3.4 UPTOWN NORTH CONNECTION
BICYCLE LEVEL OF SERVICE

Portions of the trail route will use on-street bicycle facilities in this corridor. The existing street network was analyzed to estimate the existing Bicycle Level of Service (Figure 1.0). The lane configurations, parking use and overall street dimensions were then analyzed for each street to estimate the potential for adding bicycle lanes by one of the following options:

- Reduce motor vehicle lane widths
- Reduce number of motor vehicle lanes
- Eliminate on-street parking from one side of the street
- Eliminate on-street parking from both sides of the street
- Convert two-way street to one-way with parking on both sides
- Convert two-way streets to one-way with parking on one side

Figure 1.1 shows the potential changes that can be made to streets along this route to accommodate bicycle lanes. The improved Bicycle Level of Service is shown in Figure 1.2

Note: The data used for the Bicycle Level of Service analysis was obtained from readily available on-line sources. The data has not been field verified. Street widths were obtained from CAGIS data. ADT was obtained from OKI’s online traffic count data for the major collectors. ADT data for local streets was estimated using engineering judgment. Parking occupancy was estimated to be 50%. Truck percentage was estimated based on guidance from FHWA in their Bicycle Compatibility Index Guide, Table 4.

The scope for this study did not allow for a complete analysis of traffic and parking to estimate the impacts associated with the options above. The analysis contained herein is only a preliminary assessment of the potential for adding on-street bicycle facilities based on the physical dimensions of the roadways. Full traffic and parking analyses will need to be completed prior to implementation of the options presented in this report.

CINCINNATI CONNECTS

UPTOWN NORTH - EXISTING BICYCLE LEVEL OF SERVICE

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

FIGURE 1.3
This segment will be a shared-use path beginning at the existing shared use path along the north side of Martin Luther King proceeding northward along the west side of Vine Street and a short distance along the north side of Nixon Street to connect with Glendora Avenue.

**CONSTRAINTS AND OBSERVATIONS**

**General: Trail Width Along Vine Street**
There is an existing 8 foot wide sidewalk along the west side of Vine Street with a 5 foot buffer to the roadway. This path width may suffice in the short term although the minimum trail width should be 10 feet. The path could be widened to 10 feet in the future. There is ample green space adjacent to the existing path to widen the path or even construct a new trail with a greater buffer from the roadway.

**General: Property Acquisition**
Widening the trail along Vine Street may require acquiring a small strip of right of way from the adjacent property. The property is publicly owned by the United States of America and is occupied by the Environmental Protection Agency.

**General: Property North Side of Nixon Street**
The property needed for the trail on the north side of Nixon Street is entirely within the public right of way.

**A1: Crossing Nixon Street**
The shared use path can utilize the existing crosswalk for Nixon Street at Vine Street. There may be limited visibility to path users approaching the north side of the intersection from Glendora Avenue because of an existing building at the corner. Restricting right turns on red may mitigate this concern but a traffic analysis may be required to estimate the impacts to the signal level of service.

**A2: Grade Change**
Glendora Avenue is approximately 8 feet lower than Nixon Street. The path will need to traverse the hillside along Nixon Street for approximately 160 feet at a 5% grade. Approximately 200 feet is available.
ALTERNATIVE: A
SEGMENT A:2-3

SEGMENT DESCRIPTION
The route will follow existing Glendora Avenue with bicyclists sharing the roadway with motor vehicle traffic and pedestrians using the existing sidewalks.

CONSTRANTS AND OBSERVATIONS

General: Bicycle Accommodations
The existing roadway width is approximately 30 feet. Parking is currently allowed on both sides of the street and demand appears to be high based on observations. The roadway dead ends just north of Nixon Street where there is a grade difference of approximately 8 feet so conversion to one-way is not an option. These existing constraints limit the type of bicycle facility that can currently be accommodated to shared lanes. The bicycle level of service for shared lanes on this street is estimated to be D, moderately low.

General: Future Plans
There is potential for the land adjacent to this segment to be developed in the future. There are approximately 100 parcels that are surrounded by commercial development. A sampling of the property owners shows that many are rental properties with 40% owned by one entity. If the land is developed in the future, there would be an opportunity to continue a shared use path through this segment.
ALTERNATIVE: A

SEGMENT A: 3-4

SEGMENT DESCRIPTION
Beginning along the east side of the entrance to the zoo parking lots, this segment would go through existing green space between the zoo parking area and Vine Street, ending opposite of Erkenbrecher Avenue.

