3.3 MILL CREEK CORRIDOR CONNECTION
CONTRAINTS AND OBSERVATIONS

General: Trail Location & Width
There is a sidewalk along the entire eastern side of Evans Street. The sidewalk width varies from approximately 5 feet to 12 feet. The 12 foot width walk could be utilized as the trail but it wouldn't meet all the design criteria for the trail since it would not have a five foot buffer from the roadway. Additionally, there are utility poles and signs that reduce the effective width of the sidewalk to less than 10 feet. The 5 foot width walk could not support an off-road trail.

All of the property adjacent to the east side of Evans Street is publicly owned: Evans Recreation Area (Cincinnati), Cincinnati Police Academy (Cincinnati), and MSD (Hamilton County). Except for the constraints noted below, there is sufficient width to widen the existing sidewalk or replace it with an asphalt path with a five foot minimum buffer from the roadway.

A1: Railroad Crossing
The trail will cross one set of CSX railroad tracks. This is an existing pedestrian crossing adjacent to Evans Street. The crossing is asphalt paved.

A2: Evans Recreation Area Impacts
Widening or replacing the existing 12’ sidewalk adjacent to Evans Recreation Area could have impacts on the park facilities such as a baseball field immediately adjacent to the sidewalk.
A3: Eighth Street Viaduct Underpass

The sidewalk width is constrained under the Eighth Street Viaduct by a floodgate and utility pole on the south side. The viaduct's piers and a portion of the floodwall are also immediately at the back of walk limiting any widening possibilities.

Evans Street is approximately 36 feet wide in this location. There are two through lanes and parking is permitted in some locations. No parking signs are posted for the east side of Evans Street directly beneath the viaduct. There would be an opportunity to reduce the street width to accommodate a wider trail through this section since parking is not permitted.

A4: Gest Street Crossing

The path would need to cross Gest Street at an unsignalized location. Two lanes of traffic would be crossed. The speed limit of the roadway is unposted so it is presumed to be 25 mph. The ADT of Gest Street is approximately 7,200 vehicles per day. A high visibility cross walk should be provided to mark the crossing location with trail crossing signs. Additional measures such as active warning devices or pedestrian beacons may not be needed since the speed limit is less than 40 mph, the roadway has fewer than four lanes, and the ADT is less than 12,000 vehicles per day.\(^2\)

\(^{1}\)OKI Traffic Counts, 2009
\(^{2}\)AASHTO Guide for the Development of Bicycle Facilities, Chapter 5: Design of Shared Use Paths, Section 5.3.2 Design of Mid-Block Crossings.
CONSTRAINTS AND OBSERVATIONS

General: Trail Location & Width

There is an existing 12’ wide sidewalk along the north side of Gest Street. This sidewalk could be utilized as the trail but it would not meet all of the standard design criteria since it would not have a minimum five foot buffer from the roadway. There are also utility poles and signs adjacent to the roadway reducing the effective width of the sidewalk to less than 10 feet.

The property north of Gest Street is publicly owned (Cincinnati) between Evans Street and Woodrow Street. There is sufficient width in this block to widen the existing sidewalk or replace it with an asphalt path with a five foot minimum buffer from the roadway.

A5: Private Property and Parking Impacts

Between Woodrow Street and Summer Street, the property north of Gest Street is privately owned by The Kroger Grocery & Baking Company. The lot is currently undeveloped and used for parking. Any widening of the sidewalk or reconstruction with a five foot buffer would require property acquisition.
CONSTRAINTS AND OBSERVATIONS

General: Corridor Dimensions
Summer Street is approximately 30 feet wide. The right of way width is 50 feet. There are sidewalks along both sides except at the north end of the corridor (see Constraint A6). The sidewalks are approximately four to five feet wide with a three to four foot buffer from the roadway. Parking is permitted intermittently along both sides of the roadway. Utility poles are located along the east side of the roadway. The ADT of this roadway is not available but expected to be very low. Truck percentage is also unknown but expected to be high because of commercial and industrial operations accessed from the north end of Summer Street. For the purposes of the preliminary engineering analysis an ADT of 500 vehicles per day and a truck percentage of 10% was assumed.

On-road or off-road facilities could be accommodated along this roadway with varying degrees of impacts.

On-Road Facilities: With pedestrians using the existing sidewalks, bicyclists could either be accommodated using sharrows or bicycle lanes. Bicycle lanes would require removing parking from the street and reassigning the roadway width to two-ten foot lanes and two-five foot bicycle lanes. With sharrows and on-street parking, the bicycle level of service is estimated to be C (moderately high). With bicycle lanes and no on-street parking, the level of service is estimated be B (very high).

