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## APPENDIX C – EXISTING PLANS AND STUDIES







## **Existing Plans and Studies**

### **Western Hamilton County Transportation Study**

Rev. Date 2/06/2006

The following plans and studies have been reviewed and summarized as a part of the Existing Conditions Report for the Western Hamilton County Transportation Study. Each community was contacted to identify and discuss existing planning and engineering studies currently on file and used to guide development decisions within communities in Western Hamilton County. Copies of plans and studies were obtained and summarized to provide a comprehensive understanding of current planning and engineering efforts that may impact the existing and future transportation needs of Western Hamilton County.

#### **Countywide Documentation**

##### *1. Western Hamilton County Collaborative Plan, - Hamilton County, 2002*

The Western Hamilton County Collaborative Plan is the result of a multi-year effort to collect, coordinate, and balance the interests and desires held by the public for the future of the ten communities in the western areas of Hamilton County. The Plan's development process sought regional agreement on significant issues facing these communities, such as utility expansion, land use, transportation, and the environment. The final Plan is intended to provide a basis for healthy growth and economic development with an equal emphasis on the preservation of the west side's rural character and legacy.

The recommended transportation improvements contained in this Plan include improvements to Blue Rock Road in Colerain Township; State Route 128/Hamilton Cleves Road in Miami, Whitewater and Crosby Townships; New Haven, Willey, and Baughman Roads in Crosby Township; and, Kilby, Campbell, and Dry Fork Roads in Whitewater Township; among others. The Collaborative Plan found these improvements to be significant to Western Hamilton County communities because these roadways have become increasingly burdened by continued residential and commercial growth.

To date, only two of the ten Western Hamilton County political jurisdictions in the plan's Study Area have adopted the plan locally. However, the Hamilton County Regional Planning Commission did not request formal adoption by local jurisdictions.

*2. 2030 Plan and Implementation Framework, Hamilton County, Ohio, November, 2004*

The purpose of the 2030 Plan and Implementation and Framework is to summarize over two years worth of research into the state of the county, the strategic vision for the future, and action campaigns for getting there. To implement the twelve elements of Hamilton County's Vision, the 2030 plan identifies:

- Initiatives, strategies, and priorities
- Implementation campaigns, actions, and status
- Concept plans for land use, transportation, and green space
- Policies for intergovernmental collaboration
- Key indicators for measuring progress

The Policy Plan portion of the 2030 Plan is based on recommended policies for local governments developed in a five year process of discussion and refinement by the Land Use Commission (LUC) of the Ohio-Kentucky-Indiana Regional Council of Governments (OKI) that established regional policies for land use, public facilities, and services. The scope of the LUC's work includes policies related to six of the twelve elements of Community COMPASS. The policy plan does not include policies related to the Community COMPASS elements of civic engagement and social capital, culture and recreation, education, environmental and social justice, governance, and health and human service.

*3. OKI Land Use Commission; Strategic Regional Issues, Trends & Conditions, and Draft Goals, Objectives & Policies, January 13<sup>th</sup>, 2005*

The purpose of the Strategic Regional Issues, Trends & Conditions, and Draft Goals, Objectives & Policies report was to summarize the development of regional policies during 2004. The report is organized by six general categories of issues: Transportation, Public Facilities and Services, Natural Resources and Open Space, Housing, Economic Development, and Land Use. A total of twenty-eight Strategic Regional Issues were listed among the six general issues. The Transportation and Land Use Strategic Regional Issues are listed below.

Transportation

- At the local level, there is little coordination among transportation planning, land use planning, capital budgeting, and economic development.
- On a regional scale, there are few available modes of transportation. Limited public transit is an obstacle to accessibility and mobility for the region's citizens, especially the transportation disadvantaged, which includes elderly, disabled, low income, minority populations, and other zero-car households.

- The costs associated with transportation are rising. There is a lack of adequate financial resources to provide roadways and transit in the region.
- There is insufficient coordination of land use issues between local, state, and regional transportation planning agencies.
- Traffic congestion is increasing in the region, with multiple implications including loss of productivity, increased pricing of goods and services, loss of personal time, wasted fuel, and degradation of air quality.
- The number of local trips on Interstate highways has been increasing as a result of commercial and residential development patterns.
- Transportation project choices affect the region's ability to attain air quality standards.

#### Land Use

- There are few truly comprehensive plans at the local government level which link land use policies with transportation planning and capital budgeting.
- There is major fragmentation of political, legal, and land use authority in the region, including wide variation among state planning laws.
- The public costs associated with new development are not widely understood, nor is a consistent method for calculating public costs used in the region, leading to developments that may not generate anticipated revenues.
- Land is being consumed for new development at a rate five times faster than population growth, resulting in a decrease in population density and population movement toward communities farther away from current centers of population and employment.
- There is a tendency in the region to develop vacant land on the suburban fringe because greenfield development is more economical and less constrained than brownfield redevelopment.
- Low-density developments, and the isolation of residential, work place, and shopping uses increased the per-unit cost of public facilities, taxes or user fees, and the level of income needed to obtain housing.

#### *4. Freight Transportation Study – OKI Regional Council of Governments, 1996*

The Freight Transportation Study was developed for the Ohio-Kentucky-Indiana Regional Council of Governments in 1996, and was undertaken to develop an inventory database of freight transportation operations, to identify impediments to the efficient and safe flow of freight, to identify the region's role in national freight transportation, and, to lay the groundwork for making the region more competitive in attracting freight operations.

The Study concluded that the Greater Cincinnati area is a major hub in the national freight system, ranking within the top 15 regions of the U.S. in intermodal freight transportation according to industry estimates. This position is supported by significant infrastructure facilities, such as one of the largest railroad classification yards in the United States, the CSX Transportation's Queensgate Yard, which handles approximately 5,000 railroad cars per day. Additionally, Interstate 75 is the route for nearly 16,000 trucks per day, and the City of Cincinnati ranks third in the amount of cargo carried by the Ohio River.

#### *5. Metro Moves Regional Transit Plan – 2002*

The MetroMoves Regional Transit Plan (Plan) was completed in 2002, and presented a Bus Expansion Plan and Regional Rail Plan to meet the growing mobility needs of residents in the Greater Cincinnati area. The proposed 170-mile regional rail network boasts project impacts that are quite significant, including:

- Estimated 133,350 riders daily
- Direct light service to neighborhoods in western Hamilton County
- 4-mile cross-county connection from Northside to Elmwood Place
- Cincinnati, Covington, and Newport riverfronts and Uptown/Clifton are connected by modern streetcars
- Implementation of MetroMoves system could generate 36,000 jobs over next 30 years

The recommended bus system expansion proposes the creation of transit hubs across the county and links between them using a new cross-town and other direct routes to key destinations. A handful of neighborhoods may also benefit from small, shuttle routes, which may connect the hubs to key employment, shopping and/or entertainment districts. The system of hubs proposed in the Plan includes the following in western Hamilton County:

- Cleves – Mini-hub
- Harrison - Mini-hub
- Dent – Park and Ride hub
- Northgate - Park and Ride hub
- Western Hills - Park and Ride hub

These hubs would connect many communities/destinations along an alignment that is not yet determined. The initial alignment identified in the Plan indicates I-74; however, other options such as Glenway Avenue, Harrison Avenue, Queen City Avenue, Hamilton Avenue, Colerain Avenue, Winton Road, and the abandoned CSX right-of-way have been discussed.

