

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.

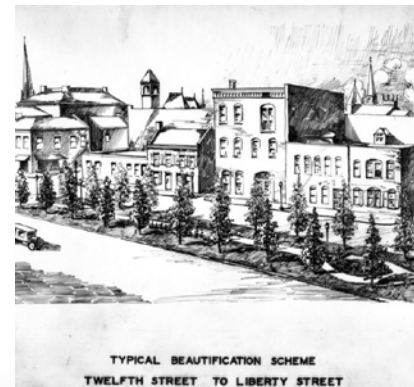


Agenda

- 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



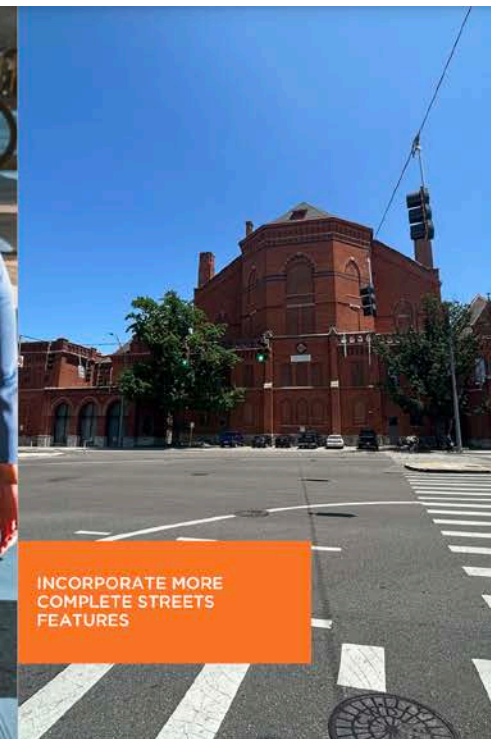
RECONNECT URBAN
NEIGHBORHOODS



RE-ESTABLISH CENTRAL
PARKWAY'S INITIAL VISION
AND DEVELOPMENT
POTENTIAL



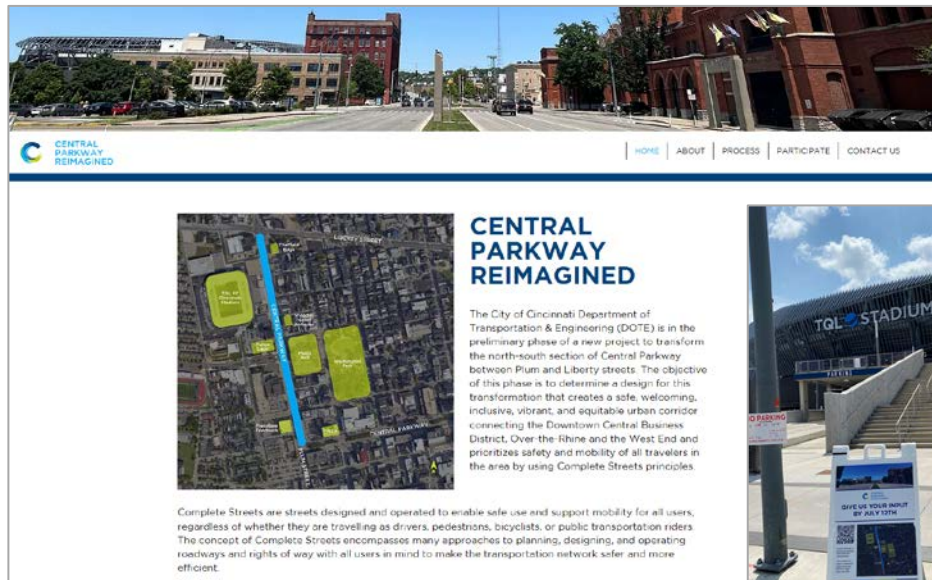
PRIORITIZE PEDESTRIAN
USE AND SAFETY



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



CENTRAL PARKWAY REIMAGINED

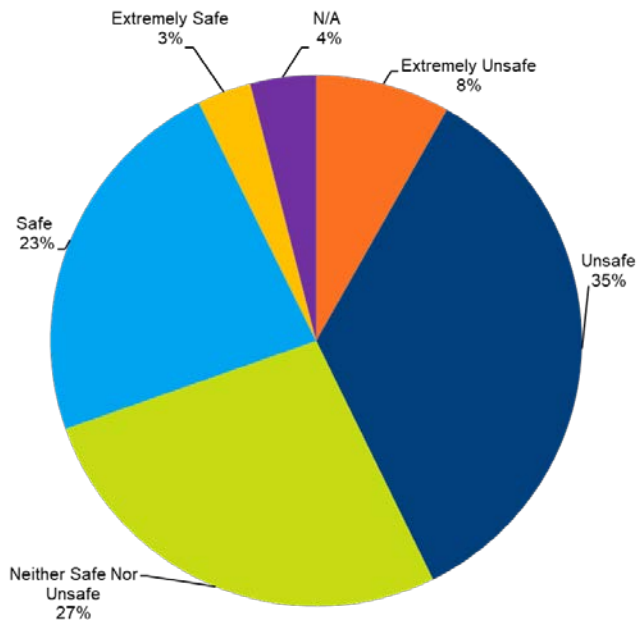
The City of Cincinnati Department of Transportation & Engineering (DOTE) is in the preliminary phase of a new project to transform the north-south section of Central Parkway between Plum and Liberty streets. The objective of this phase is to determine a design for this transformation that creates a safe, welcoming, inclusive, vibrant, and equitable urban corridor connecting the Downtown Central Business District, Over-the-Rhine and the West End and prioritizes safety and mobility of all travelers in the area by using Complete Streets principles.

Complete Streets are streets designed and operated to enable safe use and support mobility for all users, regardless of whether they are traveling as drivers, pedestrians, bicyclists, or public transportation riders. The concept of Complete Streets encompasses many approaches to planning, designing, and operating roadways and rights of way with all users in mind to make the transportation network safer and more efficient.

