



City of Cincinnati

801 Plum Street
Cincinnati, OH 45202

Agenda - Final

Climate, Environment & Infrastructure

Chairperson, Meeka Owens
Vice Chairperson, Mark Jeffreys
Councilmember, Jeff Cramerding
Vice Mayor, Jan-Michele Kearney

Tuesday, March 1, 2022

11:00 AM

Council Chambers, Room 300

PEDESTRIAN SAFETY

PRESENTATIONS

Let's Make Moves

Wade Johnston, Director of Tri-State Trails

Making Streets Safe for Everyone

The Devou Good Foundation

AGENDA

- [202200536](#) **PRESENTATION**, submitted by Councilmember Owens from Wade Johnston, Director, Tri-State Trails entitled Let's Make Moves.
- Sponsors:** Owens
- Attachments:** [PRESENTATION](#)
- [202200542](#) **PRESENTATION**, submitted by Councilmember Owens from The Devou Good Foundation entitled Making Streets Safe for Everyone.
- Sponsors:** Owens
- Attachments:** [PRESENTATION](#)
- [202200400](#) **REPORT**, dated 2/16/2022, submitted by John P. Curp, Interim City Manager, regarding Central Parkway bike lane phase 2 options. (SEE REFERENCE DOCUMENT #202200116)
- Sponsors:** City Manager
- Attachments:** [Report](#)
[Attachments](#)
- [202200534](#) **COMMUNICATION**, submitted by Councilmember Owens regarding Cincinnati Police Summer Cadet Program.
- Sponsors:** Owens
- Attachments:** [COMMUNICATION](#)

[202200535](#)

COMMUNICATION, submitted by Councilmember Owens regarding Cincinnati Parks Summer Day Camps.

Sponsors:

Owens

Attachments:

[COMMUNICATION](#)

ANNOUNCEMENTS

ADJOURNMENT

Let's make moves.

Cincinnati City Council – March 1, 2022
Climate, Environment, and Infrastructure Committee
Wade Johnston, AICP – Director, Tri-State Trails





What We Do



EXPAND

advocate for connecting and expanding the regional trail and bikeway network



LEARN

collect and maintain data on trails locally



ASSIST

provide technical assistance to local governments and community groups



CONNECT

convene trail planners, managers, advocates, and users to share best practices



PROMOTE

promote and celebrate existing trails in the tri-state



Benefits of Trails & Bikeways



encourage
economic
development



attract &
retain talent



expand
transportation
options



enhance
neighborhood
connectivity



improve
public health



increase
transportation
equity



promote
environmental
sustainability



connect
recreation
amenities

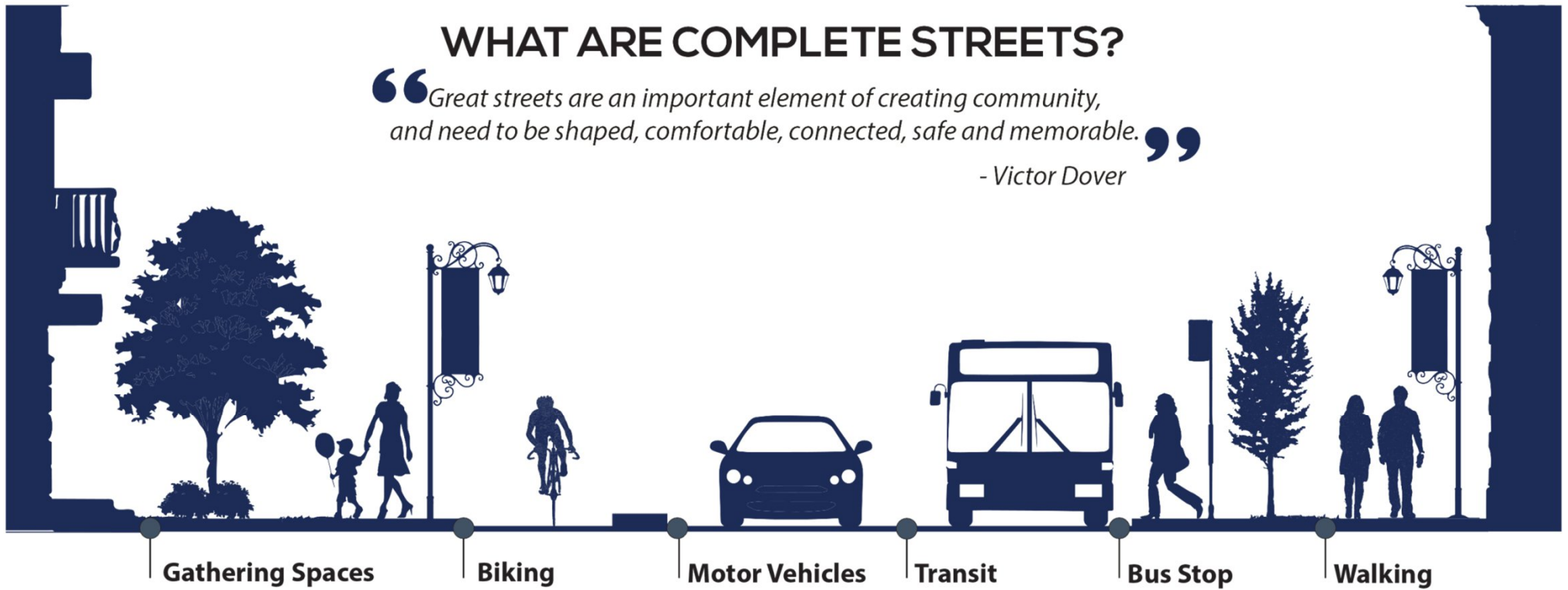
Complete Streets are streets for everyone.

They are designed and operated to prioritize safety, comfort, and access to destinations for all people who use the street, especially people who have experienced systemic underinvestment or whose needs have not been met through a traditional transportation approach, including older adults, people living with disabilities, people who cannot afford or do not have access to a car.

- *Smart Growth America*

WHAT ARE COMPLETE STREETS?

“Great streets are an important element of creating community, and need to be shaped, comfortable, connected, safe and memorable.”
- Victor Dover











"Capacity" of a Street

Lockwood

Here are 200 people in 177 cars



Hit by a vehicle traveling at

20
MPH



9 out of 10 pedestrians survive.

Hit by a vehicle traveling at

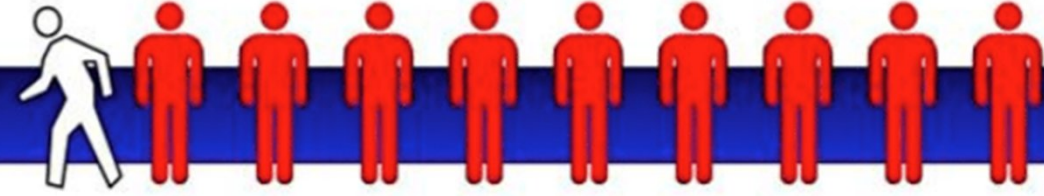
30
MPH



5 out of 10 pedestrians survive.

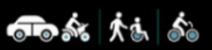
Hit by a vehicle traveling at

40
MPH

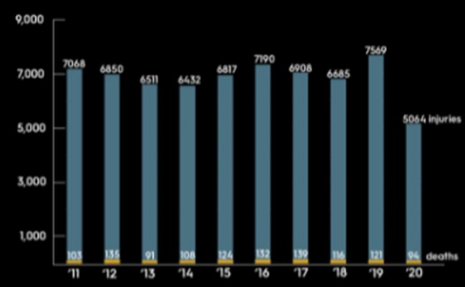


only 1 out of 10 pedestrians survives.

Greater Cincinnati & Northern Kentucky Crash Map



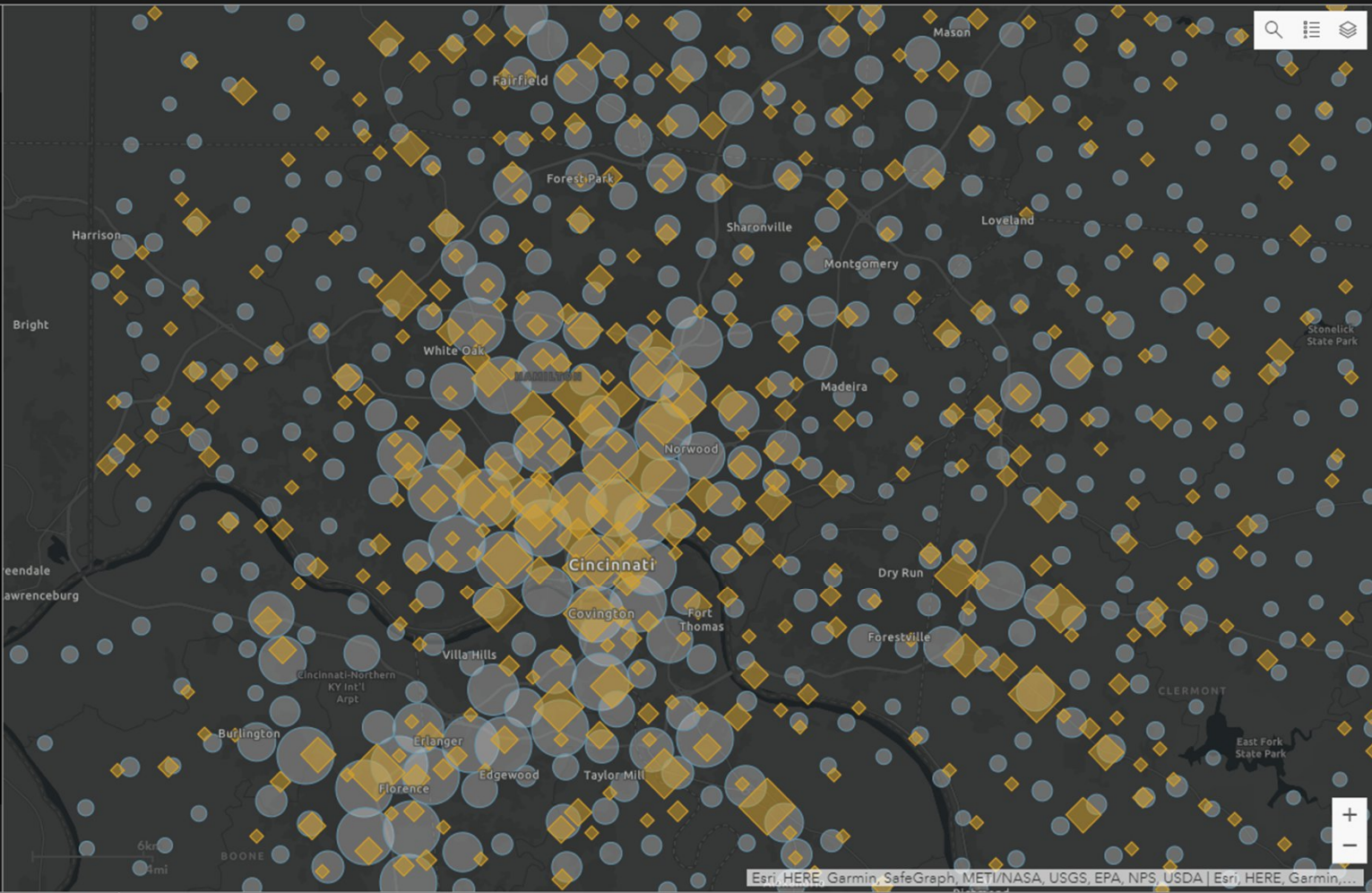
ALL TRAFFIC RELATED INJURIES AND DEATHS



The following graph and map indicate all persons killed or injured in traffic collisions. Clicking on clusters will display information regarding the number of deaths or injuries resulting from crashes between 2011-2020. Zooming in will explode the clusters showing each collision location. Interstate highway crash data has been excluded.



