

THE FOUR ROUTES
TO WESTWOOD

ADDRESS TO THE

WESTWOOD CIVIC
ASSOCIATION

BY

H. M. WAITE

WESTWOOD TOWN HALL

MAY 4, 1928

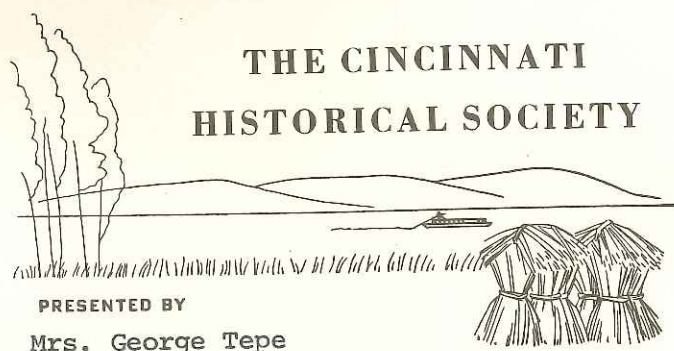
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**THE CINCINNATI
HISTORICAL SOCIETY**



PRESENTED BY
Mrs. George Tepe

25Mr78-G

PREFACE

On Friday evening, May 4, 1928, an address was given by Mr. H. M. Waite at a meeting held at the Westwood Town Hall, called by the Westwood Civic Association.

At that time the facts and figures on four possible highway and boulevard routes to the Western Hills were presented.

Requests have been received for copies of this address. We have, therefore, had the same printed, with the exhibits and trust that it will enable you to more clearly understand the facts as we see them in this interesting problem.

ADDRESS AT WESTWOOD

It is a great many years since I have had the pleasure of addressing the people in Westwood.

The last time I was out here to talk to you was when I was City Engineer in Cincinnati during the Hunt Administration. I talked to you then about the plans and the necessary bond issue for the sewer survey in Cincinnati. You were kind enough to listen to me that night and the bond issue carried with a large majority. The result of that bond issue has meant the saving of millions of dollars to Cincinnati. It gave to Cincinnati the basis for all of its sewerage system up to the present time. All of the work contemplated has not yet been completed.

The subject that I want to talk to you about tonight concerns Westwood and the Western Hills more intimately even than did the sewer survey. The question tonight is whether Queen City Avenue Viaduct is to be or not to be. This is an old topic. When I was City Engineer of Cincinnati, it was an important topic. During my term of two years in City Hall, we made estimates for Queen City Avenue Viaduct. We made plans for the widening and straightening of Queen City Avenue. We made plans for the extension of La Feuille Avenue to Queen City Avenue. There always has been a difference of opinion in Westwood and the Western Hills, as well as in the balance of Cincinnati, on this subject.

In the handling of city affairs, it is always difficult to separate individual opinions and desires from the recommendations and advice of experts. It is so easy for us to be led astray by prejudices or ill-advised opinions. Such opinions become history. We often regret histories.

Some of the best brains in the Country have worked on this subject. As far as I know the original idea of another and independent and attractive route from Westwood to the City was conceived by Mr. Kessler. His report was included in the Park Board's very comprehensive report of 1907 on a complete park and boulevard system for Cincinnati. As a consequence of this study by Mr. Kessler, the Hopple Street viaduct was built. This would give, with the completion of the Kessler boulevard route, an above high water outlet from Westwood to Cincinnati, free from the traffic congestion on existing routes, free from slow moving

street cars and heavy trucking. At that time the Canal Boulevard was only a dream for the future. Today it is an actuality. Westwood today has Hopple Street Viaduct and the Canal Parkway. All it needs to make a reality the early imagination of Mr. Kessler is a boulevard connection to Westwood.

This same subject was given very careful consideration by the City Planning Commission. Mr. Segoe, one of the brilliant engineering brains of today on city planning, included in their report another boulevard connection north of the Kessler boulevard. I am told that this selection was made by the City Planning Commission to avoid the cutting across and the building damages in North Fairmount and because of the building development that has taken place within the last 20 years along portions of the Kessler boulevard which of course made this project more expensive. The City Planning Commission also took into consideration the possibilities of development and the opening up of new residence sections along such a boulevard. There are possibilities of future residential development along the northern route of a very much greater tax return than along the Kessler Route.

After the Park Board made its report in 1907, parts of the right of way for the Kessler boulevard plan were offered to the City. Nothing further was done about it. I presume the same controversy arose as is now arising, as to building Queen City Avenue Viaduct.

I hope you have seen from this that while I have always been in favor of another outlet from the Western Hills, my opinion was based on greater brains, particularly Mr. Kessler's. It should also be apparent that this same reasoning must have affected Mr. Segoe when the City Planning Commission, in the Official City Plan, also recommended a separate outlet. Therefore, let us be reasonable and consider the fact that some of the best engineering brains in the Country have worked on this problem and there must be some reason for their conclusions.

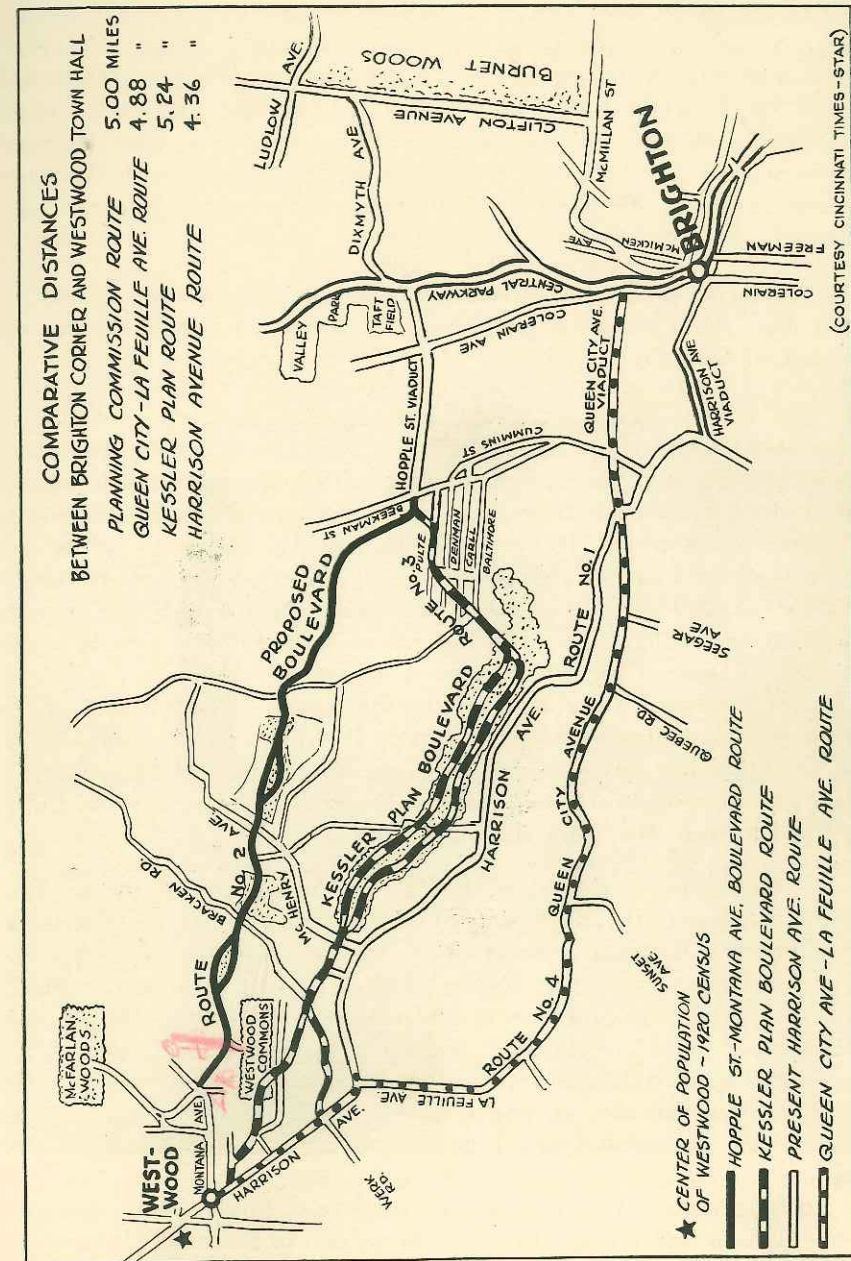
You undoubtedly feel that my great interest in the situation today is one of the railroad situation: In part, this is true. However, from a financial standpoint, there is very little difference, as far as the railroads are concerned. These figures will be brought out later. The situation today with railroads is entirely different from what it was a great many years ago. Railroads today realize that they are just as much a part of the citizenry of a community as anyone else. Their greatest interest in this problem is only one of the correct solution. Their great desire is to see the solution of this problem settled to the entire satisfaction of everybody, not only today, but 25 years from today.

I shall now proceed to present to you the facts concerning the various suggested Westwood routes. These facts are the results of very careful investigations.

The large map reproduced on opposite page shows the present and suggested routes to Westwood from the Central Parkway to the intersection of Montana and Harrison Avenues. The route (No. 1) is the present route to Westwood from Brighton Corner over the Harrison Avenue Viaduct and Harrison Avenue. The suggested Queen City Avenue—LaFeuille Avenue route is shown as No. 4. The suggested boulevard routes are indicated and marked No. 2 and No. 3. Of these, the Northern Boulevard follows the boulevard proposed by the Official City Plan and the Southern that proposed by Mr. Kessler in the report of the Park Board in 1907.