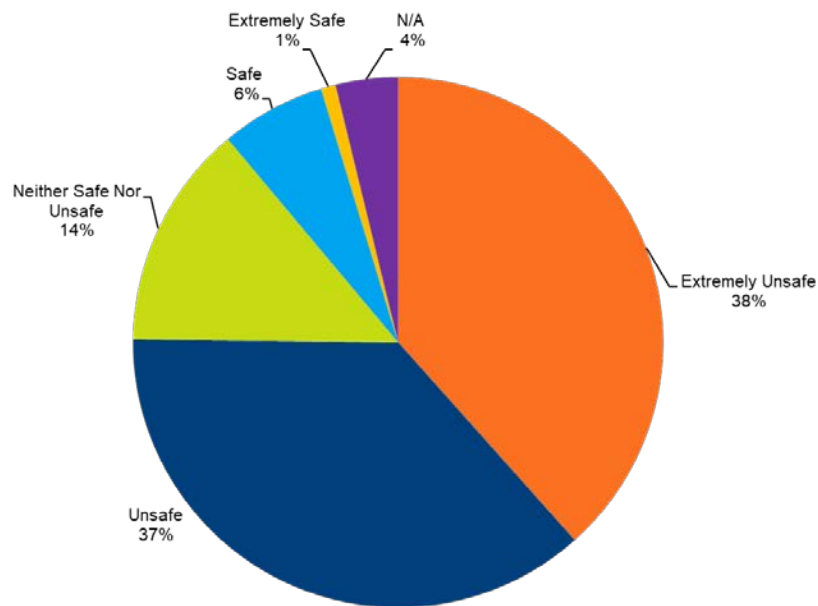


Pedestrian Safety

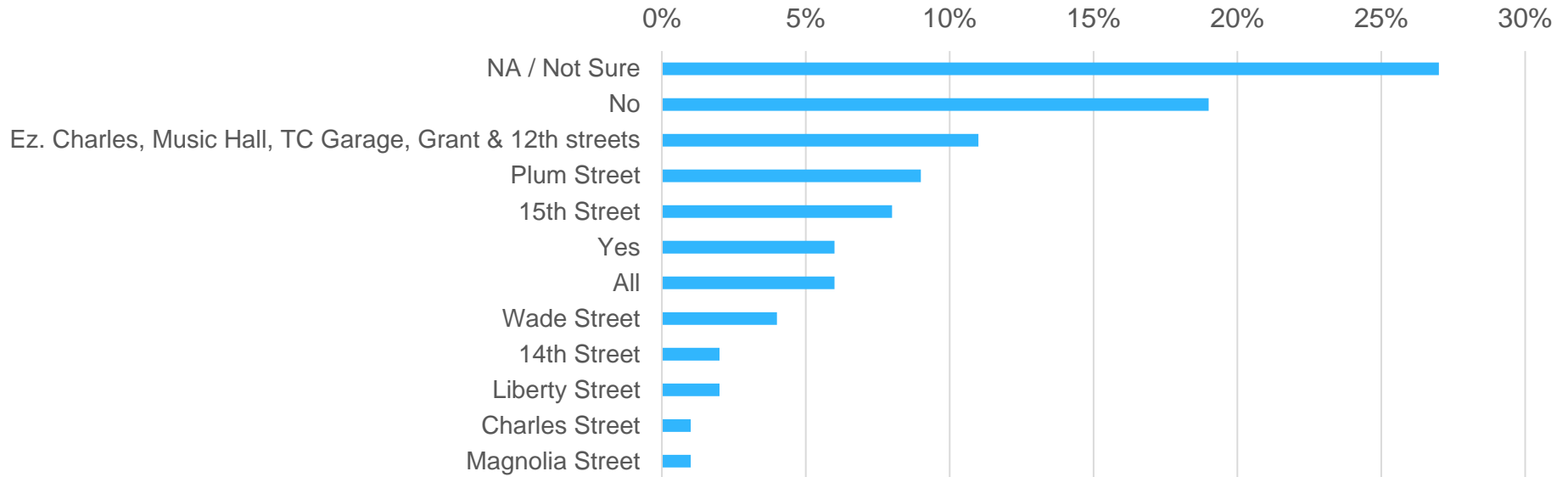
Signalized Intersections



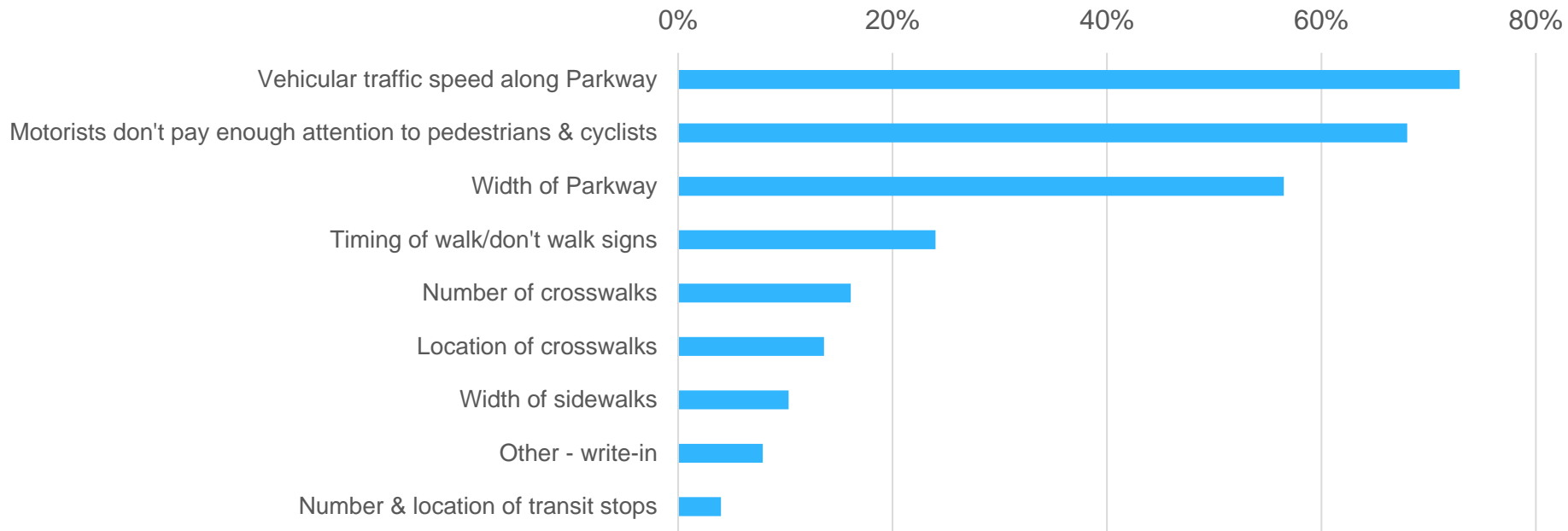
