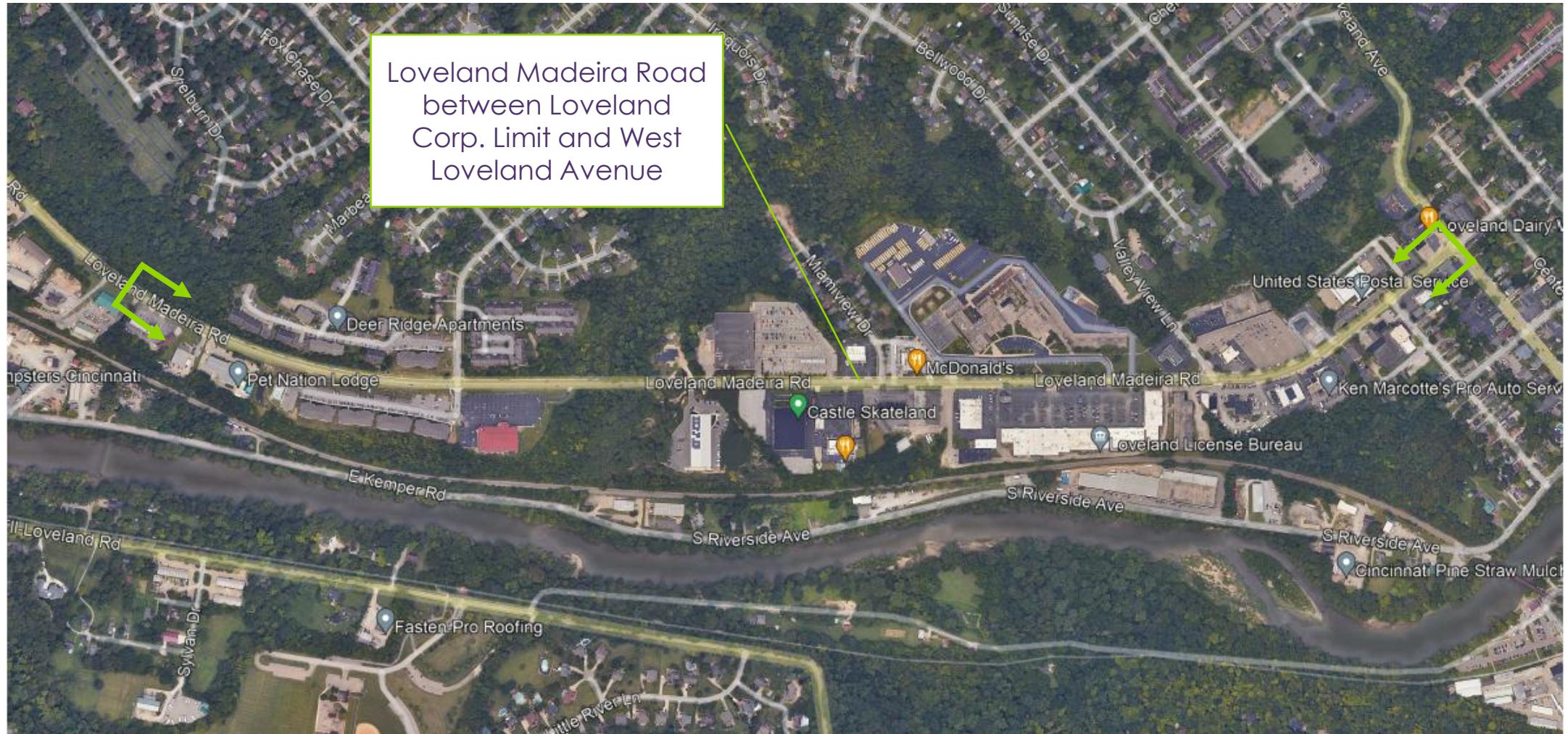


# Loveland Madeira Road Corridor Improvements



# Loveland Madeira Corridor



# Existing Site Conditions



# Background Information

- 4' Concrete Sidewalk Pedestrian facilities on both sides in some areas and no sidewalk in others.
- Large number of driveway curb cuts.
- Classified as a Minor Arterial Street.
- Heavily travelled roadway with approximately 12,000 vehicles per day.
- Connection from downtown to I-275. One of the gateways to downtown.
- Between 2020-2022, there were 20 vehicular crashes on this corridor between Loveland Avenue and Miamiview Drive.



## Current Conditions

While the Loveland-Madeira corridor is an established commercial spine and is successful in its own right, it lacks infrastructure that encourages desired pedestrian activity. The images below highlight issues that impede enhanced usage of the corridor.

