

Central Parkway Reimagined Public Comments Summary

City of Cincinnati

Public Comment Period: October 27, 2023 - November 26, 2023

The City of Cincinnati held a public meeting on October 26, 2023 for the Central Parkway Reimagined Project. Comments were accepted at the meeting and for 30 days following the meeting through mail, email, and over the phone. Public input and involvement are important components of the project and the City appreciates your interest and participation in this project. After consideration of the public comments, the City intends to proceed with the preferred alternative presented at the meeting with minor modifications as noted below and shown in the final preferred alternative concept plan. Below is a summary of the comments received and responses provided.

| Comment ID | Comment | Response to Comment |
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| 1 | Thank you | Thank you for your feedback and support. |
| 2 | The raised crosswalks are a great idea. I would recommend that you have flashing lights on these crosswalks also for enhanced safety. We are the owners of 1228 Central Parkway and adjacent parking lots. | Thank you for your feedback. Lighting, signage and other features will be used to enhance visibility of crosswalk locations to vehicles and bicycles throughout the corridor to further promote pedestrian safety. Rapid Rectangular Flashing Beacons (RRFB's), which are pedestrian activated and include alternating flashing signals, will be considered. |
| 3 | The preferred alternative is wonderful! I've biked, walked, and driven this stretch hundreds of times and these improvements would be life changing. Data has shown time and again that businesses will have more success as a result of good urbanism, and I'm glad the city is taking seriously it's commitment to Vision Zero and Complete streets. Please keep the design at its core as it is right now. It's excellent. | Thank you for your feedback and support. |
| 4 | I like a lot of what I saw. But please reconsider those spots where the road will be one lane. I think that will cause a lot of traffic congestion | Thank you for your feedback. An acceptable level of increased congestion is a natural result of traffic calming efforts. As part of the detailed design phase traffic signal controls will be reviewed and may be adjusted to alleviate some levels of congestion. |
| 5 | I think this is a fantastic idea for the community and for the beautification of the city. Walkable areas is what drives new businesses and visitors. The redesigned areas of the cities that keep pedestrians on their mind are the most popular areas of Cincinnati. | Thank you for your feedback and support. |
| 6 | Big fan | Thank you for your feedback and support. |
| 7 | I think the current iteration strikes a good balance between cars and pedestrian/bike usage, rightfully erring on the side of benefitting non-car users. I think the concerns of people worried about businesses needing loading zones are valid, if overblown; I'm confident that solutions can be come up with that don't require adding a lane to that part of central. Same with the concern about emergency vehicles. I live on sycamore and emergency vehicles are able to go up and down my street without problems, despite it only being two lanes (one each way.) I do not care at all about those people who worry that the project could add minimal times to their car commute. The raised and separated bike lanes are good, something we need to expand throughout the urban basin. Tree coverage is nice, as that area is currently a terrible heat island in the summer. I'm glad that this project is getting careful consideration, as I think it needs to be done right. Frankly, I think we need to do this with the East/west section of central, as well as Liberty, so getting proof of concept right is important. | Thank you for your feedback. Per DOTE standards, loading zones are accommodated in the full-time parking lane where available. During the design phase options will be reviewed with EMS to address concerns with vehicle access. Options include: <ul style="list-style-type: none"> • Access to be supplemented and/or accommodated through use of the surrounding street network. • For incidents on Central Parkway, EMS vehicles should only enter the Parkway from the nearest intersecting street instead of traveling along the congested Parkway. • For incidents not on Central Parkway, EMS vehicles should bypass the Parkway and utilize the surrounding street network. • Central Parkway medians may be designed with mountable curbs and strategically placed dedicated crossover areas. • Traffic signal controls may be implemented to stop traffic for the purpose of allowing EMS vehicle access. |
| 8 | I think it is a step in the right direction for the city! I love the focus on pedestrian access over cars. That is exactly what our beautiful city needs! Great work, please keep up the momentum. | Thank you for your feedback and support. |
| 9 | I support the new design for making it safer for pedestrians and bikers along Central Pkwy | Thank you for your feedback and support. |