Unsignalized Intersections



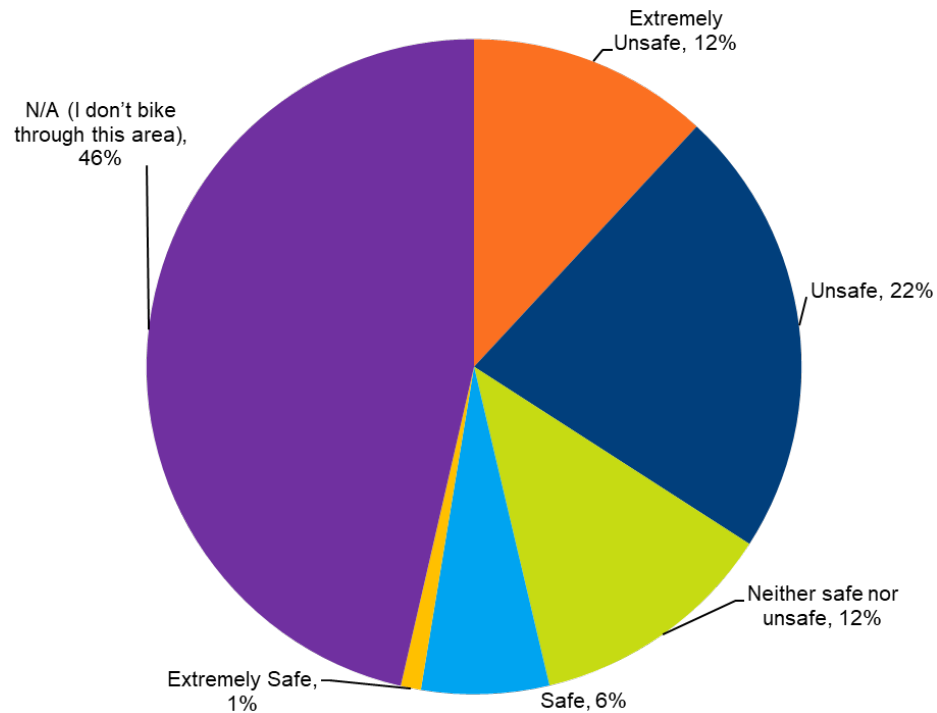
New/Improved Crosswalk Locations









Pedestrian Challenges