Limits:
Shields Street to Erkenbrecher Avenue

Adjacent Roadway:
Vine Street

Length:
550 ft.

Recommended Facility Type:
SU1: Shared-Use Path on Independent Alignment

CONSTRANTS AND OBSERVATIONS

General: Property Acquisition or Easement
The property is owned by the Cincinnati Zoo. An acquisition, easement or other agreement will be needed with the zoo to use the property.
**SEGMENT DESCRIPTION**
This segment will replace the existing along the southern and eastern edges of the Cincinnati Zoo with a shared use path. The shared use path could be constructed by widening to the outside of the existing sidewalk or by removing pavement from Erkenbrecher and Dury Avenues.

**Limits:**
Vine Street to Northern Avenue

**Adjacent Roadway:**
Erkenbrecher Avenue & Dury Avenue

**Length:**
2,300 ft.

**Recommended Facility Type:**
SU2: Shared-Use Path along Roadway

**CONSTRAINTS AND OBSERVATIONS**

**General: Topography**
From Vine Street to approximately midway along Erkenbrecher Avenue, the ground slopes upward near the back of the existing walk. The existing sidewalk is approximately six feet wide with no buffer to the roadway. Widening to the north to accommodate a shared use path may require a retaining wall.

**General: Zoo Security Fence & Gates**
The existing security fence surrounding the zoo is approximately 12 to 13 feet from the edge of roadway. The fence would need to be relocated if a shared use path is constructed by widening to the outside of the existing sidewalk. This may also impact three vehicular automatic gates and one pedestrian gate.

**General: Zoo Landscaping**
Widening to the outside of the existing sidewalk to accommodate a shared use path would impact zoo landscaping along the entire length of this segment.

**General: Erkenbrecher Avenue Median**
There is approximately 9 feet of median pavement striped as a center turn lane. This width could be repurposed by narrowing the roadway to accommodate a shared use path on the north side of the road without widening to the north. A traffic study may be needed to estimate the impact of removing the turn lane to Dury Avenue.
General: Dury Avenue

Dury Avenue is approximately 36 feet wide with parking permitted on both sides of the street. If parking is restricted on the west side, approximately 8 feet of pavement could be removed to accommodate a shared use path on the west side of the road. There is approximately 10 to 15 feet of available width from the existing curb to the right of way line. Combined with the 8 feet of pavement removal, there would be 18 to 23 feet of space available for a shared use path which is sufficient to meet the criteria of a 10 foot path with a 5 foot buffer to the roadway.

General: Utility Impacts

Constructing a shared use path by removing 9 feet of median pavement on Erkenbrecher Avenue may impact three utility poles. Five storm sewer catch basins may need to be relocated.

Constructing a shared use path by removing 8 feet of existing pavement from Dury Avenue on the west side would require relocation of six utility poles. One storm catch basin may need to be relocated. Alternatively, removing the pavement on the east side of Dury and constructing the path on that side would not require the relocation of any utility poles. One fire hydrant and one catch basin would need to be relocated on that side.

A3: Vine Street Crossing

The trail will cross Vine Street at the existing crosswalk and signal.

A4: Utility Box

A concrete utility box sits a few feet above grade immediately behind the walk at this location. The box would need to be relocated if a shared use path is constructed by widening to the north.

A5: Utility Cabinet

A utility cabinet located on the west side of Dury Avenue opposite Hearne Avenue may need to be relocated if pavement is removed on the west side of Dury to accommodate a shared use path.

Alternative:

In lieu of constructing a shared use path along the southern and eastern edges of the zoo property, bicycle lanes could be added to both Erkenbrecher Avenue and Dury Avenue. On Erkenbrecher Avenue currently has sufficient width from Vine Street to Dury Avenue to add bicycle lanes in both directions by removing the center turn lane. On Dury Avenue, bicycle lanes could be added by eliminating parking on both sides of the road.
SEGMENT DESCRIPTION

This segment of the route would be on-road for bicycle travel while pedestrians would use the existing sidewalks. Bicycle lanes in both directions would be constructed on Northern Avenue by converting the existing two-way street to one-way eastbound and eliminating parking on one side of the roadway. The bicycle lanes would be two-way with the westbound direction contra-flow to the motor vehicle traffic.