The cross-town light rail line would connect Dent Green Township, and Monfort Heights in the westside to the proposed eastside light rail line

The following east-west, cross-town, and cross-regional bus routes in western Hamilton County would provide improved access to riders without the need to transfer through downtown Cincinnati:

- Harrison to Northgate, via I-74 and I-275
- Northgate to Fields Ertel, via Kemper Road; Northgate to Kenwood, via Galbraith Road
- Sayler Park to Western Hills, via Anderson Ferry Road
- Western Hills to Kenwood, via Northside; Western Hills to Uptown to Hyde Park/Oakley, via Martin Luther King Drive; Western Hills to Northgate via Cheviot Road

Additionally, neighborhood shuttles in Northgate and Western Hills would provide added convenience around neighborhood shopping, housing employment and entertainment districts. Weekday routes between Western Hills and Uptown, and between Northgate, North College Hill, Northside, and Uptown would link suburban communities with the University of Cincinnati and most hospitals in the Uptown area. There are also proposed new weekday express routes between downtown Cincinnati and Western Hills and Northgate.

The proposed improvements summarized here and presented in detail in the MetroMoves Regional Transit Plan, would have a significant impact on traffic throughout communities in western Hamilton County. These improvements, however are long-term in nature, and depend largely on the financial outlook of Metro, which is funded primarily by the City of Cincinnati at the time of the Plan's publication. An expansion of funding sources to include the suburban communities this plan endeavors to serve will be necessary for Metro to implement the most ambitious of recommended improvements.

### **Colerain Township – Otis Spriggs 385-7505 [ospriggs@coleraintwp.org](mailto:ospriggs@coleraintwp.org)**

Colerain Township is home to one of the most highly-traveled commercial thoroughfares in southwestern Ohio, Colerain Avenue (U.S. 27). In Colerain Township, this corridor can be characterized as a highly congested, retail, office, and commercial destination that experiences continued development and redevelopment at any number of locations along the corridor each year. The planning and/or engineering studies currently on file at the Township, that are used to guide local development decisions are as follows:

## *6. Colerain Township Comprehensive Plan – Colerain Township; 2005*

The Colerain Township Comprehensive Plan (Plan) was presented to the public in January 2005, and recommended a set of implementation strategies that will assist the Township in its effort to address growth over the coming years. Transportation-related improvements, which are led by the Hamilton County Engineer, are planned for Harrison Road, Cheviot Road and Blue Rock Road. Improvements to Blue Rock Road are envisioned to create a better connection from Ronald Reagan Cross County Highway to State Route 128 in Crosby Township.

As stated in the Plan, residential demand in Colerain Township is estimated to continue at a rate of approximately 150 new residential building permits annually, for a total of 3,300 new housing units by 2025. Additionally, assuming current trends continue, commercial and/or office development may require an additional 130 acres, and industrial development may demand 100 acres of land by 2025. Residential development is recommended for infill opportunities in the Bevis/Pleasant Run and Springdale Blue Rock Character Areas; large lot and/or cluster development in the Pebble Creek/Dry Ridge Character Area; higher density housing for a range of households in the Northbrook/Groesbeck Character Area; and, the Daleview/Peach Grove Character Area. Commercial and/or office development is primarily recommended for the Colerain Avenue Character Area, from approximately Galbraith Road to Interstate 275, and for the Harrison Avenue Corridor Area. Industrial development is recommended for the Banklick Creek Character Area, which is in the general vicinity of the Rumpke landfill facility.

## *7. New Haven Road/Blue Rock Road/Dry Fork Road Corridor Study, Vol. I-III – Colerain, Crosby, Harrison Townships; 2001*

The New Haven Road/Blue Rock Road/Dry Fork Road Corridor Study (Study) was completed for the Hamilton County Transportation Improvement District in December 2001, and set forth a list of recommendations that might adequately address the need for improvements to the Study corridor. The corridor consists of five sections of roads, which function as an east-west connector totaling 18 miles in length, and serving Harrison, Crosby, and Colerain Townships.

The Study included an inventory of existing conditions, including pavement core samples, signage, buildings, drainage structures, traffic control devices, land use, and environmental features. Traffic counts were conducted, in addition to turning movement counts at intersections, and roadways were evaluated against engineering safety standards to determine deficiencies. Additionally, bypass alignments were also considered around New Baltimore and New Haven as a means for separating vehicles traveling locally and those passing through these towns at higher speeds.

While recommendations set forth by this Study do not include the addition of through-lanes in order to address capacity deficiencies, they do suggest improvements such as:

- a. Widening of pavements to accommodate standard 12-foot lanes and a minimum of 2-foot shoulders,
- b. Improved horizontal and vertical alignments,
- c. A bypass around New Baltimore is feasible. Such a bypass might begin at the north end of the new bridge across the Great Miami River, proceed north and west around New Baltimore, and reconnect to New Haven Road west of State Route 128. A bypass around New Haven is not recommended due to environmental constraints/impacts.

These improvements will likely have a significant impact on the safety of local and through-traffic along this corridor. Additionally, a New Baltimore bypass will also improve through-traffic flow for those traveling between Colerain and Crosby Townships.

*8. Colerain Avenue U.S. 27 Corridor Planning Study; Subareas 3-8 – Colerain Township, 1995*

The Colerain Avenue U.S. 27 Corridor Planning Study conducted for Subareas 3-8 was revised and finalized in April 1995. The Study was officially started in 1991, and was spearheaded by the Colerain Corridor Task Force, comprised of private-sector business leaders and residents, in cooperation with the Hamilton County Engineer's Office, Colerain Township, and the Ohio Department of Highway Safety. The Study was initiated to address the high volumes of traffic carried by the Colerain Corridor daily as a result of explosive growth since the mid-1960s.

The Study concluded with recommendations for each of the sub areas analyzed in the plan development process, in addition to general improvements recommended for all sub areas. Improvements recommended for all sub areas included:

- a. Street lighting should be improved to meet standards appropriate for an urban arterial;
- b. Reductions of left turns, and increased right-in/right-out access points, use of concrete medians, consolidation of access points;
- c. Construction of right-turn lanes whenever possible at signalized intersections, all public roads, and major access points;
- d. Improved corner radii for right turns;
- e. Reorientation of driveways, or widening driveways beyond normal maximum widths where necessary to improve right turns;

- f. Removal of obstructions, such as: lighting poles, fire hydrants, signs, etc.;
- g. Use of metro-sized type street name signs, advance street-name signs, and uniform guide signing to communicate street numbers at intersections;
- h. Installation of sidewalks where possible;
- i. Improved aesthetics whenever adequate right-of-way is available;
- j. Encourage private development behind the right-of-way with public investment in unified signage, screened parking with decorative walls and vegetation, reduction of sign clutter and coordination of graphics;
- k. Improved efficiency at signalized intersections through the minimization of phases; coordination with adjacent signals in a multi-timing-program system; maximization of overlaps and use of presence loops near and at stop bars; actuated pedestrian controls; use of flashing signals at selected points during nighttime hours;

These improvements, in addition to the those specific projects recommended for each of the sub areas are anticipated to greatly improve the ability of the Colerain Corridor to accommodate existing and future average daily traffic volumes.

*9. Interchange Modification Study; Hamilton I-74/I-275 Overlap PID 20956 – Colerain, Crosby, Green, Harrison, Miami, Whitewater Townships; 2002*

The Interchange Modification Study was completed for the Overlap section of I-74/I-275 in northwestern Hamilton County in April 2002. This study was initiated by the Ohio Department of Transportation to address capacity deficiencies and congestion issues with the interchange. The purpose of the Study was to provide adequate documentation and analysis to support the decision-making processes conducted by local and county governments in the area.

