

Gilbert Ave – PID 115756



Feasibility Study

April 22, 2025 Report

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Section 1: Introduction

Gilbert Avenue is a prominent transportation route connecting downtown Cincinnati with the historical Walnut Hills neighborhood. In the early 19th century Gilbert Avenue was a multi-modal corridor with public transit, automobiles and bicycles, and heavy pedestrian activity.

Today the corridor is dominated by 70 feet of roadway width – five travel lanes plus on-street parking. The current traffic counts of about 9,000 vehicles per day do not support the need for five vehicular travel lanes. The multiple travel lanes in each direction lead to increased speeds and long pedestrian crossings. The Gilbert Avenue route also provides an opportunity to connect the Wasson Way Bike Trail along Martin Luther King Jr Drive to the Ohio River (Bike) Trail and the Central Parkway protected bike lanes in downtown Cincinnati.

The project area includes Gilbert Avenue from Court Street on the south end to Martin Luther King Jr Drive on the north end. The project area consists of two sections with differing characteristics. The northern section has many intersecting cross streets (some signalized and some unsignalized), many driveways, and the demand for on-street parking is regular and frequent. The southern section has fewer intersecting cross streets (almost all signalized), very few driveways, and the demand for on-street parking is not neighborhood residential or business based, rather more event based, making it more inconsistent and less frequent. Ultimately, these differing characteristics had an impact on the recommendation given in the report.

The proposed project plans to remove a vehicular travel lane in each direction to provide space for the installation of protected bike lanes. The majority of on-street vehicular parking will be retained to serve existing businesses and residents and to help provide a comfortable safety buffer for bicyclists.

Four alternatives were developed for the installation of protected bike lanes. The alternatives included variations of two-way protected bike lanes on one side of Gilbert Avenue versus one-way protected bike lanes on both sides. Connectivity, impact to pedestrian crossings, parking impacts, and signal operation impacts were all considered during the evaluation of the alternatives. A public meeting and public input period resulted in feedback through a paper and online survey.



Section 2: Purpose and Need

Too much of Gilbert Avenue's right-of-way is dedicated to vehicular travel which reduces the safety and practicality of alternate active modes of travel. As a result, community mobility and business district activity are hindered. Right sizing Gilbert Avenue is expected to positively benefit the residents and business owners of the Walnut Hills neighborhood.

The goals of this project include:

1. Improve vehicular and pedestrian safety by removing unnecessary vehicular travel lanes on Gilbert Avenue.
2. Improve pedestrian mobility by buffering sidewalks, shortening crosswalks, and establishing dedicated bus stop waiting areas.
3. Promote active transportation in a safe manner by providing a desirable bicycle facility connection between multiple other established or soon to be established bike facilities.
4. Provide necessary on-street delivery space where possible.
5. Preserve on-street parking for local resident and business patron use as much as possible.

Section 3: Key Issues

The following key issues are noted as part of the project.

- At the south end of the project, two I-71 ramps present a challenge for bicyclists to cross. The I-71 northbound entrance ramp across from Casino Drive has very large traffic volume during the PM peak hour. Crossing the ramp would result in very short crossing times for bicyclists or would require a modification to the entrance ramp. The I-71 southbound exit ramp is plagued by limited visibility (due to a crest curve near the merge with Gilbert Avenue) and high speeds along with heavy volumes during the morning peak. A bike lane and pedestrian crosswalk currently cross the exit ramp at the junction with Gilbert Avenue. Users frequently report the perceived and real danger in crossing at this location.
- A number of prominent institutions/assets are located along Gilbert Avenue between Elsinore Avenue and Morris Street – Elsinore Arch, Cincinnati Ballet, Cincinnati Art Museum, Baldwin Building, Eden Park. There is a desire for an aesthetically pleasing roadway corridor along this stretch of Gilbert Avenue.
- Similarly, the Walnut Hills Neighborhood Business District is located between Curtis Street and Yale Avenue and includes its own set of prominent/historical buildings and assets – including Artworks, Paramount Square, United Presbyterian Church Tower, and many others. There is a desire for an aesthetically pleasing business district design along this stretch of Gilbert Avenue.
- Streetcar tracks ran along Gilbert Avenue for decades in the 19th and 20th centuries. Due to the roadway incline from Elsinore Avenue to Windsor Street, a cable car system was installed similar to the famous system currently active in San Francisco. The concrete ducts housing the cable system are still located along the centerline of Gilbert Avenue and could pose a constructability challenge to any significant roadway profile changes.
- On-street parking is allowed on both sides of Gilbert Avenue (with various spot restrictions) between Elsinore Avenue and MLK Drive. South of Morris Street the parking is not heavily utilized on a daily basis except for right in front of businesses. However, this on-street parking has value for events that may occur nearby including in Eden Park. North of Morris Street on-street parking is utilized frequently to serve both residents and businesses and is vital to many people's daily life.
- Due to steep topography and a sharp horizontal curve on the east leg of Elsinore Avenue at Gilbert Avenue, the existing east-west permitted left turn movements are cited as being challenging and result in crashes. Introducing a bicycle crossing conflict to the east-west left turns where drivers must yield to bicyclists would be especially challenging. Vehicular left turns across bicycle crossings would need to be protected movements in this location.
- Many bus stops are located along the Gilbert Avenue corridor. Having bus stops block bike lanes throughout the corridor would be very cumbersome for bicyclists. Bus stops should be separated from the proposed bike facilities as much as possible with few exceptions.
- Between Morris Street and MLK Drive, Gilbert Avenue has about 20 driveways and 12 roadway/street intersections on each side per mile. This results in lots of potential conflict points between vehicles and bicycles. Neither side has significantly more conflict points than the other. Two-way bike lanes on one side of the road concentrates the conflicts to one side but results in significantly more challenging conflict points. In the two-way bike lanes scenario, vehicles turning left onto an intersecting street or into a driveway would need to yield to oncoming traffic, oncoming bicyclists, pedestrians, and (most critically) bicyclists travelling in the same direction (approaching the conflict point from behind the driver). Bicyclists approaching the conflict point from behind the left turning driver is especially dangerous and could occur frequently. Drivers entering Gilbert Avenue from a driveway or unsignalized side street will need to yield to pedestrians, bicycles from both directions, and vehicles on Gilbert Avenue. In the one-way protected bike lane scenario, the bicyclists approaching the conflict point from behind the left turning driver scenario is eliminated and drivers entering Gilbert Avenue have only one direction of bicyclists to yield to. However, in the one-way bike lane scenario conflicts are present on both sides of Gilbert Avenue.

Section 4: Alternates

Four Alternates were developed for the project corridor.

- Alternate 1 – includes two-way protected bike lanes in the center of Gilbert Avenue from Court Street to Elsinore Avenue and one-way protected bike lanes on each side from Elsinore Avenue to Martin Luther King Jr Drive (MLK Drive).
- Alternate 2 – includes two-way bike lanes along the west side of Gilbert Avenue from Court Street to Casino Drive where it crosses to the east side. The two-way protected bike lanes continue on the east side of Gilbert Avenue from Casino Drive to MLK Drive. Note that Alternate 2 will not move the median island along Gilbert Avenue.
- Alternate 3 – includes a combination of the two-way bike lanes from Court Street to Morris Street (like Alternate 2) and one-way protected bike lanes on each side from Morris Street to MLK Drive (like Alternate 1).
- Alternate 4 – includes the same two-way bike lanes as Alternate 2, but instead moves the median along the center of Gilbert Avenue one lane to the west.

Exhibits for the four alternates are provided in Appendix A of this report.

All alternates will begin as two-way protected bike lanes on the south side Court Street between Gilbert Avenue and Reedy Street. All alternates will end at Gilbert Avenue and MLK Drive, connecting to bike lanes on the east leg of the intersection and to a two-way side path on the northwest corner of the intersection.

Alternate 1

Starting at the south end, the two-way bike lanes cross to the middle of Gilbert Avenue at Court Street. The two-way bike lanes travel in the center of Gilbert Avenue from Court Street to Elsinore Avenue. In this stretch left turns across the bike lanes are few but must include protected phasing at signalized intersections. Placing the two-way bike lanes in the center avoids crossing both I-71 ramps which is a significant positive benefit.

At Elsinore Avenue the bike lanes split to one-way protected bike lanes on each side of Gilbert Avenue. The transition from two-way bike lanes to one-way bike lanes is challenging at this intersection. Protected left turn movements are necessary in all directions resulting in the current two-phase signal operation being changed to four-phase operation. The change to four phase operation would be inefficient for all intersection users – pedestrians, drivers, and bicyclists.

North of Elsinore Avenue the existing on-street parking is moved to the right-most vehicular travel lane in both the northbound and southbound directions. This allows for a protected bike lane to be located along the existing curb line. The on-street parking located between the vehicle travel lanes and the bike lane provides additional protection for bicyclists. However, the visibility of bicyclists behind parked cars will need to be considered during design, particularly in the southbound (downhill) direction where bicycle speeds are likely to be higher.

Between McMillan Street and Lincoln Avenue, Gilbert Avenue narrows from 70 feet (curb to curb) to 56 feet. This eliminates the possibility of providing three vehicular travel lanes, on-street parking on both sides, and a protected bicycle facility within the existing curb lines. Generally, on-street parking will only be provided on one side of Gilbert Avenue in this stretch. However, two options (Option A and B) for moving the curb lines between McMillan Street and William Howard Taft Road were developed to maintain parking on both sides. The narrower roadway also makes it difficult to separate bus stops from both vehicular travel lanes and the proposed bicycle facility.

Alternate 2

Starting at the south end, the two-way bike lanes cross Court Street and run along the west side of Gilbert Avenue to Casino Drive. At Casino Drive the two-way bike lanes cross the north leg of Gilbert Avenue and continue north along the east side. The important benefit of crossing at this location is that the bike lanes do not cross either of the I-71 Ramps.

Section 4: Alternates (continued)

For Alternate 2 the existing median island in the center of Gilbert Avenue between Elsinore Avenue and McMillan Street will not be moved. The distance between the median island and the east side curb is approximately 31 feet. This allows for a 10 to 11-foot vehicular travel lane, an 8-foot parking lane, a 2 to 3-foot buffer, and 10 feet for two-way bike lanes. There is still a desire to remove one southbound vehicular travel lane on Gilbert Avenue. Alternate 2 would move the existing west curb line east into Gilbert Avenue pushing the on-street parking into one vehicle drive lane. This would create additional tree lawn space along the sidewalk.

At traffic signals along Gilbert Avenue, all left turn movement phases crossing the two-way bike lanes will need to be protected-only. Where exclusive right turn lanes can be provided for movements crossing the two-way bike lanes, a protected-only right turn signal phase should be provided as well. However, due to the median remaining in place between Elsinore Avenue and McMillan Street and the narrow roadway width north of McMillan Street, providing exclusive right turn lanes is unlikely.

At bus stop locations in the northbound direction, the two-way bike lanes will need to be raised to sidewalk level to pass through the bus loading/unloading zones. The bike lanes may need to narrow at bus stops as well.

Alternate 3

Alternate 3 is the same as Alternate 2 from Court Street to Morris Street with two-way protected bike lanes on the east side of Gilbert Avenue from Casino Drive to Morris Street. Also, Alternate 3 is the same as Alternate 1 from Morris Street to MLK Drive with one-way protected bike lanes on each side of Gilbert Avenue. The transition happens at Morris Street where southbound bicyclists will cross at the signal to continue southbound on the east side of Gilbert Avenue. Alternate 3 can be implemented with two-way bike lanes south of Morris Street as depicted in Alternate 4 instead of as depicted in Alternate 2.

Alternate 4

Alternate 4 is the same as Alternate 2 except that between Elsinore Avenue and McMillan Street Alternate 4 proposes moving the existing median island one lane to the west. This accomplishes the goal of reducing the southbound Gilbert Avenue through lanes from two to one. It also provides more room on the northbound side to provide wider bike lanes, install exclusive right turn lanes for protected-only phasing crossing the bike lanes, and to better separate the bike lanes from bus stop loading and unloading zones.

Section 5: Public Involvement

This report focuses on the second round of public involvement, but a first round of public involvement occurred in the fall of 2023. Alternate 1 was presented to the community on December 21, 2023 at the Bush Recreation Center on Kemper Lane in Walnut Hills. The alternative was well received by the community but there was a strong request to see additional alternatives. Positive feedback included that the plan completely separated the bike lanes from the I-71 ramps, removal of all vehicular slip lanes, removal of a through vehicular lane, and that the bike facility is planned to be buffered and protected. Concerns included quality of construction materials and preservation of parking.

Based on the feedback from the first meeting, the four alternatives laid out in this report were developed for presentation to the community. A community meeting was held at the Bush Recreation Center on Tuesday, October 15, 2024. The four alternates were presented on roll plots on tables for people to look at, point, and discuss. Additionally, supplemental boards were presented on easels showing supplemental cross section views, bicycle buffer alternatives, and Option A and B for the Gilbert Avenue stretch between McMillan Street and William Howard Taft Road. Feedback was solicited in the following ways:

- A paper questionnaire at the in-person meeting
- Email sent to meeting attendees who provided their address with link to online survey
- Multiple posts on social media with link to online survey
- Email to community leaders/partners with link to online survey

Materials and information from the second Public Meeting (except the tabletop roll plots in Appendix A) are included in Appendix B of this report. Information received from the public survey is provided in Appendix C.

The following summarizes the written feedback from the survey:

- Some praise was given for the project overall and for soliciting public input. There were also complaints that the survey was too general and that looking through the accompanying materials would likely be too confusing or cumbersome for others.

- Many comments about aesthetics wanting materials to not look cheap and for there to be enhanced greenery and tree canopy.
- A desire to minimize bike lane transitions from one side of Gilbert Avenue to the other. Keep it one-way or two-way for long stretches without flipping back and forth. There was one acknowledgement of one-way bike lanes being most appropriate north of Eden Park Drive and two-way bike lanes being more suitable south of Eden Park Drive.
- Safety concerns were mentioned frequently, particularly regarding sight distance at conflict points and how and where the bike lanes would cross Gilbert Avenue.
- Concern for downhill bicyclist speed was mentioned in relation to driveway/intersection conflict and also related to bus stop conflict.



Section 5: Public Involvement (continued)

From the multiple-choice questions of the survey, it was revealed that a majority of the respondents travel the corridor often (daily or weekly) and that many respondents travel in a car (61) but many respondents also travel outside a vehicle (91) or by bus (21). The survey feedback may not be proportionally representative of current users of the corridor, but a good sampling of various perspectives was likely obtained based on the numbers described above.

According to the results, the clear top three priorities when evaluating the options were:

1. interaction between bicyclists and sidewalk users,
2. separation from roadway traffic, and
3. safety.

The takeaway being that respondents want a bicycle facility that is separated from vehicular and pedestrian traffic and is designed for safety at conflict points.

Ranked choice voting was used for the four alternatives with Alternates 2 and 4 getting the most first and second choice votes – Alternate 2 edged out Alternate 4 for the top choice. Alternate 3 received the next positive amount of votes with Alternate 1 being the least favorite.

For the block between McMillan Street and William Howard Taft Road the largest portion of respondents had no preference. Of those who did have a preference, Option B was slightly preferred over Option A.

Overall, it seems that respondents prefer two-way bike lanes that are well separated from vehicular and pedestrian traffic and bus stops with minimal crossings and transitions. Safety is also a high priority, particularly in the downhill direction between Florence Avenue and Elsinore Avenue.



Section 6: Evaluation of Alternates

Operational Features

South Zone (Court to Elsinore) – Alternate 1 in the south zone will have a two-stage bicycle phasing at Court Street, but a single stage bicycle phasing at the Casino/I-71 ramp intersection. Alternates 2, 3, and 4 will all have single stage bicycle phasing at Court Street and two stage bicycle phasing at the Casino/I-71 ramp intersection. At Elsinore, Alternate 1 requires a two-stage bicycle phasing for both directions to transition from a two-way facility to a one-way facility. Both directions have awkward routing and progression through the intersection and the resulting intersection geometry is also awkward for vehicular traffic. Alternates 2, 3, and 4 have single stage bicycle phasing and a much simpler layout for both bicyclists and other users of the intersection.

Central Zone (Elsinore to McMillan) – This zone has an existing landscaped median with breaks at all intersections and for many driveways. Alternate 1 is very uniform throughout this zone with protected one-way bike lanes on each side. Ample buffer can be provided between the relocated on-street parking and the bike lanes. Bike lanes likely need to be narrowed for bus stops but can likely remain separated from the bus loading and unloading zones. Alternate 2 must squeeze a two-way bike facility on the east (northbound) side of Gilbert Avenue. This results in narrower bike lanes, minimal buffers, and bike lane encroachment into bus loading and unloading zones. Alternate 2 also results in a southbound bike lane on the northbound side of Gilbert Avenue. This counterflow operation results in significant operational safety concerns with bicycles approaching conflict zones from directions that drivers are not typically accustomed to. The safety concern is particularly high in the downhill direction of Gilbert Avenue where bicycle speeds will tend to be higher. Alternate 3 includes a transition crossing of Gilbert Avenue for southbound bicyclists at Morris Street. North of Morris Street, the bike facility would be one-way on each side following the normal flow of traffic. This would remove the counterflow operational safety concerns present in Alternate 2. South of Morris Street, only one driveway exists on the east side of Gilbert Avenue and both intersecting streets are signalized. The proposed relocation of the island medians in Alternate 4 allows for additional space on the northbound side to accomplish a few positive objectives: provide preferred two-way bicycle facility width, separate the bicycle facility from bus loading and unloading zones, and provide right turn lanes to allow for protected bicycle phasing at signals.

North Zone (McMillan to MLK Drive) – This zone narrows in right-of-way and roadway width compared to the Central and South Zone. Alternates 1 and 3 provide one-way protected bike lanes on each side of Gilbert Avenue. Buffer space is limited in these alternates unless only single lane bike lanes are provided on both sides. Separation of bus loading and unloading zones from bicycle lanes is minimal and in the southbound direction there are two locations where buses may need to stop in the bicycle lane. Alternates 2 and 4 may have either wider bike lanes or wider buffer areas compared to Alternates 1 and 3. Separation of bus loading and unloading zones from bicycle lanes is also minimal but there are no locations where buses will need to stop in bike lanes. Instead, there is one location where buses must stop in the vehicle travel lane and two locations where bus space to pull out of vehicle travel lanes is limited to eight feet wide. Alternates 2 and 4 have the counterflow operational safety concerns of two-way bike lanes in an area with many driveways and unsignalized cross streets. At signals, protected-only left turn phasing will remove vehicular conflicts with bicycles, but space is not available to provide exclusive right turn lanes to provide protected-only right turn signal phasing.

For the overall corridor, the alternates are similar in number of crossings of Gilbert Avenue in order to connect from the Crown Path at the northwest corner of MLK Drive to Court Street (connecting to Eggleston Avenue and the riverfront).

- Alternate 1 – Northbound crosses Gilbert three times: halfway at Court Street, halfway at Casino Drive, and then a full crossing back at MLK Drive. Southbound – crosses Gilbert two times: halfway at Elsinore Avenue and halfway back at Court Street.
- Alternate 2 – Northbound – crosses Gilbert two times: full crossing at Casino Drive and full crossing back at MLK Drive. Southbound – crosses Gilbert two times: full crossing at MLK Drive and full crossing back at Casino Drive.
- Alternate 3 – Northbound – crosses Gilbert two times: full crossing at Casino Drive and full crossing back at MLK Drive. Southbound – crosses Gilbert two times: full crossing at Morris Street and full crossing back at Casino Drive.
- Alternate 4 – Northbound – crosses Gilbert two times: full crossing at Casino Drive and full crossing back at MLK Drive. Southbound – crosses Gilbert two times: full crossing at MLK Drive and full crossing back at Casino Drive.

