

This is the Liberty Street Complete Street presentation given at the Open House on November 20, 2013 at City Hall and at the Over-the Rhine Community Council Meeting on February 3, 2014 at the Rothenberg School.  
*Italicized* text represent the major talking points that went with each slide.



*The Liberty Street Complete Street project will incorporate the “complete streets” transportation policy to the re-design of Liberty Street. This policy will balance the needs of all users so that the new roadway will allow safe, convenient and comfortable travel and access for pedestrians, bicyclists, Metro bus users, the Streetcar and the automobile. The project encompass the Liberty Street corridor from I-75 to I-71.*

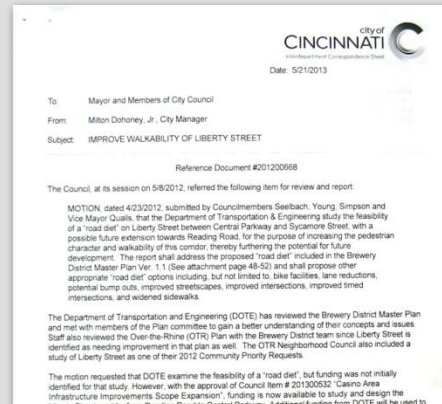
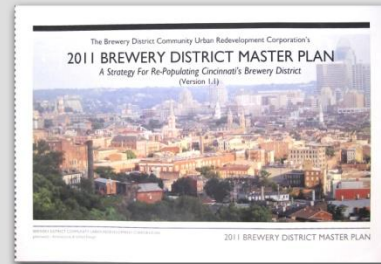


## Liberty Street Complete Street Project



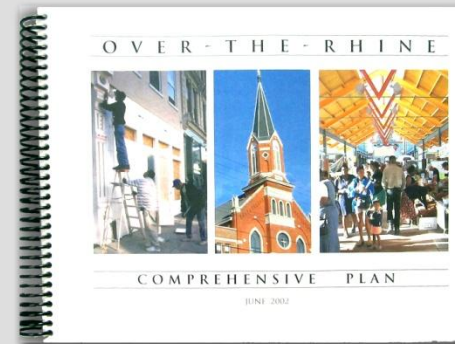
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*Phase I of the project will focus on the area between Central Parkway on the west to just east of Sycamore Street to the east. A different phase will address the east and west ends of the corridor. Phasing has been considered to make the project design more manageable.*



Over-The-Rhine  
Community Council  
CPR 2012

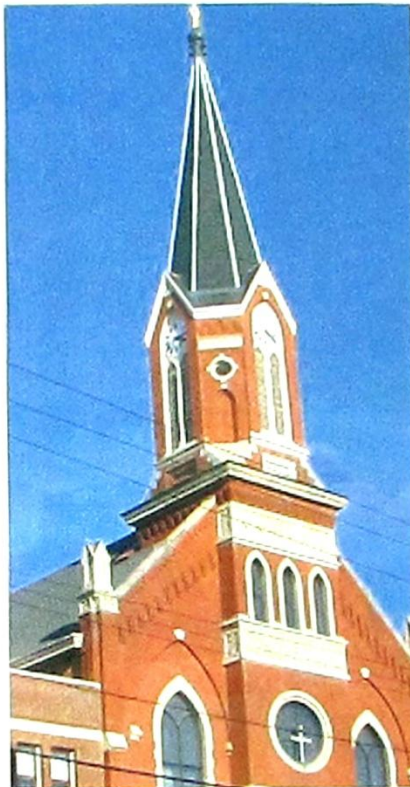
- Refinement of Alternatives/Development of Design Options Complete December 2014
- Review and Selection of Preferred Design Option Complete June 2014
  - Includes cost estimates and identification of potential funding options



*In April of 2013 City Council passed a motion directing the City's Department of Transportation and Engineering to initiate a study to "road diet" Liberty Street. Over the last few years, plans and forces brought the need for the Liberty Street Complete Street project to the forefront.*



# OVER - THE - RHINE

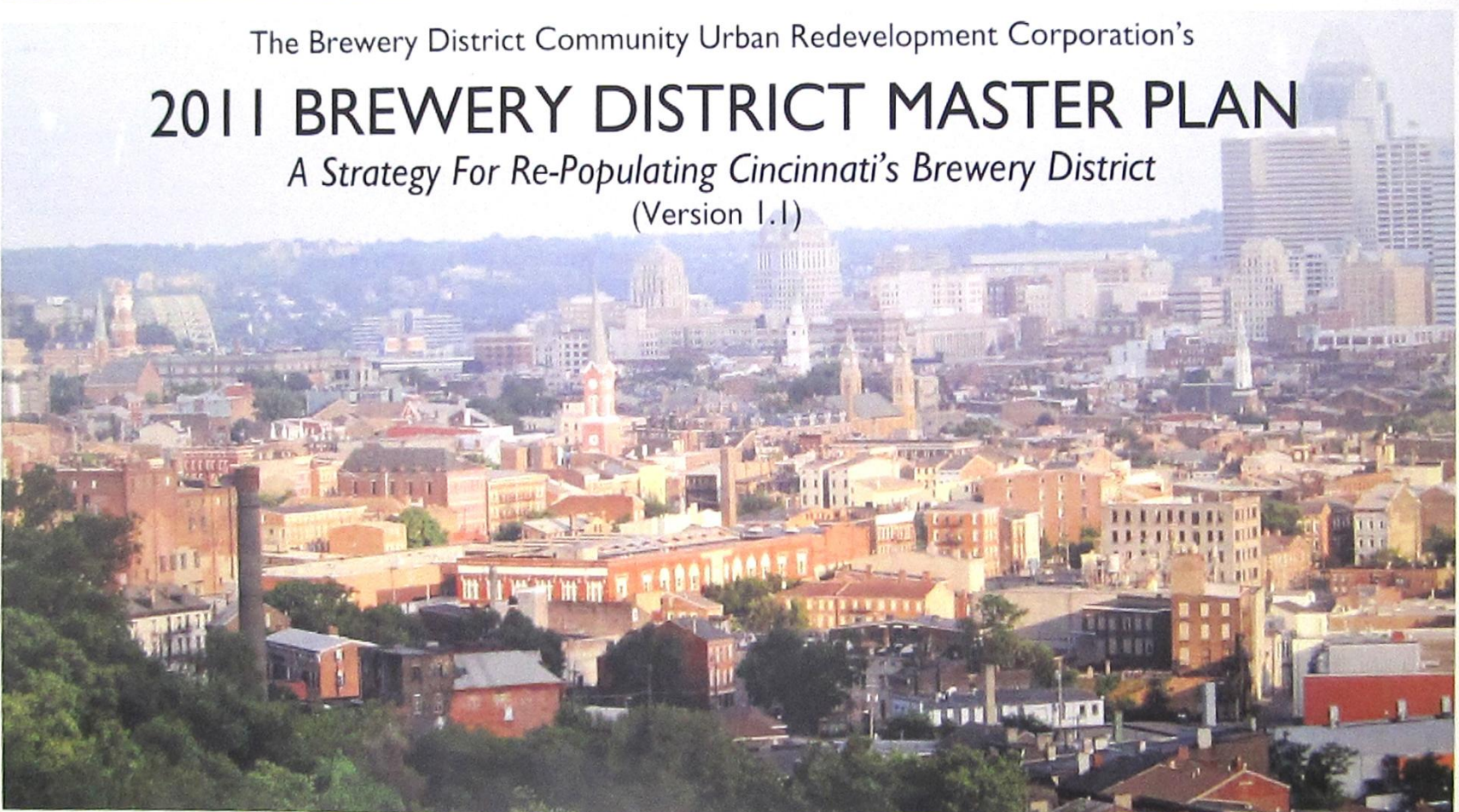


## COMPREHENSIVE PLAN

JUNE 2002

*The 2002 Over The Rhine Comprehensive Plan made recommendations for major improvements to OTR and Liberty Street.*



An aerial photograph of Cincinnati, Ohio, showing the city skyline with the Ohio Statehouse and various skyscrapers in the background. The foreground is dominated by the dense, historic brick buildings of the Brewery District, interspersed with green trees. The text is overlaid on the upper portion of the image.

