



Data Collection Summary

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Prepared for
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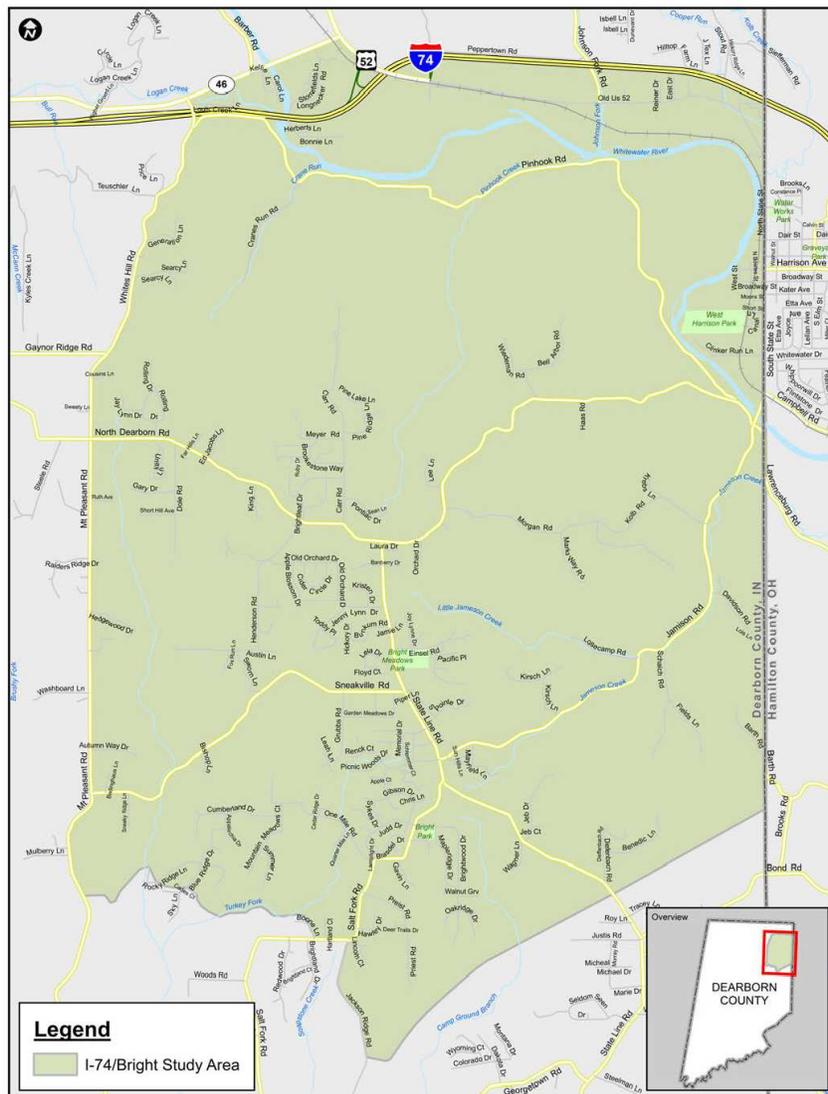
Appendix D: Roadway Data

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Study Area

The study area is located in Harrison and Logan Townships in northwestern Dearborn County. Bright, Indiana has name recognition but is not an incorporated municipality. The topography is rolling with State Line Road, the commercial spine of Bright, running north-south in the center of the study area following a ridge line that falls off to the east, west, and north. The Whitewater River runs along the north and east sides of the study area separating Bright and unincorporated areas to the south from Interstate 74. Connections to the east and west are provided by North Dearborn and Jamison Roads. Stateline Road access to the I-74 Brookville/Harrison Interchange is primarily via North Dearborn Road, Whites Hill Road, SR 46 and US 52. Remaining roads in the Study Area are generally local roads. Interstate 74 is accessible west of the Study Area from the interchange at State Route 1. Interstate 74 is accessible east of the Study Area in Hamilton County, Ohio from interchanges at New Haven Road, Dry Fork Road and Kilby Road. Figure 1 illustrates the street network within the Study Area.

Figure 1: Study Area



Base Mapping

The primary source for project basemapping is the Indiana Department of Transportation (INDOT) Geographical Information System (GIS) Library “Indiana Map” which is a publicly available online GIS database hosted by the Indiana Geological Survey with partners from federal, state, local organizations and agencies, and universities. Please refer to the “Indiana Map” website for additional information on the respective layers and metadata at <http://www.indianamap.org/resources.php>.

Indiana map data sets have been used to identify environmental resources summarized in the Study’s Red Flag Summary & Environmental Overview and are more fully described in the text that follows. The GIS basemapping for the Study has been projected using Indiana State Plane Coordinates, East Zone in US Survey Feet in accordance with INDOT standards.

OKI Geodatabase

OKI has also developed a GIS Geodatabase for the Study Area which includes pavement, water features, street centerlines, buildings and other planimetric data. This information has been used in conjunction with datasets from the “Indiana Map” database.

Orthophotography

Orthophotography for Dearborn County (2012) has been used from Indiana's Statewide LIDAR data which is produced at 1.0-meter average post spacing. The LIDAR uses horizontal coordinates WGS84 [EPSG: 4326] and Vertical coordinates North American Vertical Datum 1988 (NAVD88). Orthophotography used for some public meeting exhibits utilized commercially available imagery from Bing Maps™ and Google Maps™.

