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

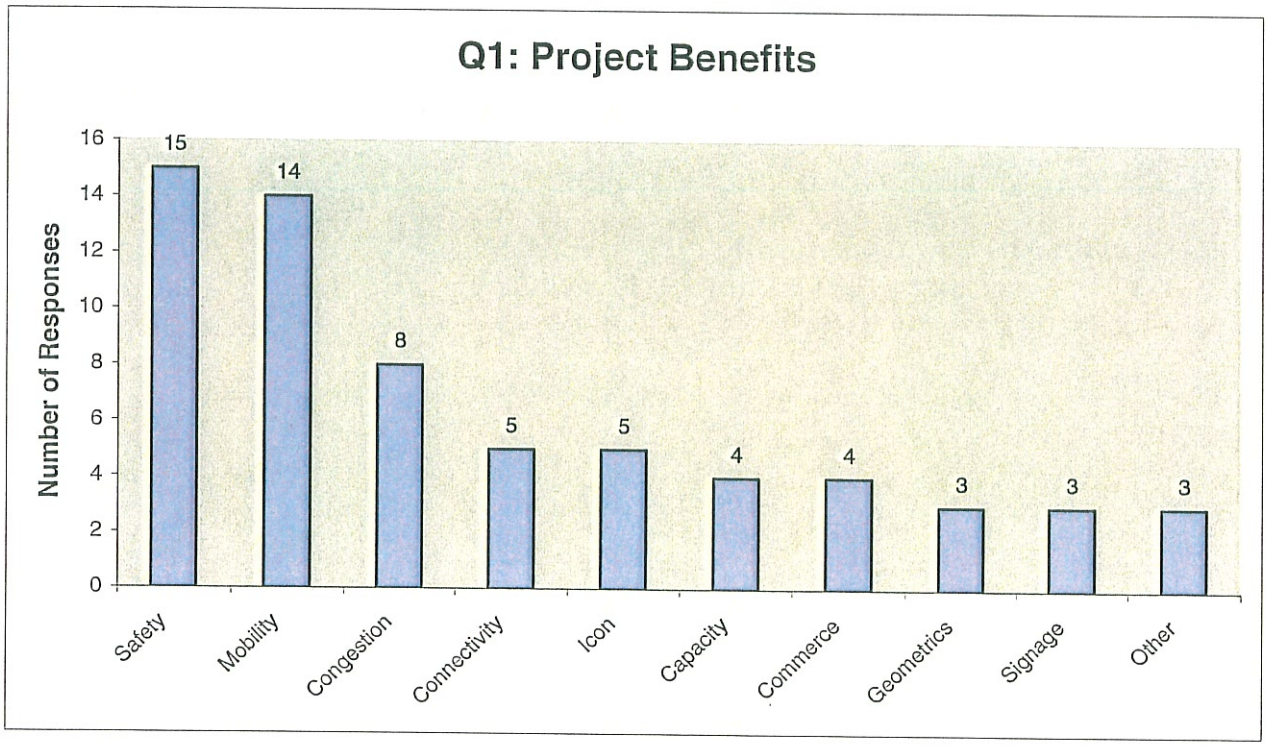
Capacity: Increased capacity

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