

OTRCC Parking and Transportation Committee

June 6, 2019

Meeting Notes Regarding Liberty Street Safety Project

Our guiding principles for this project include:

- 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.

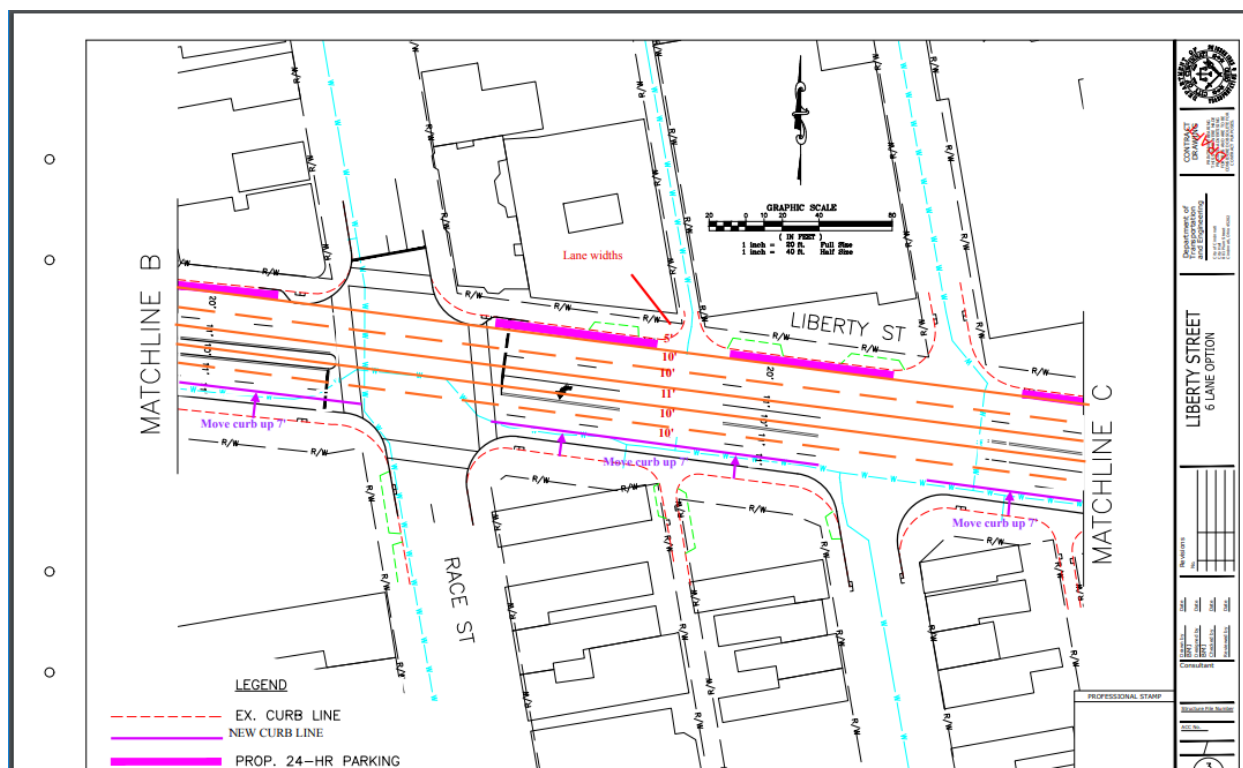
5. Extend the traffic islands into the crosswalks to reduce crossing distances, similar to Central Parkway, everywhere feasible.
6. Use other materials/tactics to differentiate the crosswalks. Set a maintenance schedule for upkeep of crosswalks.
7. Zebra crossings should be used throughout the project 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.

Additional comments and requests:

1. \$3.3M funding is in place. We request a breakdown of the revenue (e.g., TIF) and expense (e.g., landscaping, parking, design) 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 in Over-the-Rhine.



