



Toward A More Walkable, Prosperous Future  
South Cumminsville  
Built Environment: Opportunities for Change

# South Cumminsville

Built Environment: Opportunities for Change

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*This workshop was funded by US EPA's Office of Sustainable Communities under their Building Blocks for Sustainable Communities Program via a grant to the Project for Public Spaces (PPS). The Building Blocks program funds quick, targeted assistance to communities that face common development problems.*

PPS  
PROJECT FOR  
PUBLIC  
SPACES



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# I. South Cumminsville Walkability Workshop

Over 60 people came together Monday, June 24 and Tuesday, June 25 in South Cumminsville, Cincinnati to envision and take the next steps to move their community from behind the shadow of the freeway into a neighborhood that will show the rest of the city, and country for that matter, their pride and the power of community-driven action. Over 40% of families who live in the neighborhood do not own cars, not because of choice. Yet, the built environment—streets, buildings and land-use—do not support people on foot. There is no access to a grocery store with healthy food options, pharmacy, or medical clinic within walking distance. The only bus line that serves the community requires residents to transfer before reaching a grocery store; this can be extremely taxing on our elders or families with young children.

Embracing the known challenges, residents of South Cumminsville joined together with the vision of becoming the most livable neighborhood in Cincinnati.

***"Our best and absolute primary asset is our people ourselves. We are going up, we are not going to stay steady,"*** said Sister Barbara Busch, Executive Director of Working in Neighborhoods (WIN).

# I. South Cumminsville Walkability Workshop

About the neighborhood:

**91%** **African American**  
made up of 1,254  
households

**40%** Home  
ownership  
rate

**40%**  
Of the 3,200 people in  
S. Cumminsville are  
**Children**

**25%**  
Unemployment  
According to American  
Community Survey

S. Cumminsville commercial corridor is designated a  
**Historically Underutilized Business  
(HUB) Zone**



S. Cumminsville has a **strong sense of  
community and commitment to place**

# I. South Cumminsville Walkability Workshop

## About the Neighborhood:

South Cumminsville lacks connectivity, has poor walking conditions, few public transportation options and little employment opportunities in the commercial corridor. With a Walk Score of 43, the neighborhood is car dependent, with very few amenities within walking distance. There are ten vacant industrial buildings and four brownfields abutting the residential area. These factors, combined with an ODOT realignment of I-75 with no plan to address the impact of ramp closures on trucking routes and auto traffic, present a complex challenge for sustainability.

With little to no access to private automobiles—only one car per every four households—the report captures input and findings from the Walkability Workshop and outlines strategies for the Beekman-Elmore corridor. The following slides address the need for complete streets to ensure the health and safety of residents, and spur and support economic development opportunities. The report is intended to be a working document to help guide future conversations, partnerships and implementation strategies to build streets that accommodate all users equally in order to improve quality-of-life and increase economic opportunity for residents.

# I. South Cummins ville Walkability Workshop

The Walkable and Livable Communities Institute provided technical assistance to Working in Neighborhoods (WIN) to support WIN in their following overarching goals:

1. Ensure safety for children and other pedestrians and promote walkability in South Cummins ville through street improvements (i.e. enhancing crosswalks, sidewalks, lighting, bike lanes) which are needed in preparation for expanded highway interchange and arterial street network adjustments.
2. Improve access—connections—to surrounding neighborhoods.
3. Bring the Mill Creek Greenway Trail into South Cummins ville.
4. Protect the character of neighborhood residential streets and prepare for changes in traffic flow (including trucks and cars) to and from I-75 Mill Creek Expressway.
5. Increase access to employment centers by strengthening public transportation. Capture economic potential for commercial corridor development in a traditionally disinvested neighborhood.

# I. South Cumminsville Walkability Workshop

## About WIN:

WIN has been working for over 33 years to help revitalize Cincinnati's urban neighborhoods. Taking a collaborative approach, WIN works to bring together community leaders and residents to solve problems and address issues and barriers within the City's neighborhoods. WIN builds social capital by providing citizens with training, leadership skills and resources to home ownership and economic learning .

Working in Neighborhoods has a strong reputation for developing resident leaders and supporting community organizing efforts to increase transparency, inclusiveness and social equality in decision making, which was very apparent in the turn-out for the Walkability Workshop and action taken within several weeks following the workshop.

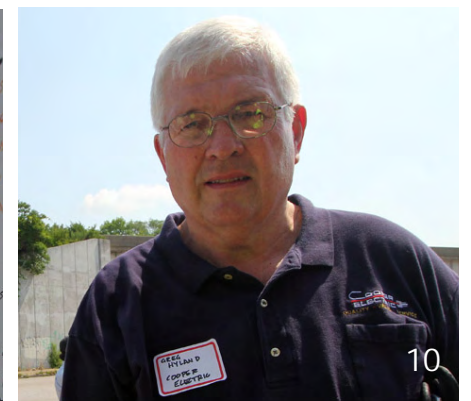
Working in Neighborhoods also leveraged the technical assistance award by applying for and receiving an AmeriCorps VISTA Summer Associate.



# Meet WIN



# Meet the Community



# I. South Cumminsville Walkability Workshop

## The Walkability Workshop & Walking Audit

The Walkability Workshop engages participants in problem solving through engaging presentations and interactive mapping exercises to assess the walkability and measure the quality of supporting land-uses—linking transportation planning with land-use and community planning. Residents and community leaders of South Cumminsville were able to envision together how complete streets create places that support opportunities for economic growth. The workshop helped to strengthen and build new partnerships, allowing participants to work together to identify next-steps and position the community to move towards action to implementation.

# I. South Cumminsville Walkability Workshop

## The Walkability Workshop & Walking Audit

The Walking Audit allows diverse groups of people—city county and state officials, planners, engineers, emergency responders, neighborhood leaders, community groups, and residents—to see, feel and hear problems up close and together. Walking Audits are one of the most powerful tools for people to discuss common issues of interest or concern related to the design, operation of streets, parks, open spaces, and to discuss security, safety, and other features of their community.

Together, participants of the South Cumminsville Walking Audit learned to observe and evaluate the performance of public space, which includes the street. A skill that they can replicate in the future to continue to educate and inspire residents and community leaders.