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| 10 | As someone who regularly uses central parkway to travel into downtown for arts events, I am concerned about losing a lane for southbound central parkway. That road already gets backed up with traffic when there are major events and concerts. I do not like that this path is being made part of the FCC entrance. | Thank you for your feedback. An acceptable level of increased congestion is a natural result of traffic calming efforts. As part of the detailed design phase traffic signal controls will be reviewed and may be adjusted to alleviate some levels of congestion. Additionally, traffic during specific events is typically monitored by on-site police and traffic staff. |
| 11 | I appreciate the complete street approach of the draft design, valuing pedestrians and cyclists rather than just cars. Please maintain safety and pleasant walkability in any future iterations. | Thank you for your feedback. Safety of all Central Parkway users is a primary objective of this project. |
| 12 | Findlay Market and businesses on Central Parkway rely on the Parkway for delivery trucks to have access to their locations with spaces to unload. Any stretches of one lane road create choke points for accidents, work crews, and other issues blocking travel entirely. A parking lane will not provide space for truck unloading nor for cars to go around such blockages bc parking is so scarce the limited street spots are always taken. We need to have two lanes of drivable space, even if it means removing the central median entirely and replacing it with a lane useable by both directions of traffic for left turns, etc. This lane could also be covered with pavers designed to reflect the canal, subway or other OTR history. | Thank you for your feedback. Per DOTE standards, loading zones are accommodated in the full-time parking lane where available. Central Parkway medians may be designed with mountable curbs and strategically placed dedicated crossover areas; this will be evaluated during detailed design. |
| 13 | Please stay the course with the pedestrian friendly version Complete street!! As someone with children and want to use these streets to bike to utilize all the resources for our city, this would be huge. Thank you! | Thank you for your feedback and support. |
| 14 | I work in the West End and spend a lot of time in both West End and OTR. I appreciate the plan to reduce traffic lanes and create more connectivity between the two neighborhoods, especially at the Liberty Street intersection where the crossing is so wide. The new plans would allow for safer crossings, add greenspace and trees in an area with a low tree canopy, and help connect the two neighborhoods. Please keep this plan going and don't let automobiles be the primary influence in our communities! | Thank you for your feedback and support. |
| 15 | As the manager of the Bobbie Sterne Health Center, I cannot stress enough how needed the street parking is to our patients and staff. I am referring to the parking on both sides of Central Parkway. Thank you. | Thank you for your feedback. Placement of on street parking locations will be further reviewed during detailed design. The design will incorporate spots where appropriate while maintaining the project objectives to promote safety for all users. |
| 16 | Please make this a slower street that encourages people to hang out. | Thank you for your feedback. As part of the preferred alternative analysis it is being recommended that the speed limit be reduced from 35 mph to 25 mph along this portion of the corridor. Additional traffic calming elements, including curb extensions and raised crossings, are included in the preferred alternative. |
| 17 | Draft looks great!! | Thank you for your feedback and support. |
| 18 | I fully support the preferred alternative design to Central Parkway. I believe not only that pedestrian safety should be prioritized, but also that streets should feel human-scaled and comfortable to walk around. I believe this design accomplishes those things. | Thank you for your feedback and support. |
| 19 | Please make central parkway multiuse. As someone who attends many FC games I want to make the space in front of the arena more human centric and inviting. | Thank you for your feedback and support. |
| 20 | I think it's great to be able to make the space for pedestrians and people walking around the West End. Glad the history of development on the space is being honored. Interested to see how the subway and current/future public transportation will integrate with the design. | Thank you for your feedback. Opportunities for art, signage, historical references and other betterments are included throughout the corridor. However, implementation of these types of opportunities and enhancements will be borne through partnerships between the City and outside entities. |
| 21 | Great to see this important artery being upgraded. Needs to be well designed for multi modal. | Thank you for your feedback. Safety for all users of Central Parkway is a primary objective of this project and will maintained throughout design. |
