

# Building Cincinnati Better: Vision for the Brent Spence Bridge Corridor Project

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Brief history of why Cincinnati City Hall and “Central Avenue” are on the western edge of downtown.



1930s



Central Avenue  
Cincinnati City Hall



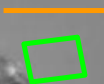
1950s



Central Avenue  
Cincinnati City Hall



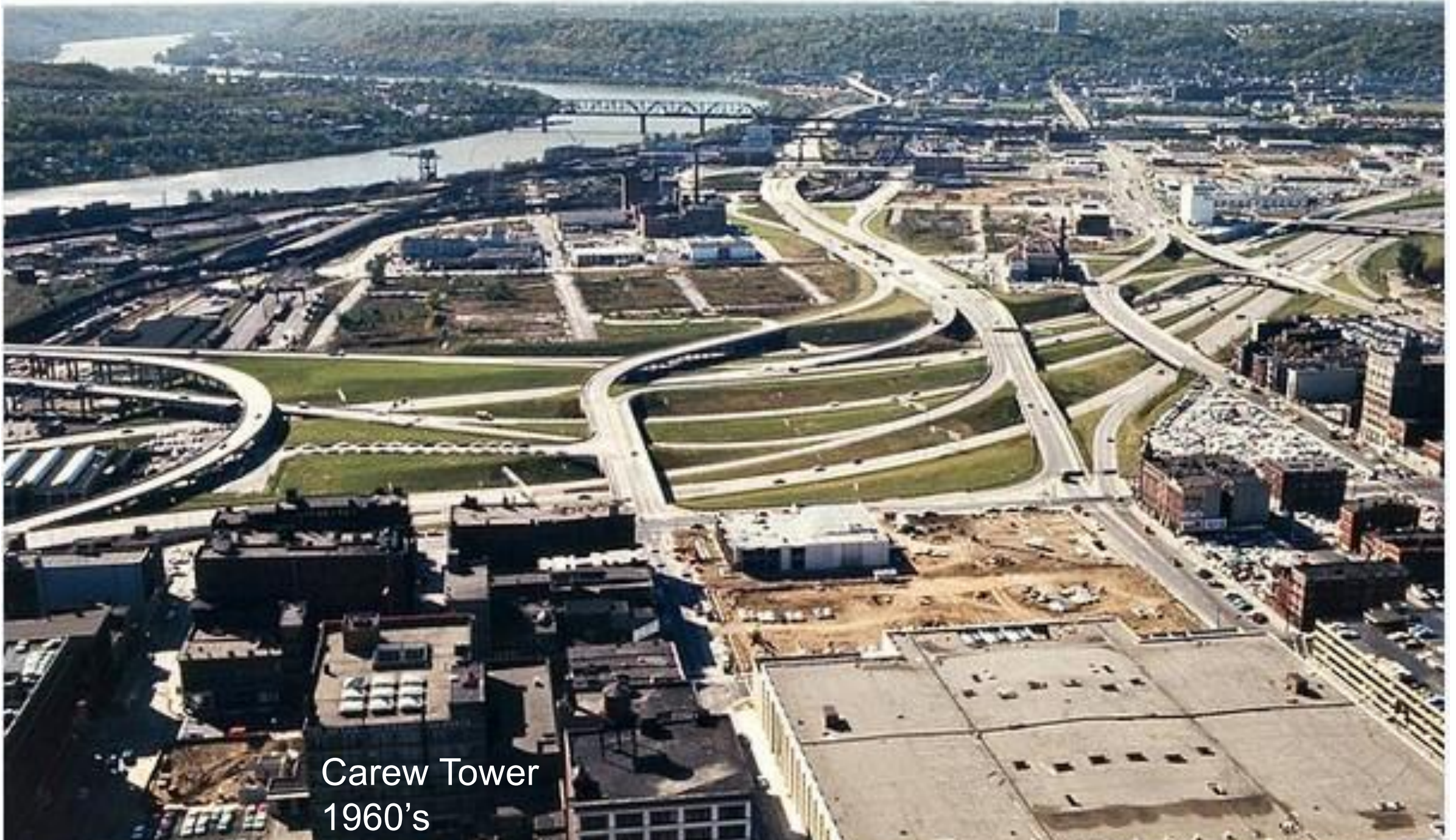
1968-69



Central Avenue  
Cincinnati City Hall



Carew Tower 1958



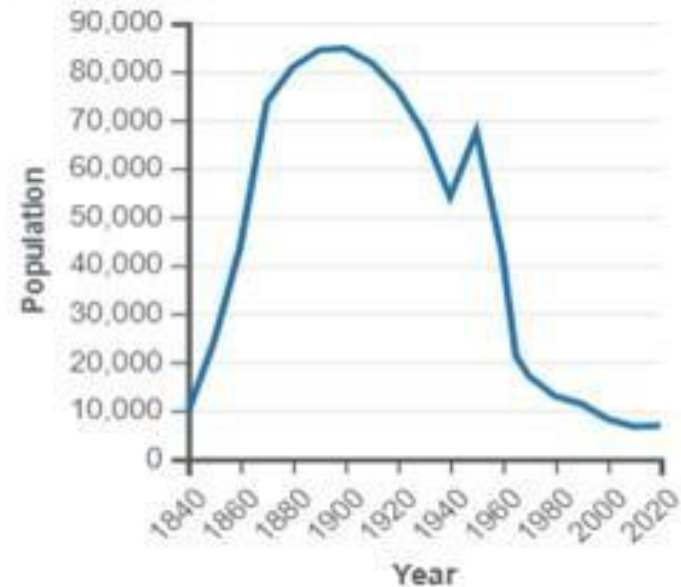
Carew Tower  
1960's

# City of Cincinnati

## Historical Population Trends

### West End Population

1950	67,520	+24.8%
1960	41,949	-37.9%
1965	21,230	-49.4%
1970	17,068	-19.6%
1980	12,886	-24.5%
1990	11,370	-11.8%
2000	8,115	-28.6%
2010	6,627	-18.3%
2020	6,824	+3.0%







# Community Engagement & Participation Plan

# What qualifies as a Community Engagement & Participation Plan?



**“Bridge Forward Cincinnati Community Engagement & Participation Plan, April 2023”**

**Is based on**



**“Promising Practices for Meaningful Public Involvement in Transportation Decision-Making, U.S. Department of Transportation, October 2022”**

# BRIDGE FORWARD MESSAGE:

## A Once in a Lifetime Opportunity

- A more livable urban environment;
- Economic expansion, investment, and job creation on reclaimed land;
- Improved walkability and enhanced public safety;
- Reconnected neighborhoods;
- Net environmental benefits to historically, underserved, overburdened, or disadvantaged communities

# Outcomes: Cincinnati Choice Neighborhoods

Rebuilding the West End Neighborhood.  
Preserving Affordable Housing.  
Creating Opportunities for Residents.



