

**Goal #1 Expand transportation choices.**



<b>Group One</b>		<b>Sheet #</b>
	expand bus, not streetcar	11
	3c	11
	intermodal	11
*	light rail (king's island to airport/Westwood to Hyde park)	11
*	for business, more intermodal linkages	11
*	3c	11
<b>Group Two</b>		
	commit to open sidewalks and bike lanes to improve health, help the environment, increase family time etc.	12
	the strategic plan is aligned with an maximize economic opportunity	12
	strategically plan economic stimulation around hubs of public transportation	12
	develop transportation systems to support the sustainability of small businesses	12
<b>Group Three</b>		
	Create a citywide passenger transit system	13
	consider affordable housing development while thinking about transportation development	13
<b>Group Four</b>		
*	build a streetcar system	14
	change board of CVG	14
	complete the Ohio River Trail	14
	building more momentum around streetcar to generate additional resources - more dialog w/ opponents	14
	re-define SORTA board -> more dialog between municipalities and center city	14
*	improved bus and bike access	14
*	budgetizing for all items in plan to ensure sustainability including safety at station point (for streetcar initiatives)	14
	lobbying for 3c rail and selection of a station location	14
	4th rail artery for mill creek	14
<b>Group Five</b>		
	priority should be given to transportation for pedestrians	15
	key issue is accessibility - don't expand automobile	15
	how easy transportation is to get to	15
	smaller buses rather than larger buses (smaller, more frequent)	15
	build rail (streetcar) good route to connect Clifton and downtown	15
	better educate people about what the streetcar means	15
	intercity	15
	buses can be more efficient - smaller buses	15
	condo owners (east walnut hills) need good transportation downtown - bus is 2 1/2 blocks away	15
	need to change attitudes/inform advantages of riding the bus	15
	streetcar advantage - fixed schedules	15
	self propelled transportation - emphasis on pedestrian transportation	15

	expand intra-city transportation by rail	15
	solid transportation system-city driven	15
	all decisions should be made based on environmental concerns	15
<b>Group Six</b>		
	improve accessibility	16
	implement car share program	16
	improved bus transit to subject	16
	continuing hubs for freight and rail	16
	figure out how to get people to rail	16
	additional hubs; cross-town gov't square, west, east, north	16
*	revisiting metro moves -> look at where we are now; stimulus fund to meet needs of communities	16
*	diversifying routes	16
*	investigating car share	16
<b>Group Seven</b>		
*	expand within city rail and intercity rail	17
*	transit options are connected	17
*	transit options are AFFORDABLE	17
	more direct lines to big cities (Chicago, Nashville, Pittsburgh)	17
	student discounts for transit ->boo metro costing us \$40 a quarter	17
<b>Group Eight</b>		
*	re-activate all the existing rail system	18
*	build additional rails	18
	avoid residential branches	18
*	control cost of use	18
	allow it to grow naturally	18
* indicates that the comment was designated a priority by the group		

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



<b>Group One</b>		<b>Sheet #</b>
	Better connect or inter-connect the current modes of mobility we currently have for shipping good and expand it	21
	expand Queensgate rail wards	21
	more funding and people power to maintain tracks to make sure they are safe. Fed. Gov. should play a bigger/better job	21
	city should get the word out to the companies so they utilize our system and creates business	21
	educate the public about how important this is	21
	more funding needs to given to rail to make them more efficient	21
	passenger rail needs to be a priority	21
*	funding for tracks	21
*	more infrastructure for rail	21
*	get the word out and educate people	21
<b>Group Two</b>		
	protect existing neighborhoods and business districts by routing freight traffic around or if	22
	create river ports to encourage intersection of all transport types. Making ports easier and more efficient	22
	road type designation can be used to control freight traffic in neighborhoods	22
	connect air and rail at the source, CVG, to remove congestion and lower freight cost	22
*	CVG needs a rail connectivity to lower freight cost and lessen traffic on local roads	22
*	create and improve river ports to include rail and truck connectivity to increase efficiency	22
*	use road type designation to control freight route and protect neighborhoods and business districts	22
* indicates that the comment was designated a priority by the group		

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

<b>Group One</b>		<b>Sheet #</b>
	designate more bike lanes	31
	require shoveling walks	31
	plant trees along sidewalks/more better	31
	incentives for businesses to put out bike racks	31
	require development to increase sidewalks in their plan	31
*	develop and maintain a clear network of sidewalks complete	31
*	walkability survey to identify gaps and prioritize areas to work out including stairways	31
	good networks of paths throughout individual parks	31
	ensure walks exist between destinations	31
	bring back the inclines	31
	maintaining sidewalks for wheelchair use and stop parking across walks	31
*	support children walking and biking to school/safe routes to school	31
<b>Group Two</b>		
	hills make round trip difficult - assist w/ return trip needed (inclines)	32
*	tie in to light rail/street car - incentivize walking shed (transit needs to be biker friendly)	32
	bike parking at transit locations	32
	public bike rentals	32
*	improving sidewalk and bike lane conditions - broken, debris, overhanging limbs	32
*	placemaking so there are walkable destinations - zoning/form based codes	32
	compel business development to be pedestrian oriented	32

