

8-24-54

OHIO TURNPIKE COMMISSION

Resolution No. 124-1954 Adopting Names for
the Interchanges and Gateways on Ohio Turnpike Project No. 1

WHEREAS the Commission's director of information and research by memorandum, dated August 18, 1954, directed to the Commission has submitted a report with respect to the naming of the interchanges and gateways on Ohio Turnpike Project No. 1, which report supplements and amends, in part, the director's prior report of July 15, 1954; and

WHEREAS the director has proposed a name for each gateway and interchange on Ohio Turnpike Project No. 1, and the Commission has duly and fully considered the same;

NOW, THEREFORE, BE IT

RESOLVED that the names proposed in the aforesaid memorandum, dated August 18, 1954, addressed to the commissioners by the director of information and research be, and the same hereby are, accepted and adopted with the exception of the name for the interchanges at State Routes 10, 42, and 53; and

FURTHER RESOLVED that said interchanges at State Routes 10, 42, and 53 be named "North Olmsted-Cleveland," "Strongsville-Cleveland," and "Fremont-Port Clinton," respectively.

8-24-54 copies hereof sent to
Consulting Engineer (2)
Chief Engineer (5)
Executive Director
Executive Assistant
Comptroller
Director of Information and Research
Insurance Administrator
Chief of Right-of-Way Section

Ohio Turnpike Commission

189 EAST GAY STREET
COLUMBUS

MAin 8841

JAMES W. SHOCKNESSY
Chairman

O. L. TEAGARDEN
Vice-Chairman



A. J. ALLEN
Secretary-Treasurer
Member

J. GORDON MCKAY
Member

SAMUEL O. LINZELL
Member Ex Officio

MEMORANDUM

August 18, 1954

TO: James W. Shocknessy
O. L. Teagarden
A. J. Allen
J. Gordon McKay
S. O. Linzell

FROM: Director of Information and Research

SUBJECT: Names for Interchanges and Gateways on Ohio Turnpike Project No. 1

Since the first submission of proposed names for interchanges and gateways on Ohio Turnpike Project No. 1 to the Commission on July 15, 1954, there has been a great deal of controversy concerning the proposed names for five of the interchanges -- those at State Route 7, State Route 18, State Route 3, State Route 25, and State Route 15.

The controversies have been reflected in letters, telegrams, resolutions and petitions addressed to the Commission and in articles in newspapers in the cities and villages participating in the controversy. Copies of all of this material is submitted herewith in accordance with the promise made to senders that all expressions of opinion would be brought to the attention of members of the Commission. The material is arranged by State Route designations of the five interchanges involved. Material concerning State Route 7 and State Route 18 interchanges is combined because both were often treated together by the correspondents.

The situation with regard to each of the five interchanges is summarized below.

STATE ROUTE 7 -- Names proposed July 15: NORTH LIMA-YOUNGSTOWN.

STATE ROUTE 18 -- Names proposed July 15: NILES-YOUNGSTOWN. Several Youngstown organizations wrote in to support YOUNGSTOWN-SOUTH

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or YOUNGSTOWN-EAST for State Route 7 and YOUNGSTOWN-WEST for State Route 18. The Youngstown Chamber of Commerce recommended YOUNGSTOWN for State Route 7 and NILES-YOUNGSTOWN or whatever name the Commission might choose for State Route 18. The Youngstown Vindicator took a similar position editorially on July 28.

One individual and the Beaver Township Booster Club wrote to ask that NORTH LIMA be retained for State Route 7.

The city of Niles, the Niles Chamber of Commerce and the Niles Daily Times protested vigorously against elimination of NILES from the name for State Route 18 and argued for NILES-YOUNGSTOWN. The village of McDonald asked NILES-MCDONALD for this interchange.

STATE ROUTE 5 -- Names proposed July 14: WARREN.

The village of Newton Falls by resolution asks that this interchange be named NEWTON FALLS; the Newton Falls Chamber of Commerce and other organizations and individuals ask that NEWTON FALLS be part of the name. A petition by residents of Braceville Township asks that the interchange be named BRACEVILLE INTERCHANGE.

