Central Parkway Reimagined
Complete Street Improvement Project

Working Towards a Preferred Alternative
Preliminary Design Option Development
Public Meeting #1
Tonight’s Speakers

Jeff Stine, RA
Principal Architect
City of Cincinnati

Jeff Heimann, P.E.
Project Manager
Strand Associates, Inc.

https://www.centralparkwaycincinnati.org/
Agenda

- Project Background and Objectives
- Public Survey
- Overview of Alternatives
- Small Group Format and Guidelines
- Wrap-Up & Next Steps
- Project Schedule
- Questions
Project History

- Miami-Erie Canal
- Cincinnati Subway System
- Central Parkway
Project Background

- Plum Street to Liberty Street
- Within the existing right-of-way
- Multimodal and pedestrian related improvements utilizing Complete Street and Vision Zero design strategies
Project Goals and Objectives

- Re-connect urban neighborhoods
- Re-establish Central Parkways' initial vision and development potential
- Prioritize pedestrian use and safety
- Incorporate more complete streets features
Public Engagement

- Project website
  - 1,061 site visits
- Social Media (Twitter/X Post)
  - 42,100 views
- Email blasts
- Sandwich boards & fliers/posters
- 30-day public survey
  - 499 responses
Pedestrian Safety

Signalized Intersections

- Extremely Safe: 3%
- N/A: 4%
- Extremely Unsafe: 8%
- Safe: 23%
- Unsafe: 35%
- Neither Safe Nor Unsafe: 27%

Unsignalized Intersections

- Extremely Safe: 1%
- N/A: 4%
- Safe: 6%
- Neither Safe Nor Unsafe: 14%
- Extremely Unsafe: 38%
- Unsafe: 37%
New/Improved Crosswalk Locations

- NA / Not Sure
- No
- Ez. Charles, Music Hall, TC Garage, Grant & 12th streets
- Plum Street
- 15th Street
- Yes
- All
- Wade Street
- 14th Street
- Liberty Street
- Charles Street
- Magnolia Street
Pedestrian Challenges

- Vehicular traffic speed along Parkway: 80%
- Motorists don't pay enough attention to pedestrians & cyclists: 80%
- Width of Parkway: 60%
- Timing of walk/don't walk signs: 40%
- Number of crosswalks: 20%
- Location of crosswalks: 20%
- Width of sidewalks: 20%
- Other - write-in: 0%
- Number & location of transit stops: 0%
Overall Feeling of Bicycle Safety

- N/A (I don't bike through this area), 46%
- Extremely Safe, 1%
- Safe, 6%
- Neither safe nor unsafe, 12%
- Unsafe, 22%
- Extremely Unsafe, 12%
# Preferred Bicycle Buffer Enhancements

<table>
<thead>
<tr>
<th>ITEM</th>
<th>OVERALL RANK</th>
<th>RANK DISTRIBUTION</th>
<th>SCORE</th>
<th>NUMBER OF RANKINGS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Protected intersections (a buffer to help protect bicyclists from conflicts with turning vehicles at intersections)</td>
<td>1</td>
<td></td>
<td>2,220</td>
<td>528</td>
</tr>
<tr>
<td>The addition of hard materials such as planters, concrete or metal bollards, and/or concrete barriers</td>
<td>2</td>
<td></td>
<td>2,218</td>
<td>522</td>
</tr>
<tr>
<td>The addition of landscaping materials, including shrubs and trees</td>
<td>3</td>
<td></td>
<td>2,015</td>
<td>522</td>
</tr>
<tr>
<td>Grade separation (bike lane is level with sidewalk, 6” above the street)</td>
<td>4</td>
<td></td>
<td>1,896</td>
<td>529</td>
</tr>
<tr>
<td>The addition of parking blocks and plastic traffic safety paddles</td>
<td>5</td>
<td></td>
<td>1,449</td>
<td>516</td>
</tr>
<tr>
<td>No opinion</td>
<td>6</td>
<td></td>
<td>1,283</td>
<td>510</td>
</tr>
</tbody>
</table>
# Challenging Intersections to Navigate as Any User

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>West Liberty Street</td>
<td>50%</td>
</tr>
<tr>
<td>Ezzard Charles Drive</td>
<td>40%</td>
</tr>
<tr>
<td>Plum Street</td>
<td>30%</td>
</tr>
<tr>
<td>No Opinion</td>
<td>20%</td>
</tr>
<tr>
<td>West 12th Street</td>
<td>10%</td>
</tr>
<tr>
<td>West 14th Street</td>
<td>10%</td>
</tr>
<tr>
<td>West 15th Street</td>
<td>10%</td>
</tr>
<tr>
<td>Charles Street</td>
<td>5%</td>
</tr>
<tr>
<td>Wade Street</td>
<td>5%</td>
</tr>
<tr>
<td>Grant Street</td>
<td>5%</td>
</tr>
<tr>
<td>Magnolia Street</td>
<td>5%</td>
</tr>
<tr>
<td>Odeon Street</td>
<td>5%</td>
</tr>
</tbody>
</table>
Number of Traffic Lanes

