



City of Cincinnati

801 Plum Street
Cincinnati, OH 45202

Agenda - Final-revised

Climate, Environment & Infrastructure

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

Tuesday, May 24, 2022

11:00 AM

Council Chambers, Room 300

PRESENTATIONS

Vision Zero Plan Report and Traffic Safety Update

John Brazina, DOTE

Vision Zero and Pedestrian Safety

Matt Butler, Devou Good Foundation

Jody Robinson, Devou Good Foundation

AGENDA

- [202201077](#) **ORDINANCE** submitted by John P. Curp, Interim City Manager, on 4/27/2022, **MODIFYING** Title V, "Traffic Code," of the Cincinnati Municipal Code by **AMENDING** Section 507-1-M4, "McMillan Street, east from Clifton Avenue to the I-71 northbound on-ramp and from Victory Parkway to Woodburn," and Section 507-1-T, "William Howard Taft Road, west from Woodburn Avenue to Victory Parkway and May Street to Vine Street," and by **REPEALING** Section 507-1-W8, "Woodburn Avenue, north from McMillan Street to William Hoard Taft Road," to convert portions of Woodburn Avenue, William Howard Taft Road, and McMillan Street from one-way streets to two-way streets to promote traffic calming and improve pedestrian safety in the East Walnut Hills neighborhood.
Sponsors: City Manager
Attachments: [Transmittal](#)
[Ordinance](#)
- [202201038](#) **REPORT**, dated 4/27/2022, submitted by John P. Curp, Interim City Manager, regarding Vision Zero Multi Year Plan - Timing and Cost.
Sponsors: City Manager
Attachments: [Report](#)
- [202201192](#) **REPORT**, dated 5/18/2022, submitted by John P. Curp, Interim City Manager, regarding School Zone Pedestrian Safety.

Sponsors: City Manager

Attachments: [Report](#)
[Attachment](#)

4. [202201146](#) **REPORT**, dated 5/11/2022, submitted by John P. Curp, Interim City Manager, regarding the 2018 Green Cincinnati Plan Status Update. (SEE DOC. #202200330)

Sponsors: City Manager

Attachments: [Report](#)
[Attachment](#)

5. [202201243](#) **PRESENTATION**, submitted by John P. Curp, Interim City Manager, dated 5/24/2022, regarding Vision Zero Update.

Sponsors: City Manager

Attachments: [Transmittal](#)
[Presentation](#)

6. [202201255](#) **PRESENTATION**, submitted by Councilmember Owens from Matt Butler, Devou Good Foundation titled Our Work.

Sponsors: Owens

Attachments: [PRESENTATION](#)

7. [202201231](#) **PRESENTATION**, submitted by Councilmember Owens titled Climate, Environment and Infrastructure Committee Panelists Slide Show.

Sponsors: Owens

Attachments: [PRESENTATION](#)

ADJOURNMENT

Date: April 27, 2022

To: Mayor and Members of City Council 202201077
From: John P. Curp, Interim City Manager
Subject: ORDINANCE – MCMILLAN STREET, WILLIAM HOWARD TAFT, AND WOODBURN
TWO-WAY CONVERSION IN EAST WALNUT HILLS

Attached is an ordinance captioned as follows:

MODIFYING Title V, “Traffic Code,” of the Cincinnati Municipal Code by AMENDING Section 507-1-M4, “McMillan Street, east from Clifton Avenue to the I-71 northbound on-ramp and from Victory Parkway to Woodburn,” and Section 507-1-T, “William Howard Taft Road, west from Woodburn Avenue to Victory Parkway and May Street to Vine Street,” and by REPEALING Section 507-1-W8, “Woodburn Avenue, north from McMillan Street to William Hoard Taft Road,” to convert portions of Woodburn Avenue, William Howard Taft Road, and McMillan Street from one-way streets to two-way streets to promote traffic calming and improve pedestrian safety in the East Walnut Hills neighborhood.

East Walnut Hills stakeholders and the City’s Department of Transportation and Engineering have worked together over the past few years to assess the preferred option of the Woodburn/Taft/McMillan intersections to promote traffic calming and pedestrian safety. The result of the effort was the recommendation to convert portions of the said streets from one-way to two-way streets.

This conversion of certain portions of Woodburn Avenue, William Howard Taft Road, and McMillan Street from one-way to two-way streets is consistent with goals outlined in Plan Cincinnati.

Planning Commission approved the change on March 19, 2021.

The Administration recommends passage of the attached ordinance.

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



City of Cincinnati

JRS
AWB

An Ordinance No. _____ - 2022

MODIFYING Title V, “Traffic Code,” of the Cincinnati Municipal Code by **AMENDING** Section 507-1-M4, “McMillan Street, east from Clifton Avenue to the I-71 northbound on-ramp and from Victory Parkway to Woodburn,” and Section 507-1-T, “William Howard Taft Road, west from Woodburn Avenue to Victory Parkway and May Street to Vine Street,” and by **REPEALING** Section 507-1-W8, “Woodburn Avenue, north from McMillan Street to William Howard Taft Road,” to convert portions of Woodburn Avenue, William Howard Taft Road, and McMillan Street from one-way streets to two-way streets to promote traffic calming and improve pedestrian safety in the East Walnut Hills neighborhood.

WHEREAS, Cincinnati Municipal Code (“CMC”) Section 507-1-M4, “McMillan Street, east from Clifton Avenue to the I-71 northbound on-ramp and from Victory Parkway to Woodburn,” requires traffic to move in an eastbound direction on the portion of McMillan Street located between Victory Parkway and Woodburn Avenue; and

WHEREAS, CMC Section 507-1-T, “William Howard Taft Road, west from Woodburn Avenue to Victory Parkway and May Street to Vine Street,” requires traffic to move in a westbound direction on a portion of William Howard Taft Road located between Woodburn Avenue and Victory Parkway; and

WHEREAS, CMC Section 507-1-W8, “Woodburn Avenue, north from McMillan Street to William Howard Taft Road,” requires traffic to move in a northbound direction on a portion of Woodburn Avenue located between McMillan Street and William Howard Taft Road; and

WHEREAS, East Walnut Hills stakeholders and the City’s Department of Transportation and Engineering have worked together to assess the preferred option for reorienting Woodburn Avenue, William Howard Taft Road, and McMillan Street to promote traffic calming and pedestrian safety, and the result of this effort was the recommendation to convert portions of those streets from one-way streets to two-way streets; and

WHEREAS, the conversion of certain portions of Woodburn Avenue, William Howard Taft Road, and McMillan Street from one-way streets to two-way streets is consistent with the Connect and Collaborate Initiative Areas of *Plan Cincinnati* (2012), to “[p]lan, design and implement a safe and sustainable transportation system” (page 135) and to “[u]nite our communities” (page 210).

WHEREAS, the City Planning Commission, having the authority to approve the change in use of streets, approved the conversion of certain portions of Woodburn Avenue, William Howard Taft Road, and McMillan Street from one-way streets to two-way streets at its meeting on March 19, 2021; and

WHEREAS, Council considers the conversion of the portion of Woodburn Avenue located between McMillian Street and William Howard Taft Road, the portion of William Howard Taft Road located between Woodburn Avenue and Victory Parkway, and the portion of McMillian Street located between Victory Parkway and Woodburn Avenue from one-way streets to two-way streets to be in the best interests of the City and the public's health, safety, morals, and general welfare; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That Section 507-1-W8, "Woodburn Avenue, north from McMillan Street to William Howard Taft Road," of the Cincinnati Municipal Code is hereby repealed.

Section 2. That Section 507-1-M4, "McMillan Street, east from Clifton Avenue to the I-71 northbound on-ramp and from Victory Parkway to Woodburn," of the Cincinnati Municipal Code is hereby amended to read as follows:

Section. 507-1-M4. - McMillan Street, east from Clifton Avenue to the I-71 northbound on-ramp ~~and from Victory Parkway to Woodburn.~~

Section 3. That existing Section 507-1-M4, "McMillan Street, east from Clifton Avenue to the I-71 northbound on-ramp and from Victory Parkway to Woodburn," of the Cincinnati Municipal Code is hereby repealed.

Section 4. That Section 507-1-T, "William Howard Taft Road, west from Woodburn Avenue to Victory Parkway and May Street to Vine Street," of the Cincinnati Municipal Code is hereby amended to read as follows:

Section. 507-1-T. - William Howard Taft Road, west from ~~Woodburn Avenue to Victory Parkway~~ and May Street to Vine Street.

Section 5. That existing Section 507-1-T, "William Howard Taft Road, west from Woodburn Avenue to Victory Parkway and May Street to Vine Street," of the Cincinnati Municipal Code is hereby repealed.

Section 6. That the proper City officials are hereby authorized to take all necessary and proper actions to carry out the provisions and intent of this ordinance, including the fabrication and

installation of street signage in accordance with the Department of Transportation and Engineering's policies and procedures.

Section 7. That this ordinance shall take effect and be in force from and at the earliest period allowed by law.

Passed: _____, 2022

Aftab Pureval, Mayor

Attest: _____
Clerk

Additions indicated by underline; Deletions indicated by strikethrough.

April 27, 2022

202201038

To: Mayor and Members of City Council
From: John P. Curp, Interim City Manager
Subject: VISION ZERO MULTI YEAR PLAN – TIMING AND COST

Reference Document # 202200310

The Council at its session on February 16, 2022, referred the following item for review and report.

MOTION (AMENDED), dated 2/1/22, submitted by Councilmember Jeffreys, WE MOVE that the Administration provide a report within ~~thirty (30)~~ *forty-five (45) days on the cost and timing of doing a comprehensive, multi-year plan across the 52 neighborhoods for pedestrian safety as a roadmap to achieving the City of Cincinnati's Vision Zero policy. This integrated, neighborhood-by-neighborhood plan should include Complete Streets plans where there are structural changes needed to traffic (e.g. road diets, bump outs, speed humps, etc.), as well as protected bike lanes (connecting anchor point destinations of employment, recreation and shopping), permanent implementation of rush hour parking in neighborhood business districts, and dedicated bus lanes-all of which reduce crashes and make our streets safer. The outcome of this report will be a decision on whether to pursue this comprehensive plan based on process, costs, and timing outlined.

The following report by the Department of Transportation and Engineering (DOTE) details the department's approach to achieving the City of Cincinnati's Vision Zero policy.

SUMMARY

The Department of Transportation and Engineering takes a comprehensive approach to transportation planning. This involves balancing the need to be both proactive and reactive, and thoughtfully coordinating how pedestrians, bicycles, transit, and private vehicles share our public space. The approach is multi-faceted, involving hot spot monitoring, inventory management of existing street right-sizing opportunities, and speed analysis which has created a level of efficiency that results in DOTE executing more with dwindling resources. Below is a synopsis of our process.

BACKGROUND

Hot spots shift regularly so DOTE reviews pedestrian crash data quarterly to ensure that urgent issues are being addressed. DOTE also engages with every neighborhood annually to educate community advocates on available safety tools, describe the city's data-driven process for analyzing pedestrian safety requests, and explain how pedestrian safety funds are allocated. DOTE works with the community to collect feedback on perceived hot spots, and to assist community councils in prioritizing their near-term pedestrian safety requests. Oftentimes, these conversations lead to

additional engagement and planning work with the community related to longer-term projects such as street redesign.

DOTe maintains a list of streets where right-sizing/corridor redesign may be needed. This list is reviewed annually to ensure it captures new hot spots, changes in land use and traffic patterns, and streets where SORTA is considering Bus Rapid Transit (BRT). This list is coordinated with DOTe's street rehabilitation program to ensure that funds are leveraged whenever possible.

For example, Beekman Street in South Cumminsville demonstrates how multiple programs are coordinated. In 2021, during the Pedestrian Safety Program's annual priority request process, DOTe learned that residents were most concerned about speeding on Beekman Street. Beekman was then added to the department's right-sizing list for investigation to determine if reducing the number of lanes on the street might calm traffic. After several community meetings, DOTe determined that right-sizing was a good option to calm traffic on Beekman. Per the Bike Plan update, protected bike lanes will be incorporated into a portion of the redesign to connect the existing Mill Creek Trail with the community center. As the street was scheduled for rehabilitation in 2022, staff saw the opportunity to leverage funds and applied for and received a SORTA Transit Infrastructure Fund (TIF) grant to repave and right-size the street. Street rehabilitation funds will be used as the local match for the grant.