Crash data sources:
 Kentucky State Police. <http://crashinformation.org/>
 Ohio Department of Transportation. <https://gis.dot.state.oh.us/tims/>
 Ohio Department of Public Safety. <https://ohtraffccdata.dps.ohio.gov/CrashRetrieval>



- All Traffic Deaths and Injuries
- People walking
- People biking
- People in vehicles

Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, EPA, NPS, USDA | Esri, HERE, Garmin...



Studies have shown that bicyclists and pedestrians shop more often and spend more money in their communities than people who drive.

- Safe Routes to School National Partnership



Complete Streets can provide:

- Higher employment levels
- Net new businesses
- Higher property values and private investment

- *Smart Growth America*

Least Protected

Most Protected

Arterial/Highway Bikeway Continuum (without curb and gutter)



(2012, City of Bloomington, IN)

Shared Use Paths



Purple People Bridge, Newport



Little Miami Scenic Trail, Loveland

Protected Bike Lanes



Central Parkway, Cincinnati



Summit Street, Columbus

Bike Lanes



Delta Avenue, Cincinnati



Riverside Drive, Cincinnati

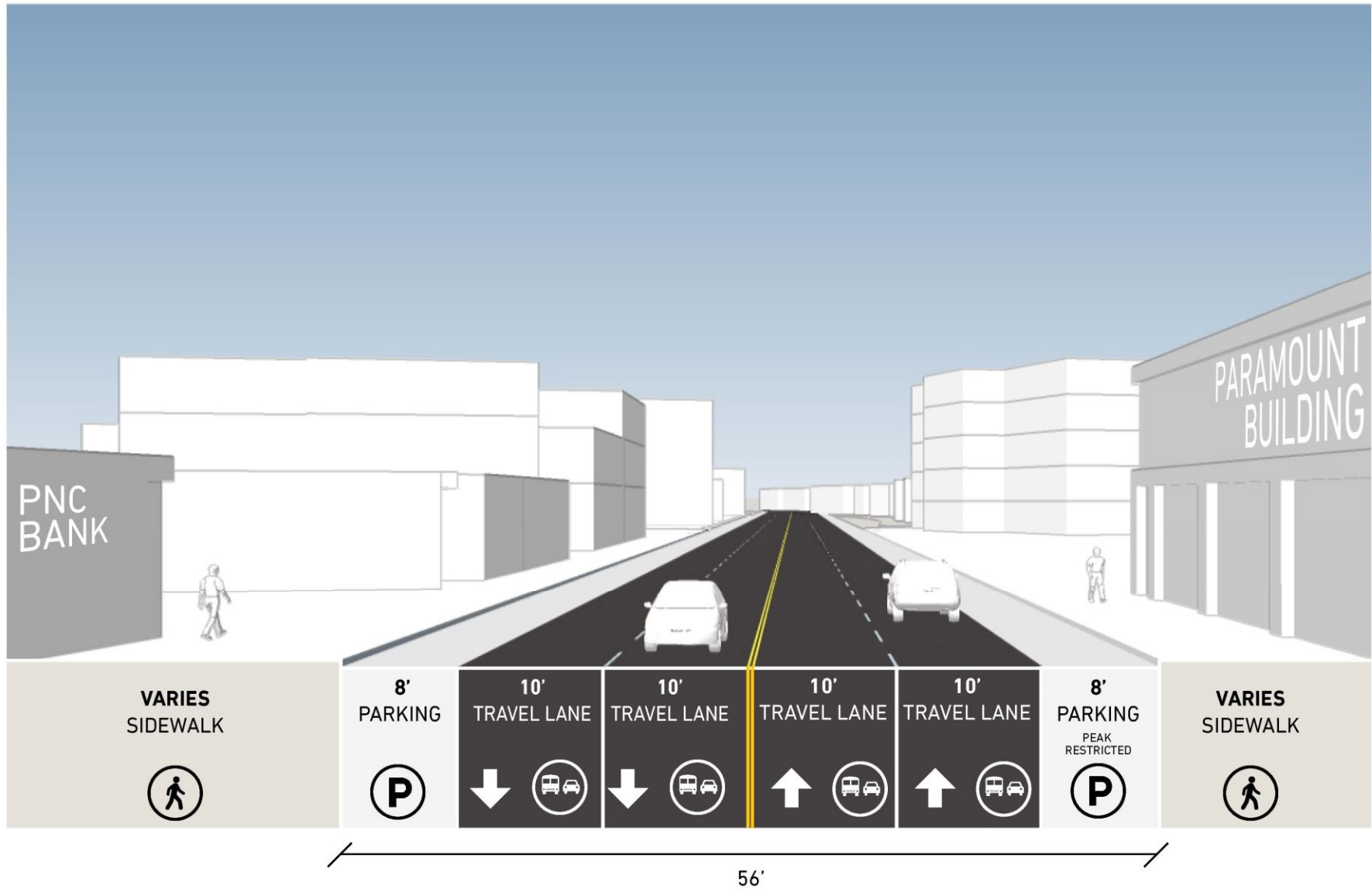
Sharrows

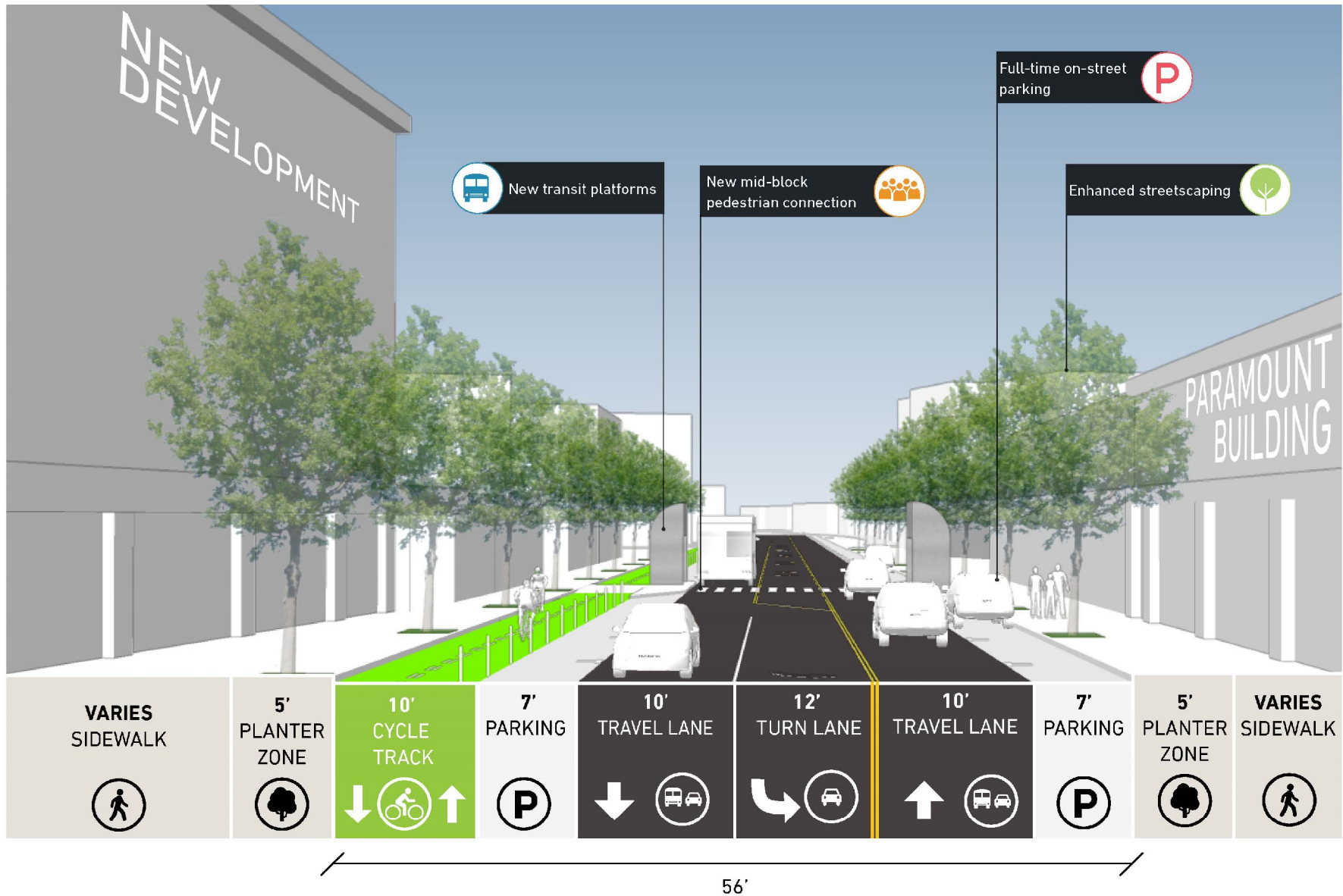


Madison Road, Cincinnati

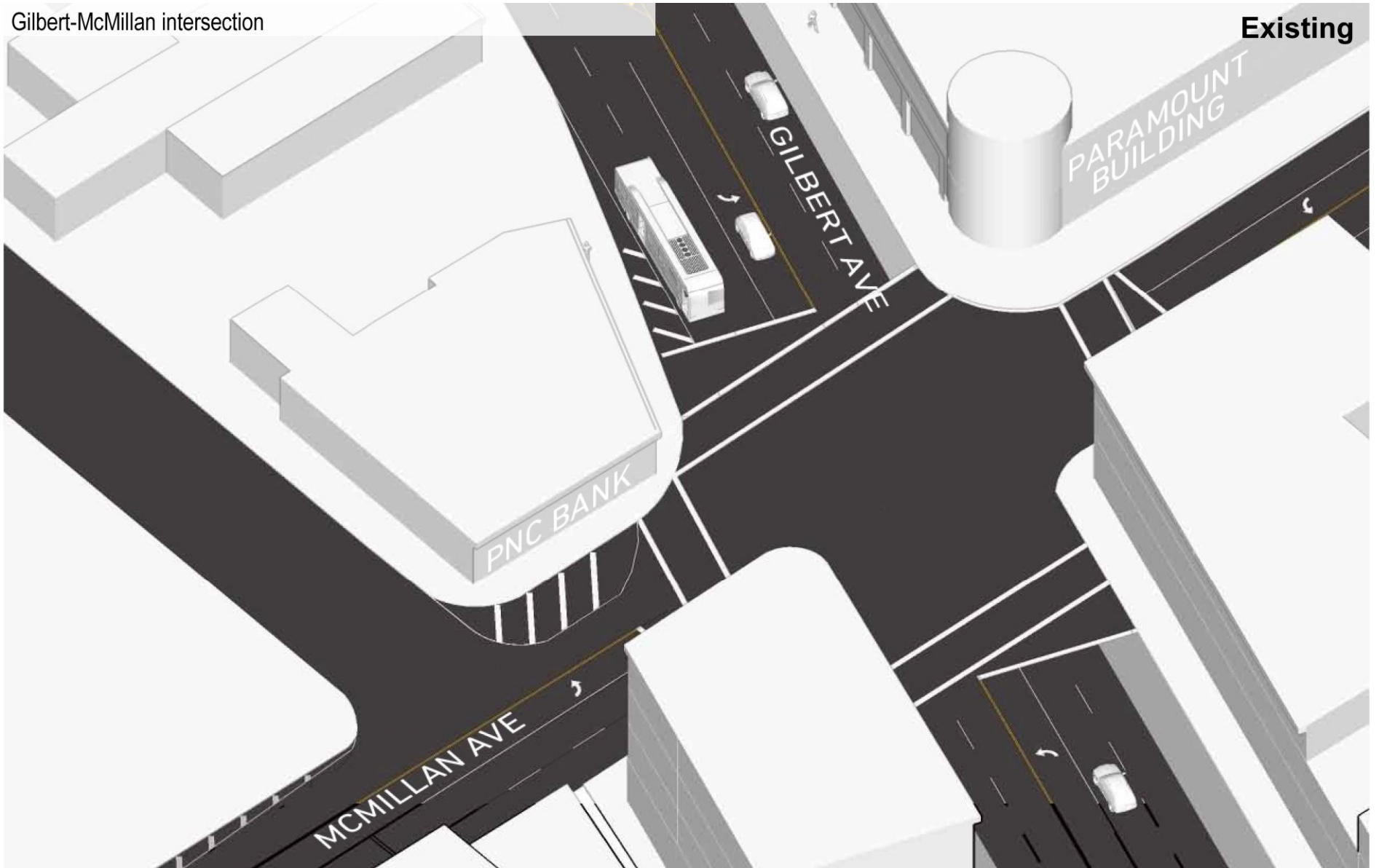


Madison Road, Cincinnati



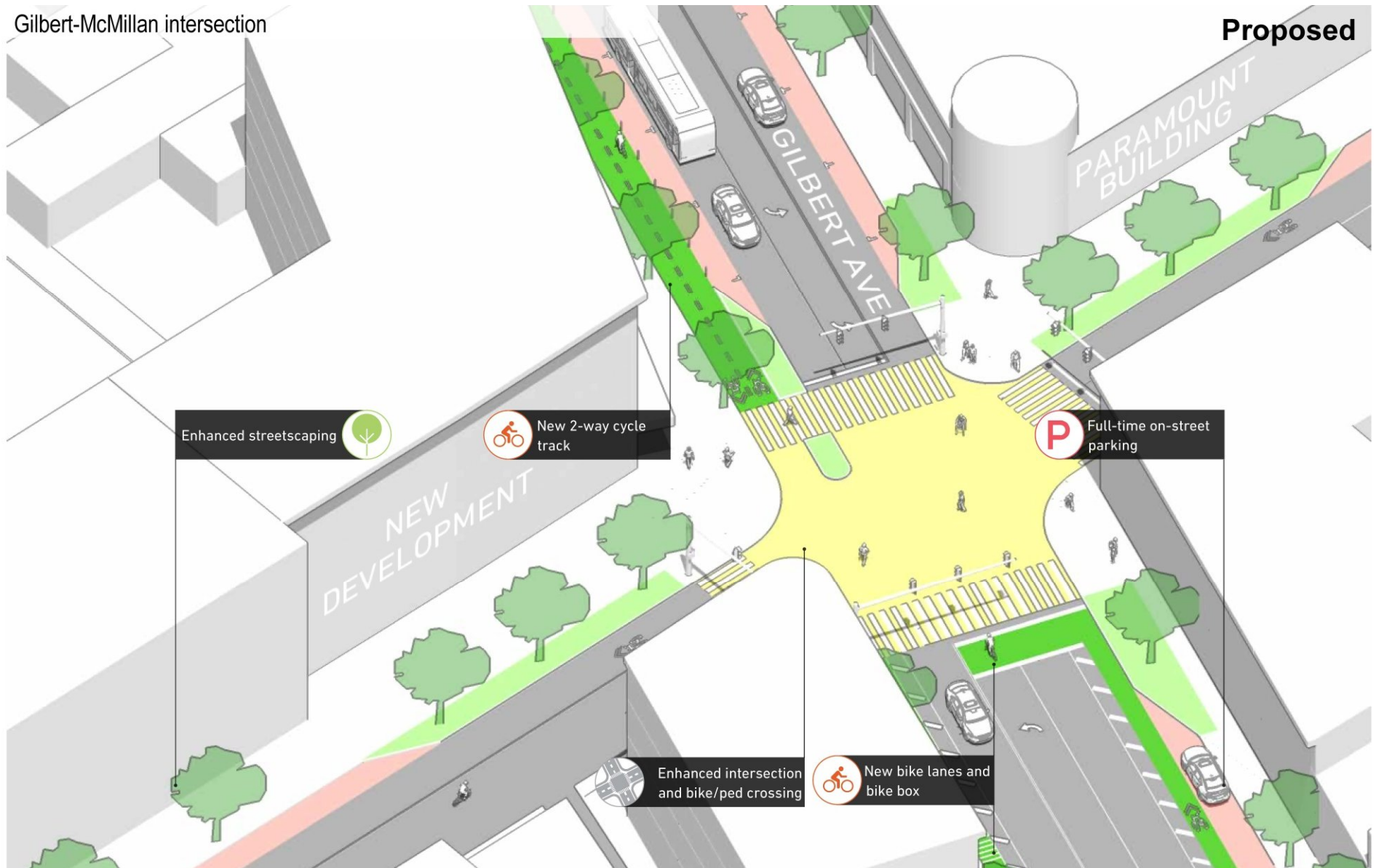


Gilbert-McMillan intersection



Gilbert-McMillan intersection

Proposed



Clifton Avenue – Cincinnati, OH



Central Parkway – Cincinnati, OH



Indianapolis Cultural Trail, IN





Cincinnati's first-ever urban
trail loop.



CROWN is our legacy for the 21st century.

CROWN is led by a public/private partnership to build a trail network connecting neighborhoods, parks, colleges, museums, and downtown.

1817

Piatt Park is donated to the City of Cincinnati

1907

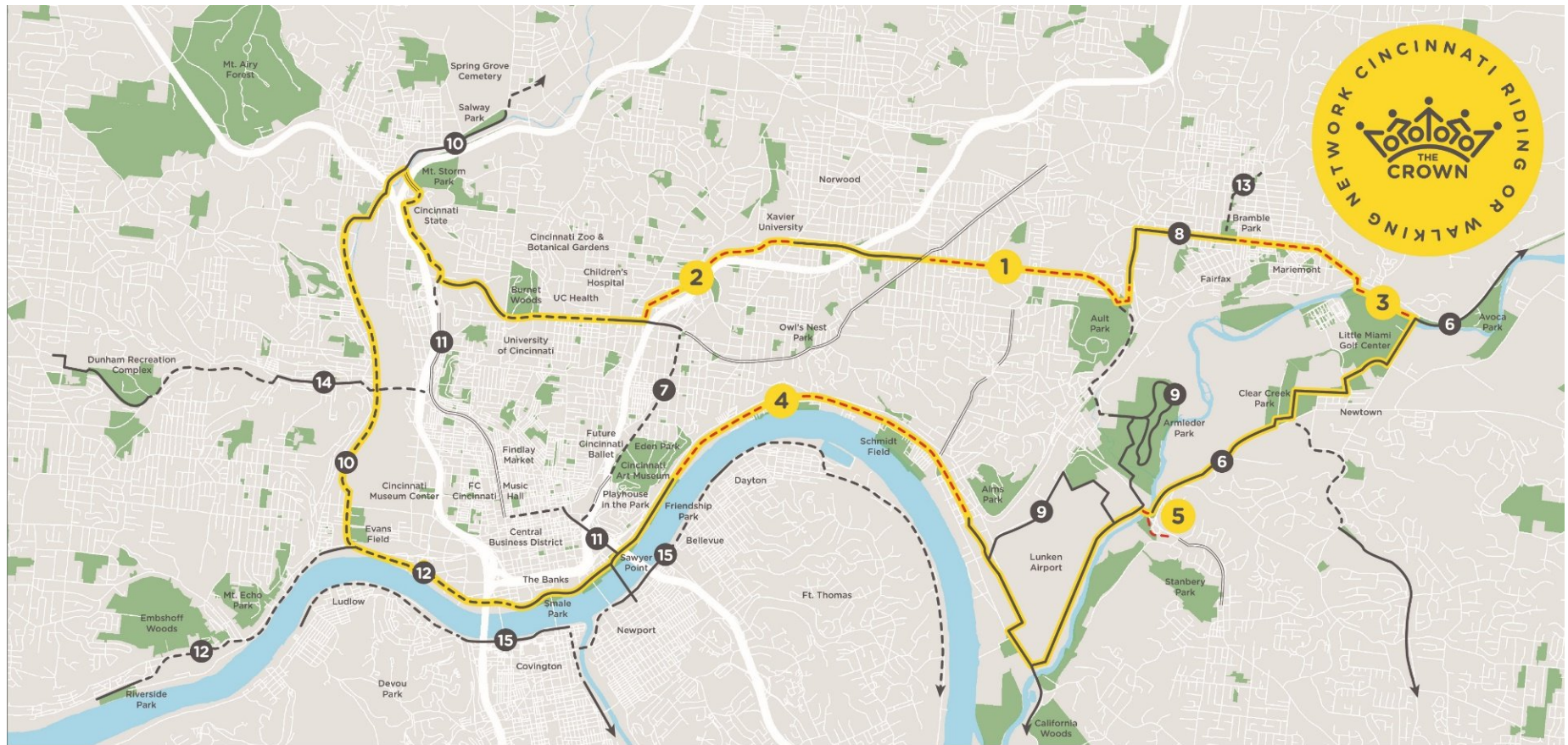
George Kessler creates the City's first park plan