The Study evaluated several build-alternatives, in addition to a no-build alternative, which included such design elements as the reconfiguration of the eastern I-74/I-275 Interchange, additional lanes, and improvements to the west bound I-275 off-ramp at Blue Rock Road. The recommended alternative includes the following improvements:

- a. Reconfiguration of the eastern I-74/I-275 Interchange, and the addition of fourth lanes to the overlap section and to I-275 between the overlap section and Ronald Reagan Highway; and
- b. Addition of third lane to I-74 between Dry Fork Road and the overlap section.

The Study concludes that the recommended alternative achieves the best acceptable level-of-service, meets geometric standards, maintains route continuity/lane balance, and that the improvements recommended do not degrade the existing freeway system such that they will require additional improvements above and beyond those recommended by the Study.

*10. The Economic Impact of Rumpke on the Hamilton County Economy – Colerain Township, Hamilton County; 1999*

The Economics Research Group at the University of Cincinnati's Center for Economic Education conducted a study to quantify the economic impact of Rumpke Consolidated Companies on the Hamilton County Economy in April 1999. The results of this study reveal that annual operations at the Rumpke waste and recycling facility have a total impact of \$219 million on the local economy and employ a total of 1,154 people, which are residents of Hamilton County and neighboring communities. At the time of this study, 263 Rumpke employees live in Colerain Township, and 360 live elsewhere in Hamilton County; 983 employees work at the Colerain Township facility, and 1-71 work elsewhere within the County.

In December 2004, the Ohio Environmental Protection Agency approved final permits necessary for the expansion of the Rumpke landfill in Colerain Township. The permits will allow Rumpke to increase capacity by approximately 37.7 million cubic yards at the existing facility. This added capacity will allow the company to operate in its current location for 10 or more years, increasing its maximum daily intake of trash to 10,000 tons from 8,600 tons. This capacity increase, in response to increases in demand caused by residential and commercial development in the markets it serves, including the Greater Cincinnati and Greater Dayton areas.

*11. Traffic Impact Analysis Stone Creek Towne Center, Colerain Avenue and I-275, Colerain Township, Hamilton County, Ohio, 2005*

The Stone Creek Towne Center Traffic Impact Analysis assesses the traffic needs and degree of impact of a proposed retail development in the southwest quadrant of Colerain Avenue and I-275 interchange.

The Analysis indicates that the recent improvements to Colerain Avenue by ODOT includes signalization and auxiliary turn lane at both the Main Site Drive intersection with US 27 and the Haverkos Lane/Redskin Drive intersection, which will serve as the project access points.

In order to better accommodate the site generated traffic, the Analysis states that it will be necessary to increase the storage length of the current turn lanes on Colerain Avenue within the existing right-of-way as follows:

- Southbound right-turn lane to the Main Site Road (previously Furrows) should be increased from 82 feet to approximately 182 feet;
- Northbound left-turn lane to the Main Site Road should be increased from 100 feet to 340 feet;
- Southbound right at Haverkos Lane to be increased from 154 feet to 224 feet; and
- Northbound left-turn lane to Haverkos Lane should be increased from 160 feet to 250 feet.

With the exception of the northbound left at Haverkos Lane, these recommended lane lengths are maximized within available space.

It is also recommended that any parking lot driveways along the Main Site Access Road be limited to at least 225 feet west of the intersection stop bar at Colerain Avenue in order to minimize the possibility of traffic backing onto Colerain Avenue from entering traffic trying to turn left.

#### *12. Signal Warrant & Impact Analysis Commerce Park development, Colerain Avenue, Colerain Township, Hamilton County, Ohio, 2004*

The purpose of the Commerce Park development Signal Warrant & Impact Analysis was to summarize the results of a signal warrant analysis for the addition of a traffic signal on Colerain Avenue at Reann Drive and Commerce Park Drive. The proposed signal will serve the proposed Commerce Park development as well as an existing fuel/convenience station. The development is located on the east side of Colerain Avenue between Struble Road on the north and the existing retail center north of the Dry Ridge Connector.

Historically a signal was located at this intersection but was removed when the adjacent development did not occur. The existing Commerce Park Drive is used by the fueling station and operations are currently limited to right in and right out.

The proposed Commerce Park development is a 45 acres site which is currently expected to have the following uses:

- Two auto dealerships under single ownership totaling 50,000 square feet of buildings on approximately 14 acres;
- A light industrial user in a 30,000 square foot building on 3 acres; and
- A light industrial user in a 29,000 square foot building (expandable to 40,000 sq. ft.) on approximately 4 acres.

The Analysis makes the following recommendations:

- ODOT currently has roadway improvements underway to improve this section of Colerain Avenue including the provision of auxiliary right and left turn lanes at the Reann Drive/Commerce Park intersection. Provisions for future signalization at this intersection were retained.
- The expected volumes of traffic for the westbound approach of Commerce Park Drive together with the existing traffic generated by the adjacent Fuel/Convenience Store will warrant the signalization.
- The analysis of the operation of this proposed signal together with the existing three intersections north of I-275 indicate that adding the signal will not create a reduction in the level of service and progression can be maintained at existing levels. The analysis indicated that delays can be reduced by using a 100 second cycle length.

With the addition of the Site generated traffic it will be necessary to increase the storage length of the northbound auxiliary right turn lane to 150 feet. Adequate space is available to provide this improvement.

### **Green Township – Adam Goetzman 574-4848 [administ@greentwp.org](mailto:administ@greentwp.org)**

Green Township boasts one of the fastest-developing commercial corridors in Hamilton County. This corridor, Harrison Avenue, can be characterized as an increasingly congested, retail, office, and commercial destination that is experiencing major new development in the past several years. The planning and/or engineering studies currently on file at the Township, that are used to guide local development decisions are as follows:

*See Item Number 9.*

*Interchange Modification Study; Hamilton I-74/I-275 Overlap PID 20956 – Colerain, Crosby, Green, Harrison, Miami, Whitewater Townships; 2002*

*13. Interchange Modification Study; Interstate 74, Rybolt Road and Harrison Avenue Interchange; Green Township, Hamilton County, Ohio; July 2005.*

This Interchange Modification Study was conducted to evaluate the impact of the proposed roadway improvements being considered at the Interchange of I-74, Rybolt Road, and Harrison Avenue. These improvements are aimed at reducing the congestion and enhancing traffic safety.

Two alternatives were considered in this IMS. During the PM peak hour, traffic regularly backs up on the Eastbound I-74 off Ramp onto the mainline. Vehicles can typically be observed using the right shoulder as a storage lane

near this exit. TEC Engineering, Inc. recommended that the proposed improvements identified in the Build Alternative for the I-74, Rybolt Road and Harrison Avenue Interchange be implemented.

*14. Highway Safety Study; North Bend Road, Boomer Road to West Fork Road and the I-74 Ramps; Green Township, Hamilton County, Ohio; March 2005.*

This Highway Safety Study was conducted to investigate measures that may be used to improve safety and congestion along North Bend Road between Boomer Road and West Fork Road. The purpose is to identify safety deficiencies and recommend countermeasures to reduce the severity, frequency, and rate of crashes in this area. The Study also identified priorities based upon the rate of return, and develops improvements to enhance safety in this area.