The present Harrison Avenue route is familiar to everyone. The suggested Queen City Avenue—LaFeuille Avenue route includes a viaduct 3400 feet long from the Central Parkway to Beekman Street; the raising of Queen City Avenue above high water, between Beekman and Seegar Avenues, a distance of 3000 feet; and the widening of Queen City Avenue from the school and church, near Seegar Avenue, to Sunset Avenue, a distance of 6200 feet, which portion at present is only 40 feet wide between property lines. It also includes the extension of LaFeuille Avenue southwardly to Queen City Avenue over a distance of 3000 feet. Either of the two boulevard routes includes the widening of Hopple Street over a distance of 1200 feet between the Central Parkway and Colerain Avenue, where this is only 40 feet wide. From the west end of the Hopple Street viaduct a new boulevard connection will be built, in either case, to Harrison Avenue near the Town Hall in Westwood.

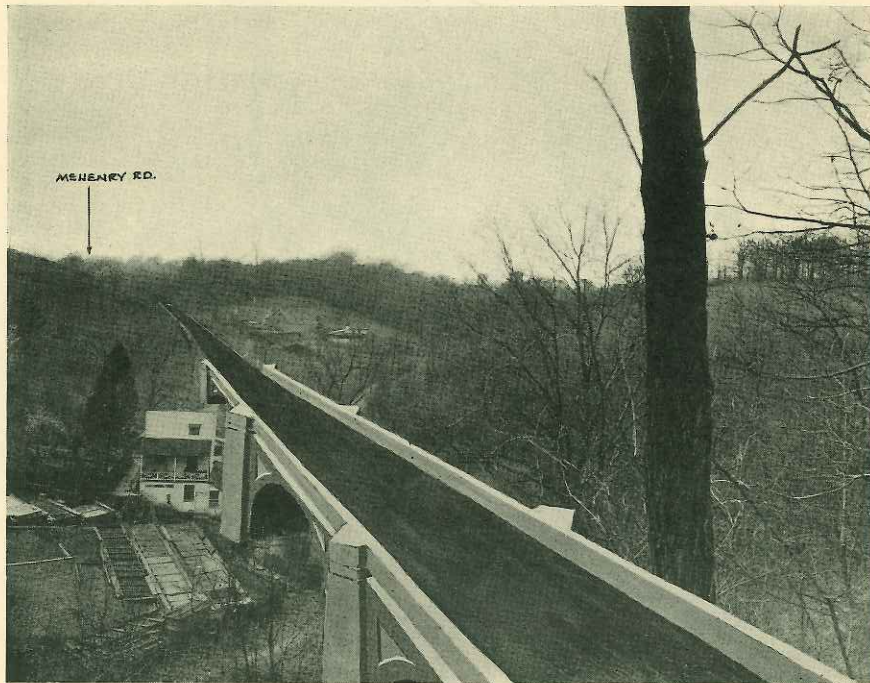
Of the two boulevard routes, the City Plan route, which is the northern route, passes over the hill tops in an almost straight north-westerly direction, crossing Baltimore Avenue about half way between Yoast Avenue and McHenry Road and crossing McHenry Road near Saffer Street and connecting with Montana Avenue, east of Meyers Place thence over Montana Avenue to Harrison Avenue. The southern boulevard, or Kessler boulevard, would turn southwardly from the west end of the Hopple Street Viaduct, cutting across North Fairmount, would connect with Trade Street and would thence follow the valley just north and parallel to Harrison Avenue, crossing McHenry Road some 400 feet north of Harrison Avenue and connecting with Fisher Place, and over Fisher Place and Cling Avenue to Harrison Avenue, with a probable branch connection to Harrison Avenue, opposite McKinley Avenue.



It may be seen that along the northern boulevard and the Kessler boulevard routes park areas have been indicated, which would greatly add to the attractiveness of these boulevards and also serves as neighborhood parks and play-ground for the population of the residential sections that would be opened up and developed rapidly with the building of either of these boulevard routes. Other existing and proposed parks and boulevards are also shown on this map and it may be seen that either boulevard route would fit in with the City's boulevard and park system, shown on the plans of the Park Board and City Planning Commission.

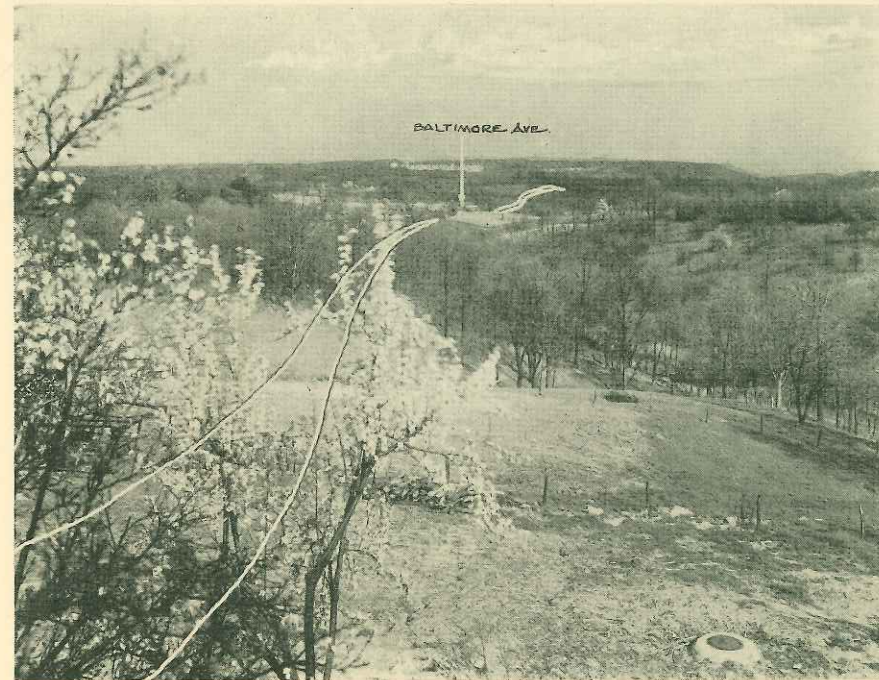
In order to enable you to visualize the character of the Country, I shall show you a service of photographs on which we have indicated the location of these routes.

NORTHERN BOULEVARD ROUTE

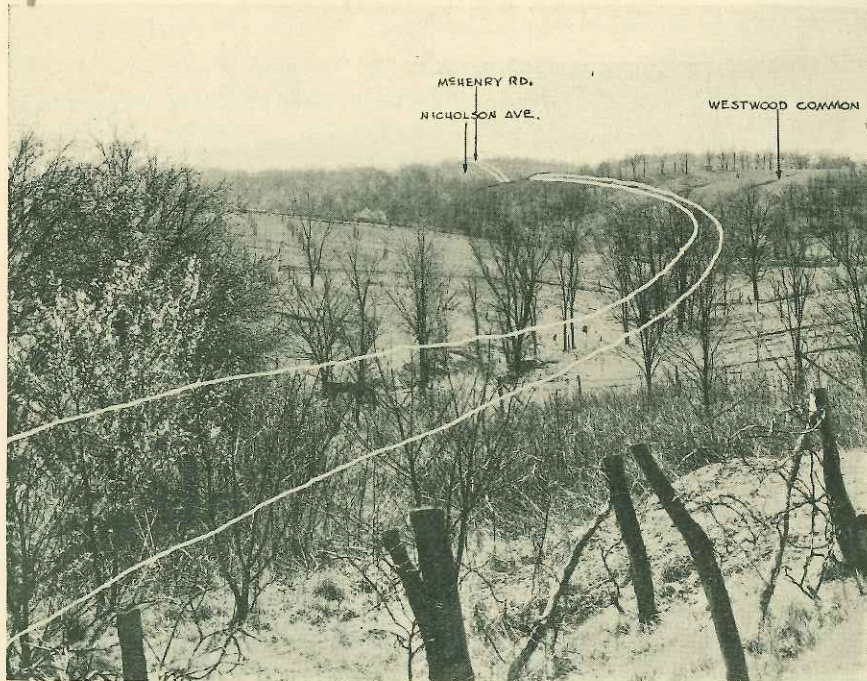


Looking west along the Northern Boulevard Route from Baltimore Ave. This picture is taken from the sharp bend in Baltimore Ave. where the Northern Route would cross this thoroughfare. Since this boulevard

follows largely the hill tops, it would have to cross the ravine just west of Baltimore Ave. over a short bridge. In the distance may be seen the houses on McHenry Road near Saffer where this boulevard would intersect with McHenry Road.

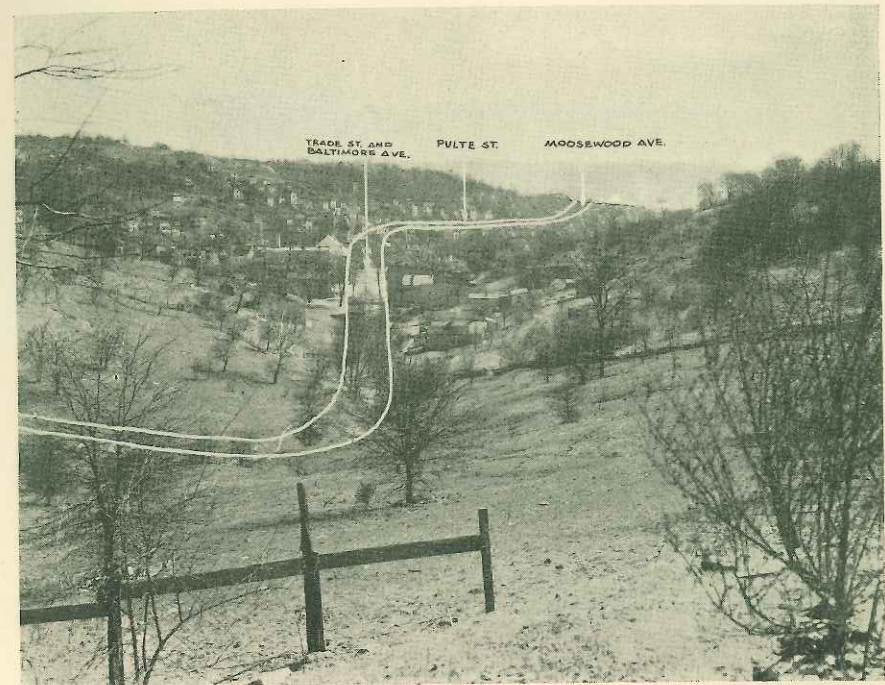


Looking east along the Northern Boulevard Route from McHenry Road. We are now looking at the same portion of the Northern Boulevard, but in the opposite direction, toward Baltimore Ave. On the distant hills may be seen the portion of the boulevard winding across the plateau. It is on the other side of the hill that the boulevard would connect with Hopple Street.

