

.....
CINCINNATI
.....
INTERMODAL
.....
SURFACE
.....
TRANSPORTATION PLAN

TECHNICAL REPORT

PREPARED FOR:
Cincinnati Intermodal Coordinating Committee
Southwest Ohio Regional Transit Authority
City Planning Commission
City Council

PREPARED BY:
The Department of City Planning
in conjunction with the
Cincinnati Transportation Task Force

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I. INTRODUCTION

The formulation of this planning process was prompted by the following circumstances.

From an historical perspective, the Cincinnati City Charter is explicit about the responsibility of the Planning Commission related to the planning of transportation facilities. It states:

Whenever the commission shall have made a plan of the city or any portion thereof, no public building, street, boulevard, parkway,... canal, riverfront, harbor, dock, wharf, bridge, viaduct, tunnel...or part thereof, shall be constructed or authorized to be constructed in the city...unless the location thereof shall be approved by the commission... provided that in case of its failure to approve...the council by vote of not less than two-thirds of its members shall have the power to overrule such failure to approve...The widening, narrowing, relocation, vacation, or change in use of streets and other public ways, grounds, and places, except change of grade, shall be subject to similar approval, and failure to approve may be similarly overruled by the council.

Overruling a "failure to approve" such issues by the Commission requires a vote of not less than two-thirds of the members of City Council (6 members) instead of a simple majority (5 members).

The Commission has similar Charter responsibilities regarding the subdivision and zoning of land throughout the City. Such authority, therefore, places the Planning Commission in a key public role to respond from the City standpoint to new federal transportation, as well as, clean air mandates. Such mandates require, for the first time, that planning at least at the regional level, merge transportation with land use and air quality issues. The Planning Commission is in a unique position in City government to ensure such a process also occurs as part of the City's planning process.

New federal philosophy, both in the "National Transportation Policy" and in the new legislation, provides incentives for new and timely "multi-modal" transportation solutions at all levels of government. The new concept de-emphasizes the personal automobile, and supports increased use of transit, rideshare, bicycling and even walking. Consequently, the Southwest Ohio Regional Transit Authority (SORTA) can in effect, become a founding partner with the Planning Commission, the City Administration and City Council in a new coalition being formed.

The life blood of the coalition, however, will be its citizen members. They will be the force which develops the real lasting public transportation policy. They will take the active role to institutionalize new, convenient "modes" of travel; to demand as top priority excellence in cost-effective, quality service and facilities. They will be the force needed to rally public support to pay for it. They will be the only force that can require governments to shed their categorical, mode-constrained transportation solutions - in favor of providing mobility for people and commodities, not just for vehicles. In the end, whatever our system becomes, it will belong to these citizens. As its users and its clientele customers, they must also be the architect of the system. The coalition being built, will forge the only dynamic process for success.

A landmark federal initiative is the enactment of the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA). It provides the funding mechanism to respond in new ways to current alarming transportation and air pollution trends.

In our metropolitan region, authority to plan remedies and administer ISTEA implementation funds is delegated by law to the Ohio, Kentucky, Indiana Regional Council of Governments (OKI). The City of Cincinnati is only one of over 150 governmental jurisdictions in the seven county region. We have both the responsibility and the golden opportunity to partner with OKI and its neighboring jurisdictions in response to federal challenges. We must do so in a manner which secures the City of Cincinnati as the efficient transportation hub of a vibrant, attractive and competitive region.

Towards that end, the City Manager's Transportation Task Force (TTF) was established in 1990. It included representation from City departments, METRO, and OKI. Staffed by the City Planning Department, the TTF recommended in two Issue Papers to City Council that the City adopt a unified Transportation Policy and establish a "designee" - to evaluate strategies addressing transportation issues, and to recommend to the City Manager and Council appropriate courses of action. The TTF also produced the first draft of a City "Transportation Policy".

In May, 1992 the City Manager named the City Planning Department with support from other City agencies, as the "designee". Since then, a Work Program was approved for the 1992 Phase 1 of a new transportation planning process. Likewise, City Council has adopted an Interim Transportation Policy to guide the process. Council also recommended to the Ohio Department of Transportation new multi-modal policies to be included in the Statewide Transportation Plan, and a City package of "Transportation Enhancement Activities" projects for immediate federal ISTEA and State funding. City Council's Intergovernmental Affairs and Environment Committee, the Planning Commission, and the SORTA Board held a joint Public Hearing to kick off the Citizen Involvement component of the process. That hearing, and a number of extremely productive citizen meetings have formed the basis for the following Draft Plan.

I.A. TRENDS

The trends in the growth of the number of cars on our urban roadways is alarming. During the 1980's, the share of commuters driving alone to work increased nationally from 64% to 73% of total work trips, while carpooling trips declined from 20% to 13%. It will get even worse - unless the traveling public overcomes its growing addiction to single occupant vehicles and switches to rideshare or mass transit. National statistics also indicate that as metropolitan areas continue their modest population growth, the number of cars per household is increasing at a faster rate. Also, for each automobile, the length of trips or "Vehicle miles traveled" (VMT) is increasing at an even faster rate. Trips to work, recreation and shopping in the suburbs require longer distances than former trips to destinations inside the city. Such increased VMT is overcrowding our roads, resulting in congestion and serious air pollution. If current trends continue for the next 10 to 15 years, we can expect three to four times our existing level of congestion on interstate highways and twice the current congestion on urban arterial roads.

One estimate from five years ago already placed the annual economic loss from urban freeway congestion at \$42 billion.

Energy and environmental issues are even more compelling reasons to reverse the trend. In 1989, imported oil reportedly accounted for over 40% of this nation's total trade deficit. Transportation consumes over 63% of all oil used in the U.S. Environmentally, the American Lung Association estimates that the annual national health care bill for air pollution related illness is \$40 billion.

A 1990 and 1991 public opinion survey, sponsored by America's Coalition for Transit NOW, found Americans generally believed public transportation important because of concern about the U.S.'s reliance on imported oil, inconvenience caused by traffic congestion, and the environment.

Specifically, the combination of more cars on our roads, more vehicle miles traveled by each car, and growing congestion - all increase the amount of hydrocarbon emissions coming from the tailpipes of our automobiles. That, combined with sunlight, causes "ozone" smog. Under current conditions, such smog can increase 15% in the next decade if current trends are left unchecked.

For the City of Cincinnati itself, U. S. Census figures for 1980 and 1990 indicate that the attitude of our traveling public is as alarming as national trends suggest. In Cincinnati, the percent of employees driving-alone to work rose from 59.6% in 1980 to 67.5% by 1990. At the same time rideshare/vanpool commuters dropped from 17.5% to 12%, and transit ridership dropped from 16.5% to 11.5% of the commuting employees. Cincinnati trends, therefore, are headed in the wrong directions and must be reversed.

Consequently, our transportation solutions must shift to a multi-modal approach to increase the system's efficiency and protect the quality of our air. It should not be assumed, however, that the traveling public will gladly leave their cars at home just because they are offered other commuting options. The overwhelming preference for driving alone is, at least in Cincinnati, deeply rooted. In contrast to the above, other national surveys show commuting employees use their cars to come to work because they value the comfort and privacy of their personal automobile. Many others have more compelling reasons. They need their cars to drop off and pick up children at daycare centers on the way to and from work, to run errands, and keep dental and medical appointments during the day, or to attend evening classes. The car also provides assurance they can get away quickly in case of a family emergency. Any attempts to entice commuters away from their drive-alone habit will require convincing incentives and reliable, efficient, attractive, and competitive alternatives to compensate workers for not driving their own cars.

But just in case we are tempted to continue business-as-usual and build more roadways for more cars to solve our mobility problems, the Clean Air Act Amendments of 1990 will require the seven county Cincinnati region to reduce by 15% our ozone air pollution before November, 1996 in order to avoid economically disastrous federal sanctions. Sanctions include loss of federal funding, while the region slips down into the next most "Serious" category of air pollution designation. In that case, the example of federal sanctions is typically given that, if a new factory were considering moving to the region or City, for every ton of pollutant material it emits, the factory will be required to remove two tons.

Even if such an objective is technologically possible, it would not likely be economically feasible. Therefore, attracting such basic industry would be extremely difficult; and noncompliance will result in sanctions which are economically disastrous.

Some unified, effective strategy must be implemented, and quickly; hence, the need for a Plan and this process to begin.

I.B. PURPOSE, NEEDS, SCOPE AND METHODS

A transportation system of the '90's must embody much more than the properly located, physical facilities envisioned by the drafters of our City Charter. It must even surpass the grandiose success of the program which developed our interstate highway system over the last four decades. Its efficiency in moving vehicles through and around our cities actually helped increase "vehicle miles" we traveled. Now, the level of congestion has become significant and may become three to four times worse in the next 15 years. Federal Clean Air mandates require reduction in ozone air pollution. The future regional Plan will recommend Transportation Control Measures to reduce the vehicle-miles-traveled by single occupant autos. Such issues are basic reasons why the City of Cincinnati, as the regional transportation and economic hub, must forge a unified plan with a clear Purpose. From the National Transportation Policy to the language of ISTEA, and from the State's "Access Ohio" Plan to OKI's regional Plan, the new philosophy is to plan for moving "people" and "commodities", not "vehicles". The City's Plan can do no less.

I.B.1. The Purpose

The Purpose of the City's Transportation Plan, therefore, goes beyond the physical achievements of the last four decades. It must go beyond the environmental mandates of federal law. Our purpose must aim for a transportation system that guarantees total quality customer service. It must aspire beyond that to generating economic development, enhancing image and even the environmental and physical character of our city.

The purpose of the City's Transportation Plan, therefore, is to establish a transportation system that is:

1. safe, efficient, cost effective, and highly responsive to the changing needs of its users; and
2. the hallmark and the image of Cincinnati's quality of life, and a barometer of the City's vibrant economy, competitive into the 21st Century; and
3. a means for greater interaction between Cincinnati citizens and its regional neighbors,
4. and a source of social empowerment through training and jobs for the traditionally undertrained and underemployed groups in our population.

This stated "Purpose" becomes a tool to help evaluate, and refine alternative recommendations and select action strategies. It indicates why this current initiative is worth undertaking. It will, to a great extent, become the major goals of the Policy Section, III. C.1. The Purpose may change as the process evolves; but initially, it will be one criteria which helps design tasks to be accomplished in Phase 1 during 1992.

I.B.2. Statement of Need For a Plan

The Statement of Need helps define the range of issues which must be addressed by the Plan, by its goals (or City Transportation Policy) and its recommendations. The Need can help define the significance of issues, as well as the geographic scope of the Plan.

The Need for the Plan is derived from various City plans, the City's Transportation Task Force, and by citizens at recent public transportation meetings.

The Need for the Plan, or more specifically the range of issues, include the following:

- (a) ensure access to jobs and produce jobs;
- (b) manage and mitigate traffic congestion;
- (c) maintain the City's infrastructure;
- (d) maintain mobility in the city and region;
- (e) reduce area pollution and achieve federal air quality standards;
- (f) provide quality transportation options for
 - city residents
 - businesses, and
 - visitors
- (g) ensure Cincinnati's ability to compete in the global market place of the 21st Century;
- (h) leverage federal, state, and local funding to implement system improvements;
- (i) build strong citizen consensus and advocacy to ensure effective guidance and funding of the transportation improvement process.

I.B.3. Scope of the Plan

Because of the system-wide and corridor-level implications of the Purpose and Needs, the Plan's scope and recommendations shall also be limited to those which are system-wide or corridor-level in nature. Geographic scope will range from large areas with air quality issues impacting Cincinnati's seven county Ohio/Kentucky/Indiana region, to the City/county METRO transit service area (and how it relates to N. Kentucky's TANK bus system, and Greater Cincinnati/N. Kentucky International Airport). It will include the city-wide roadway network, "district" level issues such as traffic/parking in Downtown and Uptown, as well as corridor level issues. Corridors range from Interstate Highway access corridors to rail corridors for future transit and bikeway use. Rail corridors include, among others, the Northeast (former Conrail) Corridor from downtown to Blue Ash, the Westside (former CSX rail) Corridor through the Queen City Avenue valley to Western Hills Plaza, and the East End/Riverfront rail corridor from west of the Stadium to Delta Avenue.

States have the additional responsibility of developing the transportation portion of the implementation plan required by the Clean Air Act.

The State Transportation Improvement Program (TIP) must include all projects in the State proposed for ISTEA funding under Title 23 or Federal Transit Act funds, and must be consistent with the State's long range plan. In addition to its planning requirements, the State must develop, establish, and implement six management systems -

- . highway pavement,
- . bridge,
- . highway safety,
- . traffic congestion,
- . public transportation facilities and equipment, and intermodal transportation facilities and systems.

The systems must be developed and implemented in cooperation with MPO's, and the traffic congestion management system must be developed through the transportation planning process. In nonattainment areas for ozone, such as the Cincinnati metro area, highway projects which significantly increase capacity for single occupant vehicles must be part of an approved congestion management system. Non-implementation of the systems by FY 1996 will result in a 10 percent penalty of apportioned highway funds and transit funds.

The State of Ohio is ahead of schedule. Work is already well underway on The Multi-Modal Statewide Transportation Plan - called ACCESS OHIO. The plan will provide both a short and long term strategic planning framework for decision-making in the state of Ohio. Its short term horizon could be as short as five years, while its more long term focus could take Ohio to the year 2020.

This transportation planning process is unlike any that has been undertaken in the last 30 years. ACCESS OHIO will:

- . focus on multi-modal issues and intermodal relations/cooperation - not just on the particular needs of individual transportation modes (such as highways, rail, air, water and public transit).
- . reflect the priorities of national transportation policy. ISTEA signals the beginning of the most innovative federal transportation program since enactment of the Interstate Highway Act in 1956. Besides increasing Ohio's "return" on the fuel tax dollars it sends to Washington, ISTEA places greater emphasis on the maintenance and restoration of the interstate highway system. It gives new emphasis to environmental protection. And it allows states unprecedented flexibility in the use of federal funds for a wide range of multi-modal transportation needs, including transit.
- . emphasize that transportation is NOT an end in itself. Rather, Ohio's transportation system exists to promote economic growth and community development.
- . provide a plan for action - with clearly stated goals, strategies and action steps.

ACCESS OHIO will examine a variety of transportation issues at the "macro" level. The process is NOT intended to consider specific, near-term projects that are now underway or being sought in our district. Instead, emphasis will be on

- . current transportation conditions and interrelationships;
- . emerging transportation and economic trends;
- . the preservation and maintenance of existing facilities;
- . short and long term local transportation plans;
- . safety and the elimination of hazardous conditions;
- . environmental and social quality;
- . transportation corridors, hubs and clusters; and
- . funding options and opportunities.

Federal officials recently chose Ohio as one of five states plus a consortium of New England states to share \$3 million to develop model intermodal plans. Chosen from 35 states which applied, the states selected focused on plans including intermodal activities. Examples of activities were highways and transit links with airports, or improved freight transfer facilities between water based and land based freight systems. We at the local and regional level must also consider such possibilities.

In connection with ACCESS OHIO public hearings held in April 1992, the Cincinnati City Council passed and transmitted to the State of Ohio a Resolution "Urging the State of Ohio to support inclusion of attached Recommendations for Goals and Policies in the Ohio Multi-Modal Statewide Transportation Plan".

I.D.2. Regional (OKI) Planning The provisions of ISTEA likewise feature an enhanced role for local governments, and more than doubles the amount of funding available for metropolitan level planning compared to the prior federal appropriation. The "metropolitan planning organization" (OKI) is responsible for developing, in cooperation with the State and affected transit operators, a long-range transportation plan and a transportation improvement program (TIP) for the area. The TIP must be consistent with the regional plan and must include all projects in the metropolitan area that are proposed for ISTEA funding with either Title 23 or Federal Transit Act monies.

The planning process must now include additional considerations such as land use, intermodal connectivity, methods to enhance transit service, and needs identified through the management systems.

Projects in areas over 200,000 population are to be selected by the MPO in consultation with the State, except projects on the new National Highway System, Bridge, and Interstate Maintenance projects. These are selected by the State in cooperation with the MPO. Metropolitan planning is funded by ISTEA, as indicated above.

Specifically, OKI must consider the following in preparing its long range plan:

- . Methods to preserve existing transportation facilities and to improve the efficiency of the existing network;

Planners at the city level must, therefore, promote a jobs/housing balance and transit oriented development to alleviate transportation problems and meet clean air requirements. Likewise, local jurisdictions and regional planners must work jointly with communities in both Ohio and Kentucky to forge new cooperative alliances. For example, the six state New England consortium, noted above, is developing a model intermodal plan - based on the recognition that the six states share a common interest in coordinating airport expansion, conventional and high speed rail, highways and port facilities. So should we at the city level reach out, even across the Ohio River for joint partnerships to solve mutual transportation issues.

