CITY OF LOVELAND
THOROUGHFARE PLAN

May 2023

CONTENTS

City of Loveland Thoroughfare Place

THOROUGHFARE PLAN PURPOSE

The City of Loveland intends this plan to inventory current roadway assets, identify opportunities for roadway improvements, and provide guidance to configure the city's transportation system to support the future needs of community.

Specifically, this plan will serve the following purposes:

- Organize vehicular traffic by function to minimize conflict and ensure that traffic will be carried on appropriately and adequately designed thoroughfare roadways.
- Ensure that adequate rights-of way are provided for future roadway corridor development.
- Identify problems with existing city thoroughfare corridors.
- Recognize criteria for the evaluation and prioritization of capital improvements.
- Identify guidelines for the recommendations to the thoroughfare system.

This plan has been developed within the context of and in coordination of the City of Loveland's Comprehensive Plan, as well as in cooperation other planning activities of the City of Loveland. Together, the City's planning documents are intended to be used together to support the intentional enhancement of the city and its infrastructure.

EXISTING CONDITIONS

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To achieve the goals set forth by the City of Loveland, the following functional classes of roadways were included in this Thoroughfare Plan. The generalized conditions of each functional class of roadway within the City is then described. See Functional Map in Appendix A.

- Minor Arterials
  - Minor Arterials within the City of Loveland include the following (within the City limits): Loveland Madeira Road, Wall Street, E. Kemper Road, E. Loveland Avenue, Broadway Street, South Karl Brown Way, Oakland Road, and State Route 48, which consists of Second Street, E. Broadway Street, Paxton Avenue, and Loveland Miamiville Road.
    - State Route 48 is classified as a minor arterial within the City limits, but the City may choose to designate it with special characteristics for new development and revitalization.
  - Minor Arterials are, generally, composed of the following, specifically within the City of Loveland: 120 feet of right-of-way; two lanes (one traveling each direction), turn lanes at many intersections; curb and/or curb and gutter; sidewalk, at least on one side of the roadway.
  - Per ODOT, Minor Arterials provide service for trips of moderate length and offer connectivity to higher Arterial systems and provide intra-community continuity.
- Primary Collectors
  - Primary Collectors within the City of Loveland include the following (within the City limits): W. Loveland Avenue, S. Lebanon Road, N. Lebanon Road, Union Cemetery Road, Rich Road, E. Loveland Avenue, and Butterworth Road.
  - Primary Collectors are, generally, composed of the following, specifically within the City of Loveland: 80 feet of right-of-way; two lanes (one traveling each direction), a two-way left-turn lane or boulevard-type median in some areas; curb and/or curb and gutter; sidewalk on at least one side of the roadway.
  - Per ODOT, Primary Collectors serve the critical role of gathering and channeling traffic from Local Roads (often from residential areas) to the Arterial roadway network.
- Local Roads
  - Local Roads within the City of Loveland include the remaining roadways not named above (within the City limits).
  - Local Roads are, generally, composed of the following, specifically within the City of Loveland: 60 feet of right-of-way; two lanes (one traveling each direction), on-street parking; curb and/or curb and gutter; sidewalk on at least one side of the roadway.
  - Per ODOT, Local Roads provide direct access to adjacent land, provide access to higher systems, and carry little through traffic.

FUTURE NEEDS

FUTURE NEEDS

BY 'NEW' AND 'EXISTING' INFRASTRUCTURE CATEGORIES

- New Roadway Infrastructure Needs:
  - Additional, new collector roads connecting East Loveland Avenue and State Route 48 on the north and south sides of downtown.
  - Extension of Harrison Avenue from Karl Brown Way to North Second Street (State Route 48).
  - New multi-modal bridge with enhanced capacity for motorists crossing the Little Miami River, thereby addressing regional traffic and congestion in the City's Historic Downtown; bridge study in progress as of April 2023.