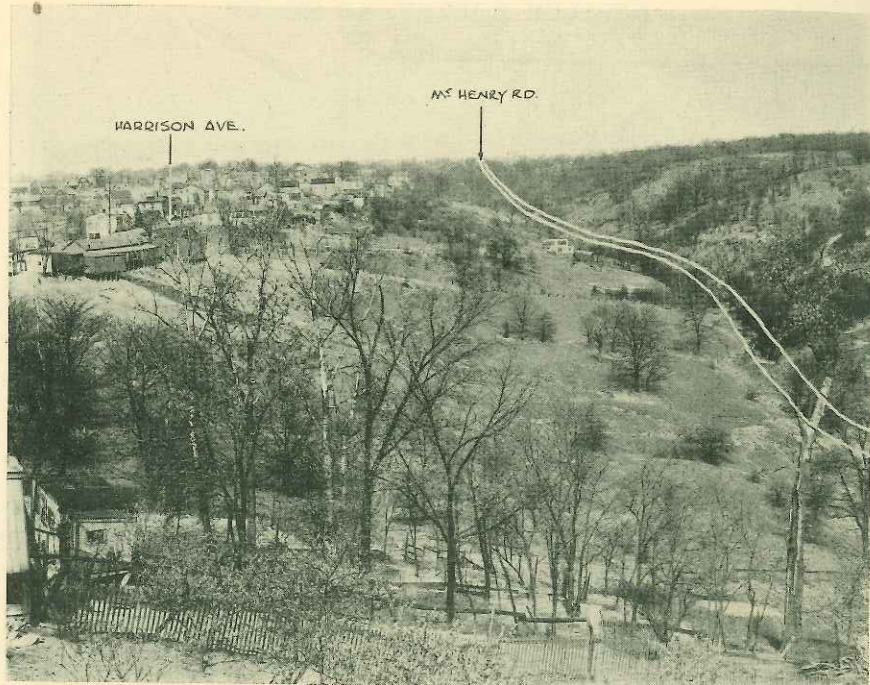


Looking east along Northern Boulevard Route from Montana east of Meyers Place. This shows the western end of the proposed Northern Boulevard that passes to the north of Westwood Common on the long range that separates this from the ravine in the foreground.

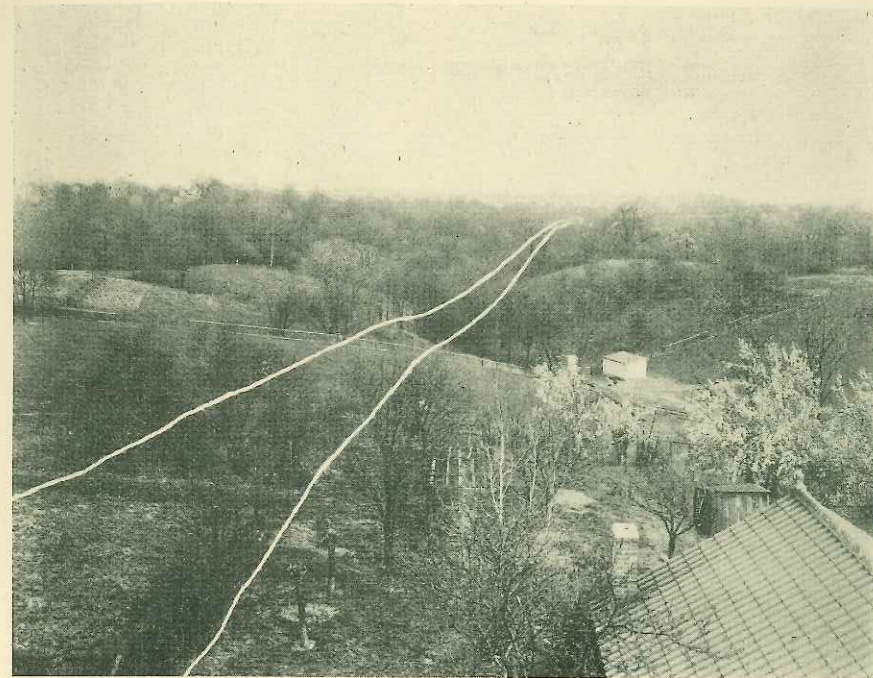
KESSLER BOULEVARD ROUTE



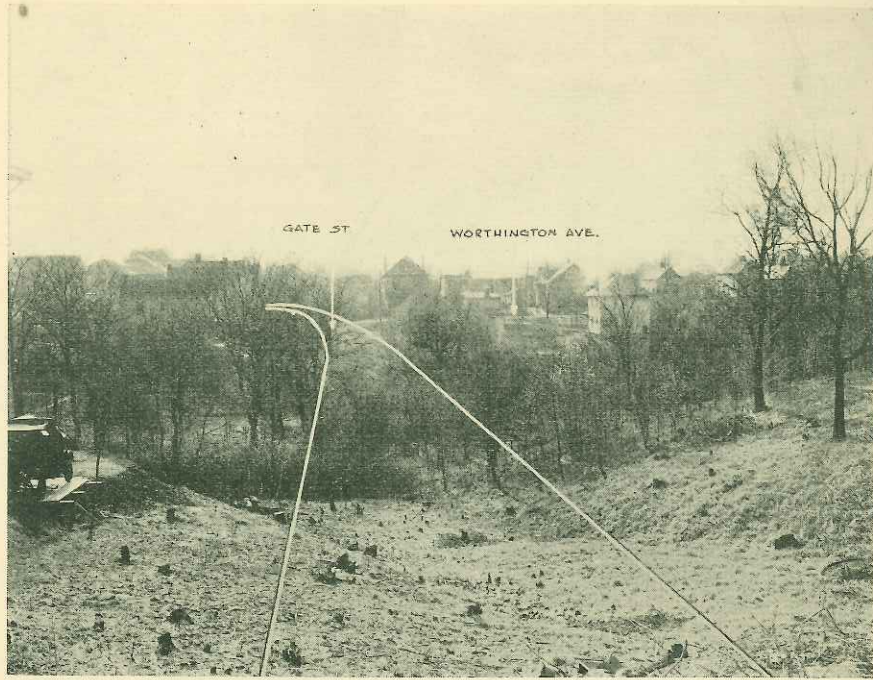
Looking north-east along the Kessler Boulevard Route from Fairmount just east of Harrison Avenue. This shows the eastern end of the Kessler Boulevard Route where it passes through Trade Street and crosses North Fairmount to the Hopple Street Viaduct. It shows the beginning of the valley at Trade Street which this boulevard will follow all the way to Westwood.



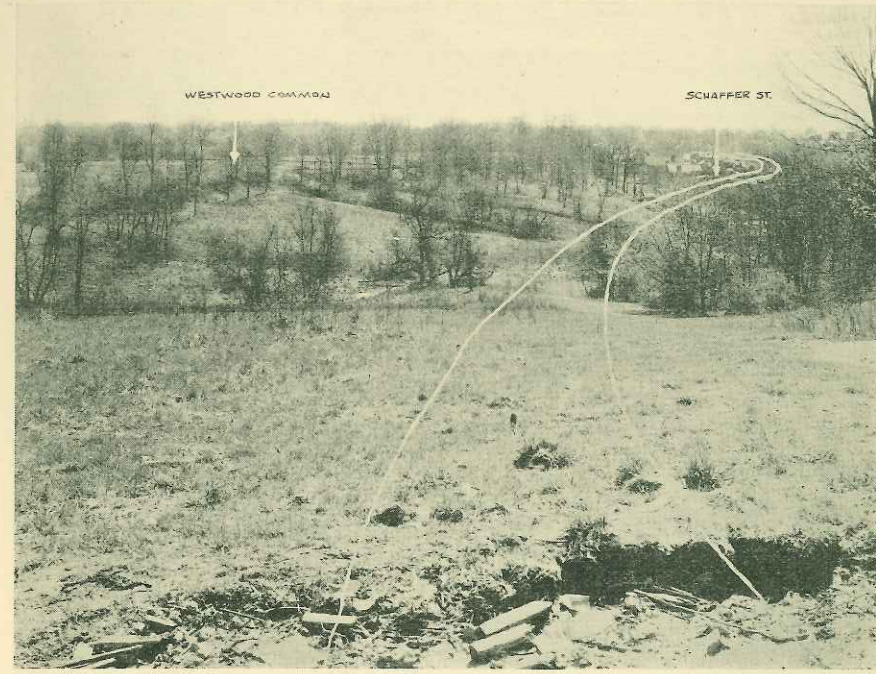
Looking west along Kessler Boulevard Route from Fairmount Avenue at Thompson. This is the continuation of the section of the boulevard shown in the previous picture. It clearly shows how this boulevard will follow the valley north of Harrison Avenue. Harrison Avenue itself may be seen in the left hand corner of the picture.