Digital Elevation Model

Similarly, point cloud data from the Indiana’s Statewide 2012 LIDAR mapping for Dearborn County available from “Indiana Map” was utilized to develop a digital elevation model (DEM) for the northern portion of the Study Area between North Dearborn Road and Interstate 74. The digital elevation model (DEM) is used with GIS and Bentley Inroads software to estimate the elevations of the existing ground surface and potential earthwork and construction limits for the conceptual solutions. The existing ground surface from the DEM is also used to develop vertical profiles and clearances needed for the conceptual solutions in Phase Two of the Study. Study specific field surveys are not included in this phase of project development. There has been minimal change in the study area since the LIDAR data acquisition in 2012; therefore it is assumed to be sufficient for the planning phase of this Study. Before engineering design of any recommended roadway improvements, it will be necessary to conduct site specific topographic surveys.

Land use and Parcel Data

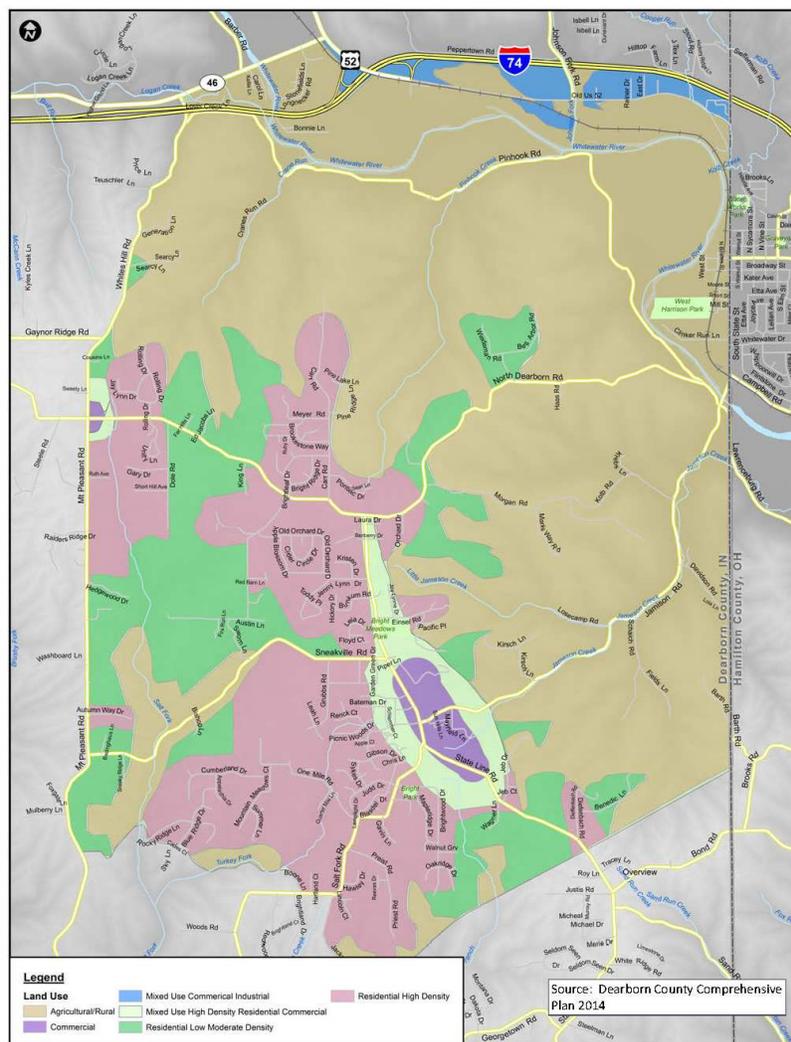
Existing parcel data and future land use was provided by the Dearborn County GIS Department and Recorders Office in fall 2015.

Land use, zoning maps and GIS shape files have been provided by the Dearborn County Planning Zoning Department. The most recent land-use plan was adopted as part of the Dearborn County

Comprehensive Plan update in 2014. Current zoning classifications within the Study Area as of March, 2016 include agricultural, restricted business, general business, highway interchange, manufacturing and residential. The zoning for the majority of the Study Area is agricultural and residential. Zoning within the Study Area is administered at the County level.

Future land uses within the Study Area are illustrated in Figure 2 and remain largely unchanged. The land use plan (which generally reflects existing land uses) for the Study Area was provided as an exhibit at the Study's Public Open House held in February 2016. According to the Dearborn County Comprehensive Report, recommended future land use in the Study Area would largely remain residential, agricultural/rural and open space areas with some commercial area along Stateline Road. However, the most significant change in land use would be the projected increase in commercial and mixed use: commercial and industrial areas north of the Whitewater River along Old US 52. An increase in the residential land use, both low/moderate and moderate/high densities are expected in the central portion of Bright. Please refer to the Study's Red Flag Summary & Environmental Overview for additional information.

Figure 2: Future Land Use



Demographic Data

Population and commuter flow information for Dearborn County has been obtained from the United States Census Bureau American Community Survey (ACS) for the years 2009-2013. The ACS County Commuter flow tables provide an estimate of the daily commuter flows from Dearborn County to other counties in the region and nationally (See Appendix A). This information is a secondary reference to compare with estimated flows from the OKI Travel Demand Model and public input.