**WE** WEST END  
TRANSFORMATION

Cincinnati Choice Neighborhood  
Signature Place-Based Initiative  
JUNE 16, 2022 | DRAFT

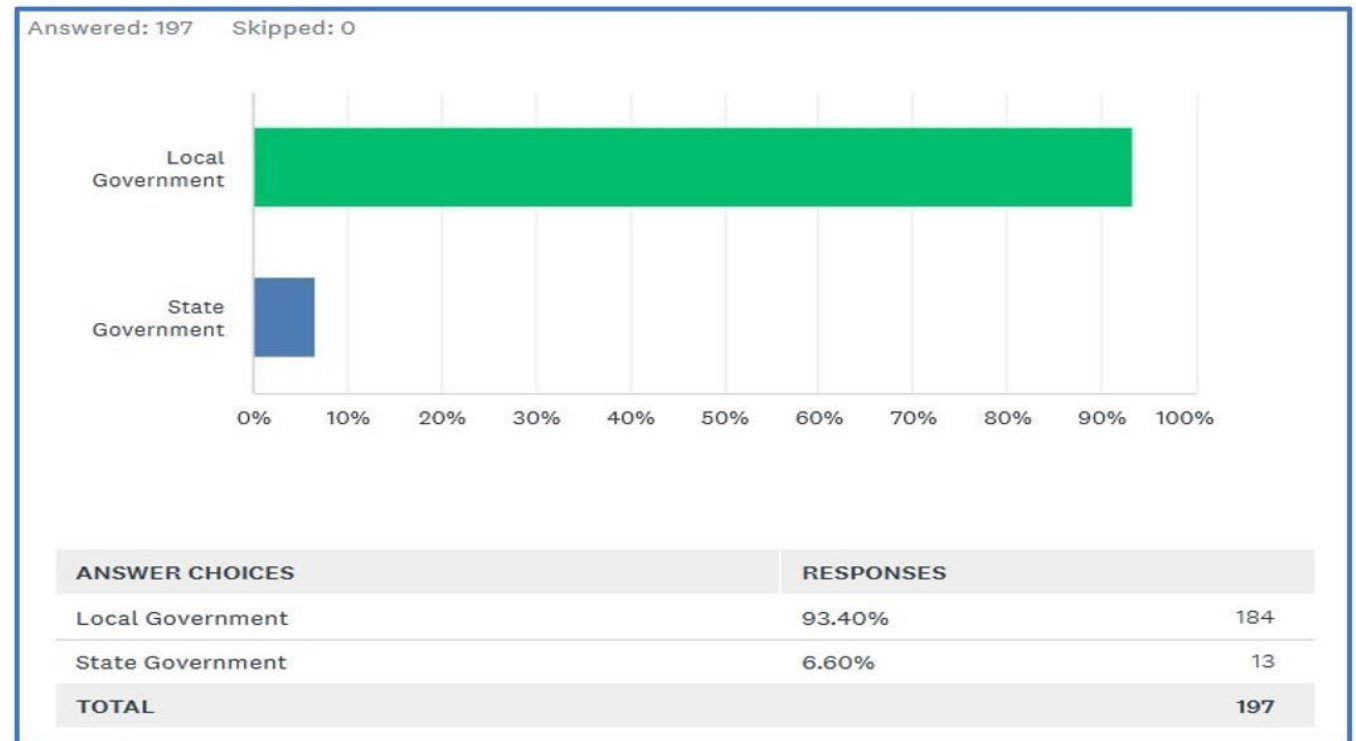
# Outcomes: Survey Results

Local Government

**[93.40%]**

State Government

**[6.60%]**



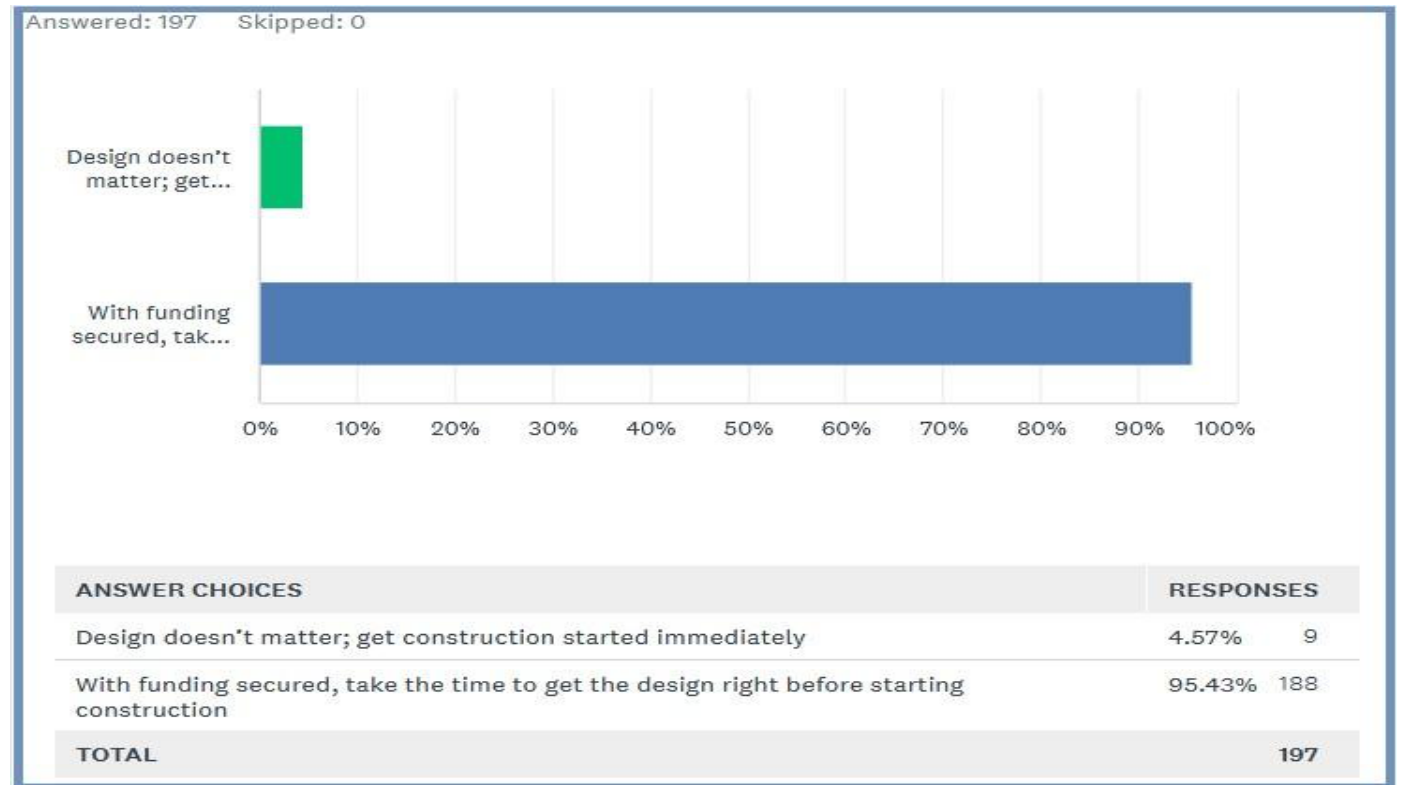
# Outcomes: Survey Results

- ❑ Design doesn't matter; get construction started immediately

**[4.57%]**

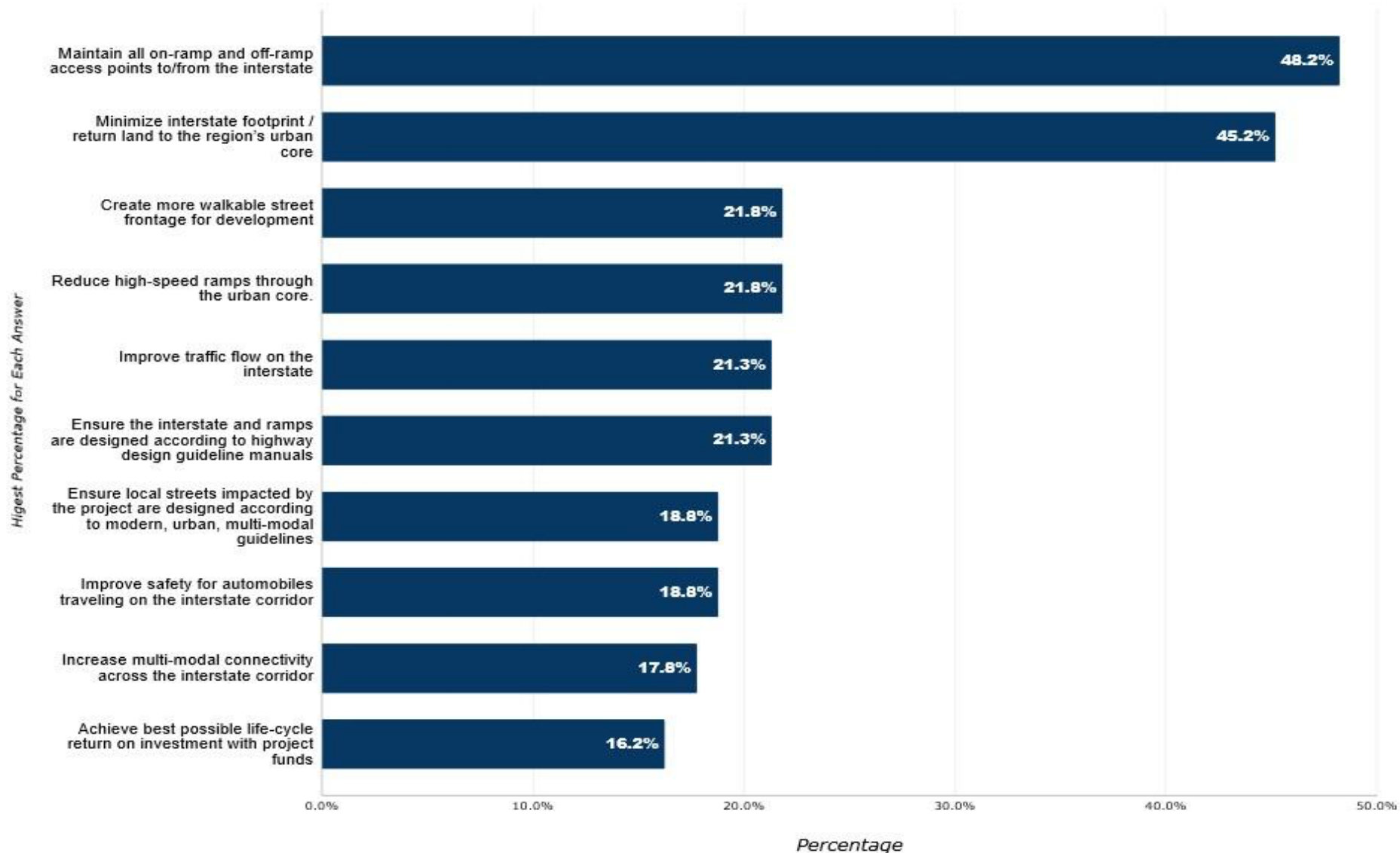
- ❑ With funding secured, take the time to get the design right before starting construction

**[95.43%]**



# Outcomes: Survey Results

Answers from Question 3: Ranked from Most to Least Important by Survey Results



# Outcomes: Letter Writing Campaign

**Bridge-Forward.org**

**347 Individuals**

**21 to 25 recipients**

City of Cincinnati staff

Cincinnati City Council

Hamilton County Staff and Commissioners

OKI Regional Council of Governments

Ohio Department of Transportation