No Sidewalks



Minimal Buffer

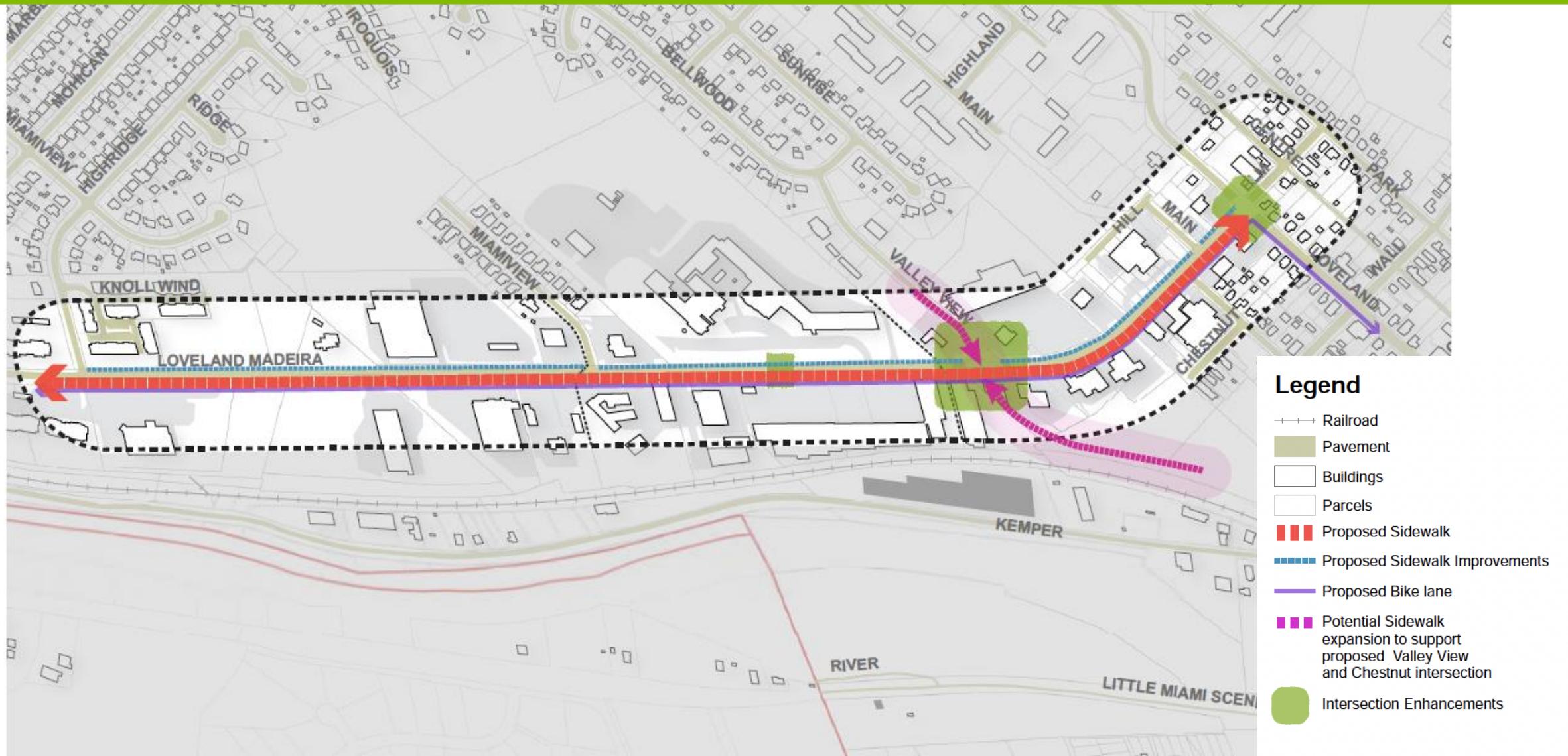


Uninviting





# Recommended Pedestrian Plan

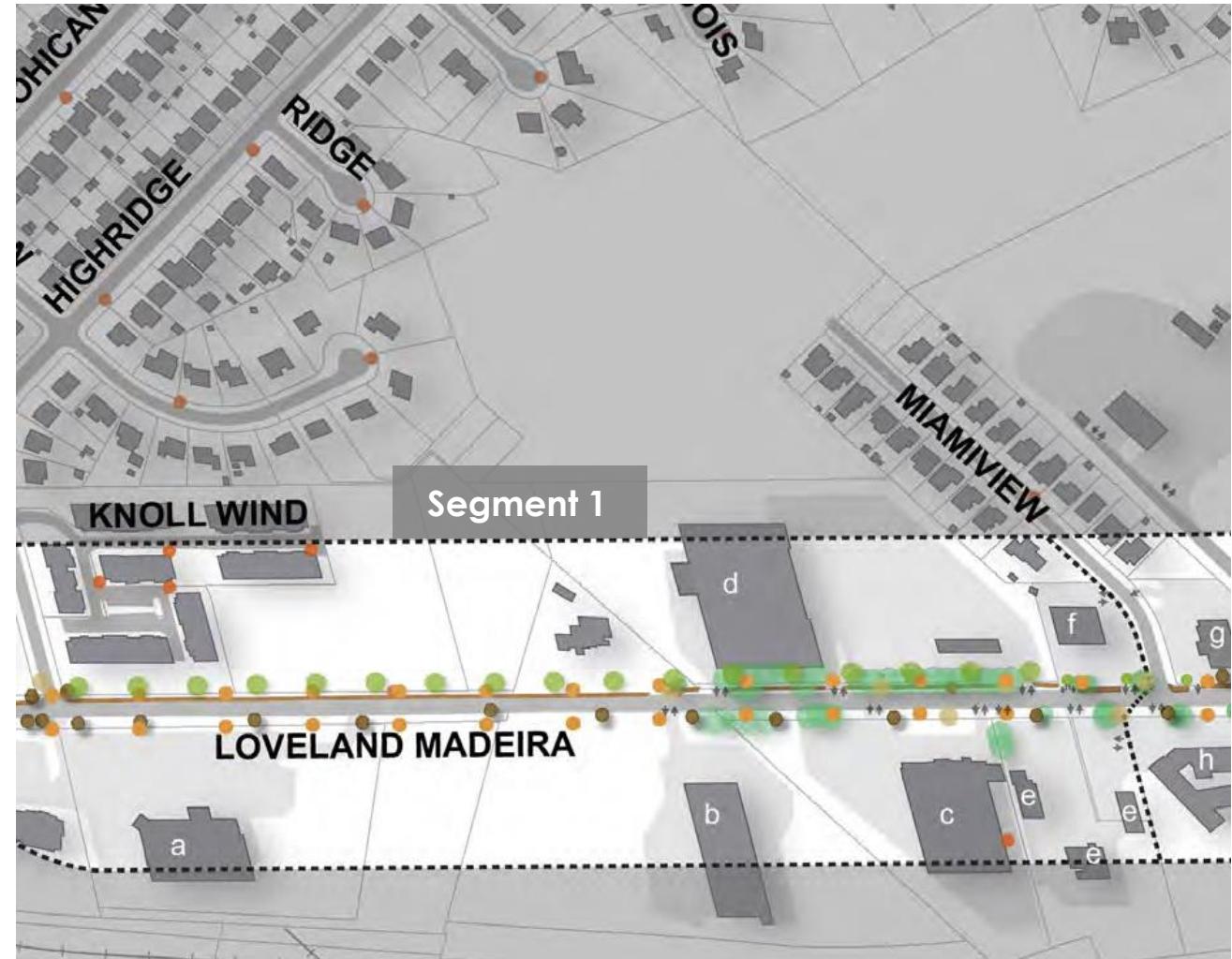


# Comprehensive Plan

## Highridge Dr. to Miamiview Dr.

Roadway Recommendations:

- Street Trees
- Lighting
- Green stormwater infrastructure



# Comprehensive Plan

## Highridge Dr. to Miamiview Dr.

### Pedestrian Recommendations:

- Sidewalk on east side of road
- Benches
- High visibility crosswalks

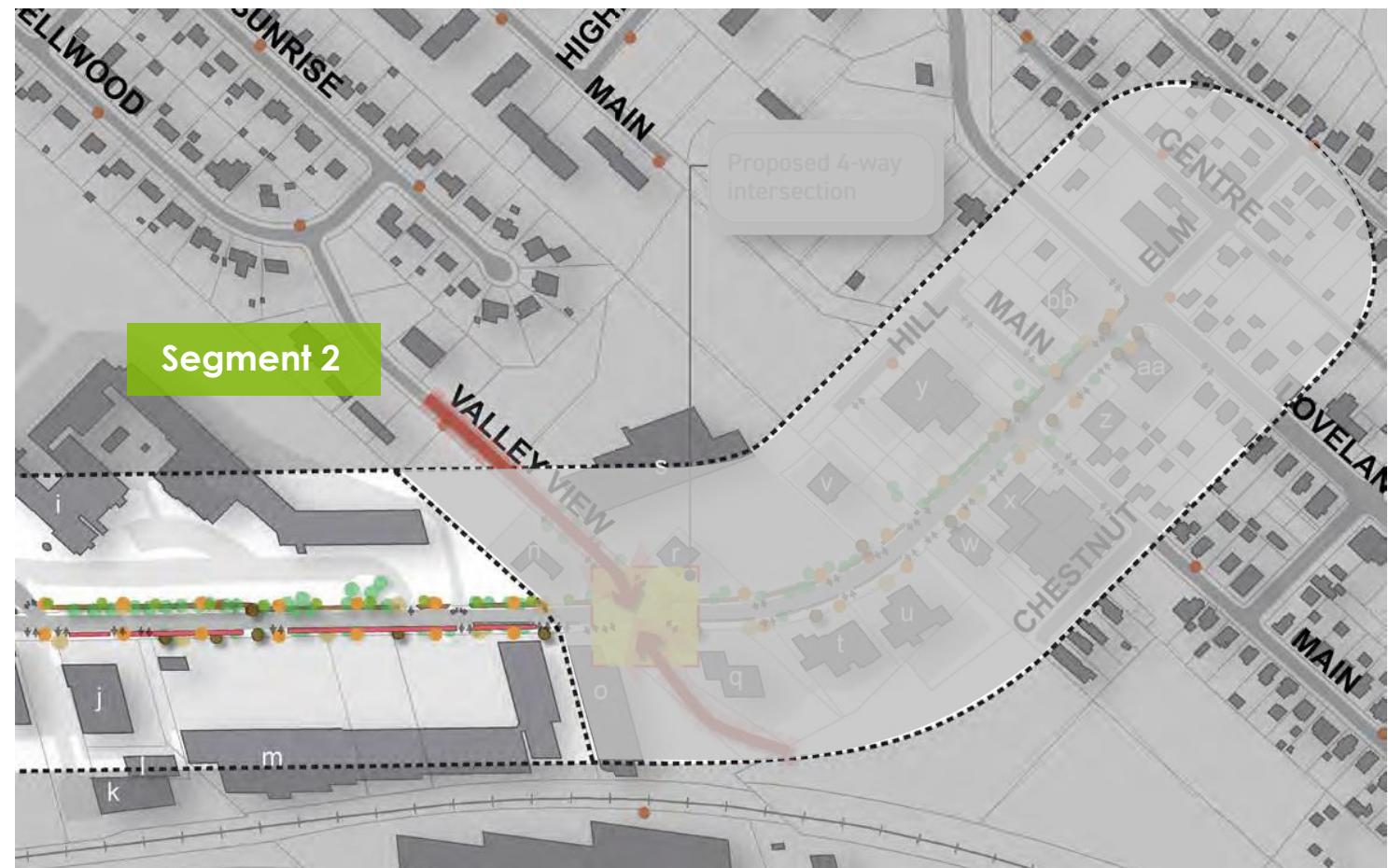


# Comprehensive Plan

## Miamiview Dr. to Valley View Ln.

Roadway Recommendations:

- Street trees
- Lighting
- Green stormwater infrastructure



# Comprehensive Plan

## Miamiview Dr. to Valley View Ln.

### Pedestrian Recommendations:

- Sidewalk on east side of road
- High visibility crosswalks
- Plaza area across from school in Shopper's Haven lot
  - Benches
  - Bike racks



# Comprehensive Plan

## Valley View Ln. to W. Loveland Ave.

### Roadway Recommendations:

- Valley View/Loveland Madeira intersection improvements
  - Incorporate Chestnut property to corridor
- Street trees
- Lighting
- Green stormwater infrastructure