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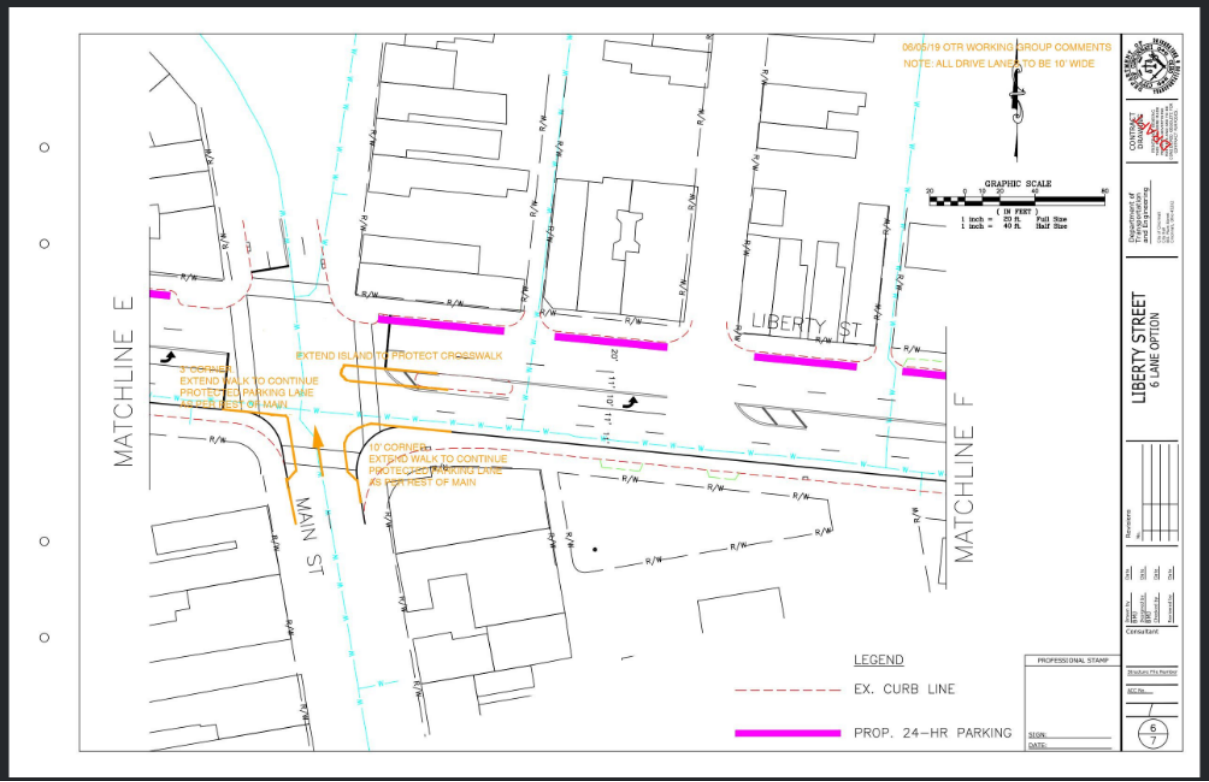
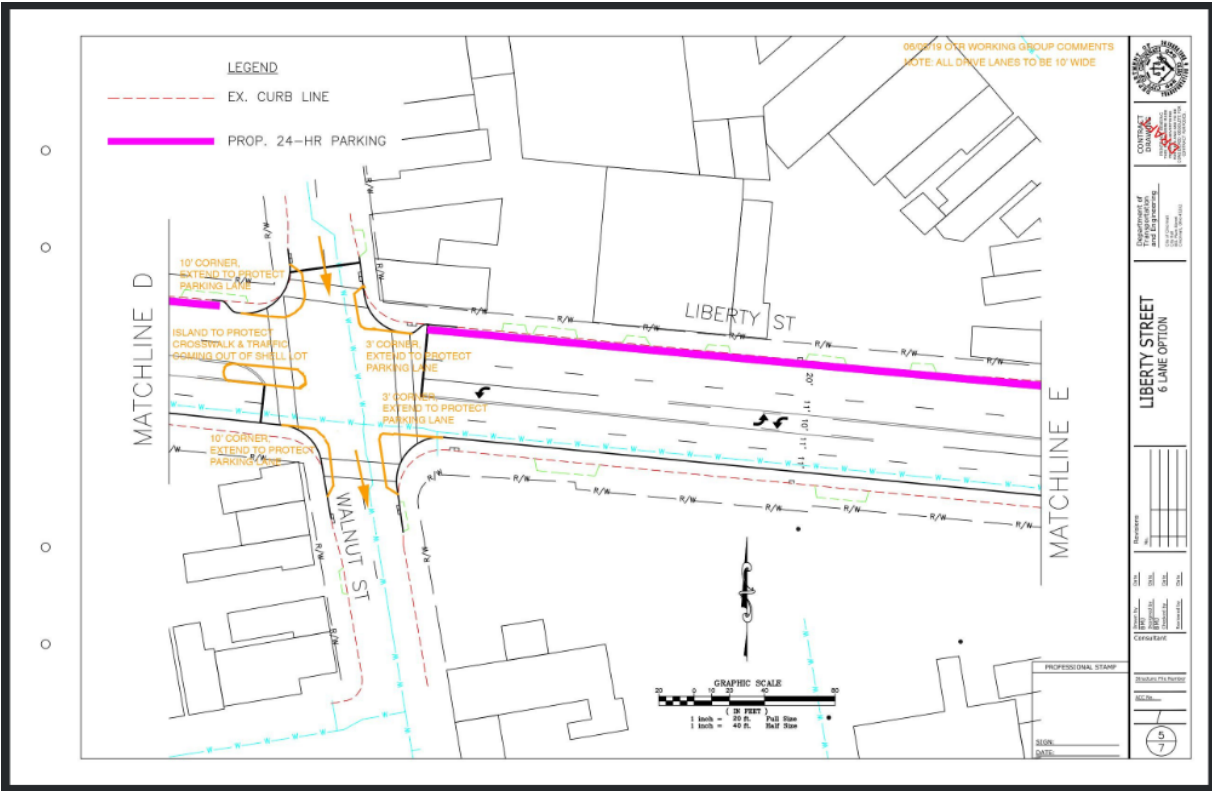
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