Kentucky Transportation Cabinet

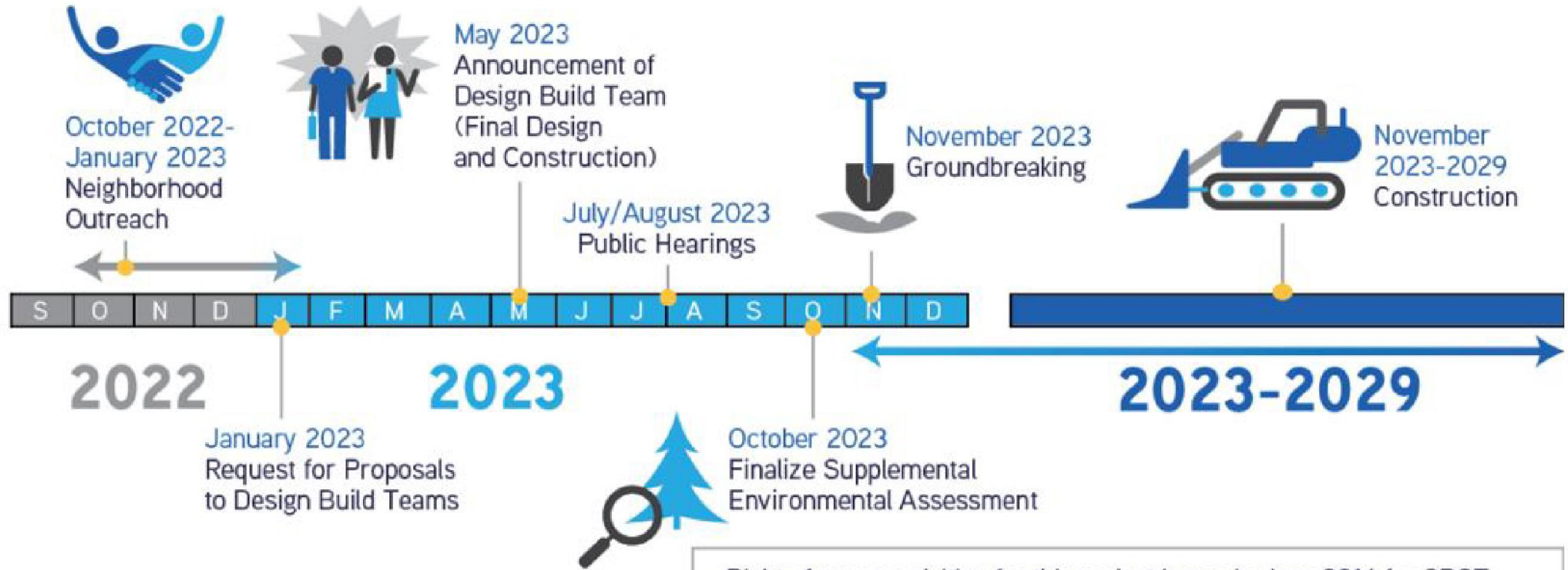
Bi-State Management Team

Federal Highway Administration

US Department of Transportation



# Progressive Design Build Project Schedule



## Brent Spence Bridge Timeline

Right of way acquisition for this project began in June 2014 for ODOT and in May 2022 for KYTC and is expected to be complete by early 2024. Updated on October 3, 2022

# Progressive Design Build: A Case Study: Martin Luther King Jr. Exchange

- Community input expressed a desire to Keeping Exit to Taft
- Input from DB team helped facilitate this request
- Local businesses asked to keep Fredonia avenue open
- Project was enhanced by listening to, and adapting plans to accommodate the communities expressed wishes

# Example: Fort Washington Way

## FORT WASHINGTON WAY 2000



1956



1998



2000



*A project managed by the City of Cincinnati  
with the cooperation of thousands*