This study concluded that significant congestion in the area has led to numerous accidents. Measures taken to provide increased safety must include improvements for both the individual intersections and the network of intersections as a whole. The following recommendations detail the overall network of intersections:

- Provide two southbound lanes on North Bend Rd from the I-74 Eastbound Ramp to Boomer Rd
- Provide two northbound lanes on North Bend Rd from Boomer Rd to the I-74 Eastbound Ramp
- Provide a left-turn lane on the eastbound approach of Boomer Rd
- Realign the St. Ignatius driveway with Monfort Heights Dr and provide an exclusive left turn lane to St. Ignatius on North Bend Rd
- Provide a right-turn lane on all four approaches at North Bend and West Fork
- Interconnect all of the signals along this segment of North Bend Rd
- Relocate the I-74 on-ramp for northbound North Bend Rd traffic to south of the intersection
- Provide additional capacity on the I-74 East off-ramp
- Provide additional capacity on the I-74 West off-ramp

### *15. North Bend Road/Cheviot Road Corridor Study – Green Township; 2003*

The North Bend Road/Cheviot Road Corridor Study was conducted for Hamilton County Engineer's Office in August 2003. The goals of the Study were to identify and evaluate the factors and issues that cause safety and access problems in the corridor, including: the types of land uses and land use patterns on properties abutting North Bend and Cheviot Roads; and the timing and phasing of existing traffic signals. The functional operation of the corridor as a primary north/south roadway in Green Township was thoroughly analyzed, including its ability to accommodate projected traffic volume levels for the area.

The Study concluded with specific recommendations for three areas, which were determined within the context of this Study. These areas are comprised of the following segments:

- a. Southern Area – Includes segment of North Bend Road from southern terminus at Harrison Avenue to its intersection with Westwood Northern Boulevard, and north through the intersections with Diehl and Kleeman Roads.
- b. Central Area – Includes segment of North Bend Road from intersection with Boomer Road to its intersection with Cheviot Road; the Study corridor continues from this point along Cheviot Road. The Central Area continues along Cheviot Road to the north through the northern intersection with Blue Rock Road.
- c. Northern Area – Includes segment of Cheviot Road from intersection with Galbraith Road through the northern terminus of Cheviot Road at Poole Road.

The implementation plan contained in the Study is the product of a final review meeting where the public was asked to make recommendations on which recommended projects/programs should be giving high, medium, or low priority by local and regional governing bodies. The public responded in concert, stating that the most important project was an overall upgrade of the corridor, improved coordination of traffic signals. The improvement of the North Bend Road/Westwood Northern Boulevard Intersection was also a very important project. Other important projects include the proposed widening of North Bend Road to five lanes from south of Boomer Road to the Interstate 74 interchange, the proposed additional northbound through lane on Cheviot Road from Tallahassee to Jessup Roads, and the reconstruction of the south Blue Rock Road and Galbraith Road intersections.

In addition to the public's recommendations received at this meeting, the Corridor Task Force added improvements to Hubble Road due to the ease of implementation and support from Saint James Parish. All recommendations presented in the Study are anticipated to significantly improve the corridor's ability to accommodate existing and future traffic volumes.

#### *16. Harrison Avenue Corridor Traffic Study – Green Township; 1999*

This corridor, up to 500 feet on each side of Harrison Avenue, extended from the Cincinnati corporation line through Cheviot and Green Township to S.R. 128 in Whitewater Township. The objective was to plan for future development along the corridor and to provide for the safe and efficient movement of traffic through the corridor.

The study looked at existing land development in the area and made traffic projections based on overall growth as well as build-out of undeveloped areas. It projected traffic to 2015, developed an access-management plan to guide new development, evaluated traffic engineering improvements with emphasis on improved signal progression along the corridor, and in general merged new development planning with transportation planning of the corridor. It also looked at capacity issues to determine needs for geometric improvements.

The result of the study was a set of short-range recommendations and a long-term roadway development plan.

Short-range recommendations included traffic operations improvements at Harrison/Rybolt/Eastbound I-74, peak-hour parking restrictions in Cheviot, interconnection of traffic signals, improvements of signing and pavement markings, access-management and minor geometric improvements.

Long-term improvements included significant geometric improvements at Harrison & SR128 with I-275, Harrison Avenue & Rybolt Road and a proposed flyover ramp, and Harrison Avenue at Eagles Nest Drive/Blue Sky Drive, Wesselman Road/Johnson Road, Showcase MT Drive and at Kroger's driveway, Westwood-Northern Boulevard and at Race Road.

Major widening up to 6 lanes with median barriers or two-way left-turn lanes and controlled access and turning lanes was recommended for various sections of Harrison Road, such as SR128 to I-275, I-275 to Sheed Road, Sheed Road to Hearne Road, Hearne Road to Wesselman/Johnson, and Wesselman/Johnson to Westwood-Northern Boulevard.

### *17. Harrison Avenue Corridor Plan – Green Township; 2004*

The Harrison Avenue Corridor Plan was conducted for Green Township and completed in December 2004. The Study corridor is comprised of the segment of Harrison Avenue between Interstate -74 (northern terminus) and Race Road (southern terminus), which is bound by a unique mixture of mature single family dwellings, multi-family dwellings, commercial, office, industrial and institutional uses. The corridor functions as one of Green Township's most vital civic and commercial areas.

Green Township's residential growth, along with growth in other western Hamilton County Townships, has created extremely strong demand for consumer goods and services. This demand is largely underserved; and Green Township residents often travel out of the Township for basic goods and services that residents of other Hamilton County communities find only a few minutes away. Since western Hamilton County has few locations where the topography, highway access and nearby availability of water and sewer make commercial development feasible, Harrison Avenue is in the process of becoming one of western Hamilton County's most high-demand locations.

The Harrison Avenue Corridor Plan was prepared to lay the groundwork for future development and design that makes effective use of Harrison Avenue's assets while preserving and enhancing its character. The goal of the Corridor Plan is to identify opportunities and strategies that will allow Harrison Avenue to develop and redevelop in a manner that meets the needs of property owners and the goals of the community while creating a unique environment that identifies Harrison Avenue as a successful mixed use corridor in Green Township. To this end, the Study includes recommendations for regulating site development, urban design, and traffic and roadway improvements along the corridor.

### *17a. Green Township Coordinated Plan – Green Township*

The Green Township Coordinated Plan Phase I was developed in 2003 through an extensive planning process over a 14 month period. The process incorporated steering committee guidance, public involvement, focus and interest group interviews and interviews with local and regional planning agencies. Phase I of the Coordinated Plan identifies significant development planning issues in the township, presents "Guiding Principals" and recommends actions for future policy decisions in four key planning areas: new development, parks and open space, traffic management and maintenance and reinvestment. The first priority with respect to traffic management options, the Harrison Avenue Corridor Plan, was completed by Edwards and Kelcey in December 2004. Other recommendations include the implementation of the North Bend Road/Cheviot Road Corridor Plan and Access Management Study, an upgrade to a closed loop system on Harrison

Avenue, the preparation of a 402 Safety Study, identifying the future land use for the Bridgetown Road Corridor, and addressing the various traffic issues on residential streets throughout the township (e.g. speeding, access management, visibility, etc.).

#### *18. North Bend Road Corridor Plan – Green Township; 1998*

The North Bend Road Corridor Study was conducted for Green Township in November 1998. The Study evaluated the segment of North Bend Road between Westwood Northern Boulevard and Interstate 74, which functions as a local street and collector for many abutting homes and residential neighborhoods, but also as a primary north-south arterial between its southern terminus at Harrison Avenue and through points north beyond its intersection with Cheviot Road.

