3.5 UPTOWN SOUTH CONNECTION
SEGMENT DESCRIPTION

This segment will be a shared-use path beginning at a proposed shared use path along the north side of Martin Luther King Jr. Blvd. The path will generally follow the I-71 right of way.

CONSTRAINTS AND OBSERVATIONS

A1: Grade Change and Potential Property Impacts
There is an approximately 20 foot difference in grade from Martin Luther King Jr. Blvd. to Van Buren Avenue. The change in grade will require a 400 foot descent at a grade of 5%. The descent will need to begin just west of Borrman Avenue to meet the elevation of Van Buren Avenue.

Property has been acquired on the north side of Martin Luther King Jr. Blvd. for a new interchange at I-71. It is not clear if there is sufficient width to accommodate the trail descent to Van Buren Avenue. Some additional acquisition may be needed from two properties on the west side of Van Buren Avenue.

A2: Van Buren Cul de Sac
Van Buren Avenue, which used to connect to Melish Avenue under I-71, will now connect west to Borman Ave just north of Martin Luther King Jr. Blvd. as part of the I-71 interchange project as shown on the right.

It is not clear if there is sufficient space for a trail between the cul de sac and a new ramp from I-71 southbound. Coordination with the on-going project may allow for the cul de sac to be shifted northward to provide sufficient space for a trail.

A3: Private Property
It is not clear if there is sufficient space to accommodate a trail within the new right of way acquired on the west side of I-71 for the interchange project (as indicated by the green line in the image above). Some additional property acquisition may be necessary from the adjacent owner, Norton Outdoor Advertising. The property is used for billboard advertising.
SEGMENT DESCRIPTION

This segment will be a shared use path following the original Norfolk Southern Railroad Alignment.

Limits:
Wehrman Avenue to Wasson Way

Adjacent Roadway:
None – follows original Norfolk Southern Railroad Alignment

Length:
2,800 ft.

Recommended Facility Type:
SU2: Shared-Use Path on Independent Alignment

CONSTRAINTS AND OBSERVATIONS

A4: Crossing Wehrman Avenue
The trail will have a mid-block crossing of Wehrman Avenue near the current southern end of the road. The roadway is being extended across I-71 as part of the new interchange project. A high visibility crosswalk will be needed to mark the crossing location.

If space permits, the trail could cross under the new Wehrman Avenue bridge. The precise locations of the abutment and piers is not yet known. Coordination with the design-build team may allow for plan adjustments if needed to accommodate a trail under the bridge.

A5: Public Property
The property needed for the trail between Wehrman Avenue and Whittier Street is publicly owned by the City of Cincinnati and the State of Ohio.

A6: Crossing Whittier Street
The trail will have a mid-block crossing of Whittier Street east of Wehrman Avenue. A high visibility crosswalk will be needed to mark the crossing location.

A7: Private property
The original Norfolk Southern Railroad property is now privately owned between Whittier Street and Fredonia Avenue. The property is either undeveloped or partially occupied by a parking lot. An acquisition or easement will be needed from Varland Metal Service, Inc.
A8: Parking Lot and Fencing Impacts

The parking lot for Varland Metal Service, Inc. will need to be altered to accommodate the trail on the north side. The north side of the parking lot will need to be shifted southward by approximately 10 feet to make space for the trail. The alteration may affect approximately five parking spaces in the lot but there appears to be sufficient space within the west half of the existing lot to add additional parking. An existing security fence surrounding the parking lot will need to be relocated southward as well.

A9: Crossing Fredonia Avenue

The trail will have a mid-block crossing of Fredonia Avenue north of Melbourne Avenue. A high visibility crosswalk will be needed to mark the crossing location.

A10: Private Property

The original Norfolk Southern Railroad property is now privately owned east of Fredonia Avenue. Buildings encroach into the original railroad alignment but a sufficient width still remains to construct a trail. A building on the north side of the alignment is located approximately 15 feet from the southern boundary of the original railroad property. There is an additional 25 feet available from this boundary to the face of an adjacent building to the south. Aerial photos show various materials stockpiled on this space. The building on the north side of the alignment has a door on the east side which may be accessible only through the original railroad alignment. A security fence currently restricts access to the site. The fence would need to be relocated and public access provided between the two buildings. The original railroad property is currently owned by The Holthaus Partnership. An easement or acquisition will be needed from this owner. A strip of right of way will likely also be needed from the adjacent property to the south, which is owned by Melbourne of Cincinnati, LLC.

A11: SORTA Property

The original Norfolk Southern Railroad property is currently owned by the Southwest Ohio Regional Transit Authority from the eastern edge of the property noted in A10 to Blair Court.

### ALTERNATIVE: A

#### Engineer’s Estimate of Cost

<table>
<thead>
<tr>
<th>Alternative</th>
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ALTERNATIVE: B

Alternative B is an on-street alternative to connect the Wasson Way Trail to the University of Cincinnati. Segment A:2-3, an off-road alternative using the original Norfolk Southern Railroad alignment, could be used in lieu of the on-road Segment B:2-3 if possible.

This alternative will use on-street bicycle facilities. The existing street network was analyzed to estimate the existing Bicycle Level of Service (Figure xx). 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:

1. Eliminate on-street parking from one side of the street
2. Eliminate on-street parking from both sides of the street
3. Convert two-way street to one-way with parking on both sides
4. Convert two-way streets to one-way with parking on one side
5. Convert two-way streets to one-way with no parking
   a. Only where parking is currently restricted on both sides of the street

Figure xx 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 xx.