# Progress Achieved, So Far . . .

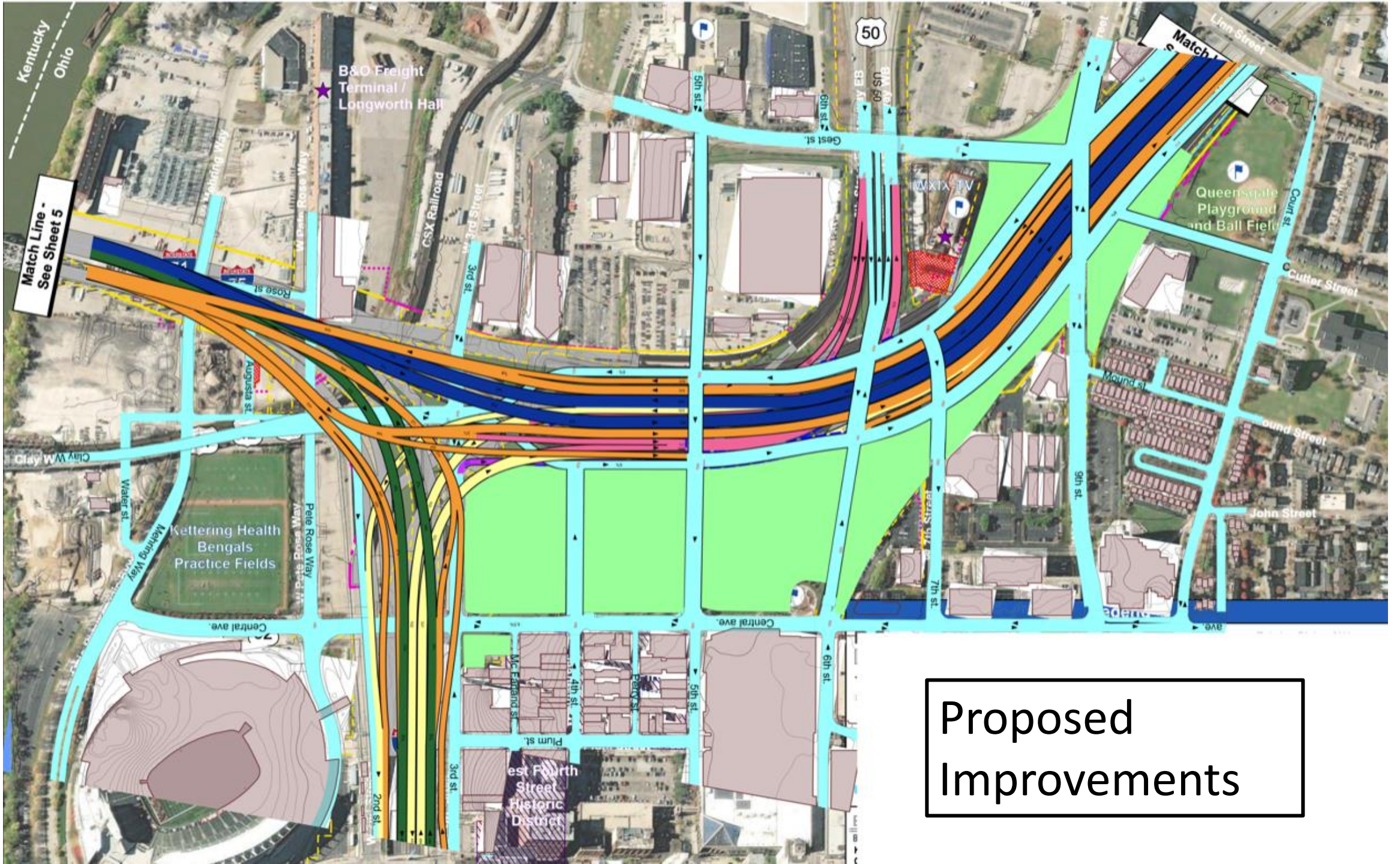
- Added **9.5 acres of usable land**, equating to an estimated \$20 million in land value
- Refined entry and exit ramps so that they are **well-integrated into Cincinnati's street network**, including on 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup>, 6<sup>th</sup>, and 7<sup>th</sup> Streets and Winchell and Central Avenues
- Redesigned overpasses for **improved pedestrian and cyclists experience**
- **Funding is coming!**



Latest Design of BSBC Project, Concept I-W

# Build the Best Bridge via a New Approach. . .

- **Match** or exceed all aspects of the existing I-W
- Continue **improving access** for local traffic to Downtown Cincinnati
- Allow future **connectivity west**
- Simplify and **streamline design** in Ohio north of the river
- Identify further opportunities for **land reclamation**, which will improve **post-project ROI**
- Improve and/or **mitigate environmental impacts** like stormwater runoff and noise
- Maintain current timeline so bridge is **built on time**

