



City of Cincinnati

801 Plum Street
Cincinnati, OH 45202

Agenda - Final

Climate, Environment & Infrastructure

Councilmember Meeka Owens, Chairperson
Councilmember Mark Jeffreys, Vice-Chair
Councilmember Jeff Cramerding, Member
Councilmember Seth Walsh, Member

Tuesday, December 17, 2024

10:00 AM

Council Chambers, Room 300

AGENDA

1. [202402548](#) **MOTION**, submitted by Councilmember Owens, **WE MOVE** that the administration prepare a report within 60 days to address the following concerns that are related to reconnecting Queensgate to Downtown during the design build process of the Brent Spence Bridge Corridor. **WE FURTHER MOVE** that the administration compare the current proposed local one-way street system across I-75 in Queensgate with the Signature Street Concept attached. (STATEMENT ATTACHED)

Sponsors: Owens
Attachments: [202402548](#)
[Attachment](#)

2. [202402558](#) **MOTION**, submitted by Councilmembers Nolan and Walsh, **WE MOVE** that the Administration work with the Department of Transportation and Engineering, Cincinnati Police, along with the appropriate state agencies and neighboring jurisdictions on both sides of the river, to identify and implement temporary measures to mitigate significant traffic delays due to the closure of the Daniel Carter Beard Bridge. (BALANCE ON FILE IN THE CLERK'S OFFICE) (STATEMENT ATTACHED)

Sponsors: Nolan and Walsh
Attachments: [202402558](#)

ADJOURNMENT



Meeka D. Owens

Meeka D. Owens
Cincinnati City Council

December 10th, 2024

Reconnecting Queensgate

WE MOVE that the administration prepare a report within 60 days to address the following concerns that are related to reconnecting Queensgate to Downtown during the design build process of the Brent Spence Bridge Corridor.

WE FURTHER MOVE that the administration compare the current proposed local one-way street system across I-75 in Queensgate with the Signature Street Concept attached.

Councilmember Meeka D. Owens

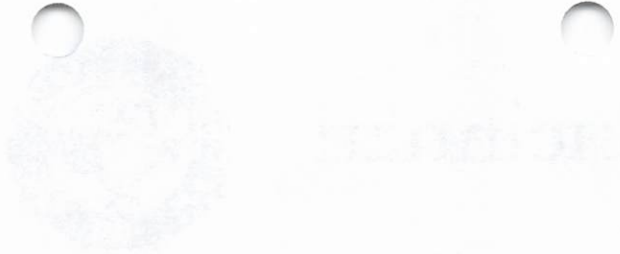
STATEMENT

It has been the desire of this Council to maximize the long-term economic development of recaptured land that will result from the redesigned footprint of the I-75 Corridor throughout the neighborhoods of the West End and Queensgate. At this point the administration has been proactive in asking for recommendations about the best land use of those reclaimed properties.

Land use is critical to understand the most economic value we can capture long-term. There is also a need to incentivize and advocate for the connection and creation of a more multi-modal city. Allowing there to be a greater amount of transportation options in the West End and Queensgate will be key to greater economic prosperity.

