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Mark Jeffreys
Councilmember

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MOTION

WE MOVE that, the Administration provide a report within thirty (30) 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 the process, costs, and timing outlined.

STATEMENT

Despite an increase in funding for Vision Zero pedestrian safety initiatives in the city in 2021, there were 305 accidents involving pedestrians and cyclists in 2021 that included 7 deaths.[1] The city rightfully seeks a solution to a "problem intersection" when there is an incident; however, that reaction is not grounded in a comprehensive, neighborhood-by-neighborhood pedestrian safety plan.

Data demonstrates that tools used for other transportation objectives have a separate benefit of pedestrian safety but are usually not considered as speed calming measures. Specifically, protected bike lanes reduce crashes by 47% for cars, pedestrians, and cyclists. Data from the Clifton Avenue temporary protected bike lanes reinforced this with 6,300 fewer cars speeding per week as a result of the protected bike lanes. Separate data on dedicated bus lanes, including bus rapid transit lanes, and implementation of rush hour parking in neighborhood business districts has also show a reduction in crashes due to those measures' resulting in a reduction in speeding.

[1] https://insights.cincinnati-oh.gov/stories/s/sj28-dfcf

Development of this comprehensive, 52-neighborhood plan would involve engaging Community Councils, neighborhood stakeholders, and all residents to fully understand the needs of each community as well as advocacy groups. While we would expect this comprehensive roadmap of action could take a year or so to develop, the intent of this motion is not to delay immediate work under way now to address urgent issues involving pedestrian safety over the next year throughout the city.

The expectation is that the ultimate comprehensive plan would require significant investment in time and resources of the Department of Transportation & Engineering (DOTE) to implement changes needed to make our streets safer across all 52 neighborhoods. After we understand that full cost and plan then we can tackle the tough challenge of identifying dedicated funding sources for these multi-year needs rather than the patchwork solution we have today on this issue.

Councilmember Mark Jeffreys

2/9/2022
Calendar
JR