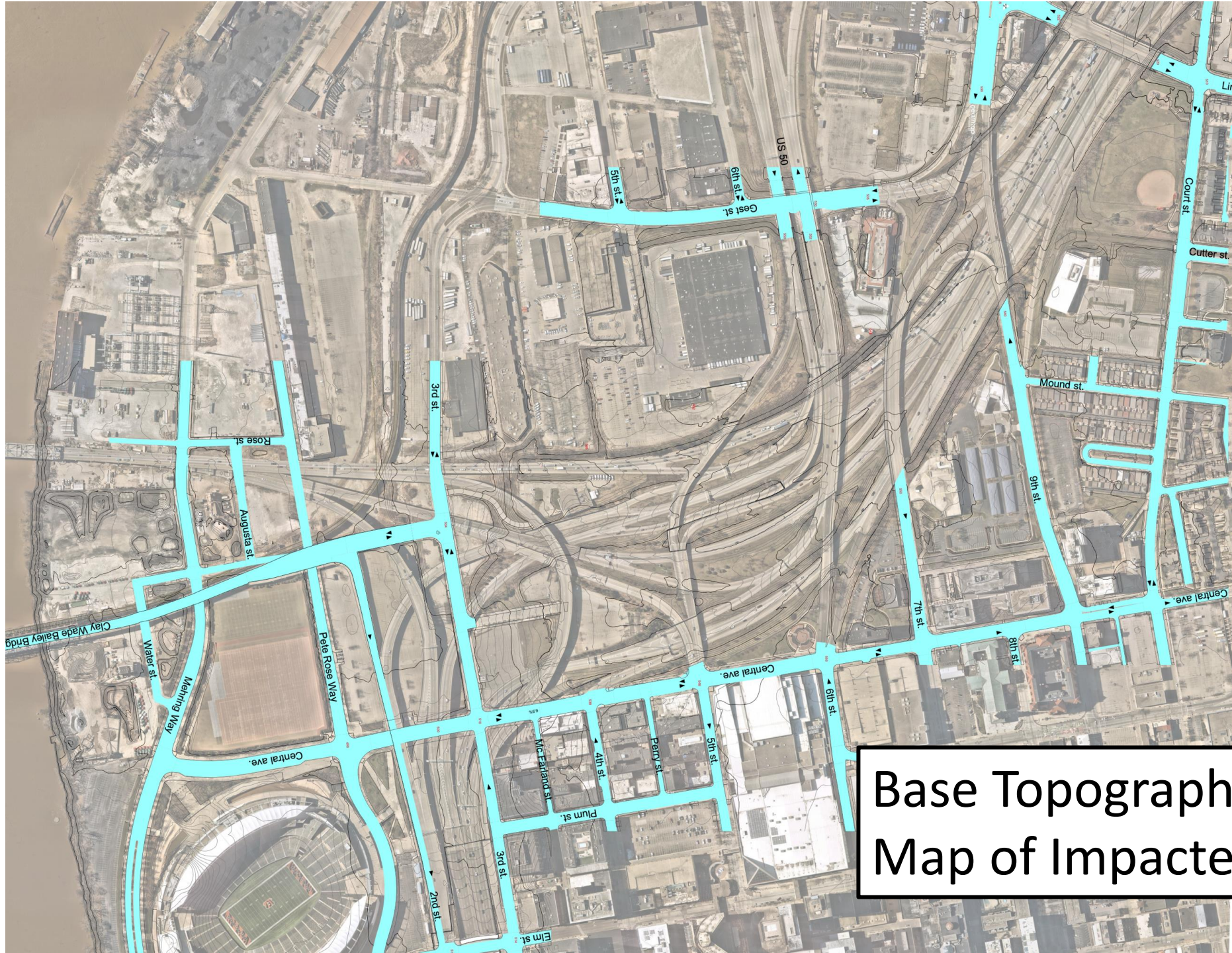


Proposed  
Improvements

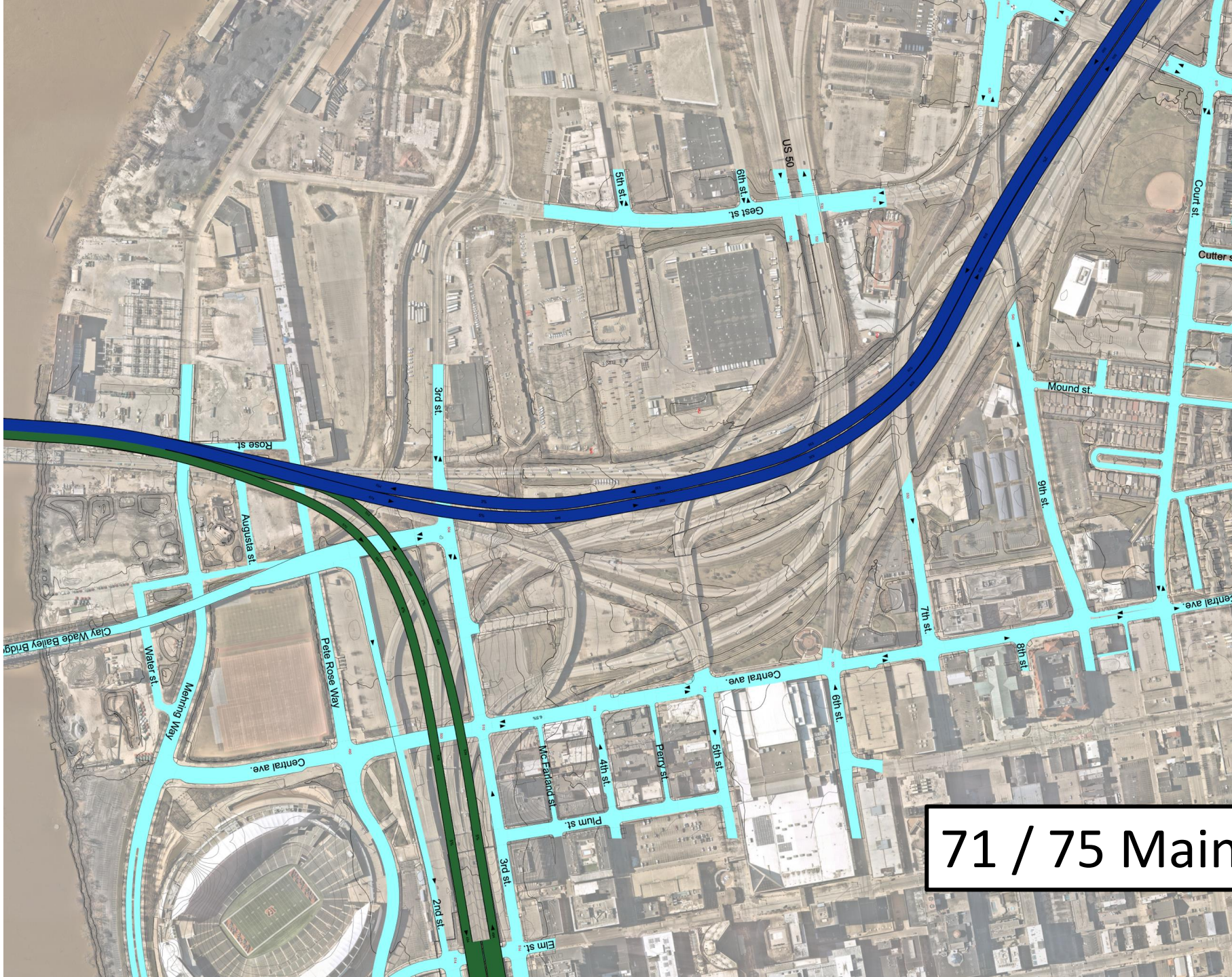
# Summary of Design Improvements

- Fort Washington Way Connection
- US 50 East-West connection safer
- Simplifies exiting to Central Business District
- Separates through traffic from local
- Utilizes both a Collector-Distributor (CD) system and Urban Access (UA) roads for added capacity
- Lowers speed on Urban Access roads, safer for all users
- Shorter highway width
- Extended city street grid
- Improved experience for bikes, pedestrians