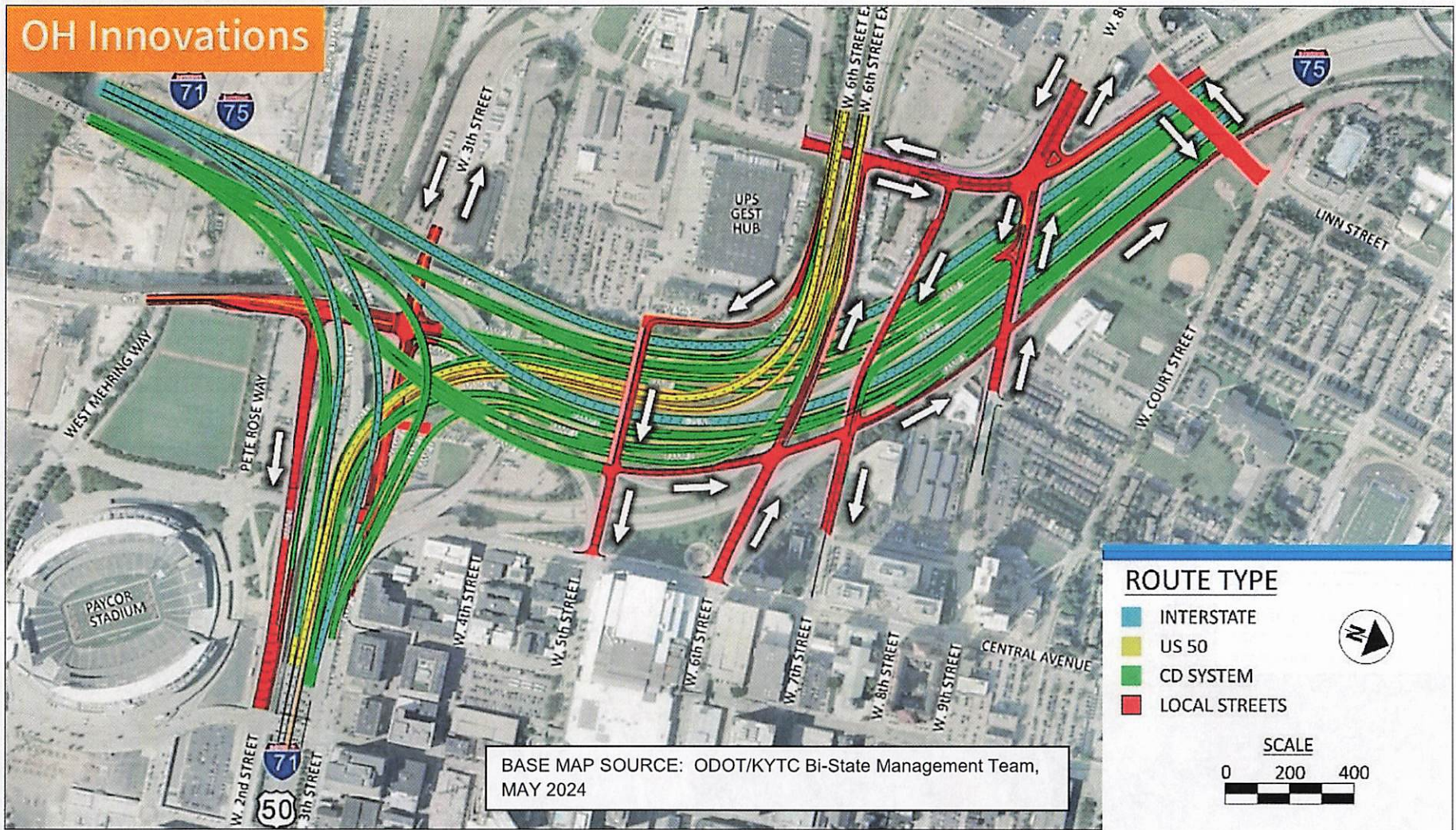
The considerations that are present in the attachment aligns with the work of the United States Department of Transportation's strategic goals of Safety, Economic Strength and Global Competitiveness, Equity, Climate and Sustainability, Transformation, and Organizational Effectiveness.