I.D.3. Other Regional Plans Plans for various locations in the seven county region will impact the City's system-wide and corridor level transportation planning. They include:

- (a) The Hamilton County Thoroughfare Plan;
- (b) The Kentucky Transportation Cabinet's plan for the new Cincinnati Covington bridge just east of the existing Clay Wade Bailey Bridge;
- (c) The Greater Cincinnati/Northern Kentucky International Airport Master Plan Update, and its Supplementary Part 150 Noise Study.
- (d) The OKI Regional Bicycle Plan

The most significant issues from these plans which will affect transportation in the City of Cincinnati. Summaries are included in Appendix E.

I.D.4. City Plans Various City of Cincinnati Plans will directly impact the Transportation Plan. They include

- (a) Cincinnati Infrastructure Commission Report, 1987;
- (b) The Coordinated City Plan, 1980, and updated policies;
- (c) The Cincinnati 2000 Plan for Downtown, 1980;
- (d) The 2000 Plan Review Committee Report;
- (e) The Uptown Transportation Plan;
- (f) The East End/Riverfront Community Development Plan;
- (g) The Alternatives Analysis Transitional Study, 1986, for the Northeast and Westside transit corridors;
- (h) The Public Transportation Action Plan, 1987, strategies to increase transit ridership to Downtown;
- (i) The Cincinnati Zoning Code, 1990, Division 2405 related to Downtown parking requirements;
- (j) The Cincinnati Downtown Parking Study, 1992, related to Downtown public parking facilities; and
- (k) The Cincinnati Bikeway Study, 1976;

Summaries of the most significant issues from these plans are also included in Appendix E.

II. OVERVIEW

II. OVERVIEW

II.A. PROCESS DESIGN

This Plan identifies three major tasks or "Tracks" which will require immediate and simultaneous initiatives if any progress is to be achieved. They are:

- . The "Vision" Track,
- . The Plan Track, and
- . The Citizen/Political Track.

Specifics of each Track are described in Chapters III, IV and V. The following general overview begins with the most immediate, action Track.

II.A.1. The Citizen/Political Track This Track will require an ever-expanding grass roots, citizen constituency to advocate for:

- (a) a change in attitude by the traveling public so as to result in less reliance on the private auto, and increased use of transit and rideshare, and bicycles; and
- (c) strong, widespread support for generating new local share funding for Transportation Control Measures and new system-wide and corridor level improvements that are positive alternatives to the private auto and which will attract commuters from their vehicles.

This is the most important initiative to achieve success. Without the citizens to design the Plan, advocate and support its implementation, and use the system - the Plan will be nothing more than a useless exercise. Likewise, without a local share funding support, federal and state funds cannot be leveraged.

This process must, therefore, encourage citizen involvement, raise public awareness of negative impacts of single occupant vehicles, promote alternative means (or "modes") of transportation, and ultimately modify behavior of the traveling public. The involvement process will include techniques ranging from public hearings, a speaker's bureau and a "hotline", to public opinion surveys, TV announcements and elementary school presentations.

An equally important, and even more immediate task under this Track is political initiative to secure additional ISTEAs funding for City projects and strategic regional projects. Such funding is in addition to ISTEAs formula funding received by OKI. It will also tap discretionary funding for projects which can be specifically "earmarked" by Congress in future. It will also impact federal, annual ISTEAs appropriations bills, and projects in currently authorized statewide categories.

Initiatives must focus intense advocacy at the state and federal levels aimed at top department administrators as well as elected officials. It must include timely grantsmanship applications for regional (ISTEA formula) funding through the OKI Transportation Improvement Program (TIP), for state, and for federal (ISTEA non-formula) funds. Locally, a realistic financial plan must identify a secure source of local share capital and future operating funds, and strong commitment by citizen advocates and users, by labor unions, the City Administration and City Council, community and Downtown organizations, business organizations and others.

II.A.2. The Plan Track This activity requires defining and evaluating alternative projects and strategies which implement the Vision. It includes a "Facilities Plan" - containing a Comprehensive Transportation Plan map, supported various Facilities Improvement Plan maps and project lists for

- . Roadways and Parking,
- . Transit Facilities and Services,
- . Ride Share and Van Pool Services,
- . Bicycle Facilities, and
- . Pedestrian Facilities

The Track also provides a "Sketch Financial Plan" which compares levels of expected City fund resources with projected system capital costs and operating deficits. It recommends strategies to increase local resources. Finally, the Track identifies "Implementation Projects" recommended for federal funding in FY93 and FY94 through the OKI Transportation Improvement Program (TIP). Projects are listed in Appendix I. (The Sketch Financial Plan and list of Implementation Projects are being formulated and will be part of subsequent drafts of this Plan.)

II.A.3. The "Vision" Track This Track defines the "big picture", what the future transportation system should be. It expands expectations beyond a system which achieves merely efficiency, mobility and, compliance with Federal Clean Air mandates. It envisions a transportation system which is the hallmark of the city; one which:

- . provides truly multi-modal and intermodal options, which guarantees unexpected quality of movement for its users; a system which is "fun" to use; which:
- . serves, first, the least mobile, most transit-dependent members of the traveling public; which
- . uses the transportation system as a skills/training and jobs opportunity for the least trained, most underemployed and homeless population in our city; which
- . showcases the City as a highly advanced, people-friendly hub of a globally competitive region on the move into the 21st Century.

This Track also includes the formal "Transportation Policy" to be adopted by City Council to guide the planning process during Phase 2 toward achieving the "Vision".

The following chapters include details for each Track. It begins with the most general or conceptual "Vision" Track, and builds to the more specific Plan Track, then to the most specific action oriented, and immediate Citizen/Political Track - in reverse order to that presented in this Overview Chapter.

III. THE VISION TRACK

III. THE VISION TRACK

This Track includes a description of ISSUES recently identified by various sources. The second component of this Track is the Transportation "Vision". The third is the Policies component, including the new overall plan GOALS, the Interim Policy adopted in July by City Council to guide the planning process, and the TRANSPORTATION POLICY recommended for adoption by Council to guide Phase 2 of this process.

III.A. ISSUES

III.A.1. Issues From Various Sources Issues which the Plan should address were recently identified by citizens in public meetings, derived from statements in the City's Interim Transportation Policy, and from policies City Council recommended for inclusion in Ohio's Multi-Modal Statewide Transportation Plan - "Access Ohio". Finally, the City's Transportation Task Force discussions were another source of issues. (See Appendix F.)

III.A.2. Issues From Hearing/Citizen Meetings At recent City meetings, citizens ranked the 24 issues listed on Table 1 as their top priority. The Plan process used these for a basic list, to which other issues and projects will be compared and added where appropriate as the process continues.

Issues relating to movement of rail and truck commodities, air and waterways will be addressed during Phase 2 of this process in 1993.

III.B. TRANSPORTATION VISION

III.B.1 About Some of Our Most Important Customers...

Imagine, if you will, the City of Cincinnati, as the region's economic hub, being among the nation's leaders in providing a model transportation system which:

- . attracts a significant number of travelers out of drive-alone autos to multiple-occupant vehicles;
- . guarantees unmatched state-of-the-art quality transportation, particularly to the least mobile of its citizens; which
- . provides its homeless, unemployed and its low income citizens with meaningful skills and employment to become stakeholders in the transportation system; which
- . guarantees unmatched customer service to the City's youth, handicapped and elderly citizens; which
- . furnishes an array of travel options (or modes) by which all people move safely, reliably and cheaply to work in Downtown, Uptown, across town or out to suburban centers, to health centers, groceries, entertainment and sports facilities; and to the homes of friends, relatives and religious centers; a system which

TABLE 1

PRIORITY ISSUES (identified by citizen working groups)

AUTOMOBILE/PARKING

1. Maintenance of existing infrastructure
2. Free bus passes supported by increased vehicle and gasoline tax
3. HOV lanes on downtown streets
4. Peripheral downtown parking with frequent shuttles or elevated moving sidewalks
5. More "park and ride" lots in outlying areas
6. Support only new highway proposals that have minimal negative environmental impact
7. HOV lanes for buses and vans on highways and arterials
8. Economic incentives for carpoolers

TRANSIT/PARATRANSIT

1. Flexible, demand-responsive van system
2. HOV (high-occupancy vehicle) lanes on expressways, main arteries
3. Auto-free downtown bus route
4. Electric buses to reduce pollution
5. Trip Reduction Ordinances (Employer develops a plan to reduce auto use by offering incentives for van pools, rideshare programs, free or discounted Metro passes, etc.)

RAIL TRANSIT

1. Preserve existing rights-of-way (Northeast Corridor, East End Corridor, Airport Link, etc.)
2. Develop political support
3. Support environmental concerns
4. Revive Heritage Line (trolley)
5. Intercity passenger rail
6. UC - PRT System

BICYCLE/PEDESTRIAN

1. Full-time Bicycle Coordinator
2. Maintenance/improvements to existing streets
3. Safety/Education/Awareness programs and materials
4. Facilities and services to support bicycle commuters (for work and other destinations)
5. Main Corridor Master Plan

TABLE 1 (cont'd.)

NOTES FROM ISTEAM MEETING OF 8-19-92
COMPREHENSIVE PLANNING

CRITERIA FOR EVALUATING PROJECTS

1. ENVIRONMENT
 - * Air Quality
 - * Noise
 2. ENERGY CONSERVATION
 - * Alternative Fuels (CA reg. 2% Alt. Fuels before 2000)
 - * Efficiency
 - * Reduce Trips
 2. SOCIAL/CULTURAL IMPACTS
 - * Displacement (People losing home, businesses or connections)
 - * Americans with Disability Act (ADA)
 3. ECONOMIC DEVELOPMENT
 - * Avoid Sanctions due to nonconformity with CAA and others
 3. PERSONAL MOBILITY
 - * Improve Intermodal connections
 4. REGIONAL FOCUS
 4. INCENTIVES/DISCINCENTIVES
 - * Taxes and User Fees
 - * Zoning
 - * Auto Free Zones
 5. MARKET VIABILITY
 6. DEVELOPMENTAL COST
 6. CONSTRUCTION/OPERATING COST
 6. FUNDING SOURCES
 7. AESTHETICS
(How it Looks)
 7. POLITICAL SUPPORT
-
8. REALITY/FEASIBILITY

NB Items 1 through 4 are priority. Items 5 through 8 may be also considered.

- . provides suburban park/ride lots and neighborhood transit centers at neighborhood business districts - which furnish services ranging from daycare, to auto repair, to groceries, clothing stores and banking.
- . moves people more efficiently to their destinations, and moves commodities and services closer to people - merging land use and transportation development into a sizzling, vibrant new intermodal activity corridor running through our city.

III.B.2. About Moving Commodities and Services Closer, and a New "Backbone" Emerges for Our City...

- . Just as the system will allow people to move better, so it will bring commodities, services and attractions closer to the people who need them.
- . Public land use policy and development incentives will, over time, cause the formation of a major north/south activity corridor which also includes major activity centers. See Map 3.
- . This new "backbone" will provide a dazzling array of new living environments, shops, entertainment offices, training centers, and religious/cultural centers - all within relatively easy access to each other.
- . Along this activity spine will be the new "place to be" - the revitalized backbone of our central city, growing inside and growing upward. The spine will be strung together by a mix of travel options. Patrons are rewarded with yet un-imagined, convenience of futuristic, carefree, travel luxury.
- . On its north and south ends, the "spine" reaches out to regional attractions in neighboring counties and in Kentucky. Imagine weekend tourists in a downtown hotel hopping on the suspended "people mover" for a Saturday trip to the Zoo, a Saturday evening "tram" ride up the hillside to Mt. Adams; and on to the "moving sidewalk" down to their Sunday afternoon Reds game at Riverfront. After a streetcar ride along the riverfront and to the Museum Center at Union Terminal - a five minute "monorail" ride to the airport, sends our visitors on their way in grand style - impressed by exciting memories and their IMAGE of Cincinnati, A CITY ON THE MOVE.
- . But there are other corridors, those historic valleys, where the life blood of our economy has flowed since the flatboats first came down the Ohio to Losantiville, and ever since the canal boats brought products to our factories in the Basin. These valleys are still where our commodities must flow - now more efficiently than ever. These are where our multi-modal transshipment centers are. They include Ohio River barge/rail/truck terminals, the Mill Creek Valley "piggy back" rail terminals and massive freight rail classification yards, and even our wholesale produce market. Today's I-75 corridor is still the greatest concentration of the City's industrial activity. It is where highways, rail and utilities all intersect with the Ohio River, with its largest water borne cargo tonnage of any inland waterway in the U.S.

So, therefore, our transportation Vision must include and reinforce the concept of commodities movement in valley corridors - the "Community/Corridor" concept defined in the 1948 Metropolitan Master Plan and reinforced in the 1980 Coordinated City Plan. That concept recognized the topographical urban form of Cincinnati and stipulated that it be reinforced by the City's land use patterns with its living areas generally on hilltops, and its transportation/utility and working corridors along valley bottoms. In between stretch one of the City's most important environmental assets - its largely underdeveloped green hillside buffer areas.

The City's future transportation system will enhance Cincinnati's urban form. Our principal routes for the movement of commodities, therefore, will remain the Mill Creek Valley, the Norwood Trough, the Red Bank Expressway Corridor, and the Ohio Riverfront. Through these move the rail and truck freight which keeps our economic heart beating. Through these valleys, hazardous materials haulers must be carefully monitored and assisted along the safest and quickest routes. Likewise, hazardous river cargos must find safe passage as massive tows maneuver through one of the most treacherous segments of the inland river system, past an array of bridge piers, recreational boat docks and Riverfront Stadium filled with 60,000 fans.

Such scarce valley bottom and riverfront land is unique in our city and region, and must be carefully rationed to the multi-modal transfer of commodities moving through our system. These few locations where regional rail and truck traffic intersect Ohio River barge traffic are truly the crossroads of the midwest freight transportation network.

III.B.3. About the Very Air We Breathe...

As destinations of our traveling public shifts inward toward Downtown and a central corridor, trip lengths to the center city become shorter than the current trips outward. The greatest variety of activities are clustered more conveniently along a corridor with all the best transportation options - in addition to the private auto. As users come inward, they leave their cars and travel between activities in multi-occupant vehicles, bicycles, and on foot. The "Vehicle Miles Traveled" and traffic congestion is reduced, our air quality improves, we avoid crippling federal economic sanctions, and invest in a healthier future environment and economy. We then have a system which responds to natural mandates of the Clean Air Act Amendments of 1990 by linking, for the first time, transportation, land use, and air quality planning.

As a companion program, commuters on our crowded radial interstate highways are attracted by less congested high-occupancy-vehicle (HOV) lanes, bypass ramps into downtown, employer parking subsidies and flextime - for all who rideshare, vanpool, take express buses, bicycle, or walk to their Downtown business center. For major weekend extravaganzas, Downtown is also the destination. They come by high speed rail, horse and buggy, by excursion passenger trains, by nostalgic river boats, by hovercraft, on bicycles, in helicopters, by old fashion streetcar and on foot, but they "leave the driving to us".

Autos, which do continue to dominate a smaller proportion of our trips, have convenient accessible refueling stations for their liquid or compressed natural gas engines, or their electrical battery recharging systems.

But consider further a transportation system in its broadest sense - one which invests in not just mobility and access to jobs, but actually generates new jobs. The new jobs ensure enhancement of noticeable parts of our environment, and puts the stamp of total quality on our transportation system and our city. Environmental dividends include:

- . cleanliness,
- . improved safety by increased street presence of public employees,
- . attractive signage and lighting,
- . and physical amenities...like improved maintenance and coordinated street furnishings and paving for pedestrians, heavily landscaped parkways, and even dazzling floral displays at our "gateways" which exclaim "Welcome to Cincinnati" in a dozen varieties of color.