Section 6: Evaluation of Alternates (continued)Vehicular Impacts

Synchro capacity analysis models were prepared to compare the potential delay to drivers of each of the four Alternates to the existing conditions. Current signal timing was utilized for the existing conditions. Traffic counts were collected at each signalized intersection in the study corridor. The peak hour traffic volumes are included in a Figure in Appendix D.

Alternate 1 would utilize existing signal timing except for in the south zone at the Court Street, Casino Drive, and Elsinore Avenue intersections. Alternate 2 includes protected-only southbound left turn phases for all left turn movements that cross two-way bike lanes. Alternate 3 uses existing signal timing north of Morris Street and the same timing as Alternate 2 south of Morris Street. Alternate 4 uses the same timing as Alternate 2 except that protected-only northbound right turn phases are provided for all right turn movements that cross the two-way bike lanes from Court Street to Morris Street. For all alternates conflicting bicycle volumes up to 200 bicycles total for both directions were added to the peak hour analysis – with bicycle volumes weighted directionally (i.e. 125 southbound and 75 northbound in the AM peak). The capacity analyses are summarized in color coded tables in Appendix D. The number of existing signal phases are labeled at each intersection for the existing condition. For each Alternate, the number of signal phases is labeled only if the number of phases changes from existing conditions.

The impact to overall intersection delay was found to be low, likely due to Gilbert Avenue having more lanes than necessary based on the traffic volume demand. However, delays of some movements will be impacted – typically movements that will be protected-only phasing at intersections where the total number of signal phases will need to increase.

For all Alternates, all intersections are expected to operate with an overall LOS grade C or better. Some intersections are degraded from LOS A to LOS B, or from LOS B to LOS C with the proposed changes, but none are degraded more than one letter grade. No movements are projected to have a v/c ratio greater than 0.90 in any alternate. Alternate 1 has two movements with a projected v/c ratio greater than 0.80. Alternates 2, 3, and 4 all have no movements with a projected v/c ratio greater than 0.80. The difference between the alternates is not large enough to have major consideration in the final recommendation but Alternate 3 seems to be the best of the four options.

Pedestrian and Parking Impacts

During both rounds of public involvement, feedback indicated that minimizing impact to on-street parking (both business and residential) is important and that there is a desire to shorten and improve pedestrian crossings through the corridor.

South of McMillan Street, all alternatives maintain existing parking with very few exceptions (mainly related to bus stops). North of McMillan Street, Alternates 1 and 3 generally place parking on the east side of Gilbert Avenue and Alternates 2 and 4 place parking on the west side of Gilbert Avenue. Parking located on the west side of Gilbert Avenue results in a few more parking spaces being preserved compared to parking on the east side. Each alternate can be designed with parking located on either side. With residential apartment complexes and business needs on both sides of Gilbert Avenue, there is not a definitive reason to place parking on one side versus the other. Therefore, the side to place parking on should be decided during design based on intersection geometry, bus stop, and pedestrian crossing considerations.

Generally, the proposed Alternates propose to narrow Gilbert Avenue and extend radius returns closer to the center of signalized intersections. This should shorten most crosswalks. However, the bicycle facility is expected to prevent the shortening of some crosswalks across Gilbert Avenue if there is not space for pedestrian refuge between the bicycle facility and the vehicular travel lanes. Locations with notable pedestrian differences between the proposed Alternates include the following:

- At the Elsinore Avenue intersection, Alternate 1 has a significantly more confusing pedestrian crossing setup with longer crossings compared to the other Alternates.
- At the Morris Street intersection, Alternates 2 and 3 likely won't provide pedestrian refuge between the bike lanes and vehicular lanes lengthening the crosswalk compared to Alternates 1 and 4.
- A new mid-block crossing at Curtis Street has been requested and can be provided in all Alternates.

Section 6: Evaluation of Alternates (continued)

- At the Yale Street intersection, Alternates 2 and 4 can provide a curb extension on the west side of Gilbert Avenue shortening the crosswalk where Alternates 1 and 3 cannot. For Alternates 1 and 3 the crosswalk could be relocated to cross the south leg which would shorten the crosswalk low-cost Alternates 2 and 4.
- At the Foraker Avenue intersection, Alternates 1 and 3 may be able to provide a better mid-block crossing than Alternates 2 and 4 due to better curb extension refuge on the east side of Gilbert Avenue.
- At the MLK Drive intersection, Alternates 1 and 3 will likely be able to provide a better south leg crossing than Alternates 2 and 4 due to better curb extension refuge areas on the south side of MLK Drive.

Overall, various Alternates have pedestrian and parking advantages over others with no Alternate being clearly better than the rest.

southbound side. The curb extension could be done with low-cost materials, but public feedback included requests for landscaping and tree canopy which would significantly increase cost. Alternate 4 is similar to option 2 except that the median island is relocated instead of curb extension. Alternate 3 is a combination of Alternate 1 north of Morris Street and either Alternate 2 or 4 south of Morris Street and costs are likely to fall in between those Alternates.

North Zone (McMillan to MLK Drive) – Alternates 1 and 3 are expected to be higher cost than Alternates 2 and 4 because bicycle buffer zones are needed in both directions on Gilbert Avenue for Alternates 1 and 3. Curb extensions are planned at all intersections for all Alternates, so a significant portion of project cost is similar for all options.

Overall, Alternate 2 has the potential to be the highest cost alternate. The other three alternates are likely similar in overall cost because each has higher cost locations and lower cost locations compared to the others.

Anticipated Construction Costs

Anticipated construction costs were evaluated from a relative standpoint, comparing each alternative to the others.

South Zone (Court to Elsinore) – Alternate 1 is expected to be higher cost in the south zone due to its positioning in the center of Gilbert Avenue. Additional median islands will need to be constructed at signalized intersections for bicycle protection and there will be two strips of bicycle buffering between Court Street and Casino Drive compared to one strip in the other Alternates. Alternates 2, 3, and 4 will have the option for reducing cost on southbound Gilbert Avenue south of Elsinore Place by using only pavement striping for the lane reduction; however, this is expected to be less effective and desirable.

Central Zone (Elsinore to McMillan) – Alternate 1 includes bicycle buffer zone in both directions of Gilbert Avenue but is likely the lowest cost option. Alternate 2 includes bicycle buffer zone on only the northbound side but requires curb extension on the

Section 7: Recommendation

The matrix shown to the right was prepared to summarize the various evaluation metrics in comparing the four Alternates. Alternate 1 is the lowest ranked from public feedback and has a few features that make it less desirable – such as the layout and operation of the Elsinore Avenue intersection. Alternate 2 is the highest ranked from public feedback but was ranked lowest of the Alternates in three metrics. Alternate 4 is the most consistently well ranked Alternate with one significant exception – safety for bicyclists travelling southbound in the north and central zones, particularly when travelling downhill between Florence Avenue and Morris Street, is a major concern.

Alternate 3, if chosen with the Alternate 4 layout south of Morris Street, appears to have the least downside and most upside of all the Alternates. Public survey respondents generally prefer a two-way bike lane, which is a safe and good alternative south of Morris Street particularly in Alternate 4 where moving the center island results in a few significant benefits compared to Alternate 2. North of Morris Street, the advantages of a two-way bike lane do not outweigh the significant safety concerns of counterflow bicycle traffic crossing the many driveways and intersecting streets. A one-time transition from a one-way bike lane to a two-way bike lane along the corridor was not found to be worse for cyclists when bicycle progression was evaluated.

Evaluation Matrix					
	Alt 1	Alt 2	Alt 3	Alt 4	Legend
Public Feedback Preference					Poor
Aesthetics Potential					Fair
Bicycle Operations					Good
Bicycle Safety					Best
Pedestrian Safety					
Vehicular Impacts					
Bus Stops					
Parking Impacts					
Anticipated Construction Cost					

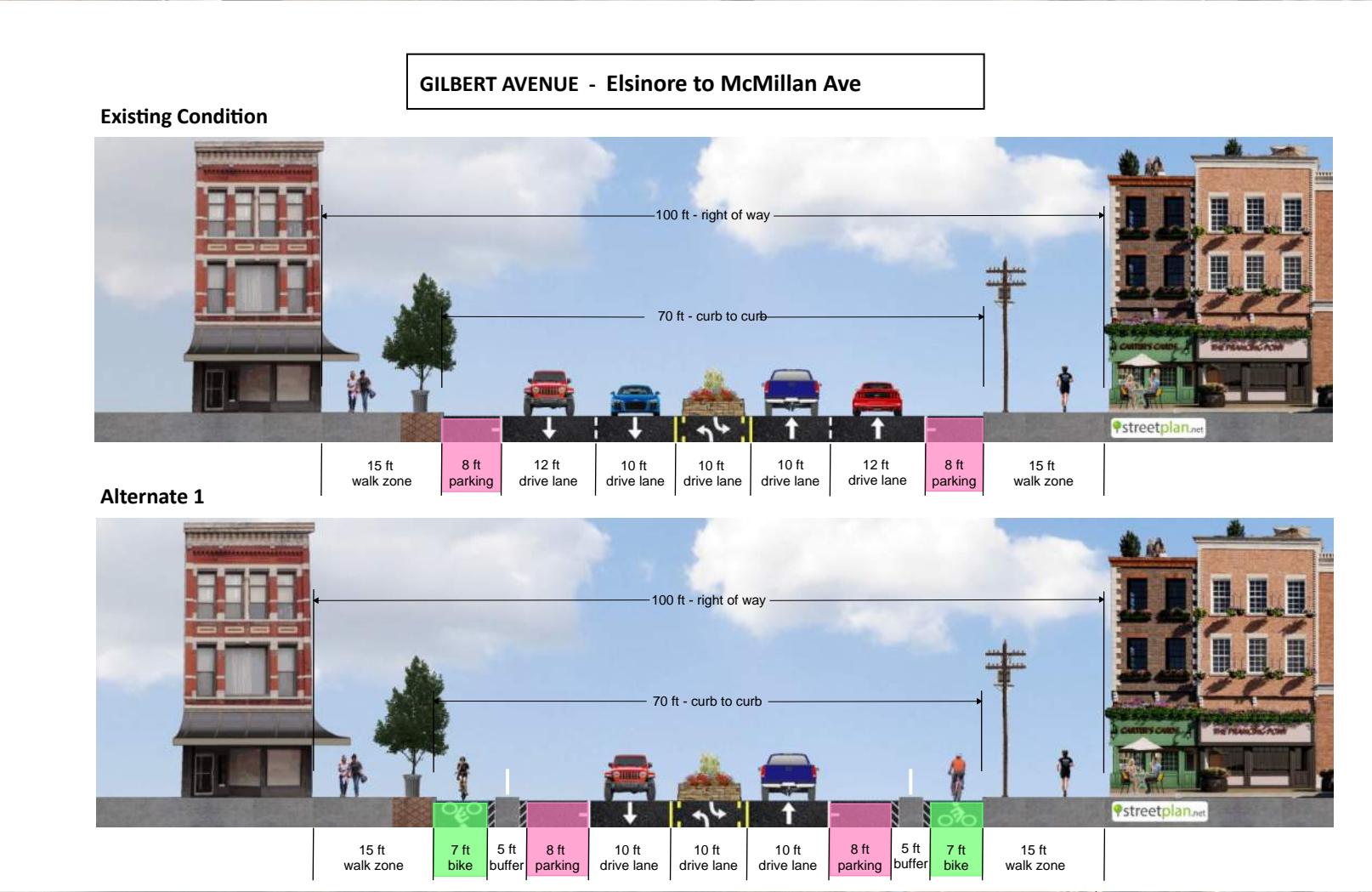
Preferred Alternate

Alternate 3, constructed by moving the median island as presented in Alternate 4 for the south zone, is determined to be the preferred Alternate.