The North Road Corridor Land Use Plan identifies areas generally suitable for low and moderate density single family residential uses, in addition to attached single and multi-family residential uses along the corridor. Other recommended uses include public/semi-public/institutional, mixed use transitional, office, and neighborhood commercial uses. Additionally, however, alternative land uses scenarios were developed for several areas where the grouping of large and/or available small parcels may make such areas particularly appropriate for one or more additional uses. These alternative development scenarios include cluster residential, institutional uses such as retirement/assisted living facilities, parks/recreational uses, and residential uses of mixed types and densities. Any such development along the North Bend Road Corridor will have a significant impact on traffic volumes along this highly-traveled and primary north-south arterial in Green Township.

*19. Safety Study: Harrison Avenue, Rybolt Road & I-74 East; Harrison Avenue & I-74 West; Harrison Avenue & Hearne Road, Rybolt Road & I-74 East – Green Township; 2004*

This Safety Study was prepared for Green Township in February 2004 to analyze the major four intersections in the area of the Interstate 74 interchange at Harrison Avenue. The Study was initiated based on Township Police Department data, which placed the intersection as the third-highest crash location in the Townships from 2001-2003. The Study set forth to identify crash patterns, determine accident causes, and to provide alternative countermeasures which might mitigate identified crash patterns.

The following are among the set of recommended improvements presented in the Study

- a. Realignment of Rybolt Road;
- b. Provide for increased capacity on New Rybolt Road;
- c. Extension of I-74 East off-ramp to Harrison Avenue;
- d. Provide free-flow right-turn from the I-74 East off-ramp to Rybolt Road
- e. Geometrical improvements to I-74 East off-ramp at Harrison Avenue; northbound and southbound Harrison Avenue at I-74 East off-ramps; and southbound Harrison Avenue at New Rybolt Road; and,
- f. Coordination of traffic signals along Harrison Avenue.

These recommendations and others were developed to improve safety in the area, namely, the reduction of rear-end collisions which are caused by the frequent conditions of stop-start traffic flow.

*20. ODOT Highway Safety Program; I-74 and North Bend Road – Green Township; 2005*

This Safety Study was conducted at the intersection of North Bend Road and West Fork Road north of I-74 due to the significant number of accidents at this location (88 in 3 years). ODOT realized an increase in safety is needed so measures were recommended including geometric modifications and signal coordination including:

- i. Provide two southbound lanes on North Bend Road from the I-74 East Ramp to Boomer Road.
- ii. Provide two northbound lanes from North Bend Road from Boomer Road to the I-74 East Ramp.
- iii. Provide additional capacity on the eastbound and westbound approaches of Boomer Road.
- iv. Realign the St. Ignatius Driveway with Monfort Heights Drive.
- v. Relocate the I-74 East on-ramp for northbound North Bend Road traffic to south of the intersection.

- vi. Provide additional capacity on the I-74 East off-ramp.
- vii. Provide additional capacity on the I-74 West off-ramp.
- viii. Provide a right-turn lane on all four approaches at North Bend Road and West Fork Road.
- ix. Signalize the intersection of Monfort Heights Drive and North Bend Road.
- x. Interconnect all of the signals along this segment of North Bend Road.
- xi. Employ access management techniques along North Bend Road.

*The reports/studies listed below are documentation that we are aware of, but have been unable to obtain to date.*

*21. ODOT Highway Safety Program; I-74 Ramp Metering, Harrison Avenue to Spring Grove Avenue – Green Township and City of Cincinnati; 2005*

*22. ODOT Highway Safety Program; S.R. 264 and Race Road - Green Township; 2001*

**Delhi Township – Tom Stahlheber 922-3111 [tstahlheber@delhi.oh.us](mailto:tstahlheber@delhi.oh.us)**

Development in Delhi Township consists primarily of redevelopment along Delhi Pike, which serves as the primary east-west collector for local traffic in the Township, providing access to a number of residential neighborhoods and community facilities, in addition to offering a surplus of commercial, office, and institutional uses for the community. Over the last five years, Delhi Pike has been widened from the eastern Township boundary to its intersection with Anderson Ferry to meet standards for a primary arterial. This improvement was needed to accommodate existing and future traffic in a safe and efficient manner. Future improvements to sidewalks and the construction of a potential bike trail/path would be very popular among residents who rely on the Delhi Pike corridor.

River Road (U.S. Route 50) also serves as a primary east-west arterial for local and regional truck traffic in the Township, providing access to and from the City of Cincinnati and points west toward Indiana. River Road is in need of significant improvements in the Township, caused both by areas of new development and continued high levels of use by truck traffic. An increasing number of trucks continue to use Anderson Ferry and Delhi Pike, which adds a new element of vehicular trip to an already congested roadway.

When the Township was contacted for the purposes of obtaining current engineering and/or planning studies that serve as guides to local development decisions, no such documentation was provided.

## **Harrison Township – Bill Noes (513) 367-3591**

Harrison Township is located in the northwest corner of Hamilton County, and shares its western border to Dearborn County, Indiana. The Township is mostly rural in nature, with primarily agricultural, and rural and suburban residential uses. The planning and/or engineering studies currently on file at the Township that are used to guide local development decisions are as follows:

*See Item Number 9.*

*Interchange Modification Study; Hamilton I-74/I-275 Overlap PID 20956 – Colerain, Crosby, Green, Harrison, Miami, Whitewater Townships; 2002*

*See Item Number 7.*

*New Haven Road/Blue Rock Road/Dry Fork Road Corridor Study, Vol. I-III – Colerain, Crosby, Harrison Townships; 2001*

*23. Interchange Modification Study; Harrison, I-74 & New Haven Road Interchange, Harrison City and Township; 2001.*

This interchange modification study was undertaken as part of the planning and design of the widening of New Haven Road and the accompanying improvement of its interchange with I-74. Planning studies had shown that existing conditions on the two-lane road and bridge over I-74 with single-lane ramps at the interchange are unacceptable today and would deteriorate to poor levels of service in the near future without a major improvement. The studies and planning, based on design-year traffic certified by ODOT, have recommended that New Haven Road be widened to 5 lanes (4 through + left-turn lanes) between Harrison Avenue and Carolina Trace Road and that the bridge over I-74 be widened to 6 lanes because its short length dictates double left-turn lanes in lieu of longer single LT lanes. All four ramps would have double lanes at their bridge junctures.

The IMS, conducted as part of this process, evaluated projected traffic at the interchange, along New Haven Road, and on I-74 between U.S. 52 in Indiana (first interchange to the west) and Dry Fork Road (first interchange to the east). The IMS documented the projected improvements at the interchange and on New Haven Road and also showed that the peak-hour levels of service on I-74 and at the ramps of the two adjacent interchanges would not rise above LOS C. Consequently, no improvements would be required on the interstate system as a result of the New Haven Road project.

The improvements have been part of OKI's long-range plan and STP funding has been placed in the region's TIP for the interchange improvement. Designs are complete, and the interchange improvement

project will begin late this year (2005). New Haven Road between I-74 and Carolina Trace has already been widened to 5 lanes through the use of non-ODOT funds, and its widening between I-74 and Harrison Avenue is expected to follow the interchange improvement. Access management is also being employed to protect the widened roadway from deterioration by excessive access points.

#### *24. Harrison Township, 2020 Comprehensive Plan, October, 2000*

The general purposes of the 2020 Comprehensive Plan are to provide for orderly development of the Township, to assure quality services to the community, and to look for development alternatives to provide local services and employment opportunities, as well as to generate additional tax revenues.

