





LEGEND

- ● CENTER MEDIAN LOCATION
- ▭ AREAS FOR DEVELOPMENT / REDEVELOPMENT
- ▭ PUBLIC / PRIVATE ENHANCEMENT AREA
- ▭ AREA OF CONCERN / SAFETY ISSUE
- ▭ R.O.W., ENHANCEMENT: 8-FT MIN. FOR SIDEWALK, WAYFINDING, UTILITIES
- ▭ MIAMI 2 MIAMI TRAIL, R.O.W. ENHANCEMENT: 12-FT FOR WAYFINDING, UTILITIES
- ▭ 10-FT LANDSCAPE BUFFER
- ▭ ALLEY: VACATE
- ▭ ALLEY: REMAIN / ENHANCE
- ▭ VEHICULAR ENHANCEMENT
- ▭ EXISTING RAILROAD

Vehicular sight distance and volume of traffic, there is little opportunity for a Center Median.

Remove pull-in parking off of Rt-4. Concerns of safety for pedestrian and vehicular traffic. Opportunity for restaurant parking and pedestrian access to Miami 2 Miami Trail

Existing Railroad (S-Curve) Track
Reduce train traffic / noise on this track through coordinated efforts with operators.

Center Median - Turn Lane
Vacate portions of turn lane to create green space in center of Rt-4.

Potential opportunity for development / redevelopment

Bridge Improvements
This is an existing major pinch-point for traffic. If the city is able to work with railroad operators to reduce traffic from the S-Track, the long term plan should be to widen the roadway.

Maintain Alleys
Maintain alleys to provide alternative access points to homes and businesses that may decrease the need for direct access from Rt-4.

Intersection
Add Traffic Signal for vehicular safety

Center Median - Turn Lane
Existing turn lane to remain for vehicular access

Private Property Enhancements

- Implement standards of streetscape and landscape requirements for private properties to complement public improvements and improve aesthetics of the corridor.
- Provide additional standards for locating buildings closer to the street to create a more compact feel to the corridor.

Vacate Portion of Hamilton Avenue
Vacate Hamilton Avenue from Rt-4 to S 13th Street to eliminate curb cut.

Vacate Portion of Crawford Ave
Vacate section of Crawford Avenue from Rt-4 to eliminate curb cut.

Center Median - Turn Lane
Vacate portions of turn lane to create green space in center of Rt-4.

Alley Enhancements

- Evaluate alleys with the possibility to eliminate along Rt-4 to reduce curbs cuts, especially those that are too close to major intersection

Intersection
Existing Traffic Signal to remain

Encourage Reinvestment in and Reuse of Legacy Industrial Sites
See recommendations in Plan Hamilton regarding the reinvestment into legacy industrial sites.

Intersection Enhancement
Opportunity to create a pedestrian-friendly street system

Potential opportunity for development / redevelopment

RT-4 CENTRAL MATCH LINE

GRAND BLVD

Alley Enhancements

- Evaluate alleys with the possibility to eliminate along Rt-4 to reduce curbs cuts, especially those that are too close to major intersection

Center Median - Turn Lane

Vacate portions of turn lane to create green space in center of Rt-4.

Potential opportunity for development / redevelopment

Private Property Enhancements

- Implement standards of streetscape and landscape requirements for private properties to complement public improvements and improve aesthetics of the corridor.
- Provide additional standards for locating buildings closer to the street to create a more compact feel to the corridor.

Existing Business

To reduce the amount, encourage shared entrances points that could align across from across the street.

Existing Railroad (S-Curve) Track

- Reduce train traffic / noise on this track through coordinated efforts with operators.

Private Property Enhancements

Implement standards of landscape requirements for private properties to complement public improvements and improve aesthetics of the corridor.

Potential opportunity for development / redevelopment

Existing Railroad (S-Curve) Track

Reduce train traffic / noise on this track through coordinated efforts with operators.

Existing Center Median - Turn Lane

Use existing portions of greenspace to add trees to unify Rt-4 with entire corridor. Leave existing turn lane to major cross streets.

Maintain Alleys

Provides alternative access points to homes and businesses and my decrease the need for direct access to Rt-4.

Intersection Enhancement

- Opportunity to create a pedestrian-friendly street system with Miami 2 Miami Trail extension north on Rt-4.
- Create a City of Hamilton Sign

Alley Enhancements

- Evaluate alleys with the possibility to eliminate along Rt-4 to reduce curbs cuts, especially those that are too close to major intersection

R.O.W. Enhancements

- Establish streetscape guidelines within R.O.W. to improve aesthetics of the corridor.

Potential opportunity for development / redevelopment

Corwin Avenue

Establish a shared pedestrian connection along Corwin Ave to the residential neighborhood.

Existing Railroad Track

- Short-term priority: Increase train traffic on these tracks through coordinated efforts with operators to reduce amount on S-Curve Track.
- Long-term priority: Increase vehicular and pedestrian safety measures at existing street crossings. Reduction of noise from horn blowing (quiet zone through city limits).

Private Property Enhancements

Establish a relationship with City of Fairfield to create a uniformed streetscape and landscape requirement within the City of Hamilton.

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Rt-4 SOUTH

NORTH

