Project History

Continuation of the current Victory Parkway project

Application as Safety Improvement project
(Surface Transportation Block Grant)

Awarded $6M with $2M local match for construction in 2029
(Still looking for additional funding sources)



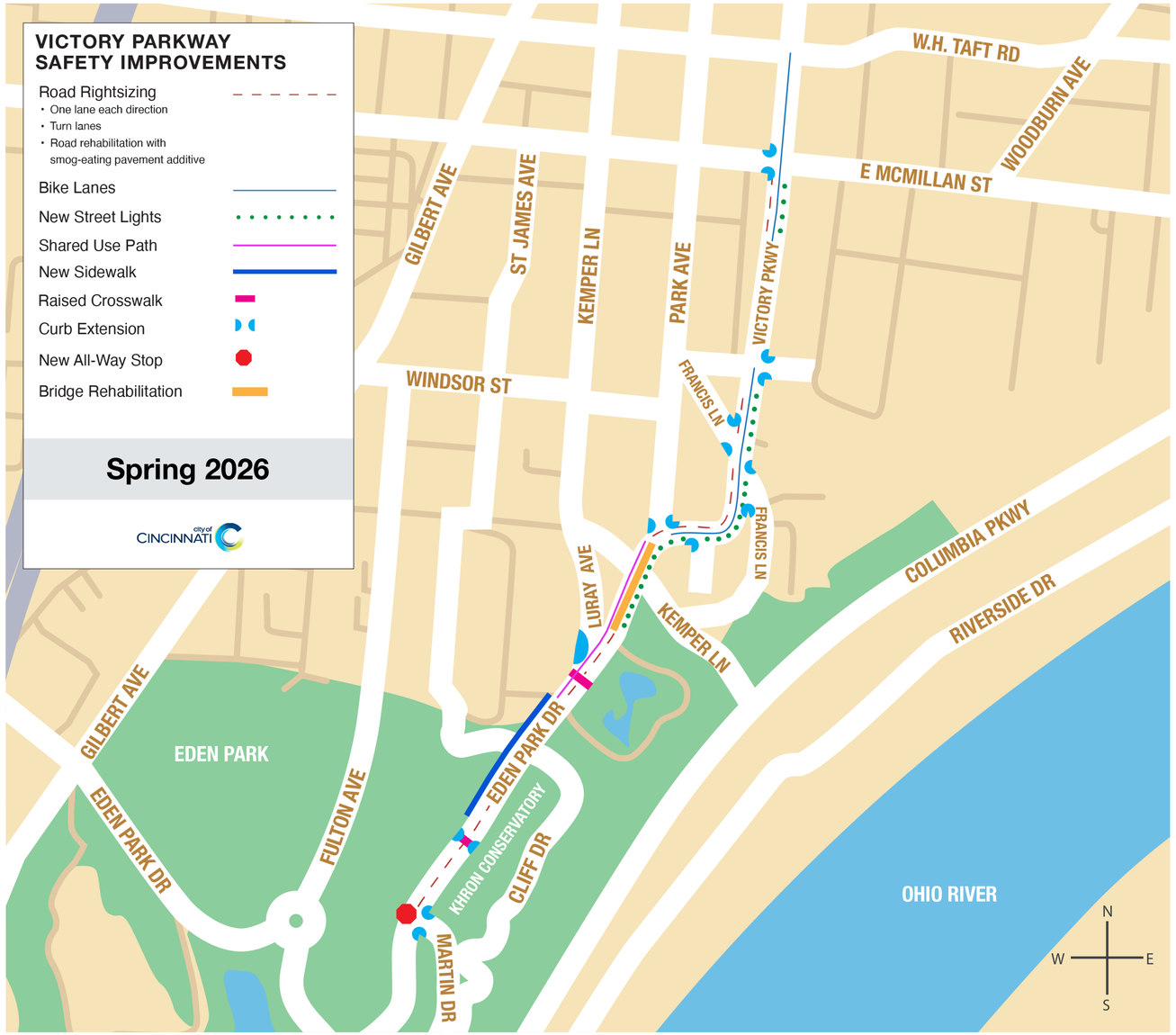


Grant requirements:

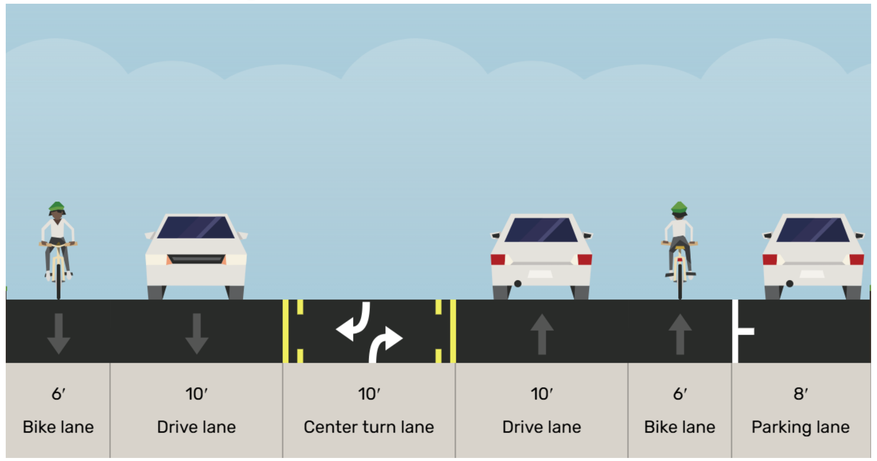
- Road diet: single lanes with center turn lane
- Added bike facilities
- Intersection enhancements
- Street lighting and traffic signals replaced

city of CINCINNATI

Previous Victory Parkway Phase 1



Typical Section



Construction to be completed in 2028

city of CINCINNATI

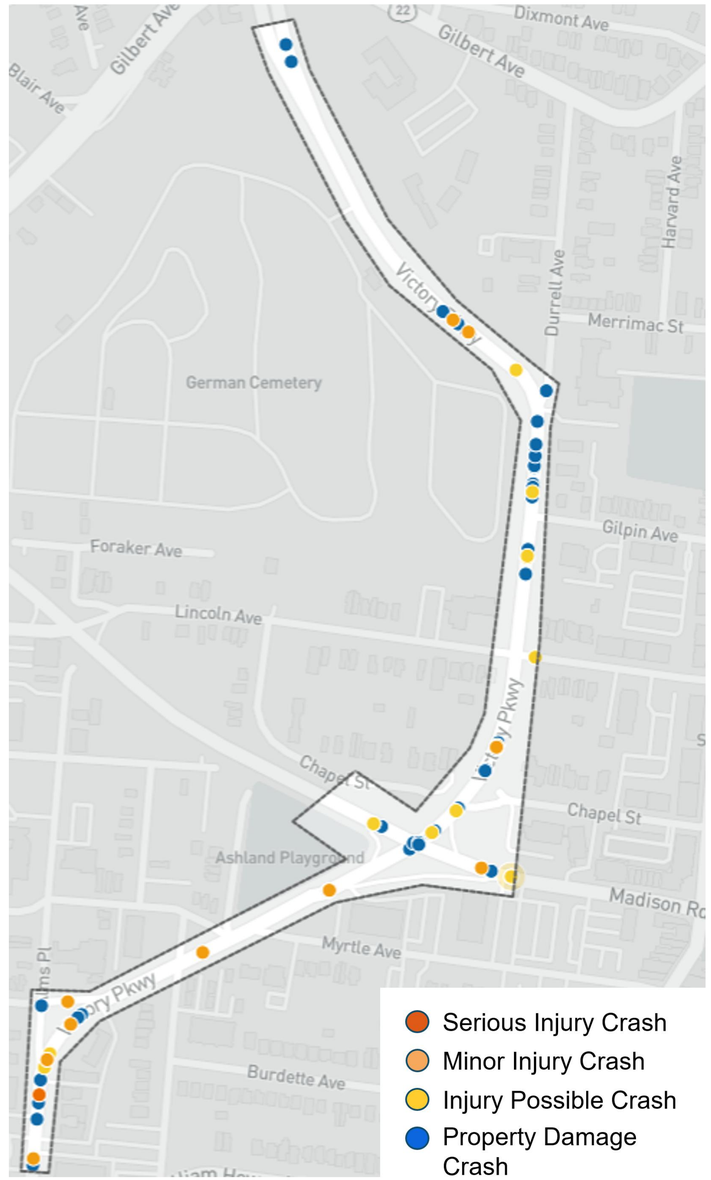
2021-2025 Crash Data

Victory Parkway - William Howard Taft to Gilbert

Crash Severity	Crashes (2021-2025)	
Property Damage	70	73.7%
Minor Injury	13	13.7%
Injury Possible	11	11.6%
Serious Injury	1	1.1%
Total	**95**	