More than 60% of the township revenues come from property taxes. With only three industries located in the township, residents and city officials looking to the effect of changing economic conditions would like to see diversification of their tax base.

The land use plan recommendations consist of land use policies, concepts and strategies, land use categories, and site recommendations and land use plan map. The seven strategies are listed below:

- Concentrate high intensity commercial development services centrally within the township, in the stretch of land between Harrison Avenue and I-74 (mostly in the City of Harrison), along New Haven Road.
- Concentrate planned mix use employment development south of I-74 including the area known as the CG&E property and along Dry Fork Road north of I-74.
- Concentrate industrial uses in the historically developed industrial areas of the City and Township.
- Concentrate commercial development along major corridors, in the stretch of land along New Haven Road.
- Encourage a higher density residential development in areas historically developed that way or in areas immediately adjacent or surrounded by the City of Harrison.
- Promote a mix of low density residential development in topographically sensitive areas.
- Promote the retention of green space and recreational areas.

Transportation recommendations include traffic improvements, public transportation, and road maintenance. Recommendations were made to prepare a Traffic Improvement Plan, to the Township officials, to support Metro Bus operation in the Township, and to automate the Township's

methods for inspection, notification and record keeping of road and sidewalk maintenance.

### **Crosby Township - 513-738-1440**

Crosby Township is located on the northern boundary of Hamilton County, and shares its northern border with Morgan and Ross Townships in Butler County. The Township is mostly rural in nature, with primarily agricultural, and both rural and suburban residential uses. The local Zoning Ordinance and the *Crosby Township Land Use Plan* (August 2005) are used for future planning. In addition, planning and/or engineering studies currently on file at the Township that are used to guide local development decisions are as follows:

*See Item Number 7.*

*New Haven Road/Blue Rock Road/Dry Fork Road Corridor Study, Vol. I-III – Colerain, Crosby, Harrison Townships; 2001*

*See Item Number 9.*

*Interchange Modification Study; Hamilton I-74/I-275 Overlap PID 20956 – Colerain, Crosby, Green, Harrison, Miami, Whitewater Townships; 2002*

### **Whitewater Township - contact Hamilton County**

Whitewater Township is located on the western edge of Hamilton County, and shares its western border with Dearborn County, Indiana. The Township is mostly rural in nature, with primarily agricultural, and rural and suburban residential uses. The planning and/or engineering studies currently on file at the Township that are used to guide local development decisions are as follows:

*See Item Number 7.*

*New Haven Road/Blue Rock Road/Dry Fork Road Corridor Study, Vol. I-III – Colerain, Crosby, Harrison Townships; 2001*

*See Item Number 9.*

*Interchange Modification Study; Hamilton I-74/I-275 Overlap PID 20956 – Colerain, Crosby, Green, Harrison, Miami, Whitewater Townships; 2002*

*The reports/studies listed below are documentation that we are aware of, but have been unable to obtain to date.*

*25. Inventory of Potential Impacts; I-74 – Harrison, Miami, Whitewater Townships; 2002*

## **Miami Township – contact Hamilton County**

Miami Township is located in the southwestern corner of Hamilton County and is bounded by the Ohio River to the south. The Township surrounds the Villages of Cleves and North Bend, and shares its eastern border with Green Township. The western areas of the Township are mostly rural in nature, while the eastern areas continue to experience substantial suburban residential development. The planning and/or engineering studies currently on file at the Township that are used to guide local development decisions are as follows:

*See Item Number 9.*

*Interchange Modification Study; Hamilton I-74/I-275 Overlap PID 20956 – Colerain, Crosby, Green, Harrison, Miami, Whitewater Townships; 2002*

*See Item Number 25.*

*Inventory of Potential Impacts; I-74 – Harrison, Miami, Whitewater Townships; 2002*

*26. Traffic Impact Analysis Biederman Property Condominium Development, Bridgetown Road (S.R. 264), Miami Township, Hamilton County Ohio, 2005*

The Biederman Property Traffic Impact Analysis assesses the traffic needs and degree of impact for a 272 unit condominium development on S.R. 264 (Bridgetown Road). The development is on a 23 acre site adjacent to the Indian Walk subdivision in western Miami Township, Hamilton County.

The Analysis indicates the full development will not create a negative impact of the existing roadway. The resulting level of service will be “A” for the eastbound through and left turn movements and “C” for the project exiting traffic. According to the ODOT State Access Management procedures and auxiliary left turn lanes will be warranted for eastbound S.R. 264. A westbound right turn lane is not warranted.

The proposed project intersection location will meet the intersection sight distance requirement of 445 feet provided that the site grading includes the removal of existing earth and trees to 12 inches below the sight line. The area within the line of sight will be covered with a sight line easement.

## **City of Harrison - Jim Leslie, Public Works Director (513) 367-2111**

The City of Harrison is located at the western edge of Hamilton County, and lies within Harrison Township. The planning and/or engineering studies currently on file at the City that are used to guide local development decisions are as follows:

### *27. City of Harrison Comprehensive Plan, Hamilton County Ohio, 2000*

The purpose of the City of Harrison Comprehensive Plan was to identify and address the major issues facing the City through a series of established goals. It was adopted in September of 2000. Roadway Improvements denoted by the Hamilton County Engineer's Office for the City of Harrison and Harrison Township include the following:

- 1-74 and New Haven Road, Bridge Widening/Interchange Study
- New Haven and Carolina Trace, Intersection Improvement
- Harrison Avenue (From Harrison to Dry Fork), Rehabilitation and Widening
- New Haven Road, Bridge Replacement
- Harrison Avenue Corridor Study, Access Management Engineering Study
- New Haven Corridor Study, Access and Preliminary Engineering Study
- Blue Rock Corridor Study, Access Management Engineering Study

The overall concept of the Land Use Plan is to encourage a variety of land uses and intensities at strategic locations to enable well defined character and sense of place. In order to achieve a desired character in terms of scale, intensity, and use; strategies were developed to assure that appropriate development of the City takes place. The strategies are as follows:

- Concentrate high intensity commercial development alongside existing high intensity uses to reinforce the existing trend; keep high intensity commercial uses along major thoroughfares.
- Encourage commercial uses along the southwest and southeast corners of Dry Fork Rd and I-74, and the southeast corner of West Rd and Dry Fork Rd. The location and existing or potential high volume of traffic at these sites will generate a demand for additional commercial uses.
- Concentrate and where appropriate encourage expansion of existing light industrial sites and encourage light industrial development along land south of I-74 on both sides of Simonson Rd.
- To accommodate future growth, encourage expansion of existing institutional uses such as the airport, schools, churches and medical complexes and promote new institutional uses in appropriate locations that will be compatible to adjoining land uses.

- Encourage high density residential development in areas historically developed for these uses and or near commercial areas or other high intensity uses to serve as a buffer to less intense or more intense land uses.
- Encourage a mix of low and moderate density residential development in adjacent low density residential areas and/or in topographically sensitive areas (northern portions of the City).
- Encourage retention of existing green space, open space, and recreational areas.
- Encourage the joint redevelopment of the Whitewater Riverfront for passive recreational uses, walkways, bikeways, and for light commercial and scenic uses for the riverfront area just west of downtown Harrison in West Harrison, Indiana.

The City of Harrison will begin the update to the 2000 Comprehensive Plan this year.

