



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, November 22, 2022

10:00 AM

Council Chambers, Room 300

PRESENTATION

"Complete Streets Policy"

John Brazina, Director of Transportation and Engineering

AGENDA

- [202202087](#) **ORDINANCE**, submitted by Councilmember Jeffreys, from Emily Smart Woerner, City Solicitor, **ADOPTING** a Complete Streets policy for the design, construction, operation, repair and replacement of new and existing roadways within the City as an official policy of the City Council.

Sponsors: Jeffreys

Attachments: [Transmittal](#)
[Ordinance](#)
- [202202098](#) **PRESENTATION**, submitted by Sheryl M. M. Long, City Manager, dated 11/22/2022, regarding Complete Streets Policy.

Sponsors: City Manager

Attachments: [Transmittal](#)
[Presentation](#)
- [202202015](#) **MOTION**, submitted by Councilmembers Cramerding, Johnson, Keating and Vice Mayor Kearney, **WE MOVE** that any department with critical failing infrastructure, including our Departments of Public Services, Transportation and Engineering, Recreation, Parks, and Health, provide a list of their top ten projects with the greatest need. Criteria should include the following: Public and employee safety, Accessibility and impact on the public, Shovel readiness and Equity and projects in underserved neighborhoods, including Neighborhood Revitalization Strategy Areas, CDBG Local Target Areas, and other areas that have been underserved. (STATEMENT ATTACHED).

Sponsors: Cramerding, Johnson, Kearney and Keating

Attachments: [Motion](#)

4. [202202062](#) **MOTION**, submitted by Vice Mayor Kearney, **WE MOVE** that City administration provide a REPORT on the feasibility of building a pedestrian bridge to provide a safe, non-vehicular route across Elberon Avenue to Mt. Echo Park, and whether there are available funding sources such as the U.S. Department of Transportation's Reconnecting Communities Pilot Program. (STATEMENT ATTACHED)
- Sponsors:** Kearney
- Attachments:** [Motion](#)
5. [202201893](#) **REPORT**, dated 10/12/2022, submitted Sheryl M. M. Long, City Manager, regarding Pedestrian Access During Construction.
- Sponsors:** City Manager
- Attachments:** [Report](#)
6. [202201915](#) **REPORT**, dated 10/19/2022, submitted Sheryl M. M. Long, City Manager, regarding Removal of Rush Hour Parking Restrictions (Updated).
- Sponsors:** City Manager
- Attachments:** [Report \(Updated\)](#)
7. [202201916](#) **REPORT**, dated 10/19/2022, submitted Sheryl M. M. Long, City Manager, regarding Leading Pedestrian Intervals.
- Sponsors:** City Manager
- Attachments:** [Report](#)

ADJOURNMENT

Date: November 10, 2022

To: Councilmember Mark Jeffreys
From: Emily Smart Woerner, City Solicitor *EESW*
Subject: **Ordinance – Adopting a Complete Streets Policy**

Transmitted herewith is an ordinance captioned as follows:

ADOPTING a Complete Streets policy for the design, construction, operation, repair, and replacement of new and existing roadways within the City as an official policy of the City Council.

EESW/MEH(lb)
Attachment
366728

City of Cincinnati

MEH *EEB*

An Ordinance No. _____ - 2022

ADOPTING a Complete Streets policy for the design, construction, operation, repair, and replacement of new and existing roadways within the City as an official policy of the City Council.

WHEREAS, “Complete Streets” are those roadways that, through their design and operation, accommodate the safe, comfortable, and accessible movement of all users, including pedestrians, bicyclists, transit users, motorists, emergency vehicles, freight and commercial vehicles, and people of all ages and abilities; and

WHEREAS, the Complete Streets approach reimagines sidewalks and roadways as vibrant public spaces—a “third place”—where participating in public life becomes irresistible and inevitable; and

WHEREAS, applying Complete Streets principles to the design, construction, operation, repair, and replacement of new and existing roadways can enhance multimodal access for users of various forms of transportation; and

WHEREAS, enhancing multimodal transportation access is essential to connecting Cincinnati’s neighborhoods on an equitable basis by ensuring those neighborhoods with the greatest need for alternative forms of transportation are served; and