The Brewery District Community Urban Redevelopment Corporation's

# 2011 BREWERY DISTRICT MASTER PLAN

*A Strategy For Re-Populating Cincinnati's Brewery District*  
(Version 1.1)

BREWERY DISTRICT COMMUNITY URBAN REDEVELOPMENT CORPORATION  
gloserworks - Architecture & Urban Design

2011 BREWERY DISTRICT MASTER PLAN

*The 2011 Brewery District Master Plan Asked for specific complete street type of improvements to Liberty Street*



The last decade witnessed critical development south of Liberty Street. Revitalization translates into the numerous buildings renovated and booming economic activity. There is growing pressure to seize the opportunity to revitalize the northern half of OTR including ongoing improvements such as Findlay Market, Moerlein Brewery, Rookwood Pottery, etc. Presently the width of Liberty Street is seen as a barrier to connecting the north and south halves of OTR



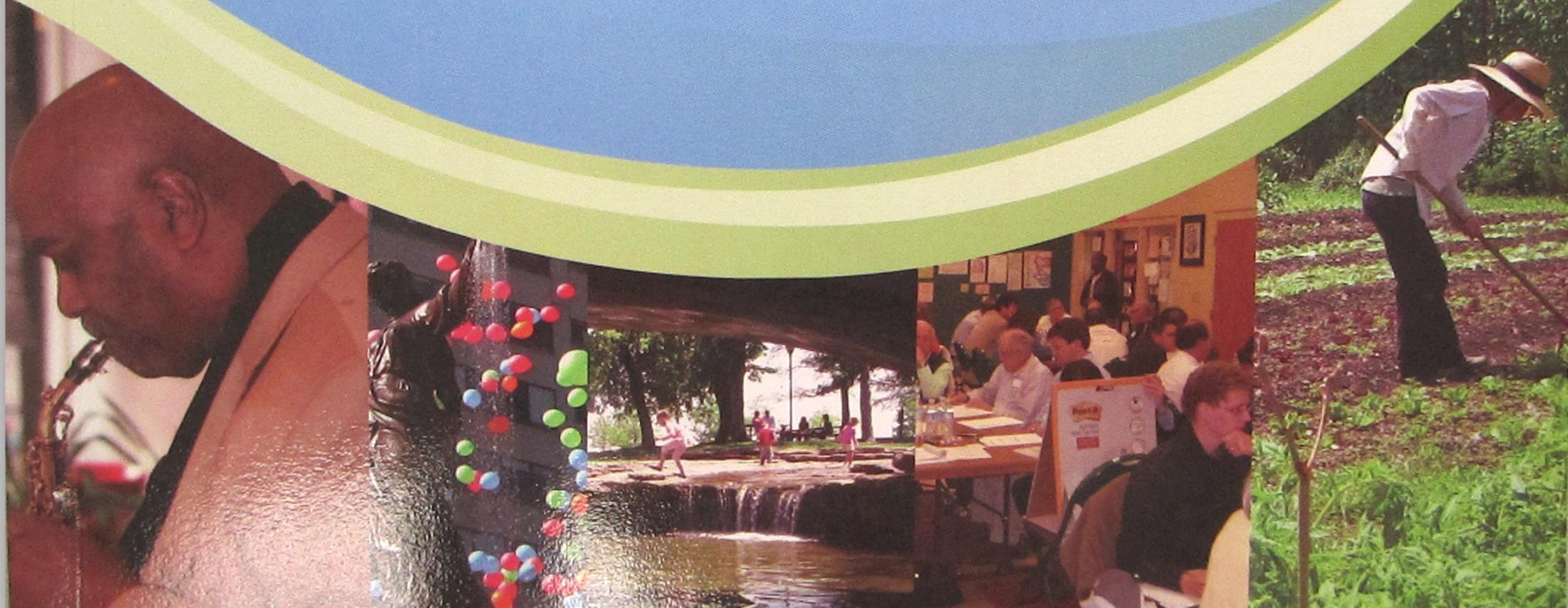


# PLAN CINCINNATI

a comprehensive plan for the future

Adopted by Cincinnati City Council  
November 21, 2012

*The 2012 Plan Cincinnati highlights the importance of “complete streets”, walkable neighborhoods and less reliance upon automobiles for the future of Cincinnati.*



*The Over-The-Rhine Community Council applied for a Community Priority Request to the City in 2012 to study Liberty Street. The Casino Neighborhood Working Group agreed to fund the Liberty Street Complete Street / road diet study. The Casino Neighborhood Working Group is comprised of representatives from five neighborhoods adjacent to the project area, the City's Department of Transportation and Engineering (DOTE), the City's Planning Department and OTR developers. They make recommendations as to the use of the OTR East TIF (tax increment financing) funds.*

# Over-The-Rhine Community Council CPR 2012

## Casino Neighborhoods Working Group



# Design Process

## LIBERTY STREET COMPLETE STREET PROJECT

Department of Transportation and Engineering, Transportation Planning and Urban Design

### Design and Public Engagement Schedule

#### Phase I – Information gathering

1. Existing conditions survey:
  - a. Geometry – roadway, driveways, alleys, radii, alignment
  - b. Traffic volumes and movement – high turn locations (like Sycamore south to Liberty)
  - c. Accident history – any problem locations, trends, possible solutions
  - d. Survey
2. Review of previous plans:
  - a. Brewery District Plan
  - b. Over the Rhine Plan
  - c. Design plans for Central Parkway and Liberty
  - d. Design plans for Liberty at Liberty Hill
  - e. Traffic impact analyses from development – Casino, Brewery District, OTR redevelopment
  - f. Understanding of parking needs for residents, business and future business
3. Public Meetings / Internal Meetings
  - a. Meet with Planning, ED and CD and other City agencies
  - b. Public meeting with all stakeholders – Residents, Community Councils, Institutions and Business Interests - "Are there any concerns with Liberty Street today?"

#### Phase II – Conceptual options

4. Development of Alternatives
  - a. No build – no curb modifications except for bump-outs as part of a Streetscaping project
  - b. Minor modifications, similar to those in the OTR plan
  - c. Major modifications, similar to those in the Brewery District Plan
  - d. Others ?
5. Public Meetings – Present options for review and prioritizing
  - a. Meet with Planning, ED and CD and other City agencies
  - b. Present to City Council / Livable Communities, etc
  - c. Public meeting with all stakeholders – Residents, Community Councils, Institutions and Business Interests - "which of these alternatives should be pursued with further traffic analysis and in regards to viability?"