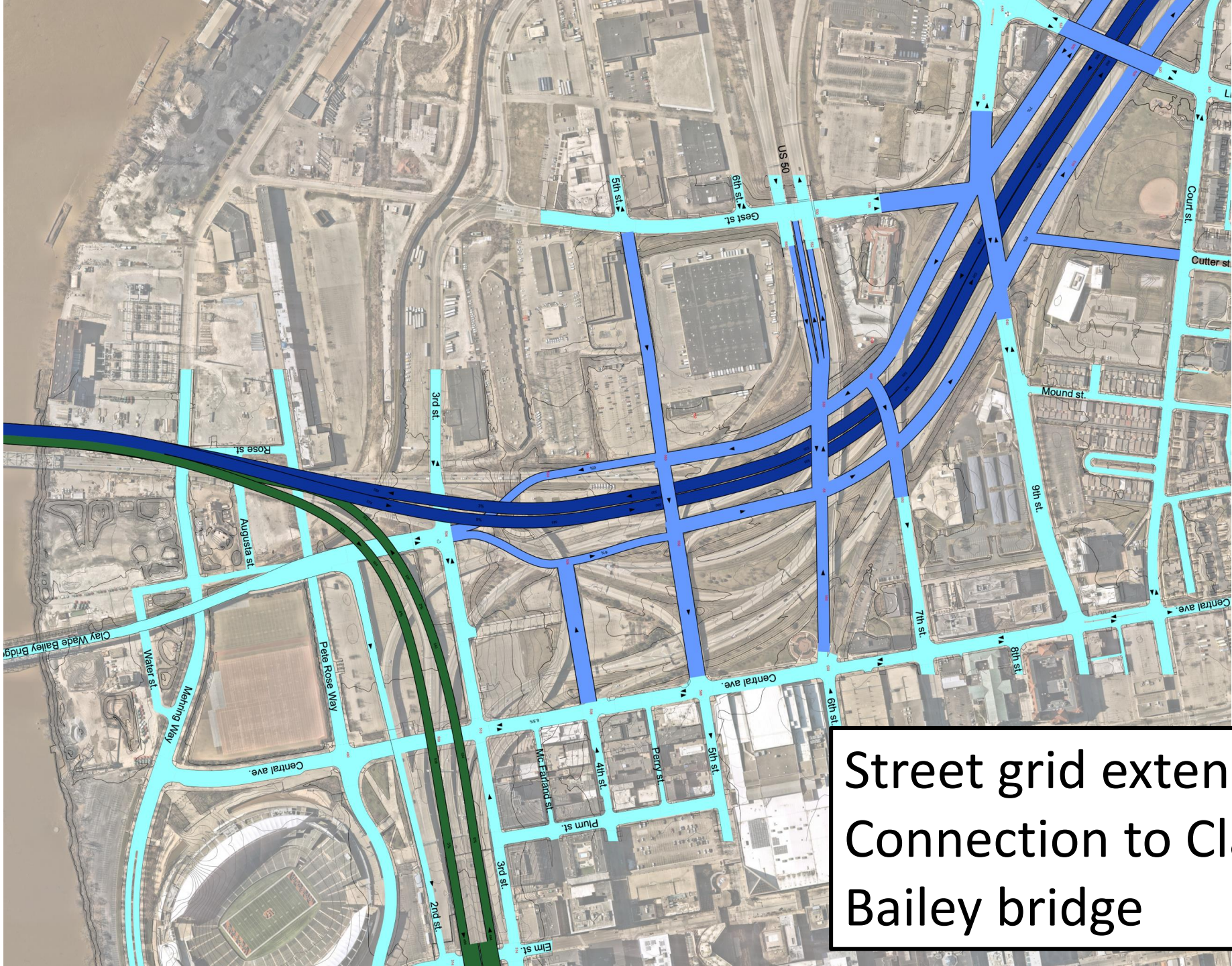




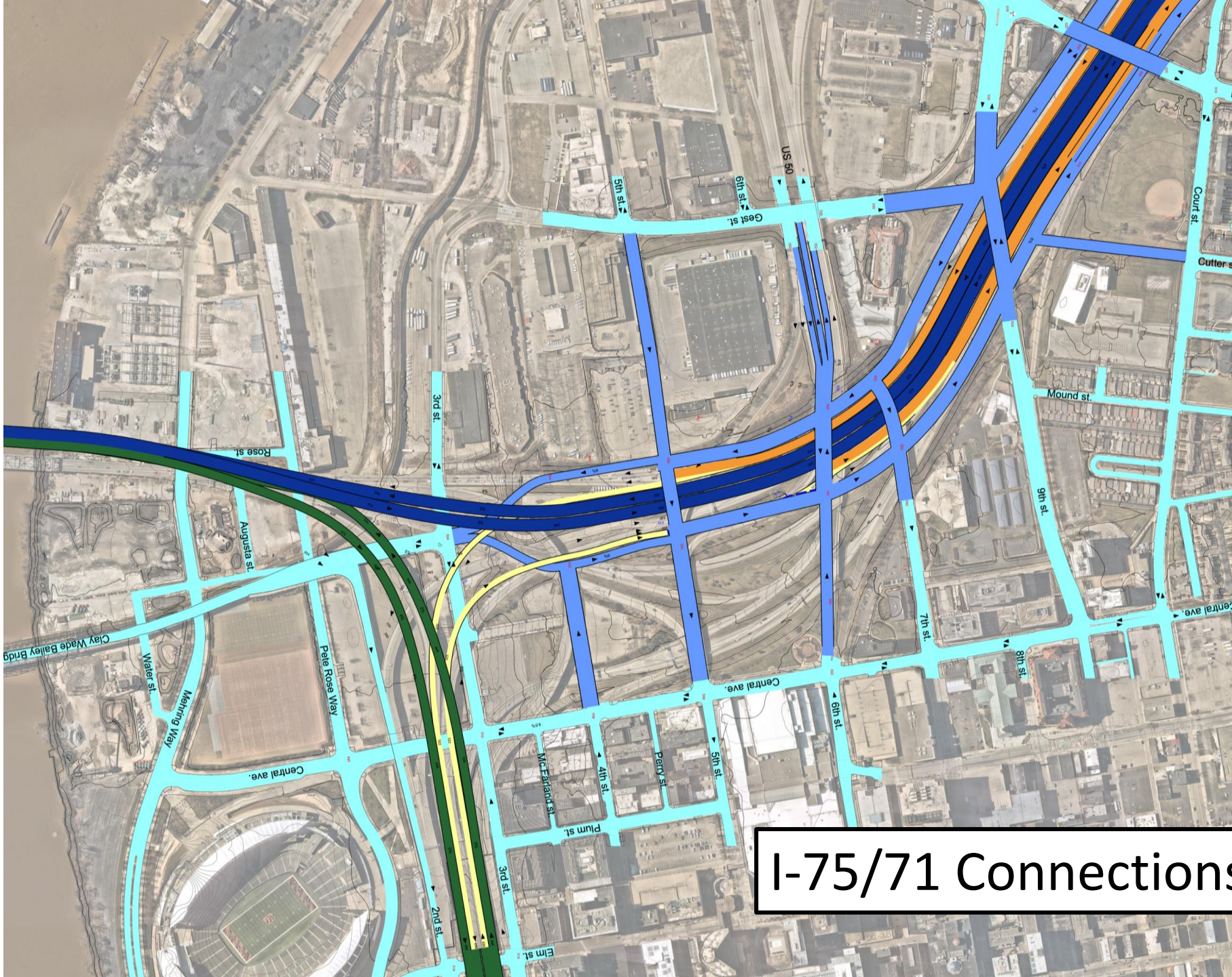
Base Topographical  
Map of Impacted Area