| 23 | Having complete streets is essential to having a thriving/current City. It promotes safety for multimodal transportation options. It is also an opportunity for creating opportunities for green infrastructure which has huge economic, environmental and social benefits. | Thank you for your feedback and support. |
| 24 | I love it | Thank you for your feedback and support. |

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| 25 | Hello! I really appreciate how pedestrian and bike friendly the preferred alternative is. This is a step in the right direction for the city. For big events like FC games or Music Hall performances, the pedestrian experience takes priority. Multiple lanes of high speed car traffic outside of these pedestrian centers is counterproductive and dangerous. Cars should be treated as "guests" in these pedestrian oriented environments. As a resident of the city, I'm really excited to see the complete streets initiative take root, transforming unnecessary car lanes into people-oriented spaces. With regards to concerns about "bad traffic", I think those concerns are overblown. Already during special events lanes are often blocked or restricted. This preferred alternative doesn't change that reality, and instead transforms the space into something much more useful. Nevermind the fact that traffic is only bad for an hour or two during an FC game, and there are less than 20 games a year. ~40 hours of bad traffic (which would be bad regardless of the design) should not prevent a pedestrian focused design from happening. | Thank you for your feedback. An acceptable level of increased congestion is a natural result of traffic calming efforts. As part of the detailed design phase traffic signal controls will be reviewed and may be adjusted to alleviate some levels of congestion. Additionally, traffic during specific events is typically monitored by on-site police and traffic staff. |
| 26 | Protected bike lanes are important as the city continues to grow and more people want to be part of the city. Improving tree canopy along road ways will help with noise and air pollution. | Thank you for your feedback and support. |
| 27 | The proposed plan accomplishes many of the objectives articulated by the robust community engagement that preceded this plan. The traffic volumes on this stretch of Central do not warrant the capacity there, and it is improbable there ever would be that level in the future. This is a huge step in achieving the original objectives of having Central Parkway be a grand boulevard for the city, and its prioritization of pedestrians should not be diluted. | Thank you for your feedback and support. |
| 28 | The draft preferred alternative design is a good example of a complete street that will help spur economic growth along Central Parkway. The focus is and should continue to be creating a pedestrian friendly, multi-modal street with a design that prioritizes great placemaking over maximizing automotive efficiency. | Thank you for your feedback and support. |
| 29 | A | Thank you for your feedback and support. |
| 30 | Looks great! I wasn't able to make the Open House but am thrilled by the proposal. The shorter pedestrian crossing distances are great, the bike infrastructure is phenomenal quality, and it seems transit access and accessibility to stops will be maintained or improved. This would be a great project for Central Parkway but it needs connectivity to other bike infrastructure in the urban core to be effective along with other investments in Vision Zero projects. | Thank you for your feedback. While changing connections to other infrastructure is not included in this project, current bikeway connections will be maintained and future planned connections will be accommodated in the design. |
| 31 | I appreciate the revisions to Central Parkway proposed here. Overall, it's a big improvement. That being said, I think you could still continue the trees in front of the sidewalk where TQL Stadium exits into the parkway. Obviously that was done in the expectation of large crowds entering or exiting, but I think even if the sidewalk there were lined with one set of trees, or some other kind of feature it would make for much more unbroken boulevard. Right now, it looks like a lot of extra cement replacing lanes of asphalt. | Thank you for your feedback. Coordination with TQL and other business along the corridor will continue during design to inform the final placement of trees and other landscaping that will be included in the City's project. |
| 32 | I think the alternate design is a great idea. Creating a safer environment for pedestrians, cyclists, and other non-car travelers is important. | Thank you for your feedback and support. |