CONTRAINTS AND OBSERVATIONS

General: Parking Side
The north side of the roadway has fewer homes and would be the most likely side to eliminate parking.

Limits:
Dury Avenue to Burnet Avenue

Adjacent Roadway:
Northern Avenue

Length:
1,600 ft.

Recommended Facility Type:
BL6: Two-Way Bicycle Lanes on One-Way Street with Sidewalk, Parking One Side
SEGMENT DESCRIPTION

This segment of the route would be on-road for bicycle travel while pedestrians would use the existing sidewalks. Bicycle lanes in both directions would be constructed on Northern Avenue by converting the existing two-way street to one-way eastbound and eliminating parking on one side of the roadway. The bicycle lanes would be two-way with the westbound direction contra-flow to the motor vehicle traffic.

CONSTRAINTS AND OBSERVATIONS

General: Traffic Study

The ADT of this segment of roadway is unknown but estimated to be in the range of 5,000 vehicles per day. Two travel lanes could accommodate ADT of 20,000 vehicles per day or more. There are turn lanes at the ends of this segment which may account for the added width throughout. These turn lanes would be removed by the addition of a bicycle lane unless roadway widening for the turn lanes is required by the traffic study.
ALTERNATIVE: A
SEGMENT A: 7-8

SEGMENT DESCRIPTION
This short segment would connect Northern Avenue with Prospect Place via Harvey Avenue. Bicycle lanes would not be a good facility for this segment because of the need to make an immediate left turn from Harvey onto either Northern Avenue or Prospect Place. Shared Lane Markings can be used on the roadway to indicate the intended route. Parking would be eliminated on both sides of the street within this short segment.

CONSTRAINTS AND OBSERVATIONS
General: Parking
Parking is currently permitted on both sides of the street. The existing BLOS is D because the existing lanes are approximately 9.3 feet to accommodate the parking lanes. If the parking lanes are eliminated, the lane widths can increase to 14.7’ which improves the BLOS to C.
SEGMENT DESCRIPTION
Prospect Place would be converted from two-way to one-way eastbound with parking restricted to one side to accommodate bicycle lanes in both directions. One bicycle lane would be contra-flow to the motor vehicle traffic.

Limits: Harvey Avenue to Knott Street

Adjacent Roadway: Prospect Place

Length: 1,000 ft.

Recommended Facility Type: BL6: Two-Way Bicycle Lanes on One-Way Street With Sidewalk, Parking One-Side

CONSTRAINTS AND OBSERVATIONS

General: Parking

Parking is currently permitted on both sides of the street. The existing BLOS is D because the existing lanes are approximately 9.3 feet to accommodate the parking lanes. If the parking lanes are eliminated, the lane widths can increase to 14.7’ which improves the BLOS to C.
SEGMENT DESCRIPTION
Motor vehicle traffic would remain two-way in this segment but parking would be eliminated on one side to accommodate bicycle lanes in both directions. The existing roadway may need to be widened by one foot to meet the minimum lane dimensions.

Limits:
Knott Street to Reading Road

Adjacent Roadway:
Prospect Place

Length:
750 ft.

Recommended Facility Type:
BL2: Bicycle Lanes with Sidewalk & Parking

CONSTRAINTS AND OBSERVATIONS

General: Widening Side
Widening should be to the south side of the roadway since there are few if any utility impacts.

General: Parking
Parking could be eliminated from the north side of the roadway since .

General: Bus Route
This segment of Prospect Place is part of a Metro Bus Route.

General: South Avondale School
Directly adjacent to the route is South Avondale School which provides a unique opportunity to include Safe Routes to Schools.
SEGMENT DESCRIPTION
This short segment would connect Prospect Place to Cleveland Avenue via a shared use path along the east side of Reading Road.

CONTRAINTS AND OBSERVATIONS

General: New Development East Side of Reading Road & Acquisition
The existing site on the east side of Reading Road is undeveloped. For the purposes of this study, it is assumed that any new development will be far enough from Reading Road to accommodate a shared use path along the east side. The property is owned by the Cincinnati Urban League. Early coordination with the Urban League is recommended. Property acquisition from the Urban League may be needed to accommodate the path.

A6: Crossing Reading Road
The bicycle lanes should cross Reading Road at Prospect Place as if the roadway continued on the opposite side. The bicycle lanes would then join the shared use path. The traffic signal will need to be modified to accommodate what would be a through phase for the bicycle traffic.