III. B.4 About Recognizing Our Legacy and Building On It...

The foresight and sound fiscal policies of Cincinnati's citizens and leaders has bequeathed to us a transportation infrastructure in extremely sound condition, and the funding base to maintain it. While most older central cities struggle to keep such facilities from crumbling beneath their wheels and feet, Cincinnati's Infrastructure Commission's initiative and the wisdom of our voters has provided maintenance and improvement tax revenues. This is the system on which the vast majority of our traveling public will continue to rely. Its future depends on how well we maintain it and how efficiently we tap its full capacity. We must ensure our future traveling public is impressed that:

- . our streets are free of potholes;
- . our computerized traffic signals and our electronic surveillance and control systems route motorists and freight handlers around accident and construction staging areas, and around special event traffic congestion;
- . our traffic parking personnel are everywhere - on foot, motor bikes and bicycles - ushering motorists to that otherwise elusive parking space and assisting the stranded motorist with a stalled automobile;
- . our bridges and retaining walls are in good repair;
- . and for pedestrians, all facilities from hillside steps, to Downtown skywalks and escalators are well maintained, clean and safe; and our skywalks are a glittering showcase of retail and entertainment establishments;
- . and everywhere our facilities - from "kneeling" buses and light rail transit cars, to ramps at street corners and traffic signal crosswalks for the visually impaired, to timely on-call Access Service--guarantee the highest quality service to the handicapped and elderly;

. commuter bicyclists find bike lockers, showers, route signs on major arterials, and dedicated lanes on many roads - while being protected and rewarded by bike-sensitive traffic signal changers at intersections, bike-friendly sewer grates, and traffic islands to help cross busy thoroughfares. A bicycle coordinator ensures their needs are considered in the planning, property acquisition, maintenance, and design of all auto and transit facilities.

III. B.5. About Whose System It Is And Who Pays For It...

The system envisioned will shift a significant number of the traveling public out of drive-alone autos to intermodal transportation. It will be the most responsive to (1) those who are "mobility disadvantaged", (2) those who are the most transit dependent, (3) those who travel in multiple occupant vehicles, bike or walk and (4) those who are visitors to our city.

. Commodities which are manufactured, and consumed within or exported from Cincinnati will have preferred routings to those merely shipped through the area.

. People who travel in individual vehicles, and commodities which merely pass through our city will be the net payers for the other users of the system.

. Under the mandates of the Clean Air Act, decisions to encourage multi-occupant vehicle travel and intermodal options will be made at the local level rather than in Washington.

. Transportation Control Measures will provide incentives for mass transit travel, for rideshare and van pooling, for bicycling and walking, and for traffic surveillance and control systems and for completing our computerized traffic signal system.

. A continually expanding volunteer citizen constituency will educate and promote the concept of intermodal and multiple occupant vehicle travel, and eventually change the mindset of the traveling public.

. With effective advocacy, political briefing and a new public attitude about mass transportation, funding can be secured with approval of citizens inside and outside of Cincinnati to provide a reliable, continuous and dedicated source of local funding for transportation.

. With such financial resources secured, Cincinnati can eventually leverage adequate state and local funds for construction, operation and maintenance of even an elaborate system.

. The process will take years for dramatic results to occur; so it must start immediately. In fact it already has. Success will be measured both in how timely we leverage opportunities as they arise and how well we create them. We will not be discouraged by attempts to implement any entire program, all at one time. This process envisions three levels of improvement programs.

It recommends each level as a "tool box" from which options can be strategically selected in any order, at any time - depending on changing annual needs, objectives and resources. The three tool boxes contain:

1. Maintenance programs for the existing system and for implementing those improvements recommended by the City within existing funding resources;
2. Strategic Enhancement programs to better respond to short term future needs, ie., for improved air quality (Transportation Control Measures); for better service to the least mobile population, and for expanding the City's local funding base; and
3. Intermodal Improvements which implement the Transportation "Vision", promote economic development, build the system's image, secure its local funding from regional jurisdictions and national political sponsors, and which showcase the city as a vibrant hub of the region.

The basis of it all will be the ever-expanding citizen constituency to:

- . **change attitudes about how and where we travel;** and to
- . convince administrators, elected officials, and voters to create that new funding base.

This, then, is the Vision of Cincinnati-2000. It is the legacy we leave to those who follow... a people-friendly, quality city, the vibrant hub of an internationally competitive region - "On the Move" into the 21st Century.

WELCOME TO "CINCINNATI, U.S.A."

III.C. POLICY

III. C.1. Goals From the national perspective, the policy goals of ISTEA are:

"to develop a National Intermodal Transportation System that is economically efficient, environmentally sound, provides the foundation for the Nation to compete in the global economy and will move people and goods in an energy efficient manner."

The City is engaged in a transportation planning process and the preparation of a plan in order to unify City priorities. Unanimity will help ensure effective City participation in a regional planning process, and obtain - through OKI, through the State of Ohio, and through Congressional earmarking in future transportation appropriations bills - federal funding authorized by ISTEA and State support funding and legislation. The Goal of this process, however, is far greater than leveraging financial resources to move people and commodities. The Goal, a reflection of the "Purpose" stated in I.B.1, is as follows:

City Goal: a transportation system which

(a) provides safe, efficient, cost effective opportunities to move people and commodities;

(b) is environmentally sound, energy efficient, and highly responsive to the changing needs of its users; and

(c) is a source of social empowerment through training and jobs for the traditionally undertrained and underemployed groups in our population;

(d) is a means for greater interaction between Cincinnati citizens and its regional neighbors; and

(e) becomes the hallmark and image of Cincinnati's quality of life, and a barometer of the City's vibrant economy, globally competitive into the 21st Century.

III.C.2. Interim Policy On July 1, 1992, City Council passed Resolution R/127-1992 "Adopting a City of Cincinnati Interim Transportation Policy as a guide to City Council actions related to transportation during the City's transportation planning process." The action was taken at the recommendation of the City Planning Commission, June 25. (See Appendix G.) The overall Policy is to "Implement a coordinated and balanced City Transportation Policy", and includes 12 sub-policies relating to maintenance and efficiency of the system, improvement of the system to address environmental issues, and making the system truly balanced and intermodal.

III.C.3. Recommended Policy The following recommended "Policy", groups the 12 Interim Sub-Policies under the above five Goals as summarized below and shown in its entirety in Appendix G. This will allow their adoption in more final form as part of formal SORTA, Planning Commission and City Council actions on the Plan.

The recommended Policy is summarized as follows:

Goal 1: safe, efficient, cost effective system to move people and commodities
Policy (a) preserving, expanding, improving efficiency of the existing network;
Policy (b) optimizing a safe and efficient highway system;

Goal 2: environmentally sound, energy efficient, highly responsive to changing needs of users
Policy (a) compliance with federal Clean Air requirements
Policy (b) reducing fuel consumption and alternative fuels
Policy (c) needs of vehicular and transit using persons, including disabled
Policy (d) promoting increased bicycling

Goal 3: a source of social empowerment for undertrained and underemployed
Policy (a) promoting economic development
Policy (b) generating jobs with job training opportunities

Goal 4: a means of greater interaction between Cincinnati's and region
Policy (a) regional cooperation
Policy (b) citizen advocacy, patronage of system; political support

- Goal 5: a hallmark and image of quality of life, vibrant economy, globally competitive
- Policy (a) balancing single occupant vehicle and mass transportation; travel by intermodal solutions; development of attractive alternatives to the single-occupant vehicle
- Policy (b) preserving rail rights-of-way
- Policy (c) federal funding and local financing
- Policy (d) system coordination; linking land use and air quality planning with transportation planning

IV. THE PLAN TRACK

IV. THE PLAN TRACK

This track includes defining, analyzing, and evaluating alternative types of projects and strategies which implement the Vision and Policy. It includes the Facilities Plan, a Sketch Financial Plan, and an Implementation Section which recommends a list of projects for local and federal funding in 1993/94 and beyond.

IV.A. ALTERNATIVES ANALYSIS

This section defines potential, alternative improvement projects which are candidates to be evaluated against expected travel demands. It also evaluates them against the need for managing congestion and reducing air pollution, federal mandates, roadway capacity, the City Policy, cost, and local financial capabilities.

IV.A.1 Define Alternative Projects - Projects under consideration are derived from recent City Council recommendations for ISTEA Transportation Enhancement Activities, and from projects recommended in the City Administration's 1993-1997 Capital Improvement Program (CIP) budget for consideration by Council. The most costly of these City CIP projects are also defined as candidates for federal ISTEA 80% (or in a few cases even 90%) matching funds. Other alternatives defined are projects not in the above categories, but which have been recommended in City or SORTA adopted plans, or have been defined as having high priority by citizens during recent City transportation meetings.

IV.A.1.a. Enhancement Activities Projects In July, 1992, City Council directed that the City Manager apply to the Ohio Department of Transportation for 80% of the capital costs and half (10%) the "local share" costs for the following projects. This would be funded from a 10% State set aside amount as Transportation Enhancement Activities under Title I, Surface Transportation Program (STP) of ISTEA. They are the types of projects which are environmental enhancements to the transportation system. Because of the priority given them by City Council action, they are defined here as significant alternatives, and must be given serious consideration for recommendation in this Phase 1 Plan.

They are:

- (1) Facilities for Bicycles
 - signs and markings for routes/
 - traffic island/channelization improvements
 - lockers/racks
 - stormwater grates
 - routes on bridges (no cost)
- (2) Preservation of Abandoned Rail Corridors
 - NE and Westside Corridors
 - East End/Riverfront Corridor
- (3) Control and Removal of Outdoor Advertising
- (4) Landscaping and Scenic Beautification - CBD perimeter roads
- (5) Park/Ride Lot Acquisition
- (6) Rehabilitation/Operation of Historic Transportation Building - Pendleton Station in East End

IV.A.1.b. Proposed '93-'97 CIP Projects - The 1993-97 Capital Improvement Program (CIP) projects being recommended by the City Administration to City Council for funding in the '93/94 City budget process are defined here as high priority alternatives to be given serious consideration for recommendation in this Phase 1 Plan. They include:

- (1) 31 roadway/bridge maintenance, rehab and improvement projects recommended by the City's Public Works Department;
- (2) 3 parking garage maintenance/rehab projects and one bicycle project proposed by the Public Utilities Department;
- (3) 15 bus/vehicle maintenance, retrofit, replacement projects; park/ride lot and rail corridor acquisition projects.

IV.A.1.c. OKI TIP Projects Among projects listed in Appendix I, those marked with an asterisk have already been endorsed by OKI as appropriate for federal funding. They are generally the largest, most costly of the City's projects. They are included in OKI's Transportation Improvement Program (TIP), and the City is committed to providing some of their local share funding.

IV.A.1.d. Projects Recommended in Various Plans Among alternative projects defined in Appendix H, are several which are also recommended by major plans. Plans include:

- (1) The 2000 Plan Review Committee Report, for Downtown;
- (2) The Uptown Transportation Plan;
- (3) The East End/Riverfront Community Development Plan;
- (4) The Alternatives Analysis Transitional Study;
- (5) The Public Transportation Action Plan; and
- (6) The Cincinnati Downtown Parking Study (being completed).

These completed plans, and others identified in Section I.D. above, recommend additional projects which are appropriate to be defined as alternatives for further analysis in this process - but which are not among the City Council's or City Administration's recommended projects. They warrant analysis here because of their priority in the plans which recommended them, or because they were a high priority among the citizens participating in recent City transportation meetings.

Citizen Issues, listed in Table 1, Section III.A.2. above, are brought forward as issue categories in Appendix H. Projects in Appendix H are grouped under these issues categories to show how each issue will be addressed. A number of citizen issue categories have no projects responding to them. Those categories are then added to the list as "generalized projects" to be further analyzed and evaluated in Section IV. A.6. below.

IV.A.2. Travel Demand In this Phase 1 process, estimates of future travel demand for various locations and modes of transportation are based on estimates in existing City and regional plans, refined by updated 1990 Census considerations, by expected land use development and major employment changes. City and OKI transportation related staffs were consulted.

The following conclusions are the results. The interest of time, and efficient use of available funding prohibits the use of computerized, travel demand forecast modeling from being used as a forecasting tool at this time. Such techniques can be considered in Phase 2 in 1993 as circumstances warrant and resources permit.

IV.A.2.a. Travel Demand From Population Changes 1990 Census of Population verifies that total population (364,000) within the City of Cincinnati is experiencing less decline in total number and is likely to stabilize slightly below the 1990 total. The seven county Primary Metropolitan Statistical Area experienced a 3.7% growth between 1980 and 1990, and is expected to continue its modest growth rate. The City has not experienced, nor is it expected to experience, dramatic shifts in the location of its residences among any areas of the City so as to significantly impact travel demand.

Regarding demand for transit services, what may warrant monitoring is the expected steady increase in actual numbers and, more dramatically, in the percentage of the City's population which is typically assumed to be more transit dependent. They include the low income, elderly, the handicapped, and the homeless population.

Their residential location is focused in neighborhoods north and northwest of Downtown, as well as the eastern portion of Uptown. See Map 1. Neighborhoods in the west Mill Creek Valley have shown the most noticeable shift toward this category of potentially transit dependent. Destinations of such users will require crosstown, Uptown, and reverse commute service. The increasing percentage of women and single-parent women in the labor force will demand more public transportation, as well as the conveniently located shopping, day care, banking and other services near travel origin, transfer, or destination points.

Likewise, increasing commuter demands from growing middle-income residential suburbs north and east of the City is for fast, efficient express bus service between suburban park and ride lots and Downtown. Similar rush hour demand from Kentucky's southern suburbs will require additional Transit Authority of Northern Kentucky (TANK) transit service up into Downtown streets. Such suburban residential growth will continue to increase demand for Interstate access to Downtown and Uptown.

IV.A.2.b. Travel Demand From Land Use Changes The most significant land use changes will occur in the westside corridors, near the Glenway/Crookshank/Boudinot Avenue area and the western Queen City Valley because of potential commercial and residential development. See Map 1. In the Mill Creek Valley/Carthage area, Ridgewood Arsenal industrial development will generate additional demand on Seymour and the Seymour/Vine/Paddock intersections - if the development access is north to Seymour instead of Este to the south. In the Red Bank corridor, development of properties proposed by the "Madisonville Industrial Corridor Urban Renewal Plan" will generate additional trips on the narrower southern portion of the corridor in Fairfax. Likewise, new recreational development just north of the Beechmont Levee and in California just west of I-275 at the river will generate significant additional demand on the Red Bank/Wooster Road and Kellogg Avenue areas, respectively.

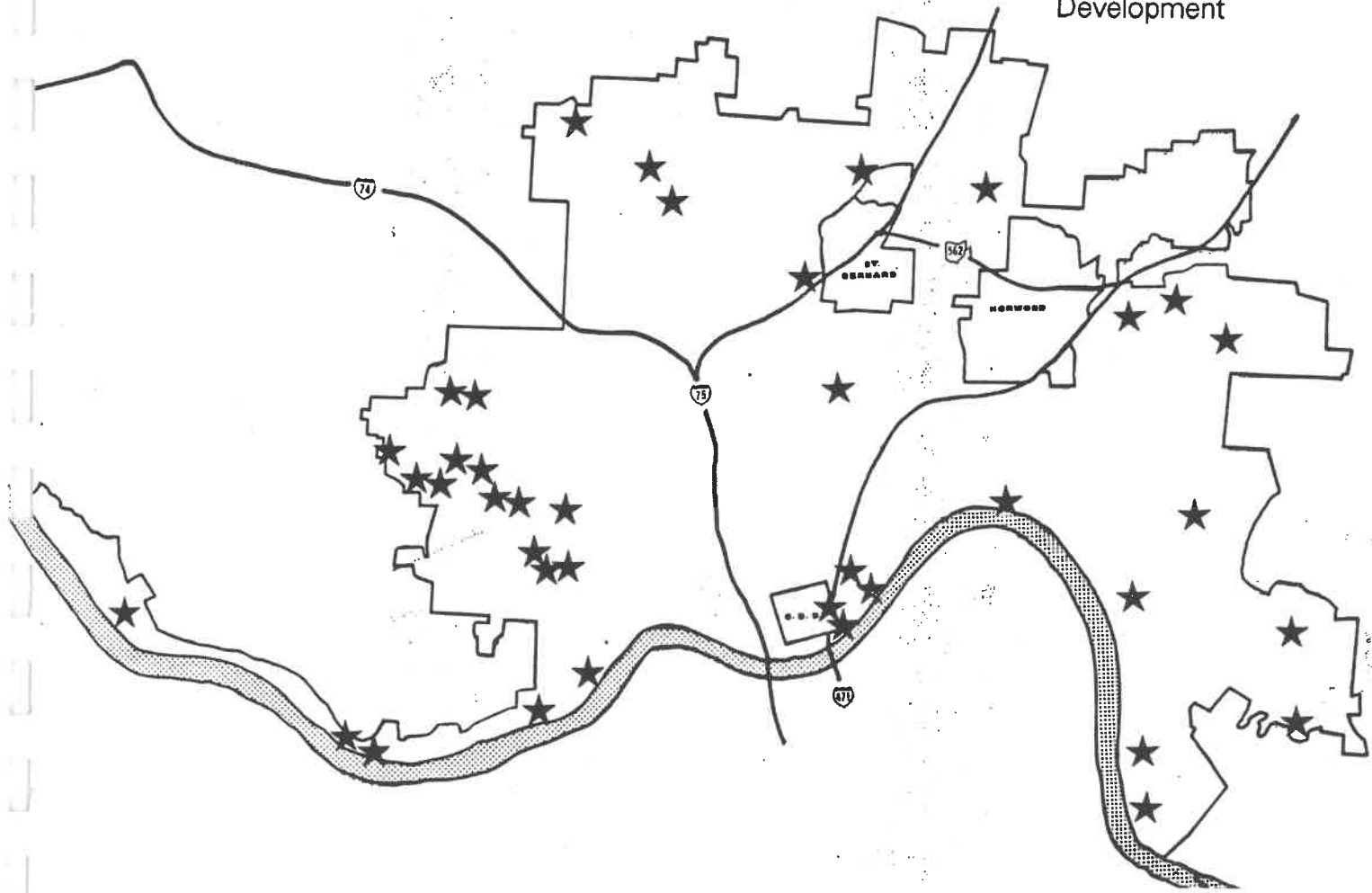
**CINCINNATI
INTERMODAL
SURFACE
TRANSPORTATION PLAN**

TECHNICAL REPORT

**MAP 1
TRAVEL DEMAND**

LEGEND

★ Potential
Land Use
Development



PREPARED FOR:
Cincinnati Intermodal Coordinating Committee
Southeast Ohio Regional Transit Authority
City Planning Commission
City Council

PREPARED BY:
The Department of City Planning
in conjunction with the
Cincinnati Transportation Task Force

FIRST DRAFT — October, 1992

In Uptown, lack of residential parking on streets south and west of the University of Cincinnati and east of the UC Medical Center continue to be a source of unresolved concern for both permanent and student residents. The City continues to study the need for a King Drive/I-71 interchange east of Uptown to enhance access to this regional medical/educational center.

