**

- Any way we can be at the forefront of reducing interstate trucking puts us on the forefront of American cities. (1)
- Balance in environmental concerns and aesthetics of the city. (3)
- Rail freight and rail/truck intermodal could be same thing. Also there is barge to truck and barge to rail that needs to be distinguished in this study. (4)
- Public transport is poor! Stop expanding highway, stop building garages and stimulate walking, biking and EFFICIENT, CONVENIENT buses. (5)
- Light rail and streetcar should be separated, not grouped together! (7)
- Freight rail underutilized most efficient way to ship saves energy – can't keep improving roads for looks. (16)
- Probably the most important initiative for long term. This issue is going to me increasingly critical as peak oil drives the price of oil and gas. This would threaten our food supply and the cost of foods and goods. Major impact to businesses = focus on rail expand on barge. (18)
- Fewer \$ toward freeway and more toward rail. Make what we have so far, not more of it. (20)
- Very important. (21)

- Build the Queensgate terminal or the riverfront. (22)
- Great/ could they beautify the site to improve rain water re-use and green aspects. (23)
- Very important, comprehensive system to serve all. (25)
- It should be, but City Council is fighting fang and claw to keep the Queensgate barge container transfer station away! (30)
- Decrease industrial/commercial rail congestion. Improve highway design for commercial lanes that have fewer exits to separate and speed traffic through. (31)
- The critical question was flawed w/riverfront barge not being titled as intermodal-barge/rail/truck intermodal (use of intermodal for truck-rail biased some that don't realize barge-truck-rail is intermodal as well.) (33)
- Pretty good. (38)
- Reduce freight traffic on 75 by utilizing rail to a distribution yard for trucks. Keep containers off road as long as possible. (39)
- Somewhat important. (40)
- With the environment costs of transportation increasing with distance, the more real the better for our future and the planet. (44)
- Cut down on trucks passing through (50)
- The emphasis on throughput of people and goods is somewhat detrimental to the city. Cincinnati should be a destination, not a pass-through. (55)
- This is very important. We are a city from the OH River and need to utilize it. Projects like Queensgate Terminals must go forward. (56)
- Build the 4<sup>th</sup> rail main through the mill creek. (59)
- People-moving is also important 3c needs to come to union terminal or downtown-even if it means moving freight area, river front barge intermodal(lower price hill) should be developed. (60)
- Extremely important riverfront/barge. (70)
- Intermodal needs all of them. (72)
- Very important – but it is important to view all modes comprehensively not as mutually exclusive of others. (73)
- It is really all of the above. (77)
- To think of a life with out driving a car. (81)
- Important to keep that hub and improve on commercial rail facilities and transfer of goods. (82)
- Rail/truck/barge intermodal. (83)

### **Goal #3: Cincinnati is walkable and bikable.**

- Hills and water make it tough. Bike lifts like the old incline would be really cool. (1)
- Not very much! We need pedestrians/bikes lanes only! Plus public transit only! (5)
- There is a question about what is reasonable. You could try to make every inch of the city walkable and bikeable. (6)
- As neighborhoods become more walkable and bikeable, there will be an increased need for public transportation. I am especially concerned with green options and safe routes to school to set kids walking/biking younger. (8)
- On the “importance” question, dedicated bike paths, and preservation of stairways and alleys are important for me. (9)