WHEREAS, Complete Streets provide myriad public benefits beyond improved transportation options including, but not limited to, supporting a happier and healthier population by encouraging physical activity; reducing the City’s carbon footprint and increasing air quality; mitigating stormwater runoff and sewer overflows; connecting neighborhoods; fostering economic activity and job growth; and improving the financial condition of the City by reducing the cost of constructing and maintaining transportation facilities; and

WHEREAS, the establishment of a Complete Streets policy complements the City’s “Vision Zero” program, which aims to eliminate all traffic-related deaths and severe injuries, and is in furtherance of the Green Cincinnati Plan (2018), whose goals call for incorporating Complete Streets principles in all new roadway and rehabilitation projects and increasing the percentage of city streets that conform to Complete Streets principles; and

WHEREAS, the Council recognizes that the application of a Complete Streets policy to the design, construction, operation, repair, and replacement of new and existing roadway systems must account for a number of factors, including surrounding land-use patterns, community context, and available resources, and further requires technical expertise and the exercise of discretion and professional judgment by the City Administration and particularly the Department of Transportation and Engineering; and

WHEREAS, the Council finds the adoption of a Complete Streets policy to be in the interest of the public's health, safety, and welfare; now, therefore,

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

Section 1. That the City Council hereby adopts a Complete Streets policy for the design, construction, operation, repair, and replacement of new and existing roadways within the City as an official policy of the Council.

Section 2. That the Council's goals in adopting this policy include:

- a. Providing multimodal accommodations that increase connectivity for street users of all ages and abilities;
- b. Improving safety for all street and roadway users, particularly those groups that face comparatively greater safety risks, such as pedestrians, bicyclists, children, senior citizens, and persons with disabilities; and
- c. Increasing the comfort of street and roadway users, contributing to a sense of place, and creating a more pleasant experience for the street user.

Section 3. That the City Council authorizes the City Manager and the proper City officials to establish formal guidance for incorporating Complete Streets principles into the design, construction, operation, repair, and replacement of new and existing roadways, and to establish and revise related rules, regulations, policies, manuals, and procedures in order to incorporate Complete Streets principles, which guidance and revisions should make provision for appropriate levels of community engagement.

Section 4. That the City Council further authorizes the City Manager and the proper City officials to establish a formal reporting protocol for measuring the City's progress in implementing the Complete Streets policy, which reporting may include metrics such as (i) total miles of new bike facilities; (ii) linear feet of new pedestrian accommodation; (iii) number of curb-ramp installations along city streets; (iv) number of traffic-calming improvements; (v) number of safety

improvements; (vi) number of comfort enhancements; (vii) number of projects in each neighborhood; and (viii) number of crashes, injuries, and fatalities by mode of transportation.

Section 5. That the proper City officials are hereby authorized to take all necessary and proper actions to carry out the terms of this ordinance.

Section 6. That this ordinance shall take effect and be in force from and after the earliest period allowed by law.

Passed: _____, 2022

Aftab Pureval, Mayor

Attest: _____
Clerk

Date: November 22, 2022

To: Members of the Climate, Environment & Infrastructure Committee

From: Sheryl M. M. Long, City Manager

Subject: Presentation – Complete Streets Policy

202202098

Attached is the presentation for the Complete Streets Policy for the Climate, Environment, & Infrastructure Committee.

