



Over-the-Rhine Community Council
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June 26, 2019

Matthew Andrews, City Architect, LEED AP
Transportation Planning and Urban Design
Department of Transportation and Engineering

Note: sent via email to matthew.andrews@cincinnati-oh.gov

Subject: Liberty Street Safety Improvement Project Feedback

Dear Matthew:

Thank you for your June 6 presentation to the Over-the-Rhine Community Council's (OTRCC) Parking and Transportation Committee meeting. You also presented the city council-approved six-lane option for Liberty Street to the OTRCC membership on June 24.

During the meetings you ran through your slides and used the 20-foot drawing of the draft six-lane option. You answered many questions about the proposal. You described the community engagement process but rejected the proposal to conduct a communitywide stakeholder meeting, emphasizing the city's need for project completion in time for the FCC stadium opening in March 2021.

We presented a draft document that contained our principles, requests, issues and street drawings to illustrate our proposals. At the conclusion of the discussion, you asked that OTRCC send a letter to you acknowledging the six-lane option as the city council-approved plan and identifying a list of our needs for the project. Below is the list that was approved by our membership.

Our guiding principles for this project include were adopted and sent to you on November 29, 2017:

- Increased safety for those who use Liberty Street, including pedestrians, bicyclists and drivers.
- Enhanced economic development and community development, including people-places, as described in Plan Cincinnati and in the Brewery District

CURC (BDCURC) Master Plan. That plan was approved by the city and was a catalyst for this project. The BDCURC envisioned a complete-street approach that strengthened safety for pedestrians and bicyclists; and economic viability by creating a social space people want to visit.

- Stitch north and south Over-the-Rhine back together.
- Maximize impact of funding already identified and earmarked for this project.
- Meet the March 2021 project deadline.
- Maximize community design engagement at key points along the process, including communitywide feedback meetings.
- Design to allow for future narrowing to five lanes.

Our requests for amendment to the design of the six-lane option are as follows and are also represented in the Liberty Street drawings below:

1. Ten-foot lane widths for traffic lanes through the project. Parking lanes should be smaller as feasible.
2. Review and tighten the turn-radius at curb corners. DOTE will make every effort to reduce turn radii at curb corners, especially where no turns take place at one-way streets.
 - a. While doing this, bumpouts that protect parking lanes on North/South streets should also be included whenever possible.
3. Curb cuts are to be eliminated to the extent possible and unused. No new curb cuts on the south side of Liberty.
4. Alleyway connections are to be retained, wherever possible, especially Parvis and Goose.
5. Extend the traffic islands into the crosswalks to reduce crossing distances, similar to Central Parkway, everywhere feasible.
6. Use other materials/tactics to differentiate the crosswalks. Set a maintenance schedule for upkeep of crosswalks.
7. Zebra crossings should be used throughout the project as much as possible
 - a. In light of the current initiative to increase spending on pedestrian safety, review the current city policy that only allows zebra crosswalks to be installed in NBDs (neighborhood business districts) and near schools. Concurrently, we request a review to see how many Liberty Street intersections are covered by the Vine Street and Main Street NBDs, as well how far the school zones extend around Rothenberg, St. Francis Seraph and other charter schools.

b.

Additional comments and requests:

1. \$3.3M funding is in place. We request a breakdown of the revenue sources (e.g., TIF) and spending (e.g., landscaping, parking, design, paving, etc.) project budget.
2. If there will be no Liberty Street parking on stadium event and FCC match days—four hours before the match, during the match and two hours after the match—what steps will be taken to manage traffic to ensure safety is maintained? Who will pay for the extra expenses?
3. Parking meters/kiosks will be installed on both sides of Liberty between Central Parkway and Elm.
4. Liberty will be repaved from Central Parkway to Reading Road.
5. The 25 MPH speed limit, from Sycamore to Dalton, should be preserved.
6. We understand that the current review and discussion of the project is at the 30% completion benchmark. We believe it important that communitywide meetings be held, as they were in the past six years, for all Liberty Street stakeholders to get information on the project and participate in discussions with other community members. This approach was successful and should be carried over to this design process. One step in that direction will be the sharing of all written community feedback with the major stakeholder groups. We understand that the current plan is to feedback the results of this round of meetings and then hold meetings at the 60% benchmark, including communitywide meetings. A similar process is anticipated at the 90% benchmark.
7. Opportunities for public art, as was done in earlier phases of the casino neighborhood project in partnership with ArtWorks, should be incorporated into the Liberty Street project.
8. We continue to request that the city undertake a parking study, as suggested in Walker's Phase 2 proposal. Parking has been an important driver in the design of the six-lane option. Yet, there is no plan for how parking should be managed now and in the future in Over-the-Rhine.

We want the Liberty Street project to produce a safer, better street and believe our list will help produce that result. We look forward to a community engagement process that is proactive, transparent and inclusive.

Cordially,

/s/ Maurice Wagoner, President

Attachment: Eight drawing of Liberty Street proposals

c: City Council
Downtown Residents Council
City Manager
Sheryl Long
Mt. Auburn Community Council
Pendleton Neighborhood Council
OTRCC
Walnut Hills
West End Community Council