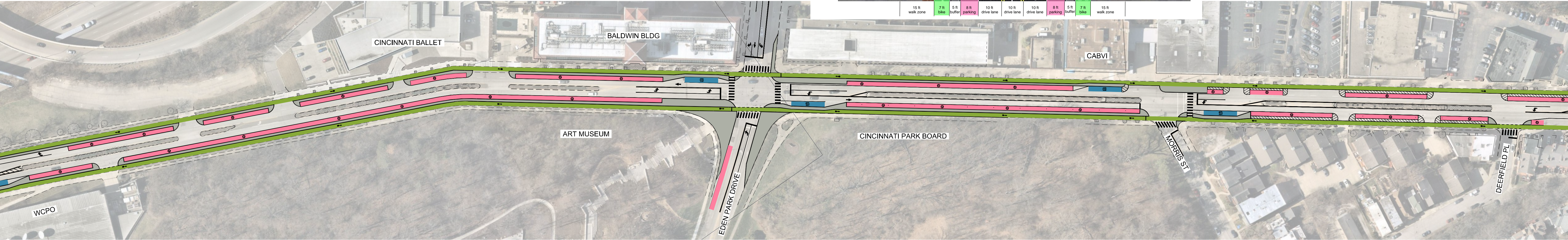
Appendix A: Alternates Exhibits



Alternate 1

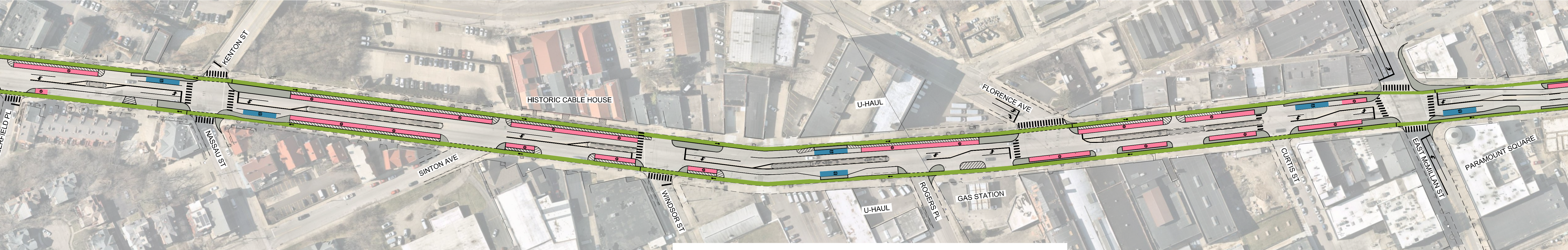


- LEGEND**
- ON STREET PARKING
 - BIKE LANE
 - BUS STOP
 - CONCRETE MEDIANS/BUMPOUTS
 - NEW TREE LAWN



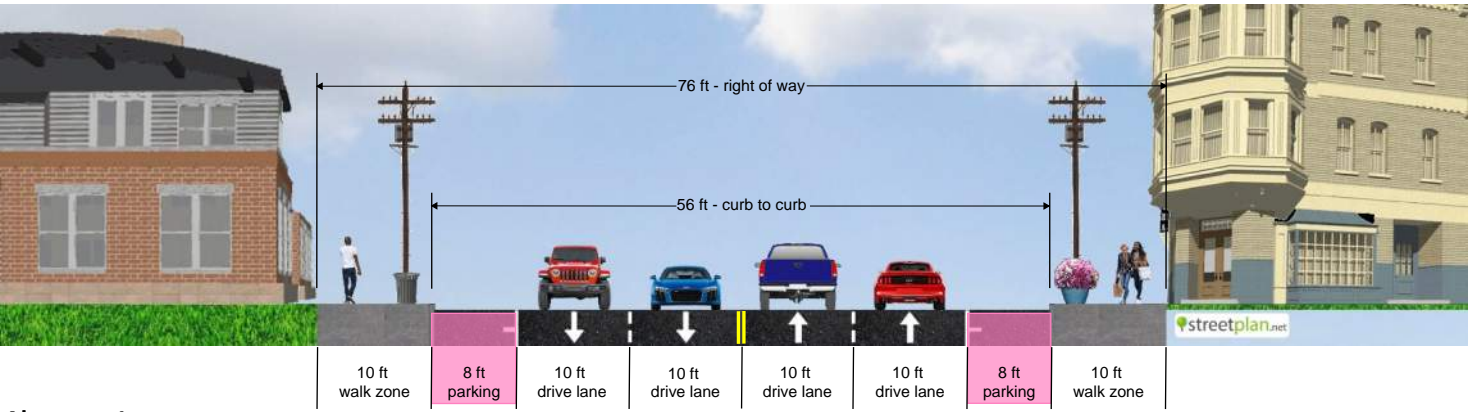


Alternate 1

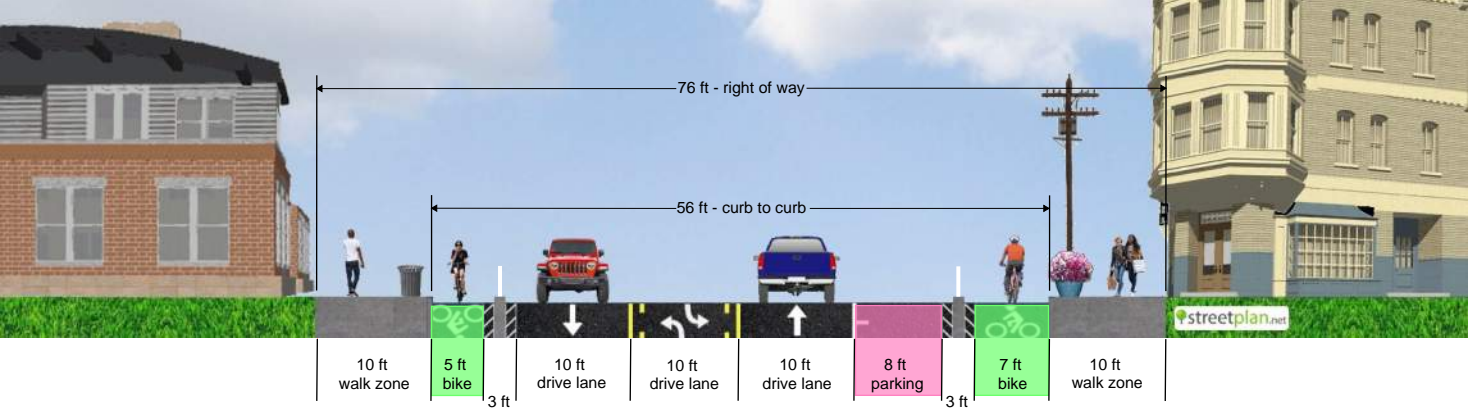


GILBERT AVENUE - Wm Howard Taft Rd to MLK Jr Drive

Existing Condition

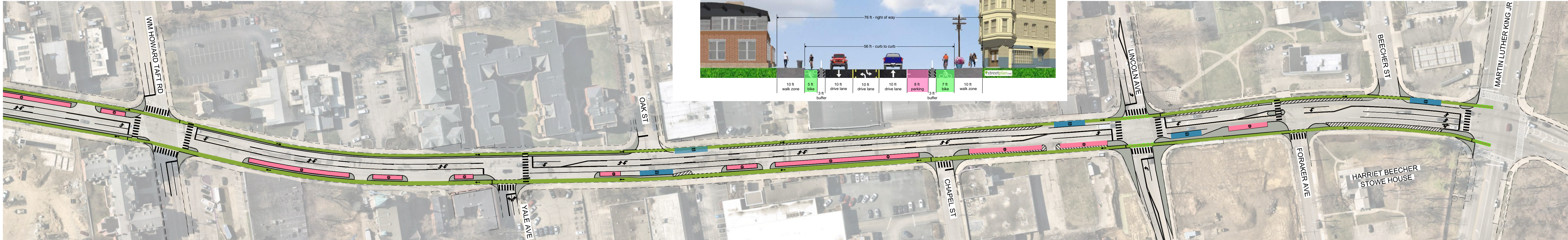


Alternate 1



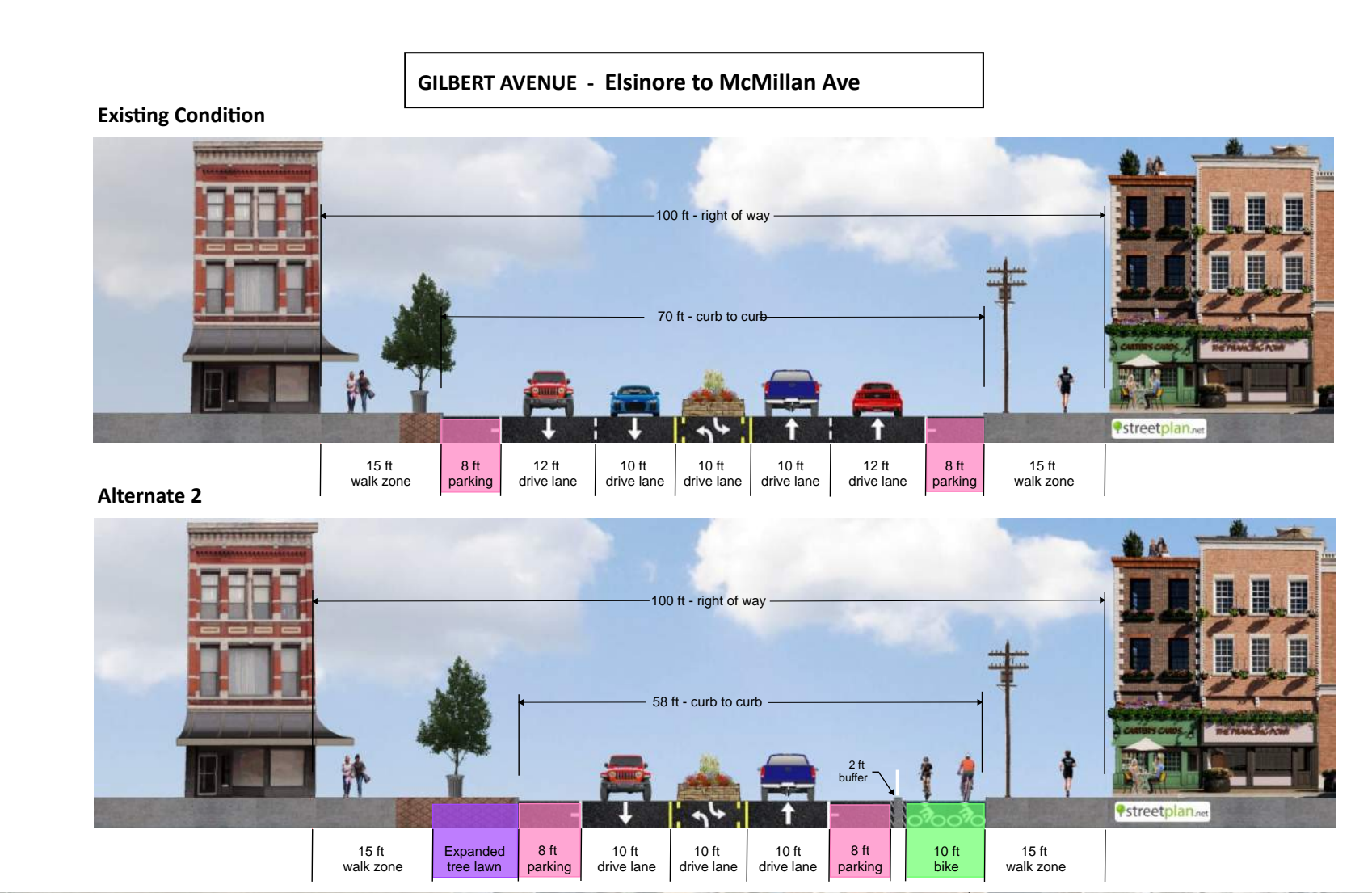
LEGEND

- ON STREET PARKING
- BIKE LANE
- BUS STOP
- CONCRETE MEDIANS/BUMPOUTS
- NEW TREE LAWN



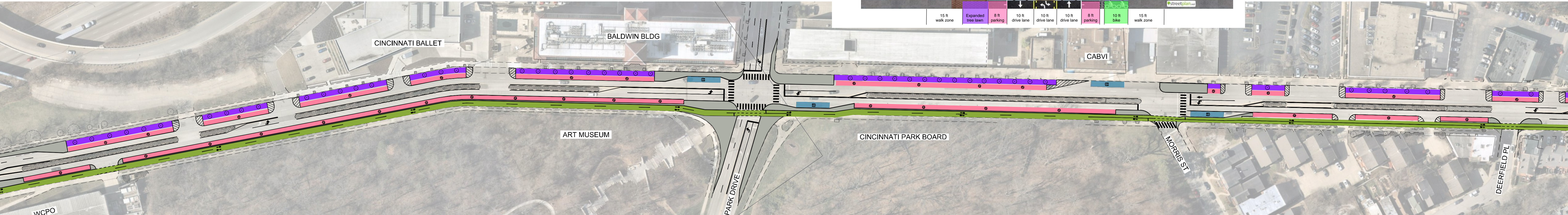


Alternate 2



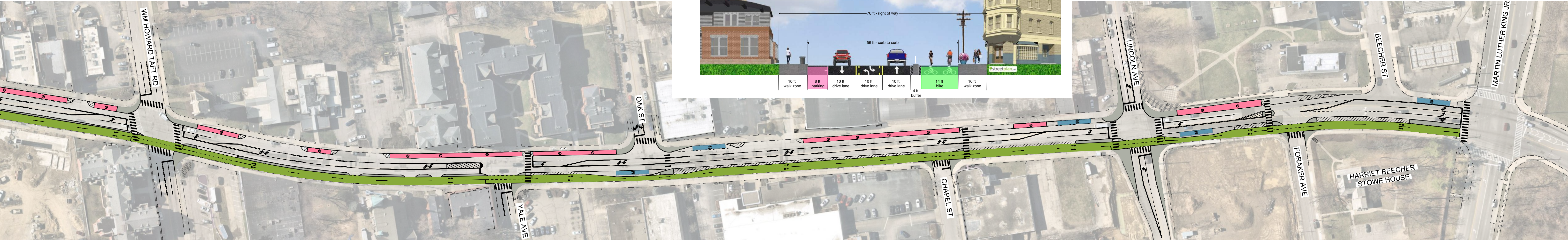
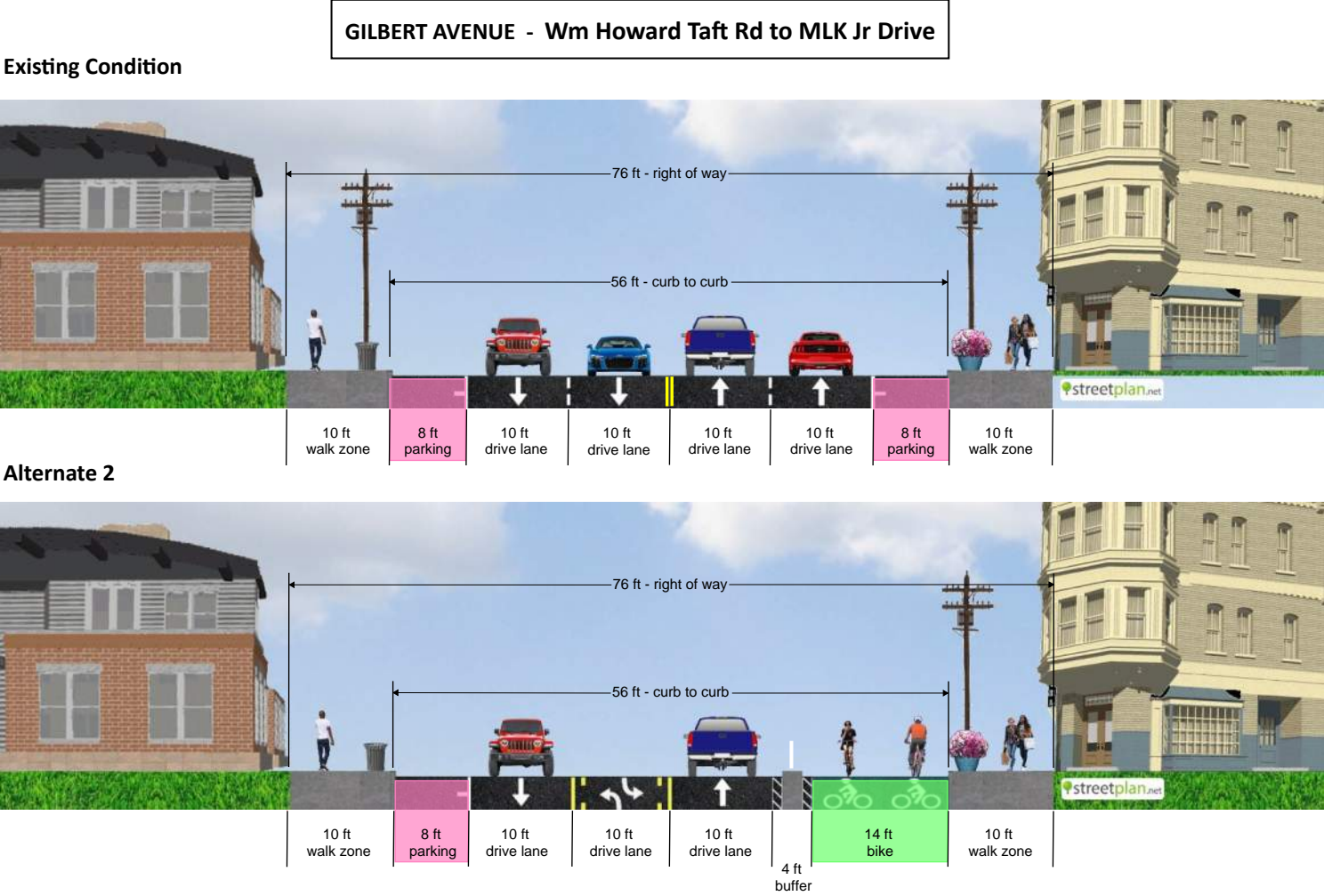
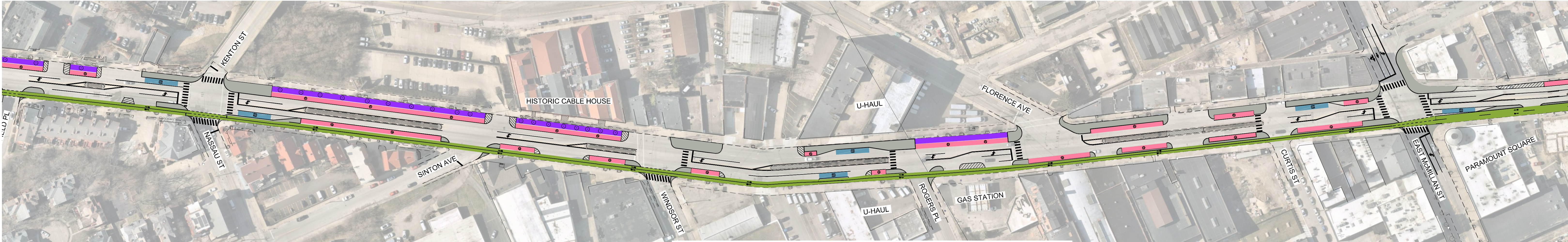
LEGEND

- ON STREET PARKING
- BIKE LANE
- BUS STOP
- CONCRETE MEDIANS/BUMPOUTS
- NEW TREE LAWN



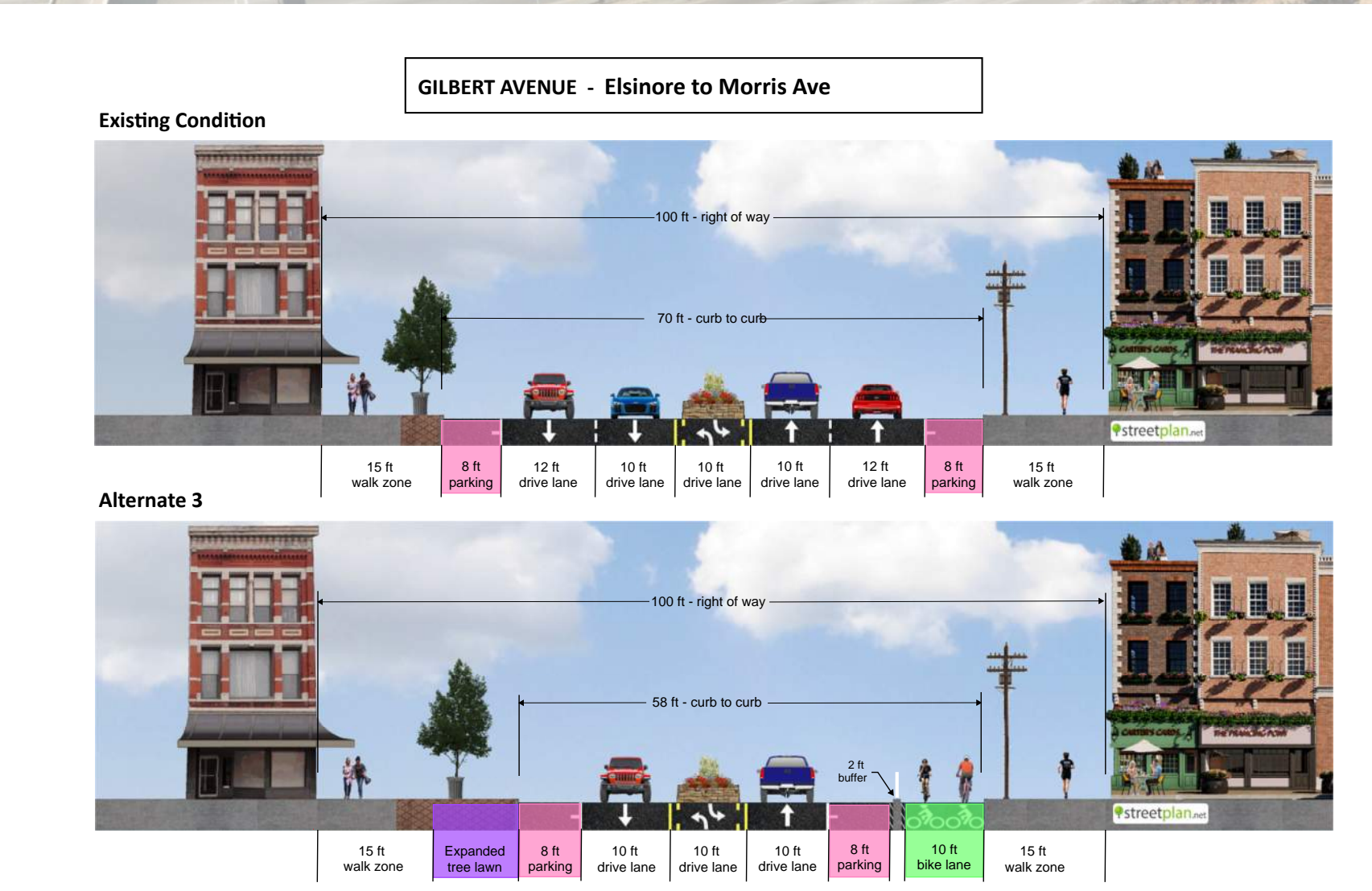
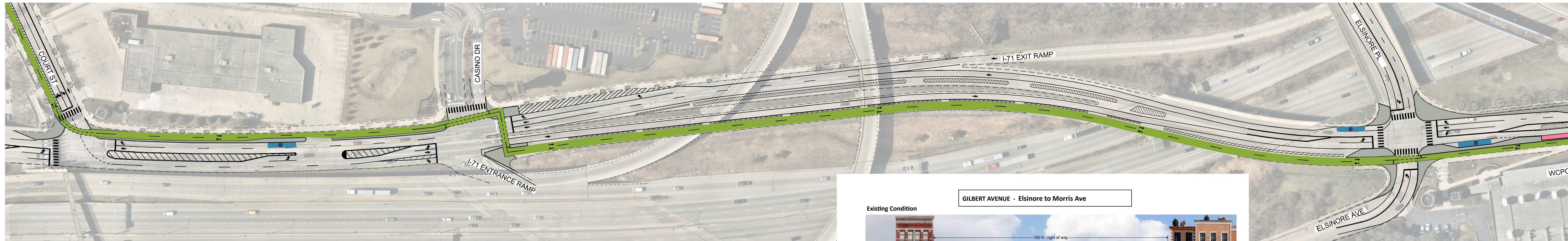