Off-Road Facilities: Constructing a trail on one side of the roadway would require removing parking from the roadway, reducing the roadway width to 22 feet (two-eleven foot lanes). The eight feet removed from the roadway plus the existing three foot buffer and four foot sidewalk would provide a total of 15 feet where a ten foot trail could be constructed with a five foot buffer to the roadway. The west side of the roadway would have fewer utility impacts.
A6: Narrow Corridor, Private Property, Truck Activity, & Poor Visibility

At the north end of Summer Street, the roadway enters private property owned by DNGJR LLC and Bruce E. Roberts Trust. The corridor narrows to approximately 25 feet between the face of a building on the west side and MSD’s security fence on the east side. Large HVAC and electrical equipment is located approximately five feet behind the MSD fence. Sidewalks are discontinued in this area since it is outside the right of way. This portion of the roadway serves as an access driveway to several private commercial and industrial companies. Heavy truck traffic is common. The driveway turns westward immediately north of a building on the west side of the roadway. The building limits the visibility of vehicles approaching from around the corner.

The constraints present at the north end of Summer Street likely make it infeasible for a bicycle and pedestrian route within the existing roadway section. The available width may be inadequate to safely accommodate heavy truck traffic, bicyclists and pedestrians while also providing a buffer to the building and fence. There should be a minimum of five feet to the vertical faces of the building and the fence, leaving an effective width of 15 feet. The truck traffic would need nearly all of that space leaving nothing extra for a separated bicycle or pedestrian facility. Bicyclists and pedestrians likely cannot safely share the limited space with trucks because of the limited visibility around the building corner. Finally, because the land is privately owned, it may be difficult to acquire the necessary easements, particularly if the bicycle and pedestrian traffic would adversely affect the private operations.

On the east side of the MSD security fence there is an opportunity to provide access for trail users although it would not meet the normal trail criteria. There is an existing sidewalk between the fence and the MSD Administration building. The sidewalk is approximately seven feet in width. There are existing benches, utility pipes, and doorways that open out to the sidewalk. The project team has met with MSD and received preliminary approval to use this space to provide a link from Summer Street to Segment A:4-5 and around the constraints noted above. This space will need to be modified to allow public access through the MSD fence. Bicyclists will need to dismount and walk through this section. Appropriate signing and physical measures, such as a narrow chicane fence or similar gating feature may be needed to ensure bicyclists do walk through the space in lieu of riding.
SEGMENT A: 4-5

Limits
North end of Summer Street to North side of MSD

Adjacent Railroad
CSX

Length
1,840 ft.

Recommended Facility Type
Shared-Use Path

SEGMENT DESCRIPTION
This segment will be a shared-use path along the east side of the active CSX railroad and the west border of MSD.

CONSTRAINTS AND OBSERVATIONS

General: Proximity to Active Railroad and Use of Railroad Property
The CSX Railroad is active within this segment with service to S&B Industries located along the west side of the tracks. The trail will need to parallel the rail line throughout most of this segment. CSX requests that the trail be a minimum of 25 feet from the railroad. Except as noted in the constraints below, the minimum offset can be met. Because of the constraints noted below, the trail will need to be partially or fully on the railroad property in some locations.

A7: Utility Equipment / Private Parking Impacts
An existing utility box (possibly an electric transformer) is located less than 9 feet from the parking area/driveway for the commercial business to the south (DNGJR, LLC). The box is likely immovable so the trail may need to shift southward into the private parking area.

A8: Parking Lot Impacts
The available width between the existing MSD parking lot and the parking area/driveway for the commercial business to the south (DNGJR, LLC) is approximately 9 feet. A twenty foot space between parking areas would be ideal to provide a ten foot path with a five foot buffer to the parking areas on either side. One or both parking areas may need to be reduced to accommodate the trail and the buffers. This may impact three parking spaces on the MSD parking lot or a reduction in driveway width on the private lot.
**A9: Parking Lot Impacts / Railroad Proximity / Trail Width**

At the north end of the MSD parking lot, the width between the parking area and the railroad tracks narrows to approximately 38 feet. The trail should be located 27 feet from the rail (25 feet to a fence + 2 foot fence buffer), leaving 11 feet for the trail and a parking lot buffer. The trail or buffer spaces may need to narrow in this area to maintain the required offset from the railroad or the parking lot could be reconfigured.