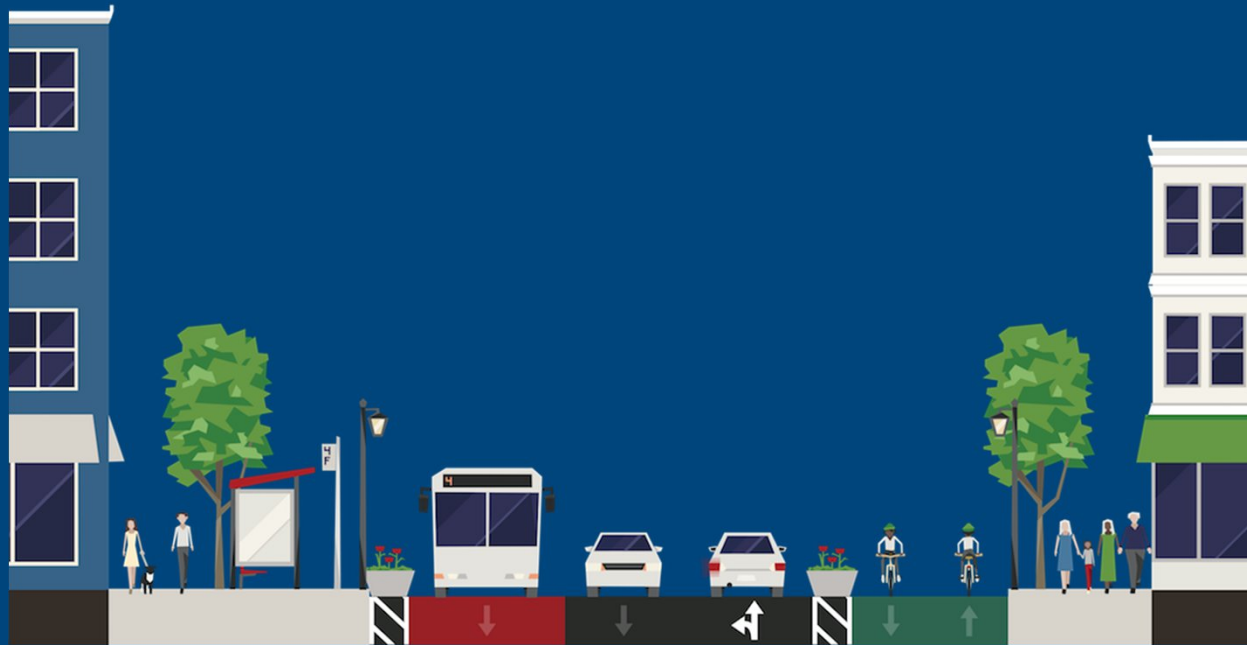
cc: John S. Brazina, Director
Department of Transportation and Engineering

COMPLETE STREETS POLICY

Climate, Environment, and Infrastructure
Committee
November 22, 2022



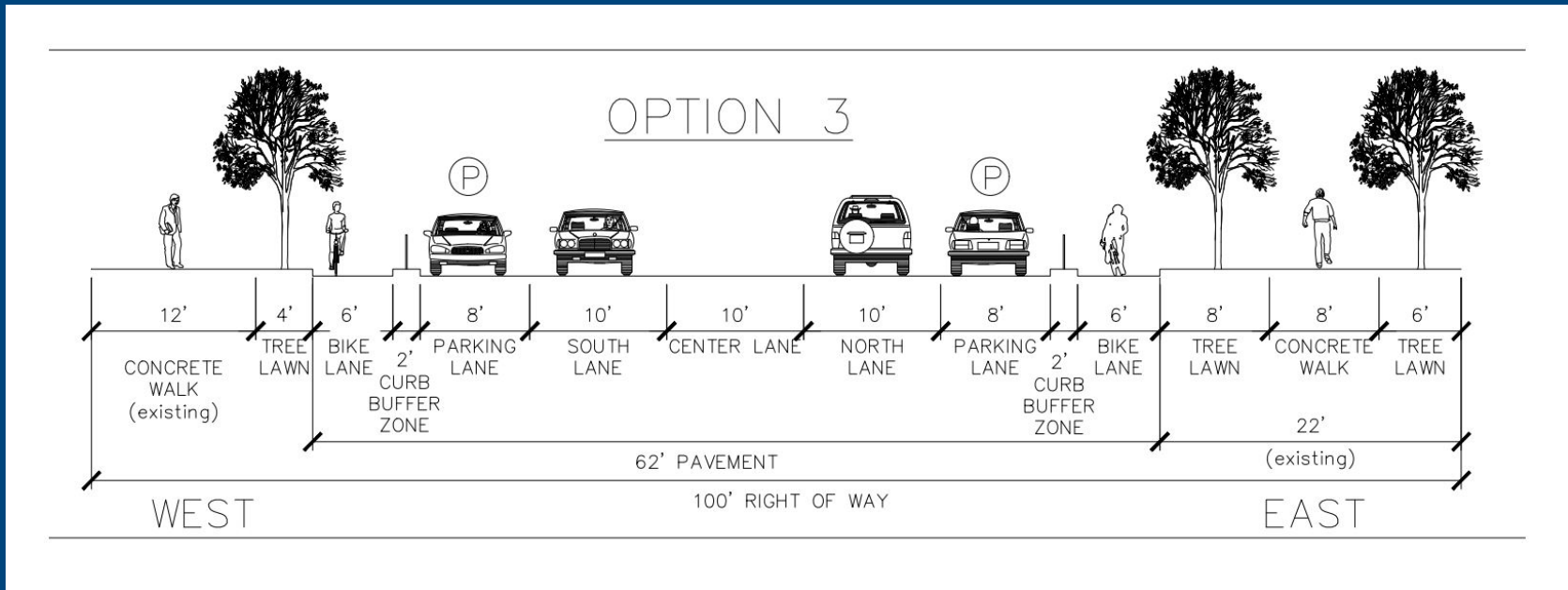
What is a Complete Street?