Crash Type	Crashes (2021-2025)	
Sideswipe - Passing	22	23.2%
Angle	16	16.8%
Left Turn	15	15.8%
Rear End	13	13.7%
Fixed Object	12	12.6%
Head On	6	6.3%
Parked Vehicle	3	3.2%
Right Turn	3	3.2%
Pedestrian	2	2.1%
Animal	1	1.1%
Other Non-Collision	1	1.1%
Unknown	1	1.1%
Total	**95**	

Crash Occuring at Intersection	Crashes (2021-2025)	
Yes	54	56.8%
No	41	43.2%
Total	**95**	



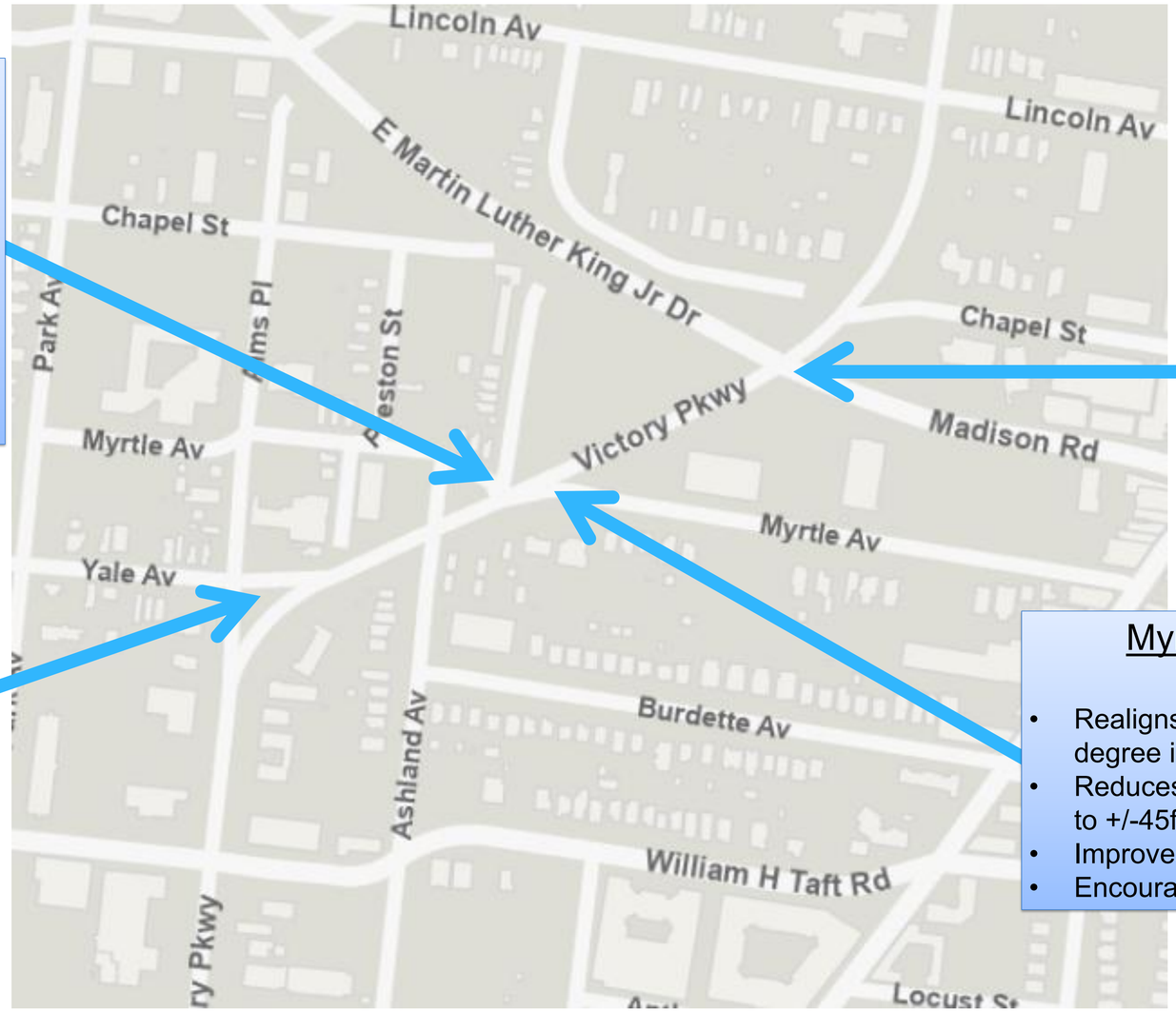
Intersection Enhancements

Ashland Avenue & Myrtle Intersection Removal or Realignment

- Currently two alternates at this intersection. (see larger plot for more information)
  - Alternate 1 removes the intersection and directs traffic to the Ashland signal.
  - Alternate 2 realigns the intersection and creates a cul-de-sac on Myrtle.