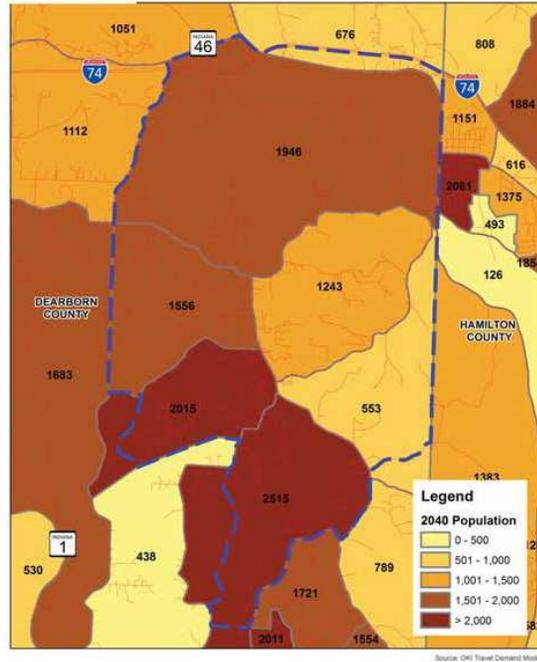
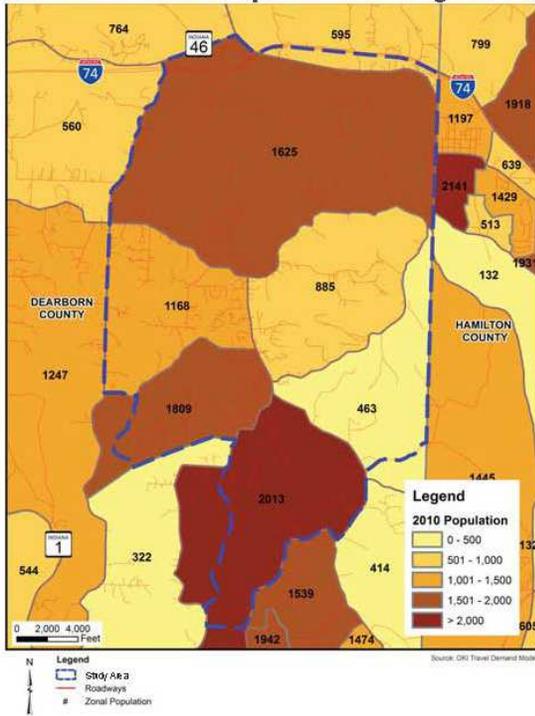
The US Census Bureau geographically segregates Bright as a “place” even though it is not an incorporated municipality. The geographic extents of the census define Bright geography slightly differently from the defined Study Area, however it does provide an approximation of the population characteristics in the Study Area. Census data provides a breakdown of population by age, race and gender. Bright has a population of approximately 5,500 people and 2,000 households. Its population has remained steady over the past decade while the number of households has increased approximately 10 percent. The Study Area has a largely homogeneous racial makeup with minorities comprising less than three percent of the total population. It also has a median household income that is among the highest in Dearborn County with two percent of the population having incomes below the poverty line.

Additionally, the OKI Travel Demand Model includes socio-economic estimates for population and employment for the entire Cincinnati Metropolitan Area. This information can be disaggregated by Traffic Analysis Zones (TAZs). The OKI TAZs do not precisely match the defined Study Area, however they do provide an approximation of the population and employment based on 2010 Census data as well as projections for future growth. Estimates of current and future (2040) population and growth based on the OKI model were provided as an exhibit at the Study’s Public Open House in February 2016 (Figure 3). Moderate growth in both population and employment (10 percent to 20 percent) are anticipated over the next 25 years.

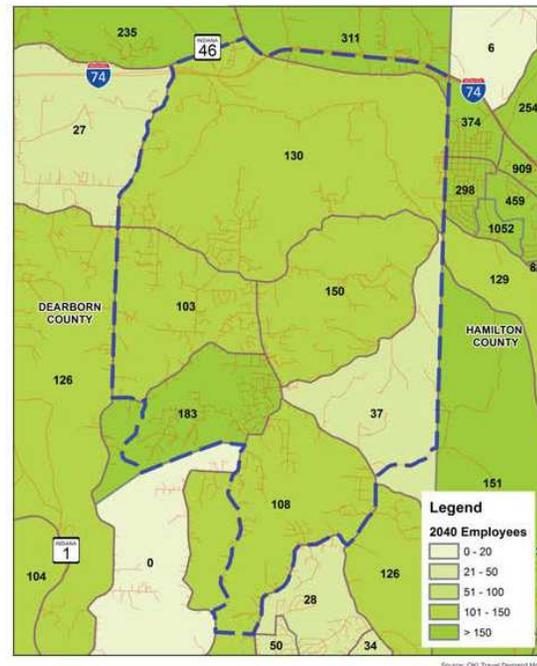
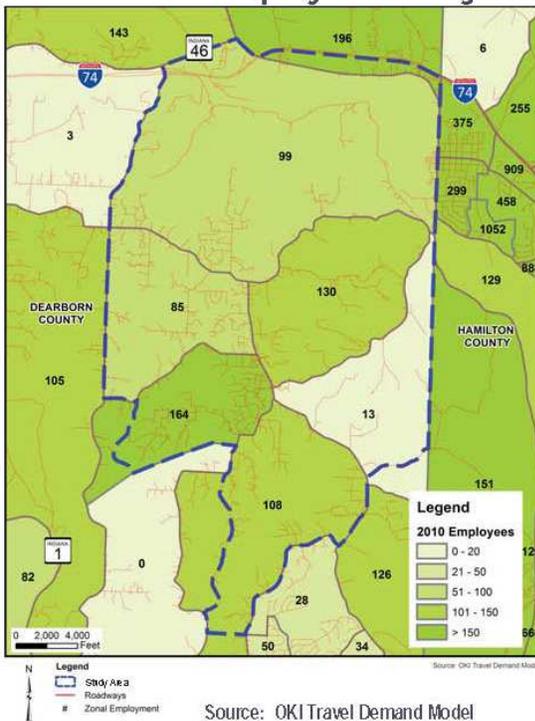
OKI also provided a breakdown of Environmental Justice population group characteristics by TAZ including estimates of minorities, elderly persons, zero car households and households below the poverty line which mirror US Census information. Based upon the analysis of available information, there is minimal potential for disproportionate impacts to Environmental Justice populations within the Study Area. Further details on Environmental Justice in the Study Area are included in the Study’s Red Flag Summary & Environmental Overview.