In Downtown, at least a perceived lack of convenient, accessible short term parking facilities is a concern to retail merchants; while growing congestion on interstate highway access routes aggravate commuters in peak demand periods. A preliminary staff analysis in 1990 concluded that, if all Downtown parking garages envisioned were actually developed, that alone would greatly increase peak period travel demand and congestion through critical gateway, perimeter intersections along the northeast (in A.M.) and southwest edges (in P.M.) of Downtown.

IV.A.2.c. Travel Demand From Employment Changes There is only limited employment projections for areas inside the City. A 1987 SORTA study estimated travel demand to Downtown to increase by 19.5% by the year 2000. Despite current recessionary trends and the impacts of telecommuting, the 2000 Plan Review Committee report in 1990 set a goal to increase Downtown employment from 80,000 to 88,000 - retaining its major status as the regional economic/employment hub. If realized, that will put increased demand on already congested Interstate access routes and on arterials like Queen City Avenue, Glenway and River Road (east of Sedamsville).

The Uptown Development Plan, for the City's second largest regional economic center with over 44,000 jobs, estimated a 21% increase in jobs between 1980 and the year 2000. The Uptown Transportation Plan recognized the increased auto travel demand, but concluded additional capacity could be engineered to accommodate foreseeable future demand by relatively minor road improvements.

Outside the City, in addition to the 62,000 jobs in the Blue Ash area, the vicinity of Greater Cincinnati/Northern Kentucky International Airport in Boone County, Kentucky will become an increasingly important regional employment center. As the number of airport passengers triples between 1986 and 2010, the facility is expected to directly impact over 9000 employees, and indirectly impact 38,000 more. Travel demand between the Airport and the City will increase. Both from a travel demand and an image standpoint, Ohio River bridge capacity and transit options will become increasingly important. Heliport/"vertiport" access may help fulfill demand for rapid access to the Airport, to regional medical centers, and eventually to other midwest cities.

Other employment increases due to commercial land development will be most significant in the Glenway/Boudinot Avenue area noted above.

IV.A.3. System Expansion Needs Expansion needs may warrant increasing road capacity by facilitating movement, by increasing the number of lanes, or even by constructing new roadways. Expansion needs may also be required for transit service - either more frequent service or in new locations, or more convenient transfer facilities. It may include more convenient auto and transit and bicycle terminal facilities ranging from parking garages, to park/ride lots, to bike lockers and showers. It will also require long range financial commitment to preserve rail corridors for transit and bikes.

IV.A.3.a. Capacity Expansion Locations Based on the above, the locations where transportation facilities will most likely require additional capacity, are shown on Map 2. Such expansion, however, may not require enlarging existing facilities, but more preferably more efficient use of existing facilities. Likewise, various options to reduce the number of vehicles required to accommodate increased travel demand, will be discussed below. Federal Clean Air requirements discourage new roads or adding lanes as a preferred response.

IV.A.3.b. Demand Management Strategies and Federal Mandates Clean Air Act Amendments require the seven county Cincinnati air shed to reduce hydrocarbon emissions (which combined with sunlight produces "ozone" air pollution) by an estimated 15% by late 1996 in order to avoid serious federal economic sanctions. That will require a significant reduction in "vehicle miles traveled". ISTEA's Title I, Congestion Mitigation and Air Quality Improvement Program, provides funding for Transportation Control Measures and incentives to reduce vehicle miles traveled, relieve congestion, and improve air quality. In areas over 200,000 population, ISTEA calls for the establishment of "congestion management systems" through the use of travel demand reduction and operational management strategies. Such strategies are "traffic surveillance and control equipment, motorist information systems, incident management programs, and transportation demand management (TDM) facilities, strategies, and programs."

A recent Urban Land Institute list of congestion mitigation measures included:

Basic Tools

- . traffic signal improvements
- . expanding the road system
- . suburban-scale transit

Advanced Tools

- . light rail transit
- . toll roads
- . land use strategies to reduce driving

Action Tools

- . clearing accidents fast
- . transportation management associations/trip reduction ordinances
- . high-occupancy-vehicle lanes for buses and carpools

New Tools

- . "Super streets" (strategic arterials)
- . telecommuting (stay at home alternate)
- . smart cars on smart highways; (IVHS) intelligent vehicle highway systems

Most importantly, any of the above will require strong citizen support and integrated planning among many governmental jurisdictions.

IV.A.4. Emissions Reduction

IV.A.4.a. Alternative Fuel Vehicles Program Region-wide cooperative purchasing is needed to incorporate alternative fuel vehicles into fleet service (government and private fleet operators).



**CINCINNATI
INTERMODAL
SURFACE
TRANSPORTATION PLAN**

TECHNICAL REPORT

MAP 2

CAPACITY EXPANSION

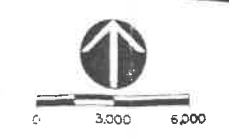
LEGEND

||||||| Area To Evaluate
Need For Roadway
Capacity Expansion

PREPARED FOR:
Cincinnati Intermodal Coordinating Committee
Southeast Ohio Regional Transit Authority
City Planning Commission
City Council

PREPARED BY:
The Department of City Planning
in conjunction with the
Cincinnati Transportation Task Force

FIRST DRAFT — October, 1992



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IV.A.4.b. Dedicated Vehicles (Non-Petroleum Based Fuels) Joint public/private initiatives must encourage and advance factory built, dedicated vehicle production by major producers; facilitate cleaner air in conjunction with increased (short term) vehicle production, until "mass" intermodal systems become inherited by the population.

IV.A.5. Define Performance Measures In order to continue analysis of alternative projects, criteria must be defined by which to evaluate their impacts. These criteria are more specifically referred to as performance measures - measures of how the candidate project is likely to perform when compared to alternative projects. A lengthy list of possible Performance Measures was drafted during the early months of this process. It was derived from a combination of measures implied or explicitly stated in the:

- (a) City's Interim Transportation Policy;
- (b) City's 1993/94 Budget Evaluation Criteria;
- (c) Demand Management Strategies funded under ISTEA;
- (d) Impacts required to be considered under ISTEA in State and regional plans;
- (e) Citizen priorities as expressed in recent City transportation meetings;
- (f) Preferences expressed by City Council;
- (g) Projects linked to land use and air quality plans; and
- (h) Conformance with Regional Transportation Policies and plans.

IV.A.6. Evaluate Alternatives This final step in the Alternatives Analysis process lists all the candidate projects, identifies the performance measures which apply to that project, and then evaluates how responsive each project is likely to be to each performance measure. See Table 2. From the matrix indicating the above, conclusions are derived about which projects compare most favorably in each performance category and just how favorable are the impacts of that project. In this manner, projects can be prioritized, and preferred projects selected for recommendation in the Plan.

This process allows scrutiny of the reasons why certain projects were selected as "preferred" and "recommended" in Phase 1, while others were not. As more informed opinions are obtained, recommendations can be reevaluated and refined based on a consistent set of criteria.

IV.A.6.a. Rating Categories For this process, each project is finally rated as to whether, based on its impacts, it will best implement a "Maintenance Level Program", a "Strategic Enhancement Program", or an "Intermodal Program" (which implements the Transportation Vision). Also See Tables 3-8.

IV.B. THE PLAN

This section includes the Facilities Plan, a Sketch Financial Plan, and an Implementation section which recommends a list of projects for local and federal funding.

IV B.1. Facilities Plans This is a group of plans which recommend facilities improvement projects based on conclusions from the Alternatives Analysis above. The Plan group includes the Comprehensive Plan and five detailed plans for Roadway/Parking facilities, Transit, Rideshare, Bicycle and Pedestrian facilities.

The Facilities Plan, during this Phase 1 process, is focused on improving the movement of people. Most projects will also improve the movement of commodities. Specific Plans for the movement of commodities, however, are deferred to Phase 2 in 1993.

IV.B.1.a. The Comprehensive Transportation Plan This includes The "Comprehensive Plan Map", Map 3, shows the location of recommended system-wide, corridor, and district-level projects.

Projects will facilitate the movement of people to and from

- . Work and School
- . Medical Centers and Public Services
- . Shopping
- . Leisure time activities
- . Intermodal transportation facilities, and intercity transportation

Table 3 describes the projects and assigns each to the Maintenance Level Program, the Strategic Enhancements Program or the Intermodal Program. Table 3 also indicates the basic benefits from the project, ie., congestion mitigation, air quality, improved mobility, etc.

IV.B.1.b. Roadway/Parking Facilities Plan The location and description of recommended improvement projects are indicated on Map 4 and Table 4. Each project is assigned to one of the three Programs described above, which it best implements.

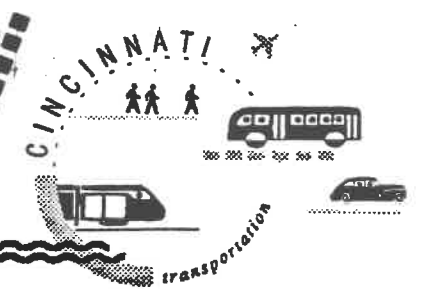
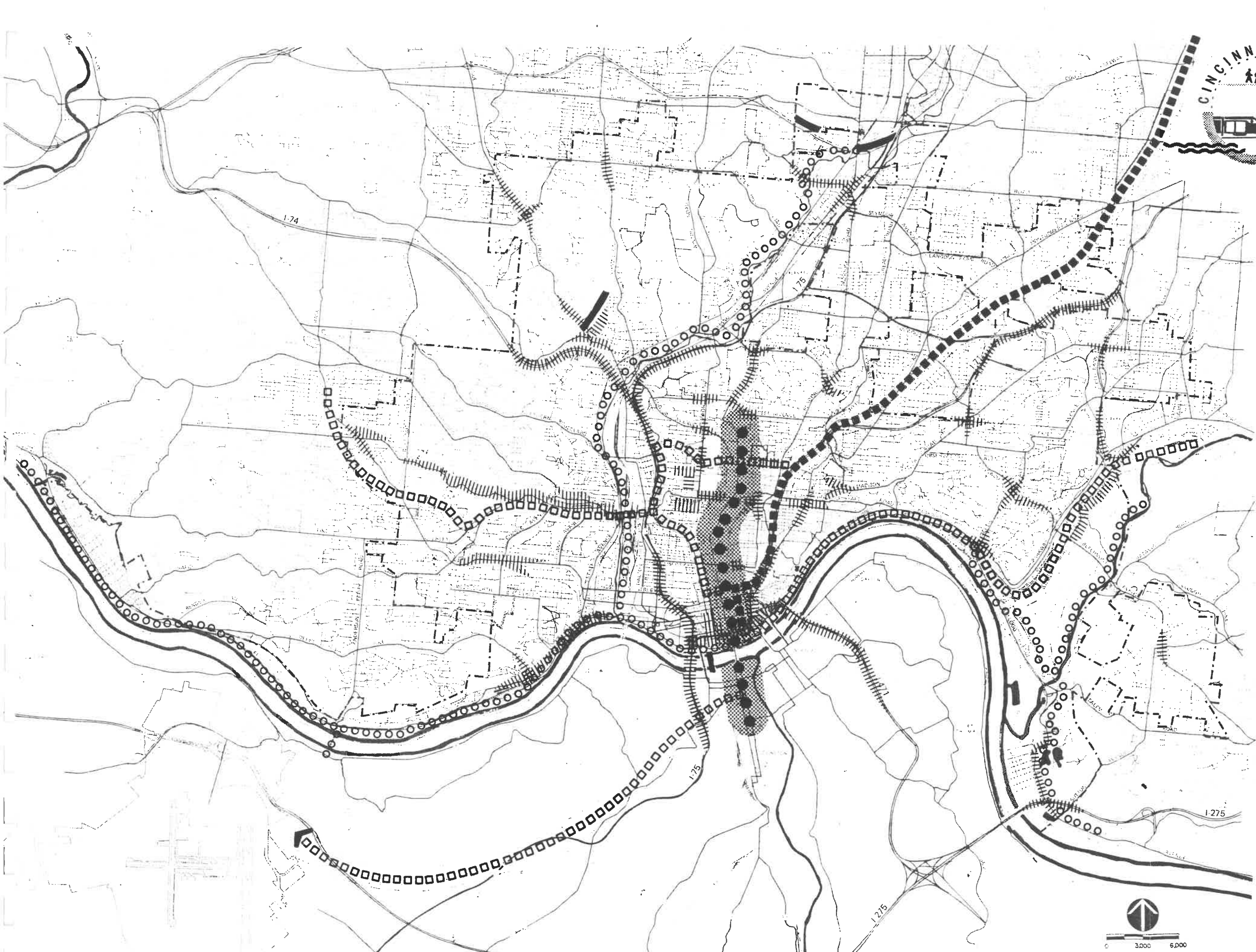
IV.B.1.c. Transit Facilities/Services Plan Project locations and descriptions are indicated on Map 5 and Table 5.

IV.B.1.d. Ride Share/Van Pool Facilities/Services Plan Project locations and descriptions are indicated on Map 6 and Table 6.

IV.B.1.e. Bicycle Facilities Plan Project locations and descriptions are indicated on Map 7 and Table 7.

IV.B.1.f. Pedestrian Facilities Plan Project locations and descriptions are indicated on Map 8 and Table 8.

IV.B.2. Sketch Financial Plan In order to implement major facilities improvements, adequate local funding sources must be available to leverage state and federal funds. Such local commitment, both by the City and by other governmental jurisdictions in the region, will be critical to show local ability to cover both a significant share (beyond the minimum 20% for some projects) of capital costs as well as covering any on-going operating deficits and maintenance costs. This will require a reliable, continuous, dedicated source from at least the City; but for many projects, also from Hamilton County or the Ohio side of the metropolitan region. Financing some projects may require joint commitment from Ohio and Kentucky counties.