# South Cumminsville

Built Environment: Opportunities for Change



*“When people walk together, they not only are in step with one another, they discover together, dream together, achieve together.”*

Dan Burden, Co-founder WALC Institute

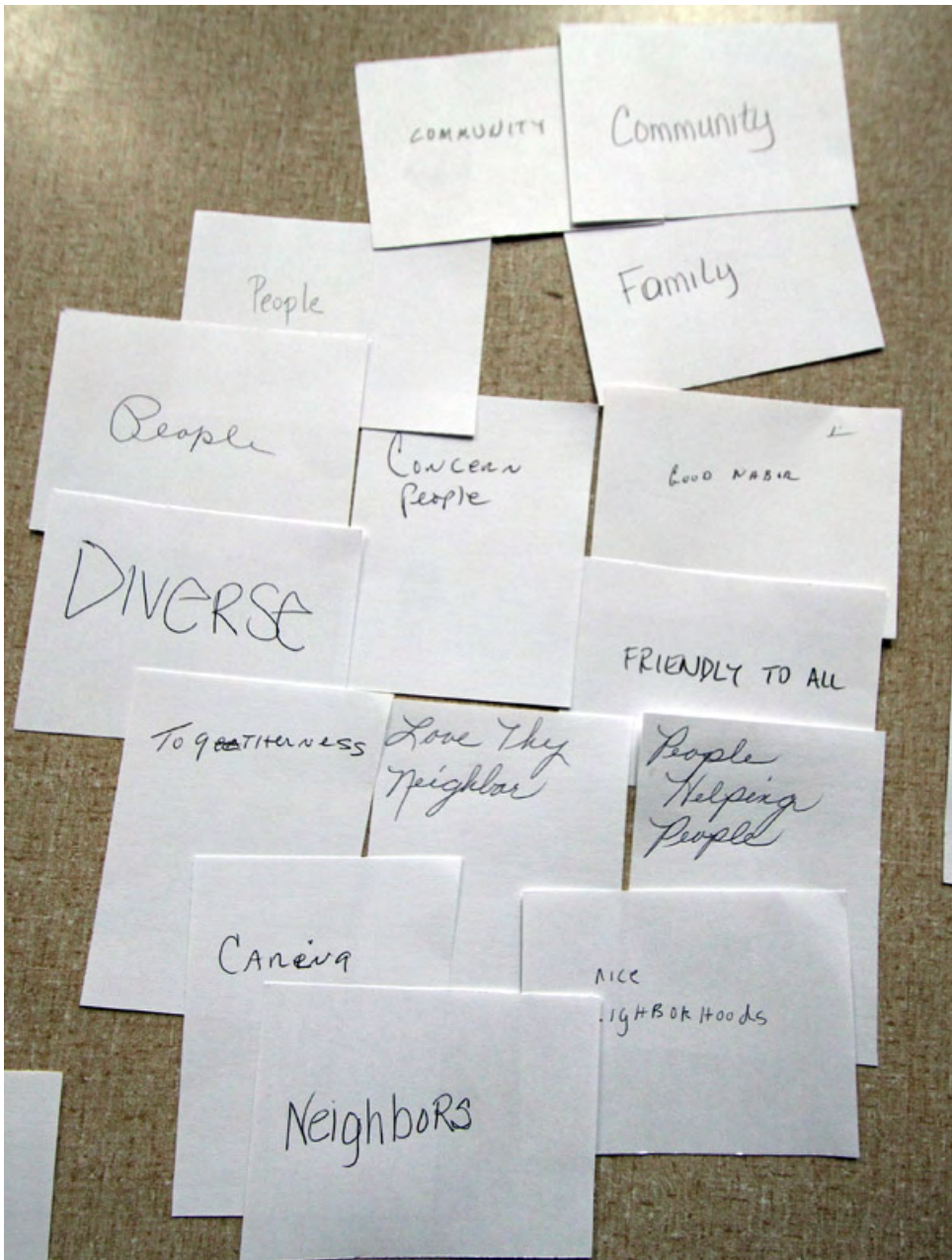
# Opening Community Presentation

South Cumminsville  
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# Identifying Values

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# Identifying Values

South Cumminsville  
Built Environment: Opportunities for Change





# Taking to the Streets— Walking Audit

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*Built Environment: Opportunities for Change*



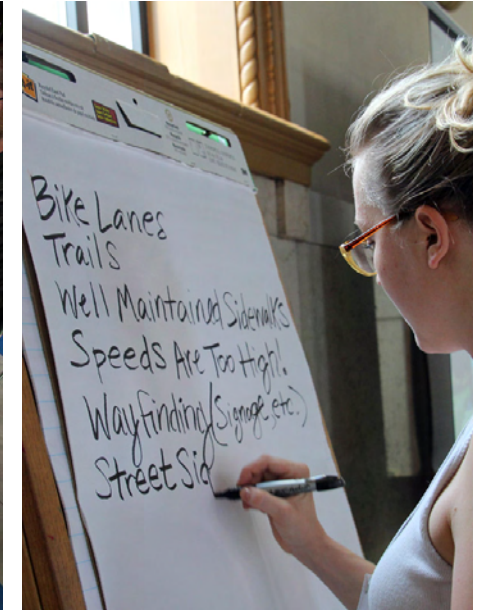
# Taking to the Streets— Walking Audit

South Cumminsville  
Built Environment: Opportunities for Change



# Next-Steps Planning

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# Closing—Talk Story

South Cumminsville  
Built Environment: Opportunities for Change



# Closing—Talk Story

South Cumminsville  
Built Environment: Opportunities for Change

Sister Barbra Busch, Executive Director of Working in Neighborhoods, shares her *aha!* moment during the closing Talk Circle.



## II. Existing Conditions Summary

The following key principles should be kept in mind for well-designed roads that accommodate all users:

- ***Design to accommodate all users.*** Street design should accommodate all users of the street, including pedestrians, bicyclists, transit users, vehicles, freight trucks, and emergency responders. Streets should work for all ages and abilities. A well-designed street provides appropriate space for all users to coexist.
- ***Design using the appropriate speed for the surrounding context.*** The right design speed should respect the desired role and responsibility of the street, including the type and intensity of land use, desired activities, and the overall safety and comfort of pedestrians and bicyclists. The speed of vehicles impacts all users of the street and the livability of the surrounding area. Lower speeds reduce crashes and injuries and increase the ability to turn safely, park safely, and to live, work, shop or play.
- ***Design for safety.*** The safety of all street users, especially the most vulnerable users (children, the elderly, and disabled) and modes (pedestrians and bicyclists) should be paramount in any design of the road. The safety of streets can be dramatically improved when all modes are taken into account in the design of our roads.