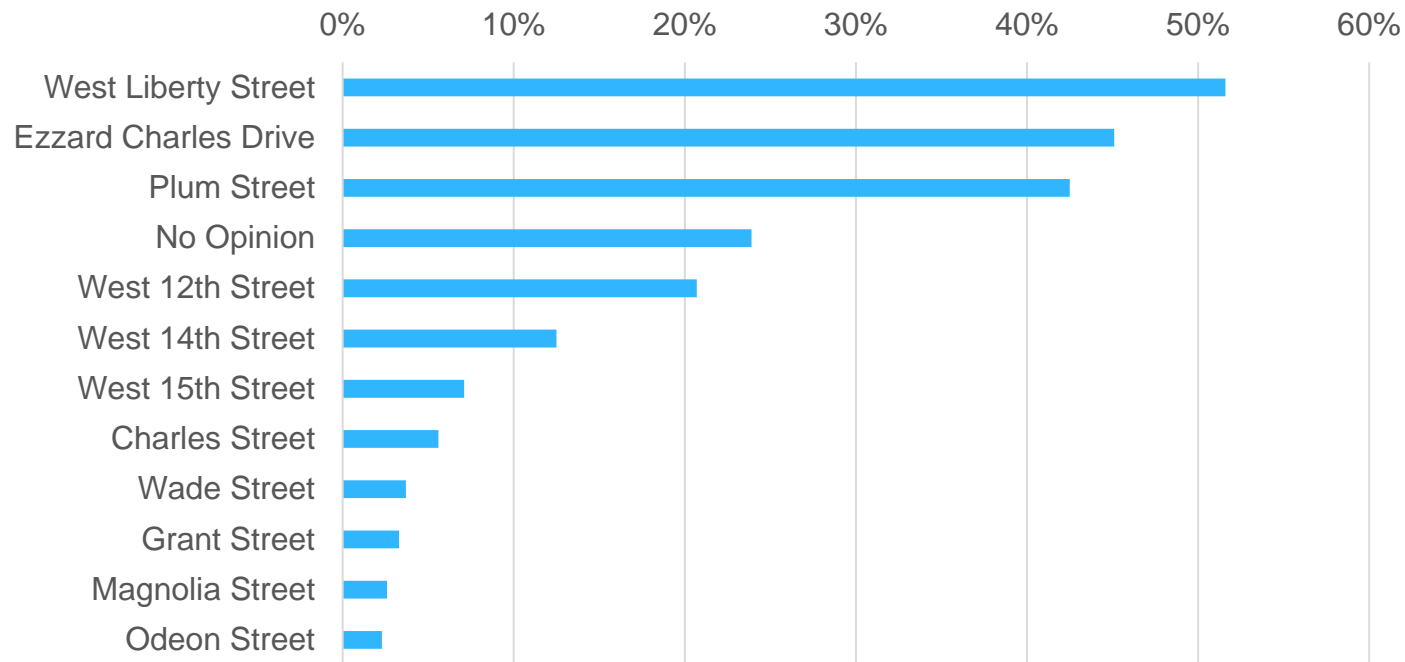
Overall Feeling of Bicycle Safety



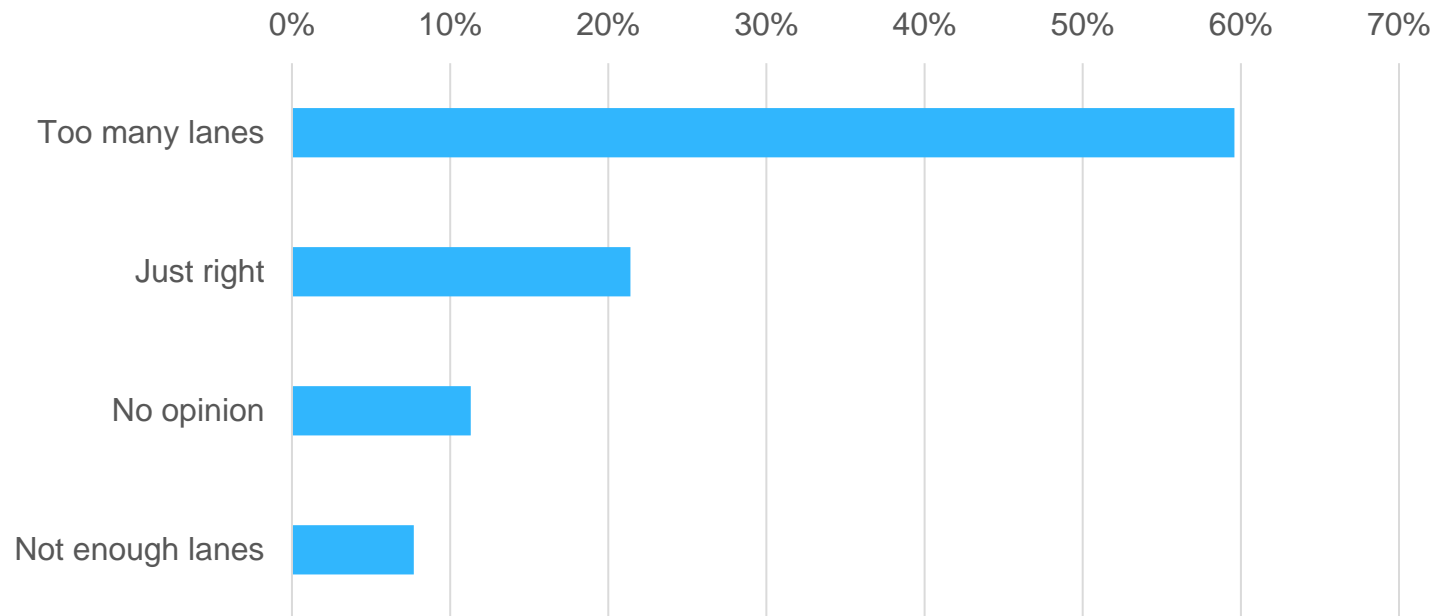
Preferred Bicycle Buffer Enhancements