A7: Crossing Cleveland Avenue
Bicyclists traveling eastbound will need to cross Cleveland Avenue to join the bicycle lane on the south side of the roadway. A high visibility crosswalk will need to be painted for the crossing.
SEGMENT DESCRIPTION

Motor vehicle traffic would remain two-way in this segment but parking would be eliminated on one side to accommodate bicycle lanes in both directions.

Limits:
Reading Road to Ridgeway Avenue

Adjacent Roadway:
Cleveland Avenue

Length:
1,600 ft.

Recommended Facility Type:
BL2: Bicycle Lanes with Sidewalk & Parking

CONSTRAINTS AND OBSERVATIONS

General: Parking

Parking could be eliminated from the south side of the roadway since there are fewer homes on that side.
SEGMENT A: 12-13

SEGMENT DESCRIPTION
Bicycle lanes would be constructed along this segment by converting the existing two-way roadway to one-way northbound and eliminating parking from one side of the roadway. Bicycle lanes would be two-way with one direction contra-flow to the motor vehicle traffic.

Limits:
Cleveland Avenue to Blair Court

Adjacent Roadway:
Ridgeway Avenue

Length:
450 ft.

Recommended Facility Type:
BL6: Two-Way Bicycle Lanes on One-Way Street With Sidewalk, Parking One Side

CONSTRAINTS AND OBSERVATIONS

General: Parking Side
Parking could be eliminated from the west side of the roadway since there are no homes on that side.
**SEGMENT DESCRIPTION**

This short segment of roadway would connect the on-road system of bicycle lanes to the Wasson Way Trail. The existing roadway dimensions are not wide enough to accommodate any dedicated bicycle facilities but there only three buildings on the street so ADT is very low. Painted shared lane markings may be sufficient to indicate the intended route of the trail system.

**Limits:**
Ridgeway Avenue to Wasson Way Trail

**Adjacent Roadway:**
Blair Court

**Length:**
400 ft.

**Recommended Facility Type:**
BLX: Bicycle Lanes with Sidewalk

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**ALTERNATIVE: A**

**Engineer’s Estimate of Cost**

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<th>Alternative</th>
<th>Segment</th>
<th>Limits</th>
<th>Estimated Cost</th>
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SEGMENT DESCRIPTION
This segment would continue the shared use path of Segment A:4-5 along the western side of Dury Avenue. The shared use path could be constructed by widening to the outside of the existing sidewalk or by removing pavement from Dury Avenue.

CONSTRAINTS AND OBSERVATIONS

General: Zoo Security Fence & Gates
The existing security fence surrounding the zoo is approximately 12 to 13 feet from the edge of roadway. The fence would need to be relocated if a shared use path is constructed by widening to the outside of the existing sidewalk. This may also impact one vehicular automatic gate.

General: Zoo Landscaping
Widening to the outside of the existing sidewalk to accommodate a shared use path would impact zoo landscaping along the entire length of this segment.

General: Retaining Wall
There is a retaining wall located a few feet behind the security fence. The elevation drops west of the retaining wall. The zoo is currently utilizing the space for a new exhibit (this is the former main parking entrance).

If a shared use path is constructed by widening to the outside of the existing sidewalk, the existing retaining wall may be impacted.

General: Dury Avenue
Dury Avenue is approximately 36 feet wide with parking permitted on both sides of the street. If parking is restricted on the west side, approximately 8 feet of pavement could be removed to accommodate a shared use path on the west side of the road. There is approximately 10
to 15 feet of available width from the existing curb to the right of way line. Combined with the 8 feet of pavement removal, there would be 18 to 23 feet of space available for a shared use path which is sufficient to meet the criteria of a 10 foot path with a 5 foot buffer to the roadway.

**General: Utility Impacts**

Constructing a shared use path by removing 8 feet of existing pavement from Dury Avenue on the west side would require relocation of five utility poles. Three storm catch basin may need to be relocated. Alternatively, removing the pavement on the east side of Dury and constructing the path on that side would not require the relocation of any utility poles. One fire hydrant and three catch basins would need to be relocated on that side.