Yale and Alms Intersection Consolidation

- Combines two intersections into one.
- Reduces pedestrian crossing distance from +/-90 ft to +/-40 ft.
- Improves sight distances and visibility for all users.



MLK & Madison Slip Lane Removal

- Reduces the distance and number of crossings for pedestrians.
- Improves visibility between drivers, bicyclists, and pedestrians.

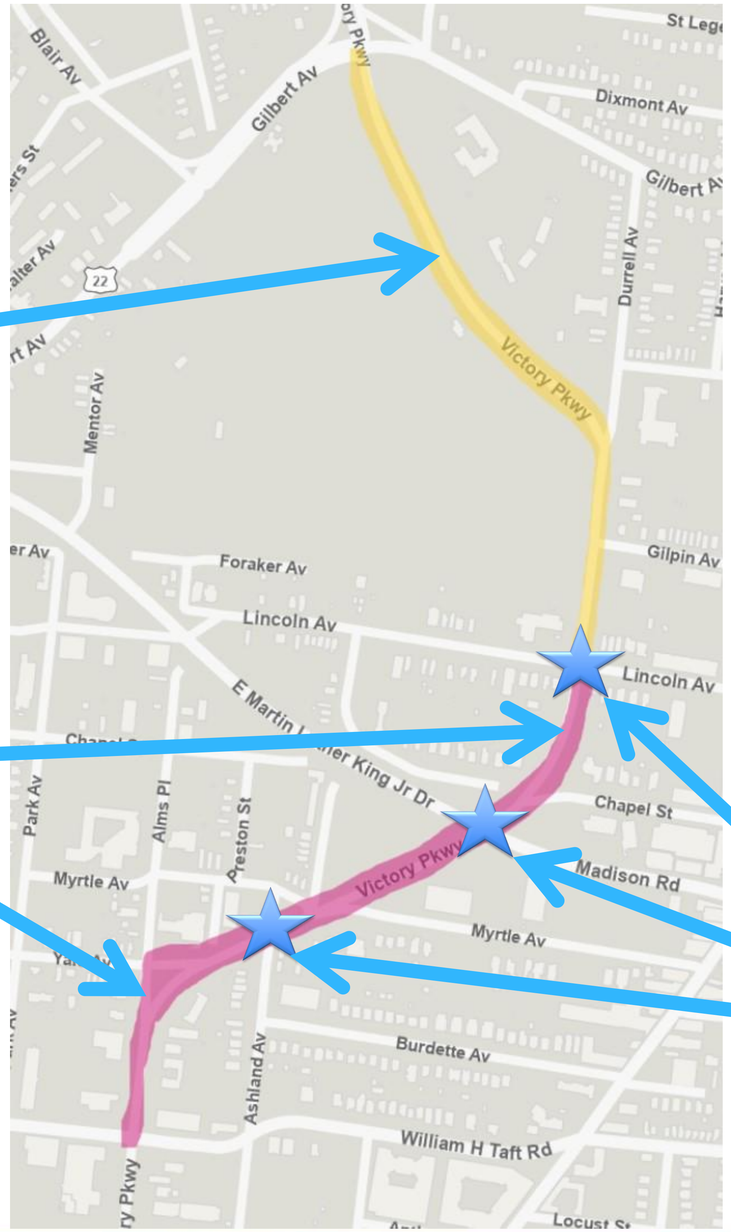
Myrtle Intersection Realignment

- Realigns Myrtle Avenue to a more conventional 90-degree intersection.
- Reduces pedestrian crossing distance from +/-90ft to +/-45ft.
- Improves sight distances and visibility for all users.
- Encourages slower, more controlled turns.

Lighting and Signals

LED streetlights will be replaced from Lincoln to Gilbert

Street Poles and LED lights from Taft to Lincoln will be replaced



Signals will be rebuilt at Ashland, MLK/Madison, and Lincoln

Key Benefits

- New lighting and signals **will improve safety, accessibility, and reliability** along the corridor.
- **Streetlighting improvements will enhance the safety for all users,** specifically at night when more than 25% of corridor crashes occur.
- **New energy-efficient streetlights** will reduce energy usage and improve reliability.
- **New poles will match the others along the corridor** to make the corridors appearance more consistent.
- Rebuilt traffic signals will **accommodate the new roadway design and improve accessibility for all users.**