# Vehicle Speeds are Too Fast

Existing Condition

Overarching Opportunities

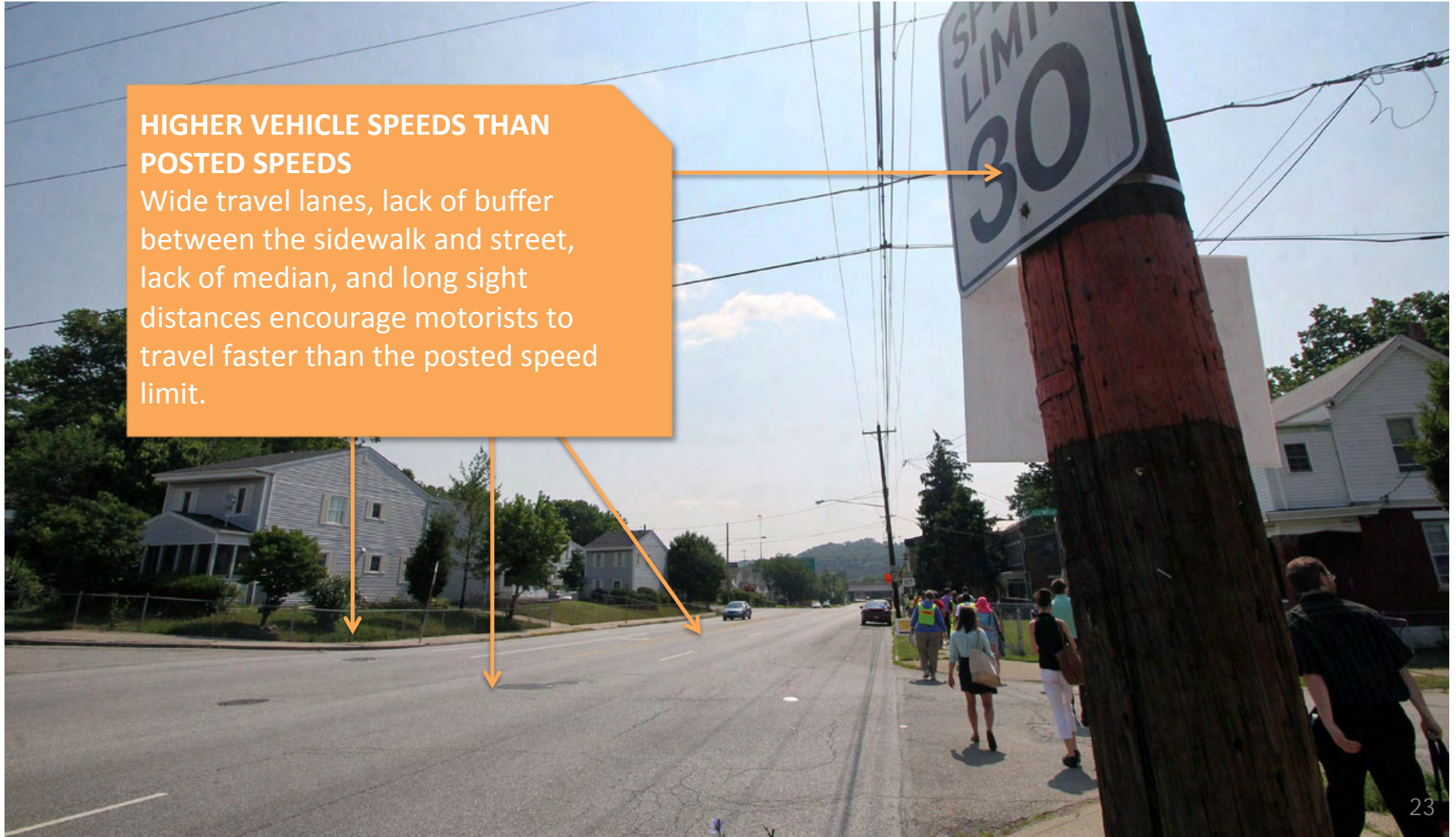
Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

## HIGHER VEHICLE SPEEDS THAN POSTED SPEEDS

Wide travel lanes, lack of buffer between the sidewalk and street, lack of median, and long sight distances encourage motorists to travel faster than the posted speed limit.



# Travel Lanes are Overly Wide

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects



## NEED FOR RIGHT-SIZED TRAVEL LANES

Overly wide travel lanes, lack of visual cues—street trees, buffered sidewalks, and on-street parking—create higher design speeds than posted speeds. The wider a roadway, the faster cars tend to travel. Wide roadways also, make for wide crossings—increasing the amount of time a person is exposed to the threat of being hit by a car and the amount of time cars have to wait for a person to cross. Pictured here, Beekman Street has travel lanes 20 feet wide.



# Complex Intersection

Existing Condition

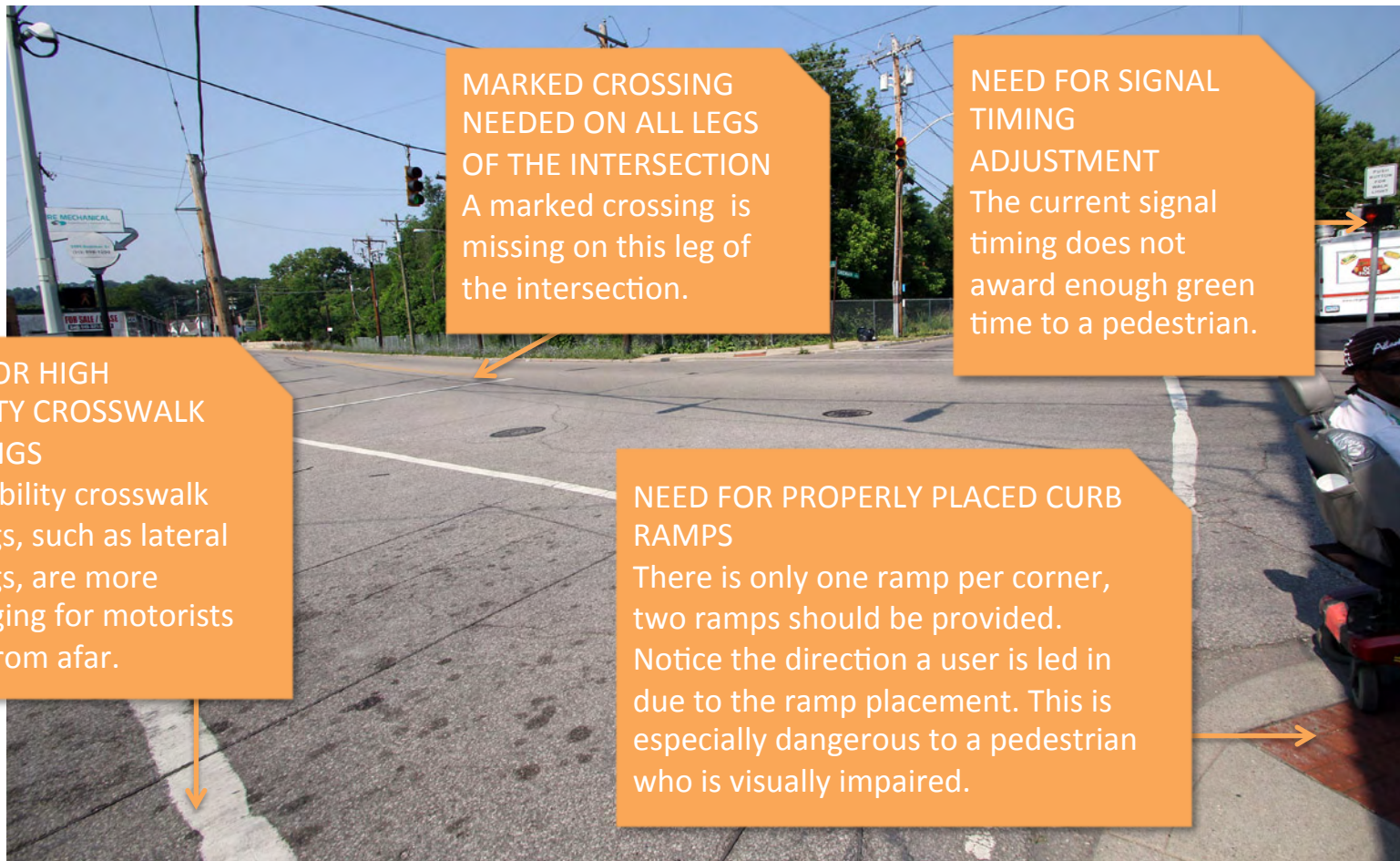
Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