1930

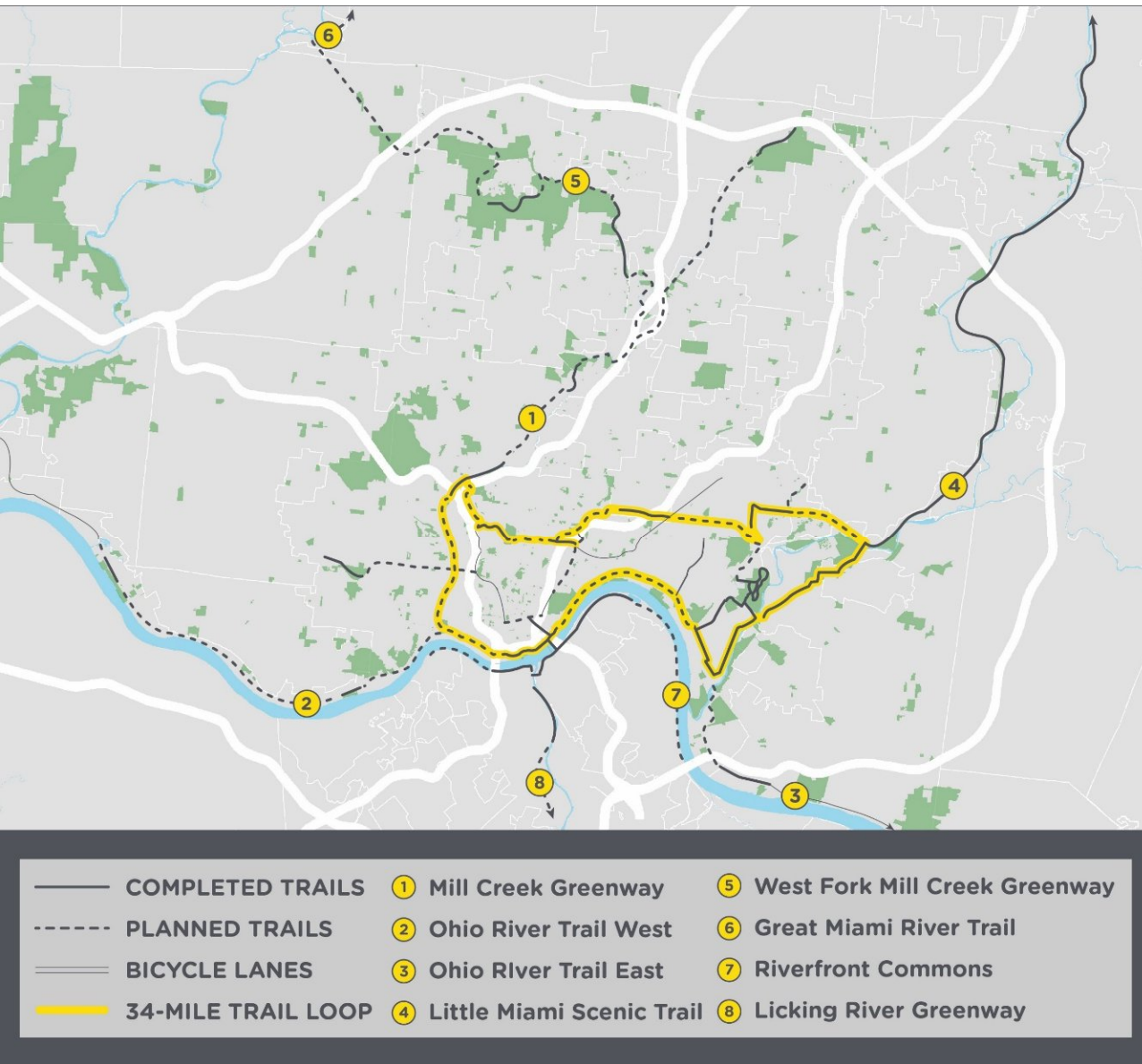
Hamilton County Park District is created

2025

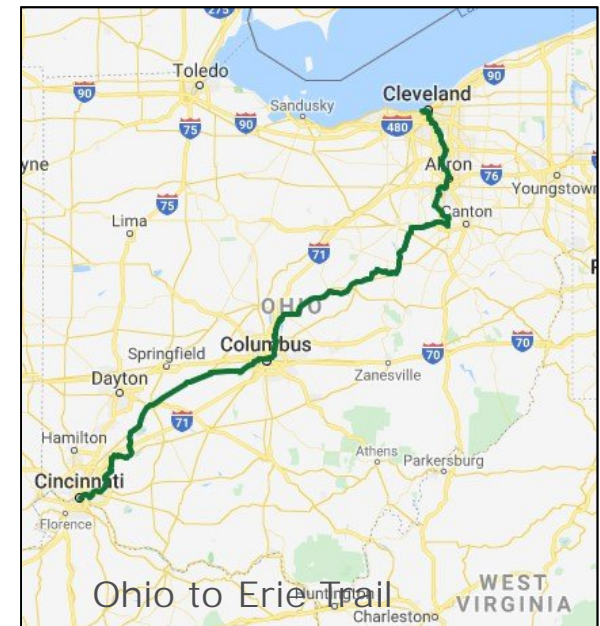
Scheduled completion for Wasson Way & Ohio River Trail



| | | | | | | | |
|-----------|--------------------|-----------|------------------------|----|---------------------------|----|-------------------------|
| — | COMPLETED TRAILS | - - 1 - - | Wasson Way | 6 | Little Miami Scenic Trail | 11 | Canal Bikeway |
| - - - - | CAPITAL CAMPAIGN | - - 2 - - | Uptown Connector | 7 | Gilbert Arts Connector | 12 | Ohio River Trail West |
| - - - - - | PLANNED TRAILS | - - 3 - - | Little Miami Connector | 8 | Murray Path | 13 | Little Duck Creek Trail |
| — | BICYCLE LANES | - - 4 - - | Ohio River Trail | 9 | Lunken / Armleder Trail | 14 | Lick Run Greenway |
| — | 34-MILE TRAIL LOOP | - - 5 - - | Beechmont Connector | 10 | Mill Creek Greenway | 15 | Riverfront Commons |



The CROWN connects.



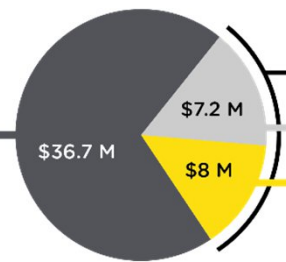
The Ohio to Erie Trail follows US Bike Route 21 for 326-miles from Cincinnati to Cleveland and is accessible from the Little Miami Scenic Trail.

CROWN Project Costs

Photo credit: Wasson Way

\$51.9 M total cost

\$36.7 M committed



\$15.2 M funding gap to raise

\$7.2 M projected public funding

\$8 M private fundraising goal

3:1

Public to Private Dollars Leveraged

| PROJECT | ESTIMATED COST | COMMITTED FUNDING | GAP TO RAISE | PROJECTED PUBLIC FUNDING |
|---|----------------------|----------------------|----------------------|--------------------------|
| Wasson Way Property Acquisition from Norfolk Southern | \$ 12,050,000 | \$ 12,050,000 | \$ - | \$ - |
| Wasson Way from Xavier University to Ault Park | \$ 15,130,000 | \$ 12,730,000 | \$ 2,400,000 | \$ - |
| Wasson Way Uptown Connection | \$ 5,225,000 | \$ 4,012,000 | \$ 1,213,000 | \$ 313,000 |
| Wasson Way Xavier University Connection | \$ 1,000,000 | \$ - | \$ 1,000,000 | \$ 350,000 |
| Wasson Way Little Miami Scenic Trail Connection (Mariemont) | \$ 1,400,000 | \$ - | \$ 1,400,000 | \$ 1,000,000 |
| Ohio River Trail Oasis Segment | \$ 8,331,000 | \$ - | \$ 8,331,000 | \$ 5,581,000 |
| Little Miami Scenic Trail Beechmont Bridge | \$ 7,912,000 | \$ 7,912,000 | \$ - | \$ - |
| Donor Recognition, Signage System, Trailhead Markers | \$ 650,000 | \$ - | \$ 650,000 | \$ - |
| Campaign Expenses | \$ 250,000 | \$ - | \$ 250,000 | \$ - |
| TOTAL | \$ 51,948,000 | \$ 36,704,000 | \$ 15,244,000 | \$ 7,244,000 |

Public-Private Partnership



Cincinnati USA Regional Chamber
 Cincinnati Regional Business Committee
 Cincinnati Park Board
 Cincinnati Recreation Commission
 Xavier University
 University of Cincinnati
 1819 Innovation Hub
 Uptown Consortium
 Avondale Development Corporation
 Avondale Community Council
 Walnut Hills Redevelopment Foundation
 Walnut Hills Area Council

Evanston Community Council
 Village of Mariemont
 Columbia Township
 OKI Regional Council of Governments
 State of Ohio
 Ohio Department of Natural Resources
 Ohio Department of Transportation
 Mill Creek Alliance
 River- West
 ArtWorks
 Cincinnati Reds