- 0% - Too many lanes
- 10% - Just right
- 20% - No opinion
- 30% - Not enough lanes

Bar chart showing the percentage distribution of opinions.
Priority User in the Corridor

- Pedestrians trying to cross Parkway
- Pedestrians traveling on sidewalks
- Residents
- Bicyclists
- Local businesses
Best Use for Additional Space

- Wider, enhanced buffers separating bicycle lanes & on-street parking/vehicles
- Wider, enhanced sidewalks and landscaping for pedestrians
- Wider, enhanced buffers separating pedestrians & bicyclists
- Wider landscaped medians
- Other - write-in
How to Improve Safety and Neighborhood Connections

- Pedestrian oriented sidewalk streetscape improvements
- Pedestrian street crossing improvements (signal timing, visibility, etc.)
- Public transit facility improvements
- Reduction in traffic lanes
- Bicycle facility improvements
- Gateway improvements (signage, landscaping, architectural features, etc.)
- Wayfinding Improvements
- On-street parking improvements
- Other - write-in
Public Survey Takeaways

- Pedestrians feel unsafe crossing Central Parkway
- Bicyclists feel unsafe riding along Central Parkway
- Liberty Street, Plum Street, and Ezzard Charles Drive are most problematic intersections
- High speeds are a concern for pedestrians, bicyclists, and motorists
- Majority of respondents feel that Central Parkway has too many vehicular lanes
- Potential improvements should focus on pedestrian spaces
- Consider tree canopy, other aesthetic improvements, and wider sidewalks for a more welcoming corridor
Preliminary Alternatives Development

- Traffic Calming
- Roadway width and lane configuration
- Roadway location within R/W
- Pedestrian facilities & safety Improvements:
  - Sidewalk width
  - Buffers
  - Crosswalks

- Bike facilities
- On-street parking
- Median width
- Streetscape elements
- Placemaking
- Wayfinding
Alternative Concept 1: 14’ Median 1-Lane Symmetrical Plan

- 14’ wide raised landscaped median
- 1-vehicular travel lane each direction
- On-street parking lane each side
- 37’ wide pedestrian zone each side
- Raised, separated bike lane each side
Alternative Concept 2:
14’ Median 1-Lane Asymmetrical Pedestrian Zone Plan

- 14’ wide raised landscaped median
- 1-vehicular travel lane each direction
- On-street parking lane each side
- 46’ wide pedestrian zone on west – TQL Stadium side
- 28’ wide pedestrian zone on east – Music Hall side
- Raised, separated bike lane each side
Alternative Concept 3: 30’ Median 1-Lane Symmetrical Plan

- 30’ wide raised landscaped median
- 1-vehicular travel lane each direction
- On-street parking lane each side
- 28’ wide pedestrian zone each side
- Raised, separated bike lane each side
Alternative Concept 4: 14’ Median 2-Lane Symmetrical Plan

- 14’ wide raised landscaped median
- 2-vehicular travel lanes each direction
- On-street parking lane each side
- 26’ wide pedestrian zone each side
- Raised, separated bike lane each side
Breakout Groups

• 60-minute session
• Moderators review and lead discussion on each alternative
• Provide honest opinions and feedback
• Questions?
End of Breakout Group Table Discussions

- Reminder to complete survey questionnaire
- Use the QR code in your packet

Next Steps

- [https://www.centralparkwaycincinnati.org/](https://www.centralparkwaycincinnati.org/)
  - Meeting materials, including a video of the presentation, will be available on the website
- Comment period for this phase will be open until October 1st
- Next in-person public meeting
Project Schedule

BEGIN PRELIMINARY DESIGN
April 2023

PUBLIC MEETING #1
August 2023

PREFERRED ALTERNATIVE & OPINION OF COST
December 2023

BEGIN CONSTRUCTION
Estimated January 2025

2023

PUBLIC MEETING #2
Estimated October 2023

BEGIN DESIGN
Estimated January 2024

2024

END DESIGN
Estimated November 2024

2025

END CONSTRUCTION
Estimated End of May 2026

2026
Questions?

Jeff Stine, RA
jeff.stine@cincinnati-oh.gov
513-352-2567

Your feedback is important to us.

Please visit our website for more information and to provide input.
www.centralparkwaycincinnati.org/participate