



# Kenwood Area Transportation Study DRAFT



SYCAMORE  
TOWNSHIP



Hamilton County  
Planning +  
Development





# Table of Contents

**Introduction .....4**

    Background.....5

        History.....5

        Purpose.....6

        Committee.....6

    Previous Plans.....7

    Current Conditions.....8

    Engagement.....10

**Goals & Objectives.....12**

    Overview.....13

    Alleviate Traffic Pressure.....14

    Improve Traffic Flow.....16

    Improve Pedestrian Access.....18

    Relocate Bus Stops.....20

    Detailed Recommendations.....22

**Next Steps.....26**

**Funding Opportunities.....28**

**Appendix.....30**



An aerial photograph of a suburban neighborhood. The image shows several houses with varying roof colors (brown, grey, blue) and styles. There are many green trees scattered throughout the landscape, particularly on the right side. A network of paved streets and sidewalks is visible, creating a grid-like pattern. Some cars are parked on the streets. The overall scene is a typical residential area.

# Introduction



## Background

The Kenwood area of Sycamore Township is experiencing traffic challenges. The long-standing commercial hub northeast of Cincinnati has grown into the premier retail destination in the region and for the past decade has dealt with issues of congestion, transportation gridlock, and poor vehicle circulation. The intersection at Kenwood Road and Montgomery Road, where Kenwood Towne Centre and Kenwood Square are located, stands as the focal point of these issues. Kenwood's traffic has been examined and analyzed in various studies and proposals over the years, but none have led to significant, comprehensive changes to traffic patterns and connectivity. This study and report have taken a wholistic approach toward compiling the findings of previous studies, new research, and public input in an effort to identify creative solutions to these problems. This area provides a significant tax base for Hamilton County and Sycamore Township which allows residents of the area to enjoy lower taxes and high-quality police and fire services without the need for an additional tax levy for the Township. This project and planning process began as an initiative of the Hamilton County Regional Planning Commission to help ensure the Kenwood area remains the premier retail destination in the region and provide a coordinated effort to help improve traffic.

## History

Located eleven miles northeast of downtown Cincinnati in the southern portion of Sycamore Township, the Kenwood area is a popular regional commercial destination. Kenwood's growth, which began in the 1950s alongside suburban areas across the United States, has centered on its large retail plazas at the intersection of Kenwood and Montgomery roads, adjacent to Interstate 71.

The first shopping center built in Kenwood was Kenwood Plaza, at the northeast corner of the Montgomery Road and Kenwood Road intersection, finished in 1956. Kenwood Plaza housed 31 stores and services, including McAlpin's and Pogue's department stores and Kroger and Alber's supermarkets. Largely catering to the clientele of the new suburban neighborhoods, its parking lots could accommodate 3,500 automobiles.

Seeing the success of Kenwood Plaza, local businessmen Carl and Robert Lindner built

the Kenwood Mall, which was built in 1966 across Montgomery Road at the southeast corner of the intersection. The Kenwood Mall was the first enclosed shopping center in the Cincinnati area, anchored by Shillito's and housing 40 other stores.

As suburban neighborhoods like Kenwood grew, local leaders sought to connect the greater Cincinnati area through expressways. Highway acts passed during the Eisenhower administration made it possible for Interstates 71 and 75 to be built, which would greatly increase access to the Cincinnati suburbs. The Kenwood portion of Interstate 71, passing just east of the shopping area, was opened to traffic in the early 1970s.

Continued suburban growth resulted in more retail development, in Kenwood Plaza particularly. In 1985, real estate developers created a joint venture to completely renovate Kenwood Plaza. The new plan more than doubled the square footage, enclosed the retail space, and added 2,000 new parking spaces. Dedicated in 1988, the new Kenwood Towne Centre quickly became the favorite over the Kenwood Mall. Even then, however, there were concerns about traffic congestion at the entrances and a lack of parking. Since its opening, Kenwood Town Centre has made several improvements to both the exterior and the interior. In response, across Montgomery Road, Kenwood Mall "demalled" and focused on attracting big-box tenants and increased visibility from I-71 in order to compete. It was renamed Sycamore Plaza and eventually Kenwood Square.

Today, both Kenwood Towne Centre and Kenwood Square as well as other nearby commercial sites continue to be a major regional draw for shopping, and Kenwood is considered the premier shopping area of the Cincinnati area. Anchor stores like Apple, Macy's, Nordstrom, TJ MAXX, Dick's Sporting Goods, and Arhaus along with numerous smaller retailers and restaurants bring thousands of people to the area every day. This along with suburban commuter traffic puts immense pressure on Kenwood's infrastructure to facilitate vehicles to and from shopping centers and in and out of the area. New transportation plans are needed to help relieve traffic buildup and maintain Kenwood's prosperous commercial scene.



## Purpose

Transportation infrastructure improvements are critical for the continued economic growth and prosperity in Kenwood. Unlike many shopping malls in America and the region, Kenwood Towne Centre continues to host a thriving retail economy in the 21st century, with continued interest from commercial establishments in the area, as well as increasing consumer demand. Without upgrades to the area's transportation infrastructure, heightening traffic pressure and congestion levels could damage Kenwood's commercial appeal and shrink the area's economy.

Furthermore, it is clear that users of roads, sidewalks, and public transportation in Kenwood need and deserve solutions to the traffic problem. Residents of this portion of Sycamore Township and neighboring communities like Deer Park, Madeira, and Silverton face traffic and congestion issues on a daily basis. These residents wish to stay in their neighborhoods and are concerned about change in the area, particularly the increase in traffic. People commuting through the area, and especially those commuting to the shopping centers for work, need easier, more consistent, and safer travel to and from their places of employment. Many such commuters utilize Metro/SORTA services and would benefit from more conveniently located and safer bus stops. Shoppers face unnecessary struggles in getting to the area, which can be relieved through better road circulation and connectivity. At the jurisdictional level, Kenwood's shopping centers are a large source of tax revenue for Sycamore Township, and any loss of commercial viability threatens the tax base and the government's ability to provide public services. Regionally, Kenwood represents a reliable, centralized hub of commerce that Greater Cincinnati depends on for its retail needs. For these reasons, a refinement of Kenwood's transportation network is critical, as the continued success of the area is important to the entire region.

## Committee

Recommendations resulting from this planning process were guided by a steering committee of local leaders from both the county and community levels. Members of the steering committee were the following:

- Greg Bickford, Sycamore Township administrator.
- Gregg Fusaro, regional partner with Capital Investment Group.
- Taft Hall, Sycamore Township citizen leader.
- The Reverend Lorne Hlad, Senior Pastor of Good Shepherd Lutheran Church.
- BJ Jetter, City Manager of Deer Park.
- Pete Mallow, a member of the Hamilton County Regional Planning Commission.
- Jeff Newby, from the Hamilton County Engineer's office.
- Gregg Pancero, Jr., a local business owner.
- Tracy Schwegmann, Sycamore Township Trustee.
- Jeff Uckotter, Planning and Zoning Administrator for Sycamore Township.

Members of the steering committee represent a diverse array of backgrounds, and they collectively have a wealth of knowledge of the Kenwood area, the people who live there, and the impacts of transportation changes on commerce, public health and safety, and local infrastructure. As civic and business leaders, professionals, and community figures, they provided well-rounded guidance critical to determining the best path forward for transportation in Kenwood.