STATE ROUTE U. S. 250 -- Names proposed July 15: MILAN-EDISON.

Seemingly every official and civic body and many individuals in Sandusky have written to suggest: "with all due respect for Mr. Edison and to the town of Milan" that this interchange be known as SANDUSKY-LAKE ERIE or LAKE ERIE VACATIONLAND or LAKE ERIE or LAKE ERIE-SANDUSKY. One letter from Huron suggests the name be HURON.

STATE ROUTE 15 -- Name proposed July 15: BRYAN

The town of Montpelier entered a vigorous protest through its Chamber of Commerce, its merchants and the Montpelier Leader Enterprise against the name of BRYAN, asserting that since Montpelier is only half the distance from the interchange that Bryan is the interchange should be called MONTPELIER or MONTPELIER-BRYAN. An edition of the Leader Enterprise containing many advertisements urging this course is available for your inspection, as is also a petition containing 519 names. The first page of the petition is attached hereto.

The Pioneer Service Club proposed the name of PIONEER for a village just north of the intersection.

As a result of this public reaction to the names proposed to the

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Commission on July 15 and of conferences with the Commission's Traffic Engineer and others, the following list of names for interchanges and gateways is proposed for your consideration. The interchanges and gateways are in east-to-west order. The only changes from the July 15 proposals concern interchanges at State Route 7, State Route U. S. 42, State Route U. S. 250 and State Route 19. In each of these instances the name proposed on July 15 is noted in parenthesis.

EASTGATE -- gateway near junction of Ohio and Pennsylvania Turnpike southeast of Youngstown.

YOUNGSTOWN -- State Route 7 south of Youngstown.
(7/15 -- N. LIMA-YOUNGSTOWN)

NILES-YOUNGSTOWN -- State Route 12 west of Youngstown.

WARREN -- State Route 5 west of Warren.

STRETSBORO -- State Route 14 southeast of Cleveland.

AKRON -- State Route 2 north of Akron.

CLEVELAND -- U. S. Route 31 south of Cleveland.

STRONGSVILLE -- U. S. Route 42 southwest of Cleveland.
(7/15 -- STRONGSVILLE-CLEVELAND)

NORTH ORMISTED -- State Route 10 west of Cleveland.

LORAIN-ELYRIA -- State Route 87 on north edge of Elyria.

SANDUSKY-NORWALK -- U. S. Route 250 between Sandusky and Norwalk. (7/15 -- MILAN-EDISON)

FREMONT -- State Route 55 north of Fremont.

STONY RIDGE-TOLEDO -- new State Route 130 south of Toledo.

MAUMEE-TOLEDO -- U. S. Route 20 southwest of Toledo.

WAUSEON -- State Route 102 north of Wauseon.

x *Peter Bryan* BRYAN-MONTPELIER -- State Route 15 north of Bryan.
(7/15 -- BRYAN)

WESTGATE -- gateway near Ohio-Indiana line northwest of Bryan.

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The reasons for the changes in the list of names proposed July 15 follow:

STATE ROUTE 7 -- Youngstown feels that the most traffic to and from Youngstown will use the Route 7 interchange and further that the economic importance of the city rates the recognition of the use of YOUNGSTOWN. The Traffic Engineer concurs in this change.

STATE ROUTE U. S. 42 -- In the interest of simplicity the proposed name has been shortened to STRONGSVILLE. The Traffic Engineer concurs in this change.

STATE ROUTE U. S. 250 -- The arguments for inclusion of SANDUSKY in the name of this interchange appear to have merit since Sandusky is the gateway to an important sector of the Lake Erie recreation area and since Sandusky is the largest city close to the interchange. NORWALK is included because of the proximity of that city to the interchange and of the fact that it is a very important trucking center. The Traffic Engineer concurs in this change.

STATE ROUTE 15 -- The proponents of MONTPELIER assert that the use of BRYAN alone would revive the bitter rivalry that once caused much ill feeling between these two Williams County communities. Montpelier is in addition aggrieved at what it claims was the original intention to have the Williams County interchange at the intersection of the Turnpike and State Route U. S. 20A immediately north of Montpelier. The Traffic Engineer does not object to this change.