### **City of Cincinnati**

Several neighborhoods in Western Hamilton County are within the incorporated limits of the City of Cincinnati, including Price Hill, Covedale, Westwood, in addition to the communities of North and South Fairmount. A number of primary arterials and established commercial corridors traverse east-to-west through these communities, moving traffic between the western Townships to Interstate 75 and destinations throughout the Tri-State area. The planning and/or engineering studies currently on file at the City that are used to guide local development decisions are as follows.

#### *28. Intercity Rail Passenger Station Study – City of Cincinnati; 2005*

The purpose of this Study is to determine the best location within the City of Cincinnati for an expanded rail passenger station and train holding and maintenance facility to serve the Cincinnati-Northern Kentucky Region. The Study assumes the full implementation of the Midwest Regional Rail Initiative (MWRRI), which is an effort to develop a passenger rail system with connections between urban centers and smaller communities in Illinois, Indiana, Ohio, Michigan, Wisconsin, and Minnesota.

The Study evaluated locations for Cincinnati's future intercity rail passenger terminal that is included in the MWRRI, such as at Longworth Hall, the Montgomery Inn Boathouse, Union Terminal, the former Amtrak Station on River Road, and in Fairfax. The Study concluded that the preferred location for such a terminal would be at Longworth Hall based on the available of adequate land to accommodate the terminal, parking, and baggage handling facilities.

The Study also concluded that the best locations for a rail storage and maintenance yard operations would be the Hilltop Property (former B&O Railroad Yard) or the Cohen Property (one mile west of Longworth Hall). The location of both terminal and storage/maintenance facilities as part of a regional passenger rail system similar to that described in the Study would have an impact on traffic in Western Hamilton County, in that vehicular trips which may utilize interstates today to access other urban centers in the Midwest or the Greater Cincinnati/Northern Kentucky International Airport for air travel may shift to use local roads and rail service for their travel needs.

*29. Western Rail Corridor Study – City of Cincinnati, 2004*

The purpose of this Study was to discuss the possibilities of combining rail freight service, passenger rail service, rail transit services, and a bicycle path in the rights-of-way of CSX Transportation and Central Railroad Company of Indiana (CIND) between South Queensgate Yard in Cincinnati and Lawrenceburg, Indiana, a distance of approximately 22 miles.

The conclusions of the Study revealed that the construction of a bicycle path on railroad property in this corridor does not appear feasible, primarily due to significant opposition by existing owners and the narrow widths of rights-of-way in these areas. Utilization of the corridor by passenger rail was deemed more practicable than for bicycle use, based on low volumes of freight traffic on CSX and CIND railroad lines and willingness of these private interests to sell lines and/or consider noncompliant rail transit use in the future. Additionally, investigations conducted throughout the course of the Study indicates that the most effective means for establishing passenger rail service or rail transit would be for the public (City, County, State) to acquire the rights-of-way.

*The reports/studies listed below are documentation that we are aware of, but have been unable to obtain to date.*

*30. Waldvogel Viaduct Replacement Project, Categorical Exclusion Document – City of Cincinnati, 2005*

*31. Waldvogel Viaduct Preferred Alternative – City of Cincinnati; 2005*

*32. ODOT Highway Safety Program; I-74 and I-75 Interchange – City of Cincinnati; 2002*

*33. Conceptual Alternatives Presentation, I-75 Mill Creek Expressway – City of Cincinnati; 2005*

34. *Cincinnati Rail Passenger Station Location Study – City of Cincinnati; 2005*

35. *U.S. 50 River Road Industrial Corridor – City of Cincinnati; 2005*

36. *Westwood Neighborhood Plans*

*See Item Number 22.*

*ODOT Highway Safety Program; I-74 Ramp Metering, Harrison Avenue to Spring Grove Avenue – Green Township and City of Cincinnati; 2005*

### **City of Cheviot – Steve Neal, Safety Service Director 661-2700**

The City of Cheviot lies within Green Township and shares its eastern boundary with the City of Cincinnati. The City of Cheviot does not contain a significant amount of available vacant or otherwise underutilized land for new development; therefore, most of the new construction that occurs in the City is related to redevelopment along a handful of primary and secondary thoroughfares where commercial and retail uses are currently located. The City did not offer any primary planning and/or engineering studies, which they have on file that are used to guide local development decisions.

### **Village of Addyston – Mayor Dan Pillow 941-1313**

The Village of Addyston is located along U.S. 50, east of the Village of North Bend and bound by the City of Cincinnati on the east. The Village did not provide any primary planning and/or engineering studies, which they have on file that are used to guide local development decisions.

*The reports/studies listed below are documentation that we are aware of, but have been unable to obtain to date*

*37. Feasibility Study U.S. 50 East with CDS for mixed use development including retail and boat docks.*

### **Village of North Bend – Mayor Jim Rolfes 941-0610**

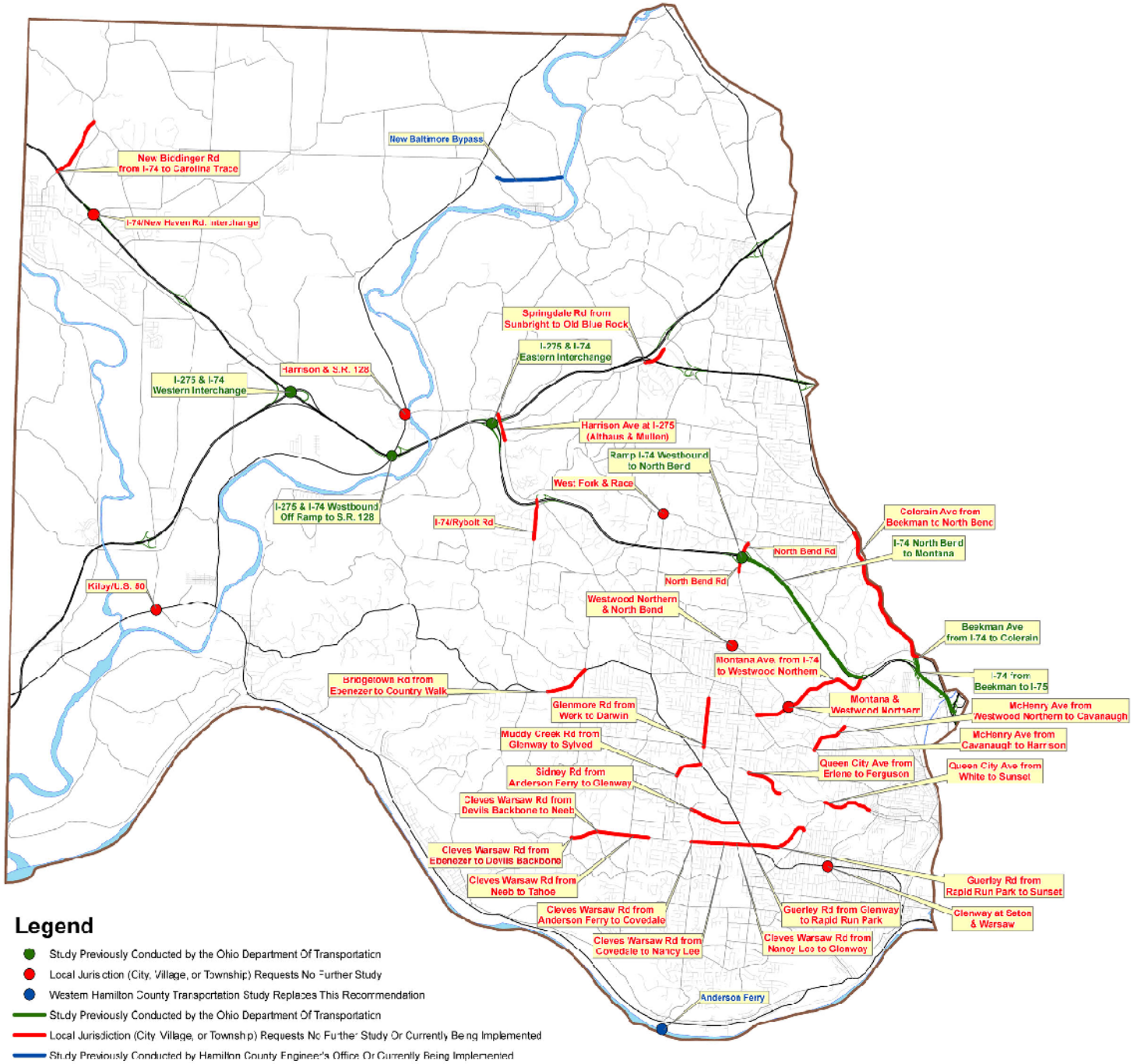
The Village of North Bend is located along U.S. 50, adjacent to the Village of Cleves and surrounded by Miami Township to the east and west. The Village did not provide any primary planning and/or engineering studies, which they have on file that are used to guide local development decisions.

