

Leadership

Cincinnati USA is mis-led !

Lately, caution, pessimism, and hand-wringing ignorance accompany narrow **worldview**. Wimpy moral uncertainty appears to underlie this embarrassing display of weakness when actually **enormous strength** leveraged by **moral clarity** provides the basis for **effective Leadership**.

Strengths: **G O**

Geography

Opportunity

G E T

Geology

Economy

Transportation

1. Geography. Cincinnati is centered in the largest population in North America **NAm**. In the **population map** <http://NCAD.net/Gi/TGIF/CenterPop.htm>, the sparse plains, marked at the 100 meridian, divides **NAm** into sub-populations, 70% eastern, 30% western. No other location in the most populous eastern portion is within 800 miles of most major metropolitan areas and includes more people within that radius.

- For 68 years, Delta Airlines has enjoyed this most optimum hub location, such that:
 - a. Delta has triumphed over bankruptcy and now pursues merger with Northwest to become the largest **NAm** airline.
 - b. CVG is the highest-priced airport because the market values it most highly. We should celebrate that pre-eminence, not cry about it.
 - c. As fuel price increases, the advantage of this optimum hub increases. There is no basis ever to fear non-utilization of this hub by airlines.
- The predominant axes of population-shifting in **NAm** are: N-S, and NE-SW. These axes form an **X** intersecting at the convergence of I-71 and I-75. This **is** the **crossroad** of **NAm**. **Access!**

2. Opportunity. Cincinnati is right-sized. Not strangled like St Louis and larger cities, we enjoy all the benefits thereof, like: Reds, Bengals, Symphony, Arts, corporate seats, diversity, heritage, and institutions of education, health and welfare. Kentucky has triumphed over threatened expansion of the gambling industry, and we celebrate a record decline in patronage of those insipid border riverboats of exploitation. We enjoy the constancy of the Ohio River and the unending development arising from its increasingly respected nourishment. Our horizon, in all directions is green, and accommodating for expansion and adventure.

3. Geology alerts us to the pre-eminence of the [Cincinnati Arch](#), the **nation's most stable geological formation**. As population rapidly increases, so does population density, and so does the magnitude of risk from earthquakes and hurricanes. Because of this magnificent platform of stability on which Cincinnati is founded -- no fault line is within 50 miles -- we uniquely enjoy guaranteed freedom from earthquake. We might feel it, but our ground is intact. We are sufficiently inland to be immune from hurricanes. As our awareness of climate change thankfully progresses, Cincinnati is not threatened by rising ocean levels.

4. Economy. Cincinnati USA is a diversified economy, not dependent on a single economic segment. This is a feature of stability that, along with our geology, represents the foundation for secure optimism, bold initiative, and confident investment in the **Queen City**.