The Crown Jewels



DIAMOND



SAPPHIRE



EMERALD



RUBY





Sapphir
e



Diamond



Emerald

Marge & Charles
J. Schott
Foundation

Ruby



Trailblazers

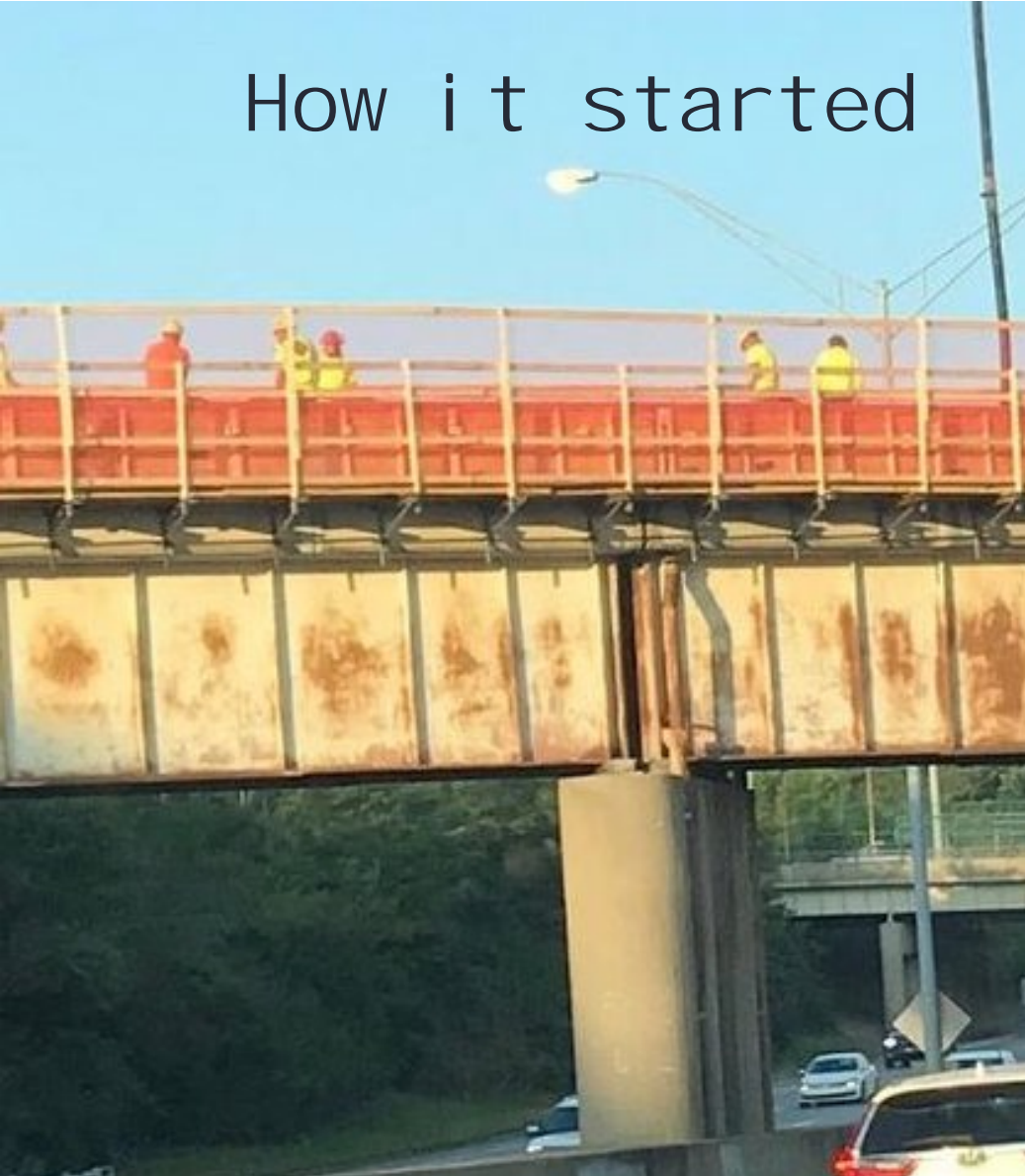
thank you to

450+ DONORS

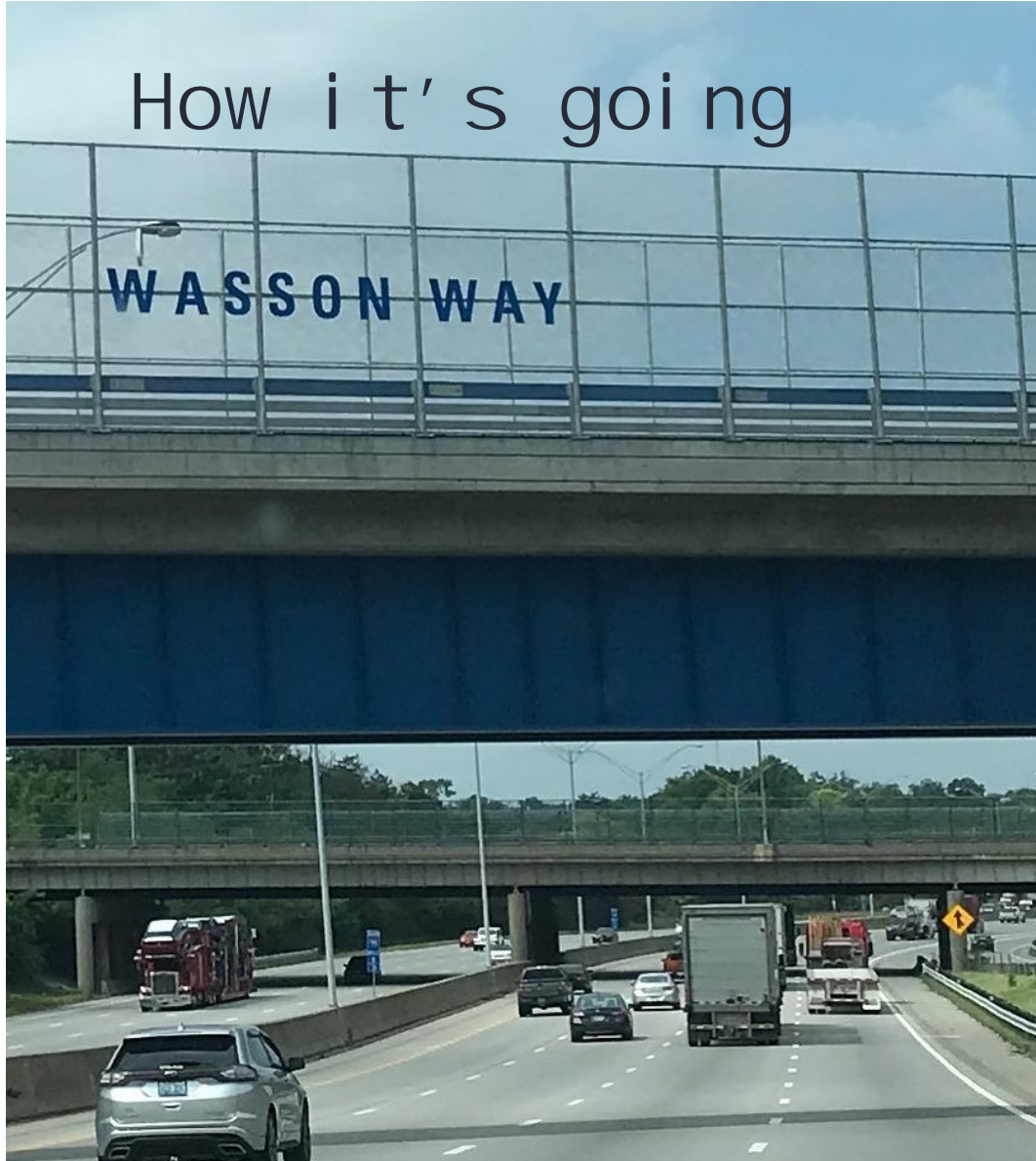
who contributed
between

\$1 to \$25,000

How i t started



How i t' s goi ng





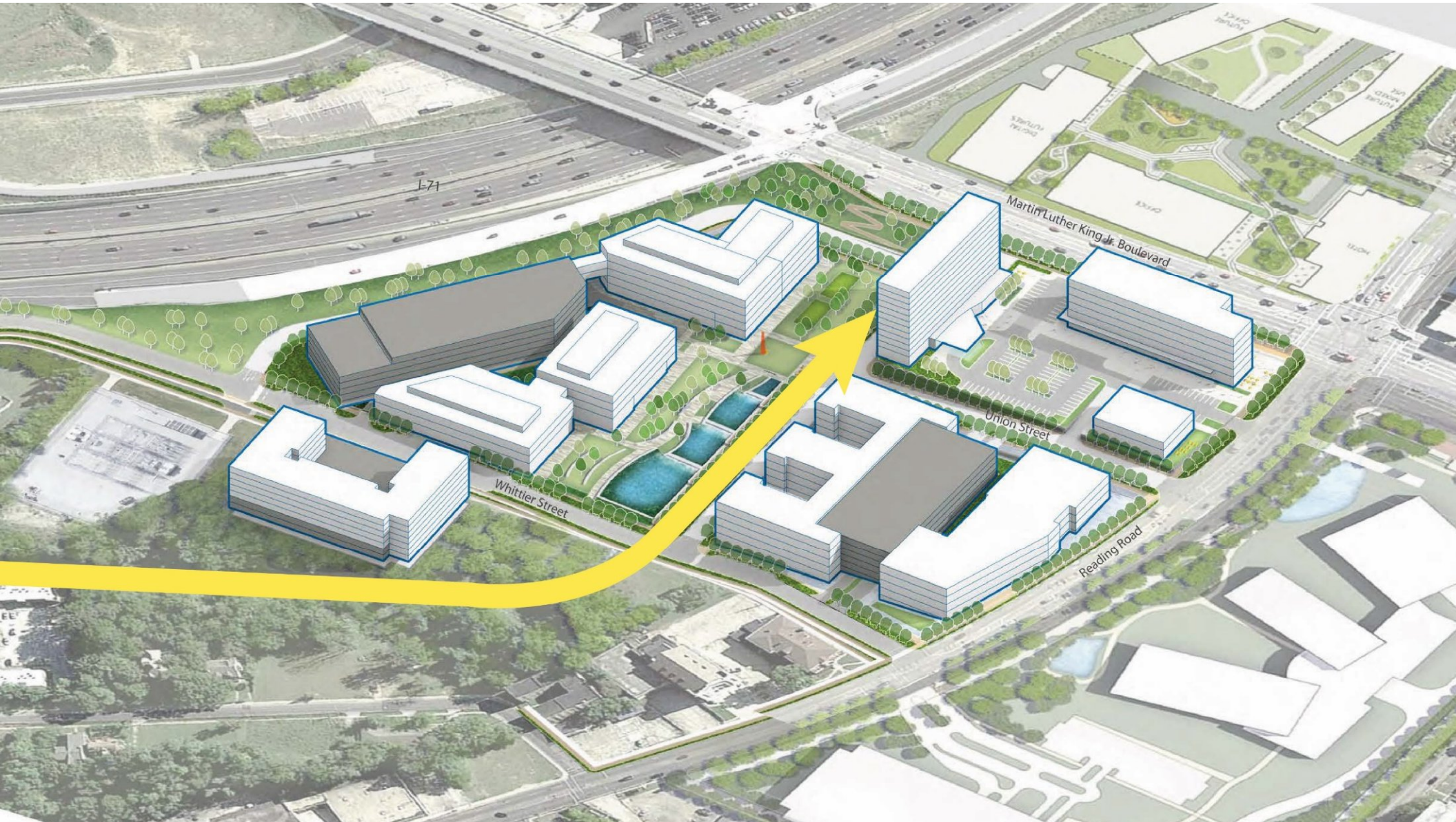
















Crown
 the
Queen.



Thank you!

For more information, visit
tristatetrails.org



Wade Johnston, AICP
Director, Tri-State Trails
wade@tristatetrails.org

Making Streets Safe for Everyone



Making Streets Safe for Everyone

Our who and why

NEWS > TRANSPORTATION & DEVELOPMENT > MOVE UP CINCINNATI

Northern Kentucky foundation establishes \$3M 'active transportation' fund



Photo by: Tri-State Trails

By: Pat LaFleur

Posted at 8:10 PM, Nov 12, 2020 and last updated 9:00 PM, Nov 12, 2020

COVINGTON, Ky. — Over the next three years, one Northern Kentucky nonprofit wants to invest \$3 million in new transportation infrastructure upgrades across the region, but there's



VISION ZERO

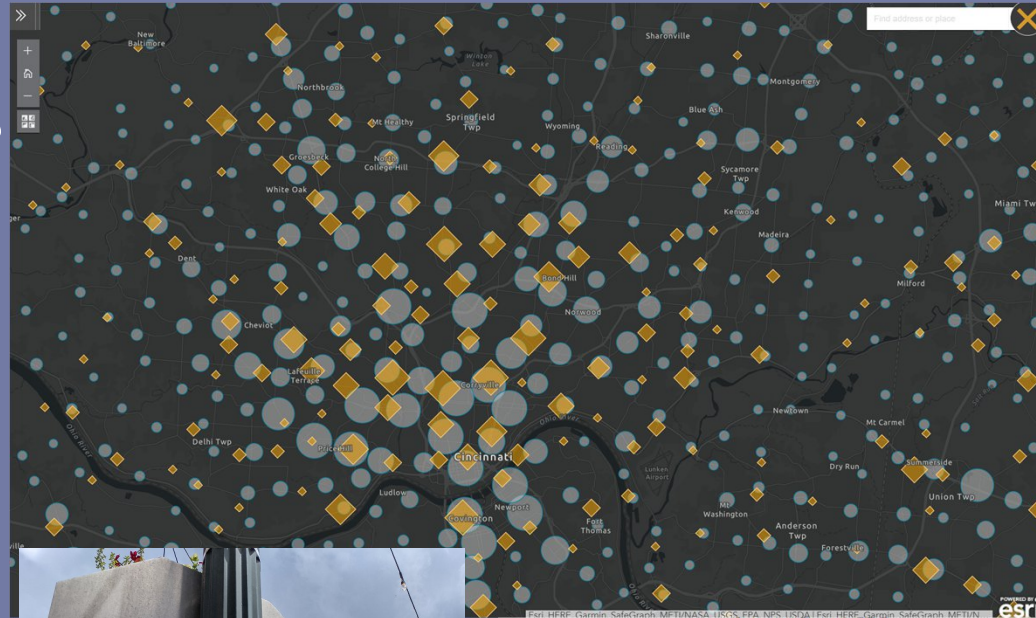
NKY



Making Streets Safe for Everyone

Quantitative Data Collection:

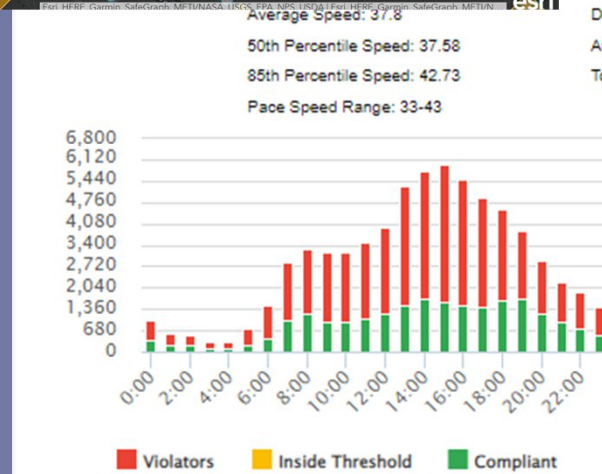
- Tri-State Trails Vision Zero Crash Dashboard
- Radar speed and volume studies



Extended Speed Summary 6337 Hamilton Ave, SB

Violation Threshold: Speed Limit + 0
Speed Range: 1 to 150

Minimum Speed: 12
Maximum Speed: 94
Display Mode: Unknown
Average Volume per Day: 13822.6
Total Volume: 69113



Making Streets Safe for Everyone

Qualitative Data and Action Commitments:

- Surveys (Street Audits)
- Pledges
- Resolutions



How do you feel while walking o

Answered: 32 Skipped: 2

RESPONSES (32) WORD CLOUD TAGS (0)



Filter: by tag ▼

Showing 32 responses



Sidewalk only on the south side, dangerous as hell to
3/28/2020 3:09 PM



Sidewalks are pretty good. Repairs needed in places.
3/24/2020 5:09 PM



Safe in parts, not safe in others
3/17/2020 11:35 AM



Unsafe.
2/27/2020 3:06 PM

Take the pledge to end traffic fatalities

1. I won't drive, bike, or walk distracted.
2. I will drive the speed limit.
3. I will always yield to pedestrians.
4. I will give bicyclists 3 feet of space when passing.
5. I will come to a full stop at stop signs.
6. I won't accelerate through a yellow light.
7. I will drive carefully in inclement weather.
8. I will make myself visible when walking and biking.
9. I will be patient when I am driving.
10. I will remember the humanity of other road users.

Whereas traffic crashes decrease the safety and quality of life in our community and discourage walking and/or biking in Clifton;

Whereas the Vision Zero model adopted by the City of Cincinnati and Cincinnati Public Schools seeks to reduce fatal and serious injury crashes, particularly involving pedestrians, and seeks to make our streets safer and more equitable for all users using Engineering, Enforcement and Education;

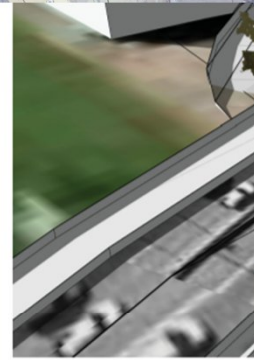
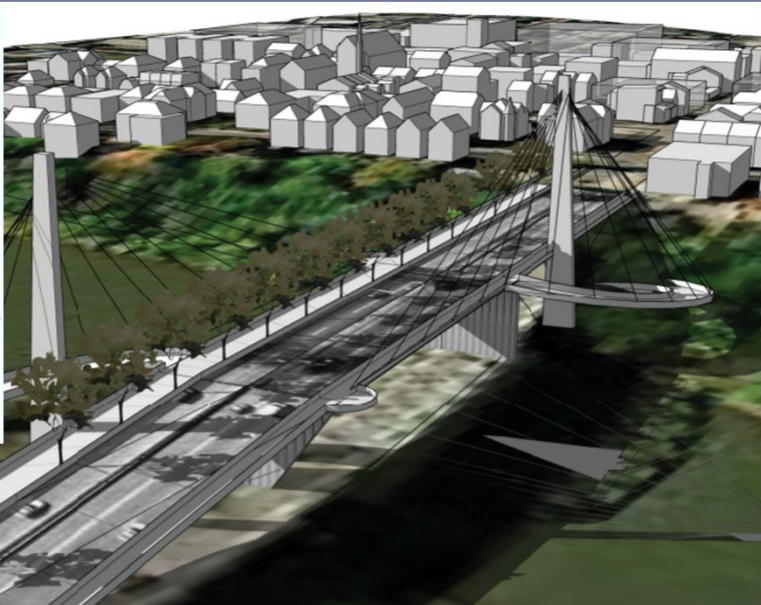
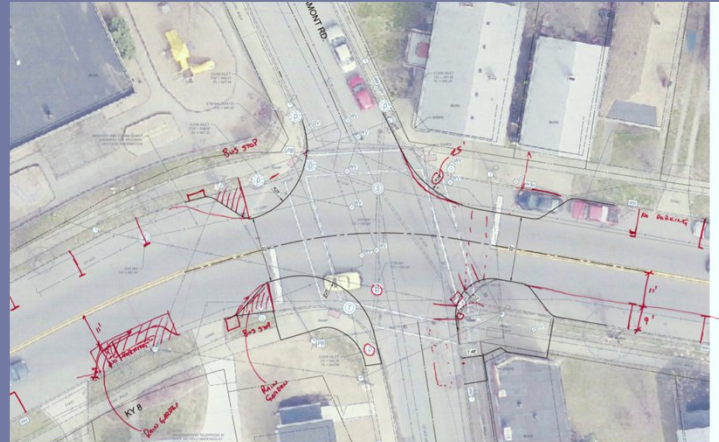
Whereas, the community of Clifton has had a strong partnership with the Cincinnati Department of Engineering & Transportation (DOT) for many years in pursuit of making our streets safer to walk and bike, and has made recent advancement including with the addition of rush hour parking on Ludlow Avenue in the business district that has reduced accidents by ~25%, the approval of the Ludlow Avenue Road Diet, which is also projected to reduce accidents by 33%, and with the submission of 2021 Vision Zero projects for Clifton.

Resolved, that the board of Clifton Town Meeting supports Vision Zero and pledges to continue to work collaboratively with Vision Zero partners including the City of Cincinnati DOT as well as other stakeholders to increase the safety and mobility of all who use our streets making Clifton a more vibrant and attractive neighborhood.

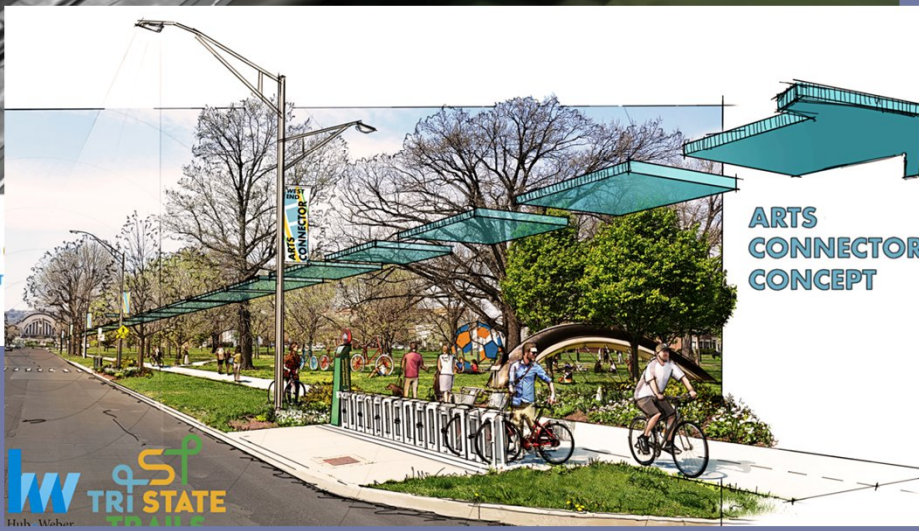
Making Streets Safe for Everyone

NACTO Approved Design:

- Concepts
- Renderings
- Engineered Drawings



BRID
4TH STREET



Making Streets Safe for Everyone

Interim Materials

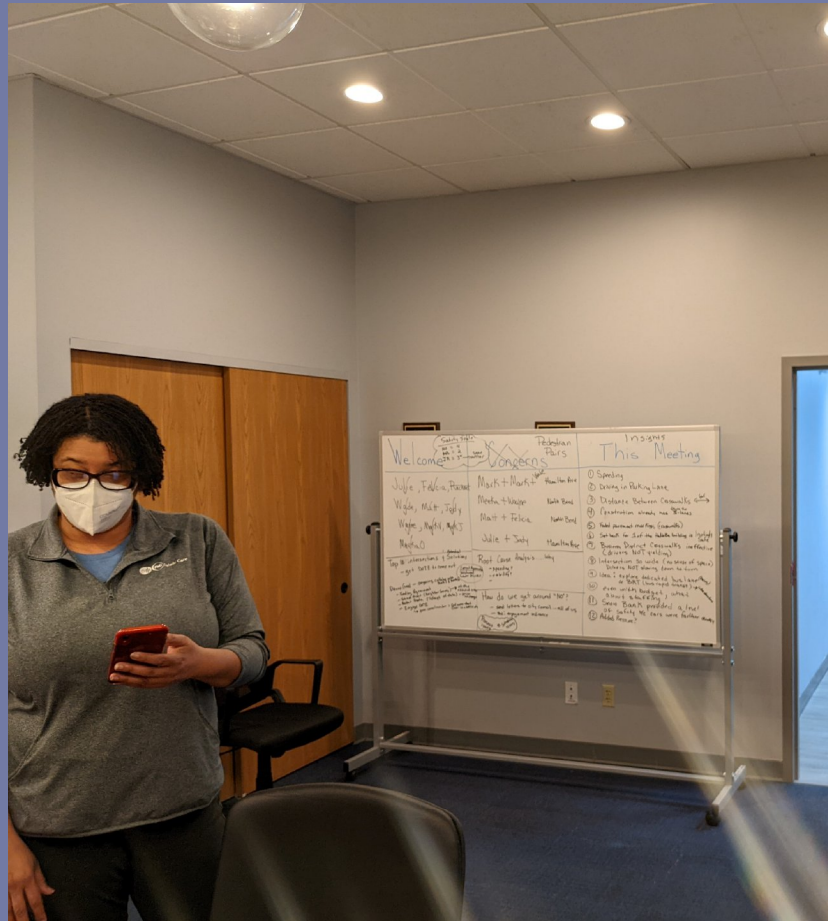
- Planters
- Rubber Speed Humps
- Rubber Speed Cushions
- Paint
- Wheel blocks
- Bike lanes
- Roundabouts
- Parklets



