



Green Cincinnati Plan
2023

FOCUS AREA

Mobility





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Mobility

Enabling accessible and sustainable transportation and mobility options.

Vision

Prioritize people by building sustainable, safe, and accessible mobility options that meet the needs of people who live, work, or visit Cincinnati.

A Word from Pete Metz, Mobility Focus Area Chair

Over the last decade, how we connect people across Cincinnati to jobs, education, health care, and all that our region has to offer has been one of the most important policy issues facing local leaders. We’ve made tremendous progress in that time—thanks in part to the guidance of the previous Green Cincinnati Plan (GCP)—but there is still so much work to do.

Partners in every corner of the community—local government and elected leaders, the business and civic community, and everyday Cincinnati-ans—have driven, and continue to drive, this work. And their efforts show:

- Massive new federal funding programs
- Passage of Issue 7 to expand public transit
- Rapidly growing CROWN bike trail network
- Groundswell of support for pedestrian safety initiatives.

FOCUS AREA CHAIR



MOBILITY FOCUS AREA CHAIR
Pete Metz

ORGANIZATION
Director, The Connected Region
Cincinnati USA Regional Chamber



Every Metro bus is equipped with a front-mounted bike rack. Passengers can combine transit and cycling to make the first and last mile of their commute easier. Photo courtesy of Metro.

With all this momentum, there is no better time to be doubling down on our work. Over the last year we've engaged transportation leaders and the community to shape the Mobility section of the updated GCP.



The Lick Run Greenway has walking and biking paths along a mile-long urban stream and pond. Photo courtesy of Tri-State Trails.

Across those conversations we heard a vision for making Cincinnati a place that prioritizes people by building sustainable, safe, and accessible mobility options that meet the needs of people who live, work, or visit Cincinnati.

Much of the work of building a transportation system to achieve this vision will happen outside of City Hall. This plan attests to the City's support for those initiatives and organizations, and challenges them to think boldly about the type of system we're building.

Leading this effort has affirmed for me how far we've come, and how far so many in our community are ready and willing to push us in the future. Their voices and their advocacy will be critical to the success of these Mobility goals, and I'm appreciative of their engagement in this process.

EQUITY LIAISON



My Equity Liaison experience was like a Tale of Two Cities. Trying to bring two worlds or cities together. Assisting those with no transportation to jobs and entertainment in an effort to bring people and services to those who need them.

EQUITY LIAISON

Derrick L. Feagin

ORGANIZATION

President, South Cumminsville
Community Council

NEIGHBORHOOD

South Cumminsville



Public Transit

Goal

Increase the number of passenger miles traveled using public transit 25% by 2030.

BASELINE YEAR(S)

2022

DATA SOURCE(S)

SORTA passenger data

Strategy

Provide reliable public transportation options and an improved rider experience to connect residents to the places where they need to go.

Cincinnati will need its residents to transition away from single-passenger vehicles and shift to public transportation if the City is to achieve its carbon goals. This shift will only occur if residents view public transportation as a reliable and convenient alternative. Bus routes must connect people to the places that they need to go when they need to get there. Improving access to public transportation corridors, as well as the amenities public transportation offers, will drive increased ridership.



The Cincinnati Bell Connector Streetcar is one example of reliable public transportation for the Downtown and OTR neighborhoods, from The Banks to Findlay Market. Photo courtesy of City of Cincinnati DOTE.

Priority Actions

	GCP PILLARS			ADDITIONAL PRIORITIES			
	Sustainability	Equity	Resilience	Jobs	Investment	Health	Feasibility
Continue to design bus routes and bus stop shelters to ensure convenient and consistent service with reliable connections	●	●	●	●	●	●	●
Develop regional bus rapid transit routes along key corridors	●	●	●	●	●	●	●
Explore the use of HR incentives to encourage public transit use	●	●	●	●	●	●	●
Create more neighborhood mobility networks and transit hubs where residents can connect by bike, walking, and bus	●	●	●	●	●	●	●
Explore the expanded use of rail for regional transit	●	●	●	●	●	●	●

● strong alignment ● moderate alignment ● weak alignment



The Uptown Transit Center provides riders with a place to transfer from one route to another. Photo courtesy of Metro.



Zero-Emissions Vehicles

Goal

Increase the use of zero-emission vehicles in the City to 25% by 2030.

BASELINE YEAR(S)

2022

DATA SOURCE(S)

SORTA fleet data, EV registrations (Drive Ohio), Red Bike

Strategy

Support the transition to zero-emission mobility options.