DOTe has a goal to review every neighborhood business district (NBD) to ensure that the speed limit is 25mph, to assess the feasibility of removing rush hour parking restrictions, and to determine where curb extensions and raised crosswalks are feasible. This work, as well as the annual right-sizing review, is being coordinated with the 2022 Bike Plan update. The 2022 Bike Plan update is building a comprehensive framework for an all ages and all abilities bicycle network. DOTe is currently collecting community feedback on the prioritization of routes connecting major destinations. The NBD reviews and the Bike Plan update should be complete in early 2023.

CONCLUSION

DOTe takes a comprehensive approach to transportation planning and pedestrian safety improvements. The department will compile the community planning work on longer-term projects such as street redesign, the NBD reviews and the Bike Plan update into a single document for City Council. There will be no additional cost as DOTe staff have already planned to incorporate this work into their FY22 workload.

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

Date: May 18, 2022
202201192

To: Mayor and Members of City Council
From: John P. Curp, Interim City Manager
Subject: SCHOOL ZONE PEDESTRIAN SAFETY

Reference Document # 202200784

The Council at its session on March 30, 2022 referred the following item for review and report.

MOTION, dated 3/21/22, submitted by Councilmembers Landsman and Jeffreys, WE HEREBY MOVE that the Administration provide Council with updated pedestrian safety accident data within designated school zones across Cincinnati. Additionally, we move that Council is briefed on intervention efforts pursued to date to improve safety in these areas; future interventions planned; and, ways Council can support and uplift these efforts. With the right data and strong collaborative work with CPS, we can get closer to making these areas safe for all our children.

The following report by the Department of Transportation and Engineering (DOTE) details the improvements made and planned near schools, parks, and recreation centers across Cincinnati.

BACKGROUND

DOTE prioritizes working with the community to find pedestrian safety solutions. DOTE works with community councils and Cincinnati Public Schools (CPS) to prioritize hot spots and implement pedestrian safety improvements. DOTE engages with every neighborhood annually to educate community advocates on available safety tools; describe the city's data-driven process for analyzing pedestrian safety requests; and explain how pedestrian safety funds are allocated. DOTE works with the community to collect feedback on perceived hot spots, and to assist community councils in prioritizing their near-term pedestrian safety requests. Similarly, DOTE coordinates with CPS on a regular basis to share information regarding hot spots, to develop annual Federal and State Safe Routes to School grant applications, and to address the impact of changes to bus service on school walking routes. In 2020-21, DOTE worked with the Ohio Department of Transportation (ODOT) and CPS to develop a Safe Routes to School Vision Zero Action Plan.

The Ohio Revised Code narrowly defines "school zones" as the portion of a street that is encompassed by projecting the school property lines to the fronting street. DOTE takes a more flexible approach to transportation planning than simply reviewing the "school zones." Our approach considers the walking routes used by students to travel to school and after school activities, versus a single street in front of the school. The Pedestrian Safety program's data driven scoring system focuses on pedestrian crash hot spots, and awards extra points for being within a half mile of a school, park, or recreation center. In effect this prioritizes hot spot locations near these areas.

PAST AND PLANNED INTERVENTIONS

See Attachment I for a list of previously implemented and planned projects near schools, parks, and recreation centers.

SUMMARY

DOTE coordinates with CPS regularly, and prioritizes locations near schools, parks, and recreation centers when allocating Pedestrian Safety funding.

Attachment I – Previously Implemented and Planned Projects

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

Year	Facility	Improvement	Neighborhood
2024	Mt. Airy School	Install sidewalk along Kirby Avenue	Mt. Airy
2024	Woodward High School	Install school zone flashers, signs, poles	Bond Hill
2022	Winton Hills Academy and Winton Hills Recreation Center	Install speed cushions	Winton Hills
2022	Lincoln Recreation Center	Install speed cushions and bump outs	West End
2022	Hirsch Recreation Complex	Install speed cushions	Avondale
2022	Olden Totlot	Install speed cushions	EPH
2022	Ziegler Park and Pool	Install speed cushions	Pendleton
2022	Sands Montessori School	Install sidewalk along Sussex Avenue	Mt. Washington
2022	Schroeder High School	Install additional school zone and pedestrian warning signs, convert Duck Creek and Eastwood crosswalks to zebra striping.	Madisonville
2022	Gamble Montessori High School	Upgraded "No Parking School Days" signs.	Westwood
2022	Annunciation Elementary School	Converted Middleton/Resor intersection to a four-way stop and installed blinking stop signs.	Clifton
2022	St. Boniface School	Converted Chase/Pitts intersection to a four-way stop.	Northside
2022	Parker Woods Montessori	Converted Pullan/Langland intersection to a four-way stop.	Northside
2022	Hyde Park School	Installed flashing yellow arrow.	Hyde Park
2022	Pleasant Ridge School	Provided additional pedestrian crossing time and modified signal timing for school hours	Pleasant Ridge
2022	Cincinnati College Prep Middle School and High School	Improved street lighting along frontages	West End
2022	St. Joseph School	Improved street lighting along frontages	West End
2022	St. Ursula High School	Improved street lighting along frontages	East Walnut Hills
2021	Corryville Recreation Center	Installed curb extensions	Corryville
2021	Cincinnati Waldorf High School	Installed curb extensions	Madisonville
2021	Woodward High School	Converted crosswalk to zebra striping	Bond Hill
2021	Alliance Academy	Converted crosswalk to zebra striping	Evanston
2021	Fairview-Clifton German Language School/Clifton Area Neighborhood School/Clifton Community Center	Converted crosswalk to zebra striping	Clifton
2021	John P Parker School	Installed crosswalk and upgraded school zone signage.	Madisonville
2021	DePaul Cristo Rey	Installed school flashers, school zone speed limit signs and parking signs as requested by school.	Clifton
2021	Taft High School	Installed school bus parking signs.	West End

Year	Facility	Improvement	Neighborhood
2021	Hughes High School	Upgraded parking signs in front of school.	Clifton
2021	St. Lawrence Elementary School	Installed school zone and parking signs.	EPH
2021	Pleasant Hill Academy	Converted Cedar/Lantana intersection to a four-way stop.	College Hill
2021	Cincinnati College Prep Academy	Installed school crosswalk, upgraded school zone and school bus parking signs.	West End
2021	Roselawn Condon School	Installed crosswalk and crosswalk signs.	Roselawn
2021	Aiken High School	Installed crosswalk and crosswalk signs.	College Hill
2021	St Cecilia School	Upgraded "No Parking School Days" signs as requested by school.	Oakley
2021	Withrow High School	Upgraded school zone signs and midblock crosswalk.	Hyde Park
2021	Rising Star Academy	Modified pick-up/drop-off and parking signs.	Mt. Auburn
2021	Walnut Hills High School	Installed crosswalk and crosswalk signs.	Walnut Hills
2021	Seven Hills	Installed crosswalk and crosswalk signs.	East Walnut Hills
2021	Pleasant Ridge School	Installed school flashers.	Pleasant Ridge
2021	Covedale School	Provided additional pedestrian crossing time and turned-on pedestrian countdowns.	WPH
2021	Alliance Academy	Installed school flashers.	Evanston
2021	Carson School	Provided additional pedestrian crossing time and turned-on pedestrian countdowns.	WPH
2021	Schroeder High School	Installed "NO TURN ON RED SCHOOL DAYS" sign.	Madisonville
2021	School Flasher programming for 2021-2022 school year (92 school flasher locations).		Misc.
2020	Lincoln Recreation Center	Converted crosswalk to zebra striping	West End
2020	St. Joseph Catholic School	Converted crosswalk to zebra striping	West End
2020	Corryville Catholic Elementary School	Converted crosswalk to zebra striping	CUF
2020	Cincinnati Technology Academy	Converted crosswalk to zebra striping	EPH
2020	Seton High School/Elder High School	Converted crosswalk to zebra striping	WPH
2020	Carson School	Converted crosswalk to zebra striping and installed updated pedestrian signage	WPH
2020	South Avondale Elementary School	Converted crosswalk to zebra striping	Avondale
2020	Hirsch Recreation Complex	Converted crosswalk to zebra striping	Avondale
2020	Zion Temple Christian Academy/MLK JR Park	Converted crosswalk to zebra striping	Avondale
2020	St. Lawrence Elementary School	Installed pedestrian triggered flashing lights	EPH
2020	Fairview-Clifton German Language School/Clifton Area Neighborhood School/Clifton Community Center	Installed projected light crosswalks	Clifton

Year	Facility	Improvement	Neighborhood
2020	Rees E. Price Academy/Roberts Academy	Converted crosswalk to zebra striping	EPH
2020	Oscamp Fields and Playground	Converted crosswalk to zebra striping	Westwood
2020	Our Lady of Lourdes School	Converted crosswalk to zebra striping	Westwood
2020	DAMPE Community School	Converted crosswalk to zebra striping	Walnut Hills
2020	Rockdale Academy	Converted crosswalk to zebra striping	Avondale
2020	St Boniface School	Converted crosswalk to zebra striping & installed reflective blade on signpost	Northside
2020	Rothenberg Preparatory Academy	Installed bump outs	Over the Rhine
2020	Chase/Fergus Childrens Playground	Installed bump outs and stop signs	Northside
2020	Fairview-Clifton German Language School/Clifton Area Neighborhood School/Clifton Community Center	Installed crosswalk, pedestrian triggered flashing lights, updated pedestrian signage	Clifton
2020	Bond Hill Academy School	Installed bump outs, updated pedestrian signage, and reduced curb radii	Bond Hill
2020	Bush Community Center	Restriped faded crosswalk and installed bump outs	Walnut Hills
2020	Frederick Douglass Elementary School	Converted crosswalk to zebra striping	Walnut Hills
2020	Corryville Recreation Center	Converted crosswalk to zebra striping	Corryville
2020	Hartwell Elementary School/Hartwell Community Center	Converted crosswalk to zebra striping	Hartwell
2020	Madisonville Recreation Center	Installed updated pedestrian signage and reflective sign post blade	Madisonville
2020	Chase Elementary School	Installed bump outs	Northside
2020	Ethel M. Taylor Academy/Millvale Community Center	Converted crosswalk to zebra striping	Millvale
2020	Mt. Washington School	Installed reflective blade on signpost, raised crosswalk and bump outs	Mt. Washington
2020	North Avondale Montessori School/North Avondale Recreation Center	Installed overhead pedestrian signage, reflective blade on signpost, and bump outs	N. Avondale
2020	Oakley Recreation Center	Converted crosswalk to zebra striping	Oakley
2020	Price Hill Recreation Center	Installed yield signage and markings, updated pedestrian signage, raised crosswalk, and bump outs	EPH
2020	Aiken High School/ College Hill Recreation Center	Installed yield signage and markings and bump outs	College Hill
2020	Filson Park	Installed updated pedestrian signage and reflective blade on signpost	Mt. Auburn
2020	Rees E. Price Academy	Installed updated pedestrian signage and reflective blade on signpost	EPH
2020	Academy of Multilingual Immersion Studies	Installed updated pedestrian signage and reflective blade on signpost	Roselawn