- Existing Roadway Infrastructure Needs:
  - Secure funding to stabilize embankment of East Kemper Road/South Riverside Avenue along the Little Miami River; Section 14 CAP funds are being pursued for this project as of April 2023.
  - Investigate possible capacity improvement opportunities (roundabouts or optimized traffic signals) to reduce congestion and travel delays at:
    - The intersection of West Loveland Avenue & North Lebanon Road.
    - The intersection of North Elm Street/Loveland-Madeira Road & West Loveland Avenue.
    - The "Five Points" intersection of Broadway Street, North Second Street (State Route 48), South Second Street, & East Broadway Street (State Route 48).
    - The intersection of Oakland Road (State Route 48), Oak Street, & Loveland-Miamiville Road.
  - Explore restricted capacity improvement opportunities caused by low rail trestle over East Broadway Street & Karl Brown Way intersection.
  - Add one or two eastbound lanes on Broadway Street between State Route 48 and the Little Miami Trail crossing (per a prior traffic study performed for the City).

FUTURE NEEDS

BY ROADWAY FUNCTIONAL CLASS

- Minor Arterials
  - Loveland Madeira Road: future needs include continuous pedestrian and bicyclist infrastructure, increased landscaping and lighting facilities, improved intersections with Valley View and Loveland Avenue, and revitalization of some existing properties.
  - Wall Street: future needs include ongoing maintenance of existing facilities and increased right-of-way widths where acquirable.
  - E. Kemper Road: future needs include bicycle infrastructure and ongoing maintenance of existing facilities.
  - E. Loveland Avenue: future needs include continuous pedestrian and bicyclist infrastructure and improved intersection with SR 48.
  - Oakland Road: future needs include improved connectivity to Loveland parks and continuous pedestrian and bicyclist infrastructure.
  - State Route 48 (Second Street, E. Broadway Street, Paxton Avenue, and Loveland Miamiville Road): future needs include improved connectivity to Loveland parks and continuous pedestrian and bicyclist infrastructure.
- Primary Collectors
  - W. Loveland Avenue: future needs include improved intersections with Lebanon Road, Riverside Avenue, Karl Brown Way, and SR 48; improved parking facilities, relocation of aerial utilities underground, and revitalization of some existing properties.
  - N Lebanon Road and S. Lebanon Road: future needs include an improved intersection with W Loveland Ave and ongoing maintenance of existing facilities.
- Local Roads
  - Local Roads should be maintained and improved on a rolling, regular basis. The City should maintain a schedule and priority of local roadway improvements to be accomplished at regular, appropriate intervals.
  - Future needs include crack-sealing, resurfacing, reconstruction, utility upgrades, and analysis on a yearly basis to understand conditions, priorities, costs to improve and maintain, etc.

FUTURE NEEDS

BY ALL FUTURE ROADWAY IMPROVEMENT PRIORITIES

- Access Control to All Publicly Owned Streets Shall:
  - Provide as few conflict points with vehicles, bicycles, and pedestrians as possible.
  - Minimize congestion extending either direction from the point of access along the public street.
  - Provide adequate stopping sight distance for drivers along public thoroughfare.
  - Be located with applicable corner clearances if near an existing intersection.
  - Not be located to create offset intersection with an access point directly across the street.
  - Assure that minimum lot size and frontage requirements are met along arterials.
  - Generally follow the guidelines set forth in Section 200 of the ODOT *Location & Design Manual Volume 1*, as interpreted by the City Engineer.
- Bicycle and Pedestrian Facilities:
  - When the opportunity presents itself, pedestrian networks shall be improved upon along Arterials, Collectors, and Local roads to fully connect Loveland neighborhoods to activity centers, parks, and the scenic trails offered in the City.
  - The Loveland Madeira Road Corridor is a primary target for pedestrian and bicycle facilities in the immediate future.
  - Connectivity with the Little Miami Trail is prioritized where facilities are being added/modified.
  - Private developments are expected to provide pedestrian access/connection to public pedestrian facilities where appropriate.
  - On- and/or off-street bicycle trails shall be considered when there is an opportunity to create better connectivity for bicyclists.
- Transit:
  - Loveland does not currently have any shuttle or bus service, but should service be provided in the future, its function and infrastructure will be considered for road improvements.