Making Streets Safe for Everyone

Engaging with neighborhoods

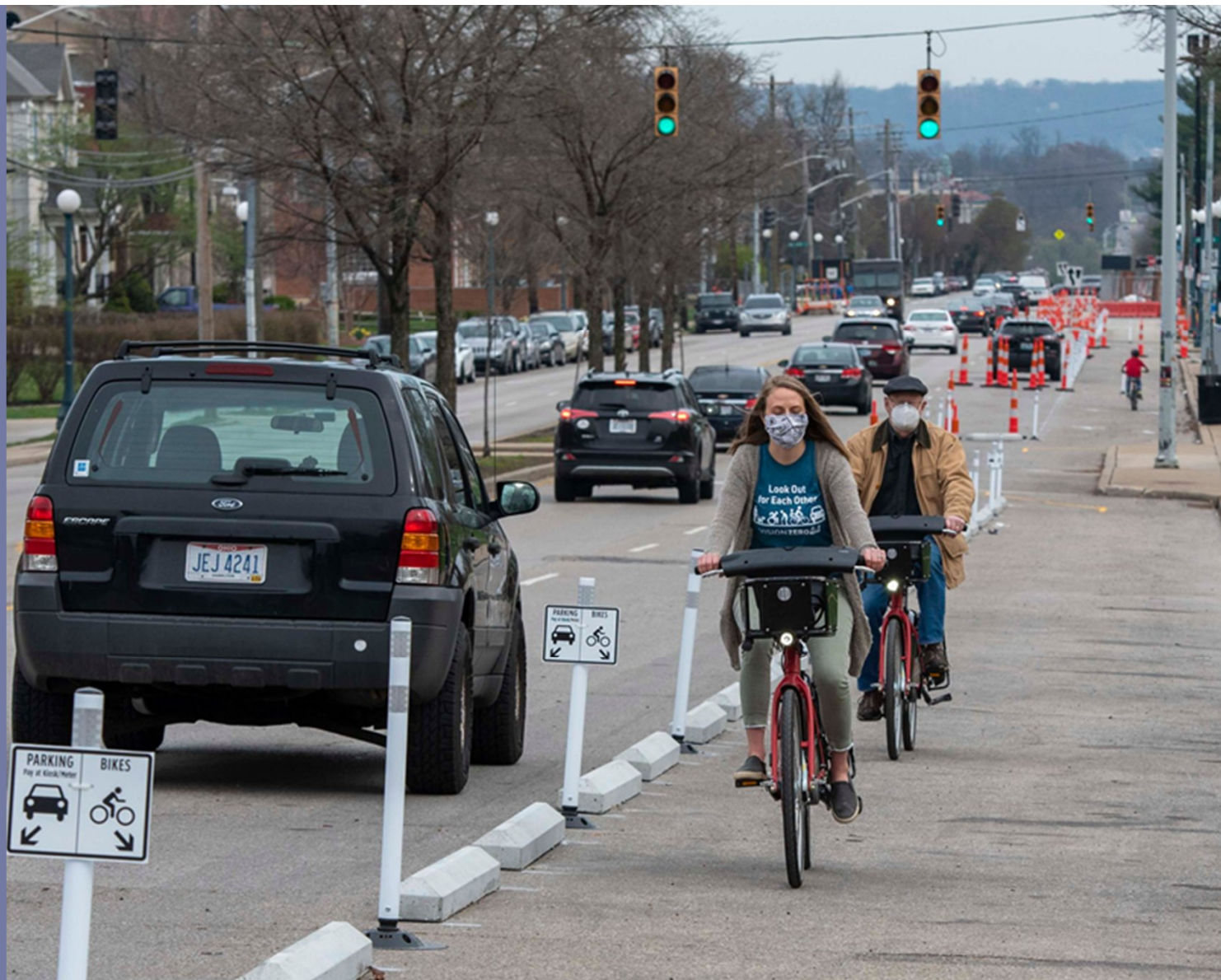
- Price Hill
- College Hill
- Westwood
- Clifton
- OTR



Making Streets Safe for Everyone

Clifton Avenue Protected Bicycle Lane

- 3 Month Deployment
- \$100k Cost
- 63% Reduction in Highest Risk Driver Speed
- 43% reduction in vehicles going over 40 mph
- 28% decrease in in number of cars speeding



Making Streets Safe for Everyone

Winneste Speed Cushions

- 84% reduction in speeding
- Average speed dropped from 37 mph to 20 mph



Photo credit: Cincinnati.com



Making Streets Safe for Everyone

Investments to Induce Demand for Walking and Biking

- Hydraulic Bollards
- Bike Repair Stations
- Bike Parking

<https://www.cincinnati-oh.gov/bikes/contact-us/request-bike-parking/>



Making Streets Safe for Everyone

\$500 E-bike Incentive

- Climb hills with ease
- Get exercise
- 90% reduction in pollution vs auto
- Have fun!



Making Streets Safe for Everyone

Devou Good Foundation
dogood@devougood.com



February 16, 2022

To: Mayor and Members of City Council

From: John P. Curp, Interim City Manager

202200400

Subject: CENTRAL PARKWAY BIKE LANE PHASE 2 OPTIONS

Reference Document #202200116

The Council at its session on January 20, 2022, referred the following item for review and report:

MOTION, dated 1/12/22, submitted by Councilmembers Jeffreys and Owens, WE MOVE that, the Administration pause work on the Central Parkway bike lane extension as a shared use path from Marshall Street to Ludlow Avenue and provide a report within thirty (30) days on the cost, design, and feasibility of continuing the Central Parkway bike lane north from its current northern terminus at Marshall Avenue with three options: (1) its current design structure as a protected bike lane; (2) a design as a protected bike lane along the entire extension with a tree and/or grass median; (3) a design as a protected bike lane with a tree and/or grass median along only portions of it. WE FURTHER MOVE that, in that report the Administration outline alternative uses for the already approved funding to extend the Central Parkway protected bike lane downtown to major employers and to the riverfront and the Oasis Trail and potential ways to ensure that OKI funding can be utilized. WE FURTHER MOVE that, this already approved funding only be utilized for bike infrastructure—as it was originally intended.

The following report by the Department of Transportation and Engineering (DOTE) details the options and feasibility for the Central Parkway Phase 2 bike lane project from Marshall Avenue to Ludlow Avenue and recommendations for alternative uses of the existing funding.

PROJECT OPTIONS AND COSTS

The matrix provides a summary of four options for the Central Parkway Phase 2 bike lane project from Marshall Avenue to Ludlow Avenue. Current funding includes \$2.8 million City capital funds plus \$750,000 OKI Transportation Alternative (TA) grant.

OKI has indicated that all the bike options below would be eligible to utilize the TA grant while applying the original grant conditions, such as same project location and the same funding ratio of Federal funds to City funds which is 23% Federal to 77% City funds. This is the reason why the matrix does not show the maximum TA grant funding of \$750,000 being applied to all options. Also, DOTE needs to gather additional community feedback to obtain support for the chosen option.

| <u>Option</u> | A Shared Use Path | #1 Protected Bike Lane | #2 Protected Bike Lane with median the entire length | #3 Protected Bike Lane with median along a portion |
|------------------------------------|---|--|--|--|
| | See Exhibit A | See Exhibit 1 | See Exhibits 2 & 3 | See Exhibit 2 |
| <u>Feasibility</u> | Meets All Ages and Abilities Bikeway Standards for this Street | Meets All Ages and Abilities Bikeway Standards for this Street | Meets All Ages and Abilities Bikeway Standards for this Street | Meets All Ages and Abilities Bikeway Standards for this Street |
| | Requires significant pavement removal and drainage relocations. | Does not require pavement removal or drainage relocations. | Requires significant pavement removal and excavation in roadway. | Requires significant pavement removal and excavation in roadway. |
| | | | Median locations limited by maintaining all current side street and driveway access. | Median locations limited by maintaining all current side street and driveway access. |
| | | | Scope includes - 1,200 feet of medians | Scope includes - 300 feet of median |
| <u>Project Cost</u> | \$3.36M | \$1.30M | \$2.70M | \$1.90M |
| <u>TA Grant Used</u> | \$0.75M | \$0.30M | \$0.62M | \$0.44M |
| <u>City Funds Used</u> | \$2.61M | \$1.0M | \$2.08M | \$1.46M |
| <u>City Funds Remaining</u> | \$0.19 M | \$1.8M | \$0.72M | \$1.34M |

CENTRAL BUSINESS DISTRICT (CBD) CENTRAL PARKWAY EXTENSION

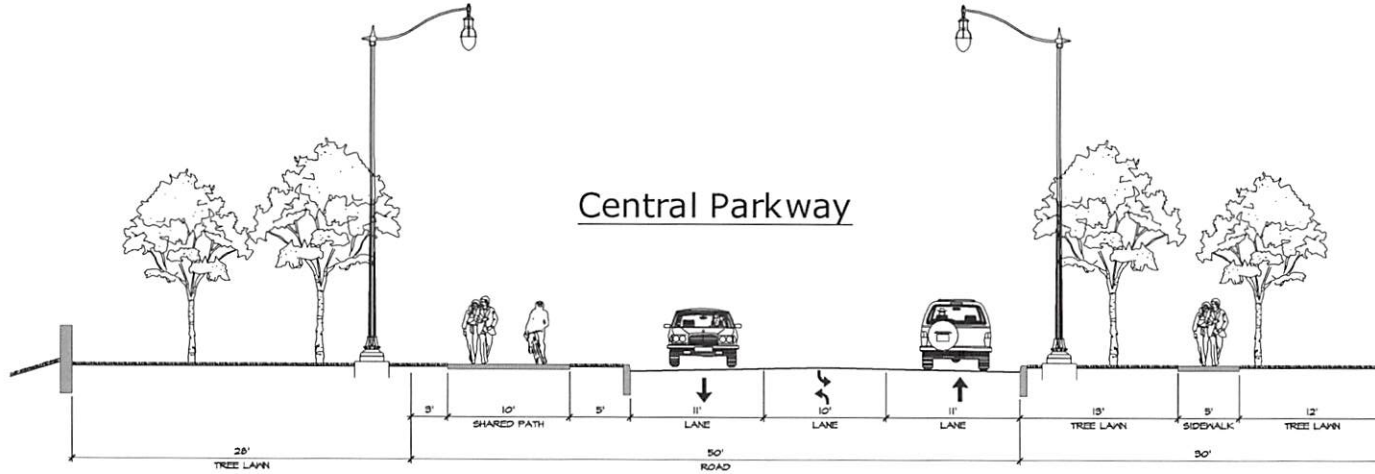
Depending on the option selected for Central Parkway Phase 2, the City capital funding available for additional bike infrastructure varies. Extending the existing Central Parkway protected bike lanes in the CBD to connect to the riverfront via Eggleston Avenue is estimated to cost \$1.8M.

