



Table F: Auto Ownership by Percentage

Tract	Zero Car Households	1 vehicle	2 vehicles	3 vehicles	4 vehicles	5 or more vehicles
27	21.77%	44.62%	26.48%	4.23%	2.90%	0.00%
28	24.11%	48.60%	19.81%	6.36%	1.12%	0.00%
29	18.01%	52.89%	23.96%	4.58%	0.56%	0.00%
61	14.92%	46.15%	30.58%	6.75%	1.22%	0.38%
64	28.28%	40.06%	21.63%	10.03%	0.00%	0.00%
70	15.58%	43.13%	31.83%	8.46%	1.01%	0.00%
71	18.52%	42.77%	32.05%	5.72%	0.94%	0.00%
72	14.57%	56.36%	23.10%	4.98%	1.00%	0.00%
73	10.14%	45.98%	32.50%	7.31%	2.61%	1.46%
74	27.97%	40.89%	23.85%	4.94%	1.53%	0.82%
77	47.22%	35.84%	15.46%	0.91%	0.56%	0.00%
78	29.22%	43.69%	21.15%	4.77%	0.66%	0.51%
85.02	50.95%	40.34%	5.70%	3.02%	0.00%	0.00%
257	19.32%	46.28%	27.71%	5.56%	1.13%	0.00%
258	15.42%	37.26%	34.41%	8.22%	2.71%	1.98%
Median	23.73%	44.32%	24.68%	5.82%	1.20%	0.34%
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City of Cincinnati	23.37%	43.97%	24.39%	6.19%	1.45%	0.62%
Hamilton County	13.50%	36.92%	34.77%	10.82%	2.92%	1.06%
Cincinnati-Hamilton CMSA	9.60%	32.34%	39.22%	13.60%	3.78%	1.46%

Source: US Census (www.census.gov), 2000.

The predominant mode of travel to the workplace is the automobile. Table G displays the commuting patterns within the I-75 Mill Creek Expressway Study Area. Carpooling and transit numbers are slightly higher in the study area Census Tracts and the City of Cincinnati versus the county and CMSA numbers. Mean travel time to work was also included in this table and shows that travel times are approximately equal throughout the study area, City of Cincinnati, Hamilton County and Cincinnati/Hamilton CMSA, regardless of mode.



Table G: Commuting Patterns by Percentage

Tract	Drive Alone	Carpooled	Public Transportation	Other Means	Work at Home	Mean Travel Time to Work (minutes)
27	59.82%	12.70%	7.27%	18.82%	1.39%	20.4
28	53.55%	29.62%	3.79%	12.09%	0.95%	24.9
29	57.26%	13.54%	5.73%	19.35%	4.11%	22.1
61	71.52%	17.62%	4.57%	5.33%	0.95%	21.3
64	72.64%	11.67%	12.21%	1.98%	1.50%	23.0
70	65.97%	10.50%	8.82%	11.48%	3.22%	21.1
71	72.20%	8.14%	6.99%	8.14%	4.52%	19.0
72	72.30%	8.38%	5.33%	12.74%	1.25%	20.7
73	65.80%	15.00%	11.90%	4.44%	2.85%	23.8
74	53.12%	17.79%	16.14%	10.48%	2.47%	24.4
77	55.60%	9.27%	30.32%	3.97%	0.84%	30.2
78	59.14%	14.90%	17.42%	6.36%	2.19%	27.0
85.02	48.08%	16.67%	30.65%	4.60%	0.00%	33.2
257	66.36%	19.13%	3.88%	8.87%	1.76%	21.6
258	81.05%	8.17%	3.89%	5.55%	1.35%	20.2
Median	63.63%	14.21%	11.26%	8.95%	1.96%	23.5
City of Cincinnati	69.53%	11.41%	10.08%	6.30%	2.63%	24.5
Hamilton County	78.87%	9.72%	5.01%	3.54%	2.82%	24.4
Cincinnati-Hamilton CMSA	81.37%	10.02%	2.93%	2.89%	2.73%	25.8

Source: US Census (www.census.gov), 2000.

Conclusions. The information presented above is meant to generally characterize the existing socioeconomic conditions within the I-75 Mill Creek Expressway Study Area. By utilizing U.S. Census Bureau data, comparisons and discrepancies can be established in relation to larger areas. In this case, comparing the study area Census Tracts with the City of Cincinnati, Hamilton County and the Cincinnati/Hamilton CMSA is possible. From those comparisons, conclusions can be drawn that the project area is losing population compared to the region and that will directly affect employment now and into the future. In addition, because of the higher numbers of minority persons, people living below the poverty level and those with disabilities, the Project Team needs to weigh possible alternatives versus the affects they could have on these disadvantaged populations.

4.0 Affected Environment

Existing databases and mapping resources were reviewed for cultural and ecological resources, hazardous materials, noise and air quality and Section 4(f) sites within the I-75 Mill Creek Expressway Study Area.



The majority of the information that follows was obtained from the Cincinnati Area Geographical Information System (CAGIS) mapping and data. Additional studies will be conducted in Step 5 once the alternatives have been identified.