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

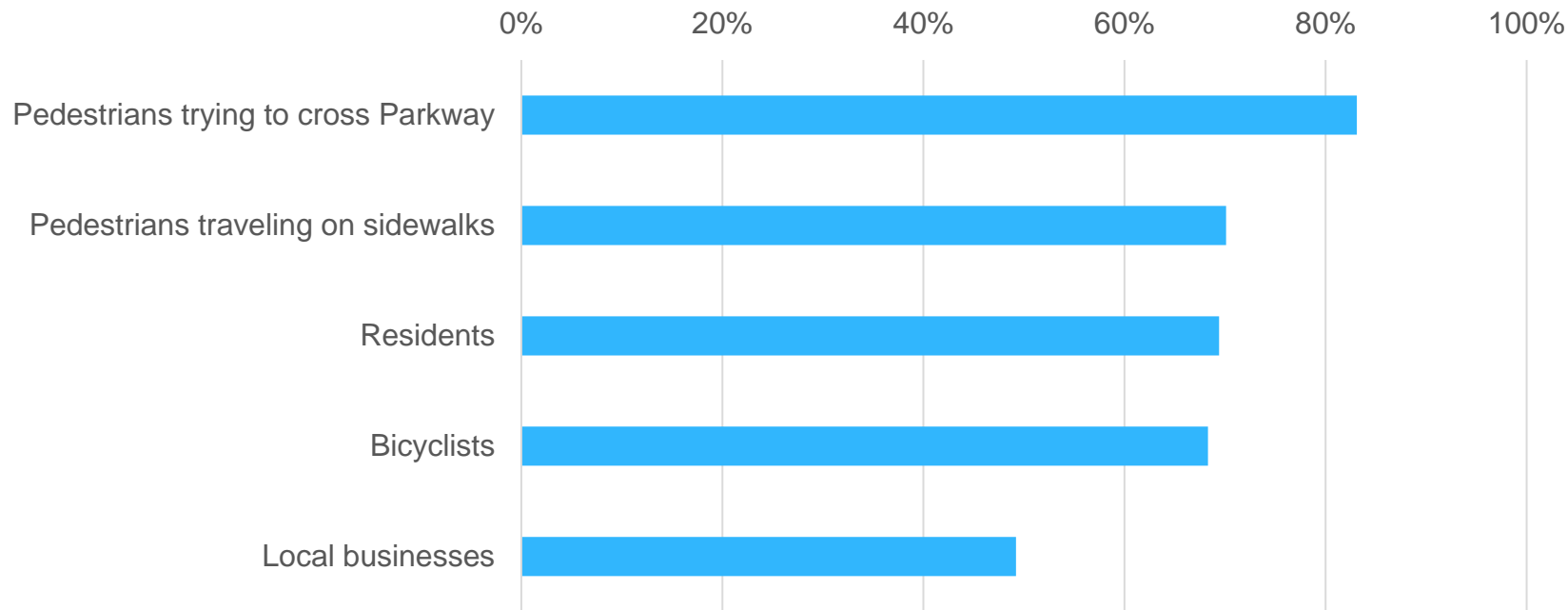
Challenging Intersections to Navigate as Any User