- Improve sidewalk paths and networks to and through Cincinnati parks. (10)
- Don't discount the value of public stairways. They are a unique feature of our town and connect neighborhoods. (11)
- All these questions should be given consideration. (13)
- Need more bike trails and consistent sidewalks, do not have gaps in sidewalks. (14)
- Make walking or biking safer and convenient – fix and improve sidewalks – dedicated bike lanes. (16)
- Better facilities like benches, water fountains, and trees. (17)
- Walkable and bikeable helps to generate a vibrant city/community. (18)
- Very important. It will give people more opportunity to support their neighborhood, more options for those who don't/can't drive, convenience. (19)
- Greater emphasis on high density living requires dedicated walk and bike paths. (20)
- No need improvement. (21)
- An absolute must!! (23)
- Some neighborhoods do not relate as well. (25)
- The city has to be made safety – for these kinds of activity. (26)
- Critical Q – What more important? Crosswalks/overpasses, ways for pedestrians and cars to share, rather than ways for cars and bikes to share. (27)
- 1. You take your life in your hands if you bike from areas like Clifton or Walnut Hills to downtown 2. Bring back the skywalk! (30)
- More walk lights including those with timer countdowns. Include pedestrian and bike mobility considerations in street/rail design. (31)
- With all the hills, I think this should be a goal but a low priority. The city is already walkable. (34)
- Walking and biking are good exercise provided you are able. (36)
- Maybe not expand sidewalks, but improve the existing ones! Safety is an issue that needs to be addressed, not as far as traffic hazards, but safety from crime/criminals. It will never be bikable because of the hills. (37)
- No. (38)
- Bikeable depends neighborhood to neighborhood due to topography(hills n curves) – improve where possible, walkable is a given! (39)
- Extremely important. Emphasis on walkable, as top goal! Alleys preserved and expanded. Bike/pedestrians paths not so important. Instead, bikes and pedestrians need to reclaim the street. (40)
- Very important not only from an environmental perspective, but also to foster a unified, inclusive community. (43)
- This is also an improvement in health for the individuals not just a lowering of transportation costs. (44)
- This I can agree to unequivocally. (46)
- It must be in future. (50)
- It is more important to create dense, walkable neighborhoods and connect them with transit. Some will walk/bike between neighborhoods, but most will not. (55)
- There is only so much we can do to make Cincinnati bikeable. Geography plays a big part. There need to be places to walk to. (56)
- Complete the city section of the Ohio River trail. (57)
- Expand bike lanes and sharrows. (59)

- Very important. (60)
- While these areas need be improved a reliable public transit system can only support the walkability and bikeability of the city. (61)
- Very important to attracting creative young professionals. (66)
- Currently not at all bikeable, but should be. (67)
- Extremely important – share pedestrian and bike. (70)
- OK. (71)
- Very important, but mass transit is needed to get beyond areas that are not walkable or bikable. (73)
- What is shared bike path and sidewalk? We definitely need to make biking a more accessible method of transportation – paths, lanes, racks, safety-lighting, etc. (75)
- I only live 5 miles from work. I bike to work in the summer. Only 2 blocks of my ride from Northside to downtown has a bike trail. Cars don't like to share. (77)
- Sharrows are great! Pedestrian/bicycle shared paths are really great for recreation, but serious bike-commuter traffic need dedicated lanes on the streets, sharrows, etc. (78)
- Need to keep sidewalks clear – and continuous in neighborhoods – snow and debris removal should be mandatory. Bike ways need to be safe for cyclists, pedestrians, and drivers. (82)
- Transit helps make cities more walkable and bikeable. (83)

**Goal #4: Cincinnati's street network balances the needs of all users (pedestrian, bike, car, truck, transit).**

- We do not need 53' trucks inside the City of Cincinnati. (1)
- Only downtown does, but it is not pedestrian or bike friendly. CARS ARE STILL KING!! (5)
- I would use my car less often/bike more often if bike lanes/paths were more prevalent. Needs to keep in mind child users. (8)
- Need light rail in I-71 and I-75 corridor. (14)
- Right now cars dominate streets. (16)
- Very important – to emphasize on sidewalks and bike lane THROUGHOUT. (17)
- Bike riding needs to be safe. Mixing bikes on roads with trucks and fast moving vehicles is irresponsible and outrageous. If biking was safe more people would bike. (18)
- Less emphasis on cars. The street needs to reflect the primary use of the street. (20)
- No needs improvement. (21)
- Reduce metro stops. (23)
- Balance varies according to type of neighborhood. (25)
- Bicyclists are the unwanted step. Children and pedestrians are a little better but the city should stop closing all the steps! (30)
- Working closely with ODOT on ensuring streets and multi-modal. Repairing sidewalks unless unfeasible or extremely low density. (31)
- Especially the needs of drunk people to get home safely! (34)
- Safety is important but so is travel time and accessibility. (36)
- Needs a lot of work. (38)
- What does “balanced” mean? What would balanced look like? I'm most concerned about de-emphasizing autos. (40)