Year	Facility	Improvement	Neighborhood
2020	Academy of World Languages School	Installed updated pedestrian signage and reflective blade on signpost	Evanston
2020	Alliance Academy of Cincinnati	Installed updated pedestrian signage	Evanston
2020	Guardian Angels School/Archbishop McNicholas High School	Converted crosswalk to zebra striping	Mt. Washington
2020	Cardinal Pacelli School	Converted crosswalk to zebra striping	Mt. Lookout
2020	Cincinnati Hills Christian Academy	Converted crosswalk to zebra striping	Downtown
2020	Dater Montessori School	Converted crosswalk to zebra striping	Westwood
2020	Dohn Community High School	Converted crosswalk to zebra striping	Avondale
2020	Vine Street School/Rising Stars Academy At Vine	Converted crosswalk to zebra striping	Mt. Auburn
2020	Orion Academy	Converted crosswalk to zebra striping	S. Fairmount
2020	Spencer Educational Center	Converted crosswalk to zebra striping	Walnut Hills
2020	South Avondale Elementary School	Converted crosswalk to zebra striping	Avondale
2020	Evanston Academy	Installed reflective blade on signpost, raised crosswalk, bump outs	Evanston
2020	St. Teresa of Avila School	Installed updated pedestrian signage	WPH
2020	Hyde Park School	Converted crosswalk to zebra striping and reduced curb radii	Hyde Park
2020	Carson School	Installed reflective blade on signpost	WPH
2020	John P. Parker School	Installed reflective blade on signpost	Madisonville
2020	Kilgour School	Installed reflective blade on signpost	Mt. Lookout
2020	Midway School	Installed reflective blade on signpost	Westwood
2020	Oyler School	Installed reflective blade on signpost	LPH
2020	Romero Academy at Resurrection	Installed reflective blade on signpost	WPH
2020	Summit Country Day	Installed "No Parking School Days" signs as requested by the school.	Hyde Park
2020	St. Lawrence	Installed school crosswalk sign.	EPH
2020	Cardinal Pacelli	Upgraded "No Parking School Days" signs, school zone signs and speed limit signs.	Mt. Lookout
2020	Rising Stars Cheviot/Westwood	Installed school zone signage, crosswalks, and four-way stop.	Westwood
2020	Cincinnati State Technical and Community College	Modified parking signs on Central Parkway.	Clifton
2020	Orion School	Provided additional pedestrian crossing time and turned-on pedestrian countdowns.	Fairmount
2020	St. Francis School	Replaced school flasher equipment.	West End
2020	Carson Elementary	Improved street lighting along frontages.	WPH

Year	Facility	Improvement	Neighborhood
2020	Seton High School	Improved street lighting along frontages.	WPH
2020	Elder High School	Improved street lighting along frontages.	WPH
2020	St. Lawrence School	Improved street lighting along frontages.	EPH
2020	St. Teresa School	Improved street lighting along frontages.	WPH
2020	Aiken High School	Improved street lighting along frontages.	College Hill
2020	School Flasher programming for 2020-2021 school year (92 school flasher locations).		
2019	Riverview East Academy	Converted crosswalks to zebra striping	Columbia Tusculum
2019	Filson Park	Restriped faded crosswalk	Mt. Auburn
2019	Sands Montessori School	Installed crosswalk paddle	Mt. Washington
2019	Mt Washington School/Mt. Washington Recreation Center	Installed crosswalk paddle	Mt. Washington
2019	Rothenberg Preparatory Academy	Restriped faded crosswalk	Over the Rhine
2019	Xavier University	Installed pedestrian triggered flashing lights	Evanston
2019	Lincoln Recreation Center	Installed pedestrian triggered flashing lights, crosswalk paddle, signage	West End
2019	North Avondale Montessori School	Installed pedestrian triggered flashing lights, crosswalk paddle, signage	North Avondale
2019	Boldface Playground	Installed crosswalk paddle and eliminated one northbound lane to reduce crosswalk length.	Sedamsville
2019	LEAP Academy	Installed crosswalk paddle and upgraded overhead signage and added side-mounted signage.	North Fairmount
2019	Rockdale Academy	Added double-faced signs in both directions, as well as advance warning signage and crosswalk paddle.	Avondale
2019	Taft/Moorman Playground	Installed marked crosswalk	East Walnut Hills
2019	North Fairmount Recreation Area	Installed marked crosswalk	North Fairmount

May 11, 2022

To: Mayor and Members of City Council

From: John P. Curp, Interim City Manager

202201146

Subject: 2018 Green Cincinnati Plan Status Update

REFERENCE DOCUMENT #202200330

The Council at its session on February 16, 2022, referred the following motion for report:

MOTION, submitted by Councilmember Owens, In an effort to further environmental development and climate protection in the City of Cincinnati, **WE MOVE** that the Administration provide a report within thirty (30) days on the status of the 2018 Green Cincinnati Plan.

The purpose of this report is to provide the City Council with an update on the current status of the 2018 Green Cincinnati Plan (GCP). The City of Cincinnati adopted the 2018 Green Cincinnati Plan, providing a comprehensive set of local actions for addressing global climate change as a City and a region.

Community Engagement & Plan Development Process

The 2018 GCP represents a community vision that includes long-term aspirational goals, with near-term pragmatic steps. Over 30 public meetings were held to collect and refine more than 1,400 community recommendations. Strategies within the plan focus on buildings, energy, ecosystems, education, food, waste, and transportation systems. Taken together, the 80 strategies in the 2018 GCP provide a roadmap to achieve an 80% reduction in greenhouse gas emissions by 2050, and build a more sustainable, equitable, and resilient future.

Collective Impact

The climate crisis touches all sectors, and meaningful solutions will require extensive collaboration. The GCP development process acts as a community catalyst for collective impact. More than 40 organizations have committed to supporting specific actions of the plan, volunteering as Champions of strategies relevant to their work. Cross-sector collaboration and public private partnerships have been central to many of the major accomplishments the 2018 GCP has supported.

Tracking Progress & Major Accomplishments

The attached GCP tracking dashboard includes a qualitative assessment of progress for each of the plan recommendations. To date approximately 85% of the recommendations are completed or on track for completion. Of the remainder, 11% have seen no progress and 4% have experienced impediments or setbacks.

Major accomplishments supported by the plan include:

- American Cities Climate Challenge winner
- 100 MW solar array to power city operations and the Energy Aggregation Program
- Passage of Issue 7 to increase funding to improve regional public transit
- Installation of energy efficiency measures in nearly 400 low-income households
- Introduction of electric vehicles into the city fleet
- Creation of the Cincinnati 2030 District
- More than \$4M in grant support secure to accelerate climate work in Cincinnati

Together, these strategies have helped achieve a 37.8% citywide reduction in carbon emissions since 2006.

Characteristics of Success

Successes of the GCP can be attributed to:

- Deep community engagement to catalyze collective impact
- Bold aspirational goals, with pragmatic next steps
- Strong executive leadership to champion transformative change and clear hurdles

Lack of progress on specific GCP strategies can be attributed to:


- State preemption of municipal control
- Lack of policy action needed for strategy activation
- Absence of community champion to own strategy implementation

Moving Forward

Learning from the past and building on the positive momentum of the 2018 GCP, City Council has directed the Administration to initiate development of the 2023 Green Cincinnati Plan. The Office of Environment & Sustainability will lead the community in co-creation of goals and strategies to catalyze climate equity action.

cc: Michael Forrester, Director, Office of Environment & Sustainability
Oliver Kroner, Sustainability Manager

Attachment: Green Cincinnati Plan Dashboard

							
2018 Green Cincinnati Plan Tracking							
Chapter	Rec #	Recommendation Description	Progress	Status Description	Confirmed Champions	Feasibility	Last updated
Built Environment	1	Sustainability District	Completed	2030 District formed, 28M+ Sq Ft, 85% reporting energy	Cincinnati 2030 Sustainability District at Green Umbrella	Easy	3/1/22
Built Environment	2	Increase population density	On Track	Zoning overlay discussion at council. TOD policy initiatives	Department of Planning, DCED, Chamber	Medium	5/5/21
Built Environment	3	Invest in City facility energy efficiency	On Track	Energy Loan Fund continues to invest in city facilities, \$9M contract to invest in facility EE	Office of Environment and Sustainability	Easy	1/3/22
Built Environment	4	High-performance buildings via CRA tax abatement	Completed	CRA abatement expanded to include HERS scoring	Department of Community and Economic Development	Easy	
Built Environment	5	Complete streets	On Track	DOT drafting policy - EAC reviewing, NACTO involvement	Cincinnati Environmental Advisory Council, Department of Transportation and Engineering, Department of Planning	Medium	3/1/19
Built Environment	6	EE multi-family properties	On Track	WarmUp Cincy has serviced approximately 200 units	Green Umbrella, OES	Medium	1/3/22
Built Environment	7	City facilities LEED Gold+	Not Started	Conversation around D5 design	Cincinnati Environmental Advisory Council	Easy	
Built Environment	8	Vacant to productive buildings	On Track	100% for Housing conversation addressing this, LISC Affordability housing study	100% for Housing	Hard	6/20/20
Built Environment	9	Low Impact Development	On Track	LID included in Draft Land Development Code	Department of Planning	Easy	
Built Environment	10	Coordinated site plan review	Completed	Planning leading process, CSIRO Committee formed	Department of Planning	Easy	2/15/19
Built Environment	11	Phase out HVAC using R-22	On Track	6 year \$88K annual phase down underway	OES, DPS	Medium	1/3/22
Education	1	Install Solar Panels for CPS schools	On Track	Solar installed at Rockdale. Green Schools Plan conversations started, CPS invited to renewables accelerator	CPS, OES, ACCC, Green Umbrella	Hard	7/15/21
Education	2	Multi-family building outreach	Completed	RFPs in process, Bloomberg workplan, Duke Funding, Program Development underway	Cincinnati Environmental Advisory Council	Hard	12/20/20
Education	3	Green Cincinnati Fund	Completed	Fund initiated with Greater Cincinnati Foundation, Local Partner conversation developing	Cincinnati Environmental Advisory Council, Green Umbrella	Easy	
Education	4	Green Certification program	Completed	2030 District, 513 Green has 14 business certified	Hamilton County, Cincinnati Environmental Advisory Council	Medium	7/20/21
Education	5	City-University Partnership	On Track	Collab w UC EVST Department, XU, Miami. Multiple research collaborations with UC	Cincinnati Environmental Advisory Council, University of Cincinnati, Xavier University	Medium	4/16/21
Education	6	Branding for sustainability efforts	Completed	BluEarth is leading branding effort. YOLS, 2030 district	BluEarth, Cincinnati Environmental Advisory Council	Medium	3/1/19
Education	7	Identify partners to lobby State Government	On Track	National Resource Defence Council, Ohio Environmental Council	Ohio Citizen Action, National Resource Defence Council	Medium	6/10/19
Education	8	Partnerships with incubators	Completed	Sustainable Cincy Incubator, Round 2 underway	Cincinnati Environmental Advisory Council	Medium	7/8/21