## Previous Plans

There have been several plans seeking to address traffic issues in the study area, dating back to 2002. A list of these plans can be found in the appendix, located at the end of this document. Many of these plans contain similar recommendations, some of which have been completed, and some of which are ongoing. Beginning with completed recommendations, there has been a great amount of work done around the Kenwood Town Centre to help address traffic concerns. These include burying the overhead utility lines on Kenwood Road, which both protects the power lines and helps beautify Kenwood Road. Additionally, fiber optics cables have been installed underground in the study area, bolstering Wi-Fi and internet connection for residents and businesses. A median has been constructed along Kenwood Road south of the Kenwood Road/Montgomery Road intersection. These medians prevent left turns across Kenwood Road, helping address traffic safety. Finally, a rearage road was constructed on American Way in front of St. Vincent Ferrer and behind the Wendy's and businesses on Kenwood Road. This rearage road improves access into these businesses, while pulling some traffic away from Kenwood Road to help address traffic problems. Additionally, the rearage road may be expanded in the future to provide more connections to pull traffic away from the Kenwood Road/Montgomery Road intersection.

For ongoing recommendations, several are more abstract ideas rather than concrete, tangible infrastructure changes. For example, addressing traffic circulation is an ongoing recommendation presented in every plan since 2002. There is no specific end goal associated with addressing traffic circulation, but each recommendation and plan seeks to improve overall traffic circulation in and around the study area. Another ongoing recommendation is the protection of residential areas near the study area from traffic and incompatible land uses. It is generally good planning practice to buffer residential areas from commercial uses and heavy traffic. Pedestrian safety and accessible pedestrian infrastructure, like sidewalks and crosswalks, are other ongoing recommendations. Safe pedestrian amenities entice people to walk rather than drive, removing vehicles from the road. Parking is another major issue. Each completed plan has some discussion

of parking, namely expansion of existing parking for future needs. Most previous plans identify parking as a future need. Specifically, the expansion of parking to ensure future needs are met. One example currently being used are shared parking strategies, where multiple sites share parking spots based on their hours of operation and specific need. for multiple uses, typically adjacent to one another. Lastly, past plans have included general streetscape improvements and traffic signal upgrades, such as tree plantings, sidewalk treatment, lighting, and signage. Streetscape improvements can help beautify the study area, create a sense of place, and assist in traffic calming. Signal timing upgrades are conducted periodically in the study area to help assist with traffic flow.

In addition to these general recommendations from previous plans, there are also several specific recommendations listed. There has been preliminary discussion on a roundabout at Kenwood Road and I-71 to assist with traffic flow, though there are no immediate plans to construct this roundabout. A smaller roundabout near the entrance to the Kenwood Square shopping center has been included in past plans as well. The 2002 plan discusses an access road behind the Kenwood Square shopping center, something that is also included in this report, in the traffic recommendations in Part 3. The 2023 Access Management Plan identifies the possibility of closing or restricting Orchard Lane. This idea is not included in this report, but a future study of the Kenwood Road/Orchard Lane area is needed to address traffic flow. Additionally, the 2023 TEC plan analyzes the traffic flow in the northwest parking lot of the Kenwood Towne Center.

There have been several plans seeking to address the traffic problems in the Kenwood study area. This plan serves as the next step to address the traffic problems. The recommendations in this report build off past ideas, including general traffic circulation, pedestrian safety and access, streetscape improvements, and improved signage, while also offering some new ideas and suggestions. Additionally, several ideas in this report recommend future small area studies, namely the Kenwood Road/Orchard Lane intersection, and the Montgomery Road/Kenwood Road intersection.



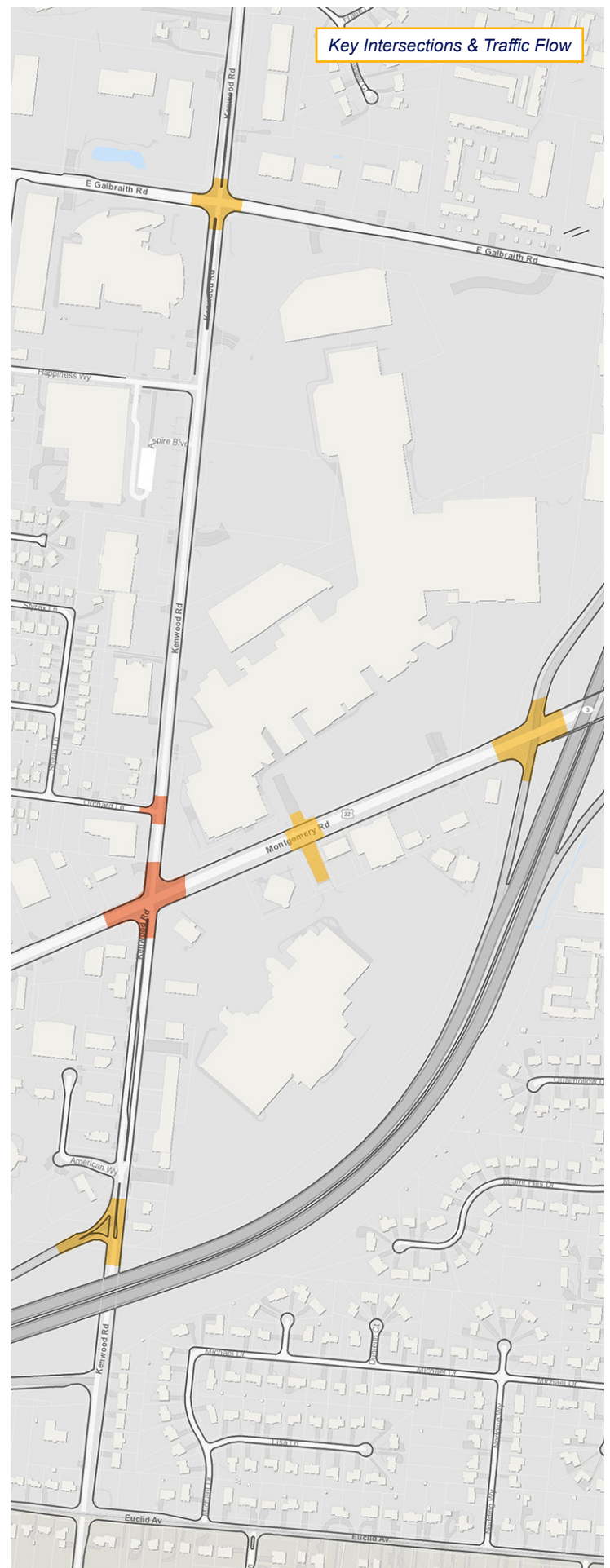
## Current Conditions

The Kenwood area of Sycamore Township is a vibrant community situated at the intersection of key roadways, including East Galbraith Road, Kenwood Road, Montgomery Road, and Interstate 71 (I-71). As a hub of both commercial activity and residential growth, the area features notable sites such as the Kenwood Towne Centre, a prominent retail destination, and the Aspire Apartment Complex, which contributes to the local residential density. However, despite its vibrancy, the Kenwood area faces several critical challenges that require targeted planning improvements to optimize traffic flow, enhance pedestrian safety, and ensure a well-functioning community environment.

## Key Intersections & Traffic Flow

Several high-traffic intersections within the Kenwood area present significant congestion and safety issues. These include Kenwood Road & Montgomery Road, Kenwood Road & Orchard Lane, Kenwood Road & East Galbraith Road, as well as the intersections connecting with I-71 on- and off-ramps. Each of these intersections experiences challenges stemming from the area's high volume of vehicular activity.

The intersection of Kenwood Road & Montgomery Road stands out as a particularly problematic location. Southbound traffic on Kenwood Road regularly experiences extensive backups, which often extend into the Orchard Lane intersection, compounding congestion issues in the surrounding area. The intersection being adjacent to Kenwood Towne Centre further exacerbates these problems. Drivers navigating the shopping center must make quick decisions, leading to frequent backups onto Kenwood Road itself, disrupting the overall traffic flow. Similarly, parking demand at Kenwood Towne Centre is heavily concentrated near the main entrances, which contributes to additional delays.



