Education, Innovation & Growth Committee

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

Tuesday
January 28, 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

PRESENTATIONS

1. The Problem with Plastic Bags: Sierra Club

AGENDA

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

c: John S. Brazina, Director, Transportation and Engineering

[Signature]
SUPPLEMENT

2-202000143  ORDINANCE(EMERGENCY), dated 01/27/2020, Submitted by
PG 2  Councilmember Sittenfeld from Paula Boggs Muething, City
Solicitor, AMENDING Ordinance 0194-2018 for the purpose of
allowing purchasers of accessible public vehicles such as
taxicabs to receive a grant of $16,500 in order to encourage the
proliferation of accessible transportation for Cincinnati
residents and visitors and relieve a financial burden on owners
of accessible taxicabs.
Date: January 27, 2020

To: Councilmember P.G. Sittenfeld

From: Paula Boggs Muething, City Solicitor

Subject: Emergency Ordinance – Accessible Vehicle Grant 2020 Increase

Transmitted herewith is an emergency ordinance captioned as follows:

AMENDING Ordinance 0194-2018 for the purpose of allowing purchasers of accessible public vehicles such as taxicabs to receive a grant of $16,500 in order to encourage the proliferation of accessible transportation for Cincinnati residents and visitors and relieve a financial burden on owners of accessible taxicabs.

PBM/KKF(ink)
Attachment
306144-4
AMENDING Ordinance 0194-2018 for the purpose of allowing purchasers of accessible public vehicles such as taxicabs to receive a grant of $16,500 in order to encourage the proliferation of accessible transportation for Cincinnati residents and visitors and relieve a financial burden on owners of accessible taxicabs.

WHEREAS, on June 27, 2018, Cincinnati City Council passed Ordinance No. 0160-2018 (the “Accessible Vehicle Ordinance”), which, among other things, provided for certain criteria whereby “public vehicles” such as taxicabs, as defined in Cincinnati Municipal Code Section 407-A-P1, may qualify as “accessible vehicles” under Cincinnati Municipal Code Section 407-1-A; and

WHEREAS, also on June 27, 2018, in order to offset a portion of the cost of converting a public vehicle into an accessible vehicle, Cincinnati City Council passed Ordinance No. 0194-2018 which offered a grant of up to $5,500 to owners of taxicabs who convert their vehicles into accessible vehicles compliant with the standards in the Accessible Vehicle Ordinance; and

WHEREAS, on January 8, 2020, Cincinnati City Council passed Ordinance No. 0003-2020 amending Ordinance No. 0194-2018 to allow owners of taxicabs who purchase a vehicle to be eligible for the $5,500 grant; and

WHEREAS, no person or entity has yet to apply for said grant funds for either a conversion or purchase; and

WHEREAS, in order to increase the number of accessible taxicabs on the streets of Cincinnati for use by residents and visitors who rely on such transportation in their daily lives, and to ease the financial burden on public vehicle companies, Council desires to increase the amount of grant funds that are available; now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That Section 1 of Ordinance No. 0194-2018 passed by City Council on June 27, 2018, as amended by Ordinance 0003-2020 passed by City Council on January 8, 2020, is hereby amended as follows:

Section 1. The owner of a taxicab that is an accessible vehicle as defined in Cincinnati Municipal Code (“CMC”) Section 407-1-A, “Accessible Vehicle,” which
vehicle also meets the conditions established in Section 3 herein, may claim a non-refundable grant in an amount equal to the qualifying costs of conversion of a public vehicle, as defined in CMC Section 407-1-P1, “Public Vehicle,” into an accessible vehicle, up to a maximum grant of $5,500. A grant of $5,500-$16,500 is also available to the purchaser of a public vehicle if that vehicle, at the time of purchase whether new or used: (1) qualifies as an accessible vehicle; (2) is purchased at a market value of at least $10,000-$20,000; (3) the vehicle was not previously in service as a public vehicle in Cincinnati; and (4) the accessible vehicle is used by the buyer as public vehicle for at least one year after the purchase. Grant funds are payable to a purchaser of an accessible vehicle upon certification by the City that the vehicle meets conditions (1) through (3) herein. An owner of a qualifying vehicle may apply for a grant under this ordinance for each accessible vehicle, with a limit of up to three grant awards per owner per calendar year. Only one grant may be allocated to a vehicle throughout the vehicle’s lifespan.

Section 2. That Section 3 of Ordinance No. 0194-2018, passed by City Council on June 27, 2018, is hereby amended as follows:

Section 3. In order to claim the grant of up to $5,500 with respect to an accessible vehicle, the owner of the taxi-cab public vehicle must establish to the Director, as of the time of the initial inspection of the public vehicle described in CMC Section 407-106, that the public vehicle is an accessible vehicle under CMC Section 407-1-A, and at the time of the inspection, the taxi cab complies with all requirements applicable to accessible vehicles in CMC Chapter 407, including the equipment requirements and other required features found in Sections 407-145 through 407-173 of such Chapter. The Director shall have the authority to request such additional information from owners seeking a credit under this section as may be necessary or appropriate to determine whether these conditions have been satisfied or in order to implement the credit contemplated by this section.

Section 3. That Section 6 of Ordinance No. 0194-2018, passed by City Council on June 27, 2018, is hereby amended as follows:

Section 6. That the City Manager is hereby authorized, through the Department of Public Services or such other department as he deems appropriate, to award grants of up to $5,500 per vehicle that is converted into an accessible public vehicle, and $16,500 per vehicle that is purchased as an accessible public vehicle, from the $55,000 currently available within capital improvement program project account no. 980x256x172526, “Wheelchair Accessible Taxicabs,” to all owners of taxi cabs that are accessible vehicles who satisfy the conditions for receiving such grants established in this ordinance, until all funds in such project account have been expended.

Section 4. That the proper City officials are authorized to do all things necessary and proper to comply with the provisions of Sections 1 through 3 herein.
Section 5. That all terms of Ordinance No. 0194-2018, as amended by Ordinance 0003-2020, not expressly amended by this ordinance remain in full force and effect.

Section 6. That this ordinance shall be an emergency measure necessary for the preservation of public peace, health, safety, and general welfare and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is the immediate need to relieve the financial burden on public vehicle companies of acquiring accessible public vehicles and to satisfy the goals of Ordinance 0194-2018 to make accessible public vehicles available to the public as soon as possible.

Passed: __________________________________, 2020

__________________________
John Cranley, Mayor

Attest: ________________________
Clerk

Deletions are struck through. Additions are underlined.