Figure 3: Current and Future Population and Employment

2010 to 2040 Population Projections



2010 to 2040 Employment Projections

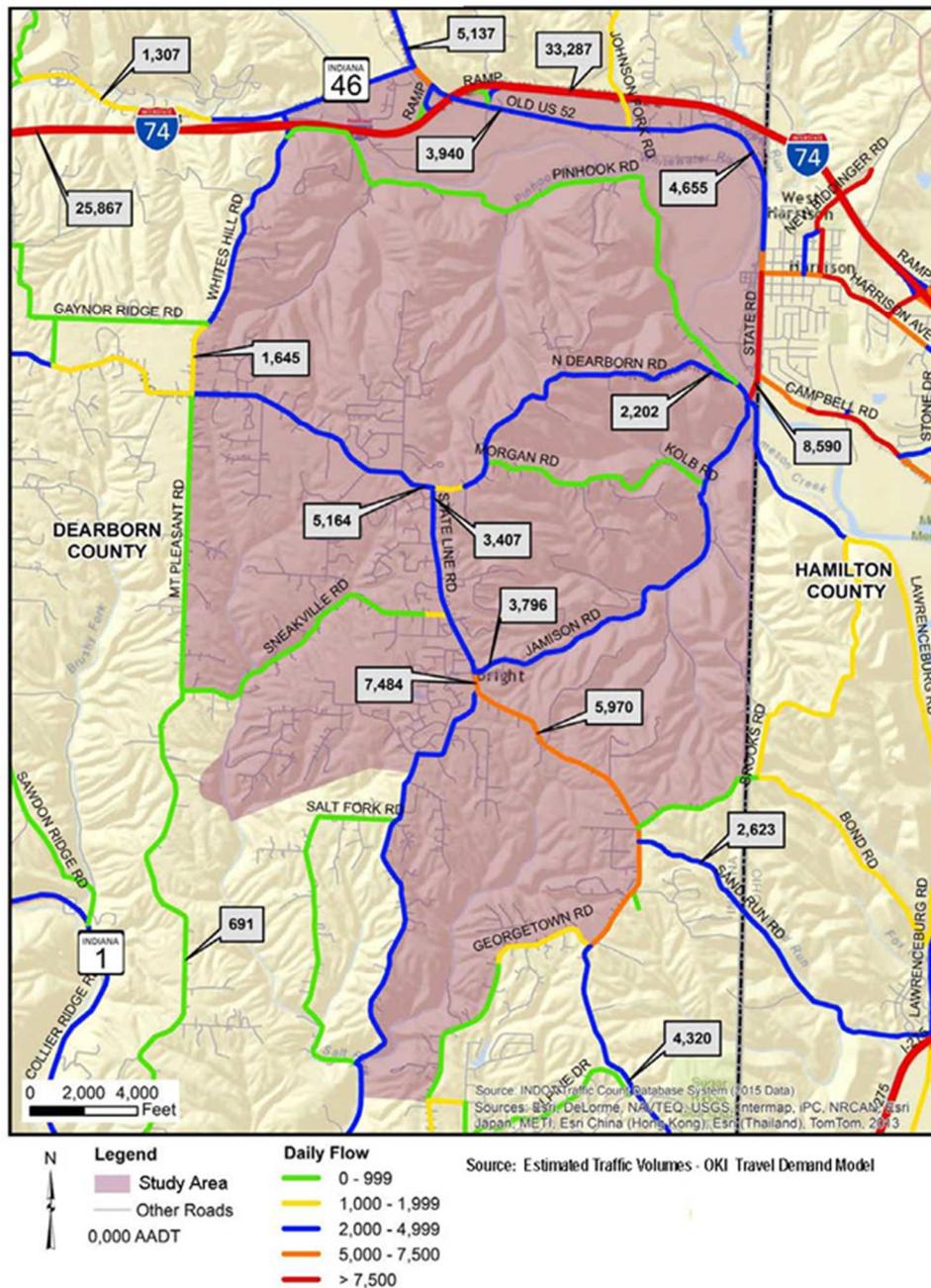


Source: OKI Travel Demand Model

Traffic Volumes

Current INDOT Functional Classification maps for Dearborn County have been used to identify the functional classification for existing roads within the Study Area. The respective functional classification will be used as the Study progresses to identify the applicable INDOT design criteria for comparison with existing conditions and to develop conceptual solutions to improve existing roadways (i.e.: Stateline, North Dearborn, Whites Hill and SR 46) or for new facilities linking the Bright Area to US 52/I-74. See Figure 4 for a summary of existing daily traffic volumes based on data provided by the OKI Travel Demand Model.