#### Phase III – Design

1. Development of Options
  - a. Option One
  - b. Option Two
  - c. Analysis
  - d. Traffic simulation model to prepare base condition
  - e. Potential geometric changes and lane changes for each alternative
  - f. Traffic analysis of alternative design concepts

- g. Cost estimate of alternatives
- h. Comparison matrix of issues – economic redevelopment, pedestrian safety, bikes, trucks, other vehicular access, parking, cost

*The end of Phase II will result in two options to pursue*

#### Phase IV – Review options

2. Review of Alternatives
  - a. Review alternative data and issues
  - b. Modify as needed
  - c. Potential funding strategies
  - d. Phasing Options
3. Public Meetings – Present options for review and to choose preferred design
  - a. Meet with Planning, ED and CD
  - b. Present to City Council / Livable Communities, etc
  - c. Public meeting with all stakeholders – Residents, Community Councils, Institutions and Business Interests – "which of these alternatives should be pursued toward final construction documents?"
4. Select preferred alternative
5. Research and identify funding options

*The end of Phase IV will result in a final preliminary plan*

#### Phase V – PS & E (Plans, Specifications and Estimate – the final design for bidding)

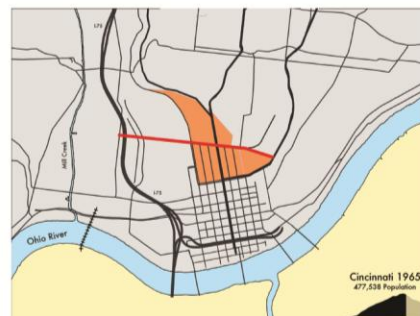
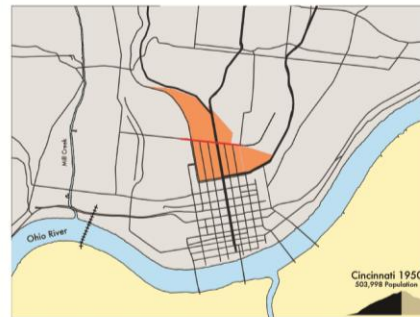
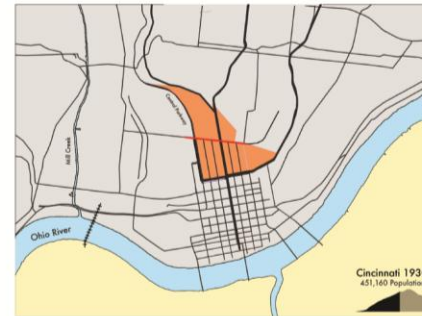
1. Construction Documents
2. Review funding options
3. Public Meetings – Present final plans (or these can be half way thru the process if issues arise), phasing and funding options

*The end of Phase V will result in a final plan that has been thoroughly vetted and ready for bidding and construction*

NOTE : The DOTE / Transportation Planning and Urban Design Division will provide further funding to review and schematically plan the west end of Liberty Street, Central Parkway to Western Avenue, to assure complete connectivity with I-75 and I-71.

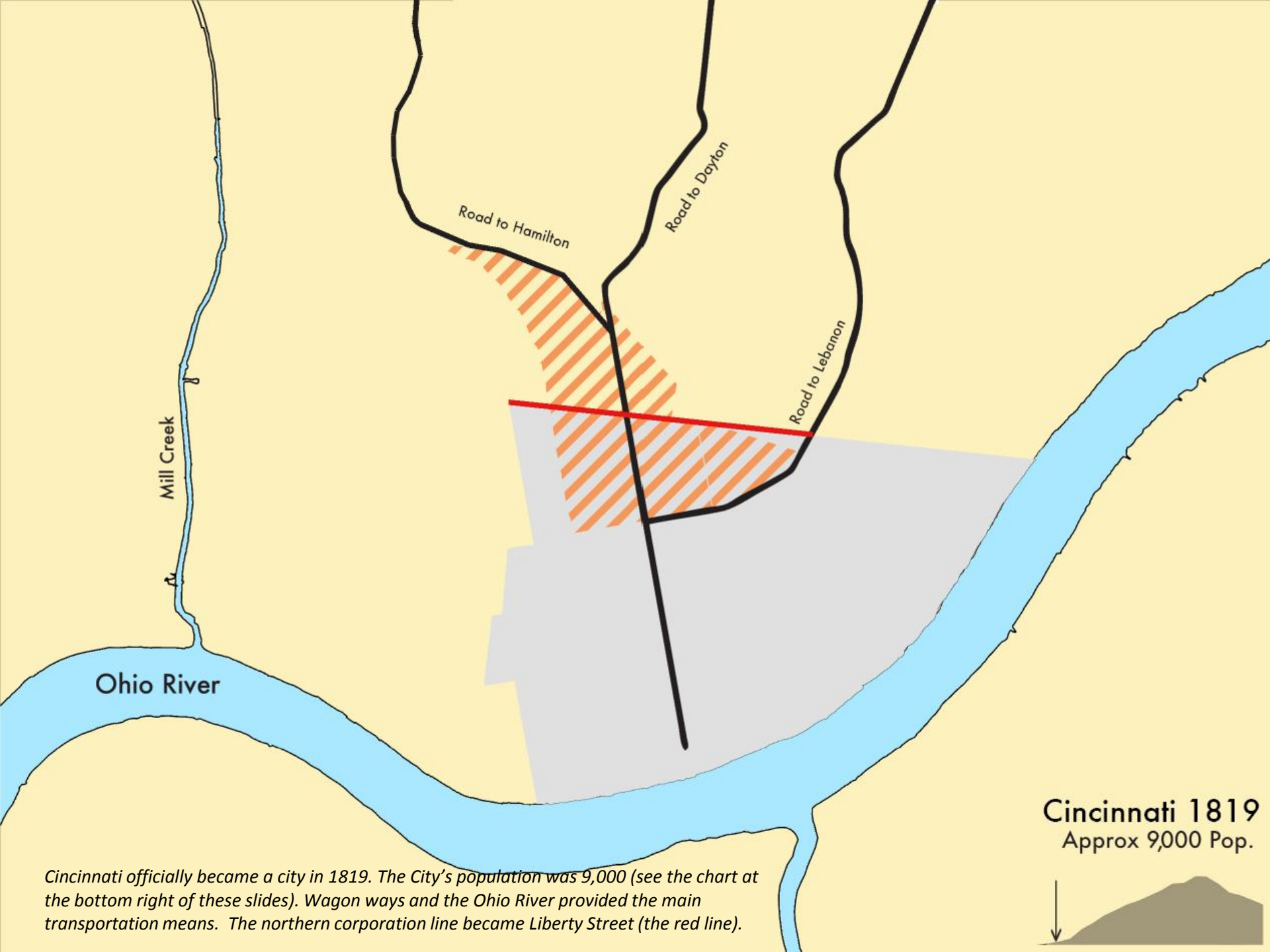
*A five step process was envisioned to direct the project from planning & design to construction documents. Through the process, design options will be explored by the Department of Transportation and Engineering and presented to the public. A preferred option will then be presented to the City's Planning Department, Community Development, and to City Council. Final design plans will fold into construction documents ready for bidding and construction. While there are no funds available for construction immediately, DOTE will seek them during the construction document phase.*

# Historical Maps



*On this view, the slides depict the evolution of the Liberty Street corridor and the City of Cincinnati from 1819 to the mid 80s.*





*Cincinnati officially became a city in 1819. The City's population was 9,000 (see the chart at the bottom right of these slides). Wagon ways and the Ohio River provided the main transportation means. The northern corporation line became Liberty Street (the red line).*