Zero-emissions mobility options will play an important role in helping the City achieve its carbon goals. To support that transition, the City must ensure that all who live, work, or visit have access to electric vehicle (EV) charging infrastructure. Providing access to infrastructure is especially important to residents in multi-family housing or who live in single family homes without driveways. In addition to private vehicles, it is important to support transportation providers and other businesses in their efforts to transition to zero-emissions mobility options.



The Northside Transit Center features electric vehicle chargers that are available to the public. Photo courtesy of Metro.



Public electric vehicle chargers are becoming more prevalent throughout Cincinnati such as this one at the Cincinnati Art Museum in Mt. Adams. Photo courtesy of Electrada.

Priority Actions

	GCP PILLARS			ADDITIONAL PRIORITIES			
	Sustainability	Equity	Resilience	Jobs	Investment	Health	Feasibility
Install public, streetside electric vehicle (EV) charging stations	●	●	●	●	●	●	●
Develop policies to ensure that vehicle charging infrastructure is available to all residents including those in multi-family buildings and in homes without driveways	●	●	●	●	●	●	●
Continue to support Metro in its efforts to invest in clean fuels buses (electric/hydrogen)	●	●	●	●	●	●	●
Develop policies and incentives to ensure new construction is prepared for EV charging	●	●	●	●	●	●	●

● strong alignment ● moderate alignment ● weak alignment



Bicycling & Walking

Goal

Increase the number of residents within 0.25 mile of safe bike and pedestrian infrastructure 50% from 2022 levels by 2030.

BASELINE YEAR(S)

2022

DATA SOURCE(S)

Tri-State Trails

Strategy

Improve bike and pedestrian connectivity so that residents can safely access the places they need to go.

While the City has made substantial improvements to bike and pedestrian infrastructure over the past several years, significant work still needs to be done. Walking or biking between different neighborhoods remains unsafe in some parts of Cincinnati. The City should support public and private investments in trails, bike lanes, and sidewalks that create connectivity. Additionally, the City must ensure that people in all its neighborhoods have access to these resources. In doing so, Cincinnati can create a safe and accessible bike and pedestrian infrastructure that provides a viable alternative to driving.



The Red Bike Program provides a low-cost bike-share system to connect people to places. The program continues to expand to neighborhoods throughout Cincinnati. Photo Courtesy of Cincinnati Red Bike.



The bike lanes on Central Parkway separate cyclists from vehicles improving safety. Photo courtesy of Tri-state Trails.

Priority Actions

	GCP PILLARS			ADDITIONAL PRIORITIES			
	Sustainability	Equity	Resilience	Jobs	Investment	Health	Feasibility
Continue to invest in Complete Streets to improve connectivity between neighborhoods	●	●	●	●	●	●	●
Continue to improve sidewalk connectivity and maintenance in neighborhoods where connectivity/walkability is lacking	●	●	●	●	●	●	●
Complete the CROWN bike network and connect it to neighborhoods	●	●	●	●	●	●	●
Expand access to Red Bike’s traditional and electric bikes to more neighborhoods and increase participation in the Red Bike Go Program	●	●	●	●	●	●	●
Continue to leverage Vision Zero to install bike lanes and traffic calming measures to reduce speeds and improve safety	●	●	●	●	●	●	●

● strong alignment ● moderate alignment ● weak alignment



Connected Communities

Goal

Build a policy framework that supports the creation of connected communities.

Strategy

Modify land use regulations to support development along transit corridors.

Increasing housing density along transit corridors can expand public transportation use and reduce reliance on single-passenger vehicles. Single-family housing dominates many neighborhoods throughout the City. By modifying existing land-use regulations to allow for multi-family developments, the City can create vibrant residential and business areas. This approach makes it easier to design public transportation routes that encourage ridership by connecting people with the places where they need to go.



The HaNoBe in College Hill is an example of new multi-family housing along a transit corridor. Photo courtesy of College Hill Community Urban Redevelopment Corporation.

Priority Actions

	GCP PILLARS			ADDITIONAL PRIORITIES			
	Sustainability	Equity	Resilience	Jobs	Investment	Health	Feasibility
Promote “15 Minute Neighborhoods” with mixed residential (including multi-family) and commercial zoning to increase transit connectivity as well as density and affordability	●	●	●	●	●	●	●
Embrace zoning reform that increases density near transit, reduces or eliminates parking requirements across the City, and minimizes the use of surface parking lots	●	●	●	●	●	●	●

● strong alignment ● moderate alignment ● weak alignment