Figure 4: 2015 Daily Traffic Volumes



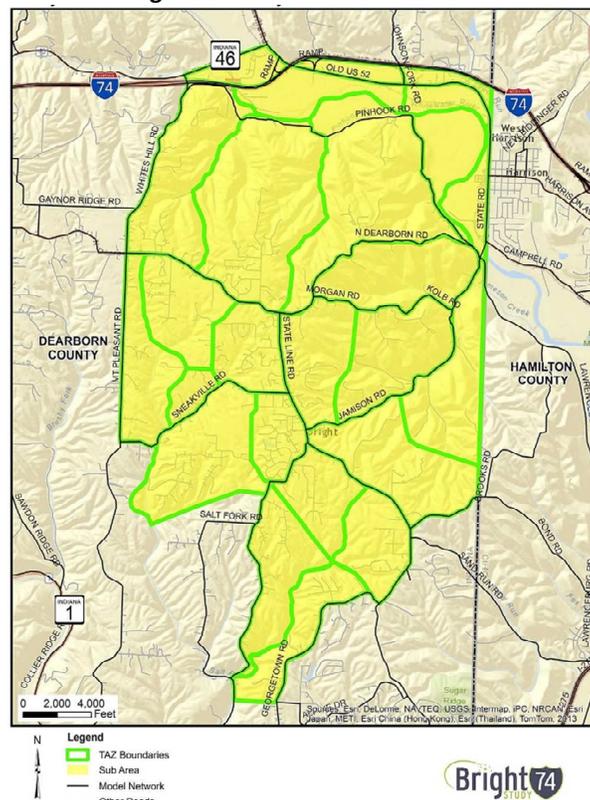
Traffic volumes for selected functionally classified roadways in Dearborn County have been provided by the Dearborn County Engineer’s office and obtained from the INDOT Traffic County Database System. The INDOT traffic volume data is generally from 2012-2015. See Appendix B for INDOT database information. The count data is limited to 24-hour volume counts. The INDOT count data provides vehicle classification data to allow a breakdown by passenger vehicles and commercial buses or trucks. No turning movement counts are readily available for the intersections within the Study Area. Study specific field traffic counts are not included in the scope of work for this Study but would be necessary during future phases of project development.

Traffic counts for the Study Area were used for calibration of the sub area travel demand model created for this Study.

AECOM subconsultant, Corradino LLC, has developed a small area travel demand model. The model includes freeway, arterial, collector and local road intersections. Additional local roadway links may be added. Link attribute data (number of lanes, functional classification, geometrics, traffic volume, etc.) has been obtained from the INDOT roadway inventory system. OKI TAZs have been split to increase the number of traffic loading points and to improve accuracy of the sub-area calibration.

Traffic counts have been added to the base sub-area network for use as an input to origin-destination matrix estimation (ODME) process using TransCAD software.

Figure 5: Travel Model Network



Crash Data

Dearborn County Crash data is reported to the State of Indiana ARIES Crash database. The ARIES database provides access to data and documents related to collisions and suspicious activity reports occurring in the state of Indiana in a central repository. This collision process and the information collected is contributed by the Indiana State Police, Local Law Enforcement Agencies, Indiana Department of Transportation and Bureau of Motor Vehicles. Information is available to authorized users of the system.

Dearborn County crash data for 2009-2013 was provided by OKI. The location of crashes was georeferenced to determine the approximate location of the crash. The crashes located within the Study Area were then extracted using GIS for further evaluation. The crash data provides the following summary information: numbers of property damage, injuries as well as fatalities, weather conditions, lighting and nature of the crash (head on, angular rear end or leaving the road. Based on the available information, there were approximately 515 crashes within the Study Area during the four year period excluding the Interstate 74 mainline. The interstate has not been included since modification or mitigation of existing interstate conditions is outside the scope of this Study. Of these crashes, approximately 120 were injury accidents.

Several thematic maps based on crash characteristics were produced to identify potential concentrations of crashes that could be attributable to existing roadway conditions or traffic operations. See Appendix C for crash figures and tables.

The rate of crashes per million vehicle miles traveled was compared with statewide crash rate averages based on functional classification to identify potential high crash rate roadway segments. Based upon the evaluation of available data, the crash rates during the analysis period are near state wide averages. There are some concentrations of crashes along Jamison Road, at the intersection of SR 46 and US 52, and on Stateline Road in the vicinity of the intersection with Salt Fork Road. The latter is the location of several rear end and sideswipe crashes. Dearborn County is beginning construction of a project to improve Stateline Road in this area in an effort to address congestion and improve safety in the vicinity.