### **Village of Cleves – Paul Sullivan 941-5127**

The Village of Cleves is located along U.S. 50 and S.R. 264, adjacent to the Village of North Bend, and surrounded by Miami Township to the east and west. The Village did not provide any primary planning and/or engineering studies, which they have on file that are used to guide local development decisions.

## **Other Documentation**

38. *Historic Hamilton County, Ohio. Miami Purchase Association for Historic Preservation, 1987.*





## **Western Hamilton County Transportation Study Problem Areas Not Warranting Further Consideration**

2/15/2006

The following list of interstates, intersections, roadway segments; rail and bus routes were thoroughly discussed by the Oversight Team and Advisory Committee during the application of Key Issue Criteria in the assessment of Problem Areas in Western Hamilton County. These Problem Areas have been identified on this list because they have been the subject of a previous study, are currently being studied outside of this study, or the jurisdiction with control over the particular Problem Area decided it did not warrant further study.

### **Intersections**

1. Glenway/Seton/Warsaw
2. Dry Fork/Race
3. Kilby & U.S. 50
4. Montana/Westwood Northern
5. Harrison/S.R. 128
6. Westwood Northern/North Bend

### **Interstates**

1. I-74 Interchange New Haven Road Eastbound On Ramp/Westbound Off Ramp<sup>1</sup>
2. I-74 Interchange with Harrison Ave./Rybolt Rd.<sup>1</sup>
3. I-74 WB SLM 9.20 to 11.10 I-275 East Interchange to Harrison Ave.<sup>1</sup>
4. Ramp "N" I-74 Westbound to North Bend Road<sup>1</sup>
5. I-74 SLM 14.66 to 17.62 North Bend Rd. to Montana Ave.<sup>1</sup>
6. I-74 SLM 17.99 to 19.38 Beekman to I-75<sup>1</sup>
7. I-275/I-74 Western Interchange<sup>1</sup>
8. I-275/I-74 Overlap Section<sup>1,4</sup>
9. I-275/I-74 Eastern Interchange<sup>1</sup>
10. I-275/I-74 Westbound Off-Ramp to S.R. 128<sup>1</sup>

<sup>1</sup> Study previously conducted by the Ohio Department of Transportation

<sup>2</sup> Does not warrant further study as per jurisdiction (Recent Improvements, Not Problem Area, etc.).

<sup>3</sup> Study previously conducted by the Hamilton County Engineer's Office

<sup>4</sup> OKI 2030 Plan

## Roadway Segments

1. New Biddinger Road from I-74 to Carolina Trace<sup>2</sup>
2. Harrison Avenue at I-275 (Althaus and Mullen)<sup>2</sup>
3. New Haven from I-74 to Harrison Avenue<sup>1, 4</sup>
4. Rybolt Road from I-74 to Wesselman Road<sup>3</sup>
5. Rybolt Road from Wesselman Road to Taylor Road<sup>3</sup>
6. Bridgetown Road (S.R. 264) from Ebenezer to Country Walk Drive<sup>2</sup>
7. Cleves Warsaw Road from Ebenezer to Devils Backbone<sup>2</sup>
8. Cleves Warsaw Road from Devils Backbone to Neeb Road<sup>2</sup>
9. Cleves Warsaw Road from Neeb to Tahoe Terrace<sup>2</sup>
10. Cleves Warsaw Road from Anderson Ferry to Covedale Avenue<sup>2</sup>
11. Cleves Warsaw Road from Covedale to Nancy Lee Lane<sup>2</sup>
12. Cleves Warsaw Road from Nancy Lee Lane to Glenway Avenue<sup>2</sup>
13. Gurley Road from Glenway Avenue to Rapid Run Park<sup>2</sup>
14. Gurley Road from Rapid Run Park to Sunset Avenue<sup>2</sup>
15. Glenmore Road from Werk Road to Darwin Avenue<sup>2</sup>
16. Glenmore Road from Darwin Avenue to Harrison Avenue<sup>2</sup>
17. Sidney Road from Anderson Ferry to Glenway Avenue<sup>2</sup>
18. Muddy Creek Road from Glenway Avenue to Sylved Lane<sup>2</sup>
19. Queen City Avenue from White Street to Sunset Avenue<sup>2</sup>
20. Queen City Avenue from Erlene Drive to Ferguson Road<sup>2</sup>
21. North Bend Road from Westwood Northern Boulevard to Reemelin Road<sup>3</sup>
22. North Bend Road from Edgewood Road to I-74<sup>3</sup>
23. I-74 Westbound Off-Ramp at North Bend Road<sup>2</sup>
24. Cheviot Road from North Bend Road to Jessup Road<sup>3</sup>
25. Cheviot Road from Hanley Road to W. Galbraith Road<sup>3</sup>
26. McHenry Avenue from Westwood Northern Boulevard to Cavanaugh Boulevard<sup>2</sup>
27. McHenry Avenue from Cavanaugh Boulevard to Harrison Avenue<sup>2</sup>
28. Beekman Avenue from I-74 to Colerain Avenue<sup>1</sup>
29. Colerain Avenue from Raburn Drive to North Bend Road<sup>2</sup>
30. Blue Rock Road at I-275<sup>2</sup>
31. Springdale Road from Sunbright Drive to Old Blue Rock Road<sup>2</sup>

## Bus

1. New North South Route
2. Enhanced Signage (Routes, Stops, etc.)

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<sup>1</sup> Study previously conducted by the Ohio Department of Transportation

<sup>2</sup> Does not warrant further study as per jurisdiction (Recent Improvements, Not Problem Area, etc.).

<sup>3</sup> Study previously conducted by the Hamilton County Engineer's Office

<sup>4</sup> OKI 2030 Plan

## **Rail**

1. Improve Access to Customers of I&E Railroad at New Haven Rd. Grade Crossing
2. Implement Quiet Zones where desired

<sup>1</sup> Study previously conducted by the Ohio Department of Transportation

<sup>2</sup> Does not warrant further study as per jurisdiction (Recent Improvements, Not Problem Area, etc.).

<sup>3</sup> Study previously conducted by the Hamilton County Engineer's Office

<sup>4</sup> OKI 2030 Plan