The attention of the Commission is directed to Pages 42-47, inclusive, of the draft of the Minutes of the Commission meeting of July 15, 1954, for the original presentation of proposed names and the reaction of several of the Commissioners thereto.

James D. Harshorne
Director of Information
and Research

Enc 1

Range	Interchange Number	
	Indiana Line	
5	15	15 St. Route 15
08	14	14 St. Route 108
20	13	13 U.S. Route 20
20	12	12 St. Route 120
53	11	11 St. Route 53
250	10	10 U.S. Route 250
57	9	9 St. Route 57
10	8	8 St. Route 10
42	7	7 U.S. Route 42
21	6	6 U.S. Route 21
8	5	5 St. Route 8
14	4	4 St. Route 14
5	3	3 St. Route 5
18	2	2 St. Route 5
7	1	1 St. Route 5

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Ohio Turnpike Commission

139 EAST GAY STREET
COLUMBUS
Capital 1-8641

JAMES W. SHOCKNESSY
Chairman

O. L. TEAGARDEN
Vice-Chairman



MEMORANDUM

A. J. ALLEN
Secretary-Treasurer
Member

J. GORDON McKAY
Member

SAMUEL O. LINZELL
Member Ex Officio

July 14, 1954

TO: Chairman

FROM: Director of Information and Research

SUBJECT: Names for Interchanges and Gateways on Ohio Turnpike Project No. 1

Recommendations for names for the 15 interchanges and two gateways on Ohio Turnpike Project No. 1 are herewith submitted for your consideration.

The names selected were arrived at after consideration of suggestions made by a committee composed of R. S. Deetz, Traffic Engineer for the Commission, and Gilbert Nelson of the staff of the Consulting Engineer and transmitted to this Department by the Executive Director. The names have been taken up with the Governor by the Chairman. They have also been discussed with representatives of the Ohio State Automobile Association and the Engineer of Traffic of the Ohio Department of Highways.

In arriving at the recommendations, the following considerations were observed as far as practicable:

1. Employment of a geographic basis using the names of towns or villages in proximity to the interchanges. The one exception was with respect to the interchange at State Route U. S. 250 where the name of Thomas A. Edison is coupled with that of the town of Milan, the birthplace of this very eminent Ohioan.

2. Greatest service and assistance to the Turnpike user. Interchanges should be so identified as to make it as easy as possible for the user to plan and follow his itinerary and to recognize without hesitation the exit he desires to use. The use of names of cities or villages which can be located on road maps and which have some relationship to the location of the interchange should accomplish this latter purpose.

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3. Avoidance of confusion and repetition.

4. Use of names which are brief, easily spelled, easily pronounced and easily remembered.

The interchanges and gateways will be further identified through the use of exit numbers. As pointed out by the Chief Engineer in his Memorandum of May 11, 1954, addressed to the Executive Director on the subject "Interchange Names:"

"These names, including interchange number, city or village names and State Route number of connection, shall be displayed on signs of the exit series as set forth in the Committee's Report on Signs dated October 19, 1953. These same names, including exit number and city or village names, may be used on official maps, publications, toll tickets, etc. of the Ohio Turnpike Commission. These same exit numbers could be used on maps published by other agencies and companies; the city or village names could likewise be used on said maps if space is available."

A number of suggestions for interchange names have been received from municipal councils, service clubs, civic organizations and individuals. These are listed later.