| 33 | The preliminary preferred alternative design looks like a traffic nightmare. If the changes result in crazy traffic, nobody will come down there to appreciate the beautiful changes. Consider eliminating the median to provide two lanes of traffic all the way down the corridor. There needs to be a designed place for Uber pickup/dropoff near the stadium (see E 2nd St at the banks for a good example). Please do not reduce to one lane of traffic. Keep at least two lanes open to traffic. I fear you will make the street so "beautiful" that no one will be able to enjoy it. If you want suburbanites to spend time and money downtown, reduce their headache for doing so. The one-lane plan INCREASES their headache--I'm not sure how much better a two lane plan is. If the result of the "reimagined" street is standstill traffic, I will be forced to avoid the new Central Parkway because it will take too long to get where I'm going. | Thank you for your feedback. An acceptable level of increased congestion is a natural result of traffic calming efforts. The traffic analysis performed as a part of the preliminary design phase indicated that the lane configuration in the preferred alternative provides an acceptable level of service at the signalized intersections. Techniques to avoid congestion due to stopped buses and vehicles parking, including mountable median curbing and varied lane widths, will be explored during detailed design. As part of the detailed design phase traffic signal controls will be reviewed and may be adjusted to alleviate some levels of congestion. Additionally, traffic during specific events is typically monitored by On-site police and traffic staff. Rideshare and passenger drop-off areas are anticipated near the new West End Development to accommodate this type of traffic in the area. |

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| 34 | It's disappointing that 4 lanes for traffic will be built south of Ezzard Charles. The city needs to work towards reducing VMT. Why is there a median north of Ezzard Charles? With 2 lanes in each direction is there a need for a pedestrian islands? Can that extra space be used on the sides, where people would use it? Can raised intersections, especially at 12th and 14th be added to the project scope? Can all of the side street crosswalks and bike lanes be raised? | Thank you for your feedback. Four lanes of traffic (two in each direction) are included south of Ezzard Charles Drive for two reasons. First, the right turn movement from Ezzard Charles Drive to southbound Central Parkway requires two right turn lanes to provide adequate operations for vehicles and pedestrians during pre-match conditions. Second, the intersection at Plum Street is not included with this project and therefore Central Parkway needs to have two lanes in each direction at that intersection to match existing conditions. There is not enough distance between Plum Street and Ezzard Charles Drive to transition from two lanes to one lane back to two lanes. The medians are still necessary because of the left turn lanes at select intersections within the corridor. The raised crossings at Grant Street and 15th Street provide traffic calming and speed reduction and are close to the intersections mentioned at 12th Street and 14th Street. |
| 35 | I greatly appreciate the separated bike lane. This is crucial for safety and for helping more people get comfortable biking in our City. I also appreciate the reduction in the number of lanes of vehicular traffic and increased greenery. I drive, bike, and walk/run along Central Pkwy. I have never experienced vehicular traffic volumes to warrant the current number of lanes. Walking/running along here is also a neutral experience at best, but often an unpleasant experience. The current preferred design will make it much safer and more pleasant (aesthetically, shade/temperature-wise, etc.) to travel on Central Pkwy, in whatever form. Special care and attention should be given to the intersections. I have some concerns that the placement of trees and design of the intersections could create safety issues for pedestrians and bicyclists if there are not mechanisms to slow cars down and make sure they are looking out for other folks. It may be beneficial to add pinchpoints near intersections to make even shorter crossings for pedestrians and cyclists and force cars to approach intersections more slowly. It also will be important to make bike crossings/lanes within the intersections themselves quite visible (probably need to do more than just white dashed markings). The timing of lights will also be crucial to this project. The project team should consider implementing leading pedestrian intervals. The timing of lights should enable people of all abilities and modalities ample time to make any given street crossing. It could also be helpful to extend the medians in the road to incorporate/surround the crosswalks so those crossing have a safe place to rest if they cannot/choose to not make the entire crossing during one traffic signal. All this is to say that the timing of lights should not be based solely or primarily on vehicular traffic flow. We need to give value and weight to other types of travels. My overall feedback is that this designs represents a substantial improvement (and should not be scaled back). If anything, I think there are things that can/should be taken further. Lastly, I'd love to see improvements like these, especially in regards to protected bike lanes, in more places (namely the east-west portion of Central Parkway as a first priority). | Thank you for your feedback. Lighting, signage and other features such as curb extensions and raised crossings will be used to promote crosswalk locations to vehicles and bicycles throughout the corridor to further promote pedestrian safety. Rapid Rectangular Flashing Beacons (RRFB's), which are pedestrian activated and include alternating flashing signals, will be considered. As part of the detailed design phase traffic signal controls and timing will be reviewed and may be adjusted to better promote safety and timing of crossings for all users. Adjustments could include leading pedestrian intervals at key intersections and during high pedestrian volume time periods. |