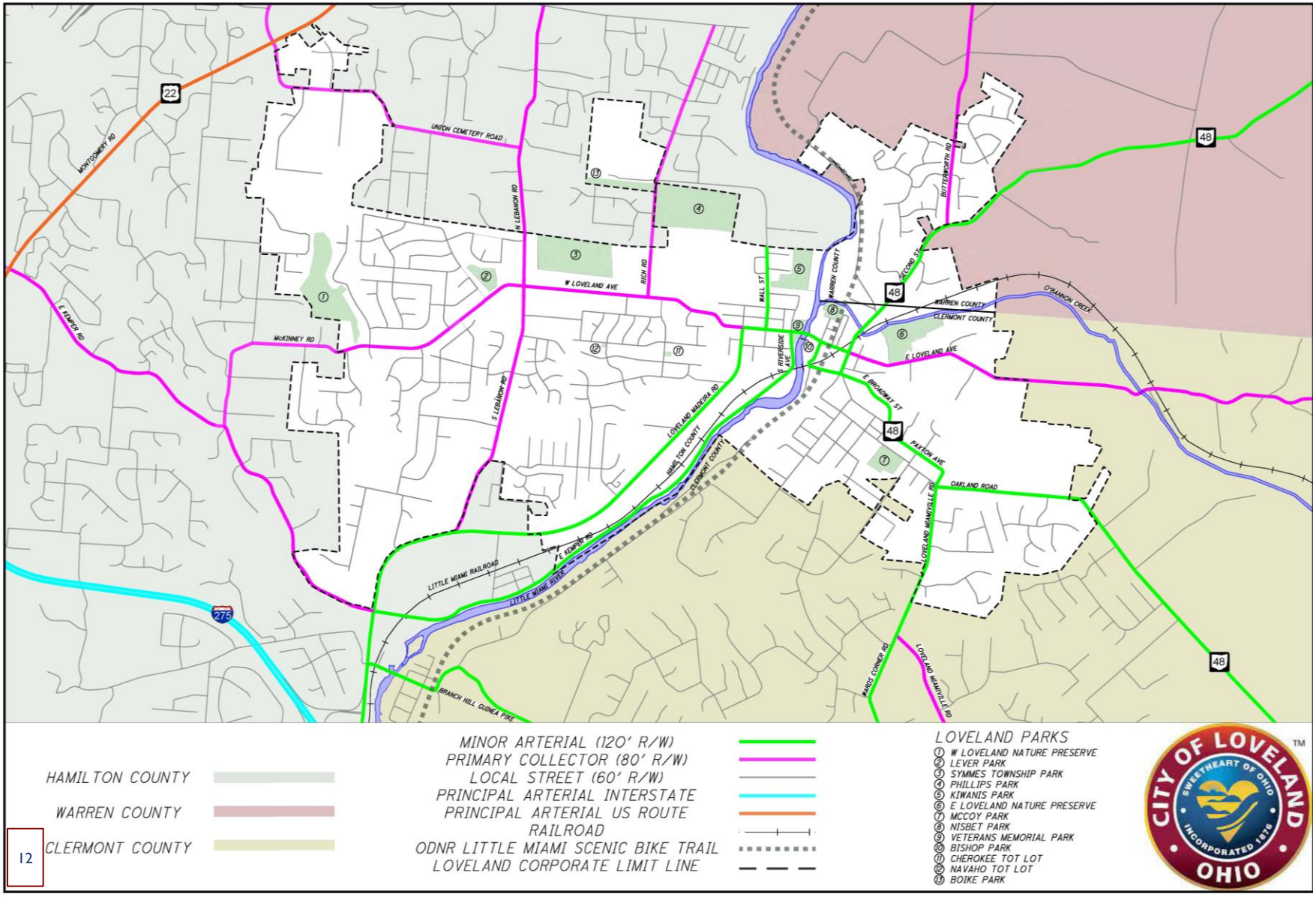
FUTURE NEEDS

CONSIDERATIONS FOR ALL FUTURE ROADWAY IMPROVEMENTS, CONTINUED

- General:
  - On a capital available basis, retrofit opportunities for existing local streets to include curb, ADA ramps, and sidewalks where right-of-way allows.
  - Additional right-of-way acquisition will be pursued where feasible to meet City's standard right-of-way widths as sites are developed, re-developed, or annexed.
  - At all signalized intersections, Intelligent Transportation System (ITS) solutions shall be considered to enhance capacity. Such systems may include:
    - Radar detection.
    - Rail and emergency vehicle preemption.

APPENDIX

APPENDIX: FUNCTIONAL CLASS MAP



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