\* indicates that the comment was designated a priority by the group

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

<b>Group One</b>		<b>Sheet #</b>
*	develop more bike/pedestrian. Pathways to connect to neighborhoods and downtown	41
*	re-access sidewalks where they stop and start at junctions - make continuous for safety of pedestrians	41
*	develop light rail along the main heavily traveled expressways and highways	41
	make expressway lane #s and size consistent along the length of heavily traveled sections	41
<b>Group Two</b>		
	access and affordability (for funding)	42
	code enforcement	42
	evaluation of affordability of ridership	42
	townships more inclusive in transportation costs and decisions	42
	prorated cab fares for people with disabilities (I.e. Covington)	42
	education of advantages of bus ridership ->remove the stigmas	42
<b>Group Three</b>		
*	closing streets to vehicular traffic to create pedestrian only zones and encourage recreational use of city streets	43
*	develop dedicated bike/pedestrian network throughout city	43
	incorporate farmers markets into pedestrian areas	43
	access current transport grid to determine improvement needs	43
	bring back skywalks	43
*	educate public on possibilities for the future	43
<b>Group Four</b>		
	affordable and budget-able	44
	design and planned for accessibility education in choices for community	44
	education in choices for community	44
	reassess main corridor on-street parking seen as "problem" in design	44
	community survey for needs	44
	prioritize pedestrian and bicycle traffic over vehicular in smaller business districts	44
*	better development of mixed use density	44
*	community based survey for MASTER TRANSIT PLAN	44
*	restricted parking on major arteries	44
*	educate choices in communities	44
<b>Group Five</b>		
	incorporate light rail and streetcars	45
	stop accommodating cars	45
	wider street	45
*	develop bike lane reduce lanes for cars)	45
*	develop bus lanes (reduce lanes for cars)	45
	places to put bikes safely	45
	more metro hubs	45
	making streets more accessible for people with disabilities	45
	focus on metro expansion first to encourage people to use more public transportation	45

	have more sidewalks/repair side walks skywalk	45
	HOV lanes ->encouraging car pools	45
	angle parking -> parallel parking	45
*	multi use transfers and options for transportation	45
*	implementation of comprehensive light rail and streetcar -> transportation to areas that don't have public transportation	45
* indicates that the comment was designated a priority by the group		

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



<b>Group One</b>		<b>Sheet #</b>
	Hyde park - expanded bus, hope rail comes thru	51
	how to fund? Federal, state, local - types (taxes, fees, tolls)	51
	educate the public	51
	set a deadline - get it done	51
<b>Group Two</b>		
	inventory of what currently exists (capacities) -> exploring subway tunnel use	52
	connectivity with good transportation and other modes -> intermodal focus ->	
*	sharing/communication of projects with public	52
*	educational need for taxes/benefit and impact explained to public	52
	need to open up/think regional	52
	educational campaign on the wider spectrum of our tax paying impact -> economic impact/explain benefits to tax payers	52
*	build as soon as you can/ build a quick system so people will see and like the concept	52
<b>Group Three</b>		
	more education about different modes, pros and cons	53
	assessment of existing transportation systems	53
	more thorough evaluation of costs of various modes and environmental impact	53
<b>Group Four</b>		
*	add streetcars	54
*	expand bus transit	54
*	expand bicycle networks/maintain	54
	hubs interconnected transit modes	54
	part of intercity rail with interconnection to local nodes	54
<b>Group Five</b>		
*	restore metro service (streetcar)	55
*	reduce fares based on economics (sliding scale)	55
*	find new funding/revenue stream (even regional like warren county)	55
<b>Group Six</b>		
	build the streetcar	56
	expand the reach of streetcars	56
	light rail to downtown to airport to mason/west Chester -> and connect w/ 3C line -> and connect to streetcars	56
	put street cars on state routes (42, 4, 50, 52, 32)	56
	connect the modes	56
	goal is no car and still get around	56
	connect to business districts and local attractions	56
* indicates that the comment was designated a priority by the group		