## Intersection of Beekman Street & Dreman Avenue



# Overbuilt & Complex Intersection

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

## Intersection of Beekman Street & Elmore Street



**PEDESTRIANS HAVE BEEN LEFT OUT OF THE INTERSECTION DESIGN**  
Pedestrian bridges cause people on foot to take a longer, more indirect route, causing people to cross where they are not expected or discouraging people from walking.

**NEED CROSSING IMPROVEMENTS**  
Due to the pedestrian bridge, people have been left out of the intersection design. There is no marked crossing on this leg of the intersection. People need to get across the intersection safely and feel supported with features such as a compact intersection, pedestrian activated signals, and high visibility crosswalk markings.

**HIGHER SPEEDS THAN POSTED**  
The freeway on/off ramp causes many vehicles to travel at fast speeds, trying to make the green light.

# Complex Intersection

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

## Intersection of Elmore Street and Dirr Street



# Obstacles to Active Transportation

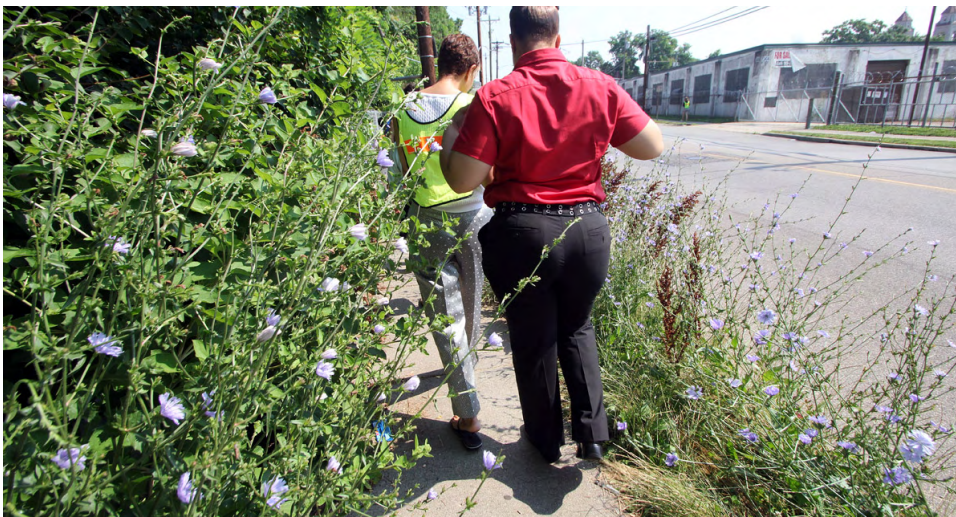
Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects



## OBSTACLES TO ACTIVE TRANSPORTATION: SIDEWALKS NEED TO BE MAINTAINED & ENHANCED TO MEET ADA COMPLIANCE

Many parts of S. Cumminsville are not ADA compliant due to narrow sidewalk widths or lack of maintenance. Utility poles, trees and signage block the pedestrian right of way. Tree roots, broken sidewalks, and raised cement provide hazards to pedestrians—especially wheeled users, elderly and children—who are often forced into the street.

# Obstacles to Active Transportation

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

## OBSTACLES TO ACTIVE TRANSPORTATION: TRANSIT SHELTERS & SEATING NEEDED

Over the past few decades, seating and other amenities have been removed from neighborhoods in order to discourage people from loitering. The negative effect of this approach is that S. Cumminsville now discourages residents and visitors from lingering or using public transportation. Note the absence of seating and shelter at this bus stop. Removing, or not including, amenities is not the answer. Benches, sheltered bus stops, water fountains, rest rooms, bike racks and other amenities to encourage active transportation place “eyes on the street”—or more people observing one another and their surroundings, discouraging unwanted behaviors.



# Lack of Security or 'Eyes on the Street'

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects



## LACK OF TRANSPARENCY & 'EYES ON THE STREET'

Boarded and barred windows and vacant buildings do not honor the street or watch over people. When we are observed, we place 'eyes on the street' making the community more comfortable, safe and enjoyable. A sense of place is created when buildings watch over the street and streets are designed so that buildings are not set back away from the street—land-use and transportation planning work together. In order to have 'eyes on the street' maximize transparency and remove barricades so that 70% to 90% of the ground floor building face is transparent (glass).

# Lack of Security or 'Eyes on the Street'

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects



*What signs are buildings and land-use sending to the community?*

## NEED FOR BETTER LAND-USE MIX

Land-use mix allows for diversity, which can contribute to, or detract from livable communities. Completely separating land-uses, such as residential and commercial, from each other can create places that are underused during certain times of the day. Careful transition between land-uses is critical to ensuring an activity promotes the right uses throughout all hours of the day. Many of the land-uses in S. Cumminsville are not supporting healthy lifestyle choices. The area is highly industrial and lacks a grocery store that offers fresh food; S. Cumminsville is a food desert.

# Need to Unite Land-Use & Transportation Planning

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

## NEED FOR ON-STREET PARKING

We have harmed more places in America by insisting that we need massive amounts of off-street parking. Off-street parking takes up three times more space than on-street parking. On-street parking is more effective than off-street parking. On-street parking visually narrows streets and brings down traffic speeds, while providing the most sustainable and affordable parking. Speeds are brought down even more when tree wells are used to provide a canopy on the street. Tree wells can be placed every three to five spaces to create a beautiful green edge and the asphalt can be restored to create more green space and place through outdoor eating spots.