**Cincinnati 1819**  
Approx 9,000 Pop.



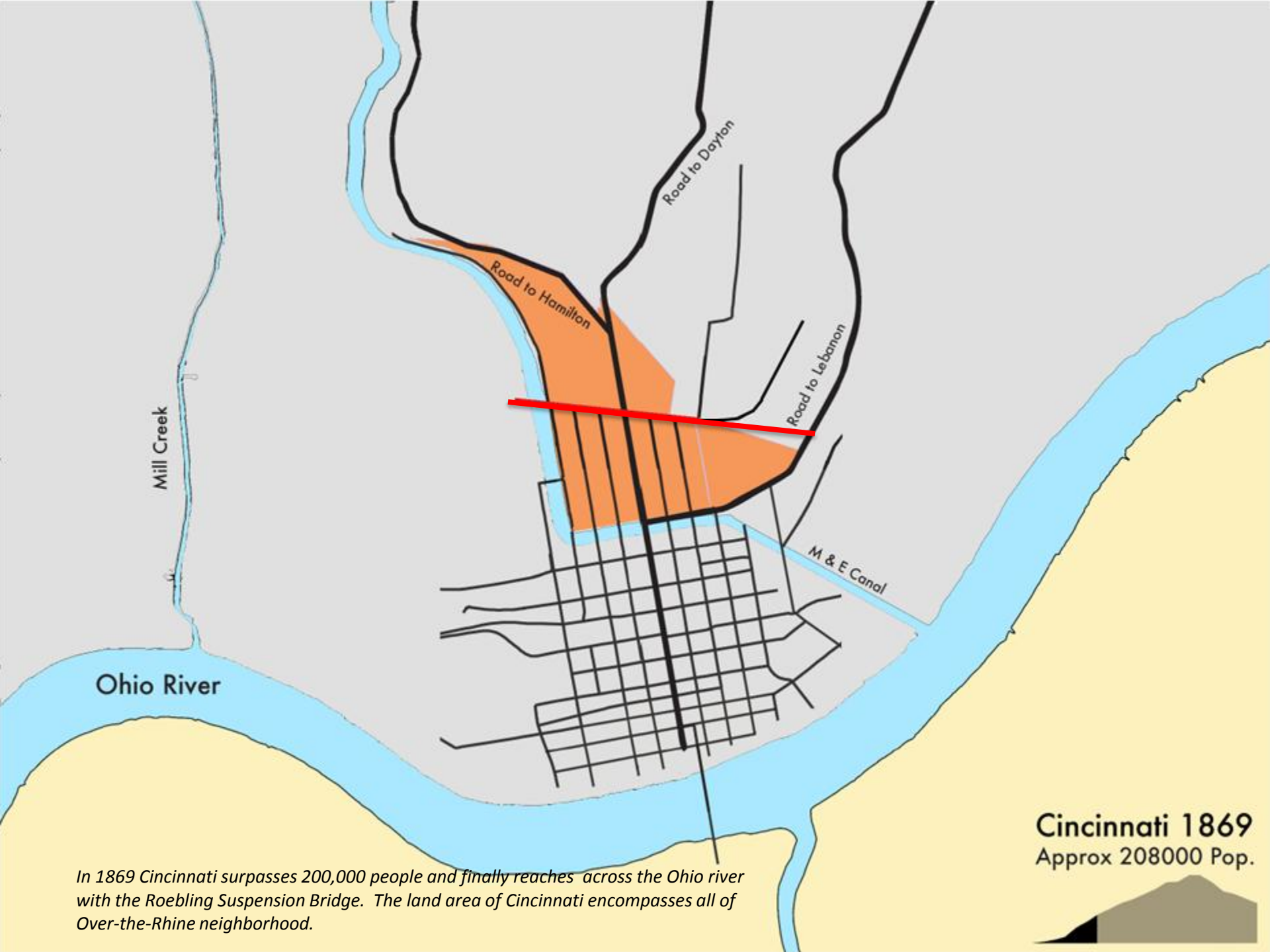


1842 - The City continues to grow both in population and in geographical size. Now we have the Miami and Erie canal connecting Cincinnati to Lake Erie and increasing the opportunities for Cincinnati to thrive commercially. The City has almost reached the present Over-the-Rhine neighborhood boundaries.

**Cincinnati 1842**  
Approx 60,000 Pop.







Mill Creek

Road to Dayton

Road to Hamilton

Road to Lebanon

M & E Canal

Ohio River

*In 1869 Cincinnati surpasses 200,000 people and finally reaches across the Ohio river with the Roebling Suspension Bridge. The land area of Cincinnati encompasses all of Over-the-Rhine neighborhood.*

**Cincinnati 1869**  
Approx 208000 Pop.





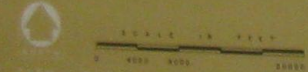


- LEGEND
- COMMERCIAL ZONE
  - RESIDENTIAL ZONE
  - PARKS & RECREATION
  - OPEN SPACE
  - NEW GROWTH
  - EXISTING
  - PROPOSED INTERSTATE
  - PROPOSED ARTERIAL
  - EXISTING
  - PROPOSED BRIDGE
  - EXISTING BRIDGE
  - EXISTING HIGHWAY
  - EXISTING

# MASTER PLAN

## CINCINNATI METROPOLITAN AREA

ADOPTED AS THE OFFICIAL PLAN BY THE CINCINNATI CITY PLANNING COMMISSION  
NOVEMBER 22, 1948 UNDER THE PROVISIONS OF S.C. 4066 AND ARTICLE 322 OF THE CITY CHARTER



*Skipping ahead, as Cincinnati and the region continues to grow through the late 19<sup>th</sup> Century and early 20<sup>th</sup> Century, the automobile takes hold and starts to change the vision of how the City should be shaped. The visionary 1948 Master Plan for the Cincinnati metropolitan area shows proposed Interstates and arterial roadways to connect them. Liberty Street is proposed as a connector from the proposed Mill Creek Expressway to the proposed Deer Creek Expressway (I-75 and I-71 respectively)*