## Crash Data Analysis

Crash data obtained from the Hamilton County Engineer highlights specific interventions in the Kenwood area as a priority to help reduce crashes. The intersection of Kenwood Road & Montgomery Road accounts for the highest number of recorded accidents in 2023, with 19 incidents and a crash rate of 0.99 accidents per million entering vehicles (MEV). While this rate is technically below the target threshold of 1.0 MEV for 2023, it is alarmingly close, making it clear that this intersection poses significant safety risks and remains a priority for intervention. The rest of the intersections in the study area fall below 1.0 MEV threshold, which further emphasizes the impact bad traffic at the Kenwood Road and Montgomery Road intersection has on the entire area.

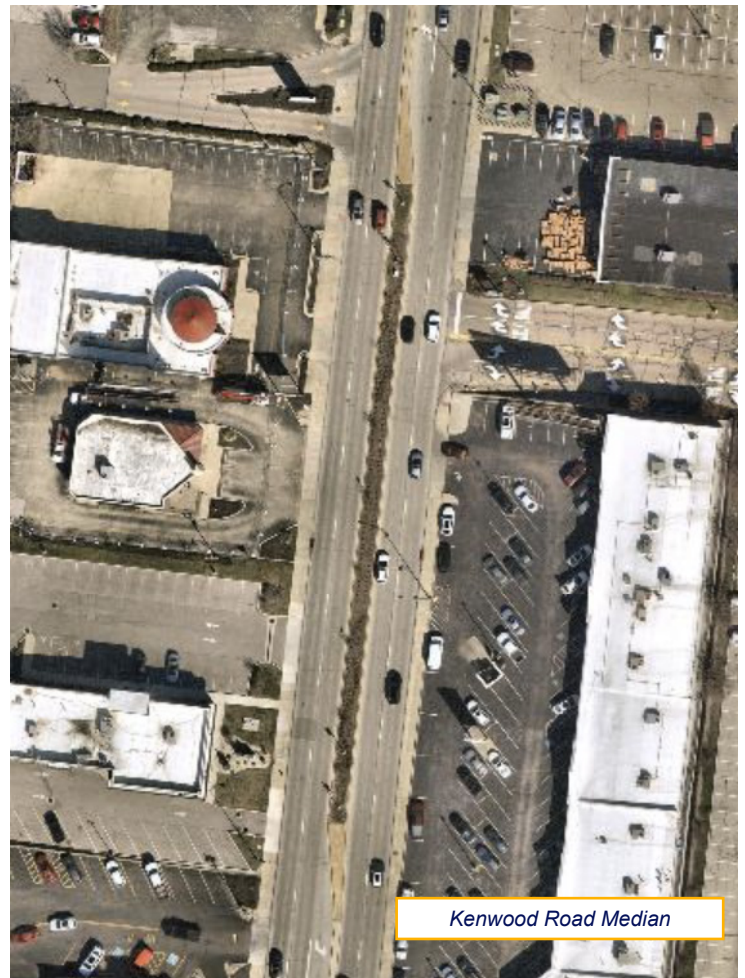
## Pedestrian Safety Concerns

Pedestrian access and safety continues to be a concern in the Kenwood area. The new Aspire Apartments added density to the area and more pedestrians who can walk in the area. Additionally, gaps in sidewalk infrastructure along Orchard Lane limit safe pedestrian access to other parts of the community. Addressing these issues is crucial for promoting walkability and improving the overall quality of life for area residents and visitors.

## Previous Safety Efforts

Efforts to address safety and traffic flow in the Kenwood area have been ongoing. On Montgomery Road, curb cuts on the north side have been consolidated to reduce vehicle conflict points and improve traffic efficiency. Additionally, curb cuts have been aligned on both sides of Montgomery Road to enhance overall safety and minimize hazards.

In 2014, a median was installed on Kenwood Road between I-71 and Montgomery Road. This safety measure was implemented to address what was then the highest accident rate in Hamilton County. The addition of the median has demonstrated success in reducing collision rates in this corridor.



## Engagement

The Hamilton County Regional Planning Commission (HCRPC) and Sycamore Township entered an agreement for the HCRPC staff to develop a transportation planning study for the Kenwood Area. The engagement process started on January 11, 2024 that aimed to capture the areas of concern and highlight the planning objectives of the transportation study. The steering committee, in the initial planning of the study, was made up of local stakeholders, county representatives, and township staff. These individuals emphasized pedestrian experience with the Kenwood Towne Centre and the need to address traffic challenges in the study area.

Throughout 2024, there were multiple stakeholder engagement sessions where county staff, along with the committee, created presentation materials outlining the transportation challenges of the Towne Centre and identifying potential solutions to reduce traffic concerns. Steering committee members provided local insight and knowledge of the area to appropriately direct planning content towards desired outcomes. In conjunction with the



steering committee input, a technical committee, involving transportation engineers and planners in the region, gave practical insight into how problems can be addressed. This technical committee included individuals from Southwest Ohio Regional Transit Authority, Ohio Department of Transportation, and Hamilton County’s Engineering Office.

Once input from the committee members was finalized, the first of two open houses was held. The initial recommendations were presented at the first open house, requesting feedback from attendees. The recommendations were revised based on the public input and guidance from the committee and presented at a second open house. The two open house events were held on January 16, 2025 and February 6, 2025.

The open house meetings were held from 4:30pm – 6pm at the Sycamore Township Administration building. County staff provided presentation material in the form of posters that focused on the topics of traffic congestion, traffic flow, pedestrian access, and public transportation. Visitors were encouraged to fill out comment forms and write comments to accurately collect input from those interested in the project.

Public comment recieved at the open houses was shared with the steering committee for consideration. The final recommendations reflect the guidance received from the committee. The final presentation to the township trustees was held on March 4, 2025. In this meeting there was discussion on the input received from the public and local stakeholders within the community.







An aerial photograph of a city street intersection, overlaid with a semi-transparent blue filter. The image shows a grid of streets with various buildings, including commercial structures and parking lots. The text "Goals & Objectives" is prominently displayed in the upper left quadrant of the image.

# Goals & Objectives

The Kenwood area is one of the largest economic drivers in Hamilton County and its continued success is crucial to the Township, County, and region. Working to address traffic issues and other concerns today will help maintain Kenwood's status for future generations.

The success and popularity of the Kenwood Towne Centre and surrounding businesses attracts lots of people, which has put a strain on the area's transportation system. The primary bottleneck is getting traffic through the Montgomery Road and Kenwood Road intersection, which can backup in any direction during peak traffic hours. The solution is not as simple as adding more lanes to handle the increased traffic. Improvements around the intersection are limited by the lack of right-of-way and existing developments in the area.

**The following goals and objectives were identified by the steering committee as the study progressed:**



**Alleviate traffic pressure at Kenwood and Montgomery Road.**



**Improve traffic flow by simplifying driver decision points.**



**Improve pedestrian access in Kenwood.**



**Relocate bus stops further away from major intersections.**



# Alleviate traffic pressure at Kenwood and Montgomery Road.

## Short-Term

0-5 years

A

***Study additional turn lane from southbound Kenwood Road onto Montgomery Road. Further study is needed to examine the engineering feasibility of adding an additional turn lane.***

Adding an additional turn lane will allow for increased vehicle stacking when turning left or right onto Montgomery Road. It will also help prevent traffic backups into the Orchard Lane intersection.

B

***Study future connection upon future development from Montgomery Road to Kenwood Road through township owned property. An engineering/planning study is needed to understand how future connections in this area may work. The outlined area on the map reflects the potential future study area to determine connectivity.***

This future connection would pull traffic away from the Kenwood/Montgomery intersection, helping alleviate traffic issues.

C

***Future connection upon redevelopment from Kenwood Road to Montgomery Road.***

Again, this future connection would serve to pull traffic away from the Kenwood/Montgomery intersection, improving overall flow of traffic in the study area.

## Medium-Term

5-10 years

D

***The Starbucks/McDonald's area is causing a traffic problem and needs further evaluation.***

The site is in close proximity to the Montgomery Road exit of I-71 which provides opportunity for traffic congestion to occur.