Alternate 2

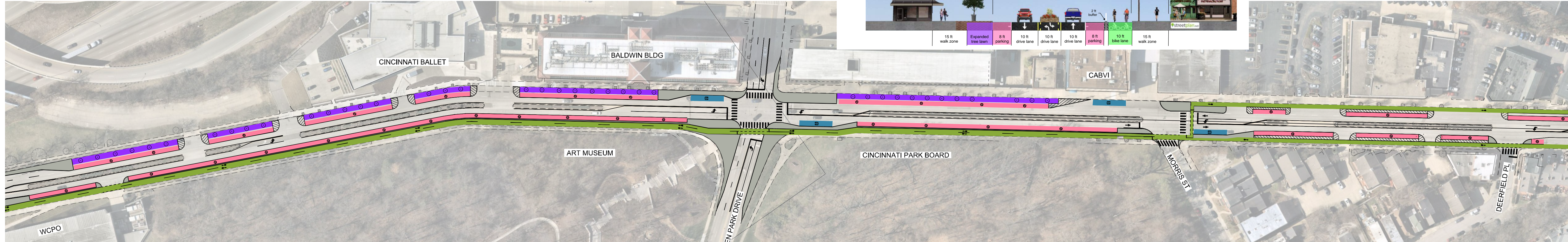




Alternate 3

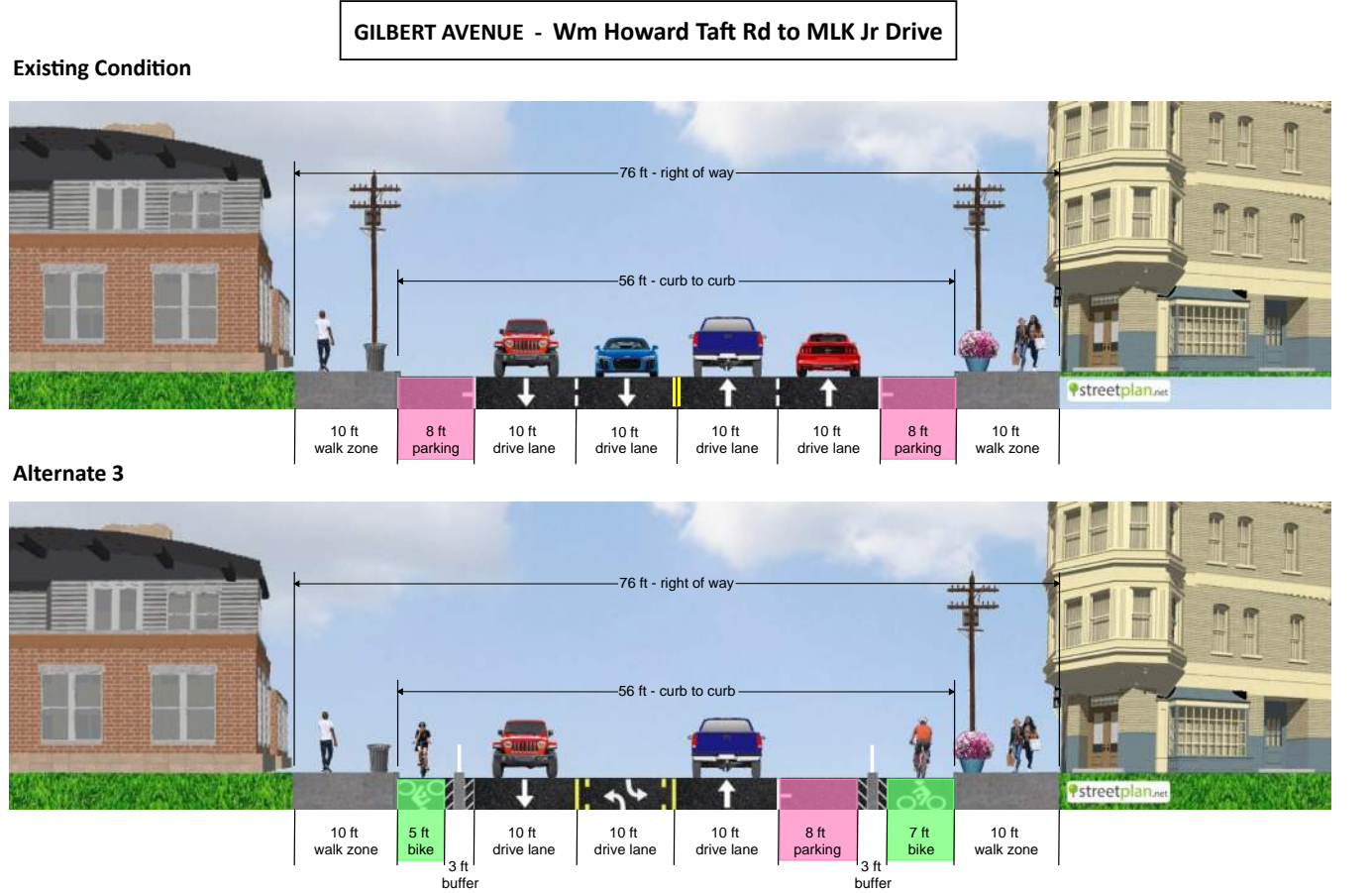
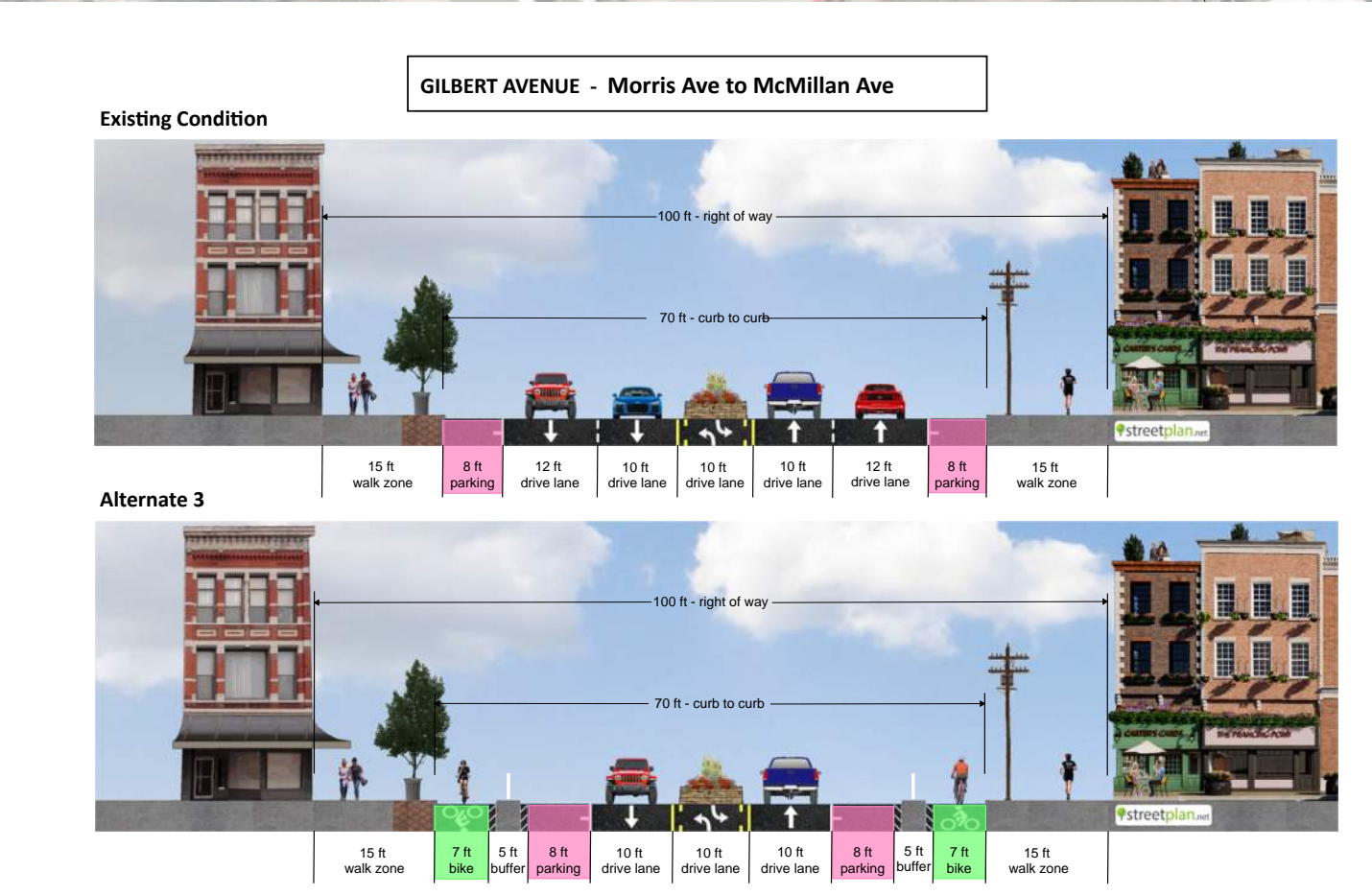
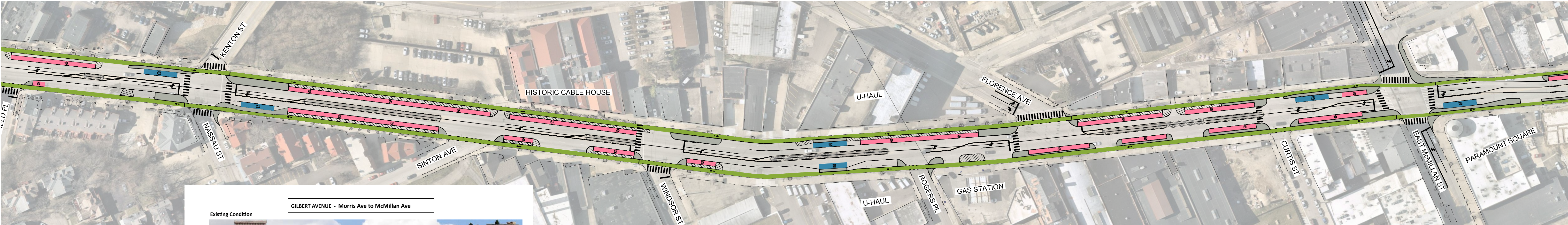


- LEGEND**
- ON STREET PARKING
 - BIKE LANE
 - BUS STOP
 - CONCRETE MEDIANS/BUMPOUTS
 - NEW TREE LAWN



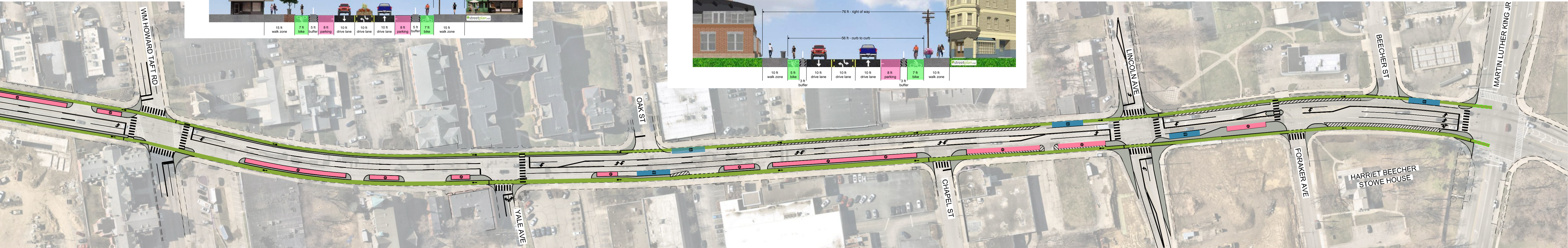


Alternate 3



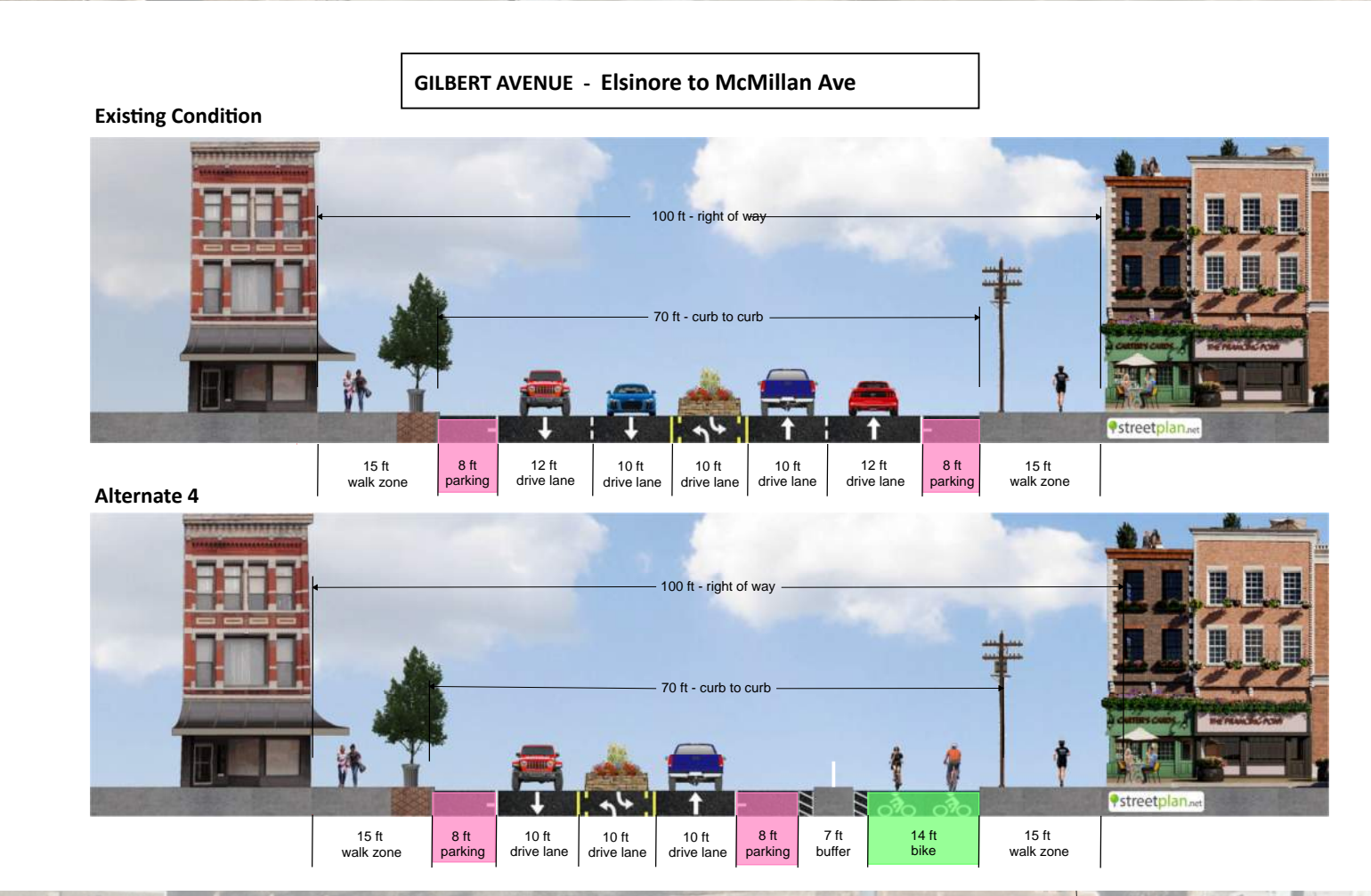
LEGEND

- ON STREET PARKING
- BIKE LANE
- BUS STOP
- CONCRETE MEDIANS/BUMPOUTS
- NEW TREE LAWN



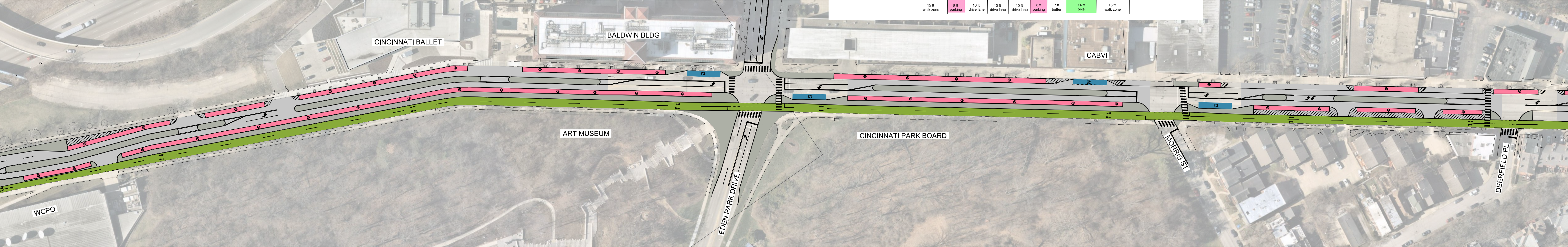


Alternate 4



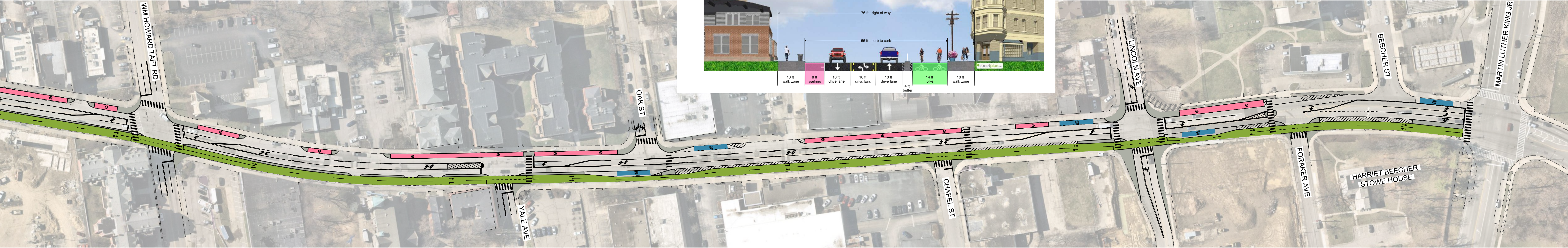
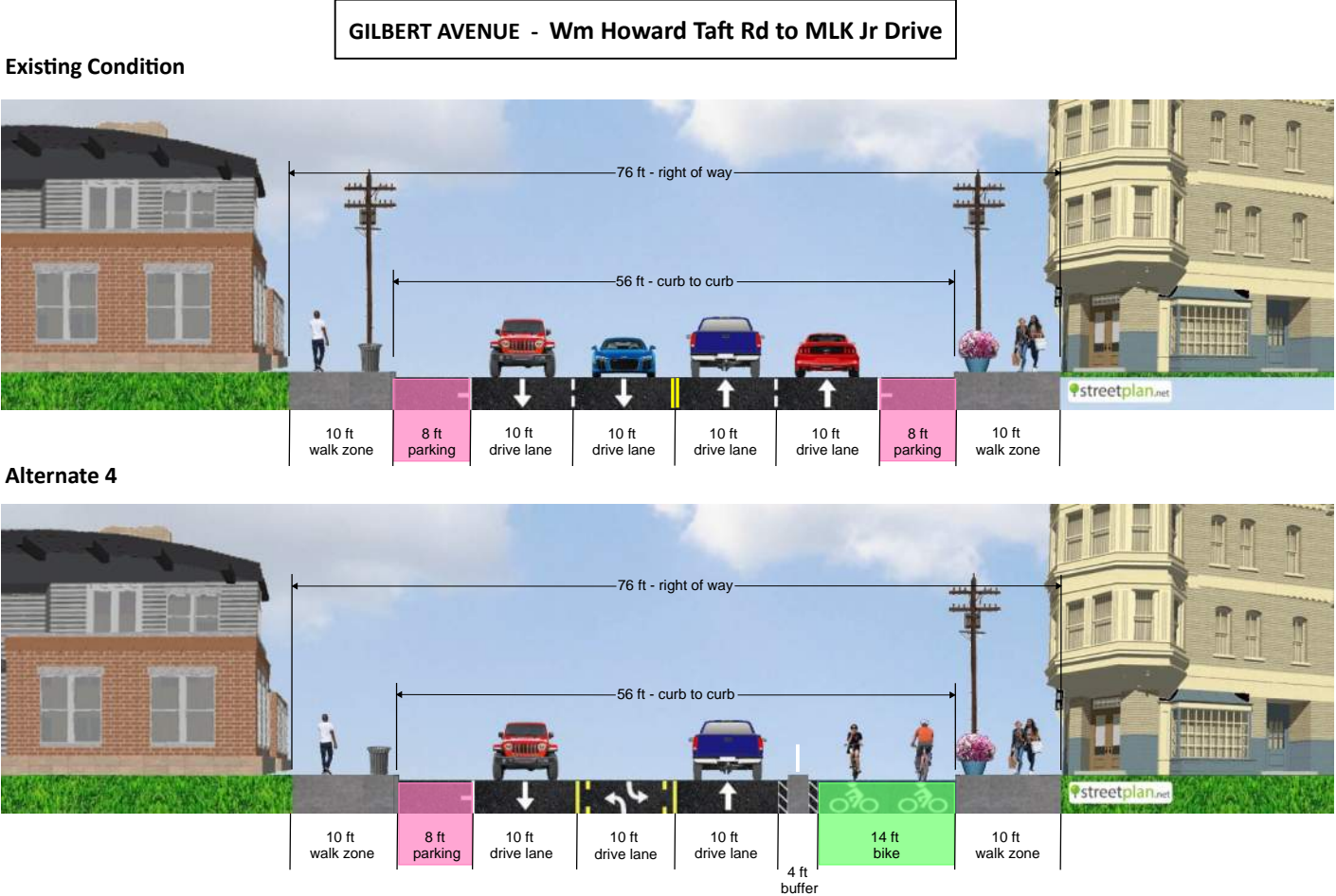
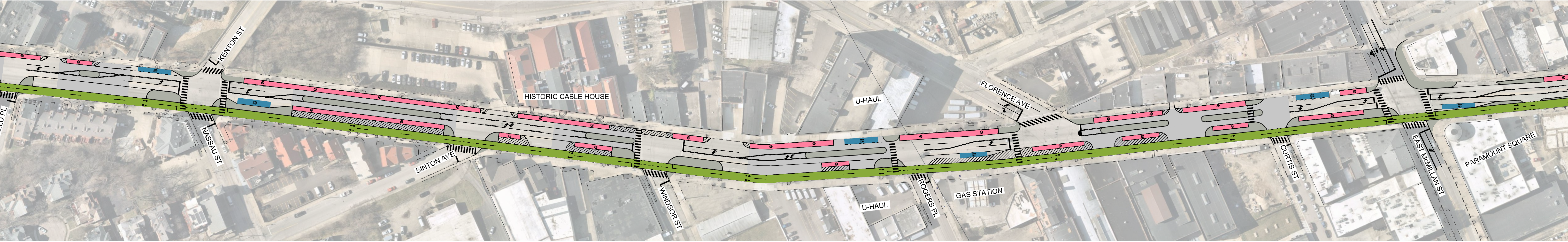
LEGEND