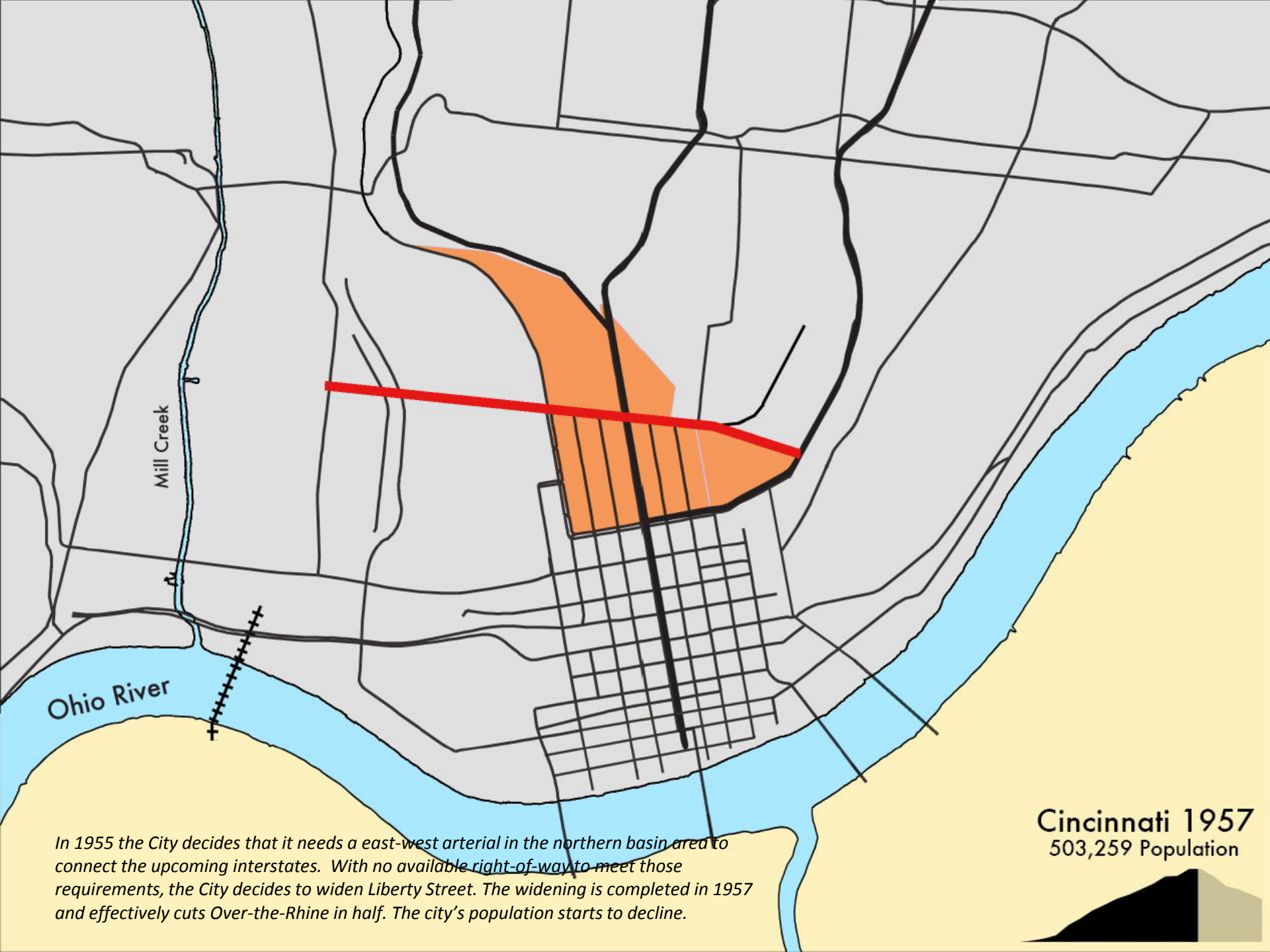


Mill Creek

Ohio River

Cincinnati 1950  
503,998 Population

*In 1950 Cincinnati reaches it's peak population at just over half a million people. It's a new day for Cincinnati as we decide how to reshape the city after the WW II*



Mill Creek

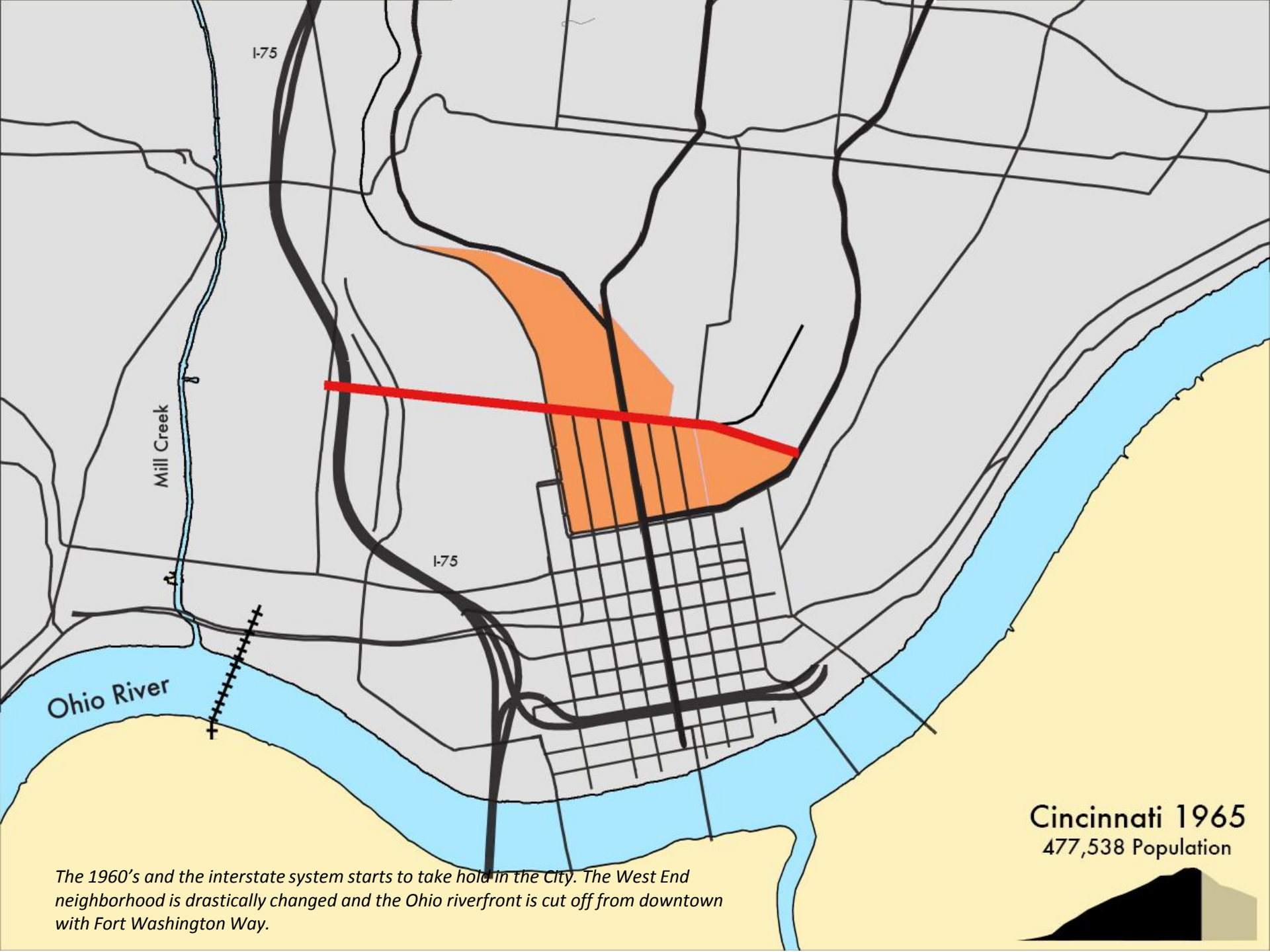
Ohio River

*In 1955 the City decides that it needs a east-west arterial in the northern basin area to connect the upcoming interstates. With no available right-of-way to meet those requirements, the City decides to widen Liberty Street. The widening is completed in 1957 and effectively cuts Over-the-Rhine in half. The city's population starts to decline.*