Education	9	Expand environmental education in CPS	On Track	Green Schools Plan launching, GU grant for school partnership	National Technical Association, CPS, Green Umbrella	Medium	4/14/21
Energy	1	Industrial outreach	On Track	Renewable Thermal Collaborative Lever for Change opportunity	EPA, Renewable Thermal Collaborative	Easy	6/1/21
Energy	2	Programs like Solarize & PACE	On Track	Solarize 2021 completed, 10 PACE projects completed, R-Pace under consideration	Green Umbrella, Sierra Club/GCEA	Easy	3/5/21
Energy	3	Increase renewable gen. for City	Completed	100 MW project currently under contract	OES	Medium	6/12/20
Energy	4	Improve EE access for low-income	Completed	Bloomberg workplan, \$1.5M secured for EE improvements	OES	Easy	12/1/19
Energy	5	Energy benchmarking ordinance	On Track	Focus on Muni Benchmarking w OPDA, National Building Performance Standard coalition forming	Cincinnati Environmental Advisory Council, Amanda Webb UC	Easy	4/1/22
Energy	6	RECs for City operations	Completed	RECS purchased as of Jan, 2019 for municipal operations	OES	Easy	6/1/19
Energy	7	100% LED Streetlights	On Track	City asking Duke for bid, City effort to replace near schools, \$250K from Duke Settlement	Department of Transportation and Engineering	Easy	6/20/19
Energy	8	Increase battery storage	Not Started		OES, DPS	Easy	
Energy	9	Lobby for renewables	In progress	RPS, PUCO conversations ongoing, HB6 presents setback, SB52	Ohio Citizen Action	Hard	7/10/21
Food	1	Prevent, recover, recycle food waste	On Track	NRDC grant, Save the Food Campaign underway, Kroger Innovation fund, AD in Saint Bernard	Green Umbrella	Medium	11/10/20
Food	2	Plant based diet	On Track	Year of Living Sustainability, Plant-base meat alternatives proliferating		Hard	1/30/19
Food	3	Urban ag policies and programs	Completed	zoning changes underway to remove hurdles to urban ag, To Council 6/26	Green Umbrella, Department of Planning, Department of Recreation	Easy	8/12/19
Food	4	Land used for local food	On Track	zoning changes underway to remove hurdles to urban ag, To Council 6/26	Green Umbrella	Medium	
Food	5	Utilization of food hubs	On Track	Green Umbrella grant to fund expansion of Food Hubs, Adam Utley Planning	Green Umbrella	Easy	6/20/19
Food	6	Support food access programs	On Track	Major grant awarded to expand Produce Perks, 700% Growth in Produce Perks spend, Introduction of Produce Prescription Program - food prescription program	Produce Perks, Green Umbrella	Easy	
Food	7	Local food system entrepreneurs	On Track	Green Umbrella grant to fund expansion of Food Hubs	Green Umbrella	Medium	
Food	8	Food security strategies	On Track	CPS providing free food to students, Produce Perks, Kroger+Walgreens partnership	OES, CPS, Green Umbrella	Hard	10/24/21
Food	9	Purchasing of healthy food	Completed	Good Food Purchasing Program passed by CPS	Green Umbrella, Good Food Purchasing Program	Hard	2/15/19
Natural Systems	1	Water loss control program	Not Started		Greater Cincinnati Water Works	Easy	
Natural Systems	2	Increase tree canopy	Completed	Analysis shows increase to 43% in 2020 canopy coverage. Increase in street tree assesement. Urban Canopy assessment underway. Natural Resource Management Plan recently updated. Common Orchard PRoject	Audubon, Department of Transportation and Engineering, Pollinators Plus, Sierra Club, Green Umbrella	Easy	11/20/21

Natural Systems	3	Expand and restore wetlands	On Track	GroundworkORV Green Team efforts, Mill Creek Alliance projects, Clean Ohio Fund proposals	Department of Planning, GroundworkORV	Easy	
Natural Systems	4	Carbon offset to fund trees	On Track	Urban Forestry drafted program, Drawdown	Parks	Medium	6/10/20
Natural Systems	5	Decrease mowed grass	On Track	Project Mullet, Green Schoolyards	Green Umbrella	Easy	12/10/19
Natural Systems	6	Increase storm water capacity	On Track	MSD installing Green Infrastructure, Lick Run, Smart Sewer System	Sierra Club	Easy	
Natural Systems	7	Air Quality Action Plan	Completed	Completed March 2019	Office of Environment and Sustainability	Easy	3/4/19
Natural Systems	8	Biodiversity assessment	Not Started	ICLEI Cohort launching Summer 2021	Emma	Medium	3/25/21
Resilience	1	Reduce childhood asthma	On Track	Urban Heat assessment completed. Increase in tree canopy		Easy	4/10/22
Resilience	2	Emergency comm network	Completed	RAVE communication tool released.	ETS/ EOC, Communications	Easy	6/1/19
Resilience	3	Neighborhood Vulnerability Assessment	Completed	Kapwa grant to fund UC/GWORV/GU NVA	Office of Performance and Data Analytics, Xavier University	Easy	11/15/21
Resilience	4	Prepare as Climate Haven	On Track	Site Selection ranking, Reuters coverage, Moody's analysis	OES	Easy	4/20/19
Resilience	5	Onsite stormwater fee	On Track	Stormwater Fee under discussion, expecting policy update by end of 2021	Sierra Club, MSD	Easy	6/25/2021
Resilience	6	Urban Heat Island	Completed	NOAA Grant, assessment received	University of Cincinnati/Miami University, NOAA	Medium	10/28/20
Resilience	7	Back up power systems	Not Started	CPS facilities have backup generation		Easy	
Resilience	8	Educate on storms and heat	On Track	Water Works campaign, Year of Living Sustainably, WCPO	OES, Water Works	Easy	
Resilience	9	One A/C room in rental units	Not Started	Rental Registration program launching, State utility data access will help ID buildings with AC	OES, Council	Medium	12/1/20
Resilience	10	Smart sewer SCADA system	On Track	MSD continues to invest in SCADA	MSD	Easy	
Resilience	11	Environmental Justice Program	On Track	Equity module, LEED grant, Zoning changes?	Cincinnati Environmental Advisory Council, NAACP	Hard	3/10/2020
Transportation	1	Adoption of Autonomous Vehicles	Not Started	Kroger piloting AV delivery	Venture Smarter, University of Cincinnati, Chamber of Commerce	Medium	
Transportation	2	Encourage EV use and infrastructure	On Track	Bloomberg Work Plan, 1000+ EVs registered in City Free Parking	Cincinnati Environmental Advisory Council, Gest Cars	Medium	4/16/21
Transportation	3	Car sharing service	In progress	CarShare services have declined to come to Cincinnati at this time.	OES, Chamber of Commerce	High	10/2018
Transportation	4	Green the Fleet	On Track	20 EVs and charging infrastructure purchased. \$100K city funding to install EV charging, Bloomberg Workplan, Police Hybrids	Cincinnati Environmental Advisory Council	Medium	4/1/21
Transportation	5	Encourage bus/bikeshare use	On Track	RedBikeGo, electric assist pilot, Corporate Subsidies	Green Umbrella, Red Bike, Chamber of Commerce	Medium	
Transportation	6	Neighborhood walkability	On Track	Vision Zero, Mayor's Task Force, Court Street Plaza, Steeteries	Department of Planning, Department of Transportation and Engineering	Hard	3/12/21
Transportation	7	Bike & pedestrian safety	On Track	\$500K for pedestrian safety, Mayor's Task Force on Walkability, Wasson Way & Central Parkway funding secured	Council, Neighborhoods, Tri-State Trails at Green Umbrella	Hard	10/1/19
Transportation	8	Enhance public transit	Completed	New sales tax to support transitDedicated lane pilot, FASTops pilot, levy discussion, signal prioritization	Chamber of Commerce, Better Bus Coalition	Hard	5/15/20
Transportation	9	Multimodal connectivity/cohesion	On Track	BIRD, RedBike expansion, Lime. OHIORide mobile app user development	Chamber of Commerce, Better Bus Coalition	Medium	9/18/19

Transportation	10	Transit link Downtown/Uptown	Not Started	Ropeway conversation, Uptown Transit Center	Department of Transportation and Engineering, University of Cincinnati, Chamber of Commerce	Hard	
Transportation	11	2010 Bike Plan and CROWN	On Track	Significant funding toward Crown, Wasson Way recently opened. Bike plan being updated	Cincinnati Environmental Advisory Council, Department of Transportation and Engineering, Tri-State Trails at Green Umbrella	Medium	6/15/21
Transportation	12	Support Red Bike	Completed	National funding secured. Increase in city funding to RedBike to expand and pilot electric assist.	Red Bike, Chamber of Commerce	Medium	2/24/21
Waste	1	Increase cost of waste generation	Completed	Commercial waste franchise fee increased for FY2019. Expanded to Construction and Demo	OES, Council	Hard	1/2021
Waste	2	Divert organics from landfill	On Track	Biochar Pilot, Beyond34, Composting Pilot with Northside Community Council, GoZero expanding, AD in Saint Bernard	GoZERO, Common Orchard Project at Green Umbrella	Hard	8/2/21
Waste	3	Recycled material product expansion	On Track	Simple Recycling desisting, Reuse Hub opened, expansion of recycables received by Rumpke	Cincinnati Recycling & Reuse Hub	Hard	2/1/22
Waste	4	Recycling outreach	On Track	Ongoing targeted outreach, Dashboard update, Outreach grant, Beyond 34	OES, Rumpke	Medium	4/2021
Waste	5	Outlets for non-curb-side materials	Completed	Recycle and Reuse Hub launched	Cincinnati Recycling & Reuse Hub	Hard	5/27/2021
Waste	6	Special event recycling program	On Track	UC Waste Diversion program	OES/Parks, UC	Easy	
Waste	7	Public recycling in Biz Districts	On Track	Pilot underway Downtown	OES	Easy	2/15/19
Waste	8	Single use bag ban or fee	In progress	State preemption	Cincinnati Environmental Advisory Council, ECO, Sierra Club	Easy	7/10/21
Waste	9	Improve City recycling/waste red.	On Track	Improved Recycling data integration, biochar	OES	Easy	
Waste	10	Waste audit	Completed	Hamilton County waste audit: https://t.co/2cVtagedWk	Hamilton County Solid Waste District	Easy	2/15/19

Date: May 24, 2022

202201243

To: Members of the Climate, Environment & Infrastructure Committee
From: John P. Curp, Interim City Manager
Subject: Presentation – Vision Zero Update

Attached is the presentation for the Vision Zero Update for the Climate, Environment, & Infrastructure Committee.

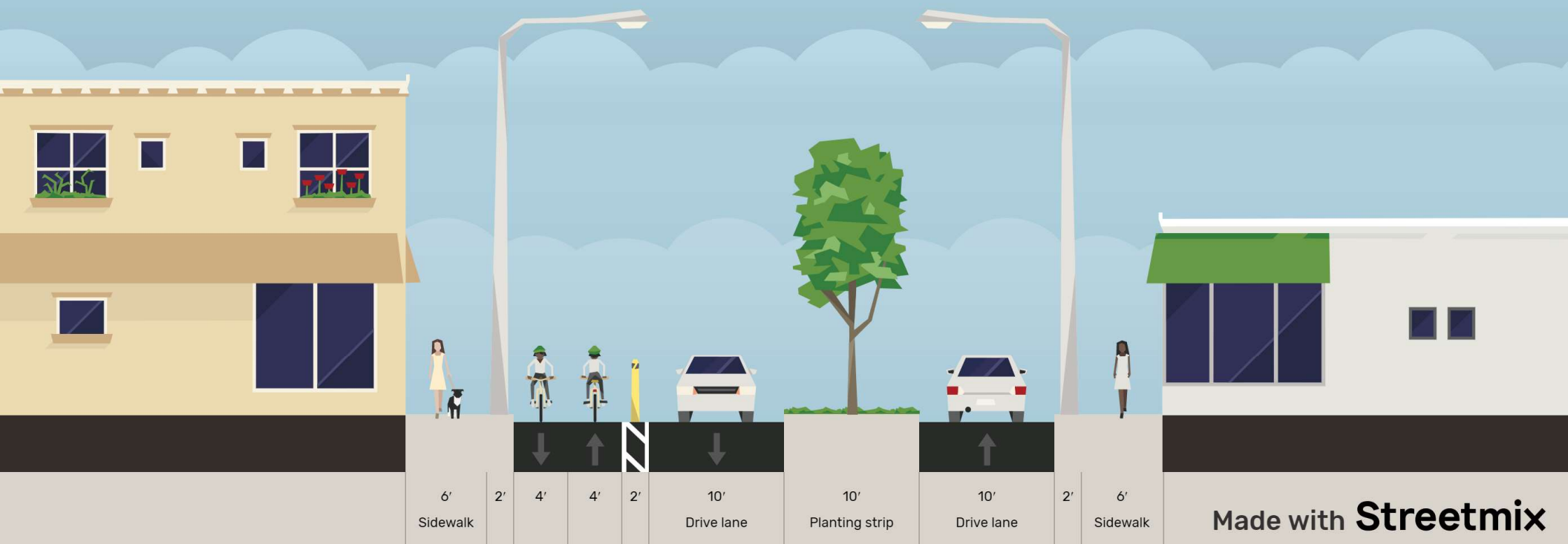
cc: John S. Brazina, Director
Department of Transportation and Engineering