Looking east along Kessler Boulevard Route from McHenry Road. This shows the same valley north of Harrison Avenue and the Kessler Boulevard ascending to meet McHenry Road.



Looking west along Kessler boulevard route from McHenry Road. This picture was taken from what would be the intersection of Kessler boulevard route and McHenry Road. The houses shown in the picture are part of the development on Worthington Avenue, and Gates Street. The boulevard runs along Gates Street and connects with Bracken Road a little further west.



Looking east along Kessler boulevard route from the east end of Fisher Place. On the left hand side of the picture and on the plateau in the foreground is Westwood Common. The Boulevard cuts through its southwest corner, thence across the houses along Shaffer Avenue, thence descending to connection with Bracken Road.

QUEEN CITY AND LA FEUILLE AVENUE ROUTE



Looking west along Queen City Avenue from just east of Merton Street (in front of the Church). At this point Queen City Avenue narrows down from 60 feet to 40 feet between property lines. The narrowness of the roadway and the character of the development is clearly shown on the picture. It may be seen at the far end of the picture that even where there is no parking, one line of travel in each direction occupies almost the entire roadway space.



Looking east along Queen City Avenue from just west of Quebec Road. This picture again shows the narrowness of Queen City Avenue. On the right hand side, which is the south side, the amount of property damage is indicated by showing the portion of the buildings that would have to be removed were the street widened from 40 to 60 feet.

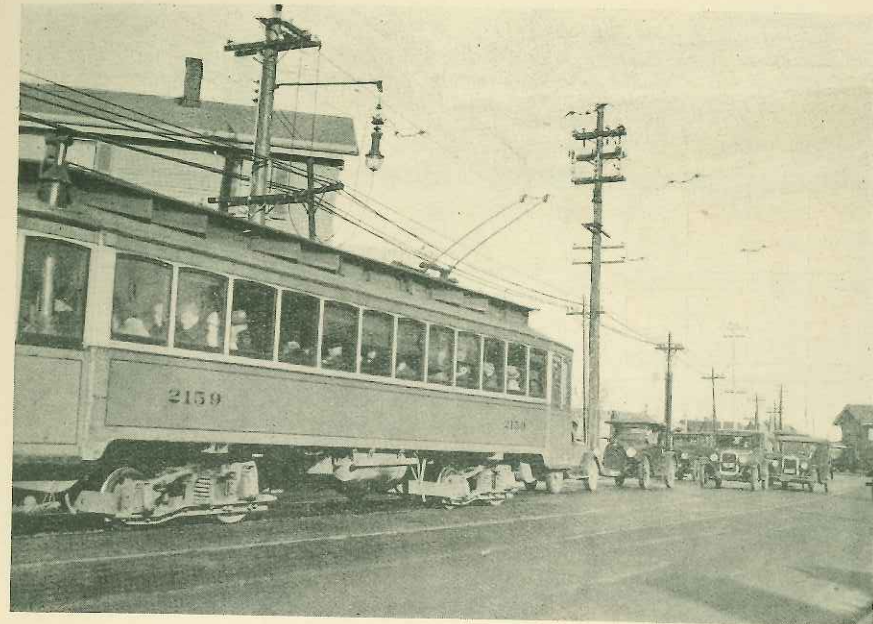
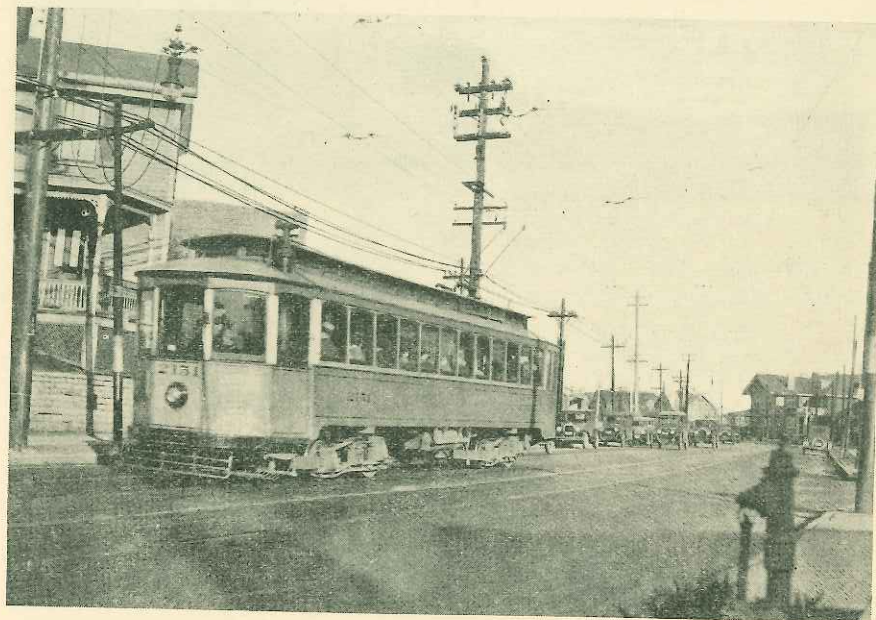
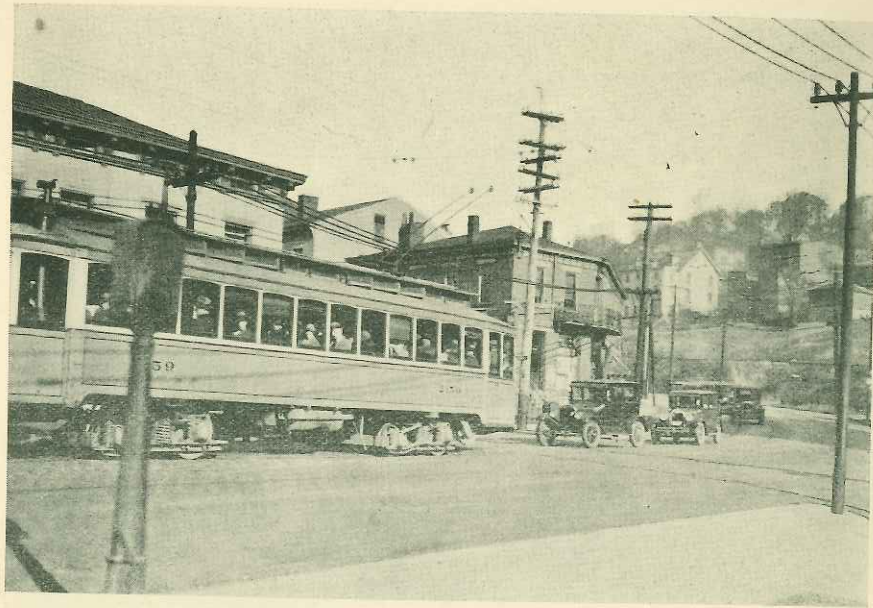


Looking east on Queen City Avenue from just west of St. Anthony's church at White Street. This picture again shows the narrow section of Queen City Avenue and the location of buildings virtually on the property line. It also shows the sharp angle in the line of the street. There are many of these and they would have to be straightened. In the foreground is but one group of the children who are using the street for a playground. On the right hand side again, which is the south side, the new street line is shown, and the property damage indicated.

TRAFFIC CONDITIONS ON HARRISON AVENUE

The following four pictures clearly show the retarding effect of street cars on the movement of automobile traffic. It is not only because of the street car stops that these conditions prevail during the rush hours but also on several sections of Harrison Avenue where street cars and even buses are slowed up by the steep grades.





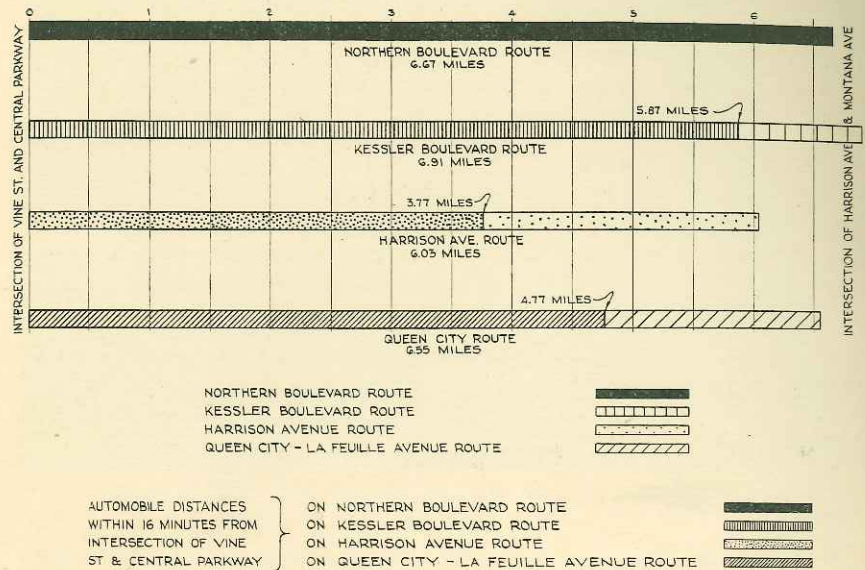
Now that you have seen the pictures you can visualize what a difference it would be to travel over either of the suggested boulevards, on a roadway that could easily be made fully as wide as the roadway of the canal boulevard north of Liberty Street and that would be free of street cars and heavy trucks. Call upon your imagination and compare these possible conditions with those of Harrison Avenue at present or along Queen City Avenue, even if this were to be widened.