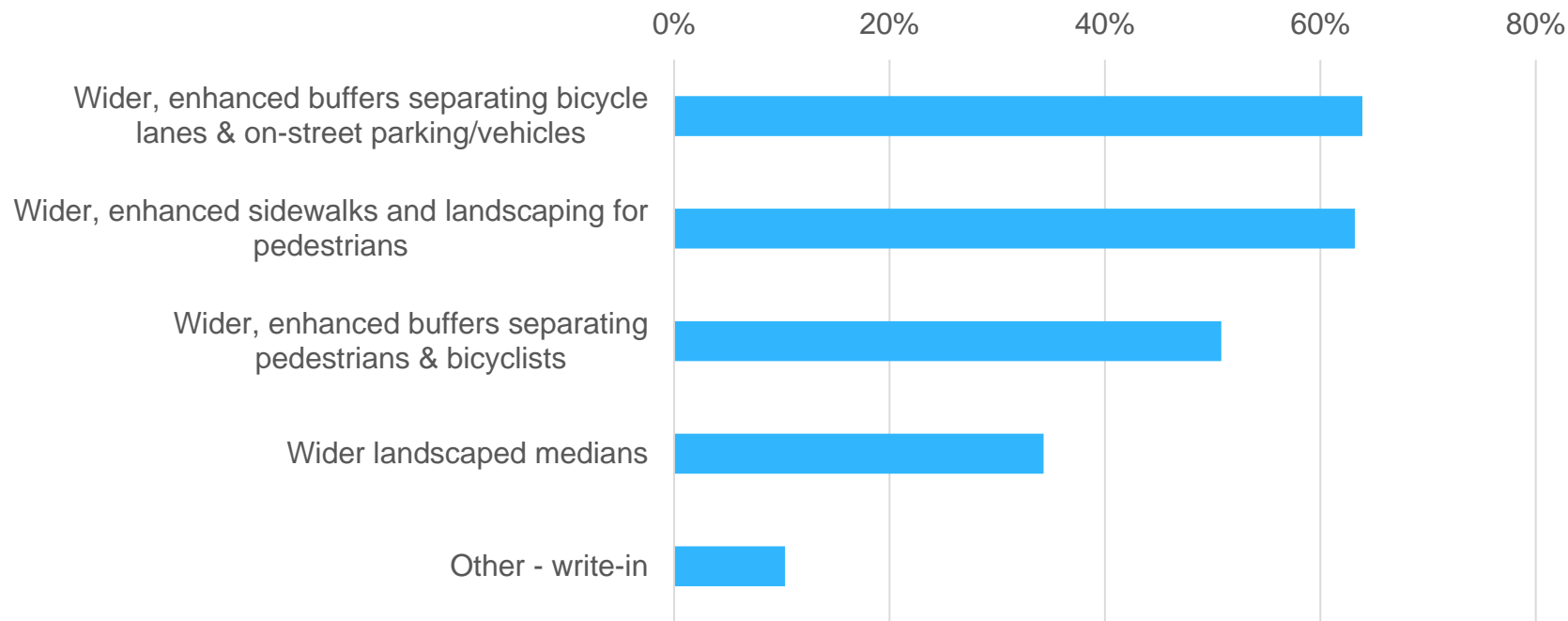
Number of Traffic Lanes



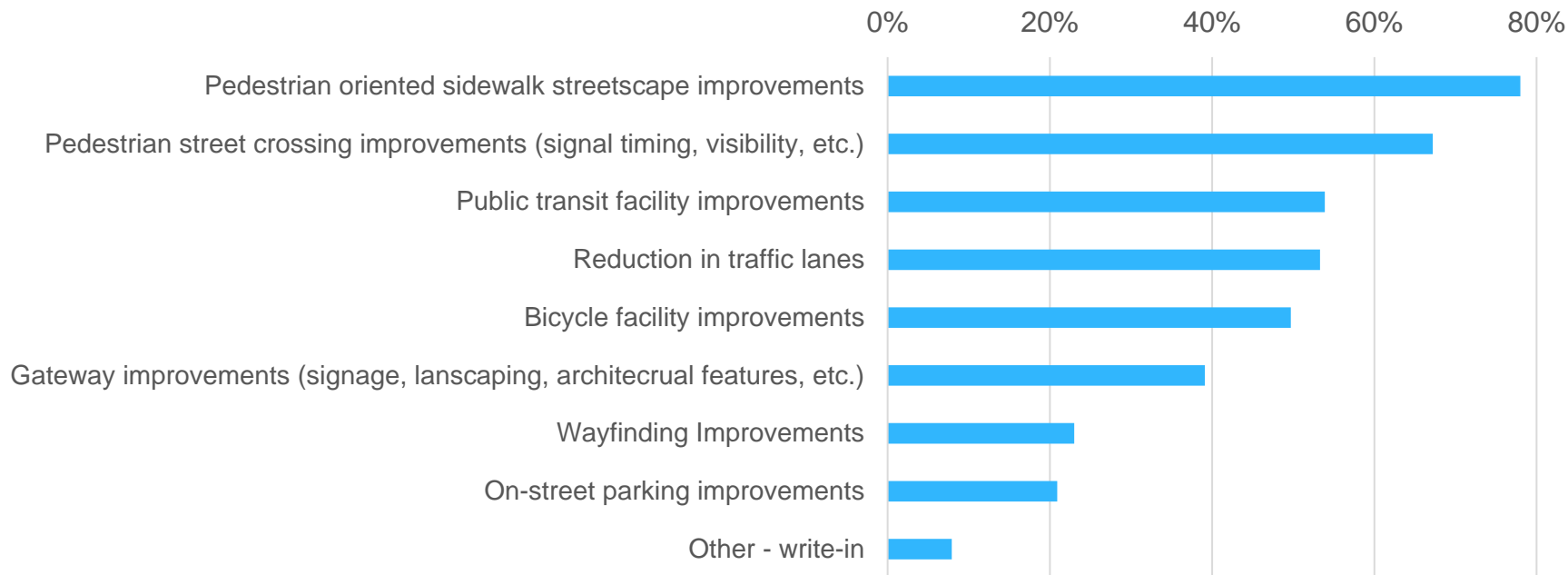
Priority User in the Corridor



Best Use for Additional Space



How to Improve Safety and Neighborhood Connections



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?

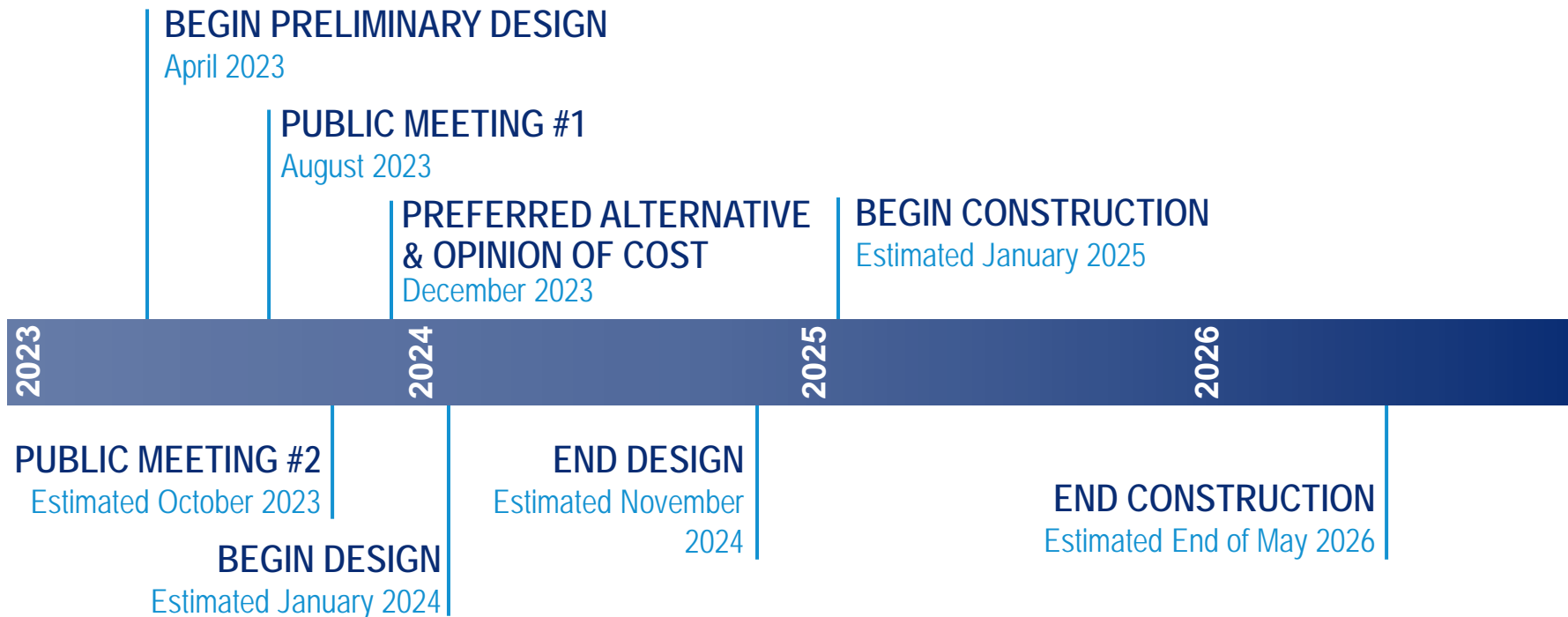
End of Breakout Group Table Discussions

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

Next Steps

- <https://www.centralparkwaycincinnati.org/>
 - 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



Questions?

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513-352-2567

Your feedback is important to us.

Please visit our website for more information and to provide input.

www.centralparkwaycincinnati.org/participate