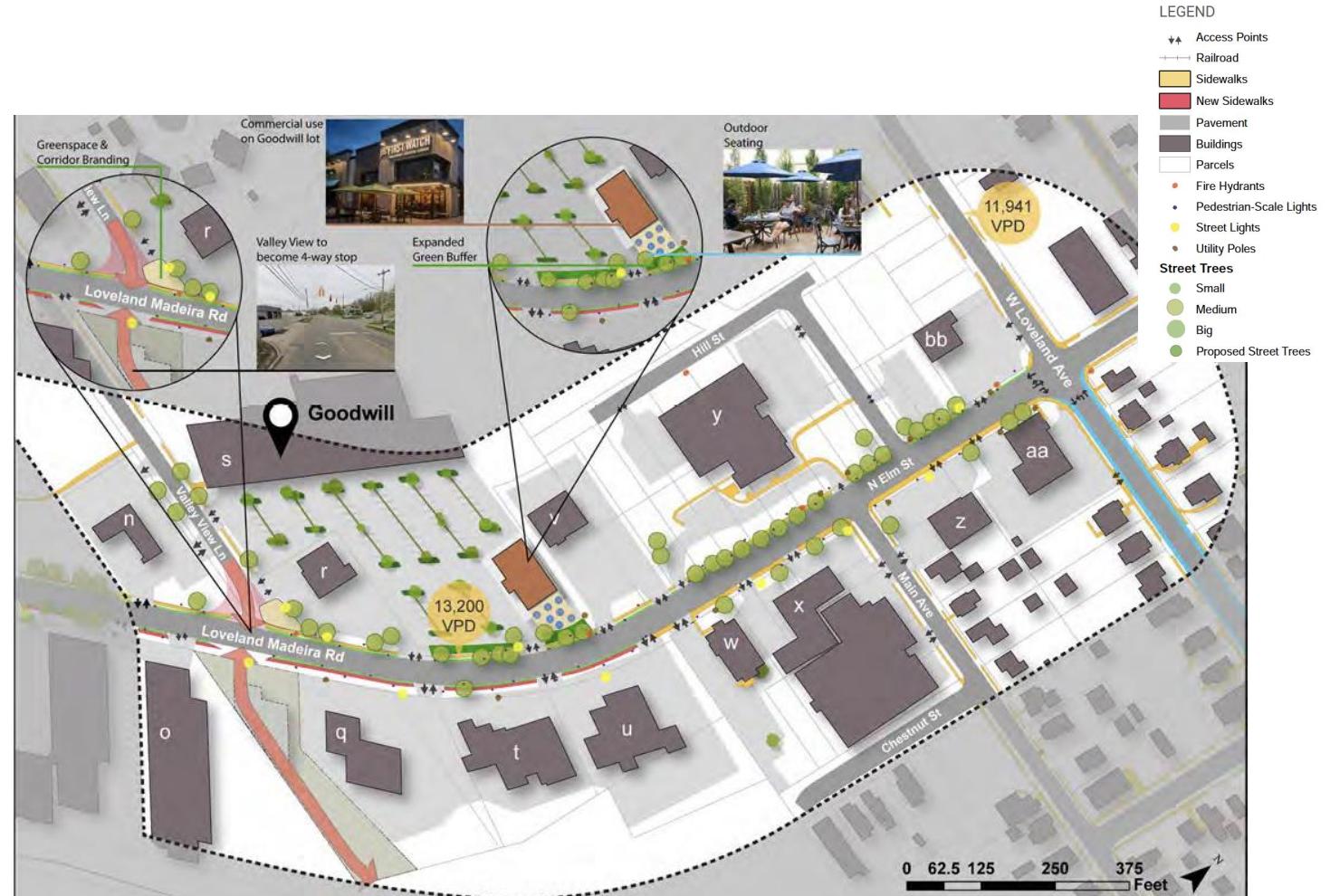


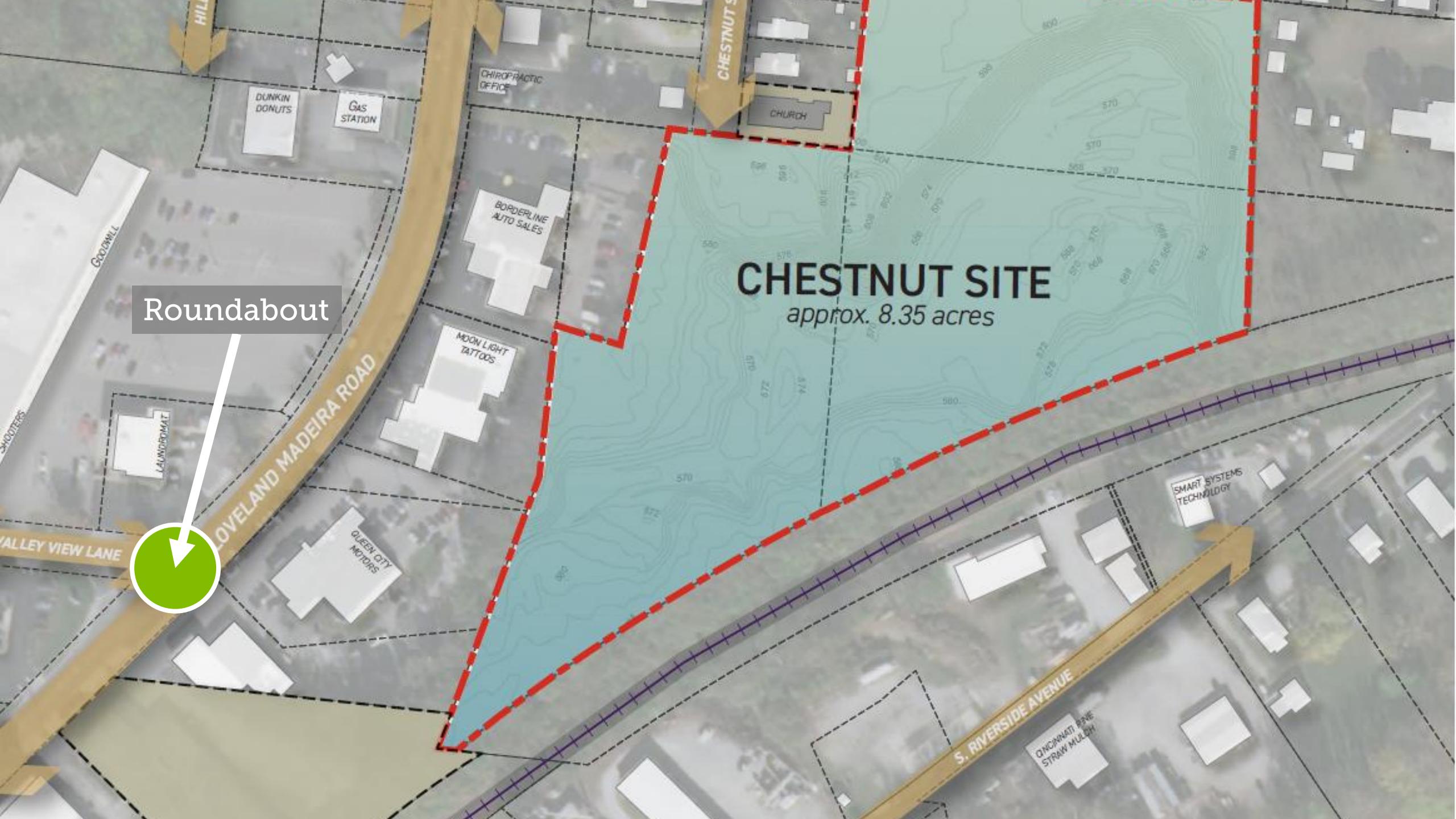
# Comprehensive Plan

## Valley View Ln. to W. Loveland Ave.

### Pedestrian Recommendations:

- Street trees
- Lighting
- High visibility crosswalks





Roundabout

## CHESTNUT SITE

approx. 8.35 acres