- I feel as though the focus of accessibility should be on use and ability to reach multiple forms of transit. (43)
- Increase the current streets to be better for walkers and bikers and less dominated by cars and trucks. We don't need rails in the existing streets. (44)
- No brainer – Absolutely yes, if it can be balanced and affordable. (45)
- When redeveloping city streets, it is important to incorporate bike lanes, sharrows, etc. (49)
- Yes, but give priority to pedestrian, next bike, next transit and last to cars. (50)
- Increase walking by making sure there are usable transportation hubs. (52)
- Some users should be a higher priority like pedestrians and bikes. (53)
- The balance should be biased in favor of pedestrians and against autos in dense neighborhood centers. (55)
- Cincinnati could use more motorcycle and scooter friendliness not just downtown. There needs to be more motorcycle parking downtown (west downtown). (56)
- Support and develop form-based code system. (57)
- Implement complete streets, road diets. (59)
- Reliability of service, accessibility to everyone. Regionalism of travel, affordability, expanding the network of options. (61)
- Making city more bike-friendly is very important. (66)
- Should balance needs of neighborhood or community (Northside vs. downtown for example). (69)
- Extremely important, (70)
- Yes, understanding that not every or all modes can be accommodated every where so a plan is needed. (73)
- I hear people say that they would ride more if they felt safer. (77)
- Need it, but current bikeway in Ludlow don't appear very safe to me. (82)
- Absolutely critical. (83)

**Goal #5: Cincinnati's transportation system includes transit of all types (buses, rail, streetcar, etc.).**

- The barrier is NOT the number of and types of systems, it is the convenience and accessibility of ANY type of transportation. (1)
- Streetcar is too expensive for 21<sup>st</sup> century. Small electric buses are much cheaper and would serve purpose of transport. Railroad needs to be FAST and not 40 mph. (5)
- Gas taxes are interesting as they would possibly encourage public transit choices. (6)
- If you are going to lump them together you should let the voters prioritize them. (7)
- Developing rail transit critical to city's future (streetcar, light rail, commuter rail, re-use of subway tubes) (16)
- "All" types isn't realistic. It should accommodate what is appropriate. Of course this is important. Help fund this through a carbon tax! (18)
- It is important that we have a variety but more important that the transit types work together so you can use them together and interchangeably, depending on where you are going. (19)
- Not true. (21)