OK
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CAL



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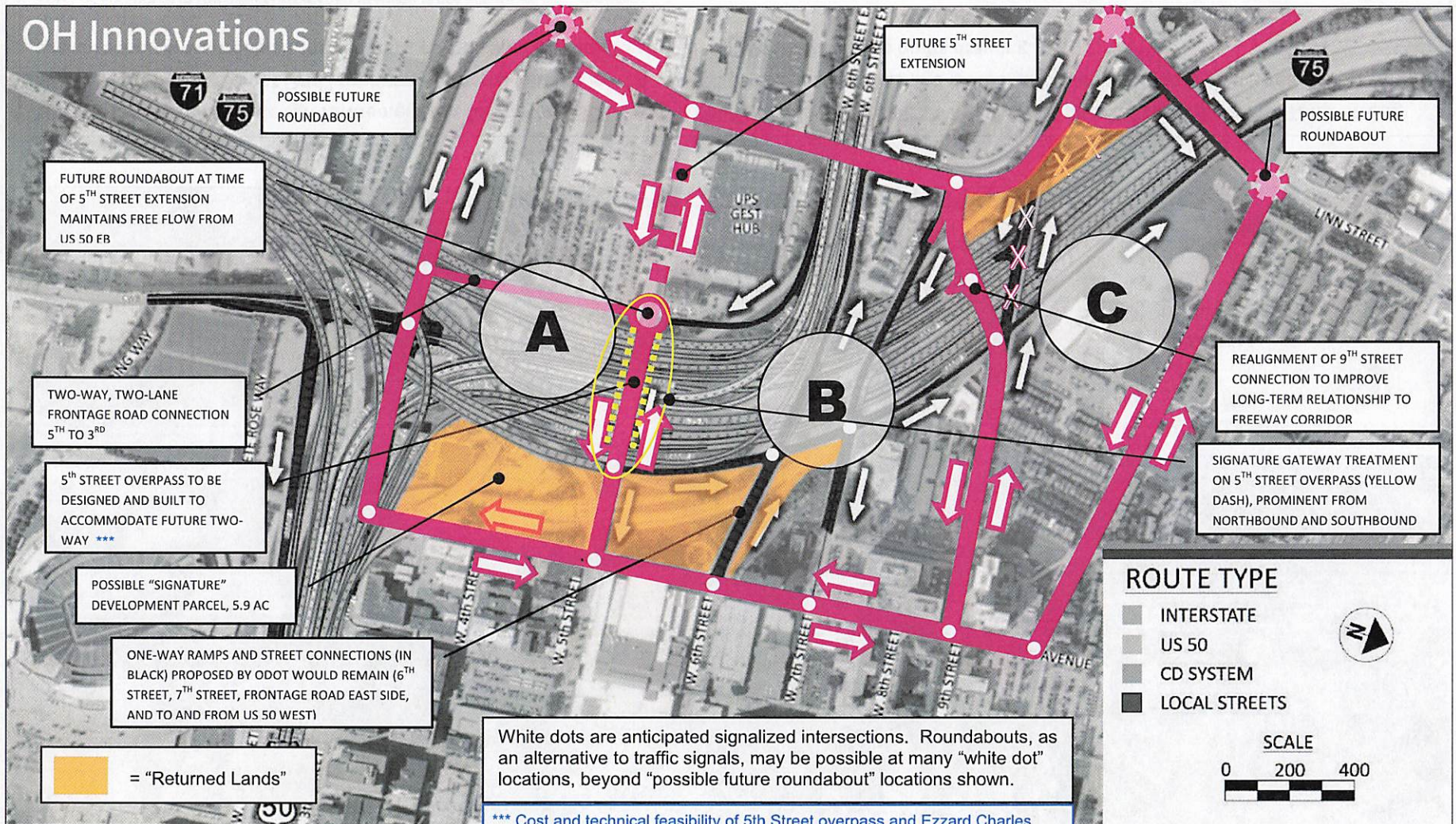
OH Innovations



This is the “Street Grid” design refinement put forward by ODOT to the public on May 31, 2024. With the exception of Linn Street and Third Street, all of the proposed “Street Grid” roadway elements (shown in red) would be one-way streets and would function mostly as higher-speed ramps or one-direction cross-freeway connections, as indicated by the directional arrows ODOT shows on its drawing.

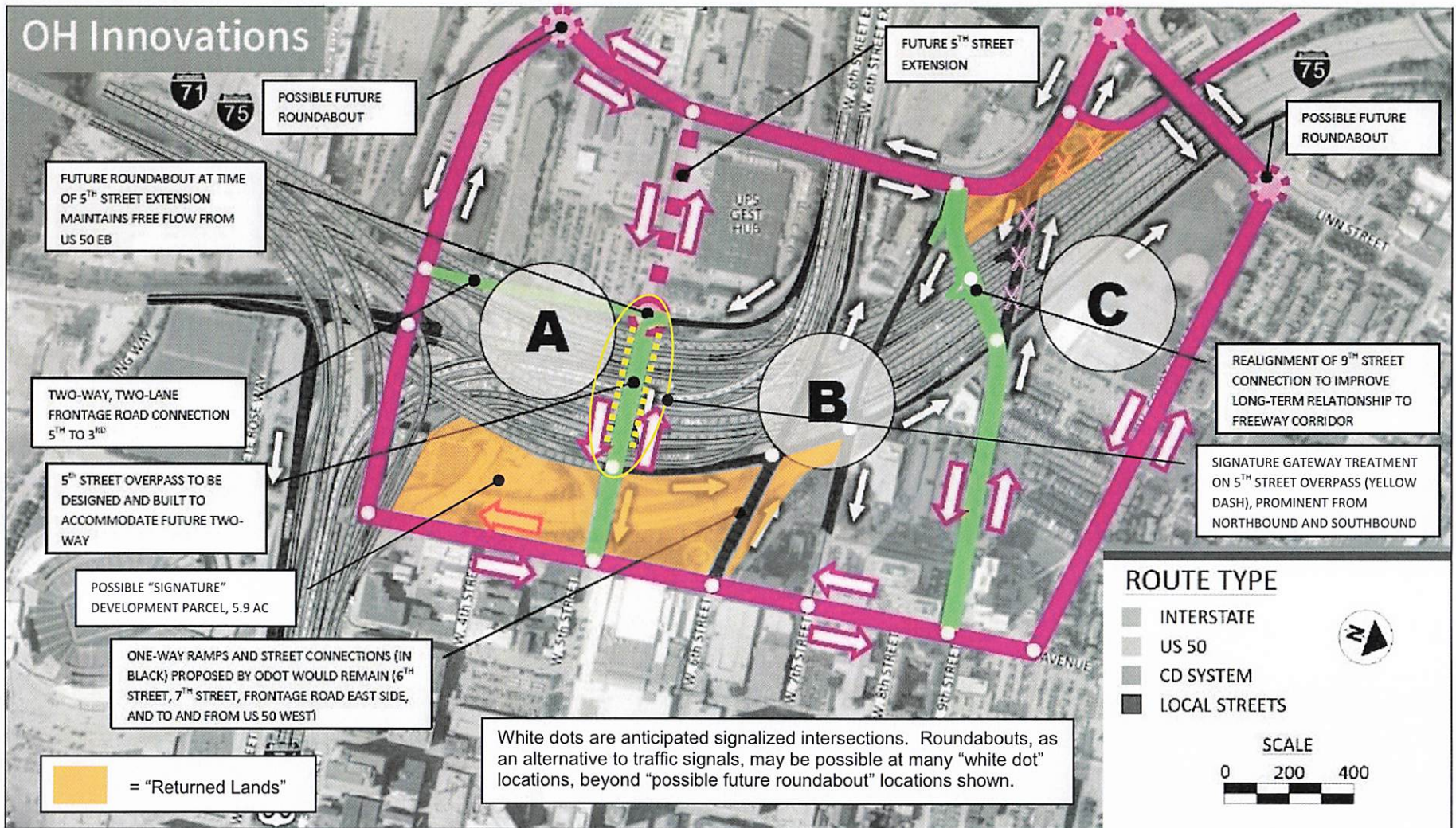
Note: Scale shown in the project base map drawing is not accurate.