**CINCINNATI
INTERMODAL
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TRANSPORTATION PLAN**

TECHNICAL REPORT

MAP 3

**COMPREHENSIVE
PLAN**

LEGEND

- ● Transit Spine
- ▨ High Density Activity Area
- ▤ Congestion Mitigation Area
- New Roadway
- ■ Preferred Light Rail Alignment
- □ Potential Rail Transit Corridor
- ○ Bicycle Commuter Corridor

PREPARED FOR:
Cincinnati Intermodal Coordinating Committee
Southeast Ohio Regional Transit Authority
City Planning Commission
City Council

PREPARED BY:
The Department of City Planning
in conjunction with the
Cincinnati Transportation Task Force

FIRST DRAFT — October, 1992

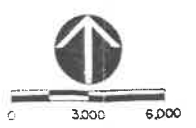


TABLE 3
COMPREHENSIVE PLAN - CONCEPTS

11/2/92

	<u>Program¹</u>	<u>Comments</u>
I. <u>CENTRAL SPINE</u>		
I.A. INTENSE LAND USE ACTIVITY AREA		
1. Generates trips inward to central city rather than outward to suburbs	I	Shorter trips; reduced VMT; improved:
a. Central Riverfront sports, entertainment, parking, etc.		- air quality
b. Downtown core office, retail, conventions, entertainment, housing (as per 2000 Plan Report)		- economic viability of central city,
c. Over-the-Rhine housing, support retail, entertainment (Music Hall, etc.)		- creates synergy of "people attracting people"
d. Uptown Core including the University Medical Center, Shoemaker Center, Corryville business district entertainment; Zoo		
2. Activity spine links Covington to Cincinnati as stronger metropolitan center	I	Regional outreach enlarges fund base
3. Zoning, other land use development incentives, and special events - attract patrons	S	
I.B. REGION'S CENTRAL, NORTH/SOUTH INTERMODAL TRANSPORTATION CORRIDOR	I	Serves activities, strengthens mobility image, encourages walking, bicycling
1. Multi-modal transit options, available along corridor, to access activities from the Zoo to south Covington		
2. Feeder transit services provide convenient access to north/south transit service.		
II. <u>CONGESTION MANAGEMENT AREAS</u>		
See Projects proposed in Tables 4 - 7.	S	
II.A. INFRASTRUCTURE MAINTENANCE (See Table 4, I.A.) Roadways, bridges	M	Safeguards City's investment

¹ M = Maintenance Level Program
S = Strategic Enhancement Level Program
I = Intermodal Level Program which implements the "Vision"

	<u>Program</u>	<u>Comments</u>
II.B. IMPROVEMENTS TO MAXIMIZE CAPACITY (See Table 4, II.A.)	M/S	Improves air quality, mobility
1. Roadway improvements in congestion management areas	M	
2. Alternative fuels, dedicated vehicles	S	
II.C. REDUCING DRIVE-ALONE TRAVEL (See Table 4, II.B.)	S	Reduces vehicle miles traveled, improves air quality
1. Transportation Control Measures		
2. Transportation Demand Management Programs, in Downtown and Uptown		
III. <u>INCENTIVES FOR MULTI-OCCUPANT VEHICLE RIDERSHIP</u>		
III.A. COMMUTER TRAVEL	S	Ensures viability of CBD, Uptown
1. Transit Express Service Expansion		
2. Rideshare/Vanpool Expansion		
3. City-supported Suburban Park/Ride Lots		
4. Employer transit rideshare incentives (for employers in Central Activity Corridor)		
III.B. PRESERVATION OF TRANSIT CORRIDORS	I	A physical manifestation of CBD as regional hub; enhances image; creates jobs; relieves congestion links to region.
1. A six spoked radial, corridor network with Downtown as the hub		
2. NE Corridor - "preferred " for light rail transit		
3. Airport Corridor - consider rail transit		
IV. INCENTIVES FOR COMMUTER BICYCLING		
IV.A. BIKE-FRIENDLY CITY	S/I	Barometer of quality of life in City
1. Roadway improvements		
2. Off-Road Corridor preservation		
3. Terminal facilities conveniences		
4. Education, Encouragement, Enforcement, Engineering		

-
1. M = Maintenance Level Program
S = Strategic Enhancement Level Program
I = Intermodal Level Program to Implement the "Vision"
 2. (1993) Year project is recommended for local Capital Improvement Program (CIP) funding; or (93-97) project on OKI Transportation Improvement Program (TIP).
 3. CIP: City Capital Improvement Program
 4. TEA: "Transportation Enhancement Activity" Project recommended by City Council for Federal/State funding under ISTEA STP Program.
 5. OKI = Ohio, Kentucky, Indiana Regional Council of Governments



**CINCINNATI
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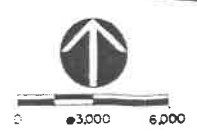
TECHNICAL REPORT

**MAP 4
ROADWAY / PARKING
FACILITIES PLAN**

PREPARED FOR:
Cincinnati Intermodal Coordinating Committee
Southeast Ohio Regional Transit Authority
City Planning Commission
City Council

PREPARED BY:
The Department of Planning
in conjunction with the
Cincinnati Transportation Task Force

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TABLE 4
ROADWAY/PARKING PROJECTS

11/2/92

I. <u>INFRASTRUCTURE MAINTENANCE</u>	Program ¹	Fund'g Year ²	<u>Comments</u>
I.A. MAJOR ROADWAY, BRIDGE PROJECTS (federal and local funding)			
I.A.1. <u>Bridge/Viaduct Replacements</u>			
a. Central	M	93	Kentucky project
b. Beechmont	M	93	
c. Ludlow-over Mill Creek	M	93	
d. Seymour-over Mill Creek	M	92	
e. N. Bend-over Mill Creek	M	93	
f. Spring Grove - over Mill Creek			
g. Waldvogel	M	96	
Waldvogel (deck repair)	M	94	
2. <u>Bridge/Tunnel Rehab</u>			
a. Columbia over I-471	M	93	
b. Lytle Tunnel - Elect./Mechan.	M	92	
3. <u>Hillside Stabilizing Rehab</u>			
a. Mt. Adams/I-471	M	94	
4. <u>Street Rehab</u>			
a. Eastern - Bains to Delta	M	93	E. End/RF Plan, Append. E City, OKI TIP
b. Columbia Pkwy. - Kemper to Delta	M	93	
c. Kellogg - Salem to I-275	M	93	
d. Reading - Forest to N. Crescent	M	93	
e. Vine - 73rd to N. Corp Line	M	93	
f. Edwards - Erie to Edmondson	M	93	
g. Colerain - Kipling, Blue Rock	M	93	
- Leeper to N. Bend	M	95	
h. River Rd.- English to Maryland	M	94	
i. Hopple - at Beekman, Westwood			
Northern Blvd.	M	92	
- Meeker to I-75	M	95	
j. Montgomery - Woodburn to Brewster	M	94	
k. Glenway - Rapid Run to Cleves			
Warsaw	M	95	

¹ Type of Program for which the project is recommended: (M) = Maintenance Level Program; (S) = Strategic Enhancement Program; (I) = Intermodal Program - the "Vision"

² (1993) Year project is recommended for local funding; (1993-97) project on 1993-97 OKI Transportation Improvement Program (TIP)

	<u>Program</u>	<u>Fund'g Year</u>	<u>Comments</u>
l. Glenway - Boudinot to Werk	M	95	
m. Hamilton - Hoffner to Landfair	M	95	

5. Road Resurfacing

a. Sixth Street Expressway	M	92	
b. I-75 - I-74 to N. Corp.	M	93	
c. I-74 - W. Corp. to I-75	M	93	
d. I-71 - Tunnel to Plum & I-75 to Bains	M	93	
e. I-71 - Lytle to Wilkinson	M	93	
f. I-71 - Wilkinson to Kennedy	M	94	
g. Norwood Lateral - Reading to I-71	M	94	

I.B. SMALLER ROADWAY PROJECTS (no federal funding required)

I.B.1. Rehab - various locations

a. Bridges	M	93-97	
b. Wall Stability	M	93-97	
c. Streets, uncurbed streets	M	93-97	
d. Sidewalks, driveways	M	93-97	

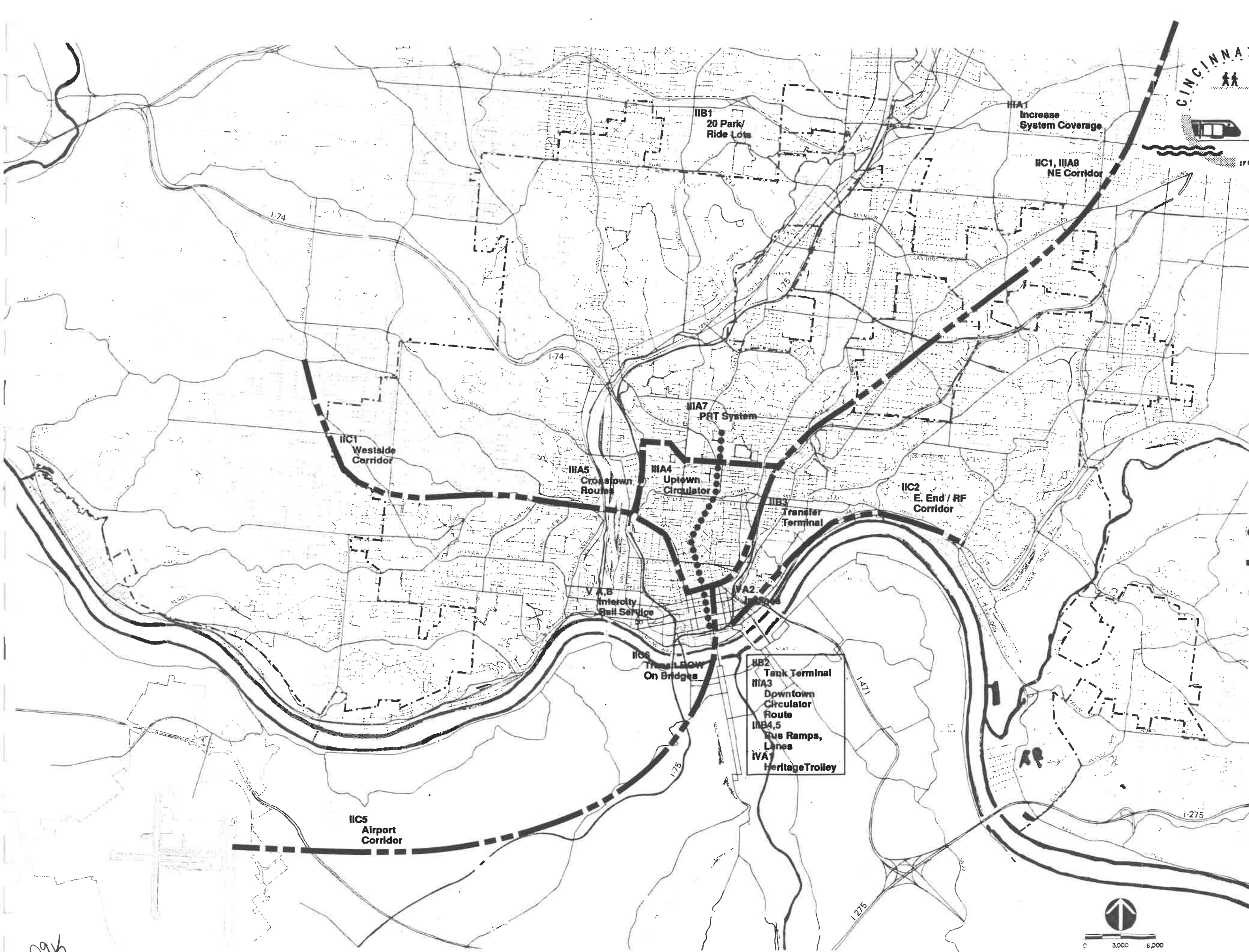
I.B.2. Roadway Improvements (Unfunded)

a. Seymour, bridge to R/R	M	-	Pub. Works Dept.
b. N. Crescent, Reading to 1700 W.	M	-	"
c. Lehman, Grant to Summit	M	-	"
d. Southside, bridge to Idaho	M	-	"
e. Woodward, Robison to Red Bank	M	-	"
f. Kipling	M	-	"
g. Edwards, Grandin to Observatory	M	-	"
h. Glenwood, Lexington to Glenwood Pl.	M	-	"
i. E. Epworth, Mitchell to Chickering	M	-	"
j. Wayside, Corp. to Sutton	M	-	"
k. Erkenbrecker, Vine to Burnet	M	-	"
l. Kellogg, Salem to I-275	M	-	"
m. Hamilton, Ashtree to N. Bend	M	-	"
n. Harrison, Queen City to Corp. Line	M	-	"

	<u>Program</u>	<u>Fund'g Year</u>	<u>Comments</u>
I.C. MAINTENANCE FACILITIES/EQUIPMENT			
I.C. 1. Highway Maintenance Equipm't	M	93-97	
2. Highway Maintenance Facilities	M	-	Pub. Works Dept.
3. Vehicle Maintenance Garages	M	-	"
4. TSB Garage, Parking, Pole yard	M	-	"
5. Service Facility Expansion	M	-	"
6. Standardized Street Lighting	M	-	"
 II. <u>ROADWAY CAPACITY</u>			
II.A. MAXIMIZING EXISTING CAPACITY			
II.A.1. Computerized Traffic Signal System	S	-	Pub. Works Dept.
2. Traffic Signal Improvements	M	93,94	Pub. Works Dept.
3. Pavement Markings	M	93,94	Pub. Works Dept.
4. CBD Street Improvements at 7 locations			
5. Uptown 26 Intersection	S		Uptown Plan, p. 50
6. E. End/RF-overpass realignments	S		E. End/RF Plan, Append E.
7. Increased Street Lighting Levels	M	93,94	Pub. Works Dept.
8. Energy-efficient Street Lights	M	93,94	Pub. Works Dept.
9. Undertake or complete studies for:			
- Uptown I-71/King Dr. interchange	S		See Appendix E
- Uptown/Downtown Special Events traffic control	S		
- Systems Analysis for I-71, I-74, I-75, I-471	S		Pub. Works Dept.
- High-Occupancy-Vehicle Lanes on Interstates	S		2000 Plan Rev. Report, p. 54
II.B <u>REDUCING EMISSIONS</u>	S	-	OEM/Pub. Util.
1. Alternative Fuel Vehicles Program			
2. Dedicated Vehicles (Non-petroleum based fuels)	S	-	"
3. Public/private construction of Alternative Fuel Dispensing Facilities with local alternative fuel providers			

	<u>Program</u>	<u>Fund'g Year</u>	<u>Comments</u>
II.C. REDUCING TRAVEL DEMAND/CONGESTION MANAGEMENT SYSTEM			
II.C.1. <u>Transportation Control Measures</u>			
a. Interstate traffic surveillance and control system	S	-	OKI, FHWA ISTEA
b. Motorist information systems	S	-	FHWA, ISTEA
c. Incident management programs	S	-	"
d. Demand management facilities, strategies and programs	S	-	"
e. Apply Transportation Management Association concepts to CBD/Uptown	S	-	Evaluate
II.C.2. <u>Implement in conformance with OKI Air Quality Plan</u>	S	-	Complete by 4/93
II.C.3 <u>Transit Incentives</u>	S	-	See Table 9, III.A.
II.C. EXPANDING ROADWAY CAPACITY			
II.C.1. <u>New roadways/Adding lanes</u>			
a. New Cinti./Covington Bridge	I	-	Ky. project except approaches
b. Cross County Highway	I	-	County proj. except in City
c. Queen City - White to Sunset	S	-	Consider transit options
d. I-74 to Hamilton Ave. Connector	I	-	Pub. Works Dept.
e. Beechmont Ave.: SR32 to Corbly	S	-	"
f. M. L. King - east of Vine	S	-	"
III. PARKING			
III.A. DOWNTOWN PARKING			
III.A.1. <u>Garages - City Actions</u>			
a. Town Center Garage rehab	M	93,94	Pub. Util. Dept.
b. Garfield garage resealing	M	94	"
c. CBD Parking - study	S	92	"/ as per 2000 Rept., App. E
d. Riverfront W. park'g connection	S	--	2000 Rept., App. E

	<u>Program</u>	<u>Fund'g Year</u>	<u>Comments</u>
III.A.2. <u>Other Strategies</u>			
a. Short term on-street rates	M	--	2000 Report
b. Short-term garage rates	M	--	"
c. Coordination of RF/W & peripheral parking, with shuttle service	M	--	"
d. Evaluation of park/save prog.	M	--	"
e. Special event parking prog.	M	--	"
III.B.UPTOWN PARKING			
III.B.1. Institutional Parking			
a. Shared Parking	M	--	Uptown Plan
b. Design review of facilities	S	--	"
c. Directional Signs	M	--	"
III.B.2. Parking n Residential Areas			
a. Parking permits for residents, on-street	S	--	"
b. Parking Pads in resident areas	S	--	"
c. Zoning studies re. pkg. reqmts	S	--	"
III.B.3. Special Events Parking for Zoo, Shoemaker, Corryville entert.			
a. Directional signs for parking	M	--	Uptown Plan
	M	--	"
IV. <u>TRANSPORTATION ENHANCEMENTS RELATED TO ROADWAYS/PARKING</u>			
A. FACILITIES FOR BICYCLES See Table 11, I.C.1.	S	93,94	Citizens, TEA, CIP
B. OUTDOOR ADVERTISING	I	--	Council, TEA
1. Removal of billboards			
C. LANDSCAPING/SCENIC BEAUTIFICATION	I	--	Council, TEA
1. gateways around perimeter of CBD			
D. PARK/RIDE LOT ACQUISITION	S	93-97	TIP, TEA