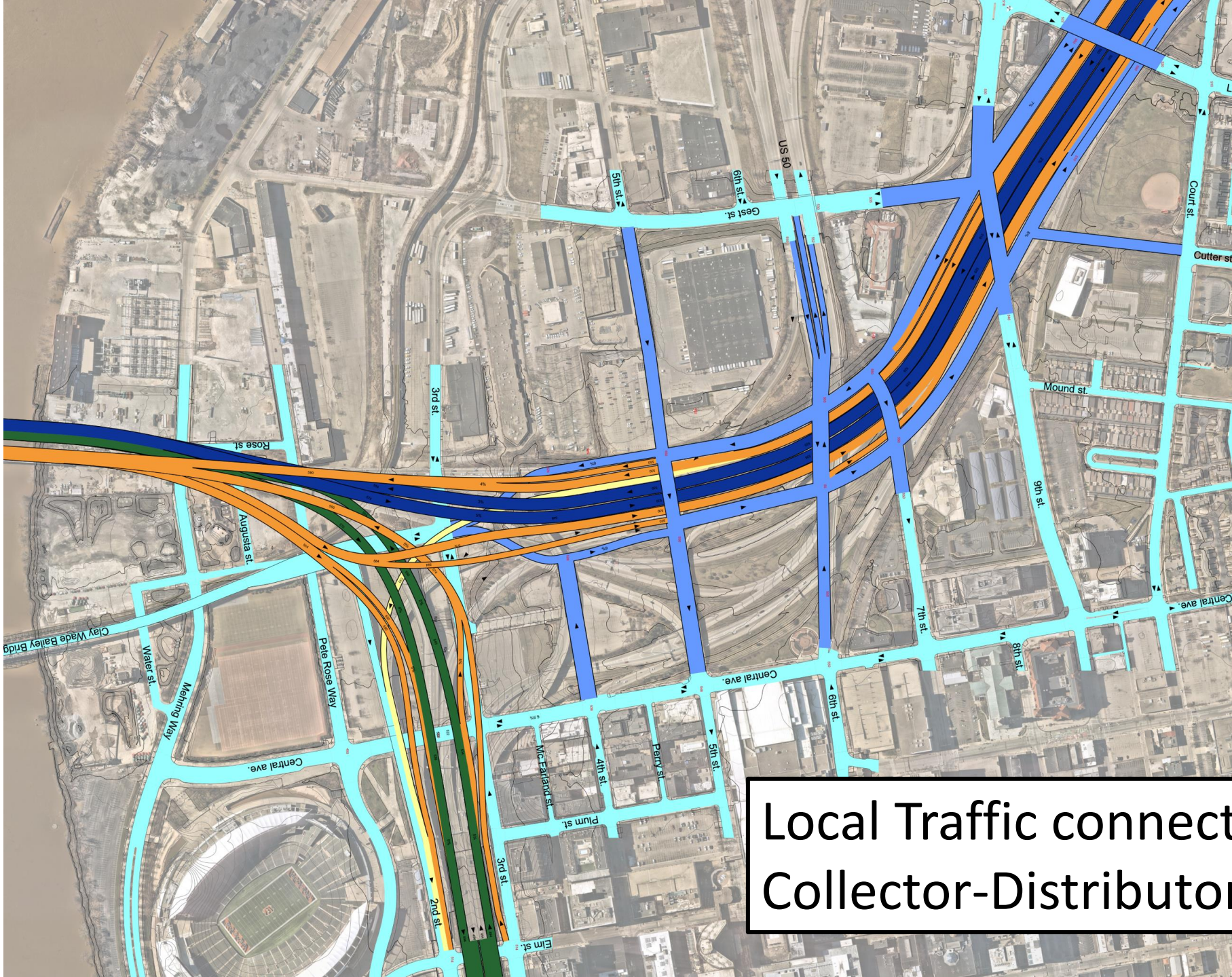
71 / 75 Main section



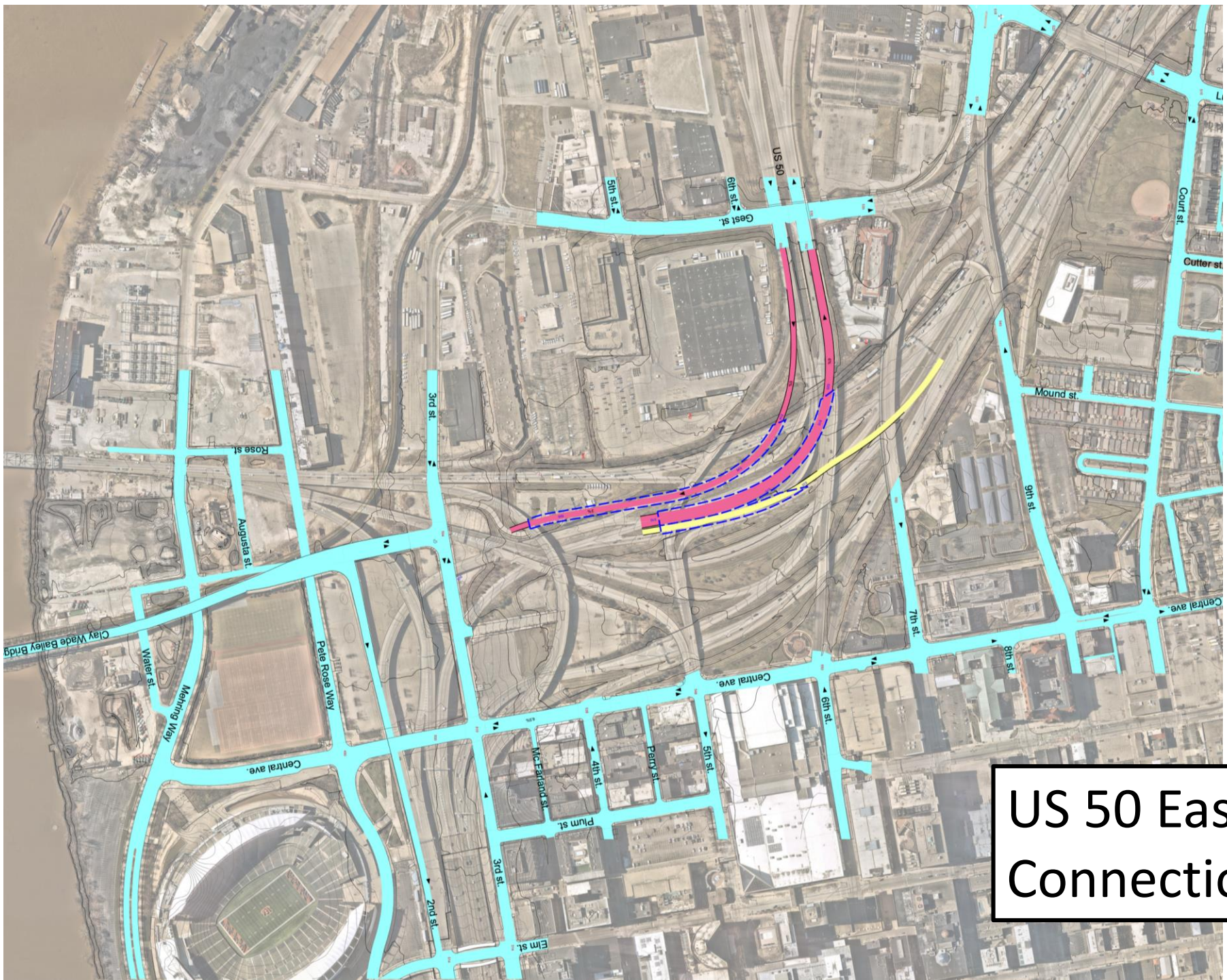
Street grid extension  
Connection to Clay Wade  
Bailey bridge