## Long-Term

10+ years

E

***Study future connection upon redevelopment from Kenwood Road to American Way.***

Again, this future connection would serve to pull traffic away from the Kenwood/Montgomery intersection, improving overall flow of traffic in the study area.

F

***Study the feasibility of a southbound I-71 exit onto Kenwood Road.***

Currently, local traffic has to use the southbound I-71 Montgomery Road exit to reach Kenwood Road. This through traffic adds to the congestion in the area. A new southbound exit onto Kenwood Road could help with through traffic.

# Alleviate Traffic Pressure





# Improve traffic flow by simplifying driver decision points.

## Short-Term

0-5 years

A

***Improve the flow of traffic from Kenwood Road into the Towne Centre property near the parking garage. The access drive is short and requires a quick decision to turn left or right, slowing down traffic flow, and backing up onto Kenwood Road.***

Rethinking traffic flow into Kenwood Towne Centre at this intersection to eliminate quick decisions by drivers will improve traffic flow and help eliminate backups on Kenwood Road.

B

***Work with wayfinding apps to direct traffic to the rear of Kenwood Towne Centre instead of the front.***

Wayfinding apps send drivers to different locations of the Towne Centre, mostly to the Montgomery Road side, where parking is limited. By working with wayfinding apps, drivers can be led to the north parking field where parking is more available.

## Medium-Term

5-10 years

C

***Improve signage to indicate parking availability and improve wayfinding.***

Similar to the previous recommendation, dynamic, changeable signage can direct drivers to the areas where more parking spaces are available, preventing backup and limiting conflicts between drivers.

D

***Gateway feature, improved landscaping, and area identification to help drivers know they are in the Kenwood area.***

Gateway features and area identification are simple, cost-effective measures that can create a sense of identity and let visitors know they are in the correct location.

E

***The southbound I-71 exit onto Montgomery Road should be analyzed to determine improvements to maximize traffic flow into the Kenwood area.***

Presently, traffic heading west can stack out of the Kenwood Towne Centre and back onto the I-71 southbound ramp. This leads to confusion and collisions amongst drivers. More study and analysis is needed to come up with a creative solution for this issue.

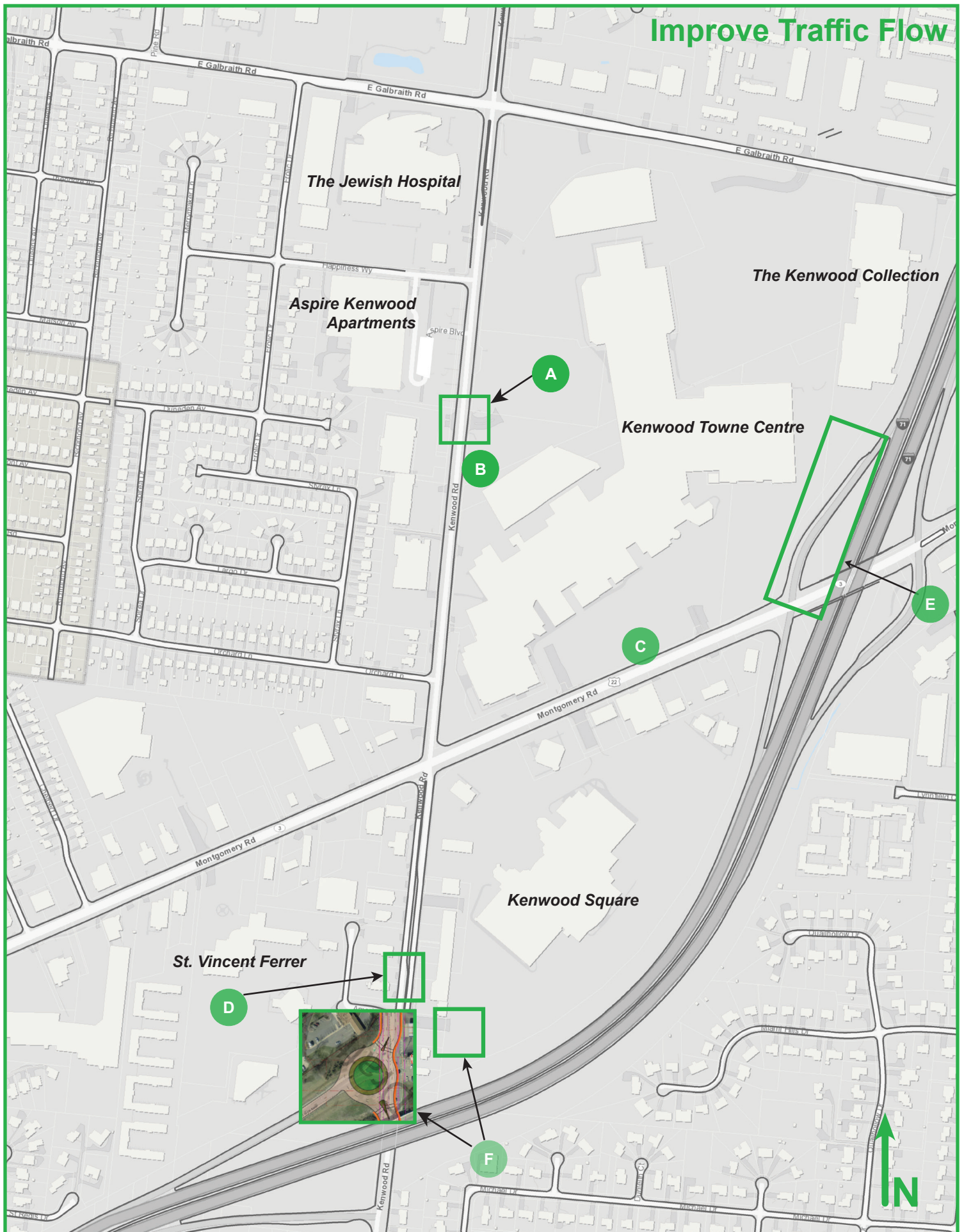
## Long-Term

10+ years

F

***Move forward with roundabouts at Kenwood Road and I-71 and adjacent to Kenwood Square.***

These roundabouts can improve traffic circulation at the southern end of the study area.





## Improve pedestrian access to the Towne Centre. Improving pedestrian connections throughout the study will help reduce the reliability on cars and help reduce vehicle trips in the area.

### Short-Term

0-5 years

A

#### ***Improve existing pedestrian crosswalks to ensure safety.***

This is a simple improvement that ensures drivers and pedestrians alike are aware of the crosswalk area. This recommendation may even improve the overall volume of pedestrians in the study area, if the area can be perceived as safe for pedestrians.

B

#### ***Improve pedestrian access to provide opportunities to walk in the area. Opportunities to walk reduce the number of cars needed for internal trips.***

Similar to the previous point, if the conditions for walking are improved in the study area, there will be a larger volume of pedestrians and, thus, fewer cars on the road.

C

#### ***Improve pedestrian connection from Aspire to Towne Centre. This will promote walking instead of driving to the Towne Centre.***

Presently, Kenwood Road is a barrier of access between Aspire on the west and the Kenwood Towne Centre property on the east. Improvements will increase pedestrian access and reduce the overall number of cars traveling in the study area.

D

#### ***Improve pedestrian access from hospital to employee parking.***

Similar to the connections with Aspire and the Kenwood Towne Centre, Kenwood Road is a challenging barrier for workers to access the Towne Center property. If pedestrian access was improved along Kenwood Road (flashing lights, defined cross-walks, etc.), it could lead to additional patronage of the Towne Centre businesses.

E

#### ***Add sidewalks to Orchard Lane to provide pedestrian access to the Kenwood area.***

Orchard Lane has existing sidewalks for certain stretches, but there are many gaps where there are no sidewalks. These gaps should be filled to improve the network on sidewalks in the area, which could lead to additional pedestrians and fewer cars. This item should be completed in collaboration with neighboring Deer Park.