RECOMMENDATION

DOTe recommends Protected Bike Lanes for Central Parkway Phase 2 (option #1 in matrix). This option will reduce the total cost of the project and maximize the funding available this calendar year for the construction of bike infrastructure in the West End and Queensgate.

cc: John S. Brazina, Director, Transportation and Engineering

Exh A



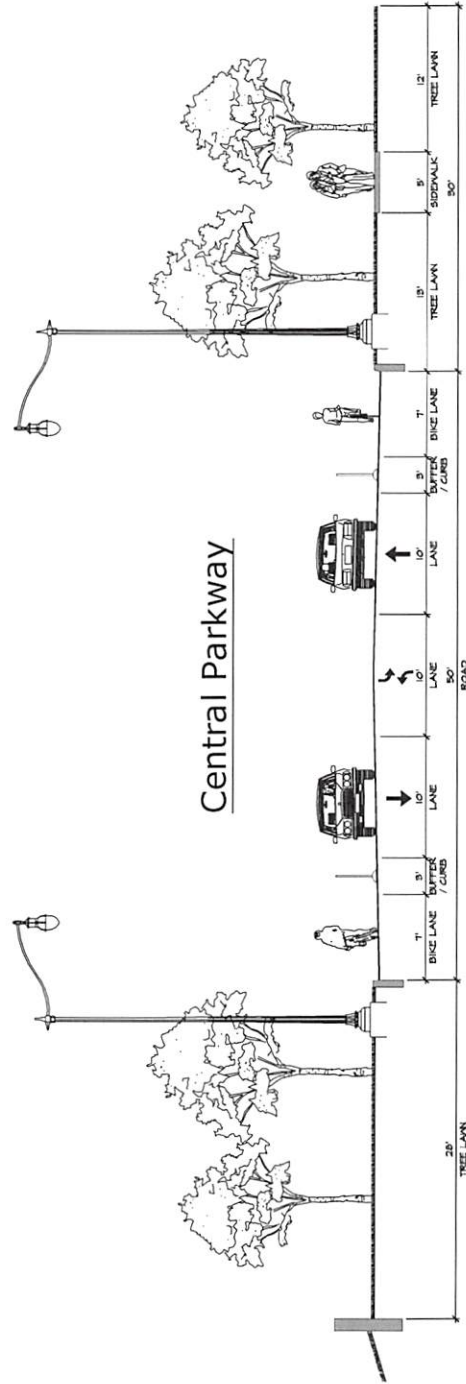
Central Parkway

kjk 1/31/22

Central Parkway Phase 2
Current Design as a Sidepath



Exh 1

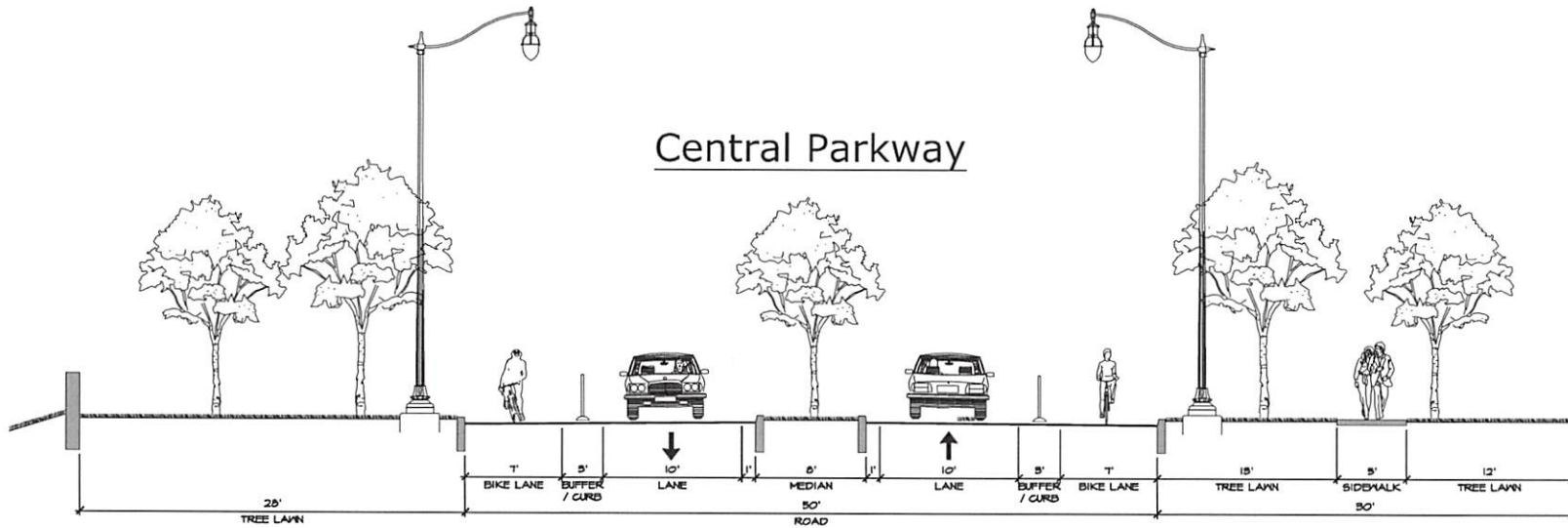


**Central Parkway Phase 2
Protected Bike Lane Alternate**

kjk 1/31/22



Exh 2

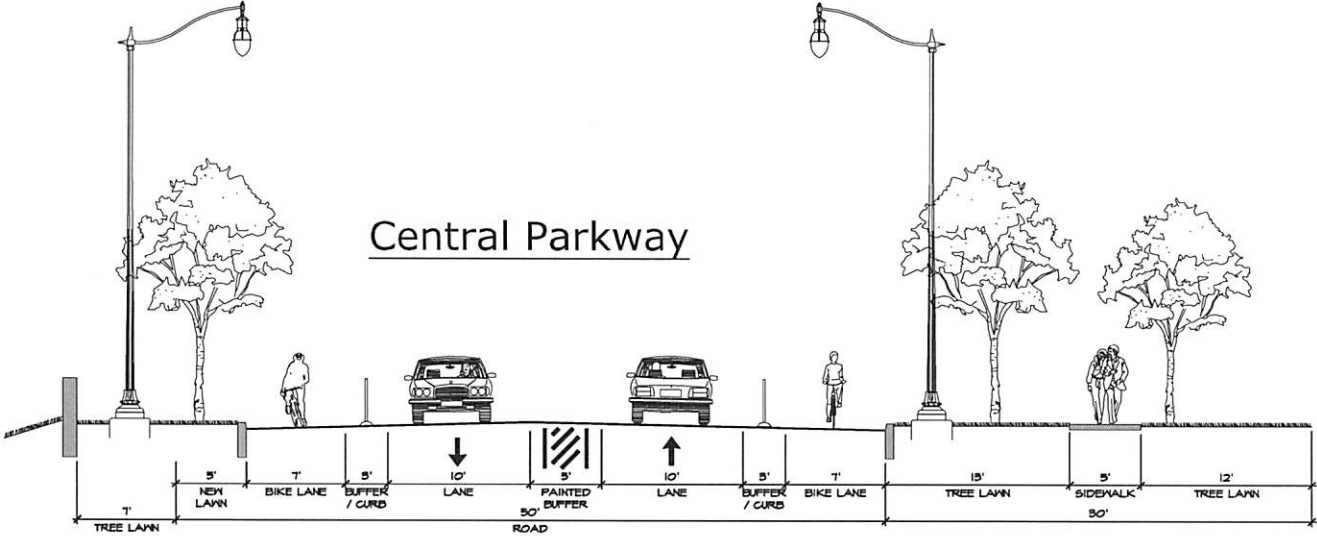


Central Parkway Phase 2 Protected Bike Lane Alternate with Median Trees Marshall to Clifton Hills

kjk 1/31/22



Exh 3



**Central Parkway Phase 2
Protected Bike Lane Alternate
with Tree Bumpouts on West
Along Cincinnati State**

kjk 1/31/22



CINCINNATI POLICE SUMMER CADET PROGRAM

The Cincinnati Police Summer Cadet Program gives students ages 16 through 18 the opportunity to work part time, during the summer, for the Cincinnati Police Department.

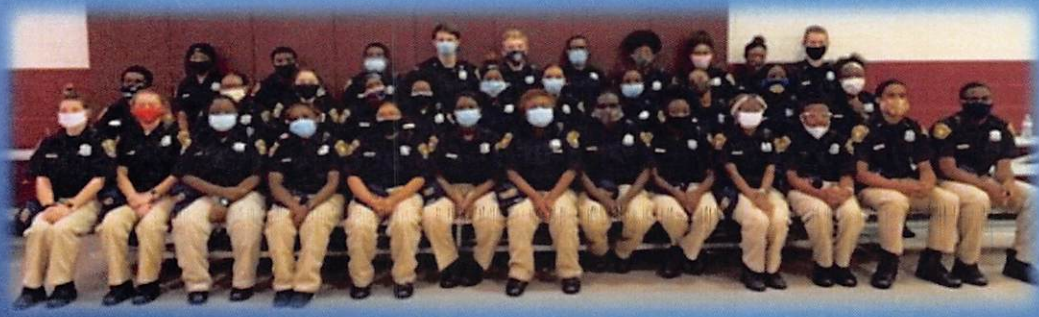


**Cincinnati Police Department
Youth Service Unit
1201 Stock Ave.
Cincinnati, Ohio
45225-1837**

The program will provide resources and opportunities to qualified persons interested in choosing police work as a career. This will be done through:

- *Education*
- *Physical Fitness*
- *Planned observation with Police personnel*
- *Hands-on job specific training*
- *Community engagement opportunities*

Application portal closes April 1, 2022





Cincinnati Parks Explore Nature!

Summer Camp Registration Opens TOMORROW!

Registration Opens February 26 at 10am and noon

Ready for exploring this summer at camp? Cincinnati Parks' Explore Nature! team offers one week summer camps at various locations for ages 3 1/2 – 14 years old. Our camps include daily hikes, games, live animal encounters, experiments and make & take projects to keep campers active all day.

Cincinnati Parks is committed to providing a safe environment for our campers and staff. Due to current circumstances with the COVID-19 pandemic, we will be following state guidelines, the Center for Disease Control (CDC,) and American Camp Association (ACA) guidelines to keep everyone safe. [Learn more on our website about COVID precautions at this year's summer camps.](#)

[Summer Day Camps Registration Link](#)

[Summer Day Camps Preview Online](#)

Scholarships are available for those families in need of financial assistance.

[Click here to review scholarship details & apply.](#)

We look forward to another year of successful and rewarding experiences at Summer Camps for your children...our campers! Please contact our main office at 513-321-6070 if you have any questions.

Cincinnati Park Board
950 Eden Park Drive
Cincinnati, OH 45052
www.cincinnatiiparks.com