What is a Complete Street?



What is a Complete Street?



What is a Complete Street?



Policy Highpoints

- Goals
- Objectives
- Guidelines and Standards
- Community Engagement
- Reporting and Checklist

Reporting

- The annual report will include the following metrics:
 - Total miles of new bike facilities
 - Linear feet of new/repaired/widened sidewalk and number of new curb ramps
 - Number of traffic-calming improvements
 - Number of safety improvements
 - Number of comfort enhancements
 - Number of projects in each neighborhood
 - Number of crashes, and injuries/fatalities by mode

Complete Streets Preliminary Engineering Checklist

Metric Category	Subcategory	Yes	No	N/A	Quantity or Explanation
Bike Facilities	Protected bike lanes				
	Bike lanes				
	Shared use paths				
Sidewalk and curb ramps	New sidewalk where none existed previously				
	Sidewalk repair/replacement/reconstruction				
	Sidewalk width expansion				
	New curb ramps where none existed previously				
	Curb ramps upgraded to meet ADA				
Traffic calming	Speed cushions				
	Speed humps				
	Lower speed limit				
	Rush hour parking converted to 24/7				
	Curb radii reduced				
	Curb extensions				
	Pedestrian islands				
	Centerline hardening				
	Street rightsizing				
	Remove slip lane				
Safety improvements	Stop signs				
	Leading pedestrian intervals				
	Pedestrian priority signals				
	Countdown signals				
	New traffic signals				
Comfort enhancements	Increased or improved street lighting				
	Street trees				
	Wayfinding or neighborhood gateways				
	Pedestrian level street lighting (NBDs)				
	Hillside step improvements				
	Streeteries/parklets approved				
	Bike racks				

Questions?





Jeff Cramerding
Councilmember

October 25, 2022


MOTION

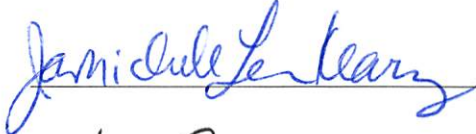
WE MOVE that any department with critical failing infrastructure, including our Departments of Public Services, Transportation and Engineering, Recreation, Parks, and Health, provide a list of their top ten projects with the greatest need. Criteria should include the following:

- Public and employee safety
- Accessibility and impact on the public
- Shovel readiness
- Equity and projects in underserved neighborhoods, including Neighborhood Revitalization Strategy Areas, CDBG Local Target Areas, and other areas that have been underserved

STATEMENT

As council moves to fill holes in our deferred maintenance gap, it is imperative that we know what specific neglected infrastructure exists in the city and what the most immediate need is. Not only must council know the monetary cost of deferred maintenance to the city, but the human cost as well.




JEFF CRAMERDING

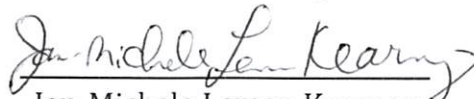


Jan-Michele Lemon Kearney
Councilmember

November 8, 2022

MOTION

WE MOVE that City administration provide a REPORT on the feasibility of building a pedestrian bridge to provide a safe, non-vehicular route across Elberon Avenue to Mt. Echo Park, and whether there are available funding sources such as the U.S. Department of Transportation's Reconnecting Communities Pilot Program.


Jan-Michele Lemon Kearney

STATEMENT

Even crosswalks and lights cannot make crossing Elberon Avenue safe due to the curves of the street and the high rate of speed of the vehicles. Similar to the pedestrian bridge that spans across Vine Street to connect the Cincinnati Zoo's parking lot to the Zoo, such a structure would allow children and adults to travel to Mt. Echo Park without having to drive a car to get there. In addition, the pedestrian bridge would connect the Price Hill community on either side of this busy thruway, thereby increasing community connectivity and public engagement.