*Imagine how Mr. Gene's Dog House can become an even larger community hub—gathering space—if the asphalt is greened or used for other creative placemaking initiatives.*



### III. Overarching Opportunities

- ① ADDRESS Design & Posted Speed
- ② NARROW Travel Lanes
- ③ IMPROVE Crossings
- ④ ADDRESS Complex Intersections
- ⑤ PUT Overly Wide Streets on a Road Diet
- ⑥ MAINTAIN & ENHANCE Sidewalks
- ⑦ DESIGN For Livability
- ⑧ CREATE Sense of Place

# ① ADDRESS Design & Posted Speed

Existing Condition

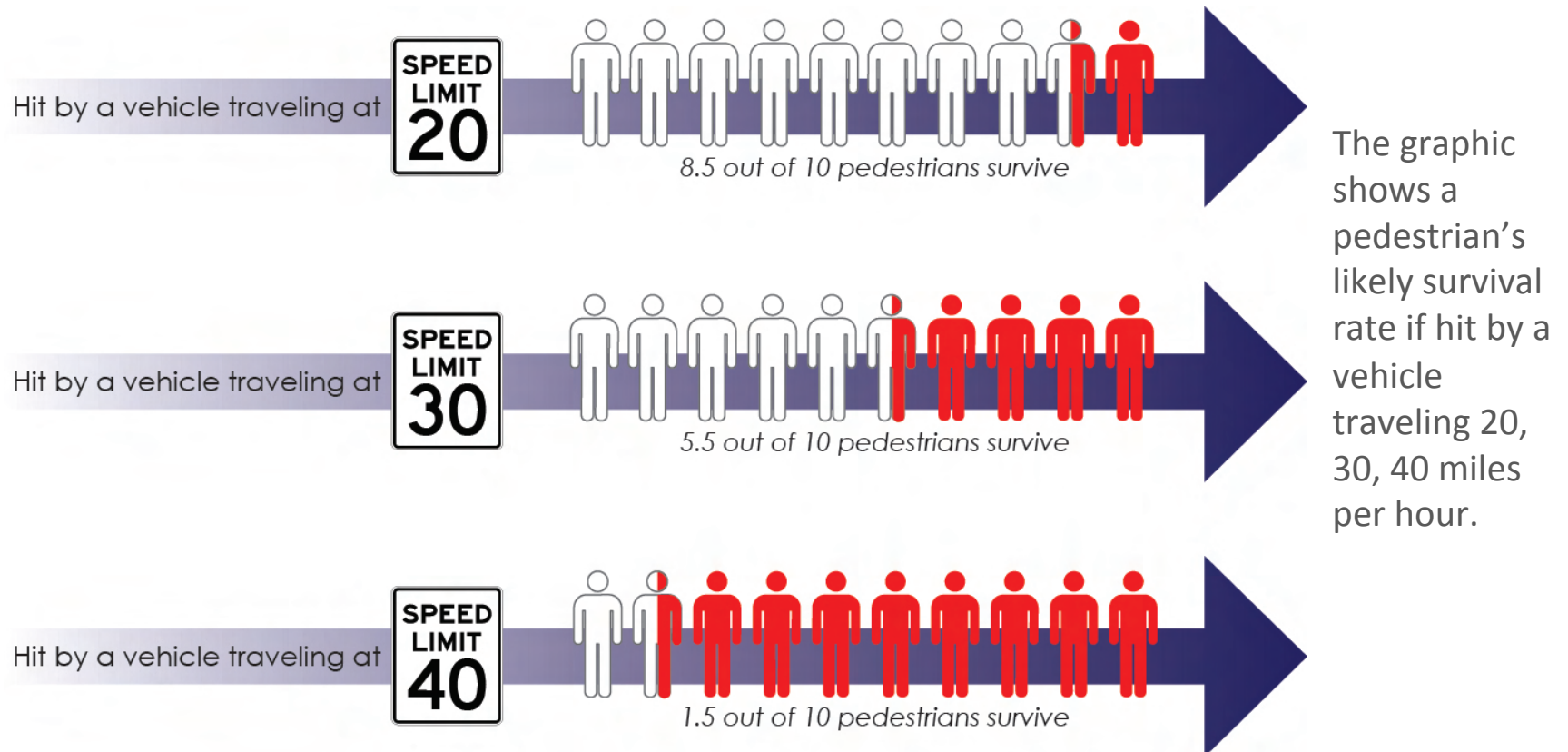
Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

Vehicle speeds are too fast. Set and design for a target speed. **Also known as “desired operating speed” of a street, “target speed” is the speed desired to ensure that all modes (vehicular traffic, transit, freight/delivery, pedestrians and bicyclists) can operate efficiently, effectively, safely and comfortably.**



# ① ADDRESS Design & Posted Speed

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

Establishing a target speed that is artificially low relative to the design of the roadway may result in operating speeds that are higher than desirable and difficult to enforce. The design of our roadways must be consistent with the target speed desired. Oftentimes, agencies will design roadways to their highest design speed—the speed used to determine the various design features of the roadway—given the surrounding context, environmental quality, land uses, aesthetics and social impacts. This means that the design often encourages higher speeds because the roadways read faster to the driver.

Workshop participants identified that speeding was an issue, especially on Beekman and Elmore Streets. The current posted speed is 30 mph. Continue to establish community awareness of the problem. The public needs to understand that drivers are speeding and the consequences of speeding on pedestrian safety, neighborhood revitalization and economic development. Raising awareness about the problem will change some behaviors and create public support to ensure planners and engineers work together to add features that allow the target speed to be achieved and maintained. The recommended target speed is 25-30 mph.

# ① ADDRESS Design & Posted Speed

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects



The design of this roadway is consistent with the target speed desired. Note the treatments utilized:

- Sight distance
- Street trees
- Lane Widths
- Access density
- Median
- On-street Parking

# ① ADDRESS Design & Posted Speed

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

Example: Nord Avenue, Chico, CA



*What street treatments—traffic calming tools—can be added to help manage and bring down speeds?*

# ① ADDRESS Design & Posted Speed

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

Example: Nord Avenue, Chico, CA



Add parking, lighting, colorized treatments and vegetation.

# ① ADDRESS Design & Posted Speed

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

Example: Nord Avenue, Chico, CA



Add on-street parking, which creates a buffer between motorists and pedestrians.

# ① ADDRESS Design & Posted Speed

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

Example: Nord Avenue, Chico, CA



Add trees, creating a vertical wall to define the edge.



# ① ADDRESS Design & Posted Speed

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

Example: Nord Avenue, Chico, CA



Add a terminating vista to slow traffic as it approaches.

# ① ADDRESS Design & Posted Speed

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

Example: Nord Avenue, Chico, CA



Public investment primes private development to watch over the street.