- ON STREET PARKING
- BIKE LANE
- BUS STOP
- CONCRETE MEDIAN/BUMPOUTS
- NEW TREE LAWN



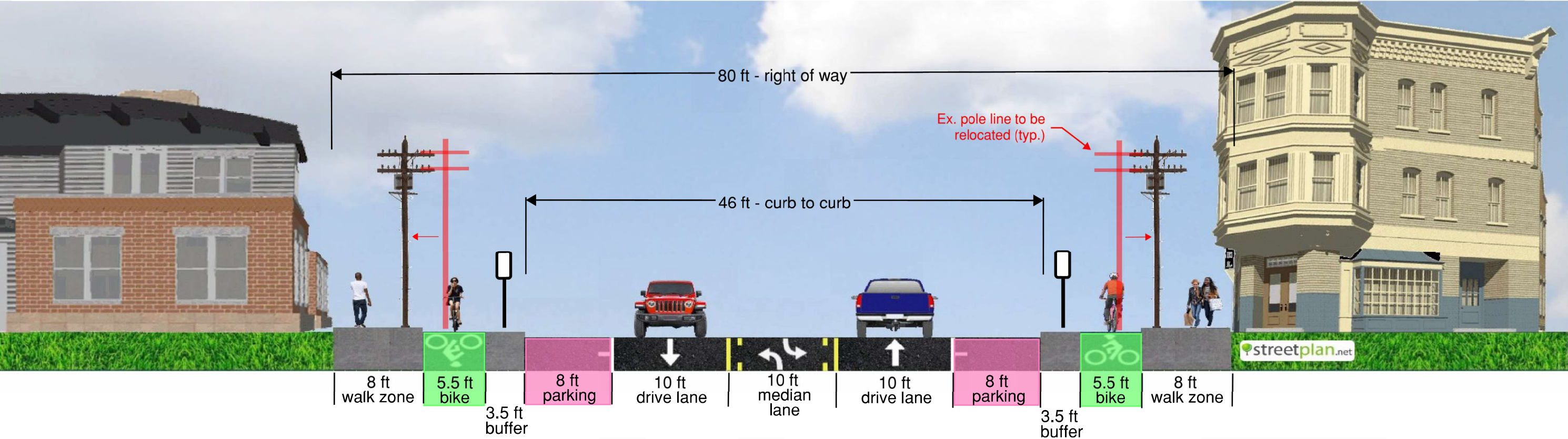


Alternate 4

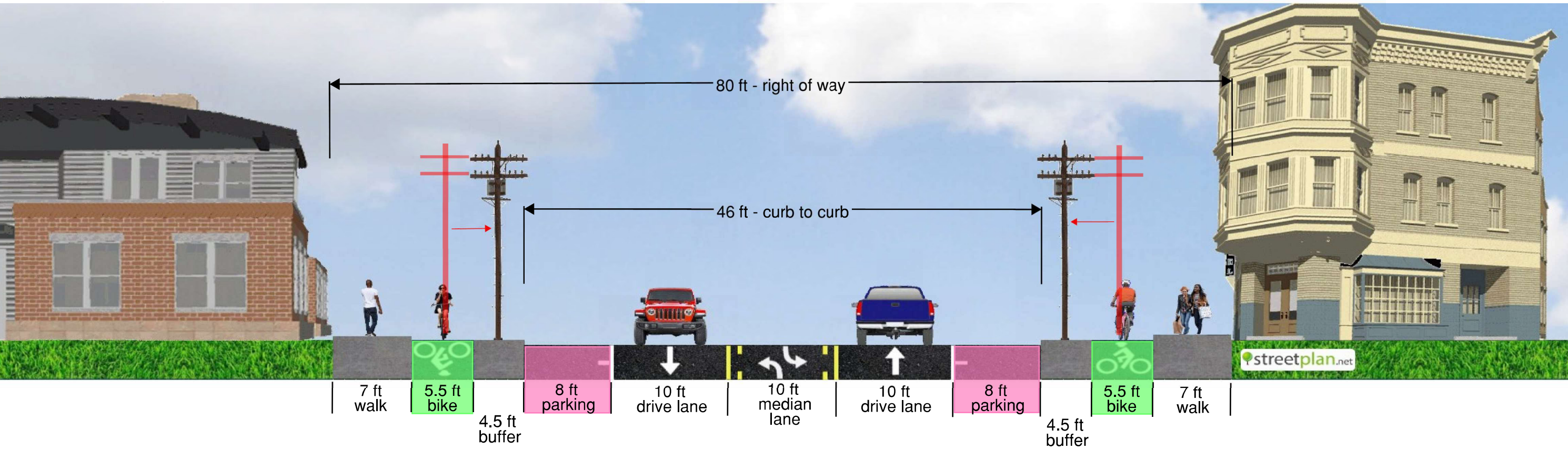


Appendix B: Public Meeting Materials

OPTION A - for Alternates 1 & 3



OPTION B - for Alternates 1 & 3



GILBERT AVENUE - Bicycle Buffer Options

Basic Aesthetic (\$)

2-way Bike Lane



1-way Bike Lane



Enhanced Aesthetic (\$\$\$)

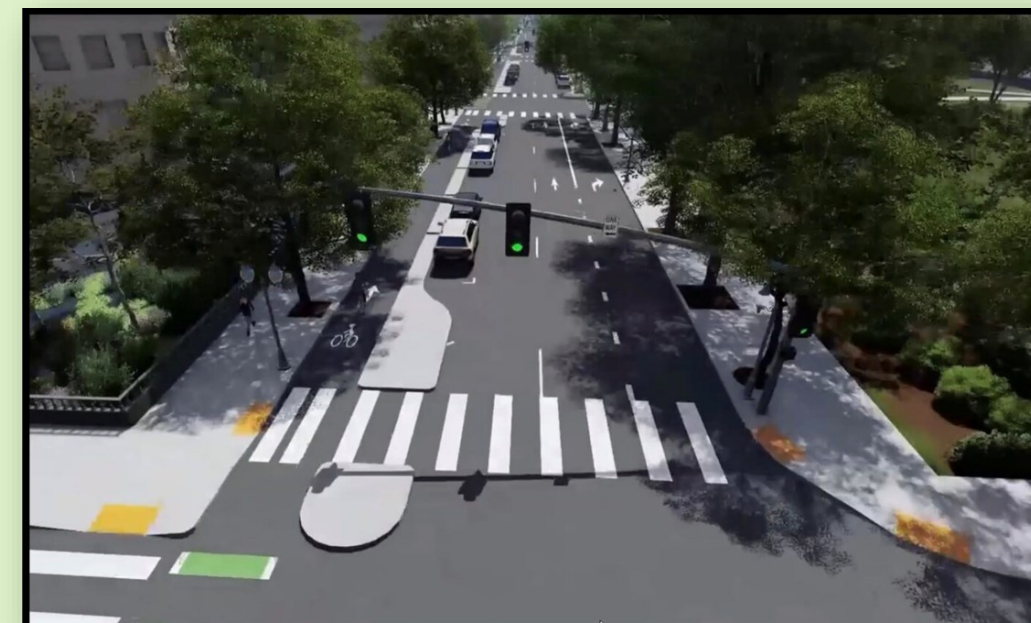
Median Separated w/ Decorative Treatment



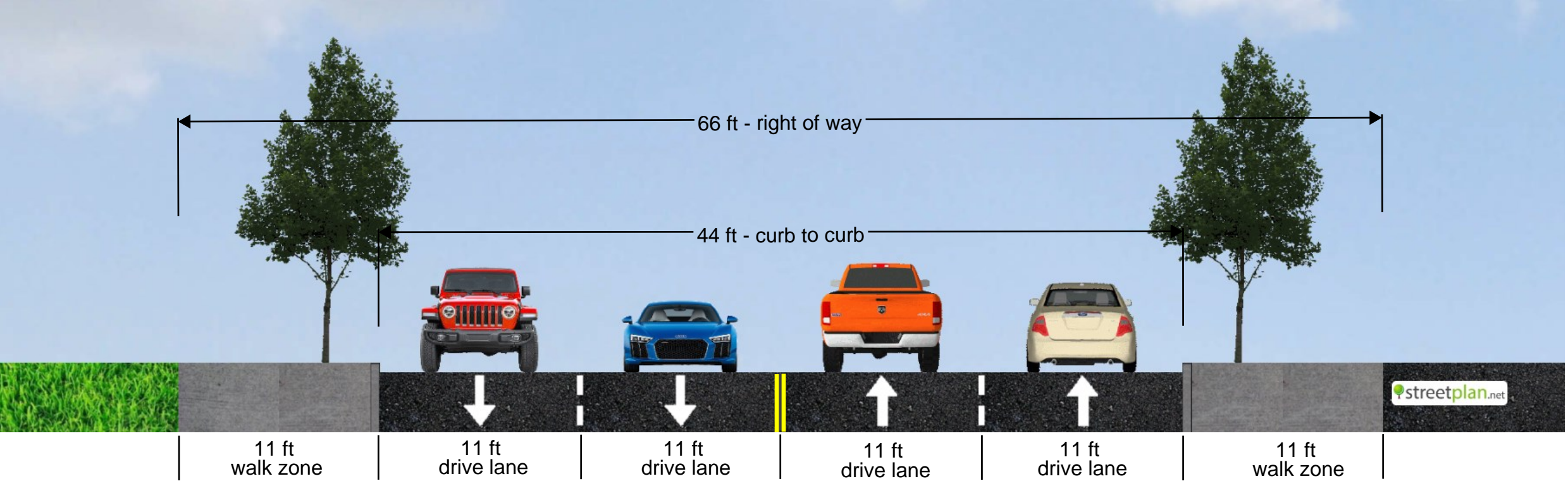
Raised Bike Lane



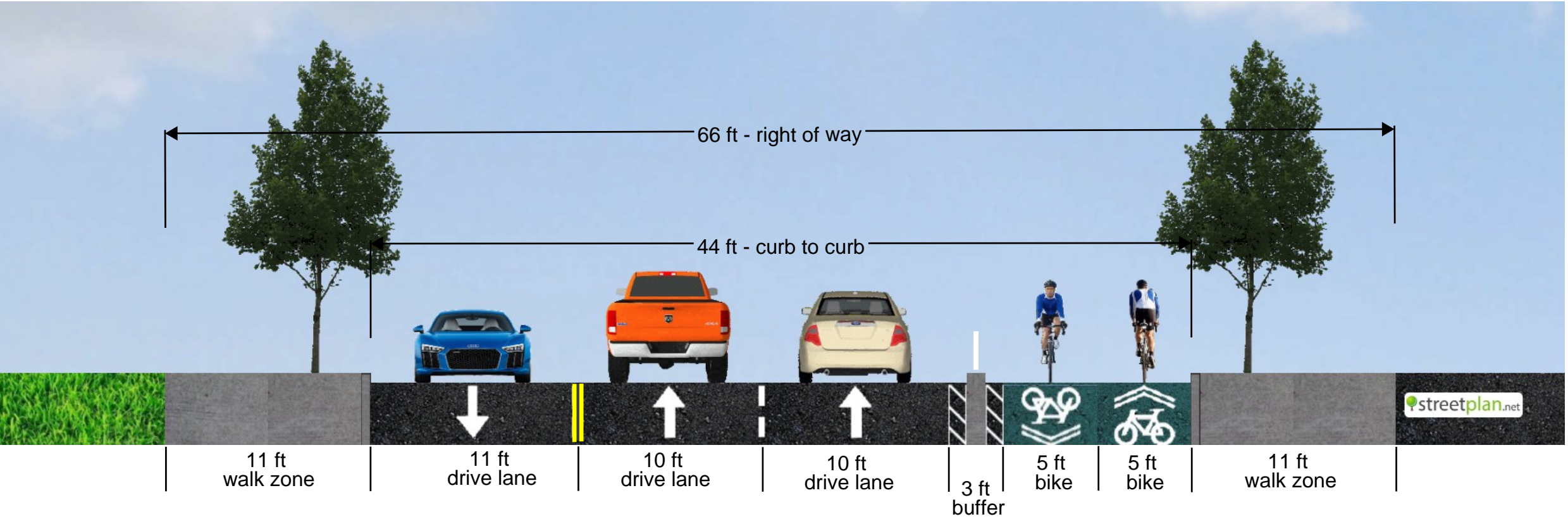
Median Separated Bike Lane w/ Concrete



Existing Condition



Proposed Condition



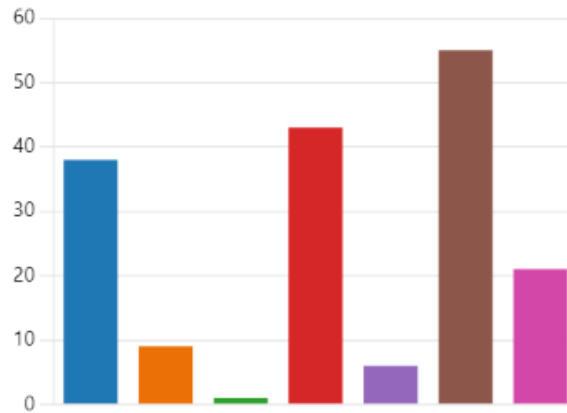
Appendix C: Public Meeting Feedback Summary

Gilbert Avenue Complete Street | Feedback Form - Summary

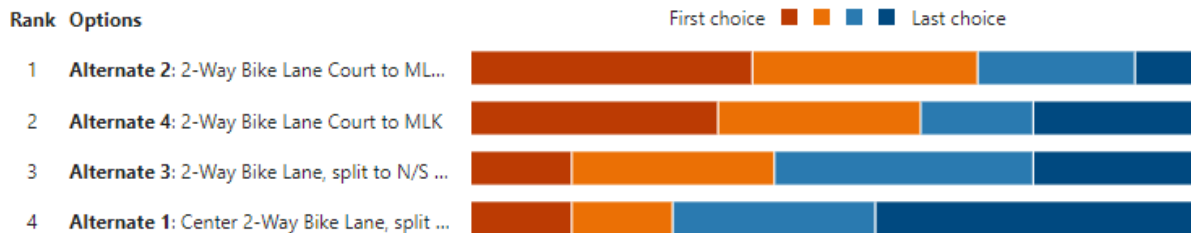
Response

- 71 total responses
- Majority of respondents travel the corridor daily (32) or weekly (25)
 - o By car (55), walk/roll (43), and bike (38)

Personal bicycle	38
Bike share	9
E-scooter	1
Walk/roll	43
Rideshare	6
Personal car	55
Bus	21

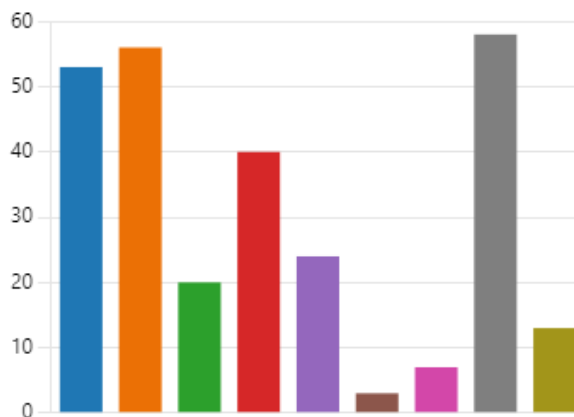


- **Alt 2 Most Preferred = 38%** of people's first choice (Alt 4 close 2nd at 34%)
 - o Wider, protected bike lanes and tree lawn potential



- No preference re utility pole location (35%); folks with opinions chose buffer (32%)
- Concerns & Priorities – Bike and sidewalk user interaction with cars (56), separation from roadway (56), and safety (53); note bike lane width (40)

Safety	53
Separation from roadway traffic ...	56
Convenience to your home, or t...	20
Bike lane width	40
Sidewalk width	24
Project cost	3
On street parking impacts	7
Bike and sidewalk user interacti...	58
Access between the proposed b...	13



- Top Comments (40 total)
 - o Praise for engagement, general lane reduction, and addition of bike infrastructure (especially 1-71 ramps + buffer protection)
 - o Aesthetic treatment, gateway look/feel, and trees strongly desired
 - General dislike of “ugly” plastic bollards
 - o Request to avoid/consider bus and bike lane sharing (especially downhill)
 - o Some preference for keeping bike lane all 1-way or all 2-way, as long as possible; continuous with minimal transitions to reduce conflicts
 - o Considerations for downhill cyclists speed and visibility (especially intersections and turning vehicles)
 - o Some survey critique; recommendation for clearer visuals and comp tables
 - o Intersection safety; a few calls for crosswalks, shorter ped crossings, and refuge islands (especially Gilbert/Eden Park and Wareham/Gilbert)

Outreach

Feedback form was available for a month, October 15 – November 15, 2024

- Physical form at open house event
- Email to all open house attendees
- Posted on social media, multiple times
- Follow-up email to community partners

View MS Forms report [here](#) and access spreadsheet of responses [here](#).

Feedback Form: Gilbert Avenue Complete Street Project

71 Responses 37:15 Average time to complete Closed Status

1. Name



Latest Responses
"Emily Supinger"
"Jessica Saunders"
"CJ Pierce"

2. Email



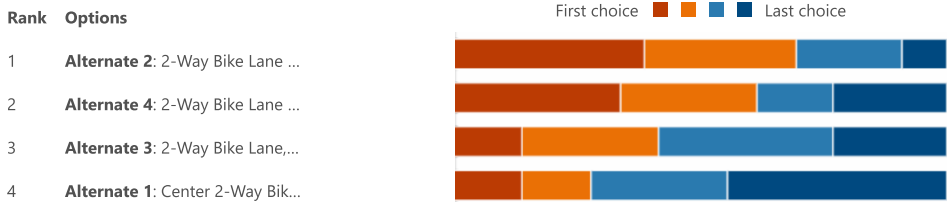
Latest Responses
"e_gehlert@yahoo.com"
"9cjp@gmail.com"

3. Address

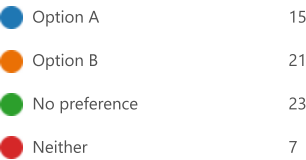


Latest Responses
"2134 Sinton Avenue"
"1349 Burdette Ave"
"1004 Chapel St #209"

4. Rank the design Alternates from most preferred to least preferred. (most preferred at the top, least preferred at the bottom)



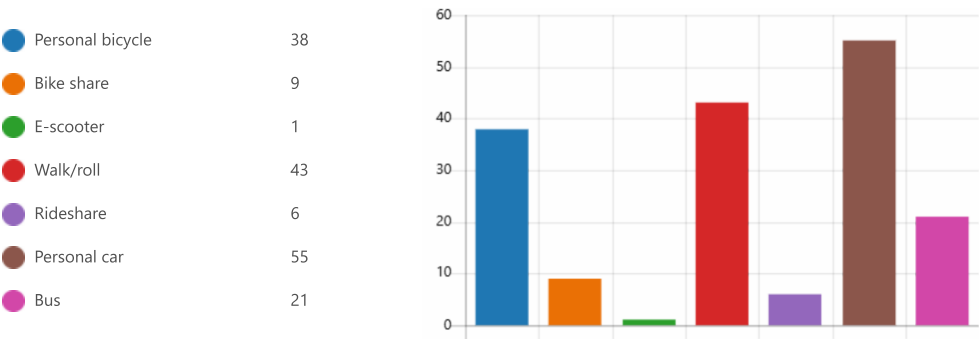
5. In Alternates 1 & 3 (with 1-Way bike lanes), what is your preferred Alternate for the block between McMillan & Taft?