AECOM also reviewed the INDOT “5% Report” of 2012 which identified the locations of the highest five percent of crash rates on of urban and rural intersections and roadway segments. This report identified a portion of Jamison Road as a high crash location; however based on input from the Dearborn County Engineers office; the majority of crashes on Jamison Road during the period were attributable to driver error and not existing roadway conditions. Additionally, the Dearborn County Engineers Office has reported that the number of crashes recorded during 2014-2015 is lower.

The predominant safety issues identified within the Study Area are crashes associated with vehicles leaving the roadway. This can be caused by roadway geometrics, driver error, surface conditions, etc. Six head-on collisions and 19 accidents with cars leaving the roadway were reported on North Dearborn Road. No intersection had more than four reported crashes in the last three years. While spot improvements in the Study Area may be needed to mitigate off-the-

road crashes in locations, it does not appear that the safety issues are associated with congestion or conflicting movements. Congestion and safety concerns, while present in some specific locations, do not appear to be significant contributors to the purpose and need for transportation improvements in the study area.

Roadway Information

Information on existing roadways has been provided primarily by the Dearborn County Engineer given that the non-local streets within the Study Area are County maintained routes with the exception of SR 46, US 52 and Interstate 74. With the exception of the interstate, no routes in the Study Area are on the National Highway System (NHS). During a field visual windshield review conducted during November 2015, the County Engineer's office provided a verbal summary of roadway conditions and the location of currently planned projects which modify existing roadway geometry and pavement. Archival roadway design plans for SR 46, I-74 and a portion of Whites Hill Road have been provided for information. Design plans for much of the existing roadway network in the Study Area are not available.

Existing conditions generally do not allow for the passing of vehicles. Weather conditions and the presence of slow or impassible vehicles can have a detrimental impact on travel time, which can vary widely. Access to the Bright Area by semi-truck can be challenging due to steep grades, substandard horizontal curvature and lack of shoulders on the existing county road network.

An inventory of a limited number of existing roadways was conducted as part of the *OKI 2004 Dearborn County Transportation Assessment*. Within the Study Area this inventory includes Stateline Road, Jamison Road and North Dearborn Road. The inventory provides a summary of vertical and horizontal curvature and pavement sections. There are no significant bridge structures on the roads linking the Bright Area to Interstate 74 with the exception of SR 46 over the Whitewater River.

The *OKI 2004 Dearborn County Transportation Assessment* recommended that North Dearborn Road, Stateline Road and Jamison Road be improved to address these deficiencies through a combination of geometric improvements and access management.

The assessment of existing roadway geometry and roadside characteristics has also been conducted using available aerial photography, GIS data and online street level mapping such as Google Street View™. See Appendix D for additional information.

Existing county-maintained routes used to access Interstate 74 from the Bright Area are Jamison Road, North Dearborn Road and Whites Hill Road. All three are functionally classified as Rural Major Collectors according to the 2015 INDOT functional classification map of Dearborn County. Based upon the information collected to date, several segments of these roadways do not meet current INDOT rehabilitation, restoration, and resurfacing "3R" design criteria (see INDOT Design Manual Chapter 55) for grades, horizontal and vertical curvature, lane and shoulder width, and roadside conditions. The typical section for a rural collector is show on Figure 6.