| 36 | Wooden Nickel Antiques has been on Central pky for 45 years, I feel strongly that the street needs to be two lanes between Plum and Liberty. Both morning rush and late afternoon its very busy. Also FC games . events at Music Hall. Reds and Bengals games. In any of the proposals there are no provisions for loading goods and materials for existing businesses along the route. | Thank you for your feedback. An acceptable level of increased congestion is a natural result of traffic calming efforts. As part of the detailed design phase traffic signal controls will be reviewed and may be adjusted to alleviate some levels of congestion. Additionally, traffic during specific events is typically monitored by on-site police and traffic staff. Per DOTE standards, loading zones are accommodated in the full-time parking lane where available. |
| 37 | Please make Central Parkway more pedestrian friendly with the Complete Street plan!!! | Thank you for your feedback and support. |
| 38 | Wanted to provide feedback for the design-- as long as we can retain 4 lanes (2 each direction) for as much street area as possible, the design looks positive. With the metro population growing annually, more attractions opening in the city in recent years, and UC having record enrollment every year now, it is flat-out miserable living in the city as a commuter lately and we are desperate for space to drive. Thank you for working to not hamstring one of the few remaining ways in and out of the city w/ ample space to hold the flow of traffic. | Thank you for your feedback. The preliminary preferred alternative provides an acceptable level of service for this type of urban corridor. With a primary objective of the project being safety of all users an acceptable level of congestion is a natural result of traffic calming efforts. |
| 39 | It's a great design and I love it! As an over the Rhine resident I think this will benefit our neighborhood greatly. The city needs as much pedestrian and bike infrastructure as possible. | Thank you for your feedback and support. |

| Comment ID | Comment | Response to Comment |
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| 40 | Love what is happening for this area. But all future projects should implement new technologies for entertainment and information. For example, I think you need to look into Solar Roadways. That stretch of road could very special for our city! https://solarroadways.com/product/ | Thank you for your feedback. Opportunities for art, signage, and unique user spaces are included throughout the corridor. However, implementation of these types of opportunities and enhancements will be borne through partnerships between the City and outside entities. |
| 41 | looks great - go big and relocate the charles street substation - use green space to connect betts longworth with your grand vision. our city's survival must rely on an aggressive transition from its past as a CBD to a central urban residential neighborhood, balanced with business, entertainment and retail. most reasonable understand what makes great neighborhoods and your plan is heading in the right direction. i do think SW Liberty and Central Parkway could be softened a bit with some open green space affording a view to the venue | Thank you for your feedback. Significant utility work is not anticipated as part of this project. At this time it is anticipated that the current Metro stop locations will remain and be enhanced with new amenities. The final placement of greenspace, landscaping and other aesthetic features will be finalized through the detailed design phase. |
| 42 | This will be a massive improvement over the current design. Taking lanes away to redistribute access more to pedestrians and bikers will do wonders to slow traffic. The curb bump outs around the parking areas should work well to calm traffic too. I think that the only thing missing in these plans might be transit routes and/or access points. With the current bike/ped infrastructure in the more distant cincy neighborhoods being what it is, it would be difficult to get to this area without a car. I know it might be difficult to work with Metro on this but it would be worth it. I am hopeful that, with the mixed use development and investments here (and potential bridge forward project) this area will be come a place to live rather than just a place to visit. | Thank you for your feedback. As part of this effort the design team has and will continue to coordinate with Metro on placement of bus stops throughout the corridor. At this time it is anticipated that the current Metro stop locations will remain and be enhanced with new amenities. Connections to existing marked bikeways on the north and south ends of the project will be maintained. |