**Alternative:**

In lieu of constructing a shared use path along Dury Avenue, bicycle lanes could be added to Dury Avenue by eliminating parking on both sides of the road. There are no homes along this segment. The zoo owns both sides of the roadway. The east side is a parking lot.
SEGMENT DESCRIPTION

Rockdale would be converted from two-way to one-way westbound to accommodate two-way bicycle lanes. From Dury Avenue to Wilson Avenue parking would be restricted to one side. From Wilson Avenue to Burnet Avenue, parking would be maintained on both sides.

CONSTRAINTS AND OBSERVATIONS

General: Parking
From Dury Avenue to Wilson Avenue there are no homes fronting along the south side of the street. Parking could be eliminated from this side.

General: Bus Route
This segment is part of a Metro Bus Route. The conversion to one-way would may impact the route.

General: Rockdale Academy
The conversion to one-way could impact operations at Rockdale Academy. Coordination with the school should be made before implementation.

LIMITS:
Dury Avenue to Burnet Avenue

ADJACENT ROADWAY:
Rockdale Avenue

LENGTH:
1,600 ft.

RECOMMENDED FACILITY TYPE:
BL6: Two-Way Bicycle Lanes on One-Way Street with Sidewalk, Parking One Side (Dury-Wilson)
BL5: Two-Way Bicycle Lanes on One-Way Street with Sidewalk, Parking Both Sides (Wilson-Burnet)
SEGMENT DESCRIPTION
Bicycle lanes would be added to Rockdale Avenue by eliminating parking from one side of the roadway. Two-way traffic would be maintained in this segment.

CONSTRAINTS AND OBSERVATIONS

General: Parking
There are fewer homes fronting the south side of the roadway. Parking could be eliminated from that side.

General: Bus Route
This segment is part of a Metro Bus Route.
SEGMENT DESCRIPTION

A shared use path would be constructed the cul-de-sac at the east end of Rockdale Avenue to Prospect Place in the existing green space on the east side of South Avondale Elementary School.

CONSTRAINTS AND OBSERVATIONS

B1: Parking Impacts

The shared use path would likely impact the existing school parking lot at the corner of Reading Road and Prospect Place. Five parking spaces could be removed.

ALTERNATIVE: B

Engineer’s Estimate of Cost

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**SEGMENT DESCRIPTION**

This segment would join Alternative A at the intersection of Vine Street and Erkenbrecher Avenue. The segment would be composed of bicycle lanes on Erkenbrecher Avenue with parking restricted to the one side of the street.

From Vine Street to Dury Avenue, the bicycle lanes can be added by removing the center turn lane. Parking is currently only permitted on the south side of the street. From Dury Avenue to Wilson Avenue, bicycle lanes can be added by removing parking from one side of the street. Parking is currently permitted on both sides of the street.

**CONSTRAINTS AND OBSERVATIONS**

**General: Bus Route**
This segment of Erkenbrecher Avenue is part of a Metro Bus Route.

**C1: Vine Street Crossing**
The bicycle lanes should begin on the west side of Vine Street and cross on both the north and south side of the intersection. The traffic signal would need to be modified to include the bicycle lanes as a through movement.

**Limits:**
Vine Street to Wilson Avenue

**Adjacent Roadway:**
Erkenbrecher Avenue

**Length:**
1,900 ft.

**Recommended Facility Type:**
BL2: Bicycle Lanes With Sidewalk & Parking
CONSTRAINTS AND OBSERVATIONS

General: Widening
Erkenbrecher Avenue generally has two travel lanes with a center turn lane within this segment. The turn lane provides a left turn storage area for vehicles turning into Cincinnati Children’s Hospital. For the purposes of this study, it is assumed that the center turn lane cannot be removed. Parking is permitted along the north side of the roadway and is likely needed by the homeowners on that side of the street. The existing roadway is approximately 40 feet wide but would need a minimum of 51 feet to accommodate bicycle lanes in both directions and meet the minimum lane width criteria for this roadway (a commercial major collector). Therefore, it is anticipated that a roadway widening of 9 feet would be needed within this segment.

The additional width could be obtained by widening to the south side of the roadway. This would impact landscaping and a curved concrete retaining wall along Children’s Hospital. The retaining wall would have to be rebuilt and new retaining walls may be needed in the eastern portion of the segment. Two concrete staircases would also likely need to be rebuilt. One fire hydrant would be impacted.

Widening the north side may also be feasible on the western portion of this segment. Three utility poles would be affected. Widening to the north may not be feasible on the eastern end of the segment because of the proximity of an existing building.