## ② NARROW Travel Lanes

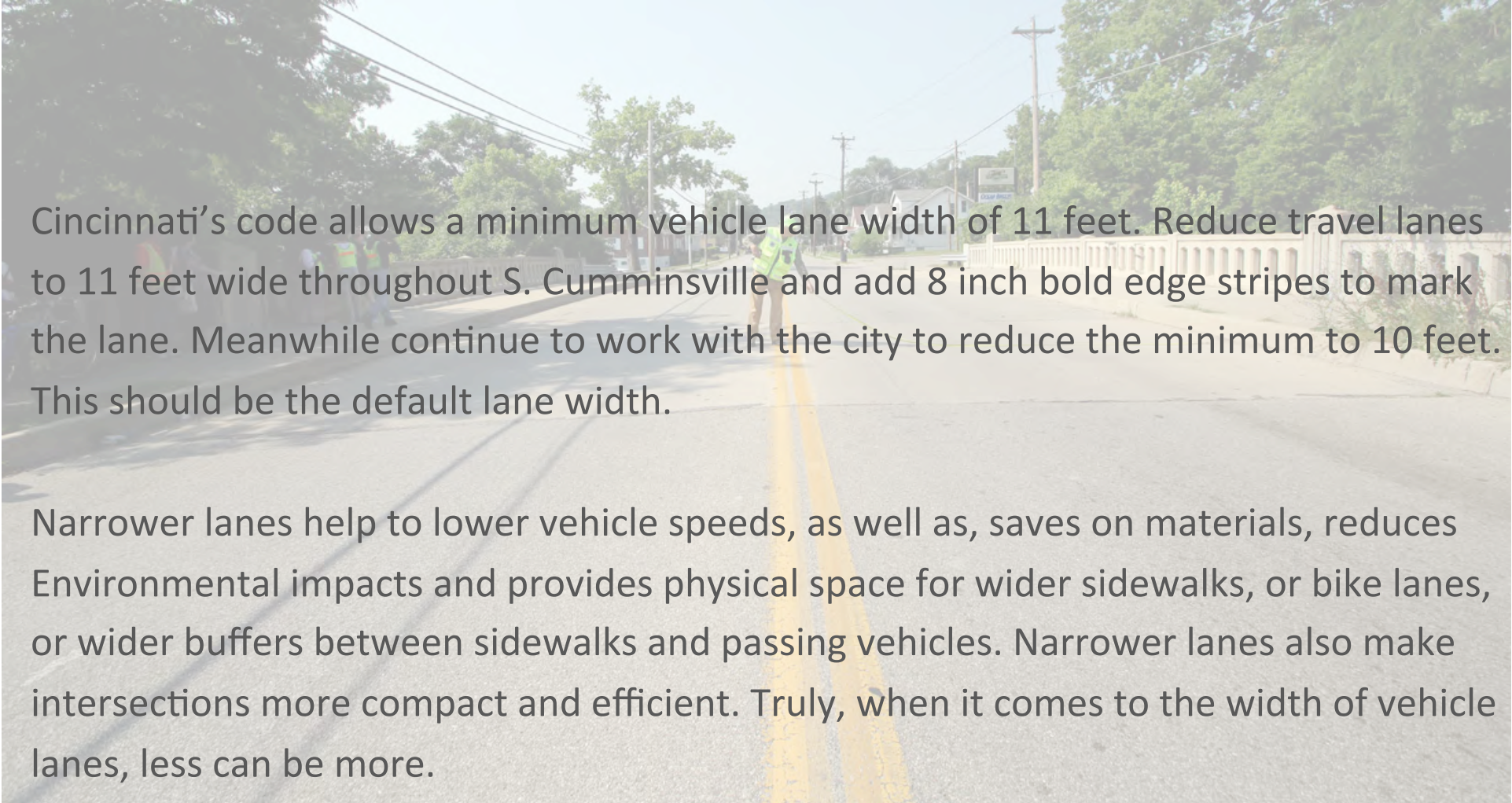
Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects



Cincinnati's code allows a minimum vehicle lane width of 11 feet. Reduce travel lanes to 11 feet wide throughout S. Cumminsville and add 8 inch bold edge stripes to mark the lane. Meanwhile continue to work with the city to reduce the minimum to 10 feet. This should be the default lane width.

Narrower lanes help to lower vehicle speeds, as well as, saves on materials, reduces Environmental impacts and provides physical space for wider sidewalks, or bike lanes, or wider buffers between sidewalks and passing vehicles. Narrower lanes also make intersections more compact and efficient. Truly, when it comes to the width of vehicle lanes, less can be more.

## ② NARROW Travel Lanes

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects



- Curb extensions and midblock crossings reduce vehicle speeds and reduce the crossing distance for pedestrians
- Parked cars provide an important buffer between people on the sidewalk and vehicles moving in the travel lane
- Narrowed travel lanes at the intersection reduce vehicle speeds at key points of conflict between people and cars
- A bold, thick edge stripe delineates space for the moving cars and the parked cars

## ② NARROW Travel Lanes

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects



A vision for Pensacola, FL—Narrowing lanes provides space for on-street parking and bike lanes to be painted. Overtime, curb extensions can be built to reduce crossing distance and create better sightlines for motorists and pedestrians.