| 43 | The design should address TQL game day traffic. Figure out a way to keep traffic flowing and not close down central parkway. blockading side streets is ok because it keeps traffic out of residential neighborhoods. A second large sports or entertainment venue is being tentatively planned at the CET site. The design should take the future use of that site into consideration. Unaccompanied children and families migrate from the west end to OTR daily for school and accessing Washington park. I am happy to see the reduction in pavement width and additional crosswalks. Safe crossings is a major concern. I wish the design included the bend at plum. This is a very dangerous intersection for cars and pedestrians. I think this situation will get worse once the CET site is developed. seems like a big oversight. Can non permeable surfaces allow rainwater to percolate and replenish ground water? Ive seen pavers placed on top of concrete in this city which defeats the purpose of using pavers. redevelopment should include thoughtful reintroduction of sustainable green space and reduce run off into our river and streams. How does the design acknowledge the history of Central parkway? I hope there will be more than just historic markers. taking away most of the center medium seems to erase much of the story... I look forward to the development of the design. the landscape architect for Washington Park and Ziegler has done an amazing job. I hope someone of that caliber is involved in the project. | Thank you for feedback. Traffic during specific events is typically monitored by on-site police and traffic staff. At this time, traffic patterns on matchday and for other special events are not anticipated to change. Lighting, signage and other features will be used to promote crosswalk locations to vehicles and bicycles throughout the corridor to further promote pedestrian safety throughout the corridor and at the connecting north and south intersections. Opportunities for art, signage, historical references and other betterments are included throughout the corridor. However, implementation of these types of opportunities and enhancements will be borne through partnerships between the City and outside entities. While infiltration practices are beneficial, potential impacts with infiltrating water over and around the underlying subway infrastructure does not make that a feasible option with these improvements. The landscape architect involved with Washington Park and Ziegler Park is working on this project. |
| 44 | The primary function of Central Pkwy. is a main vehicular route into and out of downtown. It is not a neighborhood street. It is a main traffic artery, and to treat it as anything else is a mistake. To eliminate traffic lanes just as FCC is building facilities that will bring more traffic to the area is ridiculous. Concern for pedestrian safety is over blown. I have walked across that street hundreds of times and never had a problem. There are enough traffic lights, crosswalks and walk lights to get pedestrians across safely if they are patient. And all this talk about connecting neighborhoods sounds nice, but I believe it is just a field of dreams, if you build it they will come. I don't believe they will come. The bikers didn't come when they sacrificed traffic lanes for bike lanes. I almost never see bikers when I travel Central Pkwy. So I say make it as fancy as you want. Just do not eliminate traffic lanes in the process. This valuable artery serves all of downtown, not just the immediate area. | Thank you for your feedback. The preliminary preferred alternative provides an acceptable level of service for this type of urban corridor. With a primary objective of the project being safety of all users an acceptable level of congestion is a natural result of traffic calming efforts. As part of the detailed design phase traffic signal controls will be reviewed and may be adjusted to alleviate some levels of congestion. By placing the bike lanes at sidewalk level, they will be better protected and more comfortable for bicyclists. |
| 45 | Love the designs, the green space is very nice; please make it as lush as possible. I don't have many points on the design so I will address feedback that others have provided: I'm of the opinion that you should not accommodate drivers any more than necessary. Parking should be kept to a minimum or eliminated altogether (as you have blueprinted). There are several garages and parking lots nearby. If emergency vehicle access is a concern, you could widen the bike lanes, or move them to one side to allow for emergency access. Overall if you want to make the area more pedestrian-friendly and set a precedent for future development, there's not enough room for any more car infrastructure. | Thank you for your feedback. One of the primary objectives of this project is to promote safety for all users. During the detailed design phase parking placement, accommodations for EMS vehicles and lighting and signage locations for pedestrian crossings will be further evaluated. |
| 46 | I like the design. Works well for cyclists like me. | Thank you for your feedback and support. |

| Comment ID | Comment | Response to Comment |