**Cincinnati 1957**  
503,259 Population







I-75

Mill Creek

I-75

Ohio River

Cincinnati 1965  
477,538 Population

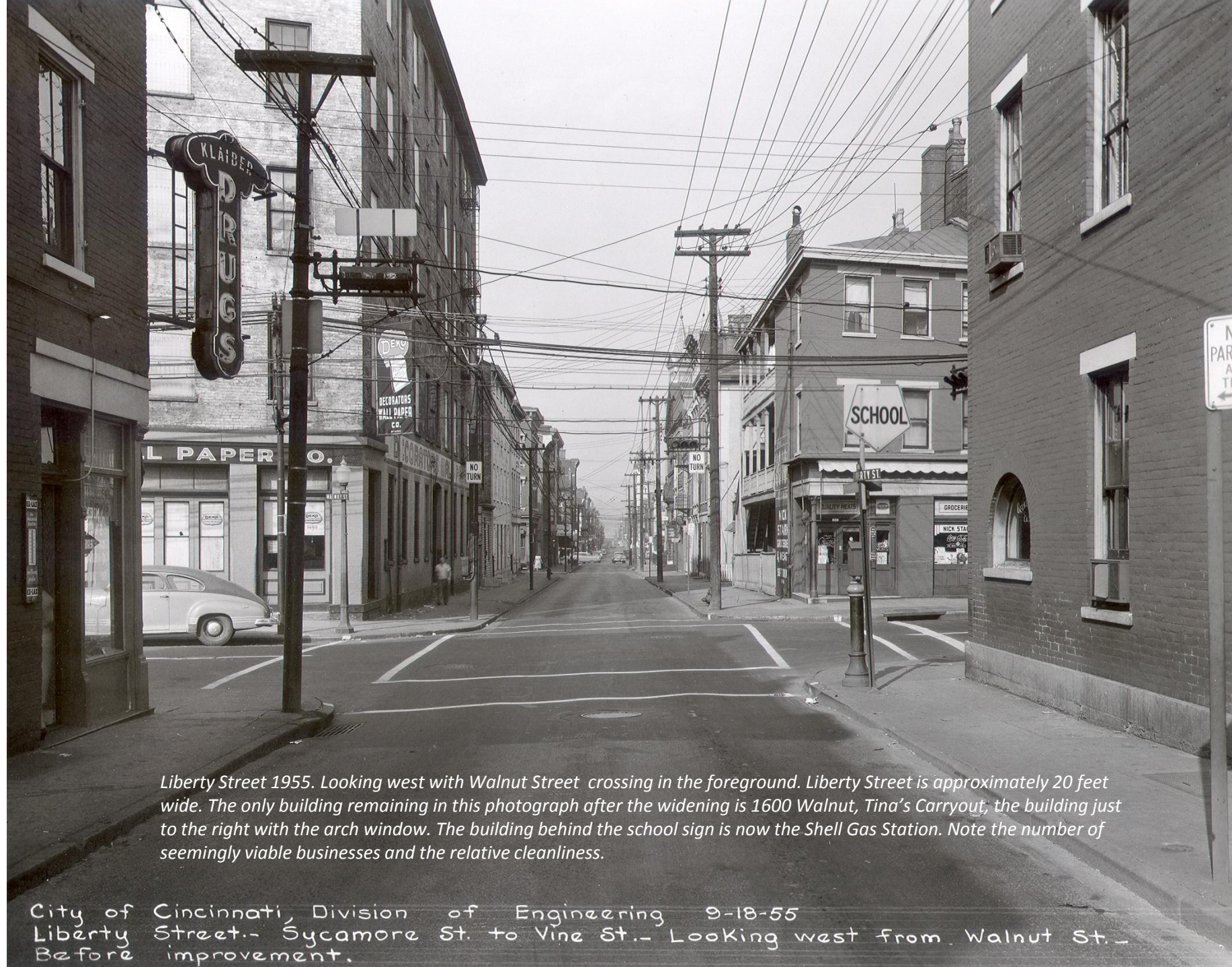
*The 1960's and the interstate system starts to take hold in the City. The West End neighborhood is drastically changed and the Ohio riverfront is cut off from downtown with Fort Washington Way.*



Cincinnati 1975  
418,993 Population

*The 1970's to 1981. I-71 and I-471 are completed. The City's population continues downward.*





*Liberty Street 1955. Looking west with Walnut Street crossing in the foreground. Liberty Street is approximately 20 feet wide. The only building remaining in this photograph after the widening is 1600 Walnut, Tina's Carryout, the building just to the right with the arch window. The building behind the school sign is now the Shell Gas Station. Note the number of seemingly viable businesses and the relative cleanliness.*

City of Cincinnati, Division of Engineering 9-18-55  
Liberty Street.- Sycamore St. to Vine St.- Looking west from Walnut St.-  
Before improvement.



*Liberty Street – “before”. These photos taken by the City’s Division of Engineering (precursor to the Department of Transportation and Engineering -DOTE), document the existing conditions two years prior to the actual Liberty Street widening project.*



Looking East from Walnut St. (1955)



Looking East from Main St. (1955)



Looking East from Race St. (1955)



Looking East from Race St. (1957)



Looking East from Race St. (1958)

*All demolition was to the south side of Liberty Street, the widening project left the north side businesses and institutions intact but resulted in a mostly haphazard group of un-usable properties on the south.*



Looking East from Elm St. (1957)



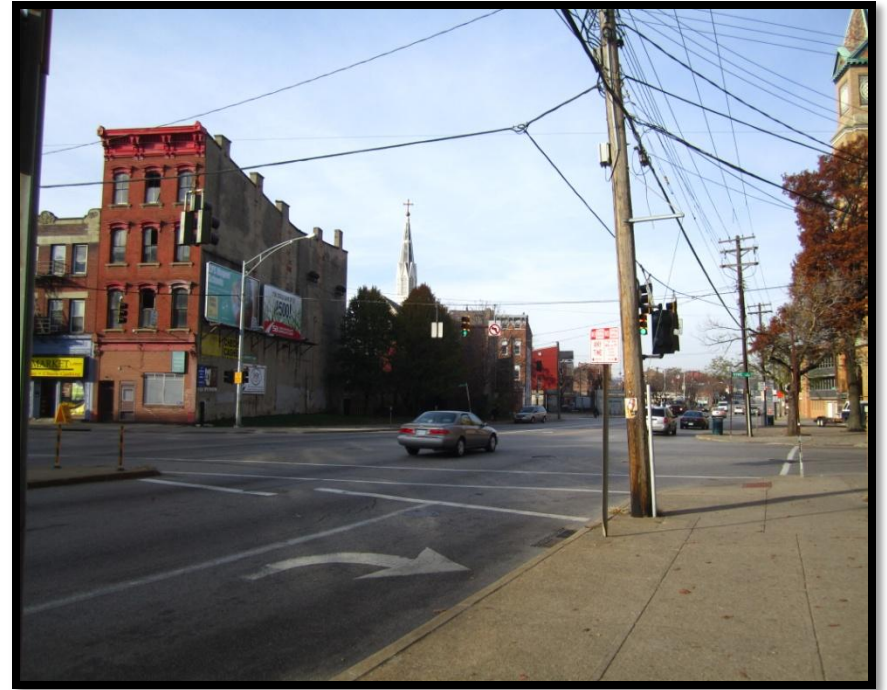
Looking East from Elm St. (1958)

*A “during demolition” and “after widening” set of pictures at Elm Street.*





Looking SW from the NE Corner of Vine St. **(1958)**



Looking SW from the NE Corner of Vine St. **(2013)**

*1958 to 2013 - 55 years later the widening did not heal by providing development opportunities along the south side of Liberty, consequently the remaining properties continue in a dilapidated stage.*

# Existing Surface Parking



*Phase I of the Liberty Street Complete Street study includes information gathering of existing conditions. A survey was undertaken to accurately measure the roadway geometry, building placement and utility locations. DOTE is surveying existing parking options from adjacent surface parking lots to...*