OH Innovations



SIGNATURE STREET CONCEPT: This concept would establish a safe, welcoming, recognizable ("signature") and effective two-way true street grid circulation and connection network, generally building on ODOT's latest effort. All streets in purple would be two-way streets designed for all modes, safety, aesthetic relationship to the City and points west, and supporting relationship to economic investment in "Blocks" A, B and C.

Note: Scale shown in the project base map drawing is not accurate.



ODOT CONSTRUCTION TO SUPPORT SIGNATURE STREET CONCEPT: The items shown in **green** are roadway elements that would be designed and built by ODOT as part of the BSB Corridor Project, to directly support the eventual full Signature Street network. The 5th Street overpass would be designed and built for eventual two-way operation (4 or 5-lane section anticipated), but initially operated as one-way, with continuous flow from the US 50 EB/6th Street ramp. The 5th to 3rd connector would also be designed and built for two-way, but initially operated as one-way.

Note: Scale shown in the project base map drawing is not accurate.



202402558

Evan Nolan
Councilmember

Seth Walsh
Councilmember

12/10/2024

MOTION

WE MOVE that the Administration work with the Department of Transportation and Engineering, Cincinnati Police, along with the appropriate state agencies and neighboring jurisdictions on both sides of the river, to identify and implement temporary measures to mitigate significant traffic delays due to the closure of the Daniel Carter Beard Bridge.

WE FURTHER MOVE that the Administration provides regular updates on such mitigation efforts, their success or need for adjustments, planned additional mitigation efforts, and any funding needs to implement these efforts on a rolling basis until the bridge is reopened to traffic in both directions.

STATEMENT

The closure of the Daniel Carter Beard Bridge has severely impacted traffic throughout our urban core, particularly during peak rush hours, causing serious quality of life issues for thousands of commuters on a daily basis. Per the Ohio Department of Transportation (ODOT), the repairs will not be completed until at least March 2025.

The bridge closure presents major concerns shared between ODOT, Hamilton County, the City of Cincinnati, the Kentucky Transportation Cabinet, Kenton County, and the City of Newport. Efforts to mitigate these issues require collaboration and coordination between the multiple jurisdictions. It is our expectation that all of these partners are committed to alleviating the temporary congestion.

The City has initiated this work and has access to the data and resources to lead on these efforts. In the absence of a clearly communicated plan coming forward in the past month, the City should immediately convene the relevant partners to further consider, implement, and communicate proposed solutions.

The City Administration should explore ways of directing traffic in highly congested areas, temporarily adjusting traffic patterns and light timing, signage to encourage keeping intersections clear, and any other temporary measures that may help alleviate traffic and keep pedestrians safe.

The Administration should regularly report to Council or the relevant Council committees on the progress and measures being taken and update the City's website, social media, and other communication channels.

Seth Walsh

Evan Nolan