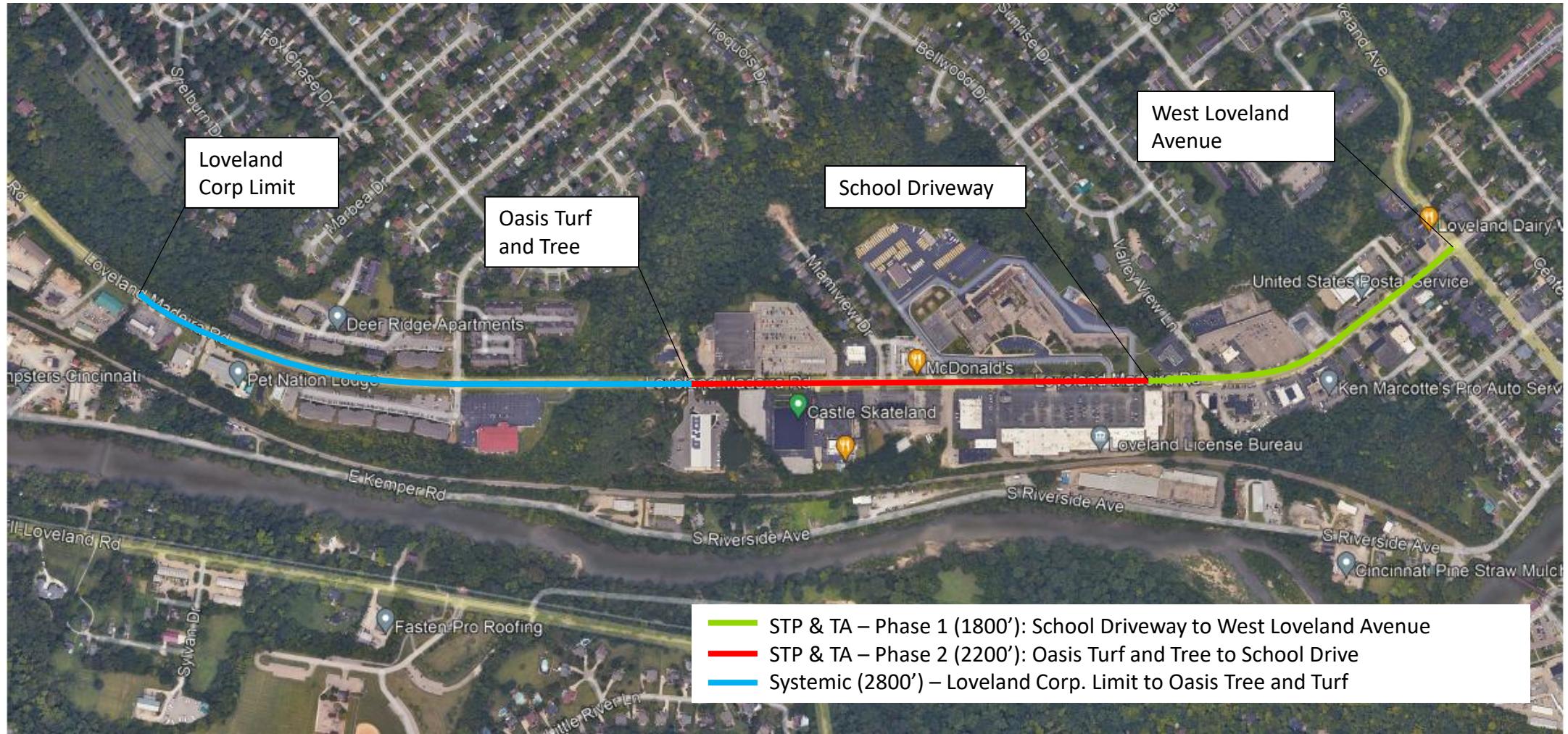
# Chestnut Property

- 8.35 Acres
- Mixed Use-Industrial zoned
  - Allows for varied development opportunities
- Connected to active and established commerce
- Direct access to rail line
- Access from Loveland-Madeira