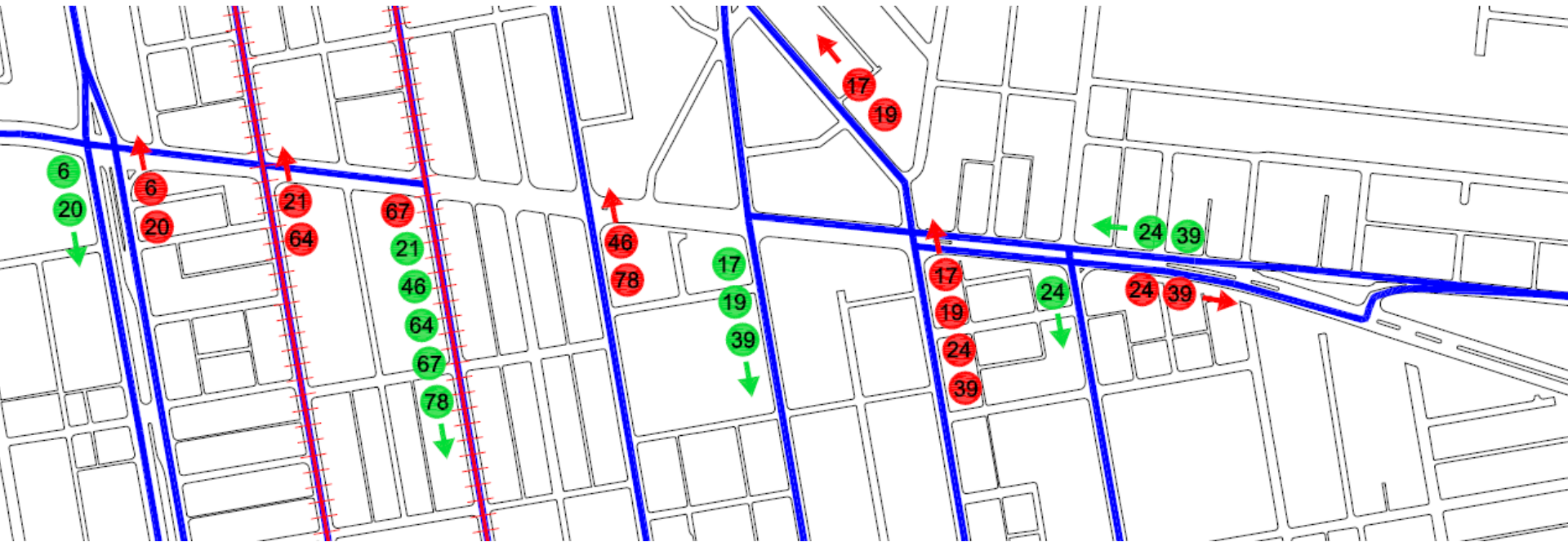
# On Street Parking (144 Spots)



*...on-street parking. Parking is obviously a major concern of all that live and work in Over-the-Rhine and will be a major talking point through this process.*

# Existing Transportation

*Existing Metro bus routes have been mapped as well. DOTE has met with Metro to coordinate any of their potential changes and upgrades. Metro has no plans to utilize Liberty Street as a east – west connector but has added a Metro Plus route that will potentially be the precursor to a Bus Rapid Transit (BRT) route. Green arrows show in-bound bus routes and red indicates out-bound routes. The purple lines on Elm Street and Race Street show the new Streetcar alignment.*