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

<b>Group One</b>		<b>Sheet #</b>
	enhancing rail and river to play to our strong suit	61
	increasing access to the river	61
	study the emerging trends and economic impacts of being multi-modal and tapping into potential workforce	61
	get the job done efficiently, economically, safely, and environmentally	61
	shift away from trucks on the highways	61
*	shift away from trucks and planes to barge and rail	61
*	focus on safety, efficiency, environmentally and economically	61
*	tap into emerging multi-modal trends	61
<b>Group Two</b>		
	reduced city street traffic by increasing public transportation	62
	barge access	62
	limiting the size of trucks in the city	62
	public transportation systems (i.e. rail)	62
<b>Group Three</b>		
*	inventory and understand type of freight will help determine mode	63
	assess opinion of affected communities risk and desirability	63
	determine feasibility (cost, capacity, current plans)	63
	identify how existing projects (reconstruction) will affect choice	63
*	check models/best practices from similar cities	63
*	routing analysis and streamline/efficiency process	63
<b>Group Five</b>		
	make rail the primary mode of freight	64
	focus on distribution through the neighborhood using trucks	64
	strategically place hubs to reduce transfer times in between and travel distance	64
	work regionally with other cities	64
	set criteria for efficiency and identify locations that meet industry and neighborhood goals	64
	using safer equipment can increase efficiency	64
*	create a multi-modal distribution center focusing freight	64
*	work towards a criteria/plan that benefits the greater region rather than parochial interest	64
*	using safer and more environmentally friendly equipment	64
<b>Group Five</b>		
	coordination get trucks efficiency and make a more eff intermodal transportation system (cities barge to rail, etc.	65
	proper balanced zoning is essential around waterways	65
	expanded rail opportunities to core	65
	double transportation for distribution	65
*	get trucks off highways and make a more efficient intermodal transportation system	65
*	proper balanced zoning is essential around waterways	65
*	expanded rail and hierarchy of distribution	65

\* indicates that the comment was designated a priority by the group

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



<b>Group One</b>		<b>Sheet #</b>
*	development incentives along fixed/existing transportation corridors	71
	zoning according to type of transportation (i.e. residential and mixed use next to light rail)	71
	strategize park and ride locations	71
	expansion of public transportation system to make it more convenient than driving	71
*	financial incentives to take public transportation vs. driving	71
	ideological shift from "car" mentality	71
*	effective communication btw zoning departments housing departments and transportation department and urban planning	71
<b>Group Two</b>		
	in Cincinnati east-west connections need to be strengthened - with rail service (street car) e.g. Westside to uc.	72
	land use decision -> transportation planners	72
*	east-west connection should be stressed and not stop at city boundaries	72
	feeder systems should be planned to coordinate with major systems	72
*	coordinate with the various modes with all kinds of land uses	72
	privatize bus service by route	72
*	people outside the city should pay their share	72
<b>Group Three</b>		
	decentralize huts-subway model	73
	bus routes	73
	lack of pedestrian pathway	73
	more east-west routes	73
*	tailor vehicles system usage larger bus for more people	73
*	improve pedestrian/bike routes	73
*	identify and eliminate barriers to regional mass transportation	73
<b>Group Four</b>		
*	form-based codes (implementation in Cincinnati)	74
*	promoting economic development along transportation	74
*	walkability (expand sidewalks, etc)	74
	right-of-way preservation	74
<b>Group Five</b>		
	development plans will have a transportation contingency and neighborhood input	75
	reclaim previous transportation sites subway, incline, etc.	75
	coordinated route planning - little or no overlap between transportation modes	75
<b>Group Six</b>		
*	expansion of transit new and old	76
*	revalue north to south to include west to east	76
*	zoning/land use changes to promote mixed use/ TOD (including changing zoning codes to limit single use and promote walkability)	76

<b>Group Seven</b>		
	stops need be in the community for quick access to people's points of interest	77
	the staff has to understand how it fits in the neighborhood to take the above goal into consideration when writing the Comp plan	77
	it should be the people's design	77
	the community need to be offered options	77
	what designs issues are (education of the options, urban land design to the people of Cincinnati)	77

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

<b>Group One</b>		<b>Sheet #</b>
	3c rail system must be fast to compete with cars. 3c system requires time for separate local commute	81
	low cost air carriers creativity competition for area	81
	create safety strategy to maximize	81
<b>Group Two</b>		
	intermodal critical because you cannot	82
*	keep them on track	82
*	speed of implementation	82
*	have council get behind it	82
*	take the pulse of the voters by sharing cost data and willingness to pay for it	82
<b>Group Three</b>		
	air, rail, bus systems all interconnected systems	83
	more power to OKI to achieve regional transportation systems	83
	create a better popular understanding of the economics benefits of rail travels	83
	better local support systems between regional ARB Hubs and local interest points/destinations	83
	increase local multimodal transit infrastructure	83
<b>Group Four</b>		
*	interconnectivity and intraconnectivity among each type of transit	84
	maintaining CVG as a air hub -> try to attract other small carriers -> maintain international destinations -> connect CVG to other modes of transit	84
	3C hub needs to be centrally located and easily accessible	84
	combine rail and bus hubs	84
*	emphasize connections to major destinations (e.g. Chicago, Atlanta)	84
<b>Group Five</b>		
*	validate case for intercity rail-money	85
	improve linkages to CVG	85
*	air important -> CVG and companies	85
	CVG hub important -> and then easy to get around	85
	3C at Lunken? -> not really getting people to Cincinnati	85
	improve freight in Mill Creek	85
	get money?	85
*	intercity transport useless unless people can get around the city	85
* indicates that the comment was designated a priority by the group		