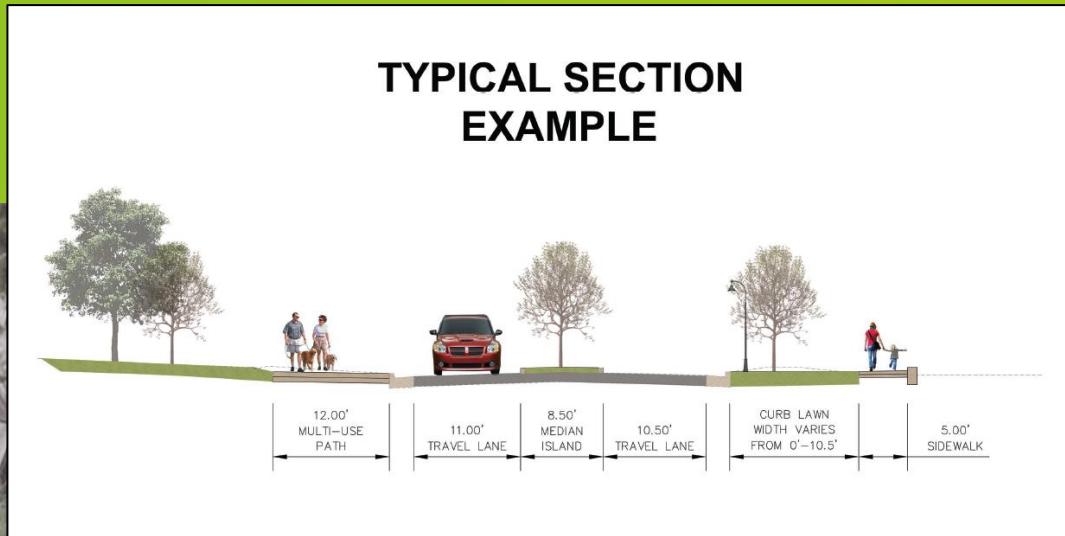


# **Loveland Madeira Road Corridor Improvements: Phase 1**

# Phasing and Funding



# Phase 1: Elementary school driveway to Loveland Avenue

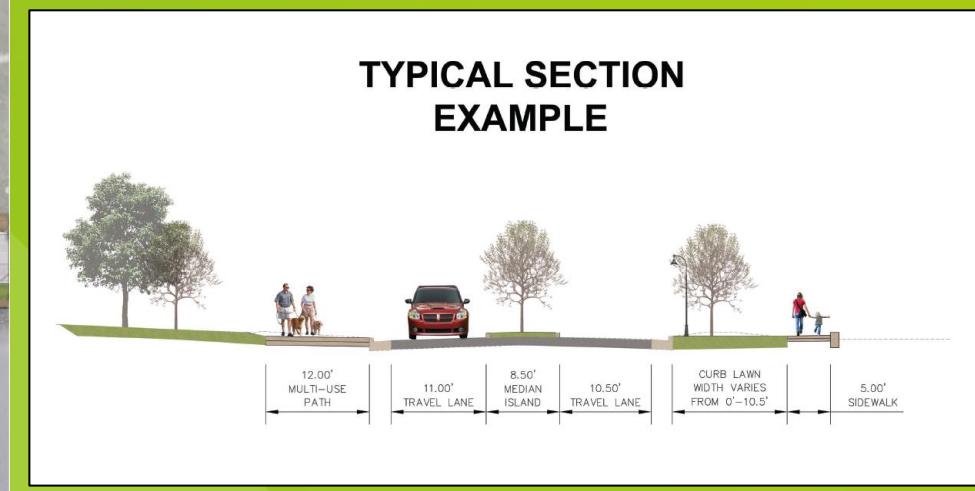
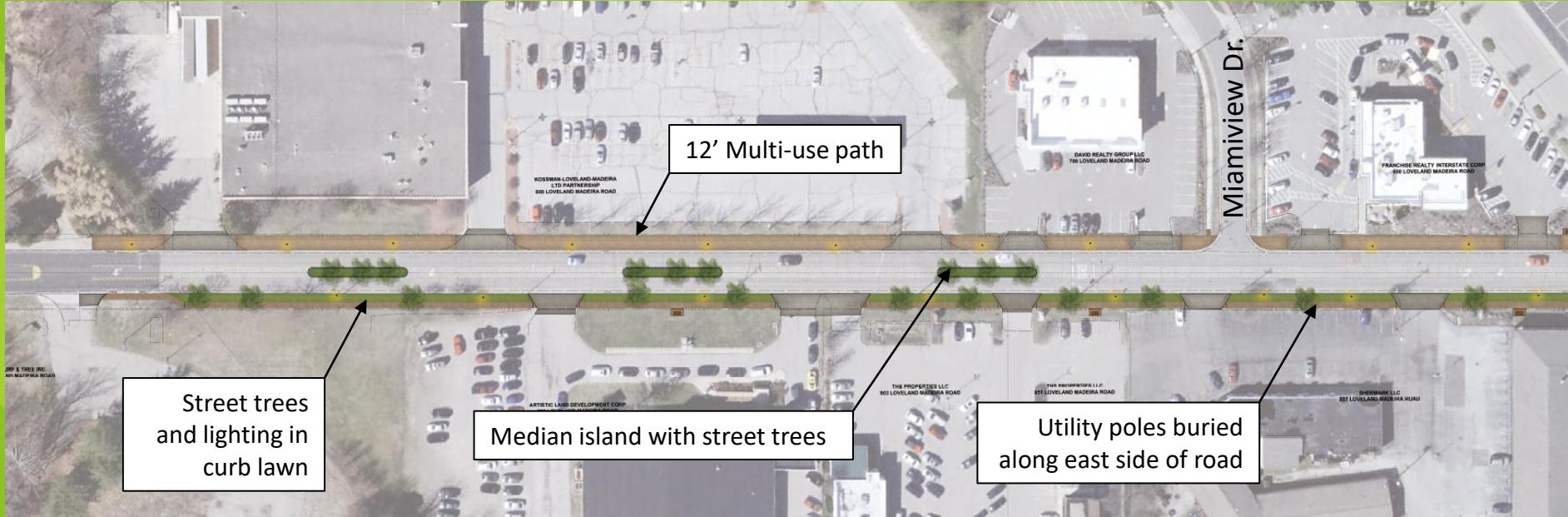