May 24, 2022

Vision Zero Update

Comprehensive Planning

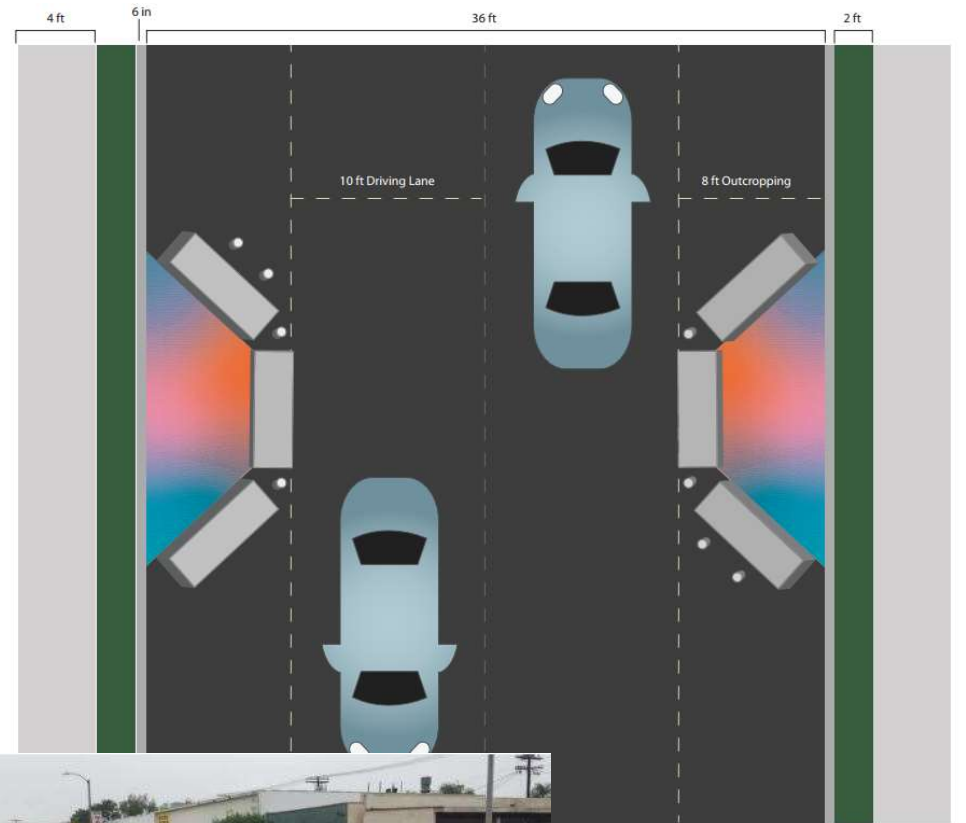
Beekman: Millvale to Fricke



Made with **Streetmix**

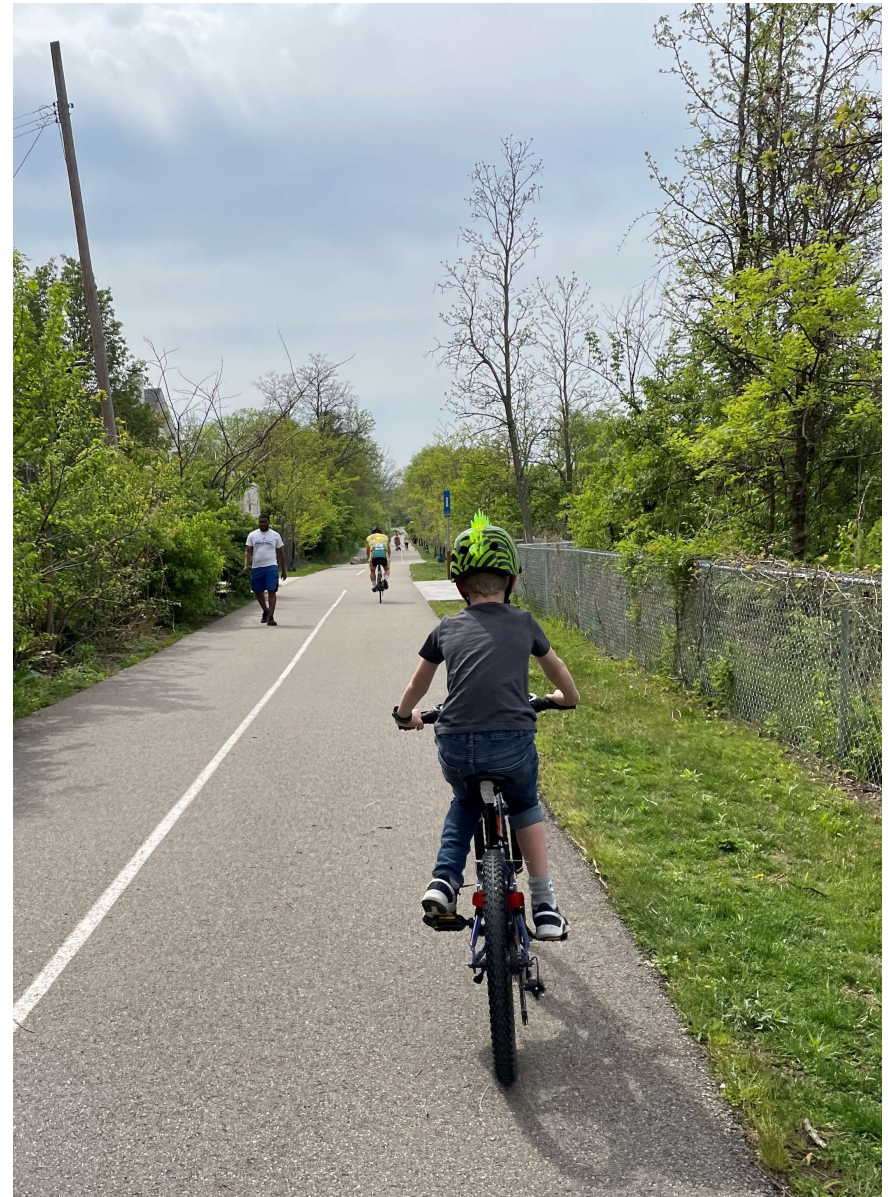
Pedestrian Safety Program

- Reducing the speed limit to 25mph in all NBDs.
- Reviewing all NBDs for 24-hour parking.
- Installing speed cushions on 13 streets (asphalt and rubber).
- Launching a pilot project to test the use of concrete blocks in creating traffic calming “pinch points.”
- Launching a pilot project to test the use of “pre-formed” thermoplastic in colored curb extensions.
- Submitted a Safe Routes to School grant application for new sidewalk on Westwood Northern Blvd in East Westwood.



Bike Program

- Bike Plan Update: Feedback received for Downtown and Westside. Currently collecting feedback on Northwest.
- Langdon Farm Rd: New bike lane installation in progress, complete this summer.
- Central Parkway Phase 2: Design is underway and construction is fully funded.
- Central Parkway Phase 3: Design is underway and construction is fully funded.
- Ezzard Charles Shared-Use Path: Design is underway and construction is fully funded.
- Court Street bike lanes: Design is underway and construction is fully funded.
- Wasson Way Phases 6 and 7: Design is underway.
- Lick Run/Dunham/Rapid Run connection: Design will begin this year.



Questions?

Our Work



Our Work



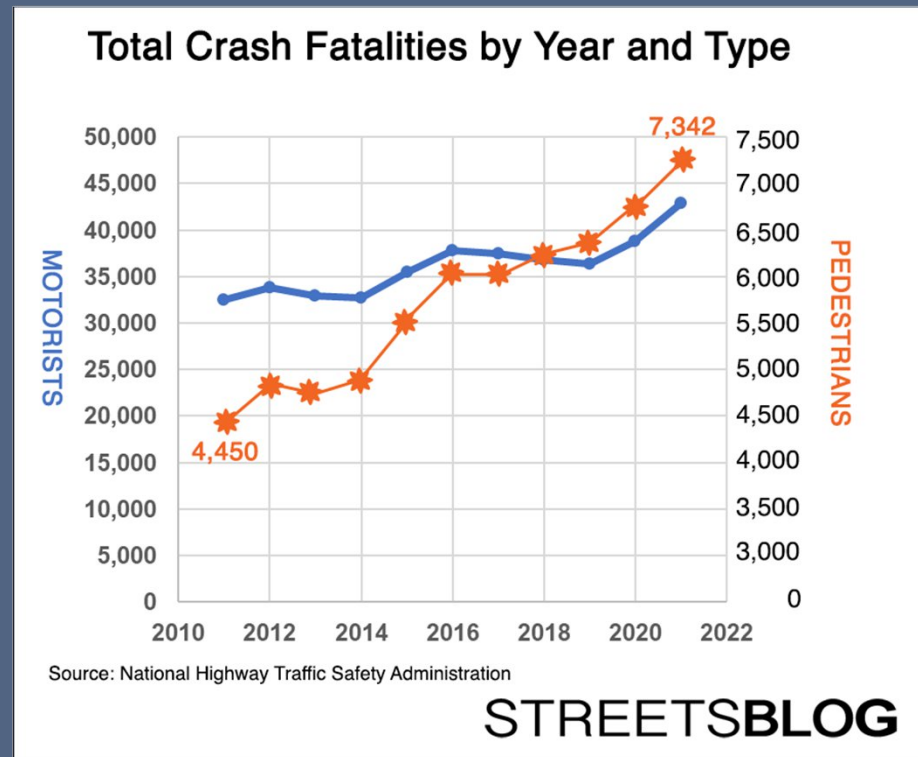
Our Work



Our Work



Traffic Deaths are Increasing Rapidly



Vision Zero

“We must enact bold, safe streets policies so no one has to endure the experience of being put in harm’s way while crossing a street” - Hoboken Mayor Ravi Bhalla



Vision Zero

STREETS BLOG NYC

Parking Madness 2022 / Coronavirus Crisis / Transit / Congestion Pricing / Open Streets / Calen

EYES ON THE STREET: How Hoboken Has Eliminated Traffic Deaths

The mayor's attention to Vision Zero leads to years of no traffic deaths.

By Eve Kessler | Apr 6, 2021 | 28 COMMENTS



Family biking in Hoboken. Photo: City of Hoboken

Vision Zero

Hoboken's Vision Zero Goals

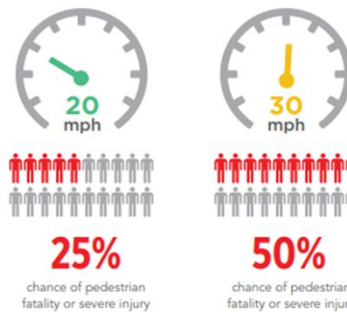
A future with no traffic injuries or fatalities is guided by clear and well-advertised goals. The goals identified here will serve as reminders of the importance of Vision Zero, and its potential to help improve life in Hoboken.

Achieve zero traffic related deaths or injuries by 2030

Adopt a multi-layered approach including safe streets, safe speeds, safe behavior, and post-crash investigation to eliminate all traffic-related injuries and deaths.

Become a city of safe and comfortable streets

Implement street designs and policies that maximize street safety for the most vulnerable road users, such as people walking and biking. Discourage and prevent dangerous driving through changes in culture, policy, and infrastructure.



Source: Tefft, Brian, "Impact speed and a pedestrian's risk of severe injury or death" (Accident Prevention and Analysis, 2013)

Figure 1: Impact of Vehicle Speed on Crash Severity

Make equitable and context sensitive investments

Using data, direct traffic safety investment to communities where they are most needed. Engage Hoboken residents to build support for Vision Zero and empower them to be active participants in the Vision Zero process.



Vision Zero

How will progress in Vision Zero be documented?

The City will monitor the success of Vision Zero efforts using these primary performance measures:

1. Safety

- Frequency and severity of all crashes
- Number of driving violations

2. Comfort

- Public opinion on safety
- Speed surveys
- Mode share

3. Equity

- Distribution of crashes
- Proximity to high quality bicycle facilities
- Participation of residents living in communities of concern

Key Terms

Active transportation: Walking (including people using wheelchairs) bicycling, scooting, and using transit.

Community of Concern: Census tracts in Hoboken with a high proportion of households living at or below poverty level.

Equity: The absence of avoidable or remediable differences among people, defined socially, economically, demographically, or geographically.

Vulnerable road users: People who are more likely to be injured in crashes including people walking, bicycling, using scooters, older adults and the very young.