**CINCINNATI
INTERMODAL
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TRANSPORTATION PLAN**

TECHNICAL REPORT

**MAP 5
TRANSIT FACILITIES/
SERVICES PLAN**

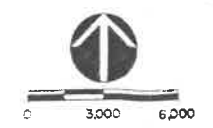
LEGEND

- Central Transit Corridor
- — — — Rail Transit Corridors
- - - - - Alternate Corridor

PREPARED FOR:
Cincinnati Intermodal Coordinating Committee
Southeast Ohio Regional Transit Authority
City Planning Commission
City Council

PREPARED BY:
The Department of City Planning
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Cincinnati Transportation Task Force

FIRST DRAFT — October, 1992



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TABLE 5
TRANSIT PROJECTS

11/2/92

	<u>Program</u>	<u>Fund'g</u> <u>Year</u>	<u>Comments</u>
<u>I. MAINTENANCE</u>			
<u>I.A. VEHICLE REPLACEMENTS</u>			
1.	40 buses	M*	94,95,97 METRO/OKI TIP
2.	15 service veh., pool cars	M	94,95 "
3.	Revenue vehicles/parts, tires	M	93-97 "
4.	Maintenance equipment	M	93-97 "
<u>I.B. FACILITIES</u>			
1.	Support Equipment/Facilities	M	93-97 "
2.	Upgrade Maintenance Facility	S*	97 "
<u>II. SYSTEM IMPROVEMENTS</u>			
<u>II.A. VEHICLES/EQUIPMENT</u>			
1.	15 Circulator buses	S	93 "
2.	36 Buses	S	93-97 "
3.	Specialized Equipm't Replacement (incl. radios), Wheelchair Equipp'd	S	93 "
4.	Computer Hardware, Software	S	93-97 "
5.	Consider Electric Buses	S	-- "/Citizens
<u>II.B. TERMINAL FACILITIES</u>			
1.	20 Park/Ride lots		
	(a) acquisition	S	93-97 TIP, Council Enhancem't
	(b) develop on state hwy.prop.	S	-- 2000 Plan
2.	TANK Terminal determination	S	-- 2000 Plan
3.	Bus Transfer Terminals (Peebles Corner)	S	-- Uptown Plan, Alt. Analy.
<u>II.C. RAIL CORRIDOR PRESERVATION</u>			
1.	Acquisition, NE/Westside Corridors	S	93 In TIP, Council Enhancement
2.	Remove Rail Service E.End/RF Corr.	I*	93,94 Council Enhancement
3.	Acquisition E.End/RF Corr.	I	-- E.End/RF Plan, App. E

* M = Maintenance Level Program
S = Strategic Enhancement Level Program
I = Intermodal Program to Implement the "Vision"

	<u>Program</u>	<u>Fund'g Year</u>	<u>Comments</u>
4. Plan'g, Engineering, Construction LRT	I	--	METRO
5. Identify rail corridor between CBD and Greater Cincinnati Airport	I	--	
6. Identify Rail Rights of Way on Bridges	I	--	

III. TRANSIT INCENTIVES/SUPPORT

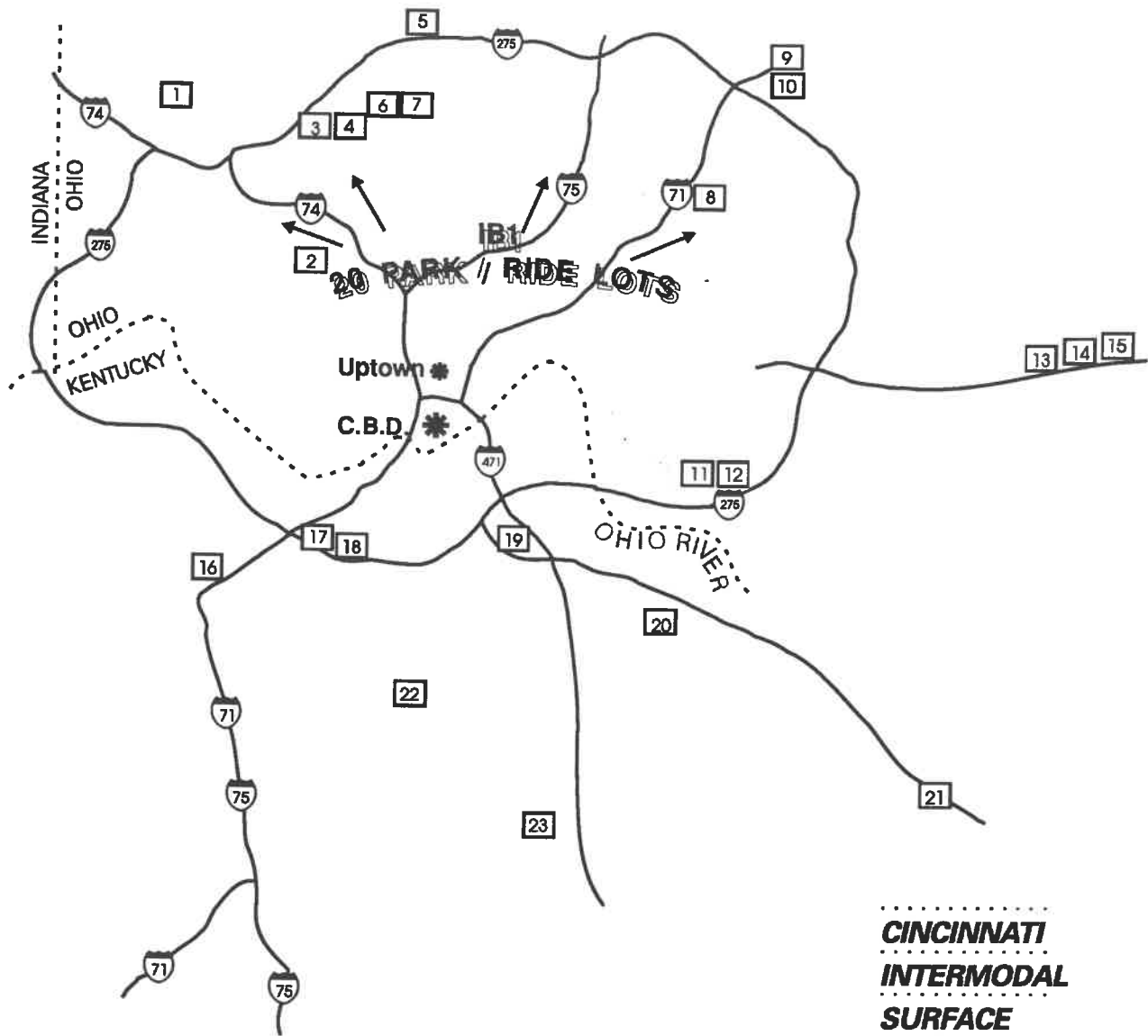
III.A. RIDERSHIP INCENTIVES

1. Increase frequency, coverage (in NE sector) of service area	S	--	Pub. Transp. Act'n Plan, 2000 Plan, Uptown Plan
2. Add express routes	S		"
3. Downtown Circulator			
(a) improve route, also to periphery	S	--	" , & Citizens
(b) increase frequency	S	--	"
(c) connect to TANK terminal	S/I	--	"
(d) connect to peripheral parking(consider Museum Center, Eggleston, Riverfront West)	S/I	--	"
(e) enforce on-street parking/ loading/construction regs.	M	--	"
4. Uptown Circulator	S	--	Uptown Plan
5. Crosstown Routes to Uptown	I	--	'86 Alt. Analy. TSM Option
6. Bus passes - reconsider based on tax incentives in new Energy Act Amendment			
7. Evaluate a Personal Rapid Transit (PRT) System: Downtown/Uptown	I		Citizen Priority
8. Evaluate Citizen Response to OKI Regional Light Rail Study	I	--	OKI
9. Consider Alternatives Analysis/ DEIS for NE busway/LRT (as per 7 above) with feeder bus system, plus TSM in Westside corridor	I	--	'86 LRT Citizen Committee
10. Conceptual Pln'g for CBD/Airport guideway transit	I	--	Citizen priority

III.B. AUTO DISINCENTIVES

1. Levi parking taxes	I	--	Public Trans Action Plan
2. Limit parking supply - zoning	I	--	"
3. Remove parking subsidies	I	--	"

	<u>Program</u>	<u>Fund'g Year</u>	<u>Comments</u>
4.	Bus ramps, bypass lanes on interstates	I --	"
5.	Exclusive bus lanes in CBD on Interstates, and arterial roads	I --	Citizen Priority
6.	Other Transportation Control Measures	I --	OKI Air Qua. Plan
7.	Trip Reduction Ordinance	I --	"
III.C.	LEGISLATION SUPPORT		
1.	State enabling law for local gas tax to support transit	S --	2000 Plan
2.	Assuming 1 above, County gas tax for METRO express park/ride service	S --	"
3.	Evaluate City representation on SORTA Board	S/I --	"
IV.	<u>SPECIALIZED TRANSIT</u>		
IV.A.	TOURIST/RECREATIONAL TRANSIT		
1.	Heritage Trolley Line - Museum Center to Bicentennial Commons	I --	Citizen Priority
2.	Inclines (Mt. Adams, etc.)	I --	
V.	<u>INTERCITY GROUND TRANSPORTATION</u>		
V.A.	Conventional Passenger Trains (AMTRAK)	I --	Citizen Priority
1.	3-C Corridor (Cleveland, Columbus, Cincinnati)		
2.	Chicago to Atlanta/Miami	I --	"
V.B.	High Speed Rail		
1.	Ohio High Speed Rail Project	I --	"



**CINCINNATI
INTERMODAL
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TRANSPORTATION PLAN**

TECHNICAL REPORT

MAP 6

**RIDESHARE /
VANPOOL PLAN**

Greater Cincinnati Area Park - & - Ride Lots

Map Code	Lot Name	Lot Location
1.	Miamitown Park & Pool	St. Rt. 128 & I-74
2.	Western Hills Plaza	Glenway & Werk
3.	Northgate Mall	Colerain & Springdale
4.	Northbrook Shopping Center	Pippin & Adams
5.	Forest Fair Mall	I-275 & Winton
6.	Hilltop Plaza	Hamilton Avenue
7.	Greenhills Shopping Center	Winton & Endicott
8.	Madeira Park-&-Ride	Dawson & Miami
9.	Fields Ertel Park-&-Ride	I-71 & Fields Ertel
10.	Loveland City Lot	Downtown Loveland
11.	Beechmont Mall	Beechmont & Five Mile
12.	Anderson Park-&-Ride	Beechmont & Witt
13.	Winchester	SR 32 & SR 136
14.	Seaman Marathon	SR 32 & SR 247
15.	Peebles Marathon	SR 32 & SR 41
16.	Turfway / Rt. 25 Park-&-Ride	I-75 & Turfway
17.	Oldenburg / Drawbridge Inn	I-75 & Buttermilk
18.	TANK Office	Highland & Madison
19.	Poole's Creek	AA Hwy & Poole's Creek Rd. #1
20.	Four Mile Road	AA Hwy & SR 547
21.	Bracken County	AA Hwy & SR 1109
22.	Cherokee Plaza	Cox & Rt. 16
23.	Grants Lick	U.S. 27 & Grants Lick

PREPARED FOR:
Cincinnati Intermodal Coordinating Committee
Southeast Ohio Regional Transit Authority
City Planning Commission
City Council

PREPARED BY:
The Department of City Planning
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Cincinnati Transportation Task Force

TABLE 6
RIDESHARE/VANPOOL - PROJECTS

11/2/92

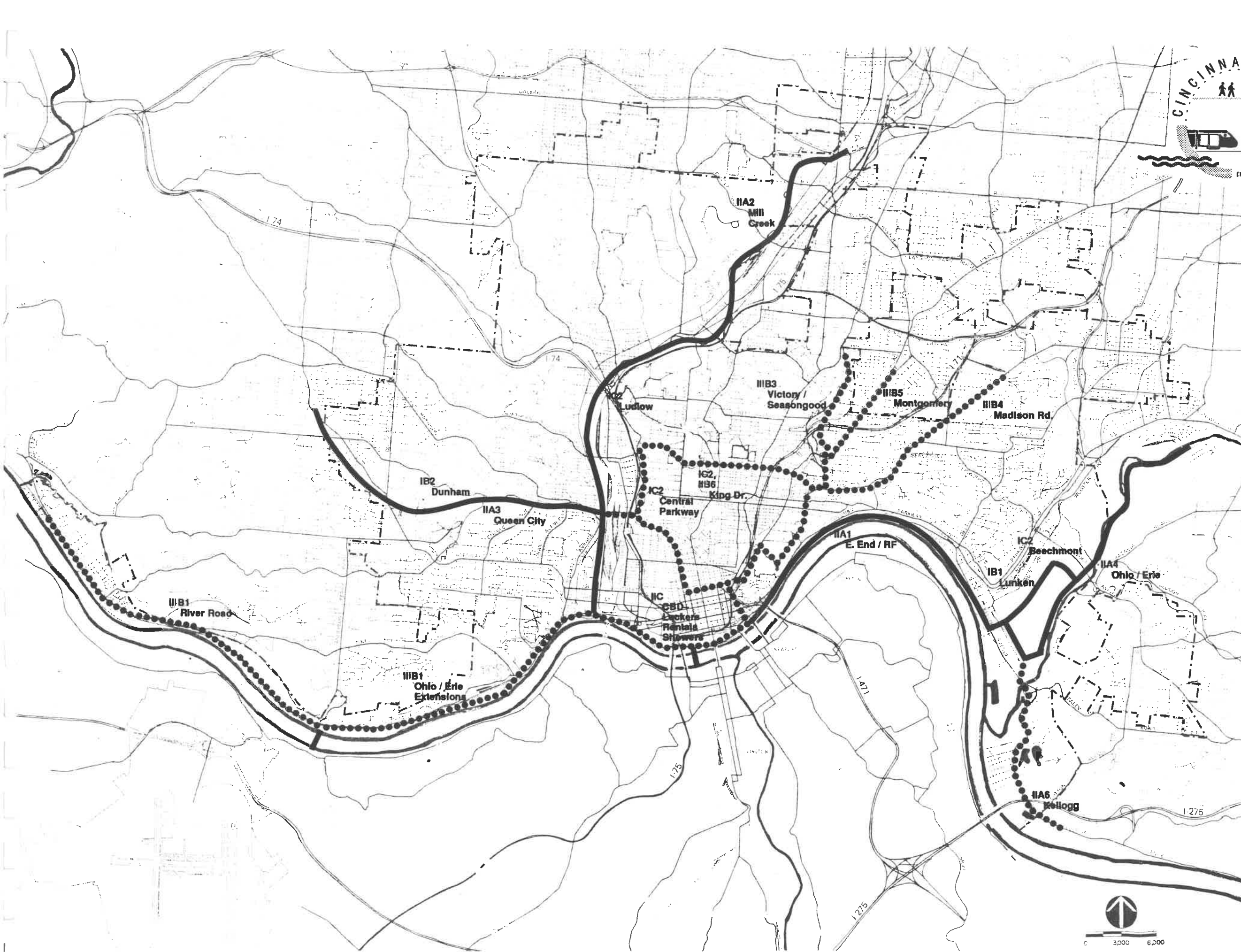
	<u>Program</u>	<u>Year Funded</u>	<u>Comments</u>	
I. <u>EQUIPMENT/FACILITIES</u>				
I.A. EQUIPMENT				
1.	68 Para-transit vehicles	S	93,97	Metro, TIP
2.	Reverse commute vans	S	93,97	" "
I.B. SUBURBAN COMMUTER PARKING				
1.	20 Park/Ride lots (for transit) (assume rideshare/vanpool joint use)	S	93,97	Metro, TIP, Council, TEA
II. <u>TRANSPORTATION DEMAND MANAGEMENT (TDM)</u>				
For Downtown and Uptown - The following projects require further evaluation of impacts as part of an overall TDM Program, and pending results of Downtown Parking Study.				
II.A. RIDESHARE/VANPOOL INCENTIVES				
1.	Public/business subsidies to riders	S	--	Eval. Needed
a.	Energy Act Amendm't tax incentives	S		
2.	Preferential parking, loading:			
a.	Rates	S	--	"
b.	Locations	S	--	2000 Plan Report
3.	High Occupancy Vehicle (HOV):			
a.	On-street loading zones	S	--	Eval. Needed
b.	HOV lanes on Interstates	I	--	"
c.	By-pass ramps to Inter- states	I	--	"
4.	Flextime	S	--	"
5.	On-site Amenities (Child Care, Banking, Post Office, Cafeteria, Commuter Lounge)	S	--	"
II.B. DRIVE-ALONG AUTO DISINCENTIVES (See Table 9, III.B.)				
1.	Remove subsidies for drive-alone	S	--	2000 Plan Report parking
2.	Trip Reduction Ordinance	S	--	CAAA Regional Transp. Control Measure
3.	Rate increases for long term parking	S	--	Eval. Needed
4.	Parking taxes to support rideshare incentives	I	--	"
5.	Zoning to limit parking supply	I	--	"
6.	Prohibit drive-alone vehicles from certain streets	I	--	"