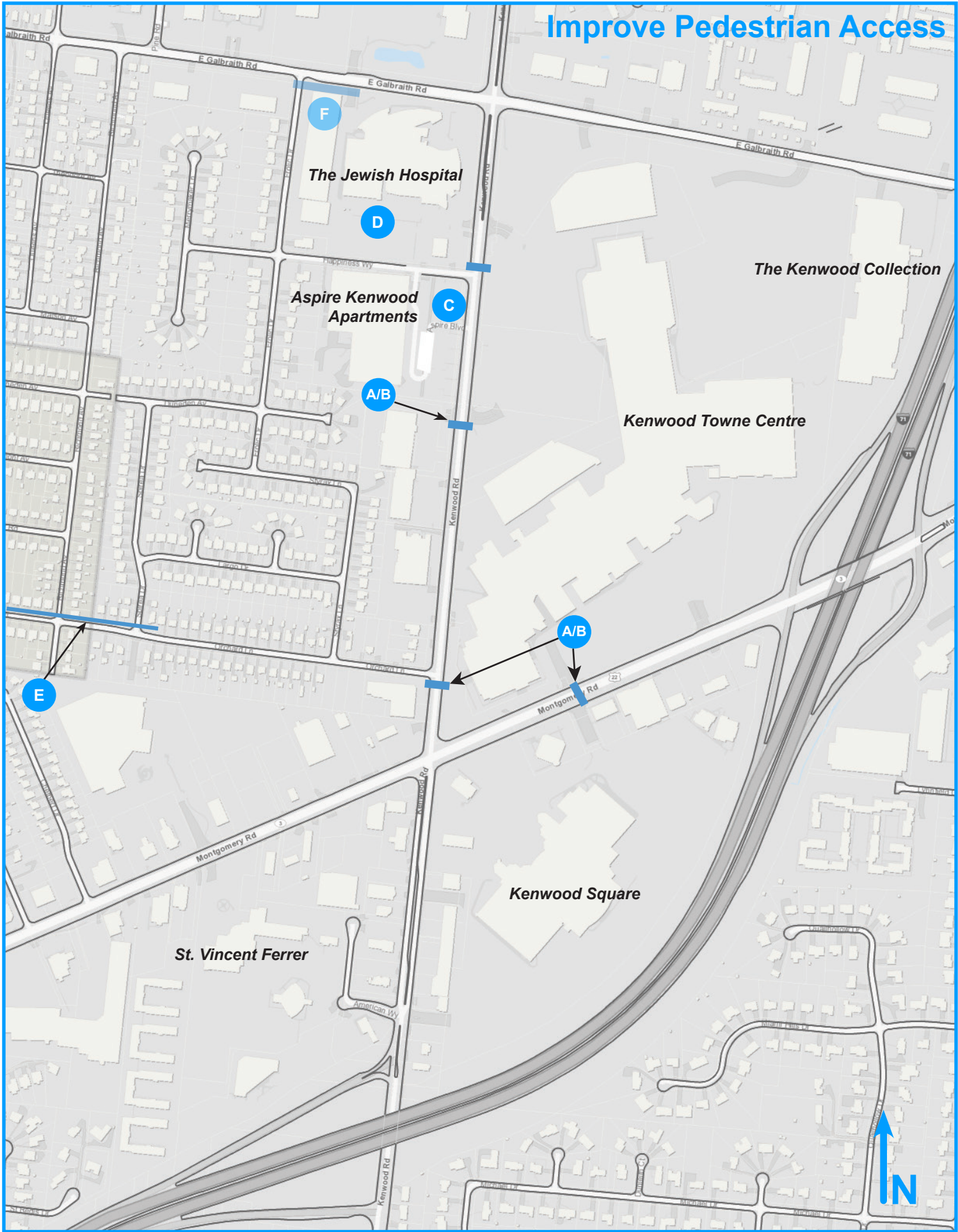
### Long-Term

10+ years

F

#### ***Add pedestrian connection from Frolic Drive to Kenwood Road on south side of Galbraith Road.***

A sidewalk connecting Frolic Drive to the hospital on the southside of Galbraith Road would better connect pedestrians from the residential area to the hospital and uses to the north.





## Relocate bus stops further away from major intersections.

Short-Term

0-5 years

A

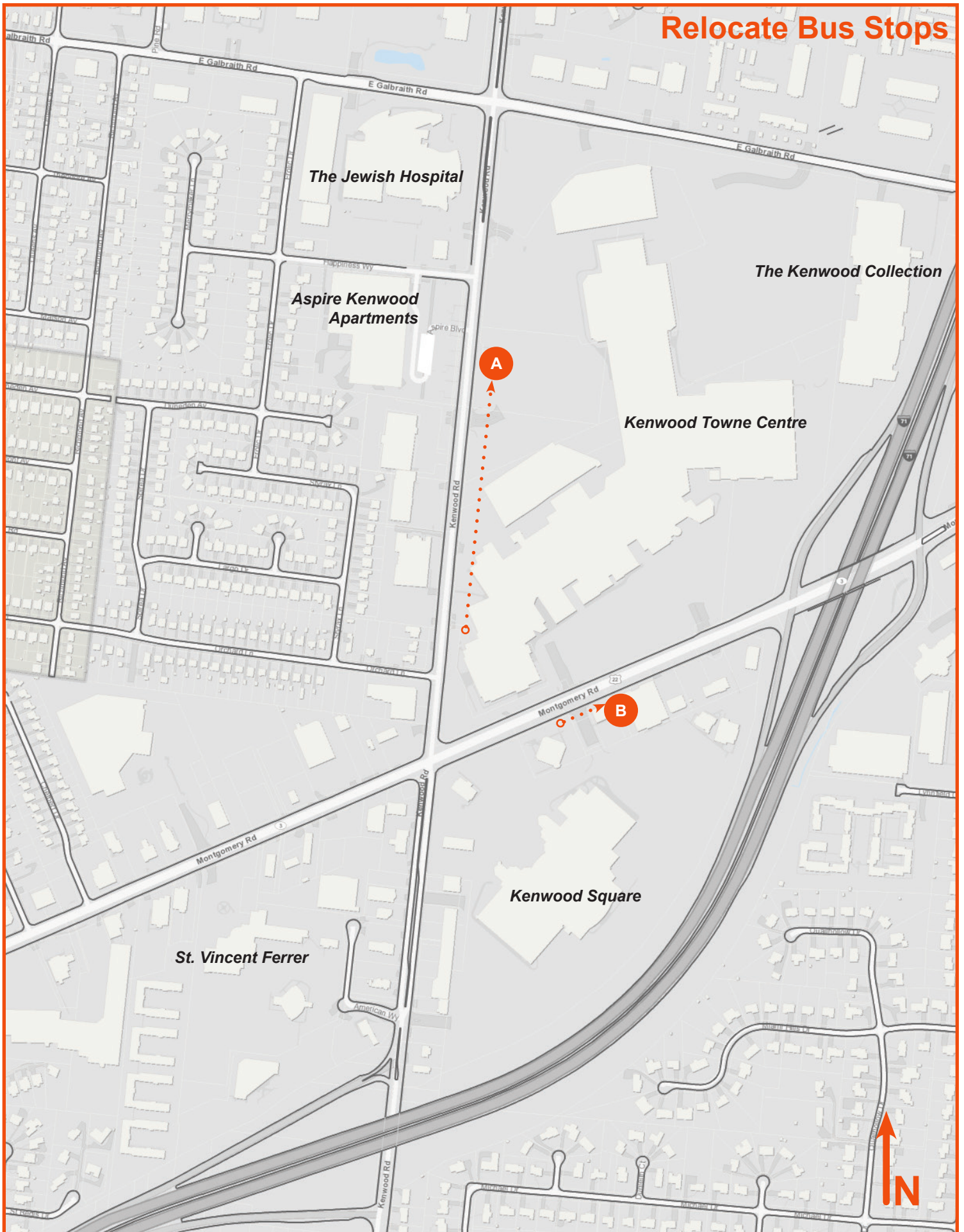
***Relocate the Kenwood Road bus stop north to the Towne Centre entrance.***

Presently, the location of this bus stop causes traffic backup into the Montgomery/Kenwood intersection. This is a small, cost-effective solution aimed at improving traffic pressure near the Montgomery/Kenwood intersection.