# Phase 1: Valleyview Lane Roundabout



# **Loveland Madeira Road Corridor Improvements: Phase 2**

# Phase 2: Oasis Turf and Tree to Elementary School Driveway

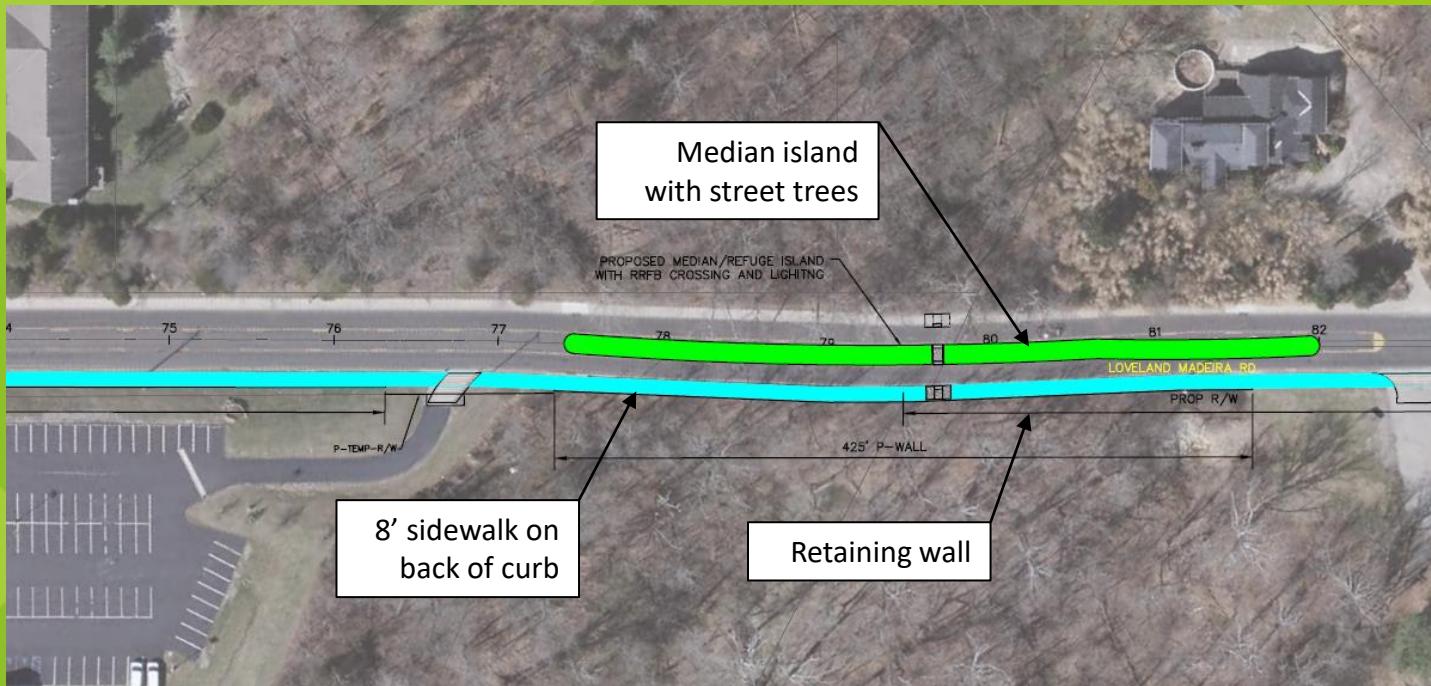


# **Loveland Madeira Road Corridor Improvements: Systemic Phase**

# Systemic Phase: Corp. Limits to Oasis Tree and Turf



## Systemic Phase: Corp. Limits to Oasis Tree and Turf



# Streetscape Examples – Tree Well

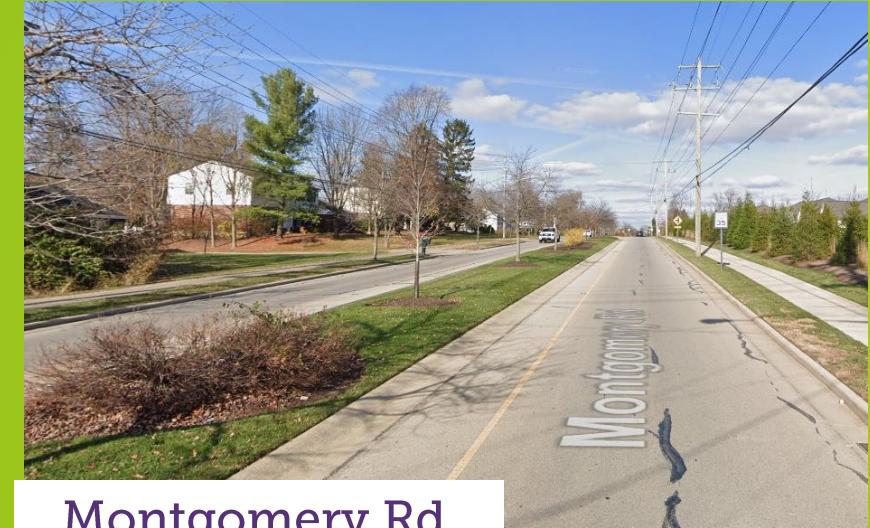


Tree well in sidewalk  
(Village of Batavia)

# Streetscape Examples – Median Islands



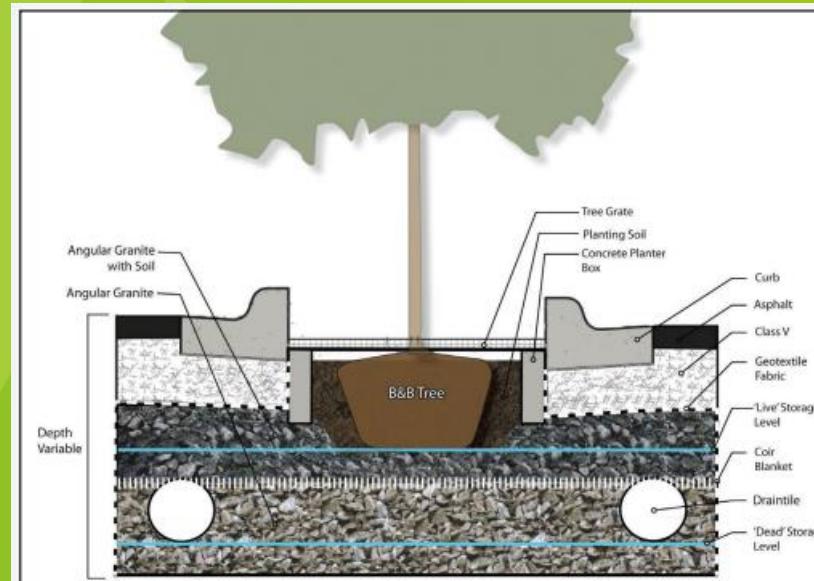
Kings Island Dr.



Montgomery Rd.



