Education, Innovation & Growth Committee

P.G. Sittenfeld, Chair
Chris Seelbach, Vice-Chair
David Mann, Member
Wendell Young, Member

Tuesday
February 25, 2020
2:00 P.M.
Council Chambers
Room 300

Kourtney Porter
Clerk to the Committee

Chris Dalton, Chief of Staff
Oliver Kroner, Administration
Kaitlyn Geiger, Law

PRESENTATION

Cincinnati Accessibility Board of Advisors

AGENDA

1-201901810 PG 2 REPORT, dated 12/11/2019, submitted by Patrick A. Duhaney, City Manager, regarding bus signal prioritization at the Schwartz Point intersection. (SEE DOC. #201901037)

2-201901904 PG 4 MOTION, submitted by Councilmember Sittenfeld, WE MOVE that as part of negotiations for renewing the 1999 City-Cincinnati Public Schools (CPS) agreement, the City Administration should not consider - as part of CPS "hold harmless" calculation - revenues from the State of Ohio which are diverted to charter schools.

3-202000080 PG 5 MOTION, submitted by Councilmember Pastor, WE MOVE that the Administration work with the Southwest Ohio Regional Transit Authority (SORTA) Board of Trustees and Veteran Services to create a Veterans Ride Free Program for a period of no less than 3 years.
To: Mayor and Members of City Council  
From: Patrick A. Duhaney, City Manager  
Subject: BUS SIGNAL PRIORITIZATION – SCHWARTZ POINT (VINE STREET)  

Reference Document #201901037

The Council at its session on September 25, 2019 referred the following item for review and report.

MOTION, submitted by Councilmember P.G. Sittenfeld, WE MOVE that the City Administration provide a report to City Council on the feasibility of piloting bus signal prioritization at the Schwartz point intersection, where Vine Street, McMicken Avenue, and Findlay Street converge, as well as the intersection where Vine Street and Clifton Avenue converge. We move that this pilot, if successful, can be the first step toward broader use of bus signal prioritization city-wide, reducing transit time for bus riders and alleviating congestion for car drivers.

Staff from the Department of Transportation and Engineering (DOTE) met with the Southwest Ohio Regional Transit Authority (SORTA) planning department to discuss signal prioritization for Metro buses. Bus signal prioritization is a system that permits a bus to pass through a designated intersection(s) with a green light. This is done using technology installed on the buses and at traffic signals at the corresponding intersections. The group discussed the feasibility of utilizing bus prioritization at the Schwartz Point intersection and the Vine Street/Clifton Avenue intersection.

While the group sees several potential benefits, there are also some major obstacles to implementing bus signal prioritization in these areas that must be considered. The top obstacles are outlined below:

- Bus prioritization at the five-point intersection of Vine Street/E. McMicken Avenue and Findlay Street would conflict with Cincinnati Fire Department Station 5 located at 8 E. McMicken, which already has signal prioritization for emergency response vehicles.
- The five-point intersection of Vine/E. McMicken and Findlay also has what is called a “Ped Scramble” phase where all approaches to the intersection receive a red light so pedestrians may cross the streets.
- The Schwartz Point five-point intersection and the Vine/Clifton intersection are only 500 feet apart and signal prioritization for Vine will adversely impact the buses on Clifton and McMicken because the buses on Vine will have more green light opportunities.
• SORTA rotates 350 buses throughout their system; every bus in the fleet would have to receive updated equipment to enable them to communicate with the traffic signal. The cost to update all buses is $1,750,000.

• Signal prioritization for two intersections would be atypical of traditional uses. Signal prioritization is typically used on a long corridor through several intersections.

• SORTA does not recommend using signal prioritization in or near the Central Business District.

Based on these obstacles, DOTE and SORTA do not recommend a bus signal prioritization pilot project at the Schwartz Point and Vine Street/Clifton Avenue intersections.

cc: John S. Brazina, Director, Transportation and Engineering
P.G. Sittenfeld  
Councilmember

December 16, 2019

MOTION

WE MOVE that as part of negotiations for renewing the 1999 City-Cincinnati Public Schools (CPS) agreement, the City Administration should not consider - as part of CPS "hold harmless" calculation - revenues from the State of Ohio which are diverted to charter schools.

[Signature]
Councilmember P.G. Sittenfeld
January 15, 2020

MOTION

WE MOVE that the Administration work with the Southwest Ohio Regional Transit Authority (SORTA) Board of Trustees and Veteran Services groups to create a Veterans Ride Free Program for a period of no less than 3 years.

Councilmember Jeff Pastor