B

***Relocate the Montgomery Road bus stop east past the Kenwood Square entrance.***

Presently, bus riders are forced to cross three roads to access the Kenwood Towne Centre property. Moving the bus stop east across the Kenwood Square entrance addresses this issue, while also improving vehicle traffic prior to the light at this intersection.







# Detailed Recommendations



One of the primary goals for this project is to identify ways to reduce traffic pressure, specifically to alleviate traffic at the intersection of Kenwood Road and Montgomery Road. The traffic recommendations in this plan are intended to help divert traffic away from this intersection and encourage safe transportation alternatives. The recommendations on the previous diagrams are described in further detail in the following section.

## Alleviate Traffic Pressure

**a.** One of the primary goals for this project is to alleviate traffic, specifically, at the intersection of Kenwood Road and Montgomery Road. Currently, vehicle traffic backs up at the intersection when the light is red, blocking other intersections in a compounding way. This recommendation is to study the feasibility of a dedicated turn lane from southbound Kenwood Road onto Montgomery Road. There is an opportunity for an additional turn lane on southbound Kenwood Road, however, further detailed engineering plans are needed to determine the feasibility of such a turn lane. Additionally, this potential turn lane could help reduce traffic backups into the Orchard Lane intersection.

**b.** Sycamore Township owns several properties along Montgomery Road and Orchard Lane. While there are no immediate plans for redevelopment of these parcels, this area could provide an additional connection to Orchard Lane to help bypass the Kenwood Road/Montgomery Road intersection. The recommendation from this plan is to further study the feasibility of this connection to the general area. An engineering and/or planning study through a public process is needed to understand how future connections in this specific area could be designed.

**c.** This plan recommends a future connection through the Kenwood Square development connecting Kenwood Road with Montgomery Road. Residents of Sycamore Township have indicated that the existing drive aisle here is informally used to bypass the traffic at Kenwood Road and Montgomery Road intersection, however this plan proposes to formalize the access route. This may include signage, new pavement, or streetscape improvements to further indicate the formal route. Additionally, this connection should be incorporated into the Hamilton County Thoroughfare Plan to

ensure it is considered as redevelopment occurs.

**d.** When highlighting developments in the Kenwood area that cause traffic problems, local stakeholders identified the Starbucks/McDonald's site as a major concern. Due to the site's close proximity to the Montgomery Road exit of I-71 and heavy customer volume, there is a high likelihood of traffic backup to occur. An additional site review is needed to better understand the traffic congestion that occurs. The recommendation from this plan is to prioritize this site for further evaluation.

**e.** This plan recommends connecting American Way to Montgomery Road. Currently, this property is the St. Vincent Ferrer church & school property. There are no immediate plans for redevelopment of this church. However, in the long-term, there is an opportunity to connect American Way to Montgomery Road. This would provide an alternative route away from the Kenwood and Montgomery intersection, as well as provide alternative routes for the patrons of the businesses in this plaza. A connection through this site could include building an access road abutting Kenwood Greene Apartments, which uses an entrance off Montgomery Road. This proposed connection would only occur when or if this area ever redevelops. Additionally, this connection should be incorporated into the Hamilton County Thoroughfare Plan to ensure it is considered as redevelopment occurs.

**f.** This plan recommends studying the feasibility of adding a southbound I-71 exit onto Kenwood Road. This interchange currently only provides access to I-71 south and an exit from I-71 north onto Kenwood Road. This is currently a partial interchange with no current access from southbound I-71 onto Kenwood Road. However, a specific study could help determine if a southbound I-71 exit onto Kenwood Road is feasible.



## Improve Traffic Flow

**a.** Many areas of Kenwood require drivers to make quick decisions. When entering a retail center, should the driver go left or right, stop or continue? These decision points for drivers can cause confusion, unsafe driving practices, and lead to traffic backups. The main entrance of Kenwood Towne Centre off Kenwood Road requires drivers to quickly decide to go left or right in a short amount of space. This indecision, slows down traffic causing backups on Kenwood Road. The recommendation is to rethink how traffic flows into this entrance to help eliminate the slowing down of traffic. This will reduce the congestion on Kenwood Road and allow cars to get into the parking lot more efficiently.

**b.** Many wayfinding apps such as Google Maps and Waze direct traffic to the front parking lot Kenwood Towne Centre on Montgomery Road. This area has high traffic and limited parking. This plan recommends working with wayfinding apps to direct traffic to the rear of Kenwood Towne Centre, instead of the main entrance off Kenwood Road. Directing drivers to alternative entrances, such as the entrance off Galbraith Road or Kenwood Road, can help reduce the amount of traffic in the front entrance to the Towne Centre and toward areas with better parking availability.

**c.** Parking availability is a major consideration for drivers in the area. This plan recognizes the need for improved parking signage at the entrances of Kenwood Towne Centre. Signs that are strategically located at entrances can guide drivers to available spaces or indicate the current availability of parking, which leads to more informed drivers on the road. This can reduce confusion on the road and indicate where more parking space is available throughout the campus. Dynamic, changeable signage help drivers find their way in the area.

**d.** A gateway feature, improved landscaping, and area identification can help create a sense of place and be identifiable to visitors as they enter the Kenwood area. Gateway features, coordinated landscaping, and area identification are simple, cost-effective measures that can create a sense of identity for the area and let visitors know they are in the appropriate location.

**e.** For drivers that are entering the Kenwood Towne

Centre area from I-71, there is a problem with the stacking that occurs on the southbound Montgomery Road exit. The current exit-right turn-lane merges into multiple lanes on Montgomery Road, one of which requires a right turn into the Towne Centre. This can be confusing for drivers, slowing down traffic. Additionally, traffic heading west onto Montgomery Road can stack from the Towne Centre entrance onto the interstate exit ramp. This plan recommends further analysis of the off-ramp to identify creative solutions to this problem.

**f.** Previous plans in this area have identified a roundabout at the Kenwood Road and I-71 entrance ramp as an opportunity for continued traffic flow. Providing a roundabout in this location can improve traffic circulation at the southern end of the study area – where traffic backups can begin to occur for drivers exiting the Kenwood Towne Centre area. This plan recommends moving forward with the roundabout at this location.

## Improve Pedestrian Access

**a.** For those that walk in the Kenwood area, there is a need to improve pedestrian safety. It is recognized in the plan that improving pedestrian safety throughout the area will help lessen the reliance on cars and reduce vehicle trips in the area. To ensure safety for pedestrians in the study area, higher visibility for people crossing major roadways is necessary. This plan recommends improving crosswalks and signage to ensure drivers are aware of pedestrians crossing during times of high traffic. This installation may even improve the overall volume of pedestrians in the study area, if the conditions can be perceived as safe for pedestrians.

**b.** To reduce the number of cars on the roadways, there needs improved access to pedestrian infrastructure. By improving pedestrian access, in the form of sidewalks and crosswalks, conditions for walking in the area can become a more viable option than driving. For internal trips, converting drivers into pedestrians can reduce the number of cars on the road and encourage a larger presence of pedestrian commuters.

**c.** The new residential development, Aspire Apartments, creates additional opportunities to promote walking for the new residents. The residential development will bring an influx of

people to the area, which can potentially bring more drivers to the area. However, given the location, these residents should be able to walk within the study area. This plan recommends improving the pedestrian connection along Kenwood Road, between Aspire and the Kenwood Towne Centre, encourage walking, as opposed to driving.