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| 47 | Overall the design looks very good with right balance of pedestrian and traffic solutions. I think the cafe section of design are critical to the long term success of the program. Without the cafe it is more of a beautification project without the upside potential of economic development | Thank you for your feedback. Opportunities for café zones and other betterments are included throughout the corridor. However, implementation of these types of opportunities and enhancements will be born through partnerships between the City and outside entities to provide extra amenities within these areas. |
| 48 | One lane for car traffic by/North of 15th St is not safe for my family. It would greatly hinder our ability to safely turn left or right to leave our home on 15th St. Note that 15th St is one way toward the Central Parkway and no traffic light is planned at that intersection. The plan proposed does not account for any potential car break downs, traffic accidents or delivery vehicles. | Thank you for your feedback. The preliminary preferred alternative provides an acceptable level of service for this type of urban corridor. With a primary objective of the project being safety of all users sight distance and turning ability will be further evaluated during design. The raised crossing just north of 15th Street will slow approaching vehicles, which should help with opportunities to make turning movements from 15th Street. Per DOTE standards, loading zones are accommodated in the full-time parking lane where available. During the detailed design phase parking placement for loading and unloading and accommodations for EMS vehicles and access will be further evaluated. |
| 49 | I'm sure you have your minds made up and this is a waste of time but I will try one last time. Reducing the number of traffic lanes is a mistake. You can still do all the beautifying without eliminating lanes. How does this possibly make sense. FCC is building up to increase traffic in the area and you want to decrease lanes of traffic for that extra traffic. What genius thought of that? | Thank you for your feedback. The preliminary preferred alternative provides an acceptable level of service for this type of urban corridor. An acceptable level of increased congestion is a natural result of traffic calming efforts. As part of the detailed design phase traffic signal controls will be reviewed and may be adjusted to alleviate some levels of congestion. Additionally, traffic during specific events is typically monitored by on-site police and traffic staff. |
| 50 | The bike lines and prioritization of pedestrians are great. Central parkway should be a 21st century public amenity, not primarily a vehicle thoroughfare. For me what is missing is the heart and soul. Where are the linkages to the history of central parkway? Where is the magic? There's so much left on the table here that could make this a truly attraction for Cincinnatians and tourists. The history of the canal, the subway, the boulevard...so much to tap into. | Thank you for your feedback. Opportunities for art, signage, historical references and other betterments are included throughout the corridor. However, implementation of these types of opportunities and enhancements will be borne through partnerships between the City and outside entities. |
| 51 | Love the wide pedestrian plazas behind Music Hall and in front of TQL. Love the single tree row median with single lane in each direction and the raised dedicated bike paths. Can a chicane-type design element be added to allow small vegetated medians to exist on central when turn lanes exist? (e.g. use chicanes to provide enough width to incorporate the reduced size median at southbound Central & 14th also at Central & Liberty, Central & Mozart, and Central & 12th. Is there anything that can be done to Ezzard Charles and Central intersection to reduce the size of the overall intersection? due to the wide zebra stripes, the intersection has a very large feel and I am afraid cars will take the turn very wide at a high speed. Could the entire intersection be raised like what is being done in in front of TQL or could small raised medians be placed to extend each median to the other side of the cross walks (perhaps using stone). | Thank you for your feedback. With a primary objective of the project being safety of all users final placement of medians and bump outs will be further evaluated during design. The preferred alternative does not include chicanes nor a raised intersection at Ezzard Charles Drive. The traffic calming elements, including reduced pavement width, raised crossings, and curb extensions, should slow traffic. Also, the overall pavement area at the Ezzard Charles Drive intersection is significantly reduced. |