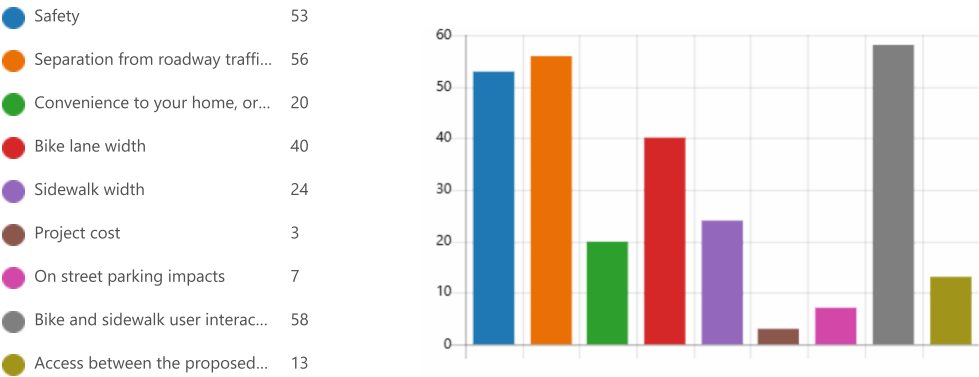
6. How often do you travel through this corridor?



7. What modes of transit do you typically use in this corridor? (select all that apply)



8. Which factors were a priority for you when you evaluated the options? (select all that apply)



9. Below, please let us know if you have any comments, concerns, or suggestions you'd like to share with us:

40
Responses

Latest Responses

"Please do not put up ugly white stick "buffers" to separate the bike la...

"Anything that adds more green (plants, shrubs, trees) is also great an...

"Wider spans between auto and bike. "



ID	Start time	Completion time	Email	Name	Last modified time	Name2	Email2	Address	Which design Alternate is your first choice for McMillan to MLK?	In Alternates 1 & 3 (with 1-Way bike lanes), what is your preferred Alternate for the block between McMillan & Taft?	How often do you travel through this corridor?	What modes of transit do you typically use in this corridor? (select all that apply)	Which factors were a priority for you when you evaluated the options? (select all that apply)	Below, please let us know if you have any comments, concerns, or suggestions you'd like to share with us:	Rank the design Alternates from most preferred to least preferred. (most preferred at the top, least preferred at the bottom)
1	10/18/24 10:25:40	10/18/24 10:27:04	anonymous			Tom Sandford	sandfotp2C	4667 Mcneil Ave		No preference	Every day	Personal bicycle;Walk/roll;Personal	Safety;Sidewalk width;Bike and sidewalk user interaction with cars;Convenience to your home, or to business, park, or recreation facilities in the project area;Bike lane width;	Plant as many trees as you can, make Cincinnati a tree city!	Alternate 3;Alternate 1;Alternate 2;Alternate 4;
2	10/18/24 12:36:44	10/18/24 13:05:34	anonymous			Joshua Pine	jdp1125@	2861 Minto Ave, Cincinnati OH, 45208		No preference	Every day	Personal bicycle;	Safety;Separation from roadway traffic (comfort);Bike and sidewalk user interaction with cars;		Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;
3	10/18/24 12:59:21	10/18/24 13:09:43	anonymous			John Schneider	john@first	205 East 8th Street, Downtown 45202						I was unable to attend, and I have no recommendations on the bike plan. I'll leave that to cyclists. However, I believe the intersection of Gilbert with Eden Park Drive needs special treatment. It serves as the gateway to Walnut Hills and (sort of) the gateway to Mt. Auburn. I'd like to see the feel of Eden Park extended into the intersection. Make it softer, the kind of place where people want to slow down and take it in. And -- this is particularly essential -- please install crosswalks on all four paths across the Gilbert/Eden Park Drive intersection; now there are only three crosswalks there. One final suggestion: the intersection of Wareham Drive with Gilbert is hazardous. I think the traffic signal on the east side of the intersection -- the one facing traffic descending on Wareham from Mt. Adams -- should be removed and a stop sign installed in its place. Give a preference to vehicles turning left from Elsinore onto Gilbert. If the traffic light needs to say, then make it a flashing red or yellow.	
4	10/18/24 12:58:02	10/18/24 13:28:40	anonymous			Florence Parker	fparker@o	720 East Pete Rose Way, Suite 420, Cincinnati, OH 45202			Every day	Personal car;	Safety;Separation from roadway traffic (comfort);Bike lane width;Sidewalk width;Bike and sidewalk user interaction with cars;	I like the thought of a tree lawn to help provide the ambiance of a "boulevard and soften all of that concrete." If a tree lawn is part of the selected Alternative please indicate how the tree lawn and its cost will be maintained and sustained.	Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;
5	10/18/24 13:56:40	10/18/24 13:58:45	anonymous			Christina Hartlieb	chartlieb@stowehousecincy.org			No preference	At least once a week	Personal car;	Separation from roadway traffic (comfort);Safety;Bike lane width;		Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;
6	10/18/24 14:02:53	10/18/24 14:06:54	anonymous			Sara Brunegraff	Greensara1	2126 Gilbert Ave unit B Cincinnati OH 45206		No preference	Every day	Walk/roll;Personal car;	Safety;Separation from roadway traffic (comfort);On street parking impacts;Bike and sidewalk user interaction with cars;		Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;
7	10/18/24 15:49:15	10/18/24 15:56:22	anonymous			Gus Ricksecker	gricksecker	1407 Main St. Unit 4 Cincinnati, OH 45202		Option A	At least once a month	Personal bicycle;Rideshare;Walk/ro	Bike and sidewalk user interaction with cars;Bike lane width;Sidewalk width;Separation from roadway traffic (comfort);		Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;

									Safety;Separation from roadway traffic (comfort);Convenience to your home, or to business, park, or recreation facilities in the project area;Bike lane width;Sidewalk width;On street parking impacts;Bike and sidewalk user interaction with cars;Access between the proposed bike lane/sidewalk and transit stops;	
8	10/18/24 16:47:53	10/18/24 17:43:40	anonymous	A.J. Smith	ajsmith17@2101 Hudson Ave	Option A	At least once a week	Personal bicycle;Personal car;	Transitions between 1-way and 2-way cycle tracks (and their required crossing of drive lanes) should be minimized. Alternate 1's configuration at Elsinore seems overly complicated and leaves many different places that drivers must see cyclists, including in traditional crosswalk locations and across the middle of the intersection. I fear this could be distracting or lead to collisions with cyclists.	Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;
9	10/19/24 22:29:26	10/20/24 17:44:14	anonymous	James McDermott	mcdermje@2301 Auburn Avenue, Apt. 204	Option A	At least once a month	Personal bicycle;Bus;Walk/roll; width;	If there is a two way bike lane on one side of Gilbert avenue, please ensure that turning car traffic, particularly left turning traffic is separated from bicycle and pedestrian movements as is done in New York City, Chicago, Boston, Cambridge, Somerville, Montreal, and other leading North American bicycle cities. In addition, I'm disappointed that bus improvements have not been considered as part of this plan for the #4 and #11 with a possible look towards a future Gilbert Avenue or Madison Avenue BRT. Is SORTA/Cincinnati Metro happy with this omission? Finally, please try to shorten as many crossing distances as possible with pedestrian refuge islands. There are many locations where, to me, it seems that a refuge island could go to help shorten crossing distances but it isn't there or it isn't extended into the crosswalk to provide proper refuge. And by refuge islands, I don't mean the islands on Liberty Street where cars could obliterate a pedestrian if they make a mistake, I mean real curbs and potentially bollards to stop autos from colliding with pedestrians.	Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;
10	10/21/24 11:03:44	10/21/24 11:10:17	anonymous	Declan	declanmto@63 Mulberry St 45202	No preference	At least once a week	Personal bicycle;Bus;Walk/roll; Bike and sidewalk user interaction with cars;Safety;Separation from roadway traffic (comfort);	As long as the buffer between street and bike lane is not made of parking curbs and plastic paddles, then i do not think the buffer width really matters. Sounds like the buffer will be poured concrete anyway(?) which in that case, id prefer a wider tree lawn on the other side of the street.	Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;
11	10/21/24 12:33:49	10/21/24 12:53:33	anonymous	Bob Schwartz	schw4r7z@W 4th St Cincinnati 45202	Option A	At least once a week	Personal bicycle;Bike share; Separation from roadway traffic (comfort);Bike lane width;Sidewalk width;Bike and sidewalk user interaction with cars;	Option 1 feels like it will have the least amount of crossovers and conflicts but I think I will be happy with any of these and getting separation from motor vehicles. Thank you!	Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;
12	10/21/24 9:53:40	10/21/24 16:11:24	anonymous	Brendan Wood	b_wood_3@2231 Cleneay Ave	Option B	Every day	Personal car;Personal bicycle;Bus; Safety;Separation from roadway traffic (comfort);Bike lane width;Bike and sidewalk user interaction with cars;Access between the proposed bike lane/sidewalk and transit stops;Convenience to your home, or to business, park, or recreation facilities in the project area;	<p>#4 is my strong preference in terms of complete streets functionality. If the cost implications of moving the median make it too tough to justify then #2 is my 2nd option. #4 would provide a better long term keystone in the biking network as the larger lanes up the hill would allow for safer passing by bikers going different speeds. The potential for more street trees in #2 looks promising though. Either #4 or #2 would need modal filters at intersections to avoid cars driving into/parking in the bike lanes.</p> <p>Both #1 and #3 concern me given the bus stops sharing the bike lanes south bound between MLK and Taft as this means there will be no separation from traffic & cars will inevitably park in the bike lanes. The SB bike lane merging into the right turn lane at East McMillan also looks unpleasant. For #3, having to stop on the downhill to cross before Morris looks annoying, but the potential for testing signal priority and early bike detection for predictive signal changes has some appeal</p> <p>Thank you for the hard work on these options and the engaging conversations at public comments sessions. The team has done a great job providing insight into design decisions. The presentations/designs have made this project an exciting step forward for the city in terms of providing safer streets for everyone to use.</p>	Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;
13	10/25/24 17:50:11	10/25/24 18:13:52	anonymous	Dylan		Neither	At least once a week	Personal bicycle;Walk/roll;Personal Separation from roadway traffic (comfort);Bike and sidewalk user interaction with cars; On street parking impacts;Convenience to your home, or to business, park, or recreation facilities in the project area;	From a rider perspective, 2-way protected bike way is the best and safest option. We should pursue 2-way protected bike way everywhere it is possible. Central Parkway has given a great taste of the joys of riding on a 2-way protected bike way. Also, my preference is to put utilities under ground to promote nicer street scapes	Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;
14	10/28/24 8:49:01	10/28/24 8:51:21	anonymous	Carrie Torbeck	carrie@hm 2305 Gilbert Ave	Neither	Every day	Personal car;		

15	10/28/24 15:22:17	10/28/24 15:39:38	anonymous	John Yung	jyung.oh@ 327 Milton Street	Option A	At least once a month	Personal car;Bus;Bike share;Walk/	Separation from roadway traffic (comfort);Safety;Sidewalk width;Bike lane width;Access between the proposed bike lane/sidewalk and transit stops;Bike and sidewalk user interaction with cars;	Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;
16	10/28/24 18:20:05	10/28/24 18:29:02	anonymous	Ryan Yeazell	ryeazell@c 621 E Mehring Way, Unit 2202, Cincinnati, OH 45202	Option B	At least once a month	Personal bicycle;Walk/roll;	Separation from roadway traffic (comfort);Safety;Bike lane width;Bike and sidewalk user interaction with cars;	Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;
17	10/29/24 9:02:29	10/29/24 9:07:15	anonymous	Corey Lach	clach12@gmail.com	Option B	At least once a week	Personal car;	Separation from roadway traffic (comfort);Bike lane width;Sidewalk width;Bike and sidewalk user interaction with cars;	Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;
18	10/29/24 12:21:45	10/29/24 12:29:48	anonymous	Matt Lascheid	lascheid.m 3599 Erie Ave	Option A	At least once a week	Bus;	Safety;Separation from roadway traffic (comfort);Bike lane width;Bike and sidewalk user interaction with cars;	There should be additional considerations for bus stops Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;
19	10/29/24 12:28:05	10/29/24 12:31:40	anonymous	Jacob Richard	jmrichard2 634 Sycamore St	No preference	At least once a week	Walk/roll;Personal car;Bike share;	Separation from roadway traffic (comfort);Bike lane width;Bike and sidewalk user interaction with cars;	A image layout could be helpful to better visualize what each scenario. Would just emphasize the need for a dedicated barrier to separate the bike lane from passenger car traffic. Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;
20	10/29/24 12:27:14	10/29/24 12:45:39	anonymous	Kate	225 Orchard Street, 45202	Option B	At least once a week	Personal bicycle;Walk/roll;Personal	Safety;Separation from roadway traffic (comfort);Sidewalk width;Bike and sidewalk user interaction with cars;Access between the proposed bike lane/sidewalk and transit stops;	Going from a 2-way bike lane to a 1-way bike lane via having to cross a pedestrian crossing is super inconvenient and annoying as a biker, and increases chances of pedestrian-biker clash. The least amount of lane-change/crossing as a biker, the better, and safer, as it doesn't affect the flow of traffic as much or push people to break road rules. *Highly* recommend picking an option that has all 2-way or all 1-way for as long as possible... I'm agnostic to either. Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore, expanded tree lawn at Elsinore;
21	10/29/24 12:34:03	10/29/24 12:49:37	anonymous	Andrew Halt	ajhalt33@ 223 Orchard St	Option A	At least once a week	Bus;Personal car;Walk/roll;	Safety;Separation from roadway traffic (comfort);Convenience to your home, or to business, park, or recreation facilities in the project area;Bike lane width;Bike and sidewalk user interaction with cars;Access between the proposed bike lane/sidewalk and transit stops;	These plans are amazing! I'm so excited for this project. One aspect to consider is a future bus rapid transit (BRT) route that could come to the corridor. Although the current BRT routes on Hamilton Ave and Reading Rd are still under design and won't go live until 2027/2028, Gilbert Av/Montgomery Rd is supposedly the next one in line if those projects go well. There should be some initial coordination done with Metro so that BRT is able to be added to Gilbert without having to rip up all the new infrastructure. I bet one of the options would be more compatible to BRT than the others, so a conversation could save significant money and time in a few years. Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;

22	10/29/24 12:38:37	10/29/24 13:04:59	anonymous	Doug McClintock	dubminion 4437 Whetsel Ave Cincinnati OH 45227	No preference	At least once a week	Personal bicycle;Bike share;Walk/roll lane width;	Safety;Separation from roadway traffic (comfort);Convenience to your home, or to business, park, or recreation facilities in the project area;Bike and sidewalk user interaction with cars;Bike lane width;	I am very concerned about sight lines into the bike lanes for drivers who are making turns across them. The on-street parking may obscure riders or pedestrians. Specific considerations should be made for descending bike traffic here.	Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;
23	10/29/24 12:55:54	10/29/24 13:16:03	anonymous	Dan McGrath	mcgrathdr15707 Ridge Ave Cincinnati, OH 45213	Option A	At least once a month	Personal bicycle;Personal car;	Separation from roadway traffic (comfort);Bike and sidewalk user interaction with cars;Bike lane width;Safety;	Great options to choose from! My biggest concern across all the is the center bike lanes in alternate 1. I think it will be counterintuitive for bicyclists and drivers both. The two way lane in alternative 3 is still less intuitive for drivers to know where to look, but it makes the most sense in providing protection from 1-71 on/off ramps. I like that it also changes to one way lanes at Morris, where the land use and context changes	Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;
24	10/29/24 13:59:32	10/29/24 14:10:50	anonymous			No preference	At least once a month	Walk/roll;Personal car;	Safety;Separation from roadway traffic (comfort);Bike lane width;Sidewalk width;Access between the proposed bike lane/sidewalk and transit stops;		Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;
25			anonymous	Stephen Mergner	stephen_m 516 McAlpin Ave, Cincinnati, Ohio 45220		Every day	Personal bicycle;Walk/roll;Personal with cars;	Separation from roadway traffic (comfort);Bike lane width;Bike and sidewalk user interaction	Please keep the bike lanes together when possible like Central Parkway or Clifton Ave	Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;
26	10/29/24 19:09:09	10/29/24 19:11:10	anonymous	Zack	ZVanderpo 844 Lincoln Ave #1	Option A	At least once a week	Bus;Personal car;Walk/roll;	Safety;Separation from roadway traffic (comfort);Convenience to your home, or to business, park, or recreation facilities in the project area;Bike lane width;Sidewalk width;Bike and sidewalk user interaction with cars;		Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;
27	10/29/24 20:13:20	10/29/24 20:16:25	anonymous	Pamela Holmes	Pnlhms@g 555 Evanswod	No preference	At least once a week	Personal bicycle;	Separation from roadway traffic (comfort);Bike lane width;Bike and sidewalk user interaction with cars;		Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;
28	10/29/24 20:36:08	10/29/24 20:47:32	anonymous	Cody Fast	fastca@mc 503 E 13th Street, Apt 4, 45202, Cincinnati, OH	No preference	At least once a month	Walk/roll;Personal car;	Separation from roadway traffic (comfort);Convenience to your home, or to business, park, or recreation facilities in the project area;Bike and sidewalk user interaction with cars;	Streetcar	Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;

29	10/29/24 22:33:55	10/29/24 22:38:09	anonymous	Patrick Breen	breenpatri 223 E University Ave, Cincinnati Ohio	No preference	Every day	Personal bicycle;	Safety;Separation from roadway traffic (comfort);Bike lane width;	Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;
30	10/29/24 22:26:21	10/29/24 22:40:40	anonymous	Danielle Knobloch	danielleskn 223 E University Ave	Option B	Every day	Personal bicycle;	Bike and sidewalk user interaction with cars;Separation from roadway traffic (comfort);Safety;Bike lane width;	Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;
31	10/30/24 11:08:30	10/30/24 11:18:32	anonymous	John McMahon		Neither	Every day	Personal bicycle;Walk/roll;Personal cars;	Safety;Separation from roadway traffic (comfort);Bike and sidewalk user interaction with cars;Excited this is getting addressed! It is pretty dangerous as a cyclist going from Eggleston --> Gilbert. It would be nice to address the hazardous crossing @ the I-71 offramp near the casino. Cars FLY through there and crossing it as a pedestrian feels like playing Frogger. Is there any option for a raised crossing point? I don't expect the cars to slow down to a safe speed, so it's best to just avoid it, but that is currently impossible to do as a pedestrian.	Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;
32	10/30/24 12:08:42	10/30/24 12:10:48	anonymous	Tom Parrish	khrushchev 2152 Gilbert Ave #6	Option B	Every day	E-scooter;Personal bicycle;Personal	user interaction with cars;Separation from roadway traffic (comfort);Safety;Convenience to your home, or to business, park, or recreation facilities in the project area;Bike and sidewalk	Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;
33	10/30/24 12:41:31	10/30/24 12:45:02	anonymous	Cameron Aldridge	Cameronal 4123 31st ave cincy oh 45209	No preference	At least once a week	Walk/roll;Personal car;	Access between the proposed bike lane/sidewalk and transit stops;Safety;Separation from roadway traffic (comfort);Bike lane width;Sidewalk width;	Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;
34	11/1/24 8:06:47	11/1/24 8:41:09	anonymous	Jared Frees	jaredfrees 3343 Cardiff Ave, Cincinnati, OH 45209	Option B	At least once a week	Walk/roll;Personal car;Bus;	Safety;Bike and sidewalk user interaction with cars;Separation from roadway traffic (comfort);	Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;
35	11/1/24 17:12:26	11/1/24 17:22:07	anonymous	Benedict Leonardi	leonarbr 100 E Central Pkwy	No preference	At least once a week	Personal bicycle;Bike share;Person	user interaction with cars;Separation from roadway traffic (comfort);Bike lane width;Safety;Bike and sidewalk	Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;