COMPARATIVE DISTANCES ON FOUR ROUTES TO WESTWOOD

We have heard many arguments about the length of the proposed boulevards. Statements were made that it would be a mile or a mile and half longer over these boulevards to the center of the City than over the present Harrison Avenue route or over the suggested Queen City Avenue route. These contentions were found to be erroneous.

COMPARATIVE LENGTH OF WESTWOOD ROUTES

FROM INTERSECTION OF VINE STREET AND CENTRAL PARKWAY TO THE INTERSECTION OF HARRISON AVENUE AND MONTANA AVENUE
COMPARATIVE DISTANCES WITHIN 16 MINUTES FROM THE INTERSECTION OF VINE STREET AND CENTRAL PARKWAY (RUSH HOUR)

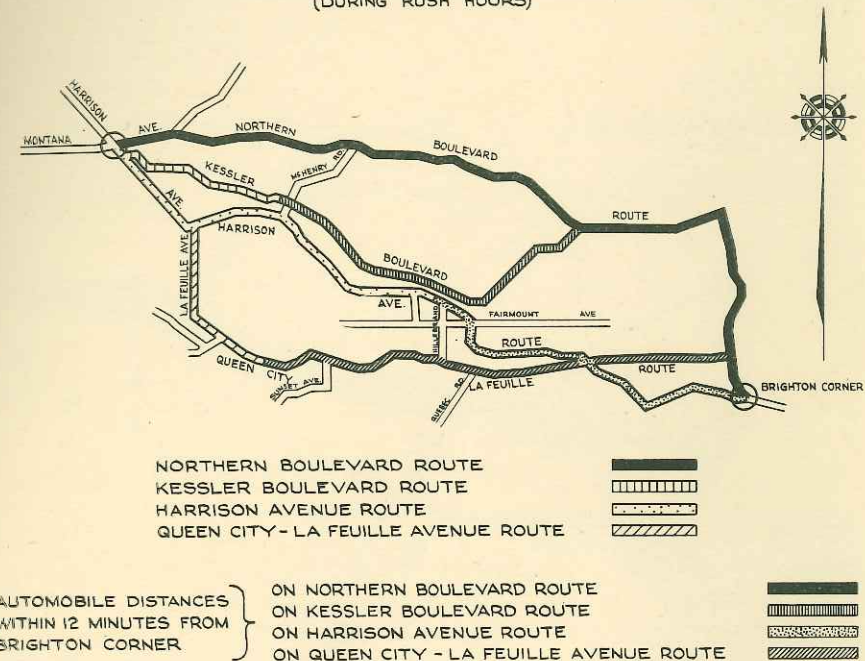


The above diagram shows the comparative length of the present and suggested Westwood routes from the intersection of Vine Street and Central Parkway to the intersection of Harrison and Montana Avenues. It may be seen that the northern boulevard route is 6.67 miles long between these points as against 6.03 miles over the Harrison Avenue Route and 6.55 miles over the suggested Queen City Avenue Route. That is, the Northern Boulevard is 0.64 miles or not quite $\frac{2}{3}$ miles longer than the present Harrison Ave. Route, and only 0.12 miles, or about 700 feet longer than the Queen City-LaFeuille Ave. Route. As to the Kessler Boulevard Route this is 0.9 miles longer than the present Harrison Avenue Route and about $\frac{1}{3}$ mile longer than the Queen City-LaFeuille Avenue Route.

However, these are comparisons between distances only while the rational comparison between the lengths of the routes should be based not upon actual distance but upon the time required to cover these distances. We have made several trial trips along the present Harrison Avenue Route and have carefully calculated the time distance on the various suggested routes. In 16 minutes an automobile can travel on

the Northern Boulevard the entire distance of 6.67 miles during the rush hours, from Vine and Central Parkway to Montana and Harrison Avenues. On the other routes during the same sixteen minute period and in the rush hour, this same automobile starting at the intersection of Vine Street and Central Parkway covers only 3.77 miles, on the present Harrison Avenue Route; would cover 4.77 miles on Queen City-LaFeuille Avenue Route; and 5.87 miles on the Kessler Boulevard Route. Therefore, from the standpoint of time distance, which is what counts, the boulevard routes would be very much shorter than either of the other two routes.

ROUTES TO WESTWOOD AND COMPARATIVE AUTOMOBILE DISTANCES THEREON WITHIN 12 MINUTES FROM BRIGHTON CORNER (DURING RUSH HOURS)

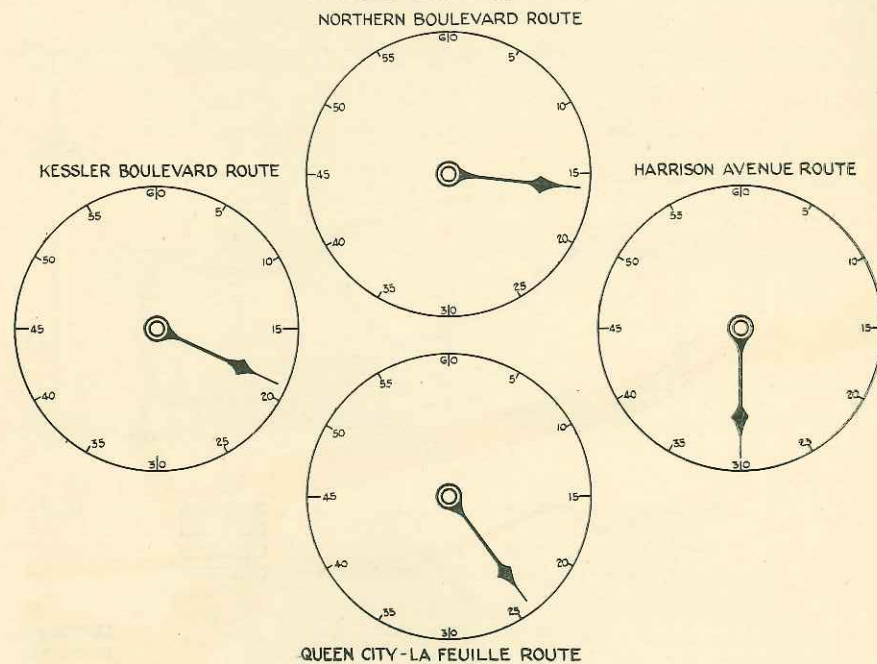


A comparison of the various routes from the standpoint of time distance is illustrated in a somewhat different form on this diagram. This shows the automobile driving distance within 12 minutes of Brighton corner along the various routes, which we found corresponds to the 16 minute driving distance from the intersection of Vine Street and the Central Parkway. Assume that all routes are in existence and assume that four

cars start simultaneously during the rush hour from Brighton corner, the one using the Northern Boulevard would get to the intersection of Montana and Harrison Avenues; the second on Kessler Boulevard would get as far as McHenry Road; the third on the present Harrison Avenue route would reach a point 100 ft. west of Hillebrand Avenue; the fourth, over the Queen City Avenue Viaduct and Queen City Avenue would reach a point on Queen City Avenue half way between Sunset Avenue and the intersection of the Queen City-LaFeuille Avenue extension.

COMPARATIVE DRIVING TIME

FROM INTERSECTION OF VINE STREET AND CENTRAL PARKWAY
TO THE INTERSECTION OF HARRISON AND MONTANA AVENUES
OVER EXISTING AND SUGGESTED WESTWOOD ROUTES
IN MINUTES (DURING RUSH HOURS)



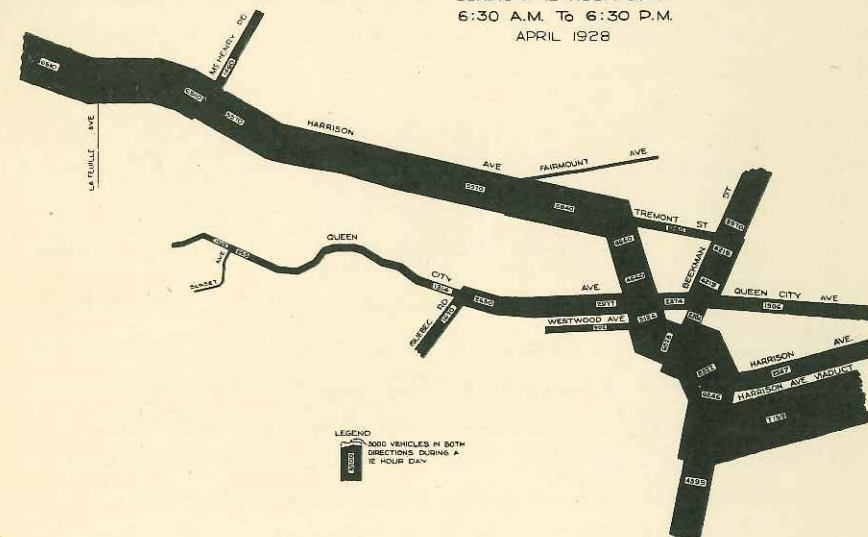
The time required to drive the entire distance from the intersection of Vine Street and Central Parkway to the intersection of Montana and Harrison Avenues over the various routes and during the rush hours is illustrated by this diagram and presents a far more rational basis for the comparison of the length of these routes in minutes, than their actual length in miles. From several trail trips during rush hours, we have found that it takes 30 minutes to cover the distance over the Harrison Avenue Route. The estimate for the other routes are 16 minutes for the

Northern Boulevard route; 19 minutes for the Kessler Boulevard; and 24 minutes for the Queen City Avenue Route. In making these estimates we have assumed an average rate of speed of 25 miles per hour on the Northern Boulevard. On the Kessler Boulevard Route, since over the section through North Fairmount traffic would have to be slowed up because of the intensity of development and safety considerations, three (3) minutes additional time would be required. On the Queen City Avenue route, travel will be slow along Queen City Avenue because of congestion (even after widening) and consideration of safety; and on Harrison Avenue at the western end of the route because of the retarding effect of street cars. It is not believed that vehicles will average over 16 miles per hour over the entire length of this route.

