

Appendix G



Date: 9/7/2017

To: Harry Black, City Manager
From: Michael R. Moore, Director, Transportation and Engineering
Copies to: E. Wetzel, City Manager's Office; Lt. Debbie Bauer, Cincinnati Police; Matthew Andrews, Fred Anderton, Don Gindling, and Dennis Lechlak, Transportation and Engineering
Subject: Collaborative Agreement – Request for Information

The Department of Transportation and Engineering (DOTE) frequently partners with the Cincinnati Police Department (CPD) on areas of common interest and necessity. The two agencies collaborate predominantly on neighborhood issues, traffic and pedestrian management for events, traffic safety, and changes to street access to disrupt undesirable activities. Additionally, DOTE is regularly participant in broader City efforts to improve the quality of life for our citizens and reduce the potential for crime in those areas.

DOTE is major participant in the Neighborhood Enhancement Program (NEP), where we have addressed issues of street lighting and traffic safety to help abate the potential for crime. DOTE has also worked through the NEP program to identify areas to improve pedestrian safety, and have expedited new traffic control and pavement markings to support this effort. We have also worked within the NEP to change signage to abate nuisance loitering and address areas of blight.

We have also worked closely with CPD in the "Place Based Investigations of Violent Offender Territories" (PIVOT) Program. To ensure this important work is addressed quickly and effectively, DOTE has assigned the City Traffic Engineer to the PIVOT task force. Recent work with PIVOT addressed issues of signing and lighting around the Baltimore and McHenry intersection in East Westwood, and similar work is underway in Avondale. DOTE plays a supporting role in this program, therefore, CPD remains the best source of data on program results and impacts.

We have also worked directly with CPD and communities to help change traffic patterns to disrupt illegal activities, most recently in Over the Rhine and Mt. Auburn. This collaboration included the closure of 15th and Green Streets in Over the Rhine (OTR) and Carmalt Street in Mt. Auburn to disrupt rampant drug trafficking. Similar measures (short term, temporary leases, closures, etc.) were implemented in several alley sections in OTR.

DOTE also participates in Councilmember Simpson's ad hoc Human Trafficking Working Group; work with this group and affected communities has resulted in the addition of street lighting in several locations to minimize areas where illicit activities can occur and in temporary street closures along McMicken Avenue in the OTR and CUF neighborhoods to disrupt cruising for prostitution and drugs. DOTE has provided similar assistance in Carthage, East Price Hill, and Lower Price Hill.

Although DOTE is proud to contribute to these broader crime reduction and quality of life initiatives, most of our community engagement is focused around capital projects. There are two recent projects that have directly engaged community stakeholders to improve safety in our neighborhoods.

Liberty Street Pedestrian Safety Improvements

The Liberty Street Pedestrian Safety Improvements project has been identified, in various forms, in OTR planning documents since 2002. The OTR Community Council, working with the Casino Neighborhood Working Group, identified the project as a way to reduce the division between the north and south portions of the OTR neighborhood created by the widening of Liberty Street in the 1950's. Liberty Street is also one of the most treacherous corridors in the city for pedestrians, with some of the highest numbers of pedestrian crashes (15 crashes in the period of 2014 – May, 2016) in all of Cincinnati. The project was initiated to address these pedestrian safety concerns.

The project team held over two dozen community and stakeholder meetings, ranging from large community council meetings to neighborhood open houses to one-on-one discussions. The project has identified a preferred alternative which would narrow the width of Liberty to better facilitate pedestrian crossings. In the new plan, pedestrians would cross 5 lanes rather than the current 7 lanes, a potential reduction of approximately 20 feet, and shorten the overall crossing time. This change will help seniors, children, and those citizens with reduced or limited mobility. This change may also help slow traffic speeds.

The project is the initial stages of design, and is scheduled to begin construction in the late spring or summer of 2018. (Construction may be potentially phased to help mitigate traffic disruption.)

City-wide Pedestrian Safety Improvements

Since September 2016, DOTE has met with Northside, Clifton, CUF, Hyde Park, East Price Hill, Lower Price Hill, North Avondale, Pleasant Ridge, Saylor Park, Spring Grove Village, and the University of Cincinnati to engage the neighborhoods about their pedestrian safety concerns. DOTE has engaged at all levels of the community, including the respective community councils, citizen-led working groups, individual stakeholders, and community institutions and their leadership. Groups have been varied and have the University of Cincinnati Police Department, Cincinnati Public Schools and their Safe Route to Schools team, Ohio Department of Transportation, and the CPD Traffic Unit. Most recently, DOTE has worked with CAGIS to develop an application to help community's identify and describe areas of high concern for bicycle and pedestrian safety. The application acts as a hybrid between the existing City Customer Service Request system and a crowd-sourcing application.

All of this work has helped identify a series of locations in need of improvements to makes streets and intersections safe for pedestrians and bicycles. To provide the necessary capacity for implementation, City Council approved \$500,000 in the 2018-2019 capital budget in support of a new project for City-wide Pedestrian Safety Improvements. Based upon our earlier conversations with communities, CPD, and other stakeholders, DOTE has prepared a list of 12 "early-action" locations for project implementation. These locations are targeted to be complete by the end of the calendar year.

As the project is just getting underway, it is too early to realize substantive results and impacts; however, once implementation begins DOTE anticipates improved safety in these targeted areas. This can be measured by an overall reduction in pedestrian and bicycle crashes.

If you have additional questions or if I can provide any clarification to our work identified above, please do not hesitate to contact me at x3303.