Cultural Resources. The initial Red Flag Summary research at the Ohio Historical Preservation Office identified numerous cultural and historical resources within the study area. The red flag mapping is included in Figures D-1 through D-12. A total of 59 historic properties are present (eligible or listed within the National Register of Historic Places). Of that total, eight have been razed, five are NRHP listed, three are NRHP eligible (one of which has been razed). In addition, there are several historic districts for which NRHP criteria have not been applied.

The I-75 Mill Creek Expressway also includes eleven parks, recreational areas and playgrounds. Four noteworthy cemeteries, St. John's Cemetery, Wesleyan Cemetery, Vine Street Hill Cemetery and Spring Grove Cemetery are partially or totally included in the study area. Also of note is the Western Hills Viaduct, a historic bridge (SFN# 3137082) that spans the Mill Creek Valley and connects the Clifton and South Fairmount neighborhoods of Cincinnati.

Ecological Resources. As a part of the Red Flag Summary, ecological research was initiated using the Cincinnati Area GIS (CAGIS) Mapping, numerous site visits and reference materials from the Mill Creek Conservancy District (www.millcreekwatershed.org), which oversees the predominant ecological resource within the study area.

Upon reviewing the National Wetland Inventory mapping, fifteen areas designated as wetlands occur within the I-75 Mill Creek Expressway study area. Verification and classification will occur in Step 5 of the Project Development Process (PDP). The Mill Creek is the major river within the study area and its channelized and unchannelized sections parallel the I-75 mainline. In addition, five smaller drainages are located within the study area.

Threatened and Endangered Species and/or habitats located within the study area include; Deam's three-seeded mercury, maypop, Kirtland's snake, Indiana bat, bald eagle, sheepsnose mussel, running buffalo clover and 19 other threatened or endangered plants within Hamilton County.

Hazardous Materials. As a part of the Red Flag Summary, a hazardous property search was initiated using the Cincinnati Area GIS (CAGIS) Mapping. Within the study area, the CAGIS data indicated at least 34 hazardous sites plus 158 underground storage tanks. An Environmental Site Assessment (ESA) Screening will be completed to determine the presence of additional hazardous sites within the project area. The ESA screening will identify sites and determine those parcels that will be studied in the Phase I ESA. A site visit will be conducted to support the source information.



Noise Quality. The purpose of Part 772 of the Code of Federal Regulations (CFR) is to provide procedures for noise studies and noise abatement measures in order to help protect the public health and welfare, to supply noise abatement criteria and to establish requirements for information to be given to local officials for use in the planning and design of highways approved pursuant to title 23 of the United States Codes (USC) (23 CFR 772.1). The noise analysis for this project will be conducted in accordance with the Federal Highway Administration (FHWA) Federal Aid Policy Guide, Subchapter H, Part 772, *Procedures for Abatement of Highway Traffic Noise and Construction Noise* and the Ohio Department of Transportation (ODOT) guidelines contained in its *Analysis and Abatement of Highway Traffic Noise* document dated October 22, 2001.

Preliminary noise research during the red flag field review and review of existing mapping indicate that there are potential "Activity Category B" noise sensitive land uses present in the study area. Noise sensitive land uses in "Activity Category B" are described as *picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries and hospitals*. Several of these land uses were identified within the 400-foot boundary used for conducting noise analyses.

Air Quality. Part 81 of the CFR provides procedures on air quality matters, which affect the public health and welfare and environmental quality of the natural and built habitat. The 1990 Clean Air Act is the cornerstone of these procedures and enforced by the U.S. Environmental Protection Agency (USEPA). Ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter and lead are the six pollutant defined as indicators of air quality by the USEPA. Threshold concentrations are established for these pollutants and designated as National Ambient Air Quality Standards (NAAQS).

USEPA air quality designations are categorized by area as: non-attainment, attainment or unclassifiable. When an area does not meet the air quality it is designated as a non-attainment area. The 1-Hour Ozone Standard and the new 8-Hour Ozone Standard require monitoring of pollutant concentration being released into the atmosphere. The USEPA designates Hamilton County as a non-attainment area for the 1-Hour Ozone Standard from 1992 to the present. Hamilton County is also in non-attainment for the new 8-Hour Ozone Standard for 2004.

The OEPA/ODOT agreement states that a quantitative CO analysis is recommended for projects that modify existing facilities that cause an increase in Average Daily Traffic of more than 10,000 vehicles between project completion and ten years hence. Based on preliminary traffic numbers, it appears that the ten-year traffic increase will exceed the 10,000-vehicle maximum. As a result, it is anticipated that a quantitative CO analysis will be required.

Section 4(f). Section 4(f) refers to consideration of property that is publicly owned parks and recreational lands, wildlife and waterfowl reserves and historic properties. From the initial Red Flag review, project area mapping and site visits, Section 4(f) areas were identified. From the CAGIS mapping eleven parks, recreational areas and playgrounds were identified. Should any of these areas be impacted, the Section