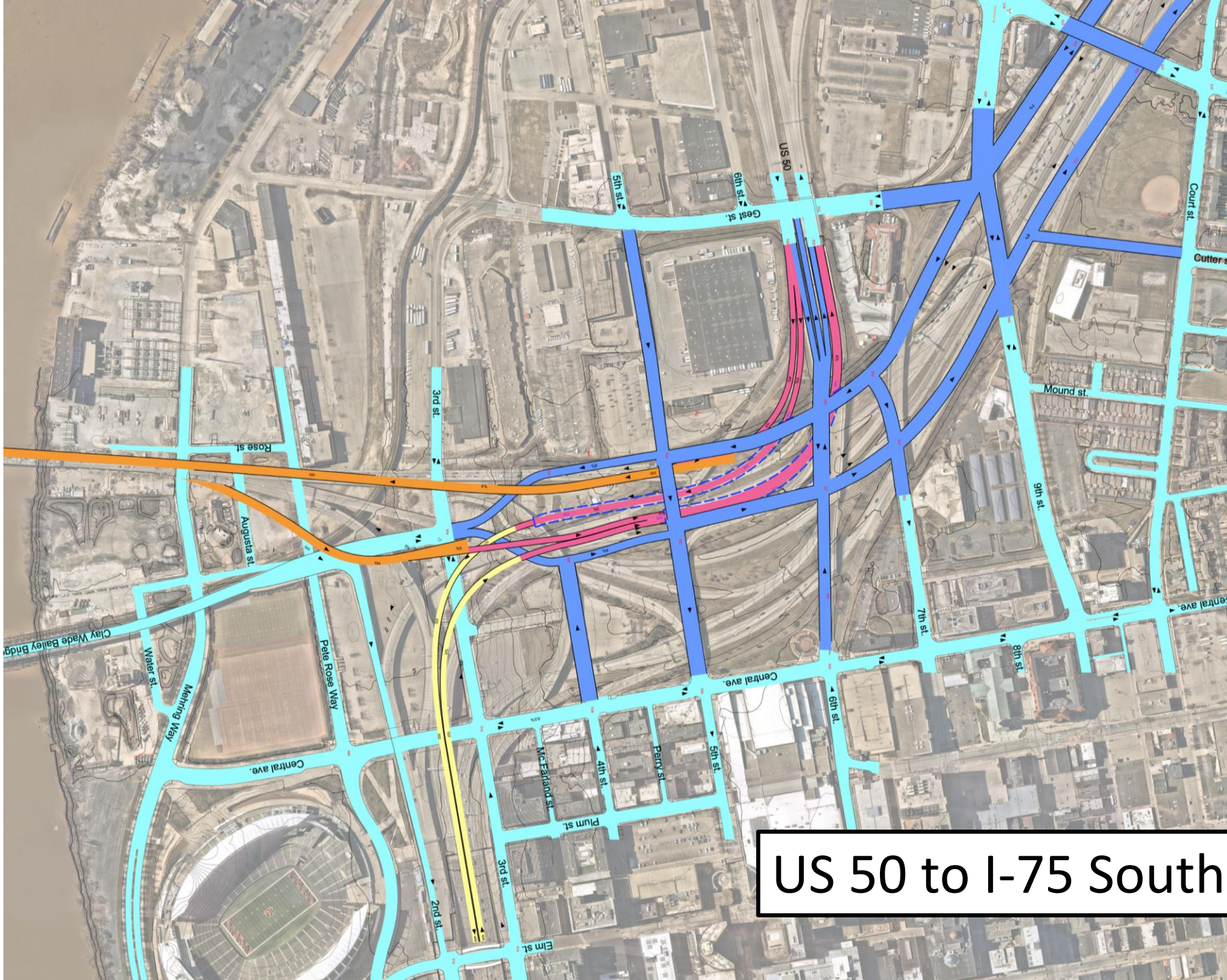
I-75/71 Connections



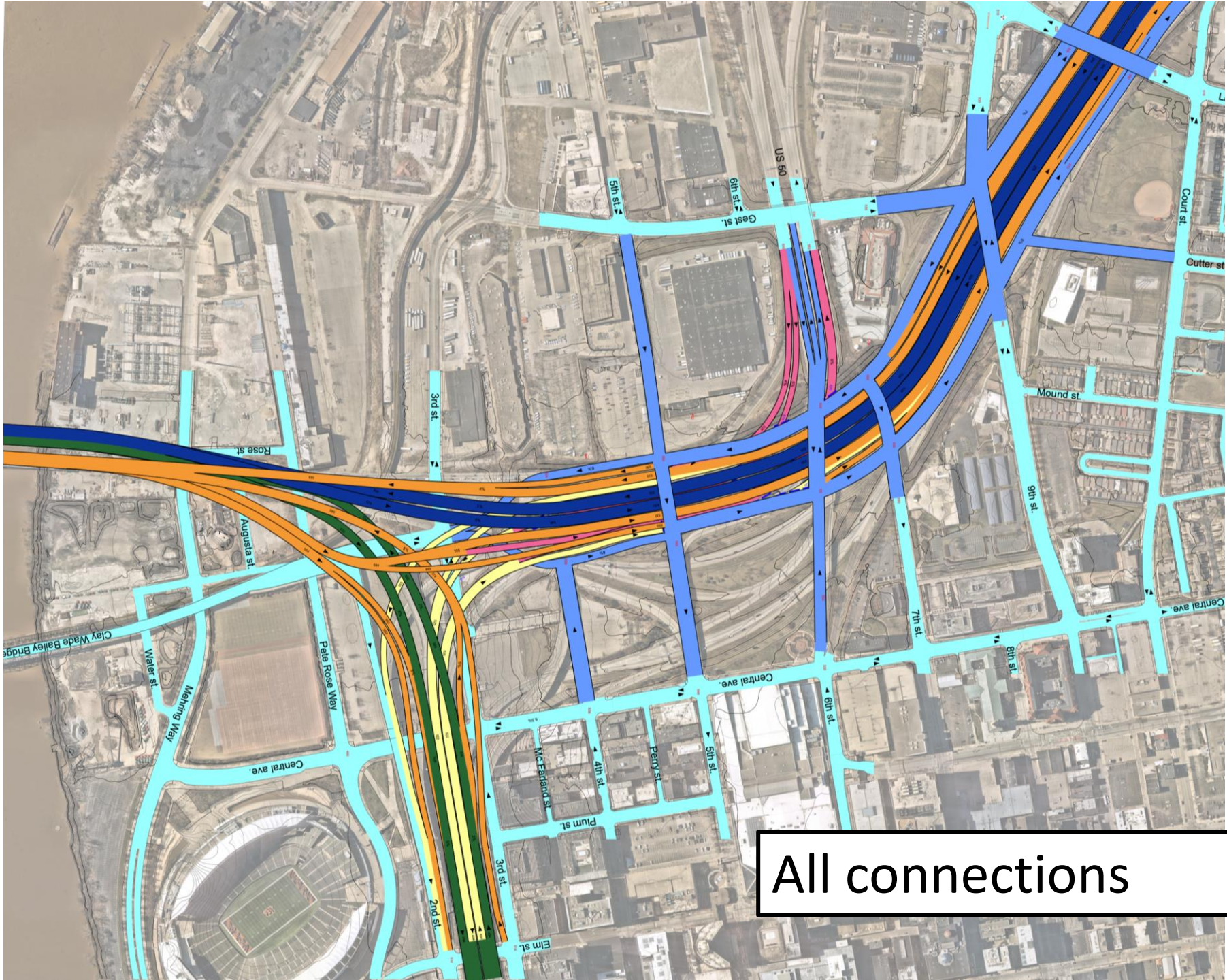
Local Traffic connection to Collector-Distributor



US 50 East-West Connection



US 50 to I-75 Southbound

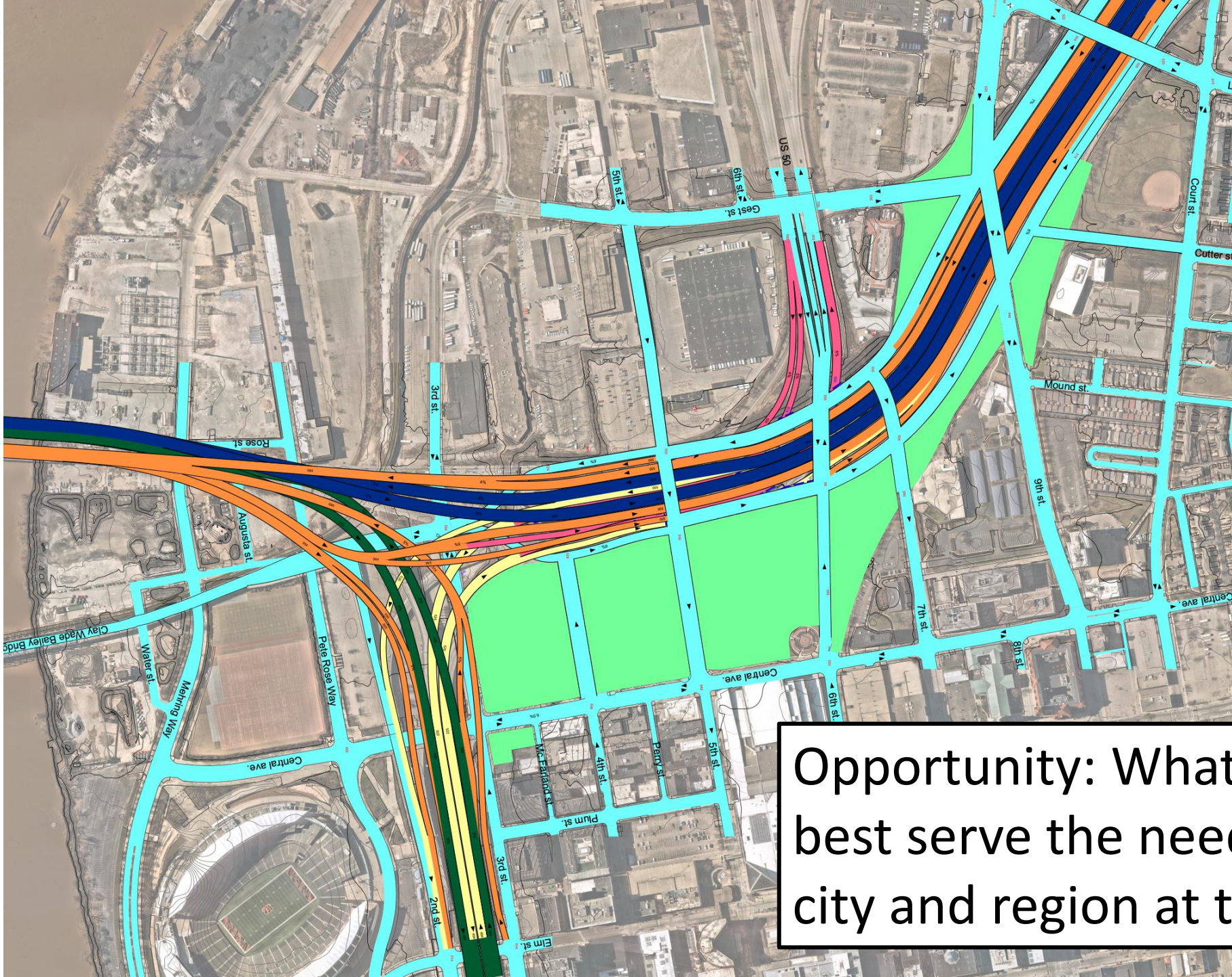


All connections



# Additional Opportunity Areas

- Expansion of downtown CBD/West End
- Business opportunities
- Housing
- Public Space
- Civic uses
- Ability to expand westward in future
- MSD improvements



Opportunity: Whatever will best serve the needs of the city and region at that time.

# Questions?

Next:

John Cranley

Greg Fischer