

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