Our recommendations are as follows:

<u>LOCATION</u>	<u>RECOMMENDED NAME</u>
Pennsylvania Line	EASTGATE
State Route 7	N. LIMA-YOUNGSTOWN
State Route 18	NILES-YOUNGSTOWN
State Route 5	WARREN
State Route 14	STREETSBORO
State Route 8	AKRON
State Route U. S. 21	CLEVELAND
State Route U. S. 42	STRONGSVILLE-CLEVELAND
State Route 10	NORTH OLMSTED
State Route 57	LORAIN-ELYRIA

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<u>LOCATION</u>	<u>RECOMMENDED NAME</u>
State Route U. S. 250	MILAN-EDISON
State Route 53	FREMONT
State Route 120	STONY RIDGE-TOLEDO
State Route U. S. 20	MAUMEE-TOLEDO
State Route 108	WAUSEON
State Route 15	BRYAN
Indiana Line	WESTGATE

Reasons supporting the above recommendations are as follows:

PENNSYLVANIA LINE -- EASTGATE

A simple, descriptive, easy-to-remember identification. Use of a town name at a state line gateway would be inappropriate because such identification might give the impression that ingress or egress is possible at this point.

STATE ROUTE 7 -- N. LIMA-YOUNGSTOWN

Since most Youngstown traffic to and from the east will use this interchange while most Youngstown traffic to and from the west will use the interchange at State Route 18, "Youngstown" is included in the names of both interchanges. In each case we have included the name of a smaller town and put it first so that, on maps and Turnpike charts and information folders, the two interchanges can readily be distinguished. North Lima is located immediately south of the interchange on State Route 7.

STATE ROUTE 18 -- NILES-YOUNGSTOWN

The reason for including "Youngstown" in this name is stated in the preceding paragraph. Niles, which is about 9 miles northeast of this interchange via State Routes 18 and 46, is the largest nearby city other than Youngstown which will be served by the interchange. It is doubtful whether Niles traffic to and from the west will use the interchange at State Route 5 since doing so would require passing through the city of Warren.

STATE ROUTE 5 -- WARREN

Whenever a brief name can be used, other considerations being equal,

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we favor such use. In this instance "Warren" is the obvious choice since Warren is the largest city in the area, is only 8 miles from the interchange and since Warren traffic to and from both east and west will use the State Route 5 interchange.

STATE ROUTE 14 -- STREETSBORO

This town has a distinctive name, easy to remember. The Route 14 interchange may be used to some extent by Cleveland suburban traffic but not so much by downtown Cleveland traffic. We also wished to avoid using the name of "Cleveland" in too many interchange names. We avoided the name of "Ravenna" since traffic between Ravenna and the east likely will use the Route 5 interchange. We avoided the name of "Kent" since it is not on State Route 14.

STATE ROUTE 8 -- AKRON

This interchange is located 13 miles from Akron, which is expected to be a major traffic generator, and 20 miles from Cleveland. Traffic to and from both cities, particularly to and from the East, will use this interchange. Cleveland traffic probably will largely be that to or from the eastern suburbs. Akron is one of the nation's leading centers of the trucking industry.

STATE ROUTE U. S. 21 -- CLEVELAND

Since a four-lane, divided highway will connect this interchange with downtown Cleveland, it will be the best interchange for Cleveland traffic from east or west to use.

STATE ROUTE U. S. 42 -- STRONGSVILLE-CLEVELAND

This interchange is located in the town of Strongsville which is also the location of the Commission's Administration Building. It will provide handy access to the West Side and the western suburbs. In addition, Strongsville is a distinctive, easily remembered name.

STATE ROUTE 10 -- NORTH OLMSTED

Here again is a distinctive name. North Olmsted is on Route 10 several miles east of the interchange. While some Cleveland traffic, particularly to and from the west, will use this interchange we think it is desirable, as in the case of the interchange at State Route 14, to avoid another use of "Cleveland."

STATE ROUTE 57 -- LORAIN-ELYRIA

Since both Lorain and Elyria are cities of good size, close to the Turnpike and located on State Route 57, it seems appropriate to use both names.

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for this interchange.

STATE ROUTE U. S. 250 -- MILAN-EDISON

The choice of "Milan-Edison" arises from the fact that the town of Milan, birthplace of Thomas A. Edison, is on Route 250 only two miles south of the interchange.

STATE ROUTE 53 -- FREMONT

Fremont is not only the nearest city to this interchange but the largest city in the area as well.