* M = Maintenance Level Program

S = Strategic Enhancement Level Program

I = Intermodal Level Program to Implement the "Vision"

	<u>Program</u>	<u>Year Funded</u>	<u>Comments</u>
III. <u>PUBLIC SUPPORT/COORDINATION</u>			
III.A. CITY SUPPORT			
1.	Rideshare/vanpool privileges in City parking facilities	M/S	--
2.	Demonstration incentive program for City employees	S	-- Needs Eval.
3.	Flextime, staggered shifts	M	--
4.	City support to attract non-City suburbanites to rideshare	M	--
a.	Funding for suburban park/ride lot acquisition	S	-- Council TEA
III.B. COORDINATION			
1.	Transportation Demand Management for Downtown and Uptown		
a.	Plan formulation, as per park'g demand	I	-- Needs Eval.
b.	Transport. Mgnt. Assoc. formulation	I	-- "
c.	City rideshare/vanpool coordinator	I	-- "



**CINCINNATI
INTERMODAL
SURFACE
TRANSPORTATION PLAN**

TECHNICAL REPORT

**MAP 7
BICYCLE
FACILITIES PLAN**

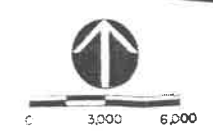
LEGEND

- BIKE COMMUTER CORRIDORS
- Off-road
 - On-road: to be evaluated

PREPARED FOR:
Cincinnati Intermodal Coordinating Committee
Southeast Ohio Regional Transit Authority
City Planning Commission
City Council

PREPARED BY:
The Department of City Planning
in conjunction with the
Cincinnati Transportation Task Force

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tab 7

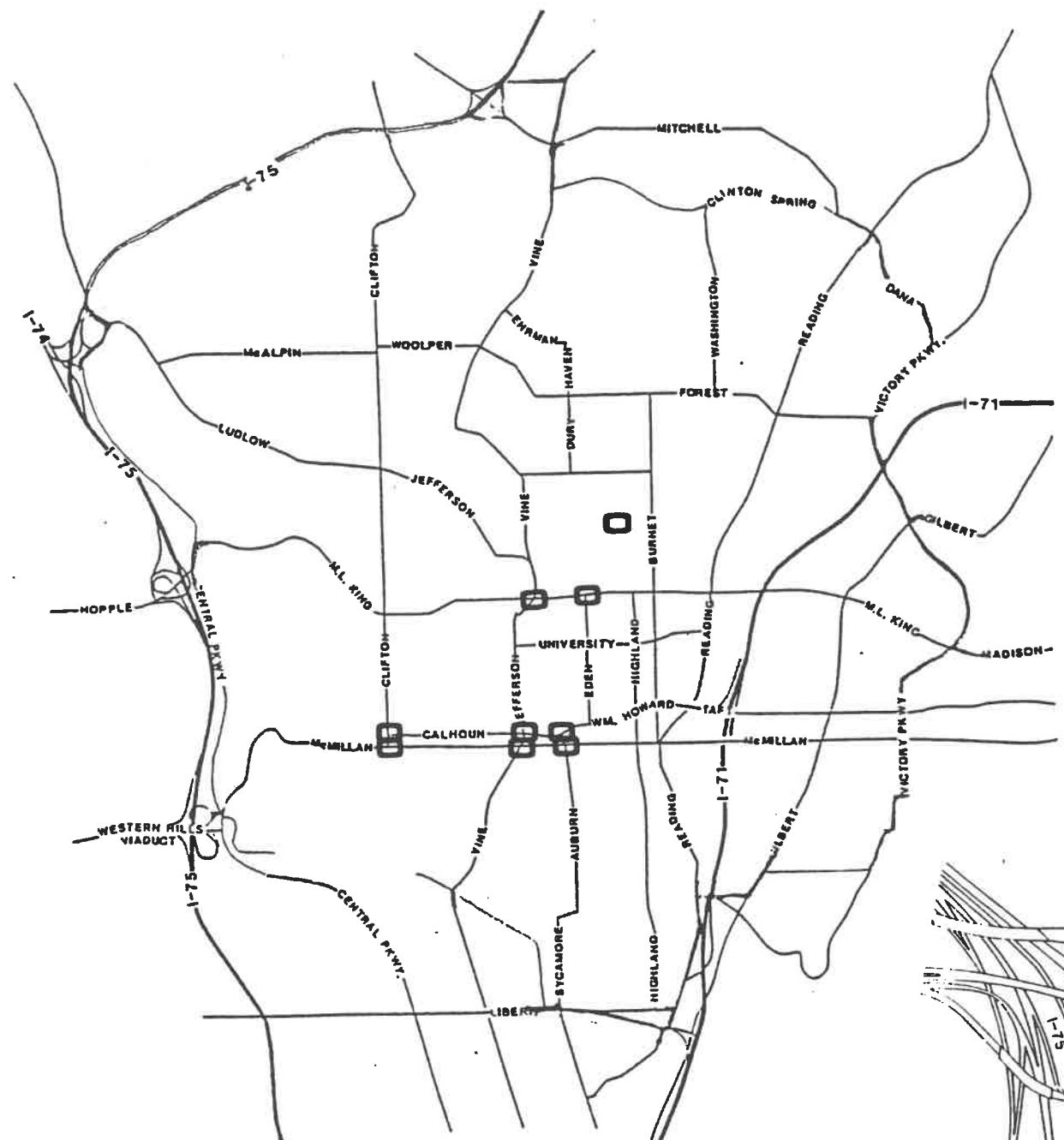
TABLE 7
BICYCLE PROJECTS

11/2/92

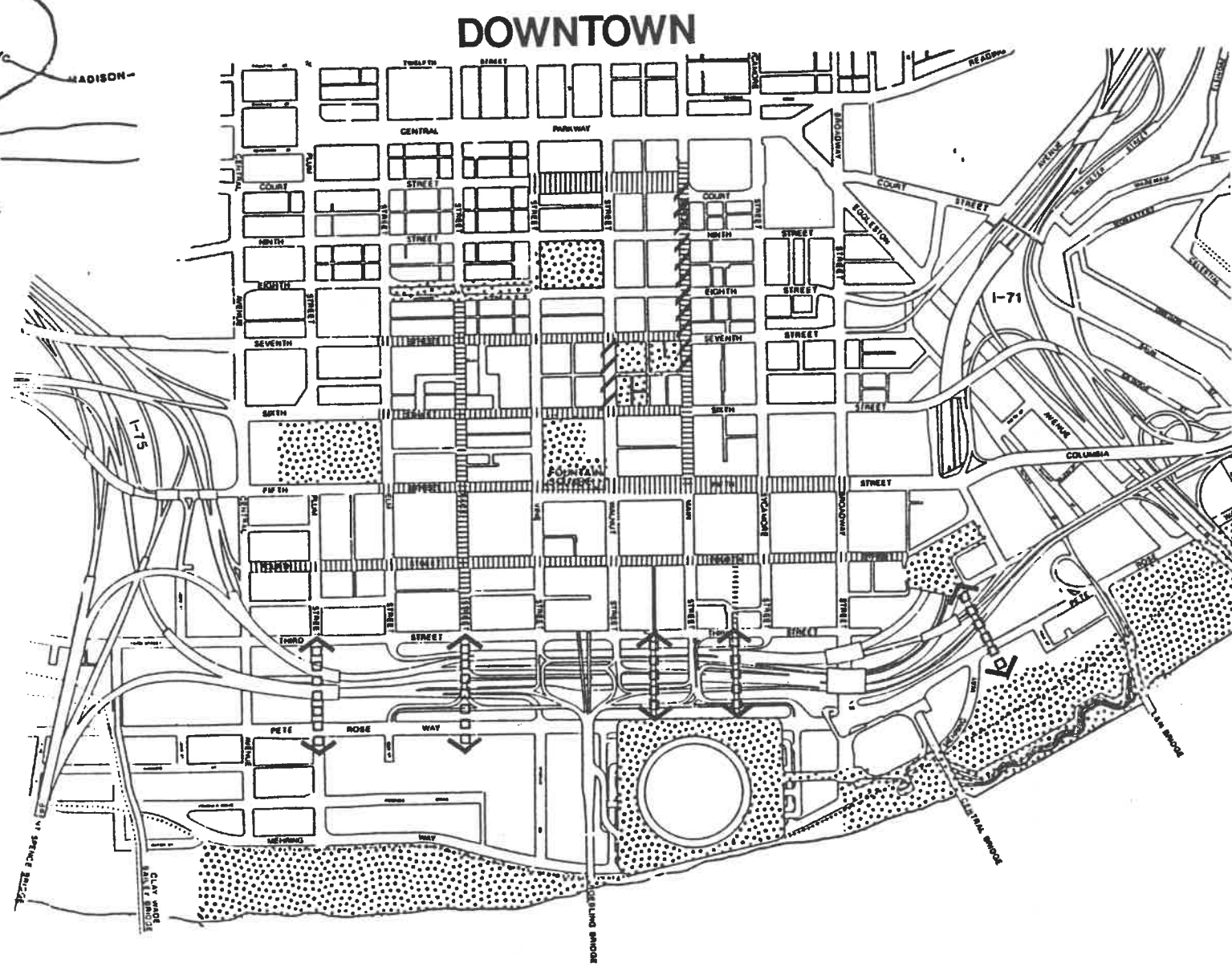
I.	<u>MAINTENANCE/IMPROVEMENTS</u>	<u>Program¹</u>	<u>Fund'g Year²</u>	<u>Comments</u>
I.A. STREET MAINTENANCE				
	1. Hotline number to report trouble spots	S	--	Citizens Priority
	2. Pothole repair	M	93,94	Citizens, CIP ³
	3. Street sweeping of bike routes	M	93,94	Citizens, CIP
I.B. RECREATIONAL TRAIL MAINTENANCE				
	1. Lunken Airport Trail	M	93,94	CIP
	2. Dunham Recreation Center Trail	M	93,94	CIP
	3. Trail maintenance by volunteers/City	M	--	Citizens
I.C. IMPROVEMENTS				
	1. Intersection safety improvements			
	a. traffic signal loop detectors	S	93,94	Citizens, TEA ⁴
	b. improved lighting	M	93,94	Citizens, CIP
	c. traffic island/channelization	S	93,94	Citizens, TEA
	d. left turn lanes	S	--	Citizens
	2. Signs, markings for routes/lanes	M	93,94	Citizens, TEA
	a. Central Pkwy. - Hopple to W. Hills Viad.	S	92	CIP, Citizens
	b. Consider King Dr., Ludlow Viad., Beechmont Viad.	S	--	Uptown Plan, Citizens, Council
	3. Bike-friendly stormwater grates	M	93,94	Citizens, TEA
	4. Street improvements resulting in Class I or II Bikeways on commuter routes	S	--	Citizens
	5. Bike lanes in bridge improvem't projects	S	--	Citizens, City
	6. Bike grooves in hillside step repair projects	S	--	Citizens
	7. New Recreational Trails in Parks, as per Parks Plan	I	--	Parks Plan
II. <u>COMMUTER CORRIDORS</u>				
II.A. OFF-ROAD BIKE PATHS/RAIL CORRIDOR PRESERVATION				
	1. East End/Riverfront Bikeway	I	93,94	Citizens, TEA, OKI
	2. Mill Creek Bikeway	I	--	Corps of Engineers Citizens, OKI ⁵
	3. Queen City (CSX) Bikeway	I	93,94	Citizens, TEA, OKI
	4. Ohio/Erie Trail (Little Miami/RF to CBD)	I	--	Citizens, OKI

	<u>Program</u>	<u>Fund'g Year</u>	<u>Comments</u>
5. Kellogg/New Richmond Trail - evaluate	I	--	OKI
II.B. ON-ROAD ROUTES/LANES			
1. River Rd. -Fernbank to CBD (Extension of Ohio/Erie Trail to Anderson Ferry) evaluation	S	--	Citizens, OKI
2. Central Parkway	S	92	Citizens, City
3. Victory Parkway/Seasongood Bikeway	S	92	Citizens, City
4. Madison Road	S	92	Citizens, City
5. Montgomery Road	S	--	Citizens
6. King Dr., - evaluation	S	--	Uptown Plan
II.C. TERMINAL FACILITIES			
1. Bike lockers, racks in:			
a. CBD - Fountain Square W. and garages	S	93,94	Citizens, TEA
b. Parks, Stadium, Coliseum, Zoo, Museums			
c. Park/ride hubs, transit centers			
d. Shopping malls			
e. Schools, colleges, hospitals, etc.			
f. Employment centers			
2. Showers at fitness centers, clubs, etc. in cooperation with the City	S	--	Citizens
3. Bike rental centers in CBD, for errands	I	--	Citizens
4. Bike park/ride hubs	I	--	Citizens
5. Bike racks on buses	I	--	Citizens
6. Rehab Pendleton Station (E.End)	S	--	City TEA, E. End Plan
III. <u>SAFETY/EDUCATION/AWARENESS PROGRAMS</u>			
III.A SAFETY			
1. Traffic islands, channelization	S	93,94	See IC1c above.
2. Signs, ie. "Watch for Cyclists"	S	93,94	Citizens, See IC2
3. Police patrols on bikes - evaluation	I	--	Citizens
- City of Cincinnati police			
- University of Cincinnati police			
4. Safety courses (including helmet use)	S	--	Citizens
5. Drivers/rules-of-road tests	S	--	Citizens
6. Licenses	S	--	Citizens
7. Insurance incentives	S	--	Citizens

	<u>Program</u>	<u>Fund'g Year</u>	<u>Comments</u>
III.B. EDUCATION			
1.	For Riders		
a.	beginners (in school programs)	S	-- Citizens
b.	intermediate level	I	-- Citizens
c.	advanced level	I	-- Citizens
2.	For Government Agencies		
a.	Police	S	-- Citizens
b.	Planners, Design Engineers	S	-- Citizens
c.	City Council re-consideration of municipal bike laws/ policy to decriminalize laws, legalize off-road bike use	S	-- Citizens
3.	City Bike Route maps including	S	-- Citizens
a.	rules-of-road, and		
b.	travel times		
III.C. AWARENESS			
1.	Public Access TV education promotion	S	-- Citizens
2.	Activities such as "Bike to Work" Day	S	-- Citizens
3.	Events - publicity through local bike shops	S	-- Citizens
IV. <u>COORDINATION/PLANNING/ADVOCACY PROGRAMS</u>			
IV.A. COORDINATION			
1.	Bicycle Coordinator	S	92 Citizens/OKI Plan
2.	Bicycle Coordination Board	S	92 Citizens
IV.B. PLANNING			
1.	Bicycle Master Plan	S	-- Citizens
2.	Priority bike improvements as part of selected roadway/ bridge projects	S	--
IV.C. ADVOCACY			
1.	Bicycle Advisory Committee (See Transportation Plan, Chapter V and Appendix K)	S	-- Citizens
2.	Outreach Program - to business/ institutions	S	--
3.	Funding initiatives	S	--



UPTOWN
 □ CROSSWALK
 ISSUES



DOWNTOWN



**CINCINNATI
 INTERMODAL
 SURFACE
 TRANSPORTATION PLAN**

TECHNICAL REPORT

**MAP 8
 PEDESTRIAN
 FACILITIES PLAN**

LEGEND

- ||||| Pedestrian Corridors
- ◀▶ Pedestrian Access Ways
- /// Building Facade Improvement Programs
- Activity Centers

PREPARED FOR:
 Cincinnati Intermodal Coordinating Committee
 Southeast Ohio Regional Transit Authority
 City Planning Commission
 City Council

PREPARED BY:
 The Department of City Planning
 in conjunction with the
 Cincinnati Transportation Task Force

FIRST DRAFT — October, 1992

BY TABA

TABLE 8
PEDESTRIAN PROJECTS

11/2/92

<u>I. SAFETY, MAINTENANCE, CLEANLINESS</u>		<u>Program¹</u>	<u>Year Funded²</u>	<u>Comments</u>
<u>I.A. SAFETY</u>				
1.	Restriping crosswalks at 9 intersections in Uptown	M	--	Uptown Plan
2.	Construction program for handicapped			
	a. crosswalk ramps	S	--	
	b. pedestrian signals for visually impaired	S	--	
3.	Traffic islands (See Table 11, Bicycles, project IC1c)	S	93,94	Citizens, TEA ³
4.	Downtown skywalks, garages, alleys: pedestrian personal safety program	M	--	
5.	Replacement of street lighting - where needed throughout Downtown, Uptown, city-wide	S	93,97	CIP ⁴
<u>I.B. MAINTENANCE</u>				
1.	Sidewalks - Downtown and city-wide	M	93,97	CIP
2.	Skywalks - Downtown	M		
3.	Pedestrian open spaces - Downtown	M	93,97	CIP
	a. Fountain Square			
	b. Parks, plazas			
<u>I.C. CLEANLINESS</u>				
1.	Sidewalks	M	--	
	a. hose bibs by building owners	S	--	2000 Plan Report
2.	Skywalks	M	--	
3.	Garages	M	--	

¹ M = Maintenance Level Program
S = Strategic Enhancement Level Program
I = Intermodal Level Program to Implement the "Vision"

² Year Funded = the years in which the project is recommended for local Capital Improvement Program funding or for OKI.