**A10: Railroad Proximity / MSD Facility Proximity / Railroad Property**

The limits of this constraint are from A9 to the end of the segment. Immediately north of the parking area noted in A9, the corridor becomes constrained by MSD facilities on the east and the CSX track on the west. MSD has multiple buildings, equipment, parking lots and storage areas located immediately adjacent to their western border. The border is lined by a security fence which is located 36 to 39 feet from the CSX track. To avoid conflicts with the MSD facilities, the trail could enter CSX property north of A9 and follow the western side of the MSD fence. In most locations, the trail can maintain a minimum offset of 25 feet from the track, however the trail width may need to be reduced to 8 feet to meet the offset requirement. The trail would likely have fencing along both sides for security of the MSD and CSX facilities. This may create a long, narrow, and enclosed corridor that could be intimidating to trail users. The length of fencing on both sides would be approximately 1,500 feet (0.3 miles).

An easement and use agreement from CSX will be required.
This segment would be along the inactive CSX corridor immediately north of MSD. The existing rails would be removed to accommodate the trail.

**CONSTRAINTS AND OBSERVATIONS**

**General: Railroad Property**

An easement and use agreement from CSX will be required. CSX may require environmental analyses and potential cleanup at certain locations.

**ALTERNATIVE: A**

**Engineer’s Estimate of Cost**

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SEGMENT B: 3-9

Limits
Evans Street to State Avenue

Adjacent Roadway
Gest Street

Length
1,200 ft.

Recommended Facility Type
Bicycle Lanes with Sidewalk

SEGMENT DESCRIPTION
Bicycle facilities would be on-road within this segment while pedestrians would use the existing sidewalks. The existing bicycle lanes on Gest Street, which currently end at Woodrow Street would be extended to State Avenue.

CONSTRAINTS AND OBSERVATIONS

General: Corridor Width
West of Summer Street, existing buildings on the north and south sides of Gest Street limit the opportunity to continue a shared use path along the roadway as recommended for segment A:2-3. The existing sidewalk width is approximately 10 to 12 feet from the curb to the face of building. Utility poles, railroad warning devices, and trees are located immediately adjacent to the roadway. Multiple doorways and garages open onto the sidewalk. Bicycle lanes are recommended for this segment because of these constraints, the available roadway width of 36 feet, and the presence of an existing bicycle lane to the east.

General: Bicycle Level of Service
The bicycle level of service for a bicycle lane on Gest Street is estimated to be B (Very High) using the FHWA Bicycle Compatibility Index and Level of Service Computation spreadsheet. The following information was used to make the computation:

- The roadway width of 36 feet can accommodate two twelve foot lanes and two six foot bicycle lanes.
- The speed limit is unposted so it is likely 25 mph by default.
- The ADT of the roadway was 7208 in 20095.
- The percentage of large trucks is not known, however it is assumed to be 1.5% based on guidance from FHWA6.
- Parking is not permitted along the roadway.

5OKI Traffic Counts
6FHWA Bicycle Compatibility Index: A Level of Service Concept, Implementation Manual, FHWA-RD-98-095, Table 4. Recommended truck percentages by functional classification for streets where such information is not available.
The existing roadway width varies from 36 feet to 40 feet and includes one 10 foot lane in each direction with 8 foot parking lanes on both sides. The existing width from the curb to the right of way varies widely throughout the corridor. Sidewalk widths vary from 4 feet with a 2 foot tree lawn to 12’ without a tree lawn.

The following general constraints are present throughout the corridor:

- Parking is permitted on both sides of the roadway.
- Utility poles and fire hydrants are present on both sides of the roadway near the curb.
- Retaining walls are present intermittently on both sides of the roadway at the back of walk.
- Catch basins are located throughout the corridor to collect storm water at the curb.
- Houses and commercial buildings are located immediately at the back of walk or within a few feet.

State Avenue is classified as a minor arterial\(^7\) and has a traffic volume between 6,000 and 12,000 vehicles per day.\(^8\) The roadway is owned and maintained by Hamilton County\(^9\). The speed limit is 35 mph. Truck percentage is estimated to be 2\%.\(^10\) The corridor is a Metro bus route.

The Mill Creek Trail in this segment could be accommodated by three different types of facilities. Two potential types would have bicycle traffic on-road with pedestrians using the existing sidewalk. The third facility type would reconstruct the existing sidewalk as a shared use path. The roadway could be reconfigured as shown below to accommodate bicycle traffic in a two-way cycle track on the east side of the roadway. Each of these potential facility types will be analyzed separately on the following pages.