Thus it may be said that the Northern Boulevard route would cut the present traveling time between Westwood and the central city practically in half and the Kessler Boulevard route would reduce it by about one third.

TRAFFIC FLOW DIAGRAM

SHOWING THE ORIGIN AND DISTRIBUTION OF TRAFFIC OVER
THE HARRISON AVE VIADUCT, HARRISON AVE. AND QUEEN CITY AVE.
DURING A 12 HOUR DAY
6:30 A.M. TO 6:30 P.M.
APRIL 1928



The distribution of traffic over the Harrison Avenue Viaduct Harrison Avenue and Queen City Avenue across Mill Creek Valley and on the thoroughfares to the west thereof is shown on this traffic flow diagram.

The width of bands represents the amount of traffic during the 12 hour days in both directions; one inch corresponds to 3000 vehicles.

Several significant observations may be made from an analysis of this diagram. Nearly one half of all the traffic crossing Mill Creek over Harrison Avenue Viaduct, Harrison Avenue and Queen City Avenue originates in, or is destined to Westwood, west of McHenry Road; Cheviot; and the surrounding regions. Only one tenth of this traffic across Mill Creek Valley is contributed by Price Hill. It is also significant that of all Price Hill traffic using Queen City Avenue, west of Harrison Avenue almost 40 per cent is headed to or comes from the northeast over Beekman Street. It is obvious therefore that if a new and attractive route were offered to Westwood traffic, to the center of the city, nearly one half of the traffic now using the Viaduct, Harrison Avenue, and Queen City Avenue across the valley could be diverted and would be made to pass the congested district near the intersection of Queen City and Harrison Avenues.

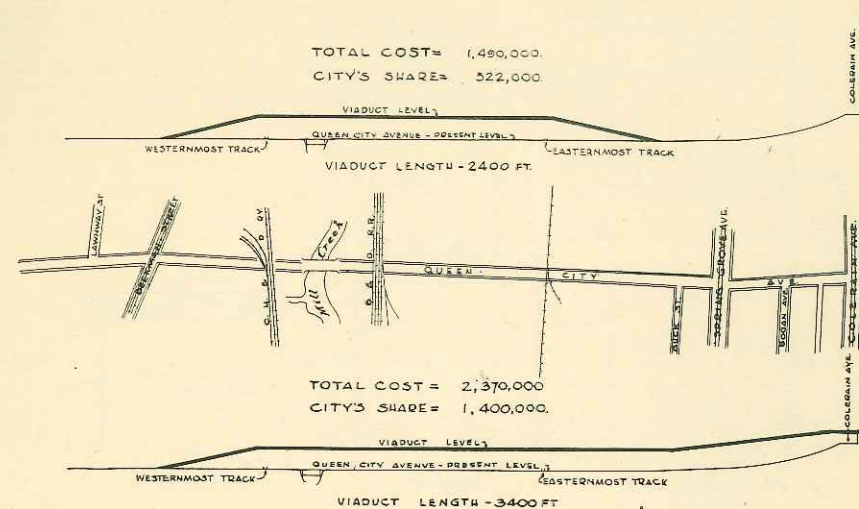
One proper viaduct at Harrison Avenue and proper approaches would then be adequate both at present and in the future to handle all traffic which would continue to use this route.

It is interesting to note that there is approximately as much traffic on McHenry Road north of Harrison Avenue as is on the newly improved Quebec Road. Pointing to the tendency on part of some of the Westwood travel to find a route over existing streets in the general direction of the proposed boulevards.

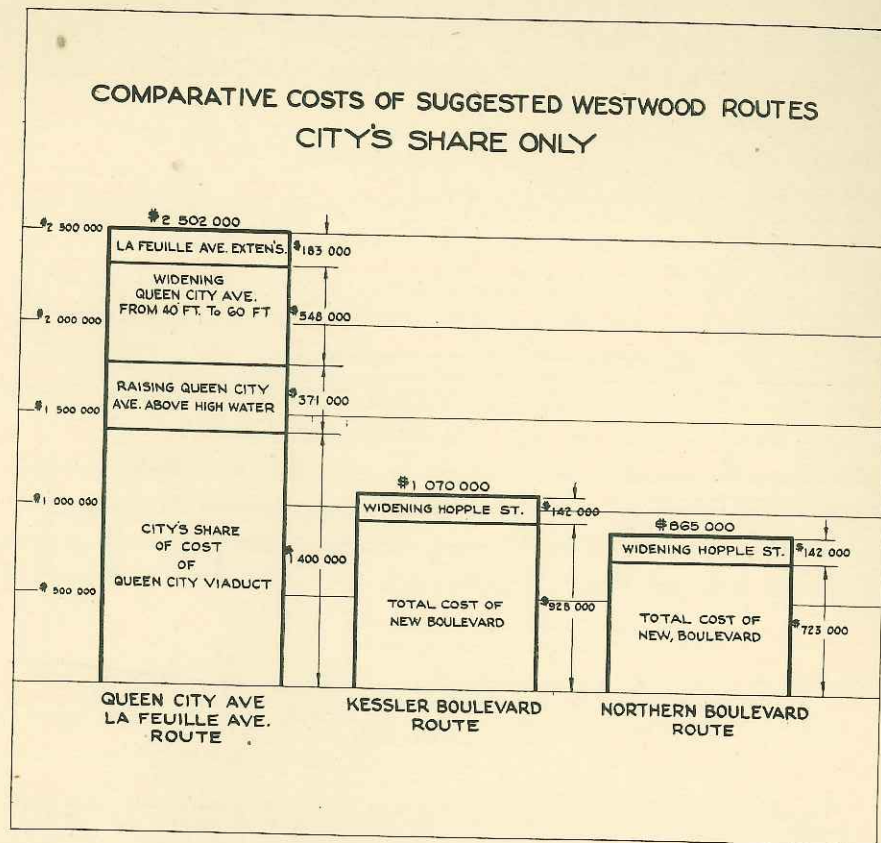
It is quite simple to picture the changes that would result in this traffic flow diagram from the building of the suggested Queen City Avenue Viaduct. The congestion that now exists would not be eliminated; it would simply be transposed. At present the traffic is the heaviest on Harrison Avenue between Beekman Street and the Harrison Avenue Viaduct. This congestion would be moved a little north to the approaches of the suggested Queen City Avenue Viaduct.

THE LONG AND SHORT QUEEN CITY AVENUE VIADUCT

AND
COMPARATIVE ESTIMATED COSTS
(INCLUDING PROPERTY DAMAGES.)



To clearly set before you the situation we have shown on this cut the short and long Queen City Avenue Viaduct. The upper one is a viaduct that would have to be built to eliminate the grade crossings on Queen City Avenue, and the lower one is the viaduct that would be built from Beekman Street all the way over to the Central Parkway, to connect with the latter. You may readily see that as far as the railroads are concerned they could be expected only to defray their part of the cost of the short viaduct over the railroad tracks, since the extension of this viaduct to the Central Parkway is solely a city highway project. Of the estimated cost of the short viaduct (including property damages) the railroad's share would amount to approximately \$970,000. This would be the amount that the railroads could legally be called upon to pay for the building of the long viaduct, which would leave \$1,400,000 as the City's share of the cost.

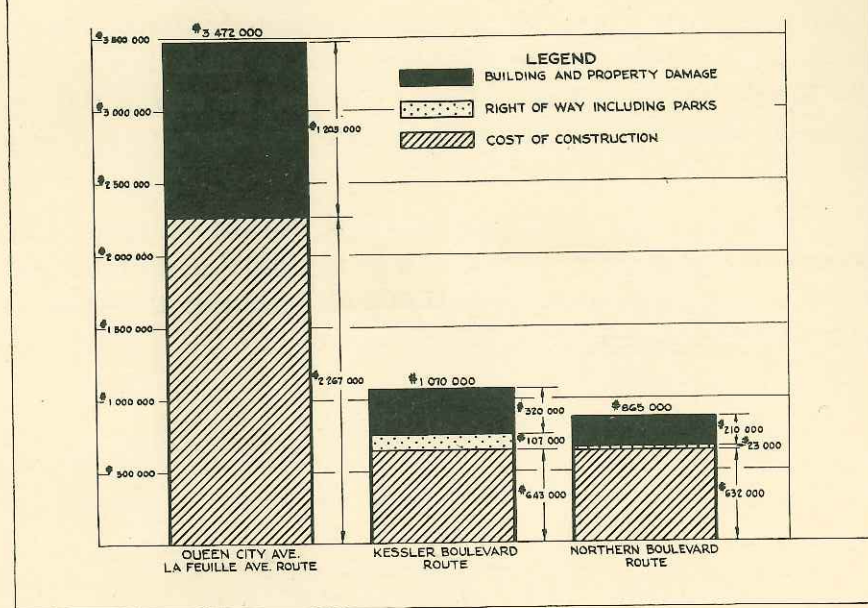


We have prepared the preliminary estimates of cost for the suggested Westwood routes. Only the City's share of the cost of these routes is shown on this diagram. It may be seen that the cost to the City of the Queen City-LaFeuille Avenue Route is estimated at \$2,502,000, as against \$1,070,000 for the Kessler Boulevard Route; and \$865,000 for the Northern Boulevard Route. The cost to the City for the Queen City-LaFeuille Route is made up of \$1,400,000, which is the City's portion of the long Queen City Avenue viaduct, as we have shown on the previous cuts; plus \$371,000, the cost of raising Queen City Avenue above high water, between Beekman and Seegar Avenues; plus \$548,000 for the widening and straightening of Queen City Avenue from the church and school at Merton Street to the LaFeuille Avenue extension; and \$183,000 for the building of the LaFeuille Avenue extension. The estimated cost of the Kessler Boulevard Route is composed of \$928,000, the estimated cost of the new boulevard and of \$142,000 for the widening of Hopple Street

between the Central Parkway and Colerain Avenue. The cost of the Northern Boulevard Route again consists of the estimated cost of the new boulevard which is \$723,000 plus the widening of Hopple Street, \$142,000. Comparing the total estimated cost to the City of the boulevard routes it may be seen that it would cost the city nearly three times as much to build the Queen City-LaFeuille route than the Northern Route Boulevard, and over two and one-fourth times as much than to build the Kessler Boulevard Route. This is aside from the amount that the railroads would contribute to the building of the Queen City Avenue viaduct.