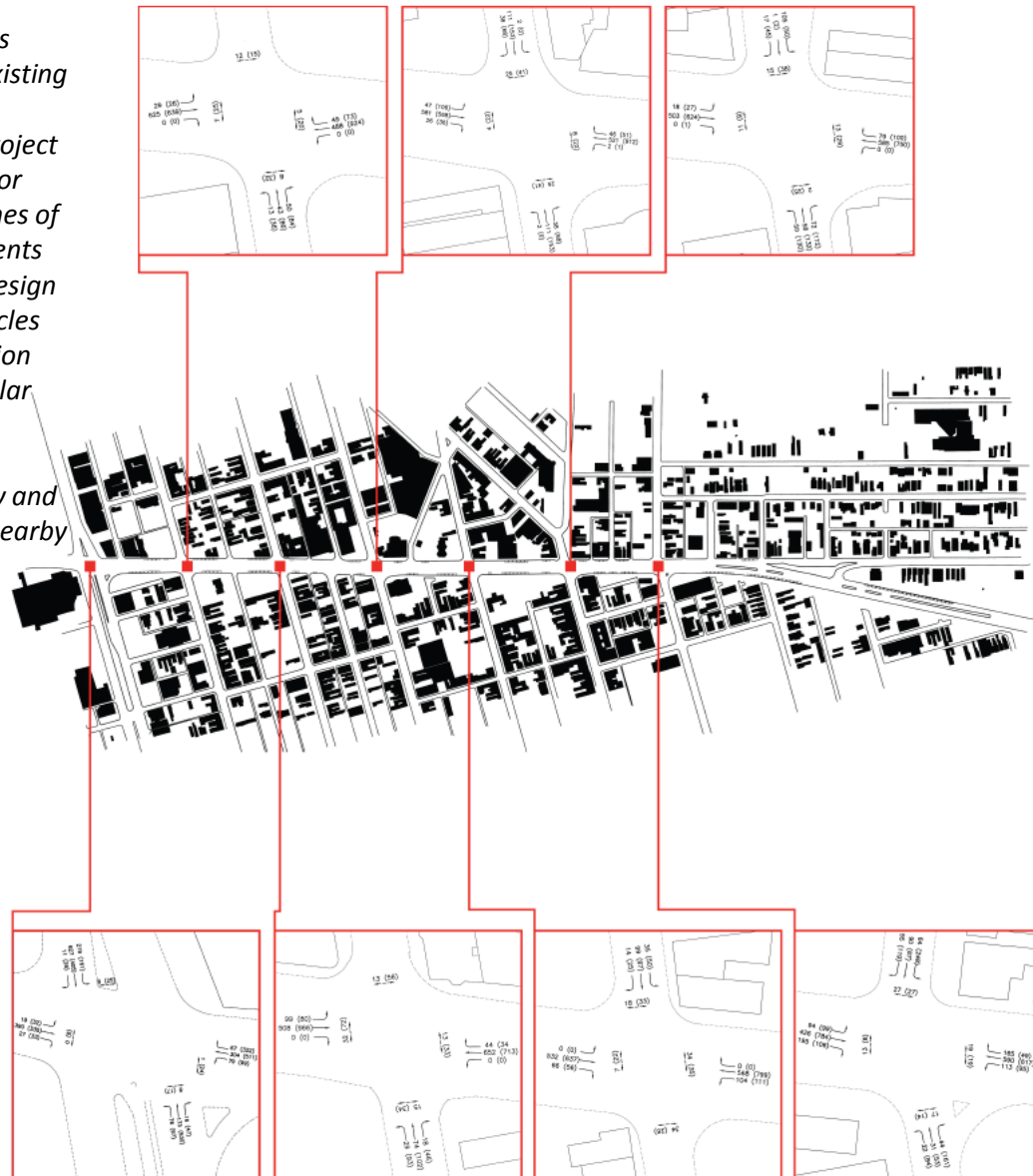




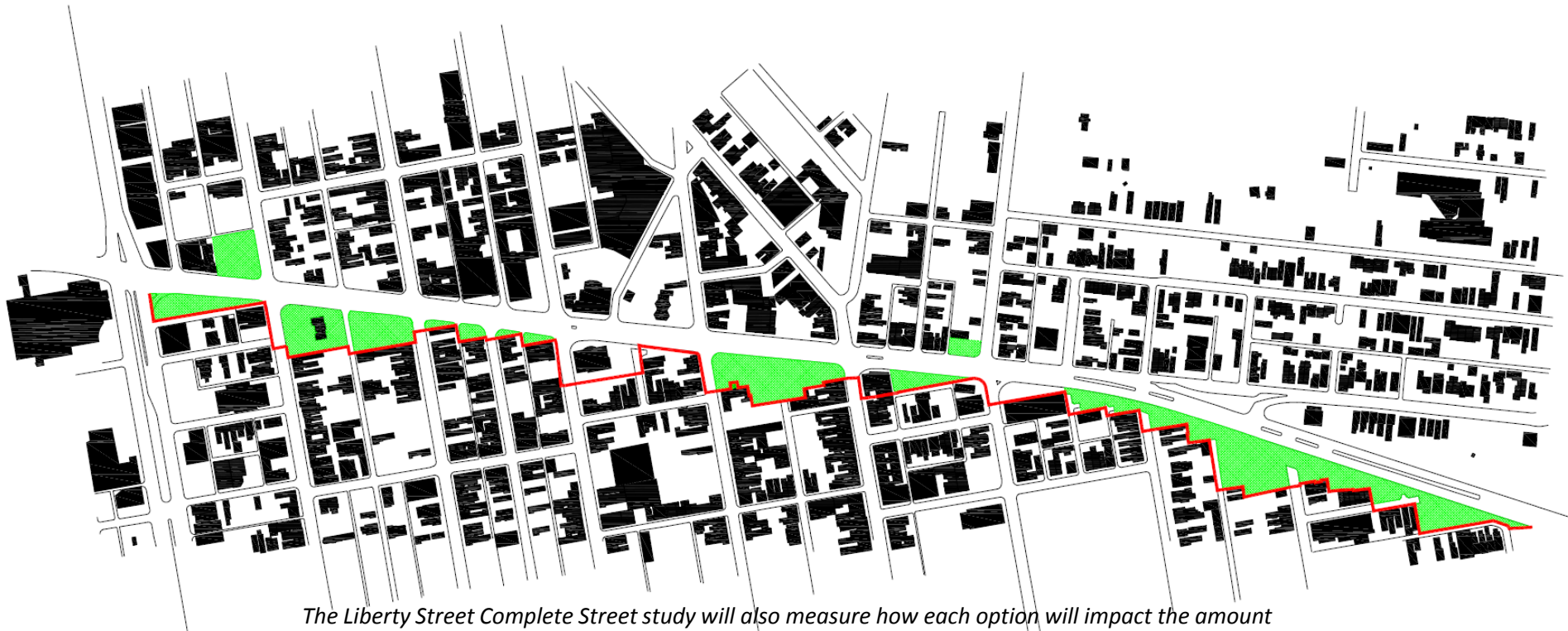
# Traffic Counts

A traffic engineering firm was hired to take counts of the existing traffic volumes and turning movements. These aid the project by allowing DOTE to design for these volumes for certain times of the day. The turning movements counts will also impact the design by indicating how many vehicles are turning at each intersection and how that impacts vehicular flow.

Further information to be gathered are accident history and Traffic Analysis from larger nearby developments such as the Horseshoe Casino, etc.



# Developable Parcels

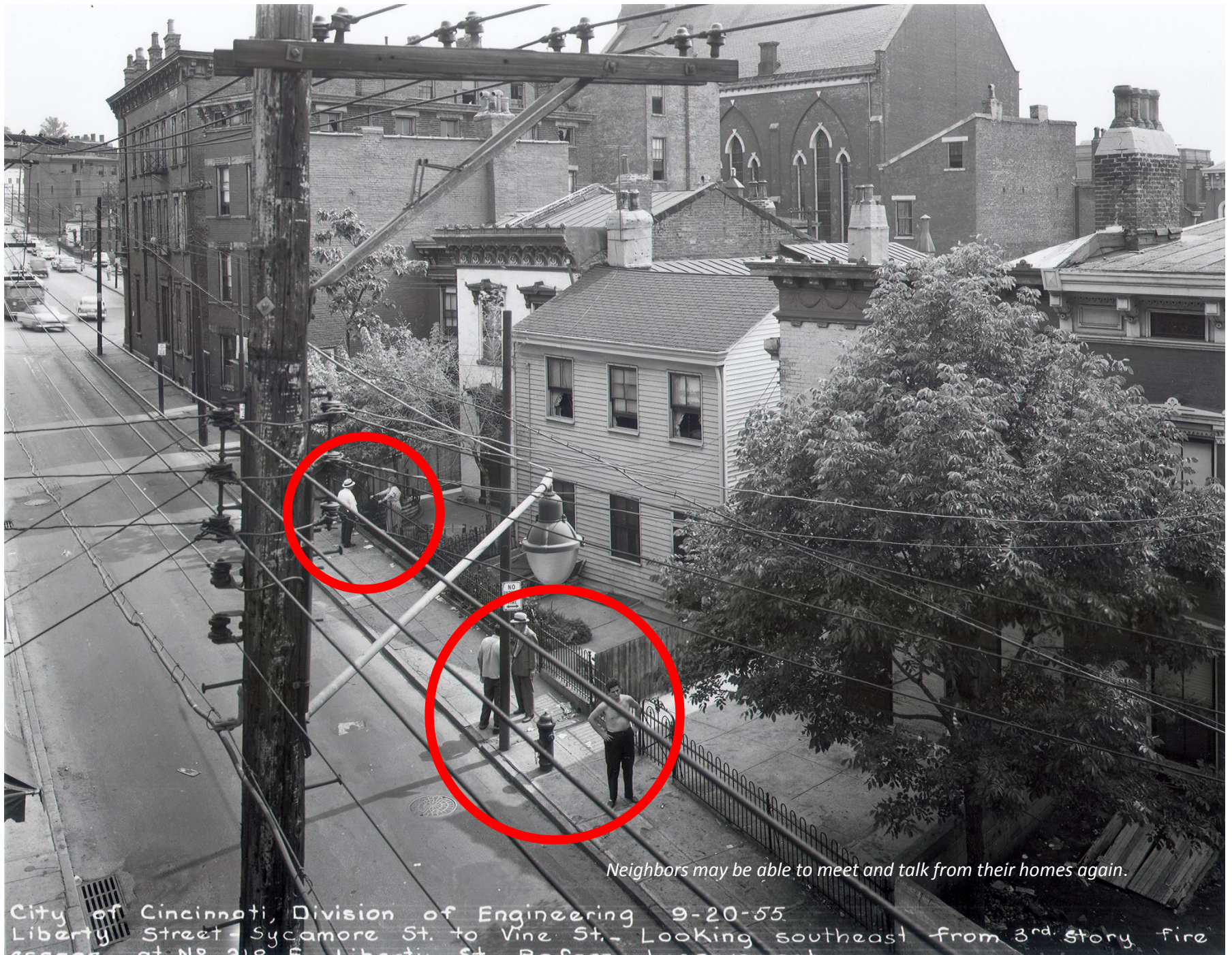


*The Liberty Street Complete Street study will also measure how each option will impact the amount of developable land potentially available to the south. The 1957 widening left a number of properties on the south that were undevelopable due to their minimal size. Narrower roadway options will present more available land to the south that can be assembled into more buildable properties. These options will indicate how much roadway can be salvaged and assembled to make larger and better developable properties and potentially help restore the neighborhood fabric.*



*The final design should assure that there is minimal apprehension for pedestrians to cross the street, restore the historic urban fabric of the street and help stitch the neighborhood back together.*





*Neighbors may be able to meet and talk from their homes again.*

City of Cincinnati, Division of Engineering 9-20-55  
Liberty Street - Sycamore St. to Vine St. - Looking southeast from 3rd story fire  
escape at No. 218 E. Liberty St. Before improvement