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

MAP LEGEND
- Eliminate Parking one side
- Eliminate Parking both sides
- Convert to one way, Parking both sides
- Convert to one way, Parking one side
- Convert to one way, No parking
- New Construction, Bike lanes on both sides

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

MAP LEGEND
- A - Extremely High
- B - Very High
- C - Moderately High
- D - Moderately Low
- E - Very Low
- F - Extremely Low
- ★ ★ ★ Shared Use Path Connection

Project Partners:
Groundwork Cincinnati-Mill Creek
AECOM
City of Cincinnati
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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.
SEGMENT DESCRIPTION
University Avenue/Lincoln Avenue and Daniels Street/Oak Street will be converted from existing two-way streets to one-way streets within the limits of this segment. The two streets will operate as one-way pairs with University Avenue/Lincoln Avenue westbound and Daniels Street/Oak Street eastbound. The additional lane of traffic will be converted to a bicycle lane. Parking will be maintained on both sides of the street except where it is currently restricted to one side or not permitted. Commons Way (also known as Alumni Way) on the University of Cincinnati campus will also be converted to one way southbound with a bicycle lane.

CONTRAINTS AND OBSERVATIONS

A new traffic signal will likely be needed at the intersection of Daniels Street and Jefferson Avenue. Currently eastbound traffic from the university can use the existing signal at University Avenue to cross Jefferson but that won’t be available with the conversion to one-way.

B2: Offset Intersection
Daniels Street is offset from Oak Street by approximately 60 feet. A treatment like the one shown below may be needed to guide bicycle traffic through the intersection.
SEGMENT DESCRIPTION
This segment will connect the eastbound Oak Street bicycle lane with Lincoln Street. The bicycle lane will only be needed for the northbound direction. The bicycle lane will be added by removing parking from the west side of the roadway. This side has no residential development and the businesses appear to have off-street parking.

Limits:
Oak Street to Lincoln Avenue

Adjacent Roadway:
Stanton Avenue

Length:
1,100 ft.

Recommended Facility Type:
BL7: Two-Way Street with One-Way Bicycle Lane
SEGMENT DESCRIPTION

This segment will provide bicycle lanes on both sides of Stanton Avenue. From Lincoln Avenue to Melish Lane parking will be eliminated on both sides of the roadway. There are only two homes along this segment south of Beecher Street that use on-street parking. Parking for these homes could be provided on Beecher Street or other accommodations could be made to provide off-street parking. The remainder of the street appears to be commercial with off-street parking. From Melish Lane to Wehrman Avenue, parking can be maintained on one-side of the street however there are no homes or businesses within this stretch.

Limits:
Lincoln Avenue to Wehrman Avenue

Adjacent Roadway:
Stanton Avenue

Length:
1,200 ft.

Recommended Facility Type:
BL1: Bicycle Lanes with Sidewalk

Image Source: Google Maps, 2015

Fredonia Avenue facing north near proposed ODOT off-ramp
SEGMENT DESCRIPTION

This segment will be on a new roadway and bridge being constructed as part of the new I-71/Martin Luther King Jr. Blvd. Interchange. Wehrman Avenue will be reconnected from the east to west side of the interstate. The exact roadway dimensions are not yet known. For the purposes of this study, it is assumed that the roadway and bridge will be wide enough to accommodate a bicycle lane in each direction and a sidewalk.

CONTRAINTS AND OBSERVATIONS

B3: Coordination with I-71 Design Build Team

As noted above, the dimensions of the new roadway and bridge are not known. Coordination with the design-build team is needed to ensure the roadway will have sufficient width to accommodate a bicycle lane in each direction and a sidewalk. Alternatively, the roadway could also be designed with a shared use path on one side.

Limits:
Stanton Avenue to Wehrman Avenue (west side of I-71)

Adjacent Roadway:
Wehrman Avenue

Length:
500 ft.

Recommended Facility Type:
BL1: Bicycle Lanes with Sidewalk
**SEGMENT DESCRIPTION**

Bicycle travel will be entirely on-road within this segment with no dedicated bicycle facilities. The bicycle route will be marked with shared lane markings (Sharrows). The existing roadways within this segment are not wide enough to accommodate bicycle lanes. It’s unlikely that any of the streets can be converted to one-way because there is not a grid pattern to provide an opposite direction route. Further, Whittier Street may be the only access for the commercial businesses in this area with the removal of the Fredonia Avenue bridge over I-71. The bicycle level of service is between C and D within this segment. The alternative off-road alignment, Segment A:2-3, would be preferred for this segment but if the constraints cannot be resolved, the on-road segment may the only possible connection.

**Limits:**
Wehrman Avenue (west side of I-71) to Wasson Way

**Adjacent Roadway:**
Wehrman Avenue, Whittier Street, Fredonia Avenue, Ridgeway Avenue, Blair Court

**Length:**
500 ft.

**Recommended Facility Type:**
SL1: Shared Lane with Sidewalk
SL2: Shared Lane with Sidewalk & Parking

**ALTERNATIVE: B**

**Engineer’s Estimate of Cost**

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CINCINNATI CONNECTS

UPTOWN SOUTH - METHODS TO ACCOMODATE BICYCLE FACILITIES

MAP LEGEND

- Eliminate Parking one side
- Eliminate Parking both sides
- Convert to one way, Parking both sides
- Convert to one way, Parking one side
- Convert to one way, No parking
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