³ TEA = "Transportation Enhancement Activity" Project recommended by City Council for Federal/State funding under ISTEA STP Program

⁴ CIP = City Capital Improvement Program

	<u>Program</u>	<u>Year Funded</u>	<u>Comments</u>
I.D. JOB TRAINING/CREATION			
1. New part-time job opportunity program	I	--	
II. <u>ACCESS IMPROVEMENTS, ATTRACTIONS</u>			
II.A. ACCESS IMPROVEMENTS			
1. Skywalk extensions, Downtown			
a. to retail in West CBD, where not competing with ground level activity	S	--	2000 Plan Report
b. to Riverfront West	I	--	2000 Plan Report
2. Moving sidewalk, Race to RF-W	I	--	2000 Plan, evaluate
3. Escalator improvements - street level to skywalks	S	--	2000 Plan, evaluate
4. Signage, banner, kiosk improvements	S	--	"
5. Directional signage for short term parking	S	--	
6. Bus stop shelter upgrade, with			
a. automated scheduling information	I	--	
b. safe, attractive designs	S		
7. Hillside steps			
a. repair	S	--	93,97 CIP
b. lighting	S	--	"
II.B. PEDESTRIAN ATTRACTIONS			
1. Lighting in Downtown			
a. decorative, seasonal- in open spaces, street trees, alley ways	S	--	2000 Plan Report
2. Decorative paving Downtown, in priority pedestrian areas	S	--	"
3. Landscaping at			
a. gateway areas around CBD	S	--	CIP, TEA
b. sidewalk planters in CBD	M	--	
c. on pedestrian open spaces (Ft. Square)	M	--	
d. buffers in front of surface parking lots	S	--	
4. Pedestrian-friendly historic buildings	M	--	
a. Building Facade Program			
- Main Street	S	--	
- Walnut Street	S	--	

IV.B.2.a. Costs This section estimates the total costs (capital, annual operating and maintenance costs) to implement projects for the Maintenance Level Program, the Strategic Enhancement Program, and the Intermodal Program - for the 1993 to 1997 period, and for some projects to 2002. See Table 9. Table 9 also indicates estimated life cycle costs as is recommended for consideration under ISTEA.

IV.B.2.b. Funding Sources This section describes previously used funding strategies for transportation improvement projects. It estimates the degree to which projects can be funded by a combination of existing City capital and operating funds, known State resources, and the City's likely share of federal formula ISTEA Title 1 funding through OKI, and Title 3 and other federal funding through the State of Ohio. See Table 10.

IV.B.2.c. Projected Deficits This section identifies the magnitude of projected deficits compared to expected funding levels for capital costs, as well as for operating and maintenance costs. See Table 11.

IV.B.2.d. Strategies to Increase Local Funding Resources This section considers alternative strategies to increase local resources. They should be pursued simultaneously, beginning immediately. They include:

- (1) Evaluation of the potential for a county-wide sales tax increase to support transportation projects.
- (2) Renegotiation of various City leases of City properties to generate additional revenue for transportation;
- (3) Transferring management and sale of Blue Ash Airport, and transfer of proceeds to a transportation local share reserve account;
- (4) State enabling legislation to permit enactment of a county-wide gasoline tax;
- (5) Increase in County license tag fees;
- (6) Leveraging additional State funds from the Ohio Local Transportation Improvement Program (LTIP) referred to as the \$5 license fee, or from the State Issue 2 revenue fund (a 10 year old bond issue) - as the State's half of the 20% "local" match required for ISTEA funded projects;
- (7) Use of City Infrastructure Funds for new transportation purposes;
- (8) Special improvement taxing districts;
- (9) Sub-regional parking authorities;
- (10) Sharing benefits of regional facilities including toll roads;
- (11) Fees levied as Transportation Control Measures (auto disincentives) imposed by OKI recommendations in the Regional Air Quality Plan;
- (12) Voter referendum to increase City earnings tax; and
- (13) County-wide property tax increase.

Advantages and disadvantages of these strategies are discussed in Appendix J. This Plan concludes that strategies 2, 4, 8, 9, 10, 12, and 13 have insufficient citizen/political support, are too long term in nature, or lack governmental structure to produce immediate results.

IV.B.2.e. Recommended Funding Strategies The following strategies, therefore, are recommended for further evaluation to increase local transportation funding resources in the near future.

- (1) Evaluation with County officials regarding potential for transportation share of county sales tax increase
- (3) Consider potential transfer of Blue Ash airport management and sales proceeds
- (5) Potential to increase in County license tag fees
- (6) Leverage additional State LTIP and State Issue 2 funds
- (7) New uses of City Infrastructure funds
- (11) Fees levied to enforce Transportation Control Measures - which may be recommended by OKI in the Regional Air Quality Plan to comply with CAAA mandates for air quality improvement

Implementation should be opportunistic and take advantage of even small, windfall funding resources as they become available. Creative opportunities for privatization of facilities and services, for joint public/private partnerships, and for multi-jurisdictional funding (between City and County, etc.) - will all stretch limited City resources.

IV.C. IMPLEMENTATION

Immediate action steps (See Section VI.A.3. below) relate to securing funding for projects not recommended by the City Administration in the City's basic 1993-97 Capital Improvement Program. Some are smaller projects not normally funded by federal sources. Others are major projects which should leverage federal funding, but lack City commitment to the local share funding. Others have City commitment, but lack local citizen approval and, therefore, cannot complete the planning and engineering needed to implement.

IV.C.1. Projects Recommended For Funding Projects recommended for immediate local funding are those which are:

- (a) recommended for local funding or local share funding by the City Administration as part of the City's basic 1993-97 Capital Improvement Program, or its 1993/94 basic Operating Budget; and
- (b) for which planning and engineering will realistically be completed as soon as City and, for major projects, state and federal funding is available; and
- (c) which will be approved for construction by City Council and, in all likelihood, by OKI (as in "conformity" with its future Air Quality Management Plan) and the 1994-98 OKI Transportation Improvement Program.

Such projects, if at least partially federally funded, shall be submitted to OKI for inclusion in its 1994-98 TIP.

V. THE CITIZEN/POLITICAL TRACK

V. THE CITIZEN/POLITICAL TRACK

This Track is the most important to achieving an improved system. This is the continuous, lasting component of the Plan process. Without continued diligence to achieve success in this Track, the City's Plan will be nothing more than a useless exercise.

The City must manage its transportation system. In order to ensure success, however, this Track includes a Citizen Advocacy Program to support initiatives of the Plan. The Track also includes recommendations for increased political initiatives at all levels.

V.A. CITIZEN ADVOCACY PROGRAM

The objectives of this program are:

- Short Range - To encourage citizen involvement in the transportation planning process; and
- To increase efficiency, attractiveness, and safety of the system to move people and commodities;
 - To popularize various intermodal forms of travel;
 - To attract an every-expanding grass roots citizen constituency to assist Plan initiatives; and to
 - To expedite citizen approval of project improvement plans.
- Long Range - To achieve a change in attitude by the traveling public to rely less on the private auto and more on transit and ride share; and to provide widespread, citizen support for generating new, permanent local share funding for system improvements.

The Program is based on the following assumptions:

1. Transportation planning in Cincinnati is about far more than moving people and goods from one location to another. It is also about:
 - . Enhancing Cincinnati's "image" as a city through well conceived urban design, efficient and convenient movement to one's destination, and an environment conducive to good health and an improved quality of life.
 - . Stimulating economic development through the creation of jobs and increased demand for goods and services.
 - . Providing a "vehicle" for moving Cincinnati into the 21st Century.

2. Federal programs through ISTEA, present us with the opportunity to take an important step toward realizing such benefits.
3. Citizens can influence crucial decisions which will affect their lives for years to come.

V.A.1. Program Strategies The Program recommends the following strategies. APPENDIX K includes more detailed descriptions.

- (a) Employ a variety of outreach techniques to encourage citizen involvement in the planning process.
 - . Interactive, televised public hearing, mid-November, 1992
 - . Speakers Bureau
 - . Transportation Hotline
 - . ISTEA/Transportation Brochure
 - . Newsletter
 - . Public Opinion Survey
- (b) Apply a variety of publicity techniques to raise public awareness of the planning process and recommendations
 - . Spokesperson(s)
 - . The "voice" of Transportation Planning
 - . Media Relations
 - . Citi-Cable TV
 - . Public Service Announcements
 - . Cincinnati Schools Partnership - reeducation programs

V.A.2. Program Management It is recommended that the Citizen Advocacy Program be managed by a City-appointed Citizens Advisory Board, and that strategies be carried out by the ever expanding Intermodal Coordinating Committee (ICC).

The role of the Advisory Board will be setting operational policy for citizen activities of the Advocacy Program, reviewing and commenting on proposed improvement projects, managing the growing number of volunteers in the ICC, assigning specific responsibilities to the ICC Core Group, scheduling speakers and training for ICC members, advocating political and citizen actions, and evaluating the success of the transportation improvement process.

A 25 to 30 member Core group of the ICC with a broad range of viewpoints will be selected after interviews by the Board and written agreement by the Core candidates to accomplish certain tasks in the coming year. Tasks focus on advocacy actions which will internalize multi-modal travel concepts in activities of governmental jurisdictions. Annual tasks for each Core member may require one or two letters to be written, testimony at two public hearings, meeting with two elected officials, serving on one other board, and recruiting two people to join the overall ICC.

The role of other (non-Core) ICC members will be to "institutionalize" the Plan's multi-modal concepts externally - in the community at large, by participation in community councils, block clubs, business associations, schools, and similar organizations.

V.A.3. 1992 Activities The following summarizes the short range citizen involvement in the transportation planning process. More complete description is in Appendices A and B.

Major activities:

- (a) Public Hearing by City Council Intergovernmental Affairs and Environmental Committee, the City Planning Commission and the Southwest Ohio Regional Transit Authority (SORTA) Board, June 17;
- (b) Citizen priority setting meetings, August 5, 19 and September 9;
- (c) Citizen Coordinating Committee established and meeting;
- (d) Citizens Bicycle Advisory Committee established and meeting regularly;
- (e) Citizens Public Relations Committee established and meeting;
- (f) Citizens Speakers Bureau established;
- (g) Staff presentations of the process were made to
 - Organization of Community Council Presidents
 - Community Council meetings in CUF, and scheduled for Northside and Bond Hill
 - American Society of Civil Engineers (scheduled)
 - Downtown Progress Committee
 - "Citi Cable Update" TV talk show
 - City Manager's Monthly Management meeting;
- (h) Public Hearing - interactive call-in/TV format - November 18, to review the Draft Plan;
- (i) Planning Commission and City Council Committee hearings to consider approval of Phase 1 of Plan
- (j) Newsletter on the transportation planning process; and
- (k) Participation in "The Greater Cincinnati (Citizen Attitude) Survey".

V.B. POLITICAL SUPPORT

The objectives of this program are to:

- (a) Implement and refine the City's Sketch Financial Plan (in process);
- (b) Achieve a secure, continuous, new source of local share funding for transportation capital improvements, as well as for operating and maintenance programs;
- (c) Obtain approval and support for the Transportation Plan from the City Council, labor unions, resident and business organizations, and other system user groups; neighborhood, Downtown, tourist and professional organizations;
- (d) Solicit support from major employers for rideshare/transit incentive programs and evaluate application of Transportation Management Association (TMA) concepts to Downtown/Uptown congestion management.
- (e) Influence State administrative and legislative actions needed to implement the Plan, including inclusion in the "Access Ohio" Plan of policies submitted in June, 1992 to the State of Ohio by City Council.
- (f) Secure ISTEA funding for City projects and strategic, regional projects to supplement ISTEA formula funds already being received by OKI and the City. Political initiatives should tap discretionary funding for projects which can be "earmarked" by annual Congressional Transportation Appropriations legislation, and should tap current appropriated statewide funds.

V.B.1. Local Level Strategies to accomplish the above objectives at the local political level include the following:

- (a) Identify and approve local share funding for high priority projects which will leverage significant state/federal formula funding;
- (b) Identify and commit local share funding for highest priority winning projects which require state/federal "earmarked" funding;
- (c) Establish a "blue ribbon" Mayor/Council/Regional Transportation Coalition to:
 - Brief officials of ODOT/USDOT, Ohio General Assembly, and Congress to "earmark" projects for funding (in addition to formula funds);
 - Identify groups and individuals who should also participate i.e., labor, Chamber, MBE's, WBE's, contractors, sub-contractors, transitioning defense industries, job training entities, universities, airports, etc.; and
 - Provide for the Coalition, by Council resolution, a clear purpose, goals, expectations, timeliness, staffing and funding.
- (d) Intensify involvement in the OKI Board of Trustees, Executive Committee, ICC, TIP Policy Committee, and Regional Air Quality Plan to guide regional planning and OKI funding priorities for the benefit of both the City of Cincinnati and the region.
- (e) Consider the establishment of regional transportation entity/authority to enhance funding and management opportunities for a truly intermodal system.

V.B.2. State Level Political strategies focused at the State level include the following:

- (a) Brief frequently, members of the Ohio General Assembly (after the first local public hearing on the Draft Plan in mid-November) during their recess regarding transportation (and ISTEA) issues facing Cincinnati and the region, and explore potential future funding sources.
- (b) Brief non-Cincinnati State legislators on Cincinnati's importance to their interests.
- (c) Identify local and Columbus based legislative staff members.
- (d) Identify pertinent (state legislative) committee assignments and related staff.
- (e) Identify administrative as well as policy opportunities to influence funding to Cincinnati projects.
- (f) Monitor progress of pending legislation; develop and use opportunities to testify.
- (g) Provide information on importance of local projects.
- (h) Establish professional relationships with ODOT staff at the highest possible level.
- (i) Seek input from ODOT staff in project design and funding opportunities.
- (j) Identify how other jurisdictions leverage funding to accomplish projects.
- (k) Respond to draft regulations to reflect local priorities.
- (l) Educate City staff about the need for outreach initiatives.
- (m) Use professional association membership to facilitate initiatives.
- (n) Allocate adequate local funding for support staff.

V.B.3. Federal Level Political strategies required to be focused at the federal level are similar to those above but directed at Congressional representatives, their staffs, Congressional committees, and federal departments, particularly U.S. DOT.

VI. NEXT STEPS

VI. NEXT STEPS

Next steps include short term actions required to be completed in December, 1992 or the first few months of 1993, and longer term actions during Phase 2 in 1993.

VI.A. SHORT TERM ACTIONS December, 1992/February, 1993

1. Planning Commission, SORTA Board, City Council approval of Phase 1 of the Cincinnati Intermodal Surface Transportation Plan - including its
 - (a) "Vision" Track including the Transportation Policy,
 - (b) Plan Track including Projects for OKI/federal funding, and
 - (c) Citizen/Political Track.
2. Submission to OKI requests for inclusion of recommended projects in the 1994-98 OKI Transportation Improvement Program (TIP).
3. Appointment of leadership, establishment of boards, committees and coalition, provision of staff/funding to immediately initiate strategies outlined in Section V above for the Citizen Advocacy Program and the Political Support Program.

VI.B. LONGER TERM ACTIONS: PHASE 2 PROCESS-DURING 1993

1. Expansion of Citizen Advocacy and Political Support Programs to focus on regional partnership, and longer term funding sources.
2. Focus on Plan for intermodal movement of commodities - by truck, rail, air, water, bicycle
3. Refinement of Phase 1 Plan:
 - (a) as per quantified air quality emission reduction requirements to comply with Regional Air Quality Plan;
 - (b) necessary Transportation Control Measures; and
 - (c) recommendations for 1994 funded projects.
4. Focus on generating training/job opportunities through innovative projects.
5. Reeducation programs in conjunction/collaboration with elementary, secondary, and post-secondary school systems.
6. Form joint improvement projects/programs with other governmental jurisdictions in the region; and form public/private joint venture partnership projects.

END OF REPORT

Appendices Follow