- This should be the most important goal of the immediate development of the city. Funding from a diminishing activity (i.e. gas tax, tolls) would be a problem. Focus on more stable revenue sources. (22)
- Yes – Comprehensive, but related to types of neighborhoods. (25)
- No streetcar like council has it planned! It'll flop and stop all national light rail service with its failure. (30)
- Integrate regional (SORTA) local (streetcar) and state (ODOT) agencies through a universal board or closer relationships. (31)
- When assessing needs, educate user groups as to range of future possibilities, not just survey what specific need they have today. i.e. will your need for auto increase or decrease over next 5-10-20 yrs. (32)
- I think this goal is worded poorly. Having “all types” shouldn't be a goal in itself. (34)
- The lack of safety for within city rail is serious for passengers. Rails are also a hazard for cars. We got away from fixed rail and in favor of elec. Buses, which can move to the curb and don't require islands. At St. Peter's, they paint buses like trolleys for some routes. (35)
- We do not need all types, just options i.e., we do not need a streetcar and intercity rail. (37)
- Extremely important. (40)
- I think the variety is good however a focus should be placed on the option we currently have(metro) before putting additional funds to new options. Affordability is also something to be a focus for low income residents who depend on public transportation. (41)
- Though options are nice, how many different kinds of transportation do we need to go to one place? Let's make two modes good and reliable. Just my thoughts. (42)
- Multiple types for multiple needs. (43)
- No rails in the street! Outdated form of transportation and limit options by putting rails in the street. (44)
- Just make it work. This is a nuts n bolts question of implementing a system, not a goal in and of itself. (46)
- I. light-rail plan/streetcar. (49)
- yes – where each works best and meets needs next. (50)
- As long as they interconnect in a clear and expected way. (53)
- Focus on the modes of public transit that are most efficient at moving people. (55)
- Again, we have to be able to afford a goal like this. It is important if we can pay for it and it is feasible. Get highway fund to pay for rail. A.k.a. allow existing gas tax to pay for rail. (56)
- The city must lobby for 3c rail and agree on a station location. (57)
- Build light rail n streetcars. (59)
- Go back to our roots for neighborhoods start the streetcar project!! (60)
- The transportation system needs to include a network with passenger trains, busses, streetcars, subways, etc. that allows for more people to use. (61)
- More options attracts more transit users. (66)
- Rail transit – extremely important. (70)
- Yes, (but comments above again apply) (73)
- What about river taxis to downtown? (76)
- London used at 'user fee' to control auto traffic and encourage public transit by charging for auto entry. Discouraging single use and its negative impact on congestion and the environment. (77)

- But, there is no rail connection to the airport. Should be a high priority. (79)
- Want that – convince suburban communities to think more broadly and inclusive. (82)
- Bus rapid transit. (83)

**Goal #6: Efficient freight movement and distribution.**

- Let the laws of thermodynamics dictate the efficiency. One train, for instance, does what 1000 trucks can do. Rail moves freight, air moves people. (1)
- Intermodal away from residential areas. Enhance freight transfer *with* the propose 3-C Rail and Chicago routes. (2)
- Rail and river. (5)
- Efficient freight movement and distribution should also be “invisible” throughout the city. (8)
- Very important. Better utilization of rail to alleviate congestion elsewhere. (11)
- Further develop river freight systems for (15)
- Rail is best option. Improve rail facilities. (16)
- This will bring people and businesses to our city and will continue to do so after our natural resources are too expensive to afford. Expand river and rail (mostly rail) and create a fleet of electric trucks. (18)
- Need improvement. (21)
- Probably the most important to future economic development. (25)
- This an economic development question. (27)
- Extremely important, so why is council so adamant about keeping the Queensgate barge container transfer station away? (30)
- Critical! (34)
- Concentrate on intermodal exchange to implement. (35)
- More jobs! (42)
- The more Cincinnati can do with in the city the better. Loads more efficient than intermodal. (44)
- Good but not priority. (50)
- Whatever gets it done efficiently and quickly without endangering citizens and neighborhoods. (54)
- This is not as important because the benefit to our region in terms of jobs is less. (Density of jobs per square foot/acre) This is not where the future is headed. (55)
- Re-engineering of Mill Creek is needed to facilitate more freight for river and rail(as well as space for passenger rail). Need the dev. Of Queensgate terminal. (56)
- Intermodality. (59)
- Why would city “fund” rail, truck, air or water transport of freight or any form? (60)
- A good point about which mode is most environmentally friendly. Using river seems wise but then we also need to upkeep river. (61)
- What will be the most green solution highest distribution least environmental impact. River there but we need to be user friendly. (62)
- Intermodal/transportation and transfer stations are important elements for this movement. (64)
- Funding should depend on what is most environmentally sustainable. (69)
- Extremely important. (70)