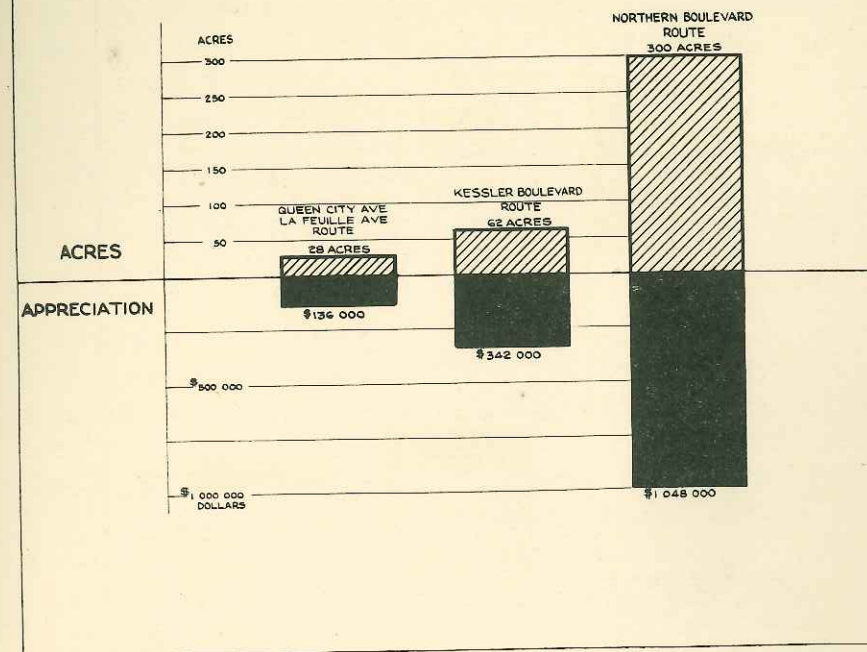
This diagram also shows that the City's share of the Queen City Avenue **viaduct alone** would be greater by \$330,000 than the **total cost** of the Kessler Boulevard Routes and \$535,000 more than the total cost of the Northern Boulevard.

COMPARATIVE DISTRIBUTION OF THE TOTAL COSTS
OF SUGGESTED WESTWOOD ROUTES
BETWEEN CONSTRUCTION COST AND BUILDING AND PROPERTY DAMAGE

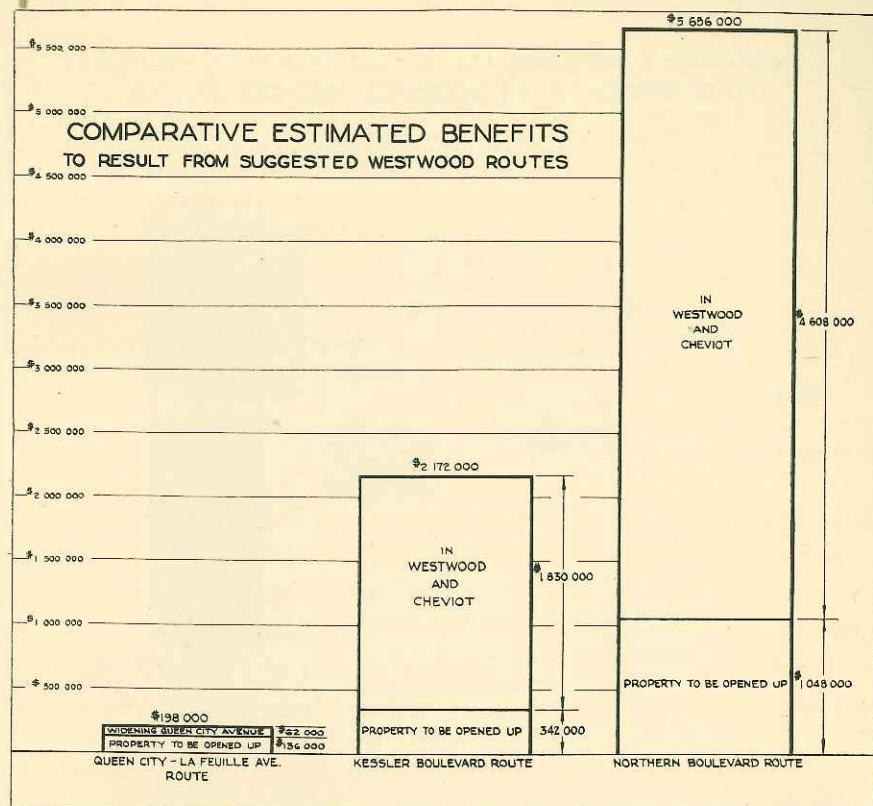


This diagram shows the distribution of the total cost of the various Westwood routes between the construction cost, and building and property damages. It is significant to call attention to the fact that on the Queen City Avenue project the building and **property damages alone** exceed by \$135,000 the **total cost** of the Kessler Boulevard Route and by \$340,000 the **total cost** of the Northern Boulevard Route. Also that for the Kessler Boulevard Route the cost of building and property damages including the cost of the right-of-way and park areas would amount to only 35 per cent of the building and property damages of the Queen City Avenue project; the corresponding figure for the Northern Route would be less than 20 per cent.

COMPARATIVE ACREAGE AND APPRECIATION OF PROPERTY
TO BE OPENED UP BY SUGGESTED WESTWOOD ROUTES



This diagram shows the comparative acreage and appreciation of the undeveloped property that would be opened up by the various Westwood routes. In the case of the Queen City Avenue Route this is only a small territory along the LaFeuille Avenue extension. The possibilities of development along the Queen City Avenue route are rather limited by the narrowness of the valley which this route follows and by the steep sides of this valley. The Northern Boulevard Route, since it passes over the hill-tops opens up greatly more desirable property than either of the other routes. Correspondingly it is estimated that the appreciation in the value of these areas, resulting from the building of the various routes, would be three times as much in the case of the Northern Boulevard Route as in the case of the Kessler Boulevard Route and about eight times as much as in the case of the Queen City-LaFeuille Route.

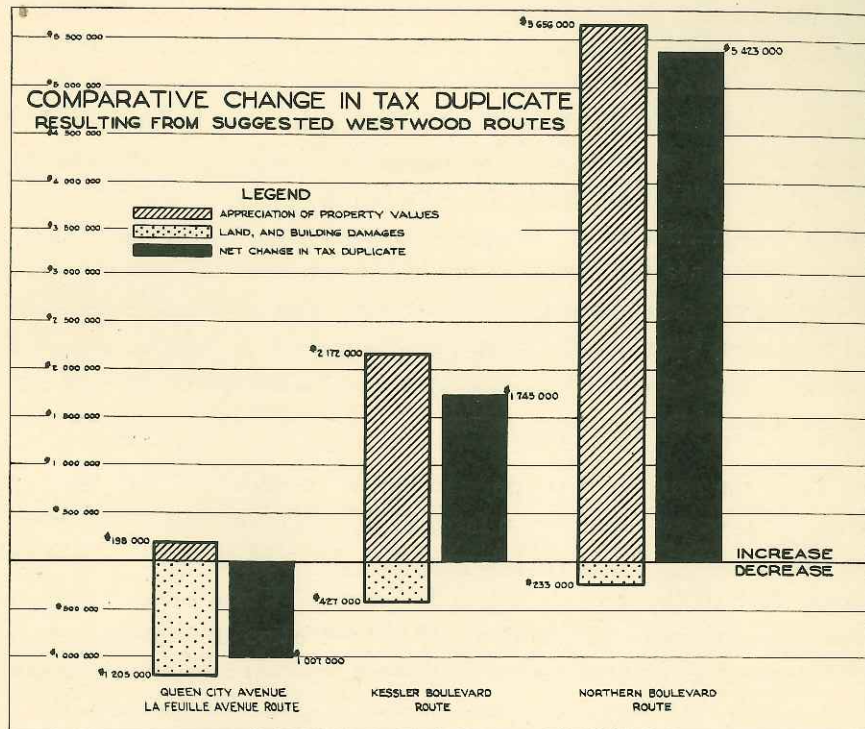


However, in addition to the appreciation of land values in the area which would be opened up by the boulevards and the Queen City Avenue Route there would be other benefits. The comparative estimate of total benefits is shown on this diagram. In the case of the Queen City-LaFeuille Route the benefits resulting from the widening of Queen City Avenue have been added to the appreciation of land to be opened up along the LaFeuille Avenue extension. In the case of the Boulevard routes, we have added to the appreciation of land to be opened up, the appreciation of property values throughout Westwood and Cheviot that would surely follow the boulevard improvements. It should seem obvious that the bringing of Westwood within 16 minutes driving time of the center of the City as against the present driving time of 30 minutes, (both during the rush hours), and by offering such an attractive approach to Westwood as either of the boulevard routes presents, there would be an enormous demand for property in Westwood and vicinity which of course, would find expression in the appreciation of property values in these districts.