**d.** The Jewish Hospital a major employer in the region, could benefit from improved pedestrian access to employee parking. Many employees of the hospital park across Kenwood Road in the Towne Centre parking lot. Like the connection with Aspire and Kenwood Towne Centre, Kenwood Road poses a challenging barrier for workers to cross. This plan recommends improving the pedestrian connection between the hospital and Towne Centre,

**e.** This plan recommends adding sidewalks to Orchard Lane to provide better pedestrian access to the Kenwood area. There is currently a sidewalk gap between Richmond Avenue and Spirea Drive on Orchard Lane. Orchard Lane has existing sidewalks for certain stretches, but this gap creates a barrier for pedestrians. This recommendation is to connect the sidewalk on Orchard Lane. Coordination with Deer Park and neighbors on Orchard Lane should be conducted.

**f.** A long-term recommendation for the study area includes adding pedestrian access from Frolic Drive to the Jewish Hospital on the south side of Galbraith Road. A sidewalk connecting Frolic Drive to the hospital campus better connects the area and supports walking. By improving the walkability of the hospital campus, there can be an increased presence of safety and opportunities to walk.



## Relocate Bus Stops

**a.** The Kenwood Road bus stop is currently located in close proximity to the Kenwood Road and Montgomery Road intersection. When buses stop at this location it creates a traffic backup into the Kenwood Road and Montgomery Road intersection. This plan recommends relocating the bus stop further north along the northbound lane, away from the main intersection. This is a simple solution aimed at improving traffic pressure in the study area.

**b.** The Montgomery Road bus stop is currently located in close proximity to the entrance of Kenwood Square. Presently, bus riders are forced to cross the road three time to access the Kenwood Towne Centre, if crosswalks are followed. This creates an unsafe environment for pedestrians and bus riders alike. Moving the bus stop east across the Kenwood Square entrance removes one crossing, while also improving vehicular traffic prior to the light at the intersection.



An aerial photograph of a city, likely St. Louis, showing a mix of residential neighborhoods with trees and houses, and commercial areas with large buildings and parking lots. A semi-transparent blue filter is applied over the entire image. Centered on the image is the text "Next Steps & Funding Opportunities" in a large, white, sans-serif font. The text is underlined with a thin blue line.

# Next Steps & Funding Opportunities



## Next Steps

The Kenwood Area Transportation Planning Study has brought together multiple stakeholders and interested parties in a collaborative effort to build consensus on traffic improvements. This effort built upon existing relationships, created new ones, and strives to be the foundation for collaboration in the future. There is momentum from local business owners, residents, and civic leaders to work together to help ensure the Kenwood area continues to be the region's premier retail area and a great place to live.

This momentum should not be ignored, but rather, it is an opportunity to capitalize on the energy that has been created. Several recommendations from this report include the need for further study and in-depth analysis beyond the scope of this project. These further study recommendations include:

- Study a future connection upon future development from Montgomery Road to Kenwood Road through township owned property. An engineering/planning study is needed to understand how future connections in this area may work.
- Study an additional turn lane from southbound Kenwood Road onto Montgomery Road. Further study is needed to examine the engineering feasibility of adding an additional turn lane.
- Study a future connection upon redevelopment from Kenwood Road to American Way.
- Study the feasibility of a southbound I-71 exit onto Kenwood Road.

These future studies require coordination of multiple stakeholders to ensure a process that is inclusive, a result that helps solve traffic challenges, and is satisfying for everyone. Many of these stakeholders were part of the steering committee for this study and have expressed interest in being a part of future studies. There was a strong desire from residents in the affected area to be included in the process for future studies. This energy should be harnessed while there is interest and applied forward a future study. A study of the township-owned land along Montgomery Road and a potential connection to Orchard Lane would involve many of the existing stakeholders, interested residents, and could easily

build upon the work completed in this study. A formal study of this area is a logical next step and could begin relatively quickly.

In addition to pursuing the additional studies identified in the report, there are several recommendations that are simpler to achieve. These include changes that require little to no capital improvements, are in the right-of-way or an area controlled by the Township, and do not require a formal study process to achieve. These recommendations can be implemented relatively quickly, may provide initial traffic improvements, and begin implementation efforts in this plan. This may also help continue some of the momentum created from this study. These simpler to achieve recommendations include:

- Work with wayfinding apps to direct traffic to the rear of Kenwood Towne Centre instead of the front. There is more parking available in the rear of the Towne Centre and directing drivers via wayfinding apps will help reduce congestion at the main entrance along Montgomery Road.
- Improve signage to indicate parking availability and improve wayfinding.
- Relocate bus stops further away from the Montgomery Road and Kenwood Road intersection.
- Improve crosswalks and pedestrian access to in the area to help encourage walking instead of driving in the area.

Finally, the residents, business owners, township, and county should continue to build and cultivate their working relationships. There appears to be a lack of trust between stakeholders and the study process. Continued collaboration will help build an understanding and acceptance of what is needed to keep the Kenwood area thriving.



## Funding Opportunities

As previously stated, several of the recommendations from this study can be implemented relatively easily and at minimal cost. For the remaining recommendations in this study, significant funds will be needed for the recommended studies and capital improvements. The long-term nature of most study recommendations requires funding applications to begin several years before actual construction is to occur. Depending on the size of the project, there may need to be multiple funding sources stacked together, so coordination is critical. Potential sources of funding that could be explored include:

- OKI Regional Council of Governments CMAQ and STBG roadway funding. The CMAQ program is for projects that will reduce emissions to help meet national air quality standards. The STBG program may be used for projects to preserve and improve roadway conditions.
- Ohio Department of Transportation. Interstate 71 has two exits in the study area and provides the main access for most visitors in the Kenwood area. Additionally, Montgomery Road is a state route maintained by ODOT. There may be funding opportunities at the state level which could assist with implementation.
- Hamilton County Engineer. Kenwood Road is maintained by the Hamilton County Engineer's office, which may have funding opportunities available to recommended improvements. The Hamilton County Engineer's website identifies several funding programs which could help with implementation.
- Hamilton County Regional Planning Commission Mini-Planning Grant. The HCRPC provides competitive funding to support planning projects in the county. The funds should be used for a planning study that sets the stage for future capital projects.



## Department of Transportation



## Hamilton County

OHIO



An aerial photograph of a city, likely Atlanta, Georgia, showing a dense residential area with many trees and houses. In the foreground, there are several large commercial buildings and parking lots. The word "Appendix" is written in large, white, sans-serif font across the middle of the image, with a thin blue horizontal line underneath it. The entire image has a semi-transparent blue overlay.

# Appendix



**Station 1: Alleviate Traffic Pressure**

- No through traffic on Duneden Avenue.
  - Multiple people were not in favor of connecting Duneden Avenue, either pedestrian or vehicular.
  - A new sidewalk connection has recently been added. Does not need anything else.
- Concern for future connection through St. Vincent Ferrer property.
  - Some indicated that it was inevitable that the church would be consolidated.
  - Others feel Township/county is running the church off.
  - Concerns related to the school at St. Vincent Ferrer and vehicle traffic created from a new road.
  - General comment: Does the church know about this connection?
- Future connection around Kenwood Square.
  - Heard comments that people already use this as a cut-through. Staff tried to explain to residents that the plan was to formalize this cut-through road.
- Concerns about future connection through Township-owned property from Montgomery Road to Orchard Lane.
  - Concern that Trio could be impacted
  - Concern that traffic will increase too much along Orchard.
  - Concern that Township might take properties along Orchard.
  - Unclear vision and plan for this area.
  - General confusion about the purple area. There were comments that thought the purple area meant Orchard Ln. was closing and the whole area was being demolished and redeveloped.
- Add Speed bumps on Orchard Lane.
  - Only heard this comment from one person.
  - People more interested in sidewalk infrastructure along Orchard Lane.
- Widen Orchard Lane and put in a left turn lane.
- Identify which additional turn lane will be added to Kenwood Road onto Montgomery Road. There does not need to be another right turn lane onto Montgomery going south on Kenwood Rd.