STATE ROUTE 120 -- STONY RIDGE-TOLEDO

Since Toledo traffic to and from the east will use this interchange while most Toledo traffic to and from the west will use the interchange at State Route U. S. 20, "Toledo" is included in the names of both interchanges. In each case we have included the name of a smaller town and put it first so that, on maps and Turnpike charts and informational folders, the two interchanges can readily be distinguished. Stony Ridge is located immediately south of the interchange at State Route 120.

STATE ROUTE U. S. 20 -- MAUMEE-TOLEDO

The reason for including "Toledo" in this name is stated in the preceding paragraph. This interchange is located just north of Maumee but will be used principally by Toledo and Michigan traffic.

STATE ROUTE 108 -- WAUSEON

Wauseon is on Route 108 near the interchange and is the largest city in Fulton County. The name is distinctive.

STATE ROUTE 15 -- Bryan

Bryan is the largest city in Williams County and is located on Route 15 about 10 miles south of the interchange. "Bryan" is short, easy to spell, easy to pronounce and easy to remember.

INDIANA LINE -- WESTGATE

The same reasons apply here as in the case of "Eastgate" at the Pennsylvania line.

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The representatives of the Ohio State Automobile Association and the Engineer of Traffic of the Ohio Department of Highways stated that they were in accord with the principle of using a geographic basis for selection of names. They said also that they were in accord with the use of names of towns or villages in the general vicinity of the interchanges. Both urged that whatever names are chosen be as brief as possible.

These conferees did have suggestions for alternatives for names of certain interchanges, as follows:

STATE ROUTES 7 and 18

The Association preferred YOUNGSTOWN-SOUTH and YOUNGSTOWN-WEST, respectively, for these interchanges, citing the use of HARRISBURG-EAST and HARRISBURG-WEST on the Pennsylvania Turnpike. Both conferees preferred BOARDMAN to N. LIMA in the event the name of another community is to be added to YOUNGSTOWN in the name of the Route 7 interchange.

STATE ROUTE U. S. 42

For the sake of simplicity, the Association favored the use of STRONGSVILLE alone to STRONGSVILLE-CLEVELAND.

STATE ROUTE U. S. 250

In order to preserve intact the geographic basis for selection of names, the Association favored the use of MILAN alone while the Engineer of Traffic favored the use of SANDUSKY alone.

STATE ROUTES 120 and U. S. 20

The Association preferred the use of TOLEDO-EAST and TOLEDO-WEST for these interchanges, respectively. The Engineer of Traffic preferred EAST TOLEDO and WEST TOLEDO. The Engineer preferred the use of the name of any other town to STONY RIDGE in the event the name of another community is to be added to TOLEDO in the identification of the Route 120 interchange.

The following recommendations for interchange names were submitted by other organizations or individuals.

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LOCATION	RECOMMENDED NAME	HOW AND BY WHOM SUBMITTED
S. R. 7	NORTH LIMA	Petition signed by about every group in the town.
	YOUNGSTOWN	Resolution by City Council of Youngstown.
	YOUNGSTOWN GATEWAY	Recommendation by Youngstown Motel Restaurant Association
S. R. 18	AUSTINTOWN	Recommendation by Kiwanis Club of Austintown.
S. R. 5	NEWTON FALLS	Recommendation by Better Business Association of Newton Falls.
	NEWTON FALLS	Recommendation by Joseph Sosnicki, Mayor, Newton Falls.
	WARREN	Recommendation by Warren Chamber of Commerce (two requests) and Warren City Council.
S. R. U. S. 42	WENONAH	Suggestion by John Pink, Cleveland, Ohio (an Indian word meaning oldest daughter).
S. R. U. S. 250	LAKE ERIE	Recommendation by Sandusky Chamber of Commerce.
	LAKE ERIE	Recommendation by Congressman James A. Young, Sandusky.
	MILAN	Resolution by Council of Village of Milan; Recommendation by Milan Garden Club and John F. McCrystal.
S. R. 15	MONTPELIER	Recommendation by Jack Dyer, Associate Editor, Leader-Enterprise, Montpelier.
	BRYAN	Recommendation by Bryan Chamber of Commerce.