36	11/2/24 13:13:22	11/2/24 13:26:39	anonymous	Kevin	kshaw229@634 Sycamore St. 5D	Option B	Every day	Personal bicycle;Bus;	Separation from roadway traffic (comfort);Bike and sidewalk user interaction with cars;Safety;	Any protection at all will be a significant improvement over status quo and I am grateful for this project being proposed. As I've ridden much more in this corridor beginning in August, I am pleasantly surprised by how many people already ride in this current state.	Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;
37	11/7/24 8:26:35	11/7/24 9:12:31	anonymous	Gary Dangel	gary.dange2318 Kemper Lane	No preference	Every day	Personal car;Walk/roll;	Bike and sidewalk user interaction with cars;Safety;Access between the proposed bike lane/sidewalk and transit stops;	The Walnut Hills neighborhood is unable to maintain the landscape islands from E McMillan to Elsinore and are dangerous because the plant heights limit sight lines when turning across oncoming traffic. Any possibility of those being converted to low-maintenance tree lawns?	Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;
38	11/7/24 21:13:16	11/7/24 21:16:52	anonymous	Isabel Diaz	isabeldiaz92356 Park Avenue Cincinnati 45206	Option B	At least once a week	Walk/roll;Personal car;	Safety;Separation from roadway traffic (comfort);Convenience to your home, or to business, park, or recreation facilities in the project area;Sidewalk width;Bike lane width;Project cost;On street parking impacts;Bike and sidewalk user interaction with cars;Access between the proposed bike lane/sidewalk and transit stops;		Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;
39	11/8/24 9:01:50	11/8/24 9:40:08	anonymous	Elizabeth Burnett	elizabethar2339 Kemper Ln Unit H Cincinnati, Ohio 45206	Option B	Every day	Personal bicycle;Walk/roll;Personal cars;	Safety;Bike lane width;Bike and sidewalk user interaction with cars;	I think the city should think about putting speed humps on Kemper Ln, Park Ave and continue some through McMillian Ave. Gilbert has some I believe and they help. On Kemper people speed continuously as if there are not children, people and animals that live on that street. There is a post office, a church, and primary care office as well. I have counted 2 cats in the last few months that unfortunately died because of car traffic. Please send this to the person who can make the change. Thank you. Elizabeth	Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;
40	11/11/24 13:12:56	11/11/24 13:14:43	anonymous	Jeff Butterbaugh	ashlandinn2316 Ashland Ave	No preference	At least once a week	Personal bicycle;Walk/roll;Personal user interaction with cars;	Separation from roadway traffic (comfort);Bike and sidewalk user interaction with cars;		Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;
41	11/11/24 13:58:51	11/11/24 14:22:18	anonymous	Dana Burton	danaeburti2041 Gilbert Avenue Cincinnati, OH 45202	Neither	Every day	Personal bicycle;Walk/roll;Personal with cars;	Safety;On street parking impacts;Convenience to your home, or to business, park, or recreation facilities in the project area;Separation from roadway traffic (comfort);Bike and sidewalk user interaction with cars;	As a property owner across from Eden Park, on Gilbert Ave, with myriad daily use, I definitely prefer option #2, #3. They best address current treatment around the Baldwin building, CAM with existing adjacent bike parking. Also significant are safety concerns for patients/families near both the new CCHMCM and CABVI building. The trees, and parking closest to these businesses on the west side of Gilbert would be a safer alternative for all positioned on the opposite side of the street's dual direction bike lanes.	Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;
42	11/11/24 14:24:15	11/11/24 14:28:33	anonymous	Dennis Dix	dennisdew2041 Gilbert Avenue, Cincinnati, Ohio 45202	Neither	Every day	Personal bicycle;Personal car;	Safety;Convenience to your home, or to business, park, or recreation facilities in the project area;On street parking impacts;Bike and sidewalk user interaction with cars;Separation from roadway traffic (comfort);	Re: Prefer option #2, or option #4 however, regarding Question #5, I prefer Alternative #4.	Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;

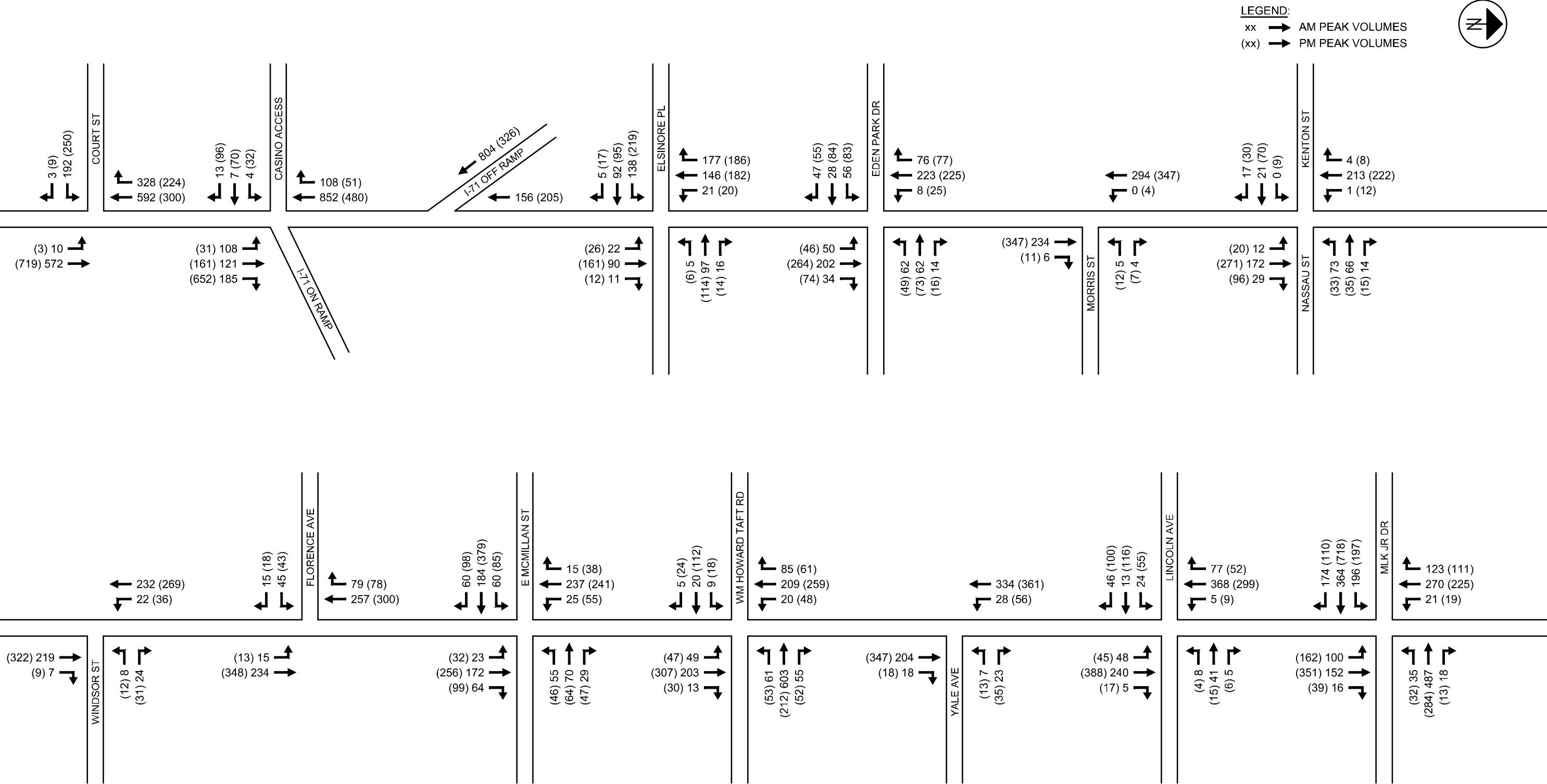
43	11/13/24 22:47:22	11/13/24 23:12:09	anonymous	Ryan Minnich	Minnicrs@ 1863 Chase Avenue	No preference	At least once a month	Bus;Personal bicycle;Personal car;	Separation from roadway traffic (comfort);Bike lane width;Bike and sidewalk user interaction with cars;	I became a two way protected bike lane convert once the central parkway bike lane expansion from Marshall to Ludlow was built. I thought I would have been happy if it was extended in kind (1 way protected bike lanes in each direction with the concrete barriers plastic delineator's and paint), but then I was amazed at just how much I prefer the two way protected bike lane portion—It's so much safer and more comfortable to ride! I use it to bike from Northside into OTR (commute for work) often throughout the year. But I also take it to get brunch and coffee in Camp Washington on the weeeknds, or just to head downtown or do some joy riding on the weekend. We need more complete streets, and more road diets that create protected 2 way bike lanes! Keep up the good work, and making roads safer for all road users.	Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;
44	11/14/24 9:44:49	11/14/24 9:53:48	anonymous	Brennan Knotts	rbrennankr 1003 Hatch St, Cincinnati, OH 45202	No preference	At least once a week	Walk/roll;Personal car;	Separation from roadway traffic (comfort);Safety;Bike and sidewalk user interaction with cars;	I will preface my comments by saying that I used to take a car (2017) or bus (2017) into downtown before I purchased a class 3 e-bike. E-bikes (Class 1, 2, or 3 not the "unclassified" e-scooters or e-mopeds) could be micromobility boosters in Cincinnati, if the infrastructure is developed to support them.	Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;
45	11/14/24 12:49:23	11/14/24 13:45:23	anonymous	David McColl	economics 2736 Cleinview Avenue	Option B	Less than once a month	Personal bicycle;	Safety;Separation from roadway traffic (comfort);Bike lane width;Bike and sidewalk user interaction with cars;Project cost;	What concerns me with all the options are the times when (it appears) that cyclists will need to cut across lanes of traffic to remain in a bike lane. Those can be very dangerous for cyclists, especially for people that use bike lanes almost exclusively. Map of Elsinore / Gilbert Alt-1 for example is unclear, alt 3 at Morris, Alt 4/Alt 2 Casino Dr/Gilbert looks like a death trap for a cyclist to be struck by drivers, Gilbert in that area is already a deadly design, which is why I will almost never take Gilbert past Elsinore into downtown. It isn't clear to me what other features at these intersections will increase safety.	Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;
46	11/14/24 19:18:04	11/14/24 19:21:03	anonymous	JoAnn Morse	Joann@sut 2324 Park Ave #33	Option B	At least once a week	Personal car;Walk/roll;	Safety;Bike and sidewalk user interaction with cars;Sidewalk width;	In areas where there are commercial buildings (Elsinore to MLK), it would be nice to see one of the enhanced aesthetics used; the basic options can work in downtown corridors, but I think the enhanced options add value to the community making them an invitation for people to go out and explore the neighborhood. On a bike I see and smell the neighborhood in ways I never do when in a car.	The primary goal for bike commuters is to get home safe. The real danger for
47	11/14/24 18:50:31	11/14/24 19:29:11	anonymous	Ashley Barnhill	Ashley.laken@gmail.com	Option B	Every day	Personal car;Walk/roll;	Safety;Separation from roadway traffic (comfort);Bike and sidewalk user interaction with cars;Sidewalk width;Bike lane width;Access between the proposed bike lane/sidewalk and transit stops;	Bike racks should be added along the lane near businesses (near windows). I often bike and lock up on racks or bring my bike inside when going into a business.	Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;
48	11/15/24 7:33:41	11/15/24 7:47:57	anonymous			Option B	At least once a month	Walk/roll;Personal car;	Separation from roadway traffic (comfort);Bike and sidewalk user interaction with cars;		Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;

49	11/15/24 9:35:31	11/15/24 9:39:45	anonymous	Lauren Woodiwiss	lwoodiwiss	960 Francisco Street, #105	No preference	At least once a week	Personal car;	Your survey has problems which made answering some of the questions impossible and limiting. Should you care to have a professional help you with the next one you push out, let me know. I'd love to help you get the data you need.	Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;
50	11/15/24 11:17:07	11/15/24 11:25:46	anonymous	Mona Jenkins	monajenkii	2722 May Street, Cincinnati, Ohio 45206	Neither	Every day	Personal car;	Safety;Separation from roadway traffic (comfort);Convenience to your home, or to business, park, or recreation facilities in the project area;	Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;
51	11/15/24 11:29:57	11/15/24 11:33:01	anonymous	Indya	indya_ben1	2314 Saint James Ave	Option A	Every day	Walk/roll;Personal car;	Safety;Separation from roadway traffic (comfort);Convenience to your home, or to business, park, or recreation facilities in the project area;Sidewalk width;Bike lane width;Bike and sidewalk user interaction with cars;Access between the proposed bike lane/sidewalk and transit stops;	Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;
52	11/15/24 11:34:50	11/15/24 11:43:38	anonymous	Wes Crout	wescrout@	957 Nassau St, Cincinnati, OH 45206	No preference	Every day	Personal bicycle;Personal car;	Safety;Bike lane width;Bike and sidewalk user interaction with cars;	Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;
53	11/15/24 11:39:31	11/15/24 11:43:44	anonymous	Ed pfetzing	Epfetzing@	3119 woodburn ave	No preference	Every day	Walk/roll;Personal car;Bus;	Sidewalk width;Bike and sidewalk user interaction with cars;	Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;
54	11/15/24 11:58:20	11/15/24 12:01:17	anonymous	Thomas Schultz	thomas.scl	2345 St. James Ave.	Option A	At least once a week	Personal bicycle;Rideshare;Walk/ro	Safety;Separation from roadway traffic (comfort);Bike and sidewalk user interaction with cars;	Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;
55	11/15/24 12:40:18	11/15/24 12:44:11	anonymous	Nate Pohana	natepohan	1539 Burdette Court	No preference	Every day	Personal bicycle;Bike share;Walk/rc width;Sidewalk width;Safety;	Separation from roadway traffic (comfort);Bike lane I would like some sort of protective barrier between the bike lane and the road, not just a painted line. I would rather eliminate street parking or a center turn lane if it meant having a protective barrier for cyclists/pedestrians.	Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;

56	11/15/24 12:39:05	11/15/24 13:03:15	anonymous	Mike Schur	mgschur@1020 Clifton Hills Ave, Cincinnati, OH	Option B	At least once a month	Personal bicycle;Personal car;	Bike and sidewalk user interaction with cars;	A two-way bike lane on Gilbert north of Park Dr. is extremely dangerous. You will have cyclist traveling downhill at high speeds combined with motorists entering/exiting side streets. The motorists will not be expecting or looking for cyclists coming from that direction. I experience this too frequently on MLK westbound at Dixmyth. Two-way bike lanes are very problematic and only acceptable (at best) in situations with few-to-no intersections.	Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;
57	11/15/24 13:32:52	11/15/24 13:38:31	anonymous	Patrick	laprade97@2635 Stanton Ave	Option A	Every day	Walk/roll;Bus;	Safety;Separation from roadway traffic (comfort);Convenience to your home, or to business, park, or recreation facilities in the project area;Bike and sidewalk user interaction with cars;Access between the proposed bike lane/sidewalk and transit stops;	Ensuring the bike lanes are center running towards the south end of Gilbert is the best idea; with how fast people get off the highway and the constant speeding on Gilbert, forcing people to slow down is the best choice.	Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;
58	11/15/24 13:36:44	11/15/24 13:41:50	anonymous	Gregg Hothem	ghothem@2814 Stanton Ave, Cincinnati OH 45206	No preference	Every day	Personal car;	Bike and sidewalk user interaction with cars;Sidewalk width;Convenience to your home, or to business, park, or recreation facilities in the project area;Separation from roadway traffic (comfort);Safety;		
59	11/15/24 12:55:42	11/15/24 14:10:10	anonymous	Fred Conrad	fchogg@fu2081 Mistyhill Dr	Option A	At least once a month	Personal bicycle;	Safety;Bike lane width;Bike and sidewalk user interaction with cars;Project cost;	Please consider snow removal and maintenance. It's not necessary to plow the bike lanes, but they shouldn't be used to store snow plowed from the streets, because the re-freezing snow piles take forever to melt. It would be nice if the bike lanes are designed to be street sweeper friendly.	Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;
60	11/15/24 13:48:03	11/15/24 14:50:16	anonymous	Kerry Devery	kerry.deve@6600 Buckingham Place, Cincinnati OH 45227	Option B	At least once a week	Personal bicycle;Personal car;	Convenience to your home, or to business, park, or recreation facilities in the project area;Sidewalk width;Bike lane width;Safety;Bike and sidewalk user interaction with cars;Access between the proposed bike lane/sidewalk and transit stops;Separation from roadway traffic (comfort);	Maximizing the tree canopy is very important to me. I really hope that transit signal priority can be implemented as part of this project, or at least be included to allow for it in the future, as Metro buses should only stop in this corridor when picking up or dropping off passengers. It seems like the on-street parking capacity from Elsinore to Florence is unnecessary and could be cut in half. It seems like most of the existing property would only draw parking only on their side of the street. Please consider "Dutch style" roundabouts in future projects, if only to state why they would not be feasible.	Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;
61	11/15/24 15:58:39	11/15/24 16:20:28	anonymous	Mary Kate Genis	marykate.g@2124 St James Ave Apt 2 Cincinnati Oh 45206	Option A	Every day	Personal car;Rideshare;Walk/roll;	Safety;Separation from roadway traffic (comfort);Bike and sidewalk user interaction with cars;Sidewalk width;Bike lane width;	I prefer alternate 2 because of the combined bike lane and incorporation of expanded tree lawn. Gilbert is my daily commute and it doesn't seem that there is enough car and bike traffic to warrant a 4' buffer and larger bike lane at the expense of the expanded tree lawn. I think such a wide buffer also creates more disconnection between the park and the west side of the street and might make it feel less accessible from the Baldwin Building and other businesses on that side of the street, where people often walk over to the park. However, considering cost, I don't think that the extent of new tree lawn proposed in alternate 2 is completely necessary. While it would be nice to have the trees as drawn, I think they are only critical between Eden Park Drive and Florence Ave. That portion of the street, which will be activated by newly or soon to be renovated buildings for Mortar, Artworks and Keep Cincinnati Beautiful (along with the existing activity at Peebles corner), very much suffers currently because of the unappealing hardscaping and large-scale, unactivated buildings like the U-haul, Winnelson building and peerless printing building. The poor appearance, scale and experience at this portion of Gilbert destroys the continuity of the urban fabric between downtown and walnut hills, dissuades pedestrian traffic by making the area feel unsafe, and creates a bad impression as an entry corridor into the neighborhood (which I think also hinders development and hurts the residential property costs on Gilbert). The addition of new tree lawn would improve the pedestrian experience and better connect people on the southern periphery of the area to the main drag of walnut hills. Ideally, there would be expanded tree lawn on the east side of the road in front of the gas station, U-haul and other buildings i just mentioned, to make that a more pleasant pedestrian experience, but if there is an enhanced aesthetic bike lane on that side of the street, that could be helpful as well.	Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;

