

## **CHAPTER 1: PROJECT INTRODUCTION**

The Uptown Transportation Study was conducted from November 2004 to November 2006 in order to develop a comprehensive transportation plan for the Uptown area that serves the needs of the area's diverse population and visitors, responds to transportation deficiencies, and supports continuing growth, development, and economic vitality. The Uptown study area includes the Cincinnati neighborhoods of Avondale, Clifton, Corryville, East Walnut Hills, Evanston, Mt. Auburn, North Avondale, Walnut Hills and Clifton Heights, University Heights and Fairview (CUF). It includes a number of major institutions including the University of Cincinnati, the Cincinnati Zoo and Botanical Garden, Cincinnati Children's Hospital, University Hospital, and Good Samaritan Hospital.

The Uptown Transportation Study is divided into two elements; Part A and Part B. Part A is a comprehensive review of all elements of the transportation system within the Uptown area including:

- Local street operations
- Internal and regional transit service
- On-street and off-street parking
- Pedestrian and bicycle circulation
- Signage and wayfinding.

Part B is specifically focused on evaluating access between the Uptown area and I-71 and making recommendations for potential access improvements.

Both Part A and Part B elements are interrelated to some degree and were conducted concurrently. The recommendations for both Parts A and B are intended to work in concert to address the project goals. Part B recommendations for I-71 access improvements build upon recommendations of the Part A elements that seek to maximize the utilization and efficiency of the existing street, pedestrian, and transit networks, as well as identify new or expanded facilities.

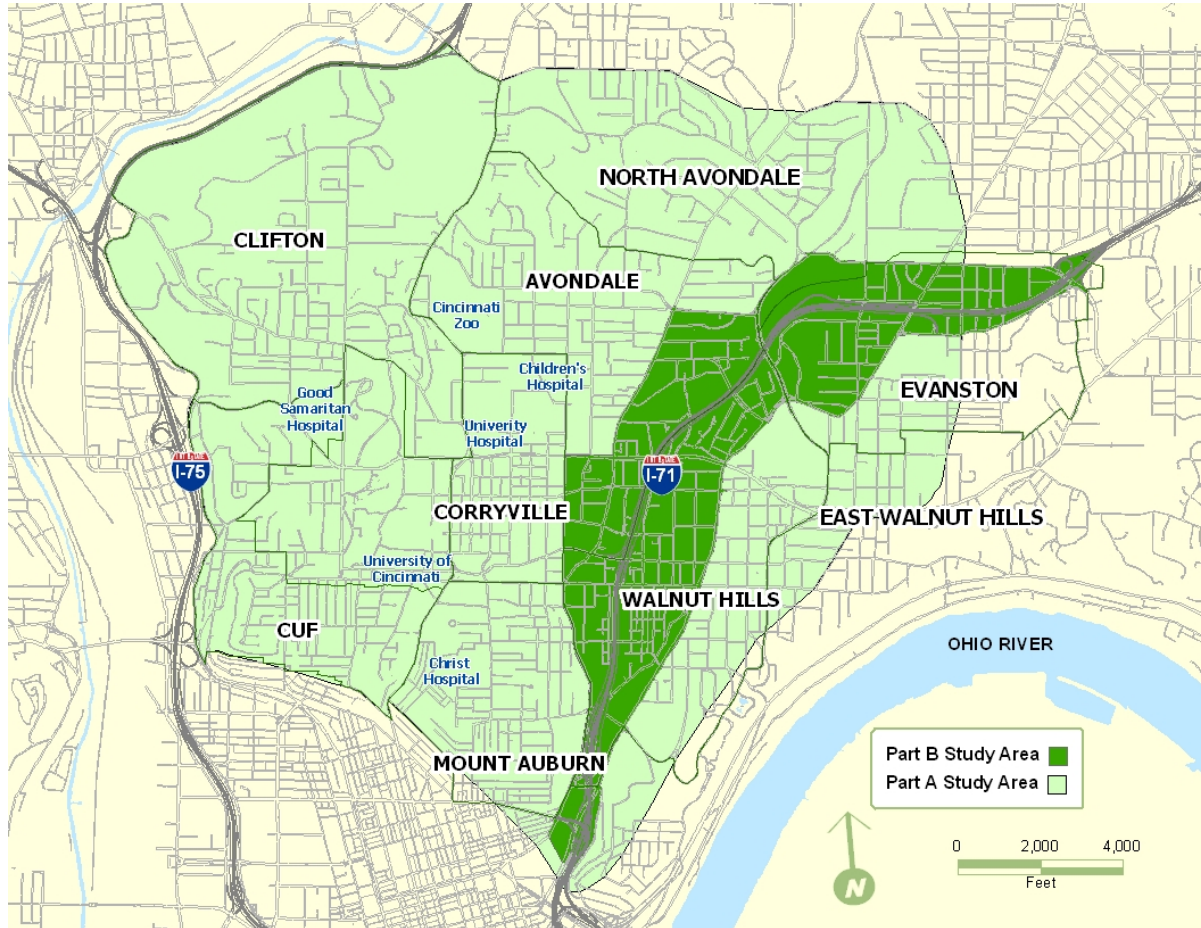
### **1.1 Study Area**

The Uptown Transportation Study is organized into two separate but related components; Parts A and B. The Part B Study area is, by and large, a subset of the larger Part A Study area with some extensions to the north and south to incorporate adjacent interchange areas. Part B is focused on improving access on I-71 in the Uptown area.