Vision Zero Resolutions

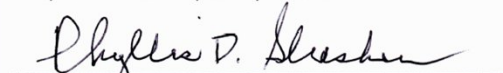
- Cincinnati Public Schools
- College Hill Forum Community Council
- Clifton Town Meeting
- City of Newport
- City of Fort Thomas
- Corporation for Findlay Market
- Westwood Civic Association
- WestCURC

WHEREAS, one death on our streets is one too many.

Therefore, be it resolved that...

The board members of the College Hill Forum Community Council unanimously supported Vision Zero on February 15, 2022. The board pledges to continue to work collaboratively with Vision Zero partners, including but not limited to the City of Cincinnati DOTE and other community stakeholders, to increase the safety and mobility of all making College Hill a more vibrant, walkable and attractive neighborhood for businesses, residents and visitors alike.

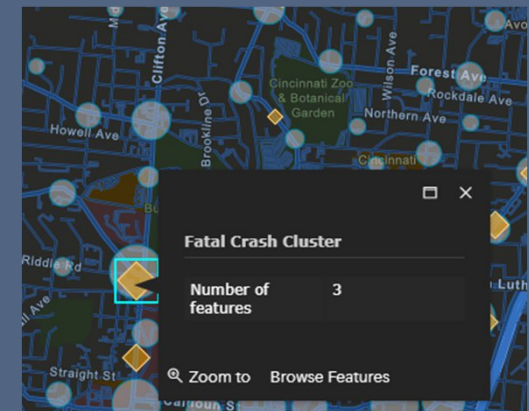
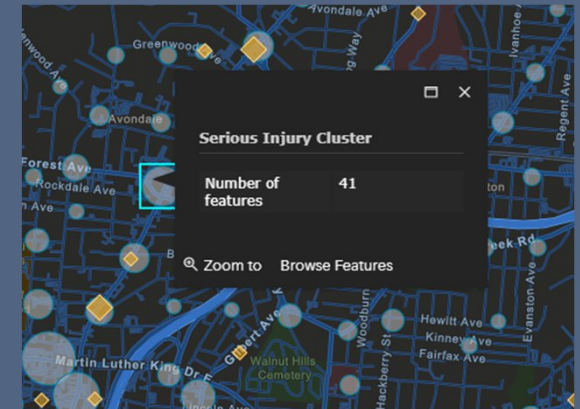
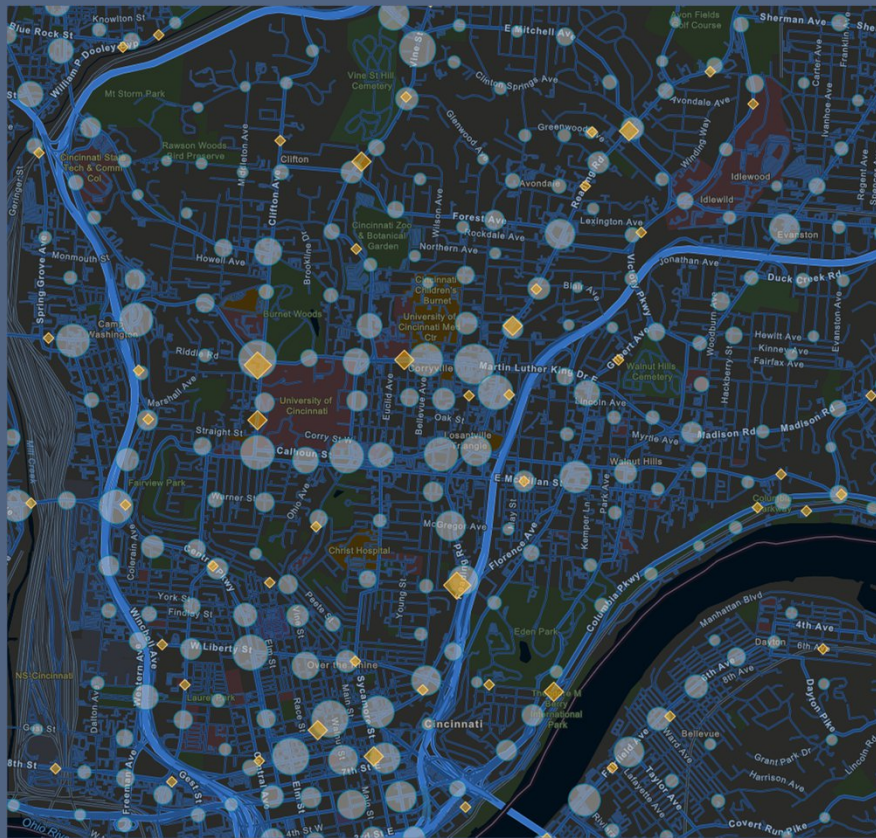
Adopted this February 15 day of 2022



College Hill Forum Community Council, [President]



Tri-State Trails Crash Dashboard



Complete Streets are streets for everyone.

How it Started: April 2019

How it's Going: May 2022



Complete Streets are streets for everyone.

How it Started: May 2018

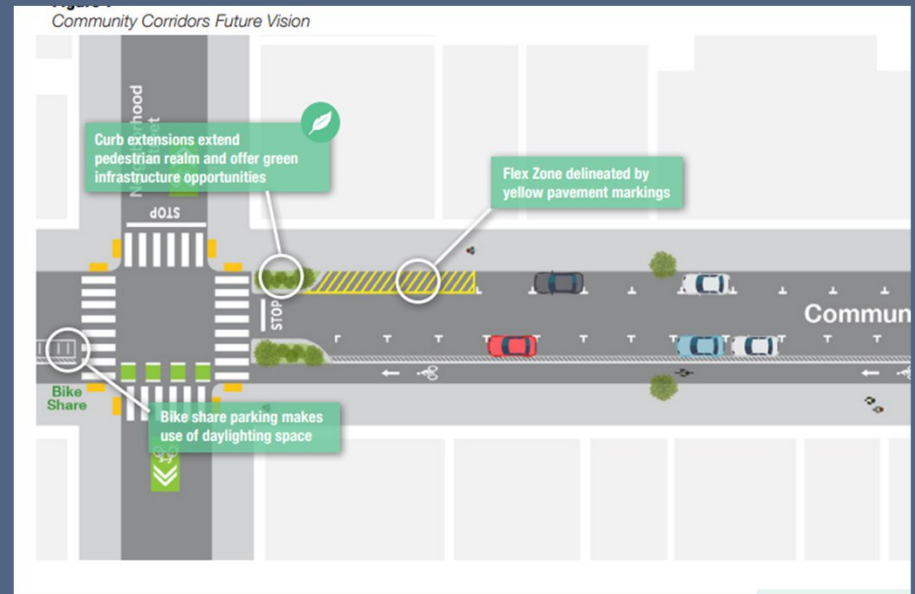


How it's Going: May 2022



Complete Streets

- The Street Design Guide is a roadmap that provides policy and design guidance to all parties involved in street design decisions, including governmental agencies, consultants, private developers, and community groups.



Complete Streets

Bicycle and Scooter Parking

Providing ample and secure bicycle and scooter parking is an important component of supporting active mobility. Bicycle and scooter parking racks should be provided in the furnishing zone to avoid conflicts between bicycles and people walking. Where there is sufficient room, bicycle parking can be placed in the frontage zone so that overhangs can provide shelter during inclement weather. The Association of Pedestrian and Bicycle Professionals (APBP) published a Bicycle Parking Guide, which provides detailed design guidance.

Bicycle and scooter parking can also be provided in the curbside zone, specifically in the space on 25 feet on either side of a crosswalk where parking is prohibited. For more information on this, see Curbside Zone Management.



U-bend bike racks in downtown Hoboken

Transit Stops and Shelters

Transit stops are typically found in the pedestrian realm/streetside. Transit stops should include amenities to provide a safe and comfortable environment for waiting riders where space allows, including:

- Benches
- Shelter(s)
- Trash/recycling receptacle
- Bicycle racks
- System/route map
- Real-time information display (bus arrival times), if available
- Lighting
- Local wayfinding displays (for both boarding and alighting passengers, as well as passersby)



A transit shelter and marked bus stop on Washington Street

Far-side bus stops are typically preferred to facilitate intersection operations. Crosswalks should be provided close to bus stops. The NACTO Transit Street Design Guide provides guidance on stop lengths, position, and recommended clear distances around stop amenities to remain ADA-compliant. Where there is insufficient space for a shelter, a bus bulb or transit curb extension can be used to increase the sidewalk space available for a bus stop, or to provide ample space for walking in locations where the shelter must be placed in the pedestrian through zone.

Complete Streets

Traffic Calming Toolbox

Traffic calming, sometimes called speed management, is a set of design strategies used to encourage slower speeds and to improve compliance of motorists stopping for pedestrians in crosswalks. Many different design elements can help bring vehicle speeds closer to those of bicyclists to limit conflict between the two modes. Traditionally, treatments have included horizontal (i.e., elements that narrow the travel way) and vertical (i.e., changes to the roadway elevation) deflection to promote slower speeds. A combination of physical design features, signage, and enforcement should be used to ensure that appropriate speeds are observed in priority corridors to maintain the safety and comfort for all users.

The strategies below represent a toolbox of options, with much of the information coming from the NACTO Street Design Guide. Not every treatment is appropriate for every application, but these options show alternatives that may be applied to limit travel speeds in Hoboken.

Speed Humps

Speed humps are raised traffic calming devices intended to slow traffic speeds. They are typically 3 inches to 4 inches high and as wide as the travel lane. On streets with dedicated green lanes, they should not extend into those facilities to allow cyclists to pass unimpeded. **Recommended on neighborhood streets and community corridors when warranted by an engineering study.**



Speed hump (NACTO)

Raised Crosswalks/Intersections

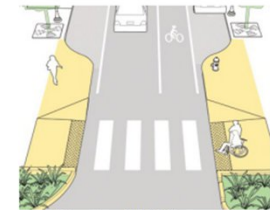
Raised crosswalks or raised intersections require vehicles to slow down while crossing and provide a level pedestrian crossing experience. They may be used to improve safety at crossings where pedestrian crashes have previously been observed. Alternative pavement surfaces, such as stamped concrete, may be used to call additional attention to these locations and aid in traffic calming. Permeable pavement may also be considered to provide green infrastructure opportunities. **Recommended on neighborhood streets and community corridors near schools, parks, or other areas where lower travel speeds are desired.**



Raised Intersection (NACTO)

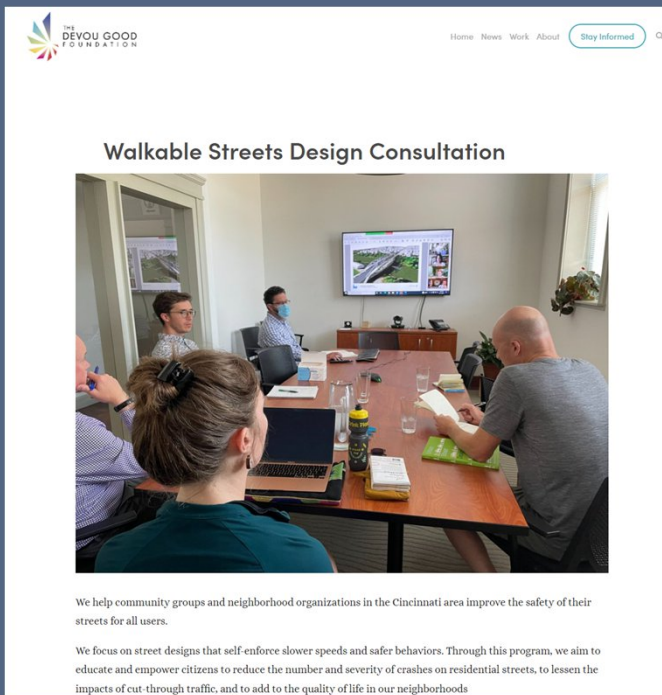
Curb Extensions

Curb extensions, which may be installed at intersections or in conjunction with a mid-block crossing, narrow the travel way and reduce pedestrian crossing distance. They may also provide opportunities for green infrastructure investments. **Recommended on all streets where intersection geometry allows.**



Curb Extensions (NACTO)


Walkable Streets Design Consultation



THE DEVOU GOOD FOUNDATION

Home News Work About Stay Informed

Walkable Streets Design Consultation



We help community groups and neighborhood organizations in the Cincinnati area improve the safety of their streets for all users.