### ③ IMPROVE Crossings

Existing Condition

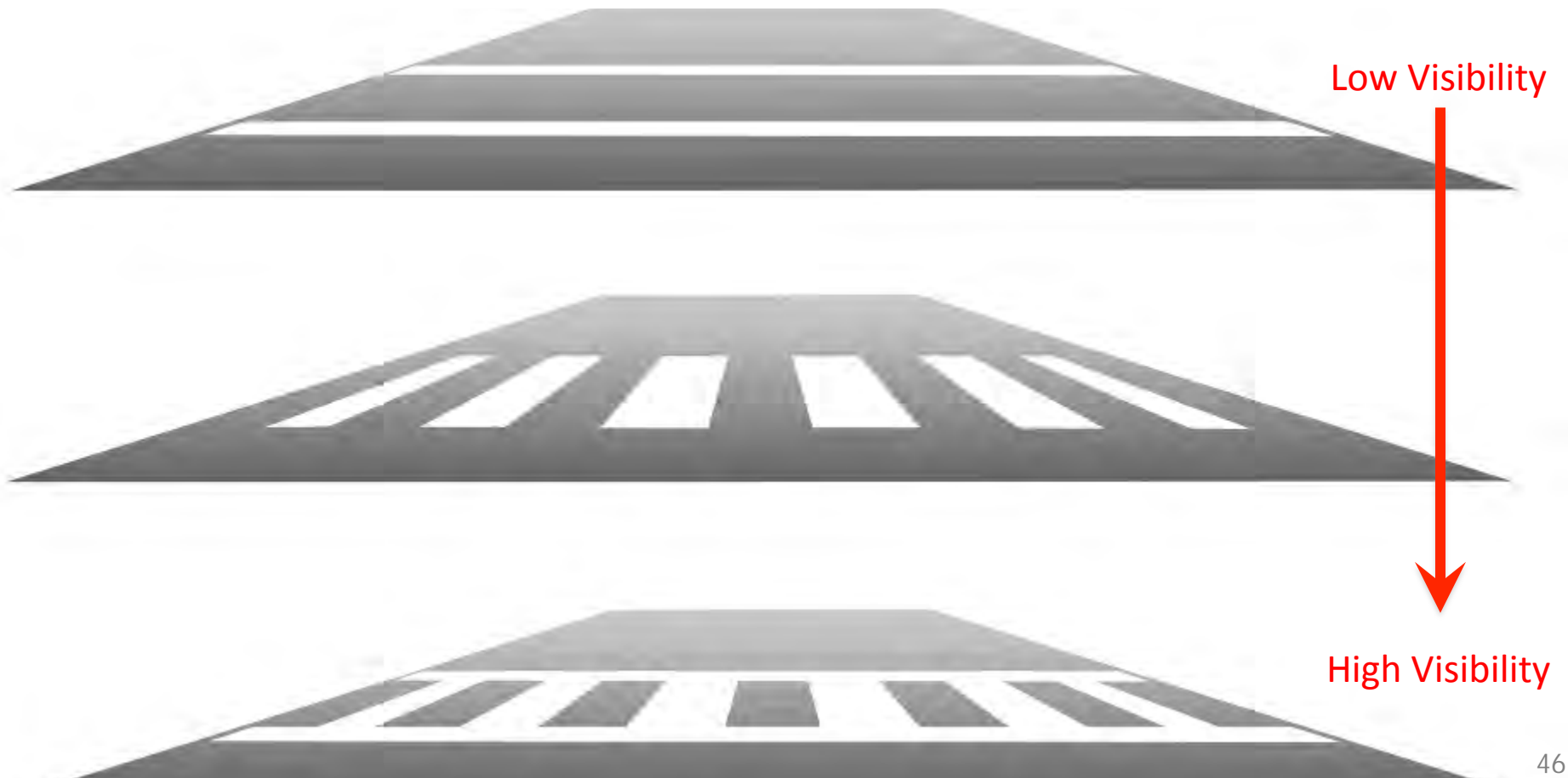
Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

Crosswalk Marking Types: crosswalks with markings parallel to the driver's viewpoint are most visible.



# ③ IMPROVE Crossings

Existing Condition

Overarching Opportunities

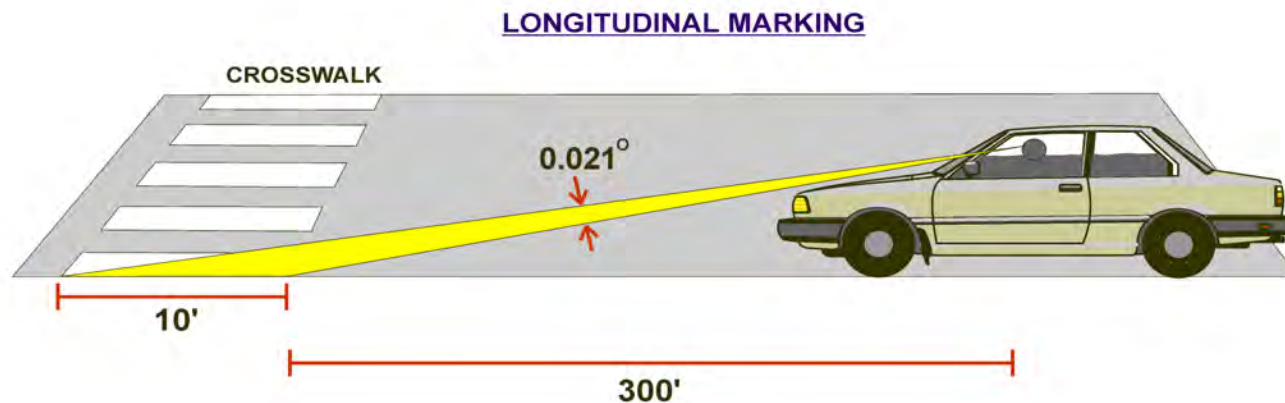
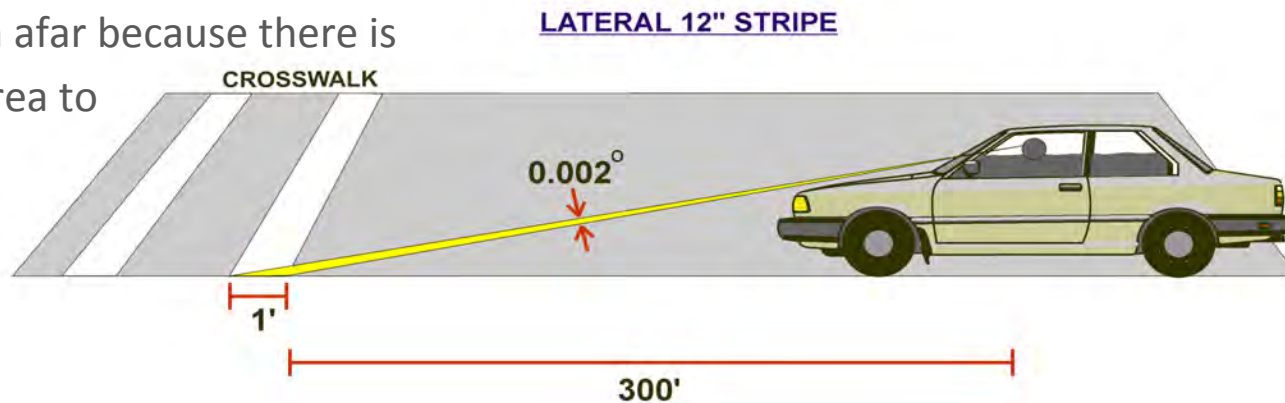
Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

## USE High Visibility Crosswalk Markings

Longitudinal markings are more visible to a driver from afar because there is more surface area to be seen.



## ③ IMPROVE Crossings

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

### with High Visibility Crosswalk Markings

Ladder-style crosswalk markings provide added support for people with visual impairments. The color contrast shown here, in El Cajon, CA, isn't required in uniform traffic standards, but can be adopted by communities to better support active transportation.





## ③ IMPROVE Crossings

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

### with High Visibility Crosswalk Markings & Pedestrian Crossing Islands

A pedestrian crossing island on La Jolla Blvd. in San Diego, CA allows pedestrians to cross one travel lane at a time, making the crossing far less complex because pedestrians focus on one lane of traffic at a time.



## ③ IMPROVE Crossings

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

with High Compact Mid-Block Crossings with Curb Extensions



## ③ IMPROVE Crossings

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

### with Pedestrian Crossing Island at Mid-Block Crossings

A pedestrian crossing island are the best tool for simplifying the crossing of wide streets. Crossing islands are used on all categories of streets. Well designed crossing islands achieve yielding rates above 80%. Many other tools—Rapid Flash Beacons or raised crossings—can be used to improve yielding behaviors.