69	11/15/24 21:50:46	11/15/24 21:54:45	anonymous	CJ Pierce	9cjpie@gm 1004 Chapel St #209	Neither	Every day	Personal car;Bus;Walk/roll;Persona	Separation from roadway traffic (comfort);Sidewalk width;Bike lane width;	Wider spans between auto and bike.	Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;
70	11/15/24 21:55:47	11/15/24 22:01:01	anonymous	Jessica Saunders	1349 Burdette Ave	Option B	At least once a week	Personal car;Walk/roll;Rideshare;Bt	Safety;Separation from roadway traffic (comfort);	Anything that adds more green (plants, shrubs, trees) is also great and will make the neighborhood more appealing	Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;
71	11/15/24 23:45:21	11/15/24 23:51:20	anonymous	Emily Supinger	e_gehlert@2134 Sinton Avenue	No preference	Every day	Walk/roll;Personal car;	Separation from roadway traffic (comfort);Sidewalk width;	Please do not put up ugly white stick "buffers" to separate the bike lane from traffic. A portion of this corridor is listed on the National Historic Registry. Efforts should be made to ensure that the aesthetics of the corridor are maintained and/or improved.	Alternate 3: 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Morris, expanded tree lawn at Elsinore;Alternate 2: 2-Way Bike Lane Court to MLK, expanded tree lawn at Elsinore;Alternate 1: Center 2-Way Bike Lane, split to N/S 1-Way Bike Lanes at Elsinore;Alternate 4: 2-Way Bike Lane Court to MLK;

Appendix D: Capacity Analysis Summary



COUNTED TRAFFIC VOLUMES

Gilbert Avenue — Capacity Analyses Summary Tables

		Eastbound			Westbound			Northbound			Southbound			INT.
		LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	
Court Street Existing Conditions 2-phase signal	AM	0.40 C						0.07 A	0.14 A			0.30 A	0.19 A	A
	PM	0.56 C						0.02 A	0.35 A			0.19 A	0.21 A	A
Casino/I-71 Ent Existing Conditions 3-phase signal	AM	0.13 C	0.12 C	0.06 C				0.24 A	0.06 A	0.19 A		0.31 A	0.09 A	A
	PM	0.19 C	0.50 C	0.51 C				0.08 A	0.10 A	0.76 A		0.28 A	0.10 A	A
Elsinore Avenue Existing Conditions 2-phase signal	AM	0.28 B	0.31 B		0.38 C			0.05 A	0.09 A		0.05 A	0.11 A	0.21 A	B
	PM	0.47 B	0.32 B		0.35 B			0.05 A	0.16 A		0.09 A	0.15 A	0.35 A	B
Eden Park Dr. Existing Conditions 3-phase signal	AM	0.22 C	0.25 C		0.33 C	0.11 B	0.03 B	0.13 B	0.17 B	0.07 B	0.02 B	0.26 B		B
	PM	0.29 C	0.29 C		0.24 C	0.12 B	0.04 B	0.13 B	0.24 B	0.16 B	0.08 A	0.29 A		B
Morris Street Existing Conditions 2-phase signal	AM				0.19 C				0.11 A		0.01 A	0.14 A		A
	PM				0.19 C				0.16 A		0.01 A	0.16 A		A
Nassau Street Existing Conditions 2-phase signal	AM	0.16 C			0.46 C			0.03 A	0.13 A		0.01 A	0.13 A		A
	PM	0.33 C			0.28 C			0.02 A	0.21 A		0.02 A	0.14 A		A
Windsor Street Existing Conditions 2-phase signal	AM				0.27 C				0.10 A		0.04 A	0.11 A		A
	PM				0.38 C				0.15 A		0.06 A	0.12 A		A
Florence Avenue Existing Conditions 2-phase signal	AM	0.20 C						0.03 A	0.11 A			0.17 A		A
	PM	0.22 C						0.03 A	0.17 A			0.19 A		A
McMillan Street Existing Conditions 3-phase signal	AM	0.12 B	0.27 B	0.10 B	0.14 B	0.15 B		0.08 C	0.20 C	0.19 C	0.07 B	0.19 B		B
	PM	0.18 B	0.53 B	0.17 B	0.18 C	0.18 B		0.12 C	0.28 C	0.26 C	0.15 B	0.22 B		B
Wm H Taft Road Existing Conditions 3-phase signal	AM	0.05 B			0.74 C			0.20 B	0.03 A		0.30 B	0.25 C		B
	PM	0.18 B			0.37 B			0.28 B	0.05 A		0.45 C	0.20 C		B
Yale Avenue Existing Conditions 2-phase signal	AM				0.10 C		0.34 C		0.11 A		0.16 A			A
	PM				0.09 C		0.26 C		0.17 A		0.23 A			A
Lincoln Avenue Existing Conditions 2-phase signal	AM	0.13 C	0.32 C		0.05 C	0.20 C	0.05 C	0.08 A	0.11 A	0.01 A	0.01 A	0.20 A		A
	PM	0.19 C	0.73 C		0.07 D	0.05 C	0.04 C	0.08 A	0.19 A	0.02 A	0.02 A	0.18 A		B
MLK Jr Drive Existing Conditions 4-phase signal	AM	0.53 C	0.29 C	0.28 C	0.10 C	0.45 C		0.66 E	0.18 C		0.07 C	0.44 C		C
	PM	0.43 C	0.57 C	0.17 B	0.16 C	0.27 C		0.76 E	0.39 C		0.07 C	0.42 C		C

Table A: Existing Conditions

		Eastbound			Westbound			Northbound			Southbound			INT.
		LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	
Court Street Alternate 1	AM	0.41 C						0.08 A	0.14 A			0.57 A	0.19 A	A
	PM	0.56 C						0.02 A	0.35 A			0.36 A	0.21 A	A
Casino/I-71 Ent Alternate 1 3-phase signal	AM	0.13 C	0.12 C	0.05 C				0.80 D	0.12 A	0.19 A		0.46 A	0.09 A	A
	PM	0.19 C	0.50 C	0.51 C				0.48 D	0.20 A	0.76 A		0.40 A	0.10 A	A
Elsinore Avenue Alternate 1 4-phase signal	AM	0.83 D	0.21 C		0.02 C	0.55 D		0.40 D	0.23 B		0.40 D	0.28 B	0.21 B	C
	PM	0.89 E	0.21 B		0.01 C	0.60 D		0.40 D	0.48 C		0.48 D	0.42 C	0.30 B	C
Eden Park Dr. Alternate 1	AM	0.21 C	0.09 C	0.20 C	0.32 C	0.14 B		0.15 C	0.37 B		0.03 B	0.47 B		C
	PM	0.30 C	0.27 C	0.23 C	0.31 D	0.17 B		0.13 C	0.50 B		0.09 C	0.44 B		C
Morris Street Alternate 1	AM				0.19 C				0.22 A		0.01 A	0.26 A		A
	PM				0.19 C				0.32 A		0.02 A	0.30 A		A
Nassau Street Alternate 1	AM	0.16 C			0.46 C			0.03 A	0.25 A		0.01 A	0.24 A		A
	PM	0.33 C			0.29 C			0.02 A	0.42 A		0.02 A	0.28 A		A
Windsor Street Alternate 1	AM				0.28 C				0.20 A		0.04 A	0.21 A		A
	PM				0.39 C				0.30 A		0.06 A	0.24 A		A
Florence Avenue Alternate 1	AM	0.28 C		0.10 C				0.03 A	0.22 A			0.33 A		A
	PM	0.28 C		0.13 C				0.03 A	0.32 A			0.36 A		A
McMillan Street Alternate 1	AM	0.12 B	0.27 B	0.11 B	0.14 B	0.15 B		0.08 C	0.58 C		0.09 B	0.37 B		B
	PM	0.18 B	0.53 B	0.17 B	0.18 C	0.19 B		0.12 C	0.86 D		0.24 C	0.43 B		C
Wm H Taft Road Alternate 1	AM	0.06 B	0.33 C		0.05 C	0.26 C		0.14 A	0.30 B		0.05 B	0.74 C		C
	PM	0.16 B			0.33 B			0.17 B	0.46 B		0.15 C	0.79 D		C
Yale Avenue Alternate 1	AM				0.10 C		0.34 C		0.22 A		0.04 A	0.27 A		A
	PM				0.09 C		0.27 C		0.33 A		0.10 A	0.32 A		A
Lincoln Avenue Alternate 1	AM	0.14 C	0.33 C		0.05 C	0.26 C		0.09 A	0.21 A		0.01 A	0.40 A		B
	PM	0.20 C	0.73 C		0.07 D	0.08 C		0.09 A	0.38 A		0.02 A	0.34 A		B
MLK Jr Drive Alternate 1	AM	0.53 C	0.29 C	0.29 C	0.10 C	0.45 C		0.66 E	0.35 C		0.08 C	0.53 C	0.34 C	C
	PM	0.43 C	0.57 C	0.17 B	0.16 C	0.27 C		0.76 E	0.76 D		0.11 C	0.49 C	0.33 C	C

Gilbert Avenue — Capacity Analyses Summary Tables

		Eastbound			Westbound			Northbound			Southbound			INT.	
		LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT		
Court Street Existing Conditions 2-phase signal	AM	0.40 C						0.07 A	0.14 A			0.30 A	0.19 A	A	
	PM	0.56 C						0.02 A	0.35 A			0.19 A	0.21 A	A	
Casino/I-71 Ent Existing Conditions 3-phase signal	AM	0.13 C	0.12 C	0.06 C				0.24 A	0.06 A	0.19 A		0.31 A	0.09 A	A	
	PM	0.19 C	0.50 C	0.51 C				0.08 A	0.10 A	0.76 A		0.28 A	0.10 A	A	
Elsinore Avenue Existing Conditions 2-phase signal	AM	0.28 B	0.31 B		0.38 C			0.05 A	0.09 A		0.05 A	0.11 A	0.21 A	B	
	PM	0.47 B	0.32 B		0.35 B			0.05 A	0.16 A		0.09 A	0.15 A	0.35 A	B	
Eden Park Dr. Existing Conditions 3-phase signal	AM	0.22 C	0.25 C		0.33 C	0.11 B	0.03 B	0.13 B	0.17 B	0.07 B	0.02 B	0.26 B		B	
	PM	0.29 C	0.29 C		0.24 C	0.12 B	0.04 B	0.13 B	0.24 B	0.16 B	0.08 A	0.29 A		B	
Morris Street Existing Conditions 2-phase signal	AM				0.19 C					0.11 A		0.01 A	0.14 A		A
	PM				0.19 C					0.16 A		0.01 A	0.16 A		A
Nassau Street Existing Conditions 2-phase signal	AM	0.16 C			0.46 C			0.03 A	0.13 A		0.01 A	0.13 A		A	
	PM	0.33 C			0.28 C			0.02 A	0.21 A		0.02 A	0.14 A		A	
Windsor Street Existing Conditions 2-phase signal	AM				0.27 C					0.10 A		0.04 A	0.11 A		A
	PM				0.38 C					0.15 A		0.06 A	0.12 A		A
Florence Avenue Existing Conditions 2-phase signal	AM	0.20 C						0.03 A	0.11 A			0.17 A		A	
	PM	0.22 C						0.03 A	0.17 A			0.19 A		A	
McMillan Street Existing Conditions 3-phase signal	AM	0.12 B	0.27 B	0.10 B	0.14 B	0.15 B		0.08 C	0.20 C	0.19 C	0.07 B	0.19 B		B	
	PM	0.18 B	0.53 B	0.17 B	0.18 C	0.18 B		0.12 C	0.28 C	0.26 C	0.15 B	0.22 B		B	
Wm H Taft Road Existing Conditions 3-phase signal	AM	0.05 B			0.74 C			0.20 B		0.03 A	0.30 B		0.25 C	B	
	PM	0.18 B			0.37 B			0.28 B		0.05 A	0.45 C		0.20 C	B	
Yale Avenue Existing Conditions 2-phase signal	AM				0.10 C		0.34 C			0.11 A		0.16 A			A
	PM				0.09 C		0.26 C			0.17 A		0.23 A			A
Lincoln Avenue Existing Conditions 2-phase signal	AM	0.13 C	0.32 C		0.05 C	0.20 C	0.05 C	0.08 A	0.11 A	0.01 A	0.01 A	0.20 A		A	
	PM	0.19 C	0.73 C		0.07 D	0.05 C	0.04 C	0.08 A	0.19 A	0.02 A	0.02 A	0.18 A		B	
MLK Jr Drive Existing Conditions 4-phase signal	AM	0.53 C	0.29 C	0.28 C	0.10 C	0.45 C		0.66 E	0.18 C		0.07 C	0.44 C		C	
	PM	0.43 C	0.57 C	0.17 B	0.16 C	0.27 C		0.76 E	0.39 C		0.07 C	0.42 C		C	

Table A: Existing Conditions

		Eastbound			Westbound			Northbound			Southbound			INT.
		LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	
Court Street Alternate 3 3-phase signal	AM	0.27 C						0.47 D	0.16 A			0.79 B	0.79 C	B
	PM	0.41 C						0.31 D	0.39 A			0.49 A	0.76 C	B
Casino/I-71 Ent Alternate 3 3-phase signal	AM	0.13 C	0.12 C	0.05 C				0.77 D	0.12 A	0.19 A		0.46 A	0.09 A	A
	PM	0.20 C	0.55 C	0.55 C				0.48 D	0.19 A	0.75 A		0.40 A	0.10 A	A
Elsinore Avenue Alternate 3 4-phase signal	AM	0.51 C	0.22 C		0.02 C	0.55 D		0.06 B	0.22 B		0.40 D	0.21 B	0.17 A	C
	PM	0.73 C	0.24 C		0.01 C	0.60 D		0.07 B	0.42 C		0.48 D	0.29 B	0.24 A	C
Eden Park Dr. Alternate 3 4-phase signal	AM	0.18 C	0.08 C	0.17 C	0.44 D	0.14 B		0.16 C	0.63 C		0.06 C	0.47 B		C
	PM	0.30 C	0.27 C	0.23 C	0.31 D	0.17 B		0.15 C	0.84 D		0.19 D	0.43 B		C
Morris Street Alternate 3 3-phase signal	AM				0.28 C						0.32 D	0.25 A		A
	PM				0.24 C						0.35 A	0.32 D	0.29 A	A
Nassau Street Alternate 3	AM	0.16 C			0.46 C			0.03 A	0.25 A		0.01 A	0.24 A		A
	PM	0.33 C			0.29 C			0.02 A	0.42 A		0.02 A	0.28 A		A
Windsor Street Alternate 3	AM				0.28 C				0.20 A		0.04 A	0.21 A		A
	PM				0.39 C				0.30 A		0.06 A	0.24 A		A
Florence Avenue Alternate 3	AM	0.28 C		0.10 C				0.03 A	0.22 A			0.33 A		A
	PM	0.28 C		0.13 C				0.03 A	0.32 A			0.36 A		A
McMillan Street Alternate 3	AM	0.12 B	0.27 B	0.11 B	0.14 B	0.15 B		0.08 C	0.58 C		0.09 B	0.37 B		B
	PM	0.18 B	0.53 B	0.17 B	0.18 C	0.19 B		0.12 C	0.86 D		0.24 C	0.43 B		C
Wm H Taft Road Alternate 3	AM	0.06 B			0.68 C			0.14 B	0.30 B		0.05 B	0.74 C		B
	PM	0.16 B			0.33 B			0.17 B	0.46 B		0.15 C	0.79 D		B
Yale Avenue Alternate 3	AM				0.10 C		0.34 C		0.22 A		0.04 A	0.27 A		A
	PM				0.09 C		0.27 C		0.33 A		0.10 A	0.32 A		A
Lincoln Avenue Alternate 3	AM	0.14 C	0.33 C		0.05 C	0.26 C		0.09 A	0.21 A		0.01 A	0.40 A		B
	PM	0.20 C	0.73 C		0.07 D	0.08 C		0.09 A	0.38 A		0.02 A	0.34 A		B
MLK Jr Drive Alternate 3	AM	0.53 C	0.29 C	0.29 C	0.10 C	0.45 C		0.66 E	0.35 C		0.08 C	0.53 C	0.34 C	C
	PM	0.43 C	0.57 C	0.17 B	0.16 C	0.27 C		0.76 E	0.76 D		0.11 C	0.49 C	0.33 C	C

Table D: Alternate 3

		Eastbound			Westbound			Northbound			Southbound			INT.
		LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	LT	THRU	RT	
Court Street Alternate 4 3-phase signal	AM	0.27 C						0.47 D	0.16 A			0.79 B	0.79 C	B
	PM	0.56 C						0.31 D	0.35 A			0.42 B	0.24 A	B
Casino/I-71 Ent Alternate 4 4-phase signal	AM	0.06 C	0.06 C	0.02 C				0.48 C	0.19 A	0.20 A		0.56 D	0.57 D	B
	PM	0.22 C	0.59 C	0.20 B				0.09 C	0.35 B	0.73 A		0.59 B	0.69 D	B
Elsinore Avenue Alternate 4 4-phase signal	AM	0.51 C	0.29 C		0.02 C	0.55 D		0.06 B	0.19 B	0.03 B	0.40 D	0.21 B	0.17 A	C
	PM	0.72 C	0.30 C		0.01 C	0.60 D		0.07 B	0.38 C	0.04 B	0.48 D	0.29 B	0.24 A	C
Eden Park Dr. Alternate 4 4-phase signal	AM	0.18 C	0.08 C	0.17 C	0.44 D	0.14 B		0.16 C	0.47 C	0.10 B	0.06 C	0.47 B		C
	PM	0.30 C	0.27 C	0.23 C	0.31 D	0.17 B		0.15 C	0.56 C	0.19 B	0.19 D	0.43 B		C
Morris Street Alternate 4 3-phase signal	AM				0.20 C				0.23 A	0.01 A	0.32 D	0.25 A		A
	PM				0.20 C				0.56 C	0.04 B	0.02 B	0.29 A		A
Nassau Street Alternate 4 3-phase signal	AM	0.18 C			0.50 C			0.03 A	0.28 A		0.32 D	0.22 A		A
	PM	0.37 C			0.32 C			0.02 A	0.47 A		0.34 D	0.25 A		A
Windsor Street Alternate 4 3-phase signal	AM				0.30 C				0.23 A		0.39 C	0.20 A		A
	PM				0.42 C				0.35 A		0.43 C	0.22 A		A
Florence Avenue Alternate 4 3-phase signal	AM	0.32 C		0.12 C				0.02 A	0.20 A			0.30 A		A
	PM	0.28 C		0.13 C				0.03 A	0.32 A			0.36 A		A
McMillan Street Alternate 4	AM	0.16 C	0.38 C	0.15 B	0.20 C	0.21 B		0.07 A	0.49 B		0.19 C	0.29 A		B
	PM	0.25 C	0.72 C	0.24 B	0.28 C	0.25 B		0.10 B	0.74 C		0.38 C	0.35 A		C
Wm H Taft Road Alternate 4	AM		0.07 B			0.67 C		0.37 C	0.29 A		0.05 A	0.63 B		B
	PM		0.22 C			0.45 C		0.37 C	0.36 A		0.11 A	0.51 A		B
Yale Avenue Alternate 4 3-phase signal	AM				0.11 C		0.36 C		0.25 A		0.39 D	0.26 A		A
	PM				0.14 C		0.40 C		0.37 A		0.52 C	0.29 A		A
Lincoln Avenue Alternate 4 3-phase signal	AM	0.14 C	0.33 C		0.05 C	0.26 C		0.09 A	0.25 A		0.33 D	0.39 A		B
	PM	0.20 C	0.74 C		0.07 D	0.08 C		0.09 A	0.44 B		0.33 D	0.34 A		B
MLK Jr Drive Alternate 4	AM	0.53 C	0.29 C	0.29 C	0.10 C	0.45 C		0.66 E	0.35 C		0.56 E	0.53 C	0.31 B	C
	PM	0.43 C	0.57 C	0.17 B	0.16 C	0.27 C		0.76 E	0.76 D		0.48 E	0.49 C	0.31 C	C

Table E: Alternate 4