US 50



Median island  
typical section

# Funding

# Preliminary Cost Estimates

Phase 1: **\$6,487,955**

Phase 2: **\$4,471,026**

Systemic Phase: **\$1,950,000**

Corridor Total: **\$12,908,981**

# OKI

## Solicitation for Projects

**STBG/CMAQ/SNK/TA** Federal Funds for FY27

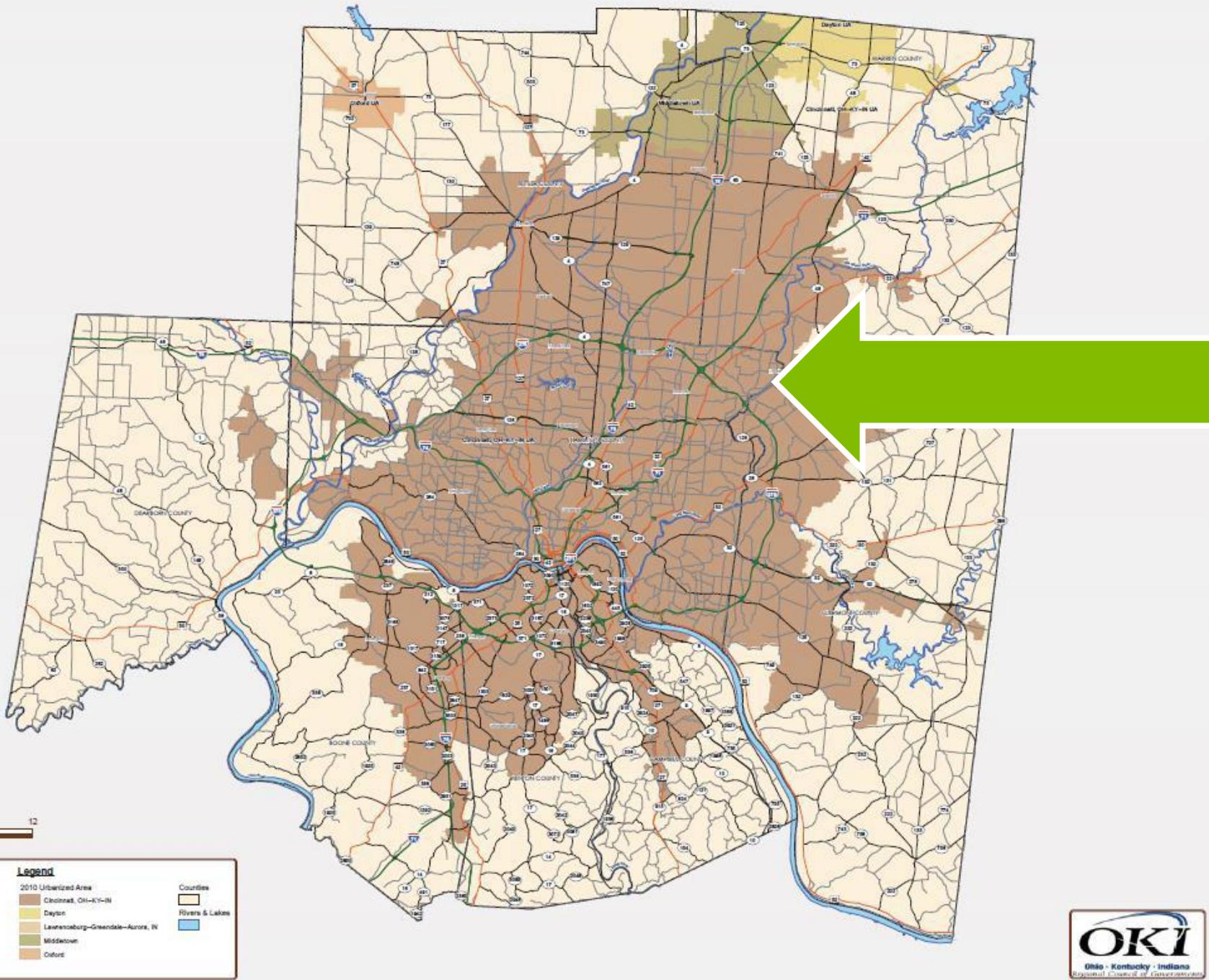
# Eligible Applicants

- Area Development Districts
- **Cities**
- Counties
- Townships
- Transit Authorities
- Port Authorities
- Transportation Improvement Districts
- Other units of government eligible to sign contracts with KYTC or ODOT

# Basic Project Eligibility

- Projects are in or consistent with the 2050 Plan
- STBG/SNK are located within the urbanized boundary
- TA can be anywhere within the region
- Roadway projects must be on FC collector or higher
- Applicant provides non-federal match (at least 20%)
- Process is a reimbursement arrangement
- Maximum 2 applications per LPA for OH STBG/CMAQ or KYSNK
- Maximum 1 application per LPA for TA

## OKI REGION URBANIZED AREA



Project Location



ChoiceOne  
Engineering

# Program Synopsis

Type	Area (roadways must be functionally- classified)	Eligible Phases	Funding Available	Maximum Funding Request per Application	Max Applications per Sponsor
Ohio STBG/ CMAQ	STBG-Urbanized Area	RWS, ROW UTIL, CON	\$43 m	\$8 m	2
Ohio TA	OKI Planning Area	RWS, ROW, UTIL, CON	\$3 m	\$1m	1
Kentucky SNK	Urbanized Area	PE (Design), RWS, ROW, UTIL, CON	\$6.5 m	\$6.5 m	2
Kentucky TA	OKI Planning Area	PE (Design), RWS, ROW, UTIL, CON	\$1 m	\$650,000	1



## Eligible STBG/SNK/TA Project Types

- Widening/new roadway
- Signalization
- Safety improvements
- Transit capital
- Intermodal facilities/freight

- Reconstruction, realignment, geometric improvements
- Access management
- Bike/pedestrian



# STBG/CMAQ/SNK/TA Schedule & Funding

March 7, 2023	Program Announcement and Workshop
<b>June 2, 2023</b>	<b>Applications Due – 4:00 p.m.</b>
July 2023, TBD	Environmental Justice Committee meeting
September 12, 2023	Prioritization Subcommittee
September 19, 2023	Prioritization Subcommittee (if needed)
October 10, 2023	ICC Approval
October 12, 2023	OKI Board Approval
Spring 2024	Included in OKI TIP

# QUESTIONS



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