We focus on street designs that self-enforce slower speeds and safer behaviors. Through this program, we aim to educate and empower citizens to reduce the number and severity of crashes on residential streets, to lessen the impacts of cut-through traffic, and to add to the quality of life in our neighborhoods

1. Street Safety Audits - We will assist you in gathering feedback from your neighbors using our street audits. Feedback can be gathered both on and offline then compiled into an easily readable report. Example: [Highway Ave Street Audit](#)
2. Training on engineering best practices using [NACTO Urban Street Design Guide](#). NACTO's mission is to build cities as places for people, with safe, sustainable, accessible, and equitable transportation choices that support a strong economy and vibrant quality of life. We will provide free printed copies of the NACTO Design Guide to your group.
3. Radar speed study and traffic counts - We will provide training and use of a pole mounted radar data collection device. Our equipment can measure two lanes of traffic from the roadside and four from the median. It captures vehicle size (small, medium, large) and vehicle speeds, vehicle direction, and time/date. You will receive a login to our traffic portal to view and download traffic speed and volume reports and charts by time, direction, day, and more. Learn more about the equipment we use and the traffic portal. <https://www.alltrafficsolutions.com/products/stattrak-portable-vehicle-counter-classifier/>
4. Governmental Liason - We will work directly with your group and your local department of transportation or city engineer to assist in selecting the most appropriate traffic calming measures for your street.

E-bike Rebate Program



E-bike Rebate Program

Additional Benefits

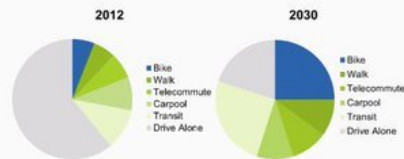
- Help meet statewide and local goals
- Providing more mobility options

From nationwide surveys & studies:

- E-bikes diminishes terrain and distance
- E-bike riders travel farther than bicycle riders
 - For bicycle riders 55% ride daily or weekly; after e-bike purchase, 94% ride daily or weekly.
 - 73% of e-bike riders tend to ride to more diverse destinations.
- E-bikes result in more car-substitution & VMT reduction.

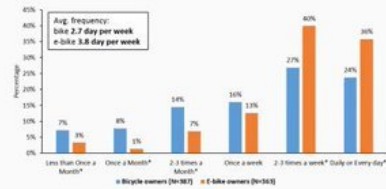
For More Information:
 TREC - <https://trec.pdx.edu/e-bike-research>
 LEVER - <https://www.micromobilityresearch.com>

Reduce per capita daily vehicle-miles traveled (VMT) by 30% from 2008 levels.



Portland Climate Action Plan, 2015

During the time of year you ride, how often do you ride?

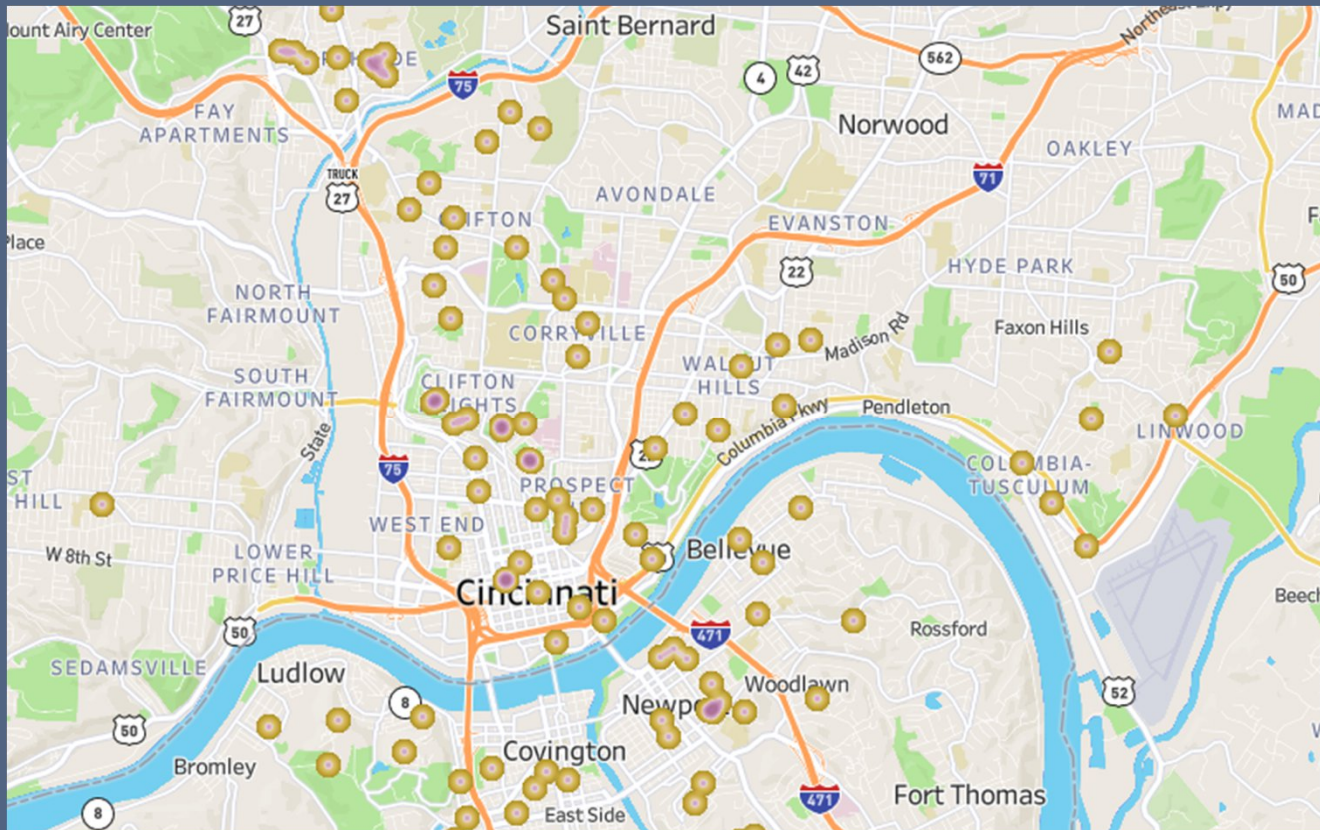


How do we get more people riding and riding more often?

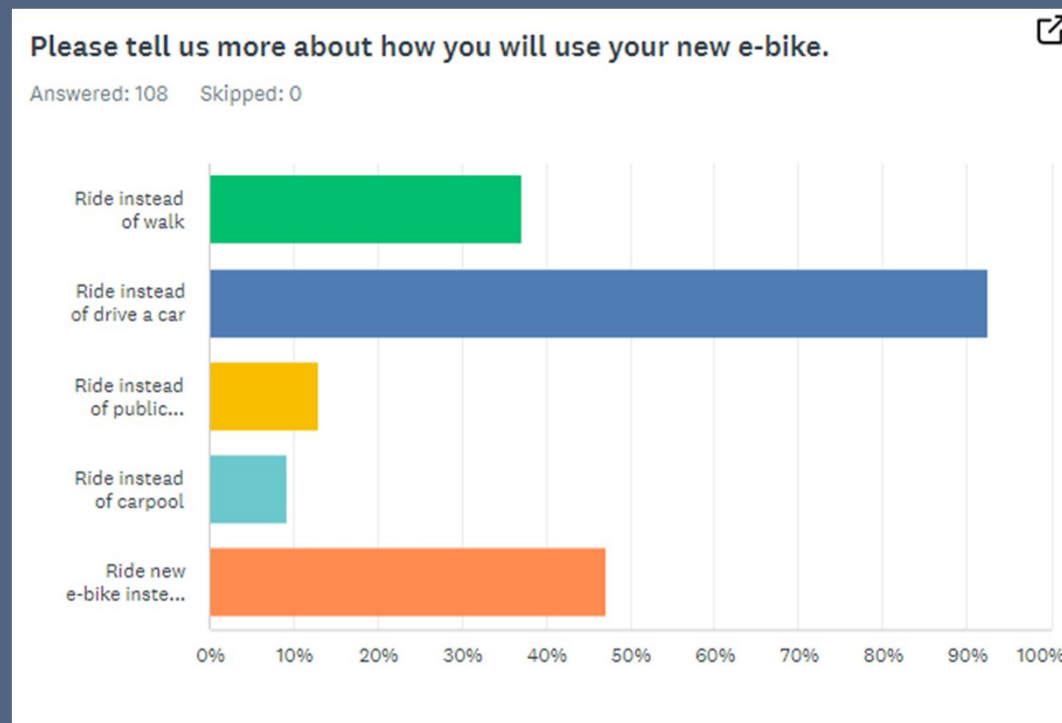
- **Increase Awareness**
 - Lending libraries
 - Outreach
 - E-bike share
- **Sell More E-bikes**
 - Incentives, with equity-focused programs
 - More types of e-bikes at different price points
- **Create More Safe Places to Ride to More Locations**