CAL → Healthy Neighborhoods

Date: October 12, 2022

To: Mayor and Members of City Council 202201893
From: Sheryl M. M. Long, City Manager
Subject: PEDESTRIAN ACCESS DURING CONSTRUCTION

Reference Document #202201428

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

MOTION, dated 6/13/2022, submitted by Councilmembers Jeffreys and Parks, WE MOVE that the Administration reports back to council within ninety (90) days with a policy framework that requires entities performing public roadway improvements and private development projects to maintain existing or improved levels of pedestrian access during construction. WE FURTHER MOVE that the Administration prioritize pedestrian access when evaluating constructions plans and permit applications to ensure that, unless there are extreme spatial limitations (i.e. the maintenance of pedestrian access would result in the complete loss of automobile access), pedestrian access is maintained by: 1) incentivizing/ mandating the use of scaffolding that allows pedestrian access, 2) removing parking lanes to maintain temporary pedestrian access, or 3) removing traffic lanes to maintain temporary pedestrian access.

The following report by the Department of Transportation and Engineering (DOTE) details the internal policy regarding pedestrian access during public and private improvement projects.

I. *DOTE Framework for Construction Activity in Public-Right-of-Way*

Safety for all users is the primary consideration. Construction activity location, type and duration vary, therefore, every location is reviewed independently so the users' safety is achieved. Construction activity location, type and duration vary; therefore, every location is reviewed independently so the users' safety is achieved.

Pedestrian protection and pedestrian access must be maintained at all times.

The permittee/General Contractor is responsible for assuring the work area is secured and pedestrians cannot walk under equipment or into the work area. Traffic control devices must be used to secure the work area. Pedestrian, advance warning or instructional, signs are required.

DOTE utilizes local, state, and federal regulations as governing rules along with site and project specific considerations. Additionally, the Department of Buildings & Inspections requires adjacent sidewalks to be closed for building demolitions.

Occasionally, a gap in communication or lack of information occurs between other City Departments, DOTE and the General Contractors. DOTE is updating internal procedures to reduce this gap and improve the communication and information with the permit holder to maintain existing or improve levels of pedestrian access.

II. Current Fees Structure

DOTE Permit fee structure currently incentivizes keeping pedestrian access open on existing sidewalk. Partial sidewalk closure permit fees are less than full sidewalk closure. For example, sidewalk on one block in the Central Business District (CBD) barricaded for 6-months would incur a DOTE Permit fee of approximately \$6,500.00 to maintain partial sidewalk or \$12,900.00 to close fully and detour pedestrians. Walk-through temporary covered walkways permit fee is \$86.00 (no matter the duration of time).

III. Community Engagement

DOTE regularly attends monthly meetings with the Cincinnati Accessibility Board of Advisors (CABA) and presented on July 20, 2022, current policies regarding pedestrian protection and access in construction zones. The information was well received by CABA members who indicated they currently use the CSR system when accessibility situations are encountered.

IV. Updating Internal Procedures – Next Steps

DOTE's current policy is that the contractor shall always maintain pedestrian protection and pedestrian access. To reduce potential gaps in communication and/or lack of information that occasionally occur between interested parties, DOTE is updating the internal procedures around pedestrian access issues. This update will seek to reduce communication gaps, increase coordination efforts between City Departments, ensure the DOTE pedestrian protection policy conditions are placed on permits, and improve enforcement on permitted and non-permitted work to make certain that safe pedestrian access is maintained during construction.

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

Date: October 19, 2022

202201915

To: Mayor and Members of City Council
From: Sheryl M.M. Long, City Manager
Subject: REMOVAL OF RUSH HOUR PARKING RESTRICTIONS

Reference Document #202201296

The Council at its session on June 8, 2022, referred the following item for review and report.

MOTION, dated 5/31/2022, submitted by Councilmembers Harris, Owens, Keating and Jeffreys, WE MOVE that the Administration provide a report within thirty (30) days outlining the feasibility, impact, and implementation of removing the city's rush hour parking restrictions throughout the entire city.

The following report by the Department of Transportation and Engineering (DOTE) details the feasibility of removing the city's rush hour parking restrictions.

