

Brent Spence Bridge Advisory Committee Meeting #2 October 13, 2005 Meeting Minutes

The meeting began with Project Managers Stefan Spinosa and Kevin Rust providing a quick introduction of the project team and stating the purpose of the meeting to provide an update and to discuss Goals and Objectives for the Brent Spence Bridge project.

Fred Craig, of Parsons Brinckerhoff, followed with a detailed project update of events since the last Advisory Committee meeting in August. His presentation included a summary of the work to be performed in Part 1 of the project – ODOT Project Development Process (PDP) Steps 1-4.

Since the last meeting, the following items have been completed:

- Aesthetics Committee Charter drafted
- Red Flag site visits were conducted
- Traffic Counts have begun
- Study area Map and Logical Termini for the project were submitted
- Public Involvement Plan drafted
- Problem Statement/Goals & Objectives drafted
- Crash Analysis and Geometric Analysis begun

A copy of the Aesthetics Committee Charter was handed out at the meeting and is included as part of this report. The Charter includes general guidance on the program as well as roles and responsibilities for the members of the Aesthetics Committee.

The Study area was generally defined as including the I-71/75 corridor from the Kyles Lane Interchange in Kentucky to the Western Hills Viaduct in Ohio. In addition, some additional areas east and west of the I-71/75 corridor are also included within the study area. The proposed study area map was also distributed at the meeting and is included as an attachment to the report.

The project team also showed a map listing all of the traffic count locations within the study area and gave a conceptual schedule of when data would be collect at those locations. Numerous points along the interstate and local roadways were chosen.

Other items included in the project team presentation were a listing of historic properties and historic districts within the study area, preliminary information on the projects Draft Purpose and Need Statement and schedule information for upcoming project deliverables.

After the presentation, the project team pursued with a discussion of the project's Goals and Objectives statement that was carried forward from the previously completed Feasibility and Constructability Study of the Replacement/Rehabilitation of the Brent Spence Bridge. It was handed out at the meeting at is attached to this document.

Advisory Committee members and interested parties were asked to review the Goals and Objectives Statement and make comments. Some of the comments received are noted below:

- The project needs to balance the need to serve local and through traffic
- Linking Queensgate with Downtown should be considered
- Sustainability and Mobility are key issues
- Movement – Modal Consideration
- The project should consider strategies for Incident Management and handling event traffic
- The Current Bridge is “ Unattractive”
- Consider designing the bridge to accommodate traffic beyond 20-30 years
- Congestion Pricing / User Costs merit consideration
- HOV, HOT or Express Lanes should be considered
- Be mindful of Air Quality and Storm Water drainage issues
- Homeland Security is a factor in designing new facilities
- Maintenance of Traffic now and particularly during construction, will be a key issue in the evaluation of alternatives
- This project is not just the Brent Spence Bridge, it includes approaches and interstate mainline throughout the downtown area
- There is limited access to I-75 between downtown Cincinnati and Hopple Street
- Better connections between the 6th Street Expressway and I-75 are necessary
- Adaptability, Flexibility, Expandability are all key issues to consider
- This project should build on previous improvements within the corridor

After this discussion, the meeting was concluded with information about the next steps in project development. The project team indicated that the Red Flag Summary, Existing and Future Conditions Report and Draft Purpose and Need Statement deliverables would be submitted to ODOT and KYTC in the coming weeks, prior to the end of 2005.

Preliminary alternatives will also begin to be developed and evaluated within the coming months. A date for the next Advisory Committee meeting was not set, but the project team indicated that it would be held when appropriate to consider some of the preliminary alternatives to be developed.

At the end of the meeting, Kevin Rust of KYTC announced that he was leaving his current position for one in the private sector. Kevin introduced Rob Hans, who will be taking over Project Manager responsibilities for KYTC.