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\(^7\)ODOT Transportation Information Mapping System (TIMS)
\(^8\)OKI Traffic Counts (6,540 vpd near Ernst Street, 2009) & ODOT Transportation Information Mapping System (11,784 near Saratoga Street, 2013)
\(^9\)ODOT Transportation Information Mapping System (TIMS)
\(^10\)FHWA Bicycle Compatibility Index: A Level of Service Concept, Implementation Manual, FHWA-RD-98-095, Table 4. Recommended truck percentages by functional classification for streets where such information is not available.
Shared Lane with Sidewalk and Parking
In this scenario, bicyclists would share the existing roadway with motorists while pedestrians would use the existing sidewalk. Shared lane markings (sharrows) would be painted on the roadway to alert motorists to the presence of bicyclists on the roadway and to help indicate a bicyclist’s proper position on the street. The roadway configuration could be as shown below:

CONSTRAINTS AND OBSERVATIONS

General: Bicycle Level of Service
The estimated bicycle level of service for a shared lane within this segment would be between D (Moderately Low) and E (Very Low) depending on traffic volume. Casual bicyclists and children are unlikely to use this facility.

General: Feasibility of Implementation
This option would be very feasible to implement since it would not impact parking or have any conflicts with the existing constraints noted above. The cost to implement would also be relatively inexpensive since it only involves painting shared lane markings on the roadway.

Shared Use Path Along Roadway
This option would eliminate parking along the east side of State Avenue and widen the existing sidewalk to accommodate a shared use path with a buffer to the roadway. The roadway configuration could be as shown below:

CONSTRAINTS AND OBSERVATIONS

General: Utility and Storm Impacts
This option would impact nearly 50 utility poles along the east side of State Avenue. Approximately 23 catch basins would have to be relocated. Four fire hydrants would be impacted.
General: Parking Removal
Parking on the east side of State Avenue would be removed. A parking study may need to be completed to estimate the impact to residents and businesses along the corridor.

General: Parking Lane Width
The width of the parking lane would be seven feet. This is a narrow width for a parking lane and may impact the safety of parked vehicles.

General: Feasibility of Implementation
This option would be expensive to implement because of the number of utility and storm relocations in addition to the construction of the path. In addition, approval to remove the parking lane on the east side may be difficult to obtain.

Two-Way Cycle Track with Sidewalk
State Avenue would be reconfigured with a two-way cycle track on the east side for bicycle traffic. Two-Way Cycle Tracks have a limited application on many roadways because one direction of the bicycle traffic opposes the adjacent motor vehicle traffic. This can result in conflicts at driveways and side streets where turning vehicles may not anticipate opposing bicycle traffic. The east side of State Avenue is, however, an ideal candidate (nice!) for such a facility because there are very few driveways and side streets to cross. The two side streets (West Liberty Street and Saratoga Street) are very low volume roads only serving a few houses. The roadway configuration would be as shown below:

![Roadway Configuration Diagram]

 CONSTRAINTS AND OBSERVATIONS

General: Travel Lane Width
The width of the travel lane is nine feet. Nine foot travel lanes exist on many roadways but may not be appropriate for State Avenue. The roadway’s classification as a minor arterial limits the minimum design lane width to 11 feet for design speeds less than 50 mph.

General: Parking Removal
Parking on the east side of State Avenue would be removed with a two-way cycle track. A parking study may need to be completed to estimate the impact to residents and businesses along the corridor.

General: Parking Lane Width
The width of the parking lane would be seven feet. This is a narrow width for a parking lane and may impact the safety of parked vehicles.

General: Feasibility of Implementation
This option would not be difficult or expensive to implement from a construction standpoint. However, since the width of the travel lanes do not meet minimum design criteria, approval from the maintaining agency may be difficult to obtain. Further, approval to remove the parking lane on the east side may also be challenging.

ALTERNATIVE: B
Engineer’s Estimate of Cost

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LIMITS
Gest Street to North End of Summer Street

ADJACENT ROADWAY
Evans Street & Hopkins Street

LENGTH
1,400 ft.

RECOMMENDED FACILITY TYPE
Shared Use Path Along Roadway

SEGMENT DESCRIPTION
This segment would create a shared use path along Evans Street and Hopkins Street by converting the roadways to one-way and using the other side of the roadway for the shared use path. At the west end of Hopkins Street, the trail would turn north and enter MSD property. The trail would go through an existing parking area and then connect with Alternative A at the north end of Summer Street.

CONSTRAINTS AND OBSERVATIONS

C1: One-Way Street
Evans Street would be converted to one-way north bound, Hopkins Street would be one-way west bound and Woodrow Street would be one-way south bound. All in-bound traffic to MSD would use Evans Street while out-bound traffic would use Woodrow Street. The other lane of traffic would be converted to a shared use path. Approval to make these operational changes would need to be obtained from the City of Cincinnati and MSD.

C2: Entrance to MSD Secure Area
The MSD security fence currently runs along the north side of Hopkins Street and joins to the north side of the main administration building. The trail would need to go through this fenced area to run along the north side of the administration building. Further discussion with MSD officials will be needed to determine how this can be accomplished without compromising security.

