

Date: October 19, 2022

To: Mayor and Members of City Council

202201916

From: Sheryl M.M. Long, City Manager

Subject: LEADING PEDESTRIAN INTERVALS

Reference Document #202201344

The Council at its session on June 23, 2022 referred the following item for review and report.

MOTION, dated 6/6/2022, submitted by Councilmembers Jeffreys, Owens, Johnson, Cramerding and Vice Mayor Kearney, request the Administration report within ninety (90) days on a plan for rolling out leading pedestrian intervals (LPI) throughout Cincinnati's 52 neighborhoods.

OVERVIEW

A leading pedestrian interval (LPI) is a change to a traffic signal's timing that reduces the conflict between pedestrians and vehicular turning traffic at signalized crosswalks. A leading pedestrian interval provides pedestrians with a WALK signal 3-7 seconds before vehicles are shown a green signal. This allows pedestrians to establish their presence in the crosswalk and increase their visibility to turning motorists at the intersection. There are currently LPIs installed in the CBD, West Price Hill and Clifton communities.

LPI PHASING AND PRIORITIZATION CRITERIA

Installing an LPI requires staff to re-time the entire intersection, as well as any other intersections in the corridor whose signal timing is coordinated with the aforementioned signal. Due to the amount of staff time required to make these changes, DOTE plans to expand the use of LPIs in multiple phases.

Phase 1 will include the investigation and modification of signals around schools and recreation centers. There are approximately 130+ public and private schools and 23 recreation centers that will need to be investigated. Utilizing existing staff and funding resources DOTE expects to complete Phase 1 in approximately 12 months.

Phase 2 will focus on signals within neighborhood business districts (NBDs). DOTE has reviewed LPI best practices from other cities (i.e., Seattle, Los Angeles, Chicago) and determined that the implementation of LPIs in NBDs should be prioritized in the following situations:

- There is a pedestrian pushbutton.
- There has been a serious injury or fatal pedestrian crash or multiple pedestrian crashes that involve a turning vehicle in the previous three years.

- There is limited visibility between the pedestrian and motorist due to the angle of the intersection or an obstruction limiting the sight line of the crosswalk.
- There is a high number of turning vehicles (greater than 200 vehicles per hour per crosswalk).

As there are multiple traffic signals in most NBDs, DOTE expects the investigation and implementation of Phase 2 to take approximately 12 months (utilizing existing staff and funding resources).

SUMMARY

DOTe will continue to provide pedestrian safety improvements at locations that have a history of incidents as well as with a systematic pedestrian safety approach. The systematic safety approach identifies locations that have a higher risk of pedestrian related crashes based on the characteristics of that location.

In addition to other pedestrian safety improvements that DOTE is currently implementing (i.e., speed cushions, curb extensions, right sizing streets), leading pedestrian intervals are a valuable tool that is being used to make our streets safer for pedestrians.

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