The character of the route is far more important from this standpoint than even the time distance. It is for this reason that less appreciation is expected as a result of the building of the Kessler Boulevard Route than that of the Northern Boulevard Route, and that no such effect is expected at all in the case of the Queen City-LaFeuille Avenue Route. It would be difficult to make the eastern end of the Kessler Boulevard Route as attractive as the corresponding portion of the Northern Boulevard Route since the former as you will recall from the pictures, must cut through North Fairmount to reach the valley at Trade Street. As to the Queen City Avenue Route, it is impossible to imagine any such changes along Queen City Avenue that would make this route comparable to either of the boulevard routes.

From the standpoint of property owners of Westwood and Western Hills the strongest argument in favor of the boulevard routes is pictured on this diagram. The great stimulus that the sections to be opened up would lend to the development and growth of Westwood and vicinity would be enormous. In addition, the appreciation of property values in Westwood and Cheviot will benefit every property owner in this section directly, and everyone doing business in these suburbs indirectly.

The aggregate of these benefits it is estimated would amount to \$5,656,000 in the case of the Northern Boulevard Route; \$2,172,000 in the case of the Kessler Boulevard Route; and \$198,000 in the case of the Queen City-LaFeuille Route.



From the standpoint of the City's ability to finance improvements the affect on the tax duplicate is all important. In this diagram are shown the comparative changes in the tax duplicate that would result from the suggested Westwood routes. The solid black columns represent the net changes in the tax duplicates; the appreciation of values as a result of the improvements minus property and building damages and costs of right-of-way. The columns above the dividing line are increases and those below are decreases. It may be seen that the building of Queen City Avenue project would be to diminish the tax duplicate by a little over \$1,000,000 while the Kessler Boulevard and the Northern Boulevard project would add respectively \$1,745,000 and \$5,423,000 to the City's ratables: a difference of nearly \$6,500,000 between the Queen City Avenue and the Northern Boulevard project, and 2 $\frac{2}{3}$ million dollars between the Queen City and the Kessler Boulevard project.

The comparisons between the suggested routes are summed up briefly as follows:

**SUMMARY OF COMPARISON
BETWEEN
SUGGESTED WESTWOOD ROUTES**

NORTHERN BOULEVARD ROUTE

- Shortest time distance. { \$4,608,000 estimated increase in property values in Westwood and Cheviot.
- Most attractive surroundings. {
- Opening up 300 acres of hilltop property. \$1,048,000 estimated appreciation of value.
- Land and building damages low. { \$233,000 including right of way and park areas.
- Would increase tax duplicate. \$5,423,000.
- Low first cost. \$865,000 including land and buildings.

Integral part of the city's park and boulevard system; new attractive connections to Mt. Airy Forest; to McFarlan Woods; to Burnet Woods.

KESSLER BOULEVARD ROUTE

- Short time distance. { \$1,830,000 estimated increase in property values in Westwood and Cheviot.
- Attractive surroundings. {
- Opening up 62 acres of realty property. \$342,000 estimated appreciation of value.
- Land and building damages moderate. { \$427,000 including right of way and park areas.
- Would increase tax duplicate. \$1,745,000.
- Moderate first cost. \$1,070,000 including land and buildings.

Would tie in with the city's boulevard and park system, attractive connection to McFarlan Woods; to Burnet Woods.

QUEEN CITY-LAFEUILLE AVE. ROUTE

- Little reduction in time-distance. { No property value increases in Westwood or Cheviot.
- Unattractive surroundings. {
- Opening up only 28 acres of partly low property. } \$136,000 estimated appreciation of value.
- Land and building damages very great \$1,205,000.
- Would decrease tax duplicate. \$1,007,000.
- Very high first cost City's share only. \$2,502,000 including land and buildings.

Would not give new route, would only transpose, but would not eliminate traffic congestion.

Summing it up still more briefly: The building of either of the two boulevard routes would give Westwood a most commodious and extremely attractive connection with the central city. These boulevards would open up large undeveloped tracts with the result of an enormous appreciation of these properties and of the properties in Westwood and Cheviot; would stimulate the growth of these Western Hills beyond the most optimistic expectations; would cost to the city only a fraction of what the Queen City Avenue project would cost the city; and would pay for itself several times over, through increased tax returns.

On the other hand the Queen City Avenue-LaFeuille Avenue Route would give only another viaduct across Mill Creek Valley within a few hundred feet of the Harrison Avenue Viaduct; the route could never be made attractive; the benefits to property in connection therewith would be negligible; almost the entire two and a half million dollars, which is only the city's share of the estimated cost, would have to be defrayed by increased taxes. In addition to all this the Queen City-LaFeuille Avenue Route would diminish the tax duplicate by about one million dollars, by reason of property and building damages incident thereto.

It was shown by the traffic flow diagram that it is traffic from Westwood and from the sections beyond that congest the Harrison Avenue Viaduct and its approaches and not traffic from Price Hill and over Queen City Avenue. This latter traffic is only a small part of the total. The solution lies in diverting Westwood traffic over one of the boulevard routes around the congested section in the vicinity of the western end of the Harrison Ave. Viaduct and the intersection of Queen City and Harrison Avenues. It would be a fatal mistake to attract more traffic into this district. The building of the Queen City Avenue Viaduct would simply give another means of getting across the Mill Creek Valley but would not relieve the congested condition in this section; in fact, it probably would aggravate it. It would simply result in the transposition of points of maximum congestion but not in their elimination.

That part of the traffic from the Western Hills west of McHenry Road should be routed over one of the suggested boulevards to the Hopple Street Viaduct. The traffic flow diagram shows that this would divert the great portion of the traffic now using the Harrison Avenue Viaduct into this new channel and save time.

For the balance of the traffic over Harrison Avenue and Queen City Avenue and from Price Hill the solution of the Harrison Avenue Viaduct situation lies in correcting the physical conditions of this viaduct.

In conclusion I wish to assure you once more that the Railroad's interest in this question is to see that the best plan be followed in the solution of this problem. The railroads realize that they are a part of the community and that their interest and prosperity is common with that of the community they serve.

It is now nearly 25 years since studies were first made and plans prepared for a Union Station in Cincinnati.

The first concrete studies that were made for a common station in Cincinnati originated about 1903 or 1904. In all they have been more than 20 years locating a possible Union Station. A solution was nearly accomplished in 1913. Then followed the war. Then our advent into the war. While the roads were in the hands of the Government the Cincinnati situation was studied by the R. R. Administration. Then the roads were turned back to the railroads, and the railroads found themselves so poor that they could do nothing more about it until 1923.

You will notice, generally speaking, that the plans for a new station have followed the waves of prosperity. Either hard times, wars, or other troubles have curtailed progress.

The present plan follows the present prosperity of the Country. There are limitations, naturally, to what the railroads can expend. The same thing is true of any other corporation. The original estimate for this station was around \$40,000,000, to which must be added the great expense which the individual lines must incur to reach this new station. It is estimated that the total of all these expenditures will be in the neighborhood of \$75,000,000. These are large figures. Because they are large figures is all the more reason that great care must be taken in these expenditures.

The railroads have to account to the Interstate Commerce Commission. Railroads must spend money for necessities, and that is all. The spirit in Cincinnati has always been to try to force the railroads to build a Union Station. It is not a question of force, it is a question of economics. There has been co-operative spirit in Cincinnati towards the latest development for a station. I think we all realize that the enthusiasm of the Cincinnati Improvement Co., organized by the citizens and headed by Mr. Crabbs has had a great influence. This was cooperation. This organization of Cincinnati business men tried to express to the railroads that they would cooperate in this great piece of construction that means so much for the future of Cincinnati.

If they had not had this spirit of cooperation we would not be where we are today, in the planning of this station. The Citizens of Cincinnati have demanded that a station be built. To accomplish this there are a great many sacrifices that will have to be made by the City of Cincinnati and the railroads to overcome the very complex physical problems. All the facilities in connection with the station can not be built by the railroads alone. There is bound to be cooperation. The railroads realize that there are certain sums of money that must be expended to enable the City to do some of the things which it has to do. We do not think that the Queen City Avenue Viaduct is one of the necessities. There are other places where heavy expenditures are absolutely necessary to accomplish the best results and to secure the full value of the station for the City. If it is decided that a viaduct must be built over Queen City Avenue, a large portion of the available money will be withdrawn from these absolute necessities. This means a sacrifice of necessities where it will really hurt the City. It will also hurt the City to spend two and one-half million dollars on the Queen City Viaduct-LaFeuille Avenue Route, which will bring little relief to the motorist; will not benefit the property owner in Westwood and vicinity; will not stimulate the growth of the Western Hills; will diminish the tax-duplicate instead of adding to it; in a word, it is not the solution of Westwood's traffic problems or of another approach to this suburb. To all reasonable minds it must seem a folly to construct another viaduct so close to the Harrison Avenue Viaduct. One good viaduct at this point would be sufficient. A proper viaduct at Harrison Avenue would answer all purposes. The solution and Westwood's future lies in the building of one of the boulevard routes to the Hopple Street Viaduct. This, we believe is also to the best interest of all of Cincinnati.

I think everybody in this meeting will agree that it is of such great importance, and there are many good arguments favoring any solution and that each is well worthy of very careful consideration.

It is largely in your hands as to how it will be solved. I beg you therefore to weigh the arguments on both sides most carefully. The responsibility is yours. The railroads are anxious for you to realize this fact.

When you come to your final conclusion, remember that the responsibility has been yours and there will be no one to blame but yourself on the final solution.