| 52 | I really like the draft design. I do think it's important to consider how the real estate will be built out, especially south of the stadium. It is important to actually link the neighborhoods— specifically for OTR residents to have a reason to walk to, and engage in the west end. (The opposite is already true— aka west end comes east into OTR). Also, it's important that the medium doesn't become a haven for homelessness— like the park/divide on/ near cour street. Finally, open adapt is to be avoided— due to climate change. I feel that the build out by Kroger (walnut to race) missed this. Too much concrete, not enough green space. Again, nice work. Thank you | Thank you for your feedback. The final selection and placement of materials, furnishings and landscape or hardscape features will be evaluated through the detailed design phase. |
| 53 | Strongly support the pedestrian feel of the new design. | Thank you for your feedback and support. |
| 54 | I love making this stretch more welcoming to non-car movers. I bike it at least 2 x per week. My main concern is: won't moving to one car lane in front of the stadium create a bottleneck? One car stopping to pick up passenger will back up traffic for a while. | Thank you for your feedback. An acceptable level of increased congestion is a natural result of traffic calming efforts. Rideshare and passenger drop-off areas are anticipated near the new West End Development to accommodate this type of traffic in the area and matchday operations will remain the same (i.e. road closures and control by on-site police). |

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| 55 | Bike lanes should be wider than 6 feet if possible. Include some bike racks and/or other ways to lock bikes. Overall designs look good. Thanks for opportunity to provide feedback. | Thank you for your feedback. Bike lanes will be at a minimum of 6 feet to meet City requirements. Bike racks will be provided throughout the corridor, specific locations will be identified further along in the design process. |

Write-In Comments Provided at the October 26th Public Meeting

| Comment ID | Comment | Response to Comment |
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| 1 | FCC section is getting favorable treatment and more access to public right of way. Needs to be same in the [illegible] | Thank you for your feedback. The placement of the median and amount of accessible right of way through out the project corridor is driven by the traffic analysis and the tie-in constraints to the existing intersections at the north and south ends of the project corridor. For this section of Central Parkway from Liberty Street to Ezzard Charles the traffic analysis shows a two lane cross section (one in each direction) provides an acceptable level of service for this type of urban corridor. The available right of way from building edge to back of curb is approximately 55' on the west side of the road and approximately 53' on the east side of the road. The section of Central Parkway from Ezzard Charles south to Plum Street shows four lanes of traffic (two in each direction) for two reasons. First, the right turn movement from Ezzard Charles Drive to southbound Central Parkway requires two right turn lanes to provide adequate operations for vehicles and pedestrians during pre-match conditions. Second, the intersection at Plum Street is not included with this project and therefore Central Parkway needs to have two lanes in each direction at that intersection to match existing conditions. Additionally, the available right of way from the building edge to back of curb is approximately 47' on both sides of the street. |
| 2 | I live in OTR and bike Central Parkway often. Thank you so much for the inclusion of raised bike lanes in your design. It will be beautiful to have trees on both sides and I really appreciate the forecoming feeling of increased safety. | Thank you for your feedback and support. |
| 3 | If north of Ezzard we go to 1 lane we will loose our loading zone which will impact our business. How will that be resolved? | Thank you for your feedback. Per DOTE standards, loading zones are accommodated in the full-time parking lane where available. |
| 4 | I love it. I understand other's concerns about traffic patterns. Any plans to extend street car routes? | Thank you for your feedback and support. Evaluation of street car routes is not included in the scope of this project. |
| 5 | Keep two lanes. Need an extra car lane (Central Parkway) by 15th St. (15th is one way toward Central Parkway) Also visibility (safety concern) turning left/right daily issue. | Thank you for your feedback. The preliminary preferred alternative provides an acceptable level of service for this type of urban corridor. With a primary objective of the project being safety of all users sight distance and turning ability will be further evaluated during design. The raised crossing just north of 15th Street will slow approaching vehicles, which should help with opportunities to make turning movements from 15th Street. |
| 6 | Liberty X safety crossing elec/plumbing for food trucks at "café" | Thank you for your feedback. Lighting, signage and other features will be used to enhance visibility of crosswalk locations to vehicles and bicycles throughout the corridor to further promote pedestrian safety. Opportunities for accommodating food trucks and other betterments are included throughout the corridor. Implementation of these types of opportunities and enhancements will be borne through partnerships between the City and outside entities. |