The study area is highly urbanized with a broad mix of land uses. Nearly the entire area exceeds OKI's defined thresholds for environmental justice populations. The study area is forecast to experience a moderate population loss and minor employment gain through the 2030 plan year. The Uptown area has experienced targeted efforts at economic revitalization and mixed

use/residential development. Institutions comprising the Uptown Consortium and others have invested significant funds in capital improvements over the past 10 years.

**Figure 1-1: Project Study Area**



## 1.2 Organizational Structure

The Uptown Transportation Study is sponsored by OKI and a group of funding partners referred to as the Implementation Partners (IP). The organizations represented in the IP group are:

- OKI
- Ohio Department of Transportation (ODOT)\*
- Hamilton County Engineer's Office\*
- City of Cincinnati
- SORTA
- The AMOS Project



# Uptown Transportation Study

## Part A: Uptown Transportation Plan

- Uptown Consortium, which represents the University of Cincinnati, Tri-Health, Cincinnati Children’s Hospital Medical Center, Cincinnati Zoo and Botanical Garden, and the Health Alliance

The representatives for the IP are as follows:

**Table 1-1: Implementation Partners**

<u>Agency</u>	<u>Representative</u>	<u>Alternate</u>
Uptown Consortium	Tony Brown Ron Kull	David Anderson Kathy Schwab Jack Huelsman Mary Beth McGrew
City of Cincinnati	John Cranley Eileen Enabnit	Martha Kelly Reggie Victor
SORTA	Stephan Louis Tim Reynolds	Lamont Taylor Nancy Core
ODOT*	Tom Arnold	Diana Martin
Hamilton Co. Engineer*	Bill Brayshaw	Tim Gilday
AMOS	Joyce Kinley	Sr. Carren Herring

\*Designated as a non-funding IP representative by OKI.

Additionally, a broad group of Uptown stakeholders has been assembled to serve as members on an advisory committee to the IP and OKI. The Advisory Committee (AC) members are as follows:

**Table 1-2: Advisory Committee Members**

<b>MEMBERS</b>	<b>MEMBERS</b>	<b>MEMBERS</b>
African American Chamber of Commerce	Corryville Community Council	ODOT, District 8
Alliance for Regional Transit	Corryville Community Development Corp.	SORTA
AMOS Project	Corryville Economic Development Corp.	State Representative Catherine Barrett
Avondale Community Council	CUF Neighborhood Association	US Congressman Steve Chabot's Office
Baptist Minister's Conference	Environmental Protection Agency	US Senator George V. Voinovich's Office
Central Clinic	Evanston Community Council	University Heights Community Urban Redevelopment Corp.
Cincinnati Association for the Blind	Federal Transit Administration	University of Cincinnati
Cincinnati Children's Hospital Medical Center	Hamilton County Department of Environmental Services	University of Cincinnati Student Government
Cincinnati Park Board	Hamilton County Engineer	Uptown Consortium
Cincinnati USA Regional Chamber	Heights Community Council	Uptown Crossings Community Urban Redevelopment Corp.
Citizens for Civic Renewal	Hispanic Chamber of Commerce	Urban League of Greater Cincinnati
City of Cincinnati	League of Women Voters	Walnut Hills Area Council
Clifton Heights Business Association	Local Initiatives Support Corporation	Walnut Hills Business Association
Clifton Heights Community Urban Redevelopment Corp.	Mt. Auburn Community Council	Xavier University
Clifton Town Meeting	NAACP	
Community Redevelopment Group	North Avondale Neighborhood Association	

### 1.3 Study Goals

At the commencement of the study, the following study goals were developed in conjunction with the Implementation Partners and the Advisory Committee:

#### Regional Access

- Improve safety and capacity for traffic movements to/from I-71
- Determine feasibility of improved access to I-71 in the vicinity of MLK following the ODOT PDP
- Improve safety and capacity for traffic movements to/from I-75
- Provide improved multi-modal access between Downtown and Uptown

#### Local/Arterial Streets

- Reduce peak hour delays on key arterial streets
- Improve emergency vehicle access times
- Reduce through traffic on residential streets
- Improve safety
- Prioritize alternative roadway improvements based on cost, travel time savings and safety

#### Transit

- Provide improved transit service to the Uptown area including:
  - More frequent service
  - More ‘One-Seat’ rides (reduce need for transfers)
  - Improved bus travel times
- Coordinate public bus service and private shuttle services through management and scheduling
- Document the need for and feasibility of transit hubs to facilitate transit use and enhance economic development

#### Parking

- Develop area-wide parking policies and management systems to maximize efficiency, improve coordination, reduce duplication of efforts, and minimize capital investment in parking
- Identify preferred locations for parking expansions to most effectively serve users and utilize available roadway capacity

#### Wayfinding

- Improve wayfinding particularly for Uptown visitors through a comprehensive signage plan
- Help to reinforce positive image of Uptown as a destination through ‘look’ of signage plan



# Uptown Transportation Study

## Part A: Uptown Transportation Plan

### Bicycle/Pedestrian Circulation

- Improve continuity of bike routes
- Identify safe bike route locations
- Improve bike storage
- Make Uptown more pedestrian friendly

### Other

- Identify transportation system improvements to:
  - Enhance accessibility of existing institutions
  - Support new economic development
  - Support City, neighborhood and institutional goals and plans