## ③ IMPROVE Crossings

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

### With Pedestrian Crossing Islands at Mid-block Crossings

Pedestrian crossing islands not only narrow the crossing width for the pedestrian, but used with curb extensions, they get pedestrians out beyond parked cars and other visual obstructions, as seen in Golden, CO.



## ③ IMPROVE Crossings

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

### With Pedestrian Crossing Islands at Mid-block Crossings

This travel lane is narrowed to 8 feet, with an additional 1 foot of pavement on either side, helping to visually narrow the lane so the driver has the perception that the lane narrows, slowing down and becoming more vigilant.



## ④ ADDRESS *Complex Intersections*

Existing Condition

Overarching  
Opportunities

Low-Hanging Fruit

Mid-Range  
Projects

Long-Range  
Projects

This section includes the following best practices to enhancing complex intersections overtime:

*CREATE* Compact Intersections

*CHOOSE* Safer Intersection Treatments

## ④ ADDRESS Complex Intersections

Existing Condition

Overarching Opportunities

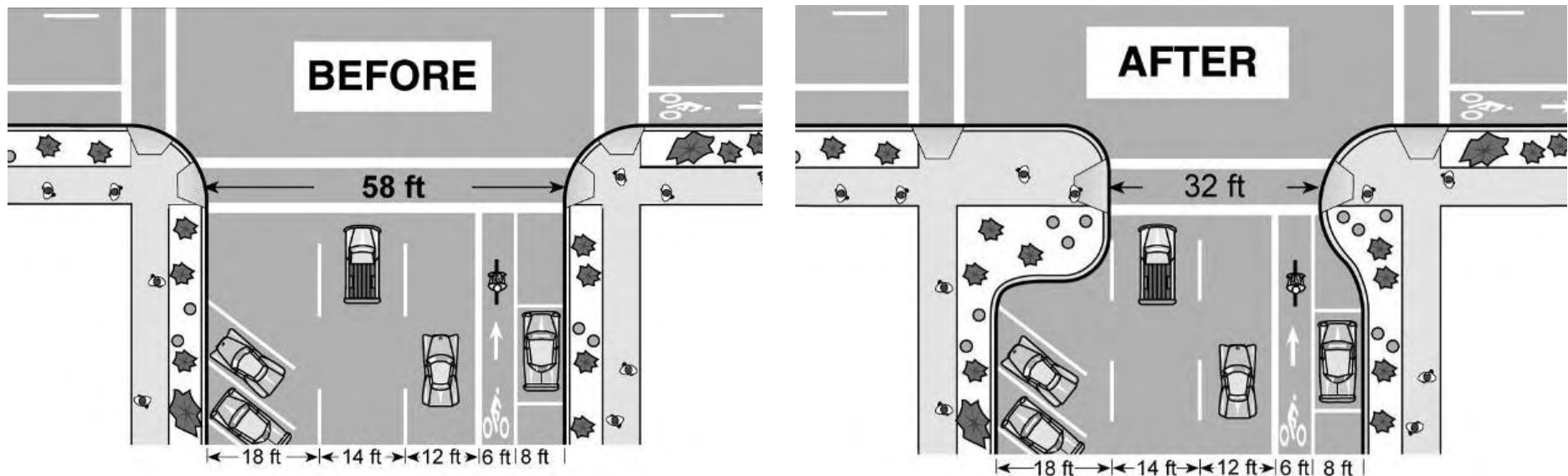
Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

### CREATE Compact Intersections by Installing Curb Extensions

**Curb extensions** reduce crossing widths and further calm traffic when installed at all intersections and side streets. A key intersection in S. Cumminsville for needing curb extensions is at Beekman Street and Dreman Avenue. All intersections throughout should be studied to create more compact intersections that promote walking and the desired neighborhood-scale land-uses—grocery stores, corner markets, parks, etc.



## ④ ADDRESS Complex Intersections

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

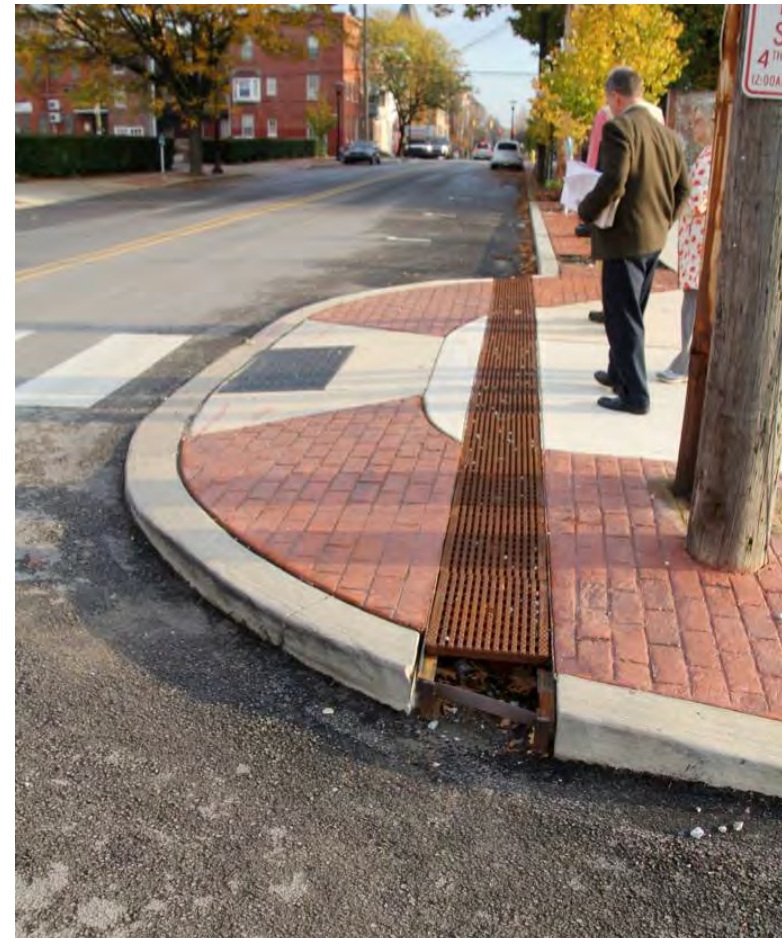
Mid-Range Projects

Long-Range Projects

### CREATE Compact Intersections

The proper use of curb extensions:

- Reduces crossing distance
- Improves safety for pedestrians and motorists at intersections
- Increases visibility and reduces speed of turning vehicles
- Encourages pedestrians to cross at designated locations
- Prevents motor vehicles from parking at corners





## ④ ADDRESS *