- Note that survey didn't allow voter to choose more than one. Voters might not choose any for concern that planners can be misled by results. (73)
- Funding could go towards more energy efficient, environmentally friendly trucks, rail, etc. (75)
- Educate people on environmental impacts. (76)
- I love river sports like fishing and kayaking. I would like to keep our rivers from being too congested. (77)
- Whichever system is most energy efficient, (80)
- Very important. Rail economical way to move freight, and highway crowding, and use of fuel and air pollution. (82)
- Intermodality is key. (83)

**Goal #7: Land use and urban design strategies are coordinated with transportation decisions.**

- )
- Stations and central meeting places vs. steps. (3)
- Fix inner city neighborhoods to increase density – combine with electric EFFICIENT buses. (5)
- Access to services and businesses are dependant on transportation, transportation can help improve a community's health with out creating a new built environment in each neighborhood. (8)
- Impact on neighborhood should be positive only. (11)
- Multi-modal transportation hubs integrated in the urban fabric. (12)
- Consult communities before disrupting them. (14)
- This is of utmost importance. (16)
- There are innovative transportation solutions that are not implemental because planning and transportation innovators don't collaborate. New innovations in mobility could change our infrastructure (beyond rail) and should be planned in the future. (18)
- No needs improvement. (21)
- Should be! (25)
- Zoning, walkability, options, choices. (28)
- Should be. Don't see much evidence for it. (30)
- These are the drivers of businesses moving in or out of a community-Most businesses do not want to move into a more regulated zone. (33)
- Extremely important. Transit oriented development. A node in every neighborhood. (40)
- Emphasis needs to be more and more real. (44)
- So the option is to NOT coordinate them? (46)
- Absolutely. Idea is to connect places. They have to be integrated. (50)
- Better establishment of development restrictions to mitigate to reduce sprawl, incentivizing development into existing/anticipated transit corridors. (51)
- If transportation involves light rail streetcars than TOD plans should be required for neighborhoods. (53)
- Yes!! They must be coordinated because transportation dramatically impacts land use. Do not bypass neighborhoods. The most vital neighborhoods are the ones with lots of traffic. (55)

- Transportation is a major cost for industries and businesses and Cincinnati needs to attract industry n businesses with a smart transportation system. (56)
- Walkable neighborhood w/form based code. (57)
- Smart Code, TOD. (59)
- I am from Anderson Township, very concerned about connection to 32/275 and the little Miami river and green corridor there. (62)
- Extremely. (70)
- All uses need equal attention. Equity on access to transportation for all residents. (71)
- Absolutely crucial. (72)
- Critical question was poor. Again you aren't served by isolating the categories. They shouldn't be mutually exclusive. All districts should be planned appropriately in terms of transit. (73)
- If you build it they will come. Not malls, but green space and convenient mass transit. (77)
- Results of this limited survey do not reflect the overpowering effect of residential development in urban areas on traffic problems in Cincinnati. (79)
- Use current business/population center to coordinate transportation decisions and future land use planning. (82)
- Density around transit is key, Curitiba, Brazil does a great job with this. (83)

**Goal #8: A comprehensive intercity passenger transport system (air, rail, bus).**

- This is key to our developmental future. The city that does it best wins in the Midwest. (1)
- Need to address costs to fly out of Cincinnati and look at links to other lower cost regional airports. (4)
- Very important. (11)
- Build 3c train- intercity transportation options are too limited- Cincinnati needs to be part of Midwest regional rail network, with connections to other corridors. (16)
- Rail is most important as our natural resources are depleted. We can run rail on many diff "fuel" sources. (18)
- Is needed. (21)
- Very important. (25)
- From comments at my table folk did not necessarily understand distinction between intercity and intra-city. (27)
- Keep union terminal as the city's rail station! (30)
- Don't let Lunken planning get lost in all the very important rail talk. (34)
- We low cost air carriers, Delta doesn't have enough competition but safety is most important. (36)
- Rail to go to airport, combined with bus terminal. (39)
- Rail, rail, rail. (40)
- Most important component concerning transportation. (43)
- The issue is how do you get around when you get to the city. The intercity must tie into the rail system of transportation. (44)
- No brainer (rail) (46)
- Inter-regional transportation system should be developed. (47)
- Yes (50)