C3: Parking Lot Impacts
The trail would traverse the south side of an existing parking lot. The circulation roadway along the north side of the administration building may need to be relocated northward to accommodate the trail. This may result in the loss of approximately 10 parking spaces.
# ALTERNATIVE: C

## Engineer’s Estimate of Cost

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MILL CREEK CORRIDOR RECOMMENDED ALIGNMENT

CINCINNATI CONNECTS

MILL CREEK CORRIDOR - RECOMMENDED ALIGNMENT

MAP LEGEND

- Recommended Alignment
- Future Connection (Lick Run Greenway)
- Mill Creek Greenway Trail (Existing)

1. Mill Creek Corridor (Alternative A)
2. Future Trail Connections (Lick Run Greenway)
3. Existing Trail Connection (Mill Creek Greenway/Trail)

Project Partners:
Groundwork Cincinnati-Mill Creek
AECOM
City of Cincinnati
Human Nature, Inc
Interact for Health
Kolar Design
Little Duck Creek Trail
Ohio River Trail - Oasis Line
Ohio River Trail (Riverfront Parks)
Ohio River Trail West
Queen City Bike
Tri-State Trails
Wasson Way

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MILL CREEK CORRIDOR RECOMMENDED ALIGNMENT

CONNECTING MILL CREEK TO UPTOWN

The connection between the Mill Creek Greenway Trail and Uptown will utilize existing and proposed bicycle facilities along Ludlow Ave, Central Parkway, and Martin Luther King. Approximately 320lf of Old Ludlow Ave will connect the existing Mill Creek Greenway Trailhead located along William P. Dooley Bypass with the existing bike lanes on Ludlow Avenue. From there the trail will remain on-road until it connects with a new sidepath being built by the City of Cincinnati. The sidepath will start at Monmouth Ave and run along the west side of Central Parkway and will continue east along the north side of Martin Luther King Drive. The sidepath, under construction at the time of this report, will ultimately connect to the existing sidepath near the University of Cincinnati. The following map illustrates how the connections are made and the partners included.

CINCINNATI CONNECTS

MAP LEGEND

- Existing Urban Trails
- Proposed Urban Trails (2010 Cincinnati Bike Plan)
- Recommended Alignment (Old Ludlow Connection (Mill Creek Greenway Trailhead))
- Recommended Alignment (12’ Wide Sidewalk on MLK; Currently Under Construction)
- Recommended Alignment (Existing Urban Trail on Central Parkway and Ludlow)

Project Partners:
Groundwork Cincinnati-Mill Creek
AECOM
City of Cincinnati
Human Nature, Inc
Interact for Health
Kolar Design
Little Duck Creek Trail
Ohio River Trail - Oasis Line
Ohio River Trail (Riverfront Parks)
Ohio River Trail West
Queen City Bike
Tri-State Trails
Wasson Way

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This project made possible by the generous support of **Interact for Health**. Project Management and Leadership provided by **Groundwork Cincinnati-Mill Creek**.
MAP LEGEND

- Recommended Alignment
- Future Connection (Lick Run Greenway)
- Mill Creek Greenway Trail (Existing)

1. Mill Creek Corridor (Alternative A)
2. Future Trail Connections (Lick Run Greenway)
3. Existing Trail Connection (Mill Creek Greenway Trail)

Project Partners:
Groundwork Cincinnati-Mill Creek
AECOM
City of Cincinnati
Human Nature, Inc
Interact for Health
Kolar Design
Little Duck Creek Trail
Ohio River Trail - Oasis Line
Ohio River Trail (Riverfront Parks)
Ohio River Trail West
Queen City Bike
Tri-State Trails
Wasson Way

This project made possible by the generous support of Interact for Health. Project Management and Leadership provided by Groundwork Cincinnati-Mill Creek.
CINCINNATI CONNECTS

MILL CREEK TO UPTOWN - RECOMMENDED ALIGNMENT

MAP LEGEND

- Existing Urban Trails
- Proposed Urban Trails (2010 Cincinnati Bike Plan)
- Recommended Alignment (12' Wide Sidepath on MLK; Currently Under Construction)
- Recommended Alignment (Existing Urban Trail on Central Parkway and Ludlow)

Project Partners:
Groundwork Cincinnati-Mill Creek
AECOM
City of Cincinnati
Human Nature, Inc
Interact for Health
Kolar Design
Little Duck Creek Trail
Ohio River Trail - Oasis Line
Ohio River Trail (Riverfront Parks)
Ohio River Trail West
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