General: Bus Route
This segment of Erkenbrecher Avenue is part of a Metro Bus Route.
SEGMENT DESCRIPTION
Bicycle lanes would be added to Erkenbrecher in this segment by reducing the number of travel lanes from five to three on the west end and from four to two on the east end. The eastbound right and left turn lanes would be combined into one lane.

Limits:
Burnet Avenue to Harvey Avenue

Adjacent Roadway:
Erkenbrecher Avenue

Length:
600 ft.

Recommended Facility Type:
BL2: Bicycle Lanes With Sidewalk & Parking
CONSTRUCTION AND OBSERVATIONS

General: Center Turn Lane
The center turn lane only has use at the south bound left turn to Maple Avenue and for a few miscellaneous driveways. Maple Avenue is estimated to have a low ADT. The turn lane may not be necessary. A traffic study will need to be completed to assess the impact.

OPTIONS

Bicycle Boulevards
The Uptown North Corridor could be implemented with features of bicycle boulevards to accompany the one-way street conversions. Items such as the following could be implemented to control traffic volumes and facility bicycle traffic through the corridor.

Where bicycle lanes enter one way streets in a contra-flow direction, the treatment in the image below could be used. This may be used at locations such as segment points 6, 9 & 15.

Where bicycle traffic has to negotiate an offset left turn, the following treatment could be used to help guide bicycle traffic. This could be used in Segment A:7-8.

One-Way Street Pairs
Alternatives A & B could be implemented as one-way pairs with bicycle lanes in one-direction instead of both directions. This would eliminate the contra-flow bicycle lanes along Rockdale Avenue, Northern Avenue and Prospect Place.

SEGMENT DESCRIPTION

Bicycle lanes would be added to Harvey Avenue in this segment by removing the center turn lane and eliminating parking on one side of the street. At Prospect Place the segment will join with Alternative A.

LIMITS:
Erkenbrecher Avenue to Prospect Place

ADJACENT ROADWAY:
Harvey Avenue

LENGTH:
550 ft.

RECOMMENDED FACILITY TYPE:
BL2: Bicycle Lanes With Sidewalk & Parking

Image source: NACTO.org
### Engineer's Estimate of Cost

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<td>TOTAL</td>
<td></td>
<td>$2,600,000</td>
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UPTOWN NORTH RECOMMENDED ALIGNMENT

FUTURE MARTIN LUTHER KING SIDEPATH
Included in Uptown Consortiums MLK Reading Corridor Study are improved pedestrian circulation strategies that are highlighted by 15’ wide pedestrian sidewalks on the north and south side of MLK. The sidepaths are intended to host active transportation options from I-71 to Vine Street. Additionally, the City of Cincinnati’s Department of Transportation and Engineering is looking at a strategy that puts a 15’ wide sidepath on just the north side of MLK. Regardless of the approach it is understood that the ultimate goal for the MLK corridor is to include off road bicycle facilities. Because of this, it is the recommendation of this report that a sidepath along MLK be installed.

The consultant team is also aware of the complexities of the MLK sidepath and therefore is providing on-road recommendations that could preceed the MLK sidepath or become part of a braided network of trails within Uptown. The on-road recommendations can be seen in the following map:

CINCINNATI CONNECTS
UPTOWN - RECOMMENDED CONNECTIONS

Map Legend:
- Recommended Alignment (Sidepath on northside of MLK; MLK Reading Rd Corridor Study)
- Recommended Alignment (Urban Trail connections to the neighborhoods, schools, and zoo)
- Proposed Wasson Way Trail

1. Sidepath Connection (CDOT Plan; Being Constructed)
2. UC Urban Trail Connection
3. Alternative A (Uptown South - BLOS)
4. Alternative B (Uptown South - BLOS)
5. Wasson Way Connection

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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CINCINNATI CONNECTS

UPTOWN - RECOMMENDED CONNECTIONS

MAP LEGEND

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Recommended Alignment
(Sidepath on northside of MLK;
MLK Reading Rd Corridor Study)

Recommended Alignment
(Urban Trail connections to the
neighborhoods, schools, and zoo)

Proposed Wasson Way Trail

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CINCINNATI CONNECTS

UPTOWN NORTH - METHODS TO ACCOMMODATE BICYCLE FACILITIES

Project Partners:
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Human Nature, Inc
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