- Emergency Vehicles.
  - Problem with emergency vehicles traveling northbound on Kenwood Road not being able to turn because of the new median.
  - Jeff Newby indicated that emergency vehicles would soon be outfitted with preemption devices to change traffic signals.
- Aspire
  - New building at Aspire and hotel are bad; causing traffic.
- Additional crosswalks beyond what currently exist are not a good idea.
- Do not close Orchard Lane.
- Consider an exit from southbound I-71 onto Kenwood Road.
- Close Frolic Lane at Galbraith Road.
  - One person added this comment. Others did not seem interested in closing Frolic Lane.
- Traffic Calming along Frolic Drive
  - Only one person seemed interested in adding traffic calming (speed bumps, etc.) to Frolic Drive.

## **Station 2: Improve Traffic Flow**

- Intersection of Orchard Lane and Kenwood Road.
  - General comments to leave Orchard Ln. open. Many do not want any change.
  - Traffic currently backs up and blocks Orchard Ln. and Kenwood Rd. intersection.
  - Improve signal light timing for improved effectiveness.
- The median on Kenwood Rd no longer allows left turns into Trader Joe's area, impeding traffic flow.
- Add traffic calming on Styra Ln. to combat incoming traffic off Orchard Ln. is needed.
- Mixed support on roundabouts. Many comments that said "no more roundabouts" and others thought they could work in some areas.
- General support on wayfinding solutions such as improved signage and traffic app destination adjustments.



### **Station 3: Improve Pedestrian Access & Bus Stops**

- Galbraith / Kenwood Intersection
  - Unsafe for walkers who are crossing Galbraith on the west side of the intersection due to the northbound cars turning left.
  - The timing for the stoplight is off and needs to be corrected.
  - Need to increase visibility of crosswalk to feel safe.
- Jewish Hospital
  - “Zero employees/patients park at the Jewish Hospital parking garage and instead choose to park in the Kenwood Towne Centre parking lot.”
  - Frolic Drive behind the hospital is used as a Kenwood Road bypass and makes the neighborhood prone to speeding cars.
  - There is no crossing option on Frolic/Galbraith; this leaves the only option to cross Galbraith at the Kenwood Road intersection.
- No more additional crosswalks across Kenwood.
- Orchard / Kenwood Intersection.
  - Could a police officer/crossing guard help regulate traffic flow and not allow people to crawl into the intersection and block traffic flow?
  - “Do not close Orchard”
  - Make Orchard a 3-lane road with a left turn.
- Montgomery / Kenwood Intersection
  - “There is a need to have 4 crosswalks available at the intersection, not just the 2 that currently exist.”
  - There is a safety issue when walking along Montgomery Road and especially with northbound traffic coming into the Towne Centre.
  - There is a need for speed bumps along Montgomery Road and in the neighborhood roads (Frolic, Styrax, etc.) to regulate speeding in the neighborhood with kids present.
- Bus Stops
  - This was mainly supported, and people were excited about moving the bus stops away from the intersections.
  - Don’t move the bus stop too far north, instead have it near Co-Hatch.
- Sidewalk Connection on Orchard (Dot E) was supported.

### **Other Miscellaneous Comments**

- There were general concerns about being notified for the meeting and township residents not made aware of the meeting.

- Similar concerns about an overall lack of transparency from Township.
- Residents are unsure of the Township's overall future plan for the study area.
- Some are worried their houses/businesses will be taken via eminent domain.
- Outline township-owned property on each map to help make clear some of the recommendations.
- One resident indicated they wanted to be left alone; no additional work should be done; wants Township to specifically leave Trio Bistro and Greg Panchero alone.
- Aspire residents have dog park and do not use it; instead they walk their dogs in the neighborhood behind and do not clean up after themselves.



## ***Public Feedback from Kenwood Open House 2/6/2025***

### **Introduction Board**

- Left from Frolic onto Galbraith.
  - Because of the lack of a traffic light at this intersection, residents mentioned it is difficult to turn left here.
- Include Greenspace in Township owned property.
- Block entrance to encourage people to go around.
  - Closest Kenwood Towne Centre entrance to I-71 offramp causes confusion and traffic buildup.
- No plan to consolidate schools.
  - Representatives from St Vincent Ferrer are adamant there is no consolidation happening.
- Where is welcome feature?
  - The exact location for the welcome sign has not been determined, residents wanted to know where it would be located.
- In favor of roundabout at Kenwood Rd I-71 entry.

### **Station 1: Alleviate Traffic Pressure**

- Utilize Galbraith Entrance (to Kenwood Towne Centre).
  - Direct traffic to the Galbraith Rd entrance to the mall as a way of relieving pressure in the Kenwood/Montgomery vicinity.
- Close Frolic Drive at Galbraith Road.
- Speed Concern - "Kenwood Bypass."
  - Frolic and Styra, which run parallel to Kenwood Rd and are used by drivers, going high speeds, to avoid traffic.
  - Residents were interested in speed bumps.
- Purple Box = Loss of property value.
  - Property owners in the box in the NW corner of the intersection were concerned that significant projects in the area could hurt property values.
- Get rid of the box, use a Heat Map.
  - Attendees and committee members suggested a heat map, in place of the outlined box, to show the focus area.
- Light doesn't work (St Vincent Ferrer entrance intersection).
  - Pedestrian crossing light reported to be not functional.
- St. Vincent Ferrer Church not consolidating.

- Representatives from St. Vincent Ferrer dismissed consolidation rumors, disliked proposed connection plan that would route a road adjacent to their playground and school.
- Better synchronization of traffic lights.
  - Kenwood Road traffic signals are not properly synced, causing traffic buildup.
- Close Entrance.
  - Close the entrance to Kenwood Towne Centre closest to the I-71 interchange. It would reduce traffic buildup and confusion for drivers exiting the highway.
- “Makes sense to me.”
  - Attendees liked formalizing the connection in the rear of Kenwood Square, it was expressed at the January open house that the parking lot was already used that way.

## **Station 2: Improve Traffic Flow**

- Synchronize traffic lights better.
- “Traffic is not a problem.”
- Short Term Point A is not necessary.
  - Rethinking of the Towne Centre access road across from Good Shepherd is unnecessary and a waste of money.
- Build an exit ramp from I-71 directly into the Kenwood Towne Centre. (Current ODOT rules don’t permit this).
- Potentially add another left turn lane from Montgomery Road onto northbound 71.
- Entry road for the condos by St Vincent Ferrer and entry road for the church itself are adjacent but do not connect – suggestion to combine them.
- Roundabouts.
  - A few attendees expressed dislike for the roundabout proposal, other guests have said they are in favor.
- Rethink Connection Path.
  - St. Vincent Ferrer representatives asked for a different plan for a connection street near their property.
- I-71 Southbound Ramp
  - An attendee said that the ramp onto I-71 southbound from Kenwood Road should have two lanes.



### **Station 3: Bus Stops and Pedestrian Improvements**

- No new crosswalks.
- How else can crosswalks be improved?
- The bus stop should be relocated to Co Hatch area.
- Include affected homeowners in any road project.
  - Response to Orchard Lane sidewalk connection proposal, homeowners wanted to be included in the planning process.
- Orchard Lane sidewalk connection is supported by residents.
- Adding bus pull offs so that buses can stop without disrupting the general traffic flow.
- More greenspace.
  - One attendee spoke about the lack of greenspace in the area. New greenspace in redevelopment plans could boost pedestrian experience.
- St Vincent Ferrer
  - Reps do not expect consolidation, were unhappy with the present proposal of connection next to their school.
- Add a park-and-ride feature in the area, which could boost local SORTA ridership, decrease congestion.
- Pedestrian Connection under I-71
  - Attendee suggested a pedestrian connection under I-71 from Kenwood Square to the neighborhood on the other side.