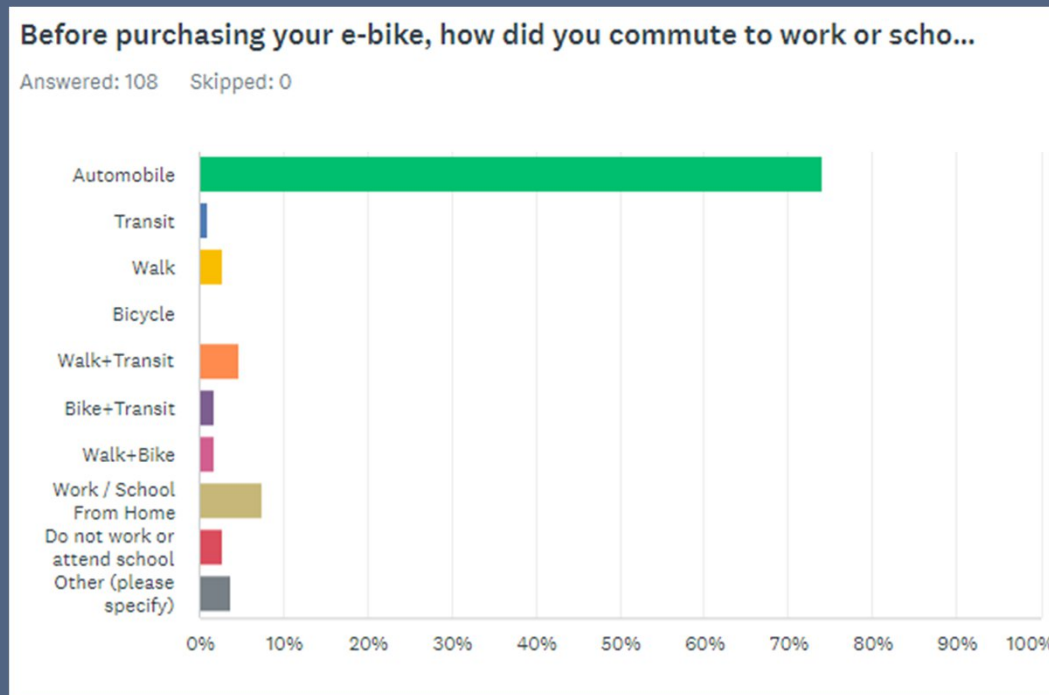
E-bike Rebate Program



E-bike Rebate Program



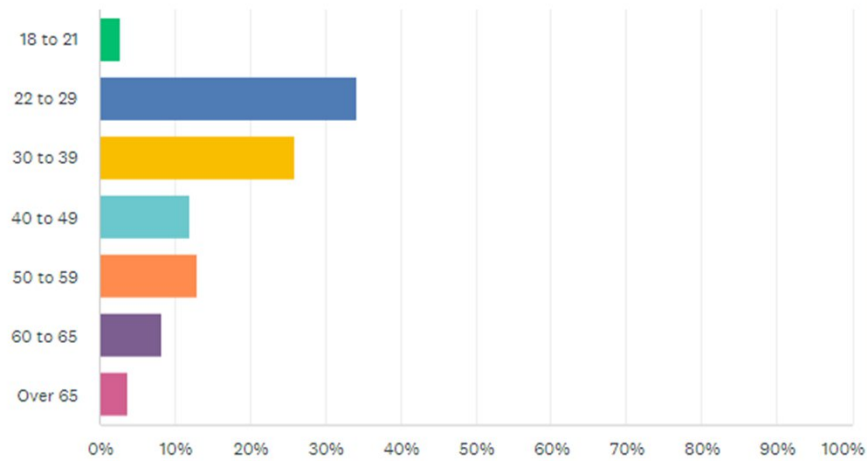
E-bike Rebate Program



E-Bike Rebate Program

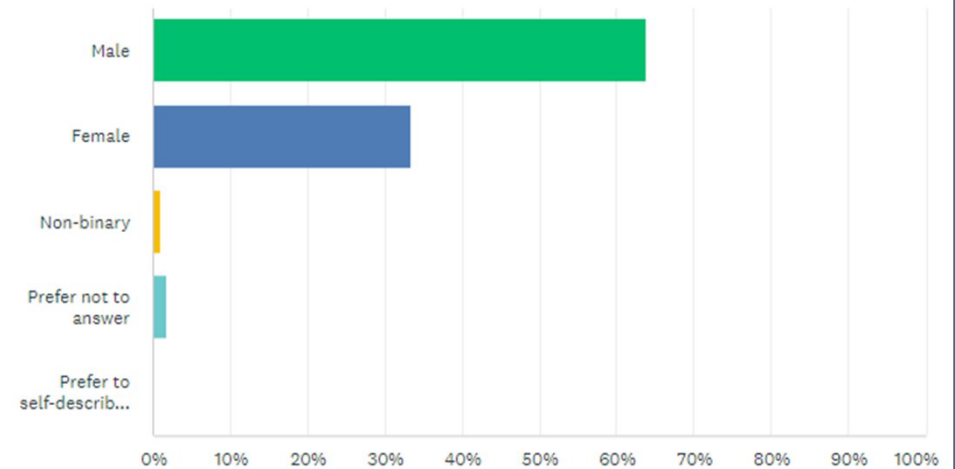
What is your age?

Answered: 108 Skipped: 0



What gender do you identify as?

Answered: 108 Skipped: 0



Thank you to our Partners

Cincinnati DOTE

Tri-State Trails

Community Councils

Local Non-Profits and Redevelopment Groups



Resources

- Hoboken Complete Streets Design Guide: <https://bit.ly/3NqIrVV>
- Hoboken Vision Zero Action Plan: <https://bit.ly/3wwGLVe>
- DGF Walkable Streets Design Consultation: <https://www.devougood.com/walkable-streets-design-consultation>
- DGF E-Bike Rebate Program: <https://www.devougood.com/ebike-rebate>
- Tri-State Trails Crash Dashboard: <https://tristatetrails.org/visionzero/>





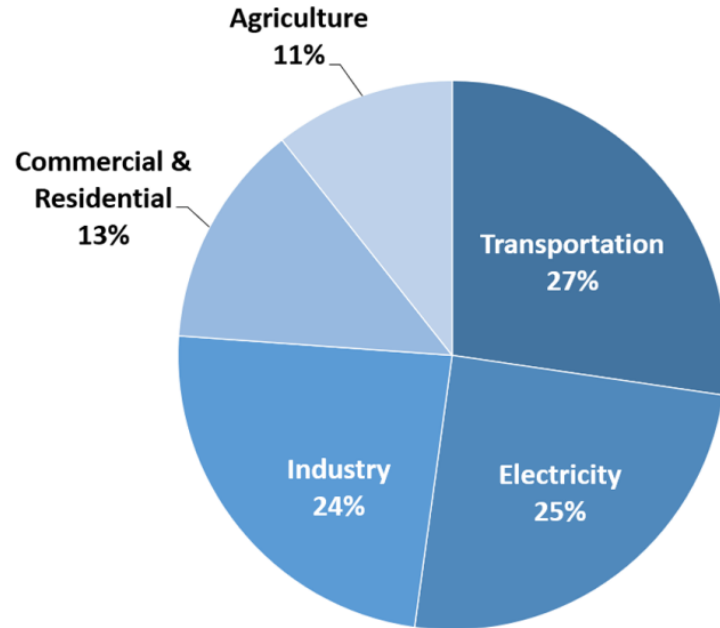


**SIERRA
CLUB**



Nathan Alley, Ohio Sierra Club
nathan.alley@sierraclub.org

Total U.S. Greenhouse Gas Emissions by Economic Sector in 2020



*U.S. Environmental Protection Agency

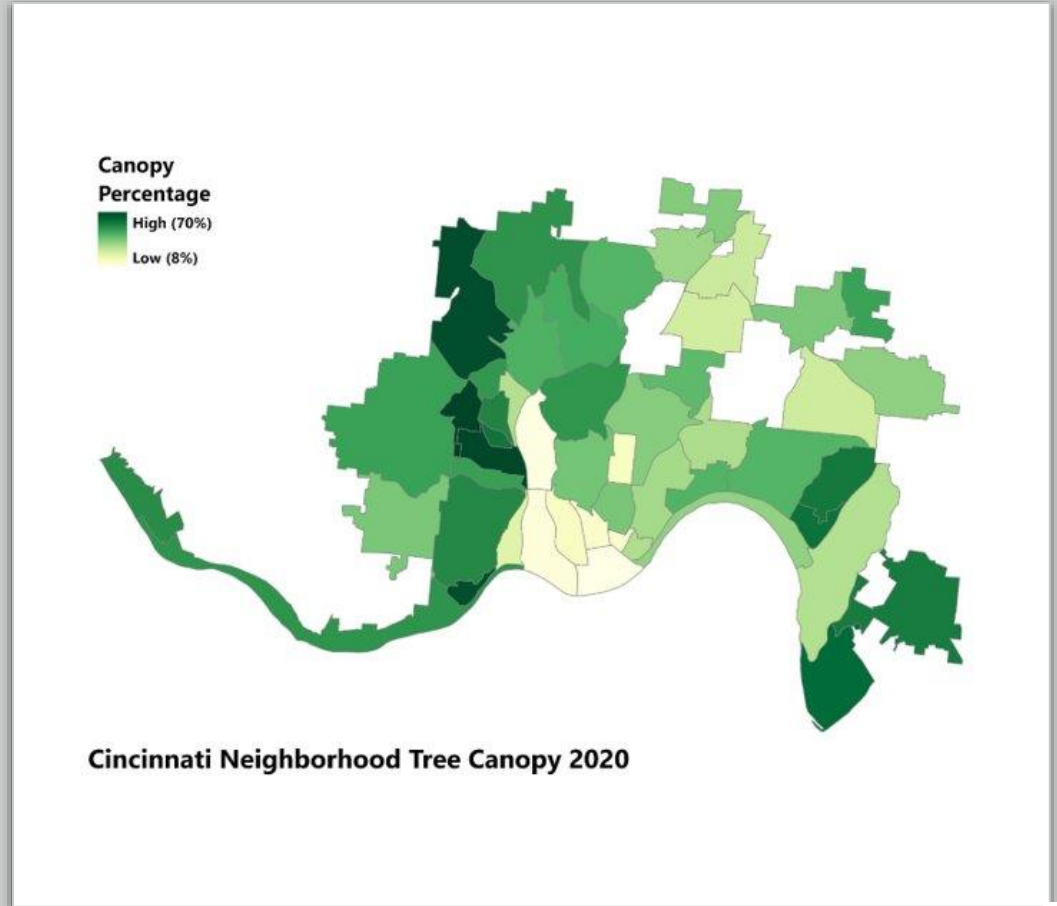


the **KEEPER**



How Cincinnati Urban Forestry Program is using data driven platforms for decision making:

- Urban Tree Canopy data:
 - Top-down road map
- Street Tree Inventory –
 - bottom-up implementation
- [Neighborhood UTC Statistics](#)
- UF Program Provides City wide:
 - 24-7 Emergency Management
 - Tree Removal, Pruning and Stump grinding
 - 6-year pruning cycle
 - Strategic tree planting
 - Annual Prioritized Risk Assessment



OHIO STATEHOUSE

AG NOIRE AWARENESS DAY

JUNE 1, 2022 | 9 AM - 3 PM

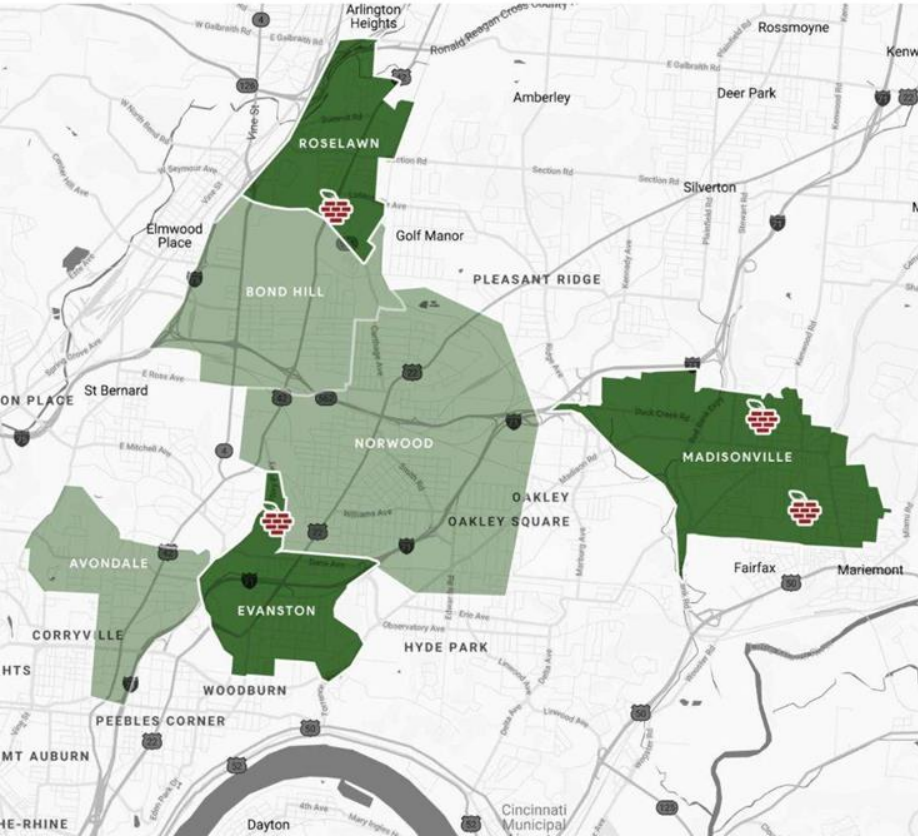
*A statewide urban agricultural Lobby Day
to address food deserts & supply chain
issues in Ohio's BIPOC communities.*

Register Today! <https://bit.ly/AgNoire>



Brick Gardens works to combat food insecurity by converting vacant land and buildings into urban farms and indoor vertical farm houses, providing fresh healthy produce to areas of Cincinnati considered food deserts.

<https://www.brickgardens.com/>
info@brickgardens.com
[@brickgardens](https://www.instagram.com/brickgardens)
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Groundwork Ohio River Valley: Green Jobs and Climate Safe Neighborhoods



Bond Hill Community Observations Map



Takeaways

- [Complete the Climate Change Survey](#)
- [Make Recommendations](#)
 - Share surveys on social media with: #GreenCincy2023
- [Read the 2018 Green Cincinnati Plan](#)
- [Participate in Engagement Sessions](#)
 - Dates, Times, Locations to be announced later. Watch link for information in near future.
- [Attend the Launch Event](#)
 - May 31 @ 6 PM, Cincinnati Zoo
- Action:
 - volunteer neighborhood cleanups
 - reduce, reuse, recycle!
 - Contact City Council: council@cincinnati-oh.gov – share any area of the GCP that excites you!
- City Programs: [Energy Equity Programs](#) (Warm Up Cincy); [SolarizeCincy.Com](#)