- It must be able to effectively compete with the automobile, in terms of time and cost. Stations need to be centrally located and connected to other transit modes. Connect airport to transit. (55)
- Allow people to utilize the entire city and develop easily accessible business districts, while air isn't the most popular choice for intercity travel, air is economically important for our city. (56)
- Need to (influence NKU) change CVG system to remove Delta's monopoly status. (57)
- Put intercity rail at Union Terminal, connected to the CBD and uptown by streetcars. (59)
- Very important/ balanced/affordable. (60)
- Connecting the major cities can help deliver goods and services as well as people driving business. (61)
- Somewhat important. (70)
- Needs to include river transportation. (71)
- Operative word (pointing to comprehensive). (73)
- Bus is an affordable interim step to rail. (74)
- What mode will be most convenient and cost-effective? (76)
- Residential = cars, industrial = freight, business district = needs mix for all, commercial = finance driven/shopping, mixed use = could be lumped in w/ business districts to create hubs. (77)
- 3c corridor should be encouraged. (80)
- 3c rail is critical. (83)

### **General Comments:**

- It would be extremely helpful to have the whole group rate the goals for every work shop. Most people at the health, arts, etc. workshop think their own goals are important by what do people with other priorities think? Which goals are a priority for the whole group? (8)
- Plant trees along sidewalks. (10)
- Rail should be the focus. Cost effective, semi management. Is/are community involved with decision on transportation and transit? (26)
- Instead of making public transit its own category, we should look at private vs. public in each category, bikes, cars, trains, electric vehicles and more. And we should differentiate between fixed route and nonfixed route transport within categories. (i.e., a freeway could be public transit with a train on it or with car sharing. Buses can be private transit for employer or church groups. Even streets can be public or private to homeowners on that street.) (27)
- Need to encourage more interaction between the neighborhoods. (29)
- Accessibility for elderly and handicapped is important. Bring back the skywalk!(30)
- I think public transportation(light rail, streetcar, bus, etc.) should be accessible and affordable to all residents of Cincinnati regardless of income level. (41)
- The traffic lights to get on the expressways are really stupid. They are not related to actual traffic volume and cause people to have to stop unnecessarily. I also oppose the widening of I-75 and getting rid of rail exits. Expressways for cars are outdated forms of transportation and should not be expanded. (44)
- Great questions! You need dramatic music like in "who wants to be a millionaire" (55)

- Economics of transportation is very important to Cincinnati. Air, river, n rail freight will make or break this city. If CVG goes, this city's economy will collapse. (56)
- Security is a must. With a consistent use of transit comes crime and illegal distribution. Safety and security must fit budget beyond anything else. (58)
- Build the Cincinnati streetcar. (59)
- I think there is a lot of conversation to be had around the transportation around greater Cincinnati and the region. (61)
- I work at adults with disabilities \$10 wk budget for entertainment, 350 trip transport 7.90 transportation \$3.00 for event, stuck at home. Access for tans decreased now without access. Huge issue, cost n availability. (62)
- 1. terminology needs to be explained on goals. 2. Too much time on voting 3. Since goals are already developed there is no reason to participate 4. seems like little time given for new ideas. (65)
- To create a plan from this elite group would be inappropriate. Those in attendance do not represent the majority of residents. (68)
- 1. The survey results are based on answers by transit oriented participants, as opposed to an unbiased random sample. 2. Can't rank safety/travel time/accessibility. All must be optimized. 3. Freight – should be coordinated not developed at expense of others. (73)
- A lot of these were all of the above answers. We need the puzzle pieces of our lives and needs to be concerned. Transit is the way to do it. (77)
- Walkable and bikeable, bus rapid transit system, walk shed analysis, zoning code rewrite, bike share, assistance to needs, maintenance of sidewalks. (83)