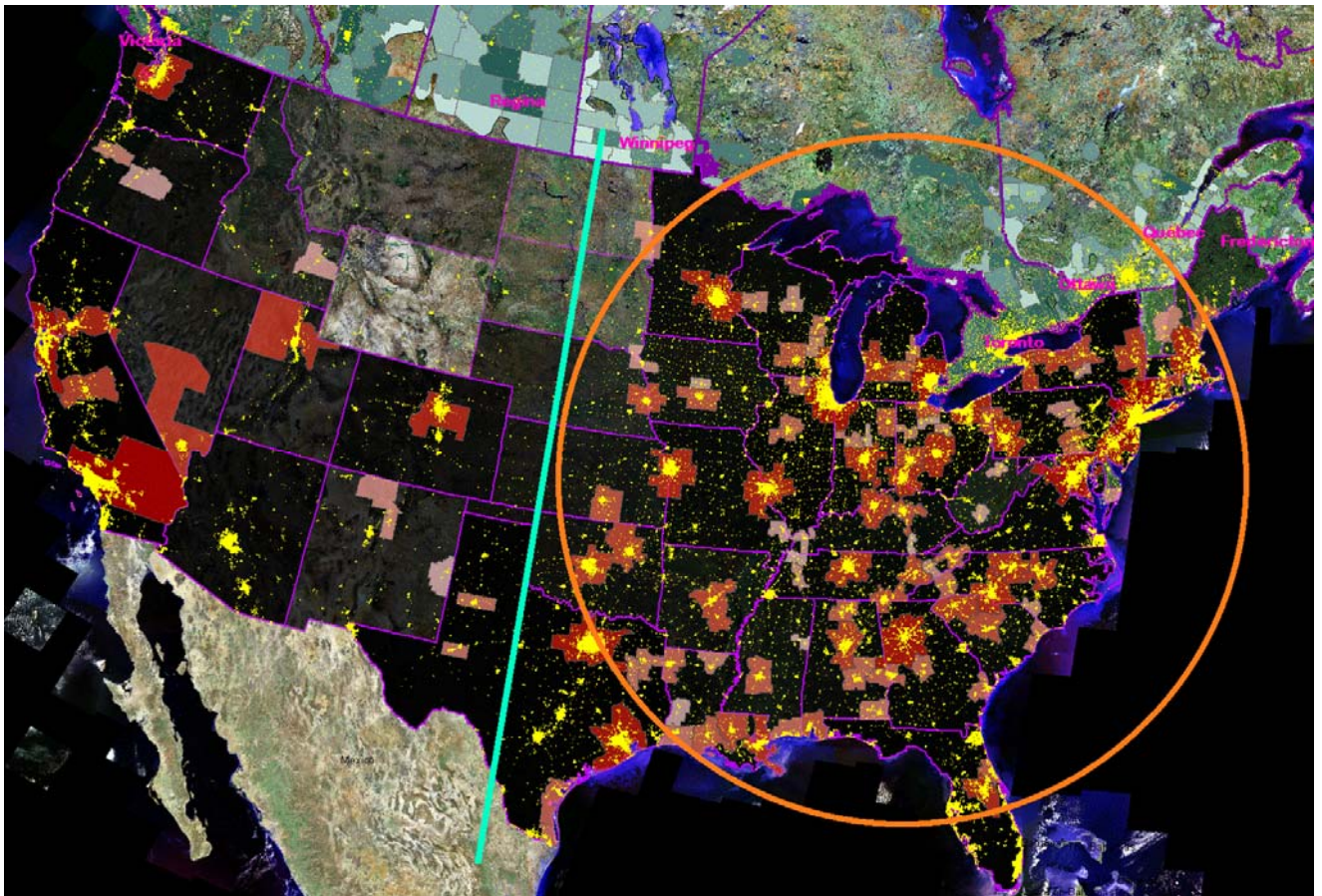
5. Transportation.

- a. The Brent Spence Bridge **BSB** is our most important asset. Referring to it, no **leader** should ever use the word **replacement**. The word is **augmentation**.

Engineering assessment of the **BSB** concludes its lifetime, properly maintained, is **infinite**. It makes no sense to tear down what is useful and enduring. We simply need more of the service it provides. The most cost-effective strategy is added bridge lanes to serve local and non-local interstate traffic. So the proper term is **Brent Spence Bridge Augmentation BSBA**. The challenges for this new investment are to integrate the service of added lanes with the existing roadway, and to pay for it. Because Kentucky owns the Ohio River, we expect Kentucky **leaders to lead** new investments over it, but it is the former Cleveland mayor, Senator George Voinovich that has demonstrated **effective leadership** while Kentucky's elected are pitifully confused. There is no higher Federal priority because there is no higher return on investment. Rise up, good Governor and Senators! This is not a bridge to Indiana.

- b. Cincinnati mis-leaders are absorbed in fascination with light-rail, citing envied examples in other cities. The same lack of foresight that failed to preserve prior investments in Cincinnati USA rail, fails to see the **future** of transportation for this tri-state. Some are learning that less is more: 40mpg 94 Geo Metro, bicycles, the \$Smart Car, and the [Segway](#) Personal Transporter, PT, alluding to the inevitable [decline in area per mobile](#) human. Cincinnati USA has invested laudably in pavement. We celebrate paved pathways for the most flexible and efficient transportation as we scale back testosterone-based Hummer modes for enduring, innovative methods using, for each individual, less and less pavement for overall **expanding capacity**.
- c. Cincinnati is remarkably compact and is well-served by the circle freeway and radial convergence of corridors: 71, 74, 75, 471, 50, and 8. The latter three, like the Airport, have potential for expansion as development continues. That is, we are **expandable!**

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