BACKGROUND

The daily traffic patterns on many city streets see an increase in the mornings as residents commute to their workplace in and around the Central Business District and the Uptown areas and in the evening when residents travel home. Traffic patterns show that some commuters reside within the City of Cincinnati while others live in the surrounding cities, villages, and townships.

Many of Cincinnati's arterial streets are narrow four and five lane roadways with peak hour restricted parking to accommodate for the sharp increases in traffic volumes typically seen for those couple hours in the morning and evening each weekday. This practice results in using the curb lane for the movement of traffic and bus operations during peak traffic times and on-street parking and loading for abutting residences and businesses the remainder of the day.

Peak-hour parking restrictions are based on the hourly traffic volumes on the roadway, not the average daily volumes. Other considerations also include the number of bus and transit stops located along the street, the number of pedestrians along the corridor, and the distance between intersecting streets.

On many corridors the land use and traffic volumes have changed since the peak hour parking arrangements were initially implemented, which has allowed the removal of peak hour restrictions on multiple corridors in recent years.

ADVANTAGES OF REMOVING PEAK HOUR PARKING RESTRICTIONS:

- Front door parking is available during high traffic hours, which could positively impact businesses that have no off-street parking.
- Parked cars have a positive traffic calming effect in densely developed and occupied NBD's.
- Residents would not have to move parked cars if parked in peak hour restricted travel lane.
- Congestion created by the removal of peak hour restrictions could encourage motorists to seek alternate routes.

ADVANTAGES OF KEEPING PEAK HOUR PARKING RESTRICTIONS:

- Buses do not have to change lanes and/or maneuver in and out of traffic, thus improving the efficiency, safety, and schedule of the bus service.
- Vehicles can use the right lane to pass other vehicles waiting to turn left into side streets and driveways.
- Peak hour parking restrictions assist with emergency vehicle response time by providing space to pull over for emergency vehicles to pass.
- Reduces the potential of crashes on arterials during peak hours.

CURRENT WORK

DOTe is in the process of reviewing the peak hour parking restrictions in all the NBDs as part of the Pedestrian Safety Program and assessing the need for peak hour restricted parking on corridors such as W. North Bend Road, northern limit of Hamilton Avenue, and streets in the Central Business District.

SUMMARY

The removal of peak hour parking restrictions is feasible. In some situations, there is an advantage to remove the restrictions; however, in other situations, the advantage is to keep the restrictions. DOTe recommends reviewing the peak-hour parking restrictions on a street-by-street basis considering pedestrian safety, location, and community and business input.

The removal of all peak hour restricted parking in the City would require an implementation plan for each impacted street. The plan would identify the modifications needed to street signs, parking meters, pavement markings, and traffic signal equipment and timing. To develop the plans and implement the changes would take approximately 24 months.

NEXT STEPS

1. The removal of peak hour parking restriction affects major-through roadways which amount to approximately 25% of the City's roadway network. DOTe will implement the removal of peak hour parking restriction in phases.

Phase 1: Complete a sign audit which will be used to identify all peak hour restricted parking locations on the effected principal and minor arterials. Milestone: 3 months.

Examples of streets include McMillan Street, Reading Road, William Howard Taft Road, Woodburn Avenue Hamilton Avenue, Glenway Avenue, W. North Bend Road, Marburg Avenue, Montgomery Road, Paddock Road, River Road, Vine Street, Colerain Avenue, and 7th Street and other streets in CBD.

Phase 2: Evaluation and implementation in the Neighborhood Business Districts. Milestone: 6-month project.

Phase 3: Evaluation and implementation in the Central Business District and OTR. Milestone: 6-month project.

Phase 4: Evaluation and implementation in the remainder of the city. Milestone: 9-month project

2. **Community Engagement.** DOTE will engage community councils to discuss options for the different corridors. For some locations where the changes coincide with street rehab work, options can be installed before final paving to determine the impact and approval of the change.
3. **Need for Additional Resources.** Due to current DOTE workloads, additional resources are required to reduce the 24-month timeline. DOTE estimates \$300,000.00 to hire a traffic engineering consultant to evaluate the corridors and current rush hour parking restrictions. Hiring a consultant would reduce the 24-month project timeline by 6-9 months.
4. **Future Changes.** The removal of rush hour parking restrictions will require signage changes and, in some locations, additional pavement markings and traffic signal changes. DOTE will expedite the parking restriction removal that requires only a signage change then track and remediate any issues, afterwards.

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

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