Figure 6: INDOT 3R Geometric Design Criteria

| Design Element | | | Manual Section | 2-Lane | | | | | |
|--------------------------------------------------|--------------------------------------|-----------------------------------------|--------------------|---------------------------------------------------------------------------------------------|-------------------------------|-------------------------------|--------------------------|-------------------------------|--|
| Design Controls | Design Year AADT | | 40-2.01 | < 400 | 400 ≤ AADT < 1000 | 1000 ≤ AADT < 3000 | 3000 ≤ AADT < 5000 | ≥ 5000 | |
| | Design Forecast Period | | 55-4.01 | 20 Years (2) | | | | | |
| | *Design Speed (mph) | | 55-4.01 | See Section 55-4.01 (3) | | | | | |
| | Access Control | | 40-5.0 | None | | | | | |
| | Level of Service | | 40-2.0 | Desirable: B; Minimum: D | | | | | |
| Cross-Section Elements | Travel Lane | *Width (4) | 55-4.05 | Des: 10ft Min: 9 ft (4a) | Des: 11 ft Min: 10 ft (4b) | Des: 11 ft Min: 10 ft (4b) | Des: 12 ft Min: 11 ft | Des: 12 ft Min: 11 ft.(4c) | |
| | | Typical Surface Type | Ch. 304 | Asphalt / Concrete | | | | | |
| | Shoulder (5) | *Width Usable | 55-4.05 | Des: 4 ft Min: 2 ft | Des: 6 ft Min: 2 ft | Des: 6 ft Min: 3 ft | Des: 8 ft Min: 6 ft | Des: 10 ft Min: 8 ft | |
| | | *Width Paved | 55-4.05 | Des: 2 ft Min: 0 ft | Des: 2 ft Min: 0 ft | Des: 4 ft Min: 2 ft | Des: 6 ft Min: 2 ft | Des: 8 ft Min: 2 ft | |
| | | Typical Surface Type | Ch. 304 | Asphalt / Aggregate / Earth | | | | | |
| | Cross Slope | *Travel Lane (6) | 55-4.05 | 2%-3% | | | | | |
| | | Shoulder (7) | 55-4.05 | Paved Width ≤ 4 ft 2% - 3%; Paved Width > 4 ft: 4%-6% Asphalt; 6%-8% Aggregate; 8% Earth | | | | | |
| | Auxiliary Lane | Lane Width | 55-4.06 | Des: 10 ft; Min: 9 ft | | Des: 11 ft; Min: 10 ft | | Des: 12 ft Min: 10 ft | |
| | | Shoulder Width | | Des: Same as Next to Travel Lane; Min: 2 ft | | | | | |
| | Obstruction-Free-Zone Width | | 55-5.02 | See Section 55-5.02 | | | | | |
| | Side Slopes | Cut | Foreslope | 2:1 or Flatter (8) | | | | | |
| | | | Ditch Width | (8) | | | | | |
| | | Backslope | 2:1 or Flatter (8) | | | | | | |
| Fill | | 55-4.05 | 2:1 or Flatter (8) | | | | | | |
| Bridges | New or Reconstructed Bridge | *Structural Capacity | Ch. 403 | HL-93 | | | | | |
| | | *Clear-Roadway Width (9) | 55-6.03 | Travelway +4 ft | Travelway +6 ft | Travelway +6 ft | Travelway +8 ft | Full Paved Appr. Width | |
| | Existing Bridge to Remain in Place | *Structural Capacity (10) | Ch. 72 | HS-15 | | | | | |
| | | *Clear-Roadway Width (11) | 55-6.02 | 22 ft | 22 ft | 24 ft | 28 ft | 28 ft | |
| | *Vertical Clearance, Collector Under | New or Replaced Overpassing Bridge (12) | 55-6.0 | 14.5 ft | | | | | |
| Existing Overpassing Bridge | | 14.0 ft | | | | | | | |
| Vertical Clearance, Collector Over Railroad (13) | | Ch. 402-6.01 | 23.0 ft | | | | | | |

Des: Desirable; Min: Minimum.

* Level One controlling criterion, see page 2 of 4

A 3R project on an existing non-freeway such as Jamison Road, North Dearborn Road and Whites Hill Road is intended to extend the service life of the existing facilities and to enhance highway safety. A 3R project is intended to make cost-effective improvements to the existing geometrics on the mainline or at an intersection. Generally, minimal right-of-way acquisition is required. The existing topography and roadside conditions make substantial reconstruction or realignment of North Dearborn Road and White Hill Road costly and would have significant impacts. Conceptual solutions to improve the existing roads will be considered to address geometric improvements to the existing curvature, profile and cross slopes, minor widening to provide shoulders, potential roadside improvements grading, guardrail and enhanced signage or vegetation removal.

AECOM utilized “Indiana Map” GIS data and Inroads civil engineering software to digitally approximate existing centerline of North Dearborn and Whites Hill Road at the northern portion of the Study Area where conceptual alternatives will be developed for to address improved connectivity between the Bright Area and I-74. The curvature, grades and cross sections of the modeled geometry will be compared with the design criteria in Figure 6 identify deficiencies and potential improvements.

Environmental Red Flag Data

AECOM subconsultant, Shrewsberry Associates LLC, produced a Red Flag Summary & Environmental Overview report for the Study Area with a focus on potential corridors for roadway improvements. Please refer to the Red Flag Summary & Environmental Overview for additional information.

The investigation includes a review of appropriate layers within the INDOT Geographical Information System (GIS) Library and OKI data sets and includes the listing of layers identified in the INDOT Project Development Process, Appendix E. In addition, the Indiana Department of Natural Resources (IDNR) State Historic Architectural and Archaeological Research Database (SHAARD) and Dearborn County information have been used to identify potential features within the Study Area.

The Red Flag Summary utilized readily available information to identify existing conditions of affected environment, human environment, cultural and historic resources, natural environment, air quality, noise, hazardous materials, Section 4(f) and Section 6(f), geology, permits, and agency coordination. The following potential issues and red flags were noted in the Study Area from the environmental resources review:

- The Study Area is split between a growing suburban residential and industrial environment and a long-standing rural setting. This may lead to different community desires for the results of the Study.
- The Study Area includes areas of Prime Farmland in the Whitewater River floodplain.
- Several cemeteries are located within the Study Area. However, they are generally small features and are scattered. Avoidance should be achievable.
- There were no sites, features or districts currently listed as National Historic Landmarks or included on the National Register of Historic Places within the Study Area. However, many historical features have been identified through the Study Area and additional cultural resource investigations should be conducted in future project phases. Development of conceptual solutions should be undertaken to avoid impacted to historical features where possible.
- The Study Area includes many water resources, including wetlands, streams, rivers and ponds including the floodplain for the Whitewater River. It is likely that some water resources will be impacted by transportation improvements.
- The Whitewater River is classified as outstanding state resource water and as an impaired stream.
- Many wetlands are identified within the Study Area. Transportation improvements that impact wetlands will require permitting and potential mitigation.
- Threatened and endangered species are listed within Dearborn County by the Indiana Department of Natural Resources and the U.S. Fish and Wildlife Service. No significant habitat has been identified in the Study Area.
- Multiple water wells were identified within the Study Area, some of which were identified as significant withdrawal wells.
- Sensitive noise receptors are located within the Study Area. Impacts to these receptors should be considered in the development of conceptual solutions.

- Multiple hazardous materials concerns were identified within the southern portion of the Study Area. Further investigation could be necessary to determine the impact to this location. However, at this time, impacts are not considered to be likely.
- One Section 4(f) feature (Bright Meadows Community Park) was identified within the Study Area. Avoidance can likely be achieved by the Study.

Field Environmental Investigations are not included in the scope of services. Likewise, NEPA documentation, permitting, and Federal, State or local agency coordination are not included in the scope of services. These tasks may be initiated on a project specific basis in future phases of project development.

Emergency Response Data

Dearborn County currently contracts with the City of Harrison, Ohio to provide fire protection and emergency medical service to the northern portion of the Study Area including Old US 52 and Interstate 74. The Bright Volunteer Fire Department (VFD) Station No. 3 located at 25991 Unity Street (off North Dearborn Road) is the closest fire station to this area. Fire Station No. 3 is located approximately 4.3 miles and seven minutes from the I-74 Harrison/Brookville Interchange. Based on information from the Bright Volunteer Fire Department, Emergency Medical Service is staffed only at Fire Station No. 1 located at 23759 Brightwood Drive, approximately 7.5 miles and 13 minutes from the I-74 Harrison/Brookville Interchange. By contrast the Harrison Volunteer Fire Department Fire station No. 56, located at 200 Harrison Avenue in Harrison is located approximately 2.9 miles and five minutes from the interchange. Site specific data regarding emergency dispatch calls and response times within the Study Area is not readily available. Dearborn County is in the process of updating its emergency response service area mapping. Current maps are provided in Appendix E.

The lack of a direct connection from Stateline Road to Interstate 74 makes the distance and travel time to Pinhook Road, as well as areas north of the Whitewater River, longer from Bright Fire Station No. 1 than from Harrison. The International Association of Fire Fighters (IAFF) conducted a study of emergency response times and staff levels for the Harrison VFD. The study compared response time and staffing with guidelines set forth in National Fire Protection Association (*NFPA 1710: Standard for the Organization and Deployment of Fire Suppression Operations, Emergency Medical Operations, and Special Operations to the Public by Career Fire Departments*). The study evaluated deployment response times under different staffing and equipment scenarios. According to NFPA 1710, a fire department should establish the objective to initiate fire suppression or provide a unit with first responder with automatic external defibrillator (AED) at an emergency medical incident within four minutes. See Appendix E for maps illustrating the modeled response coverage for four and eight minute durations. The study indicates that portions of Pinhook Road, as well as western areas of Old US 52 and Interstate 74, lie beyond the four minute response time coverage area. However, these road sections are within the eight minute area. The report raises concerns about availability of staff to respond with sufficient personnel to all calls. Similarly Bright VFD has also stated that response times are affected by staffing availability.

An analysis of fire/EMS deployment times in the Study Area under the build and no build scenario is beyond the scope of this study. However, a more direct connection between the Bright Area and US 52/I-74 would reduce travel time from Bright Fire Station No.1 to the area currently contracted to the Harrison VFD. In addition to roadway trip times, there are several variables that affect emergency response times such as: staffing, location of equipment at the time of a dispatch, the nature and type of incident, traffic and weather conditions. It is not possible to conclusively state that a more direct connection between the Bright Area and I-74 would eliminate the need for contracting emergency services between Dearborn County and Harrison. However, improved connectivity would increase the likelihood of meeting NFPA 1710 objectives by the Bright VFD to areas north of the Whitewater River.

Summary of Findings

- Bright is a census defined place with approximately 2,000 households and a total population of approximately 5,000. Bright has approximately 2,600 employed residents. Population has remained steady over the past decade.
- The population of the study area is relatively homogenous with small minority populations. There is minimal potential for disproportionate impacts to Environmental Justice populations within the study area.
- Growth in population and employment is forecast to be moderate over the next 20 years with growth between 10% and 20%.
- Future land use is generally planned to be consistent with current uses including planned commercial and industrial development between the Whitewater River and Old US 52.
- Stateline Road is the most heavily traveled road within the study area (excluding Interstate 74). There are no significant congestion issues within the study area.
- Study area residents utilize several existing routes to access Interstate 74. The majority of interstate travel is to and from Hamilton County. The most heavily used interchange is Kilby Road and Interstate 275 in Hamilton County.
- Current travel time between Bright and the Interstate 74 interchange at Harrison/Brookeville Road is approximately 8 to 10 minutes using North Dearborn Road, Whites Hill Road, SR 46 and US 52.
- There were approximately 120 injury crashes and a total of 515 crashes in the study area from 2009 to 2013 excluding Interstate 74. Crash rates are generally similar to statewide averages.
- There are some concentrations of crashes especially along Jamison Road and near the Westbound Ramps of US 52 and Interstate 74.
- There are portions of the existing County road system that do not meet current INDOT design criteria for an LPA Rural Collector. Common deficiencies include shoulder width, vertical and horizontal curvature, and roadside conditions.
- Dearborn County contracts with the City of Harrison to provide fire protection and EMS services to the northern portion of the study area. Depending on the availability of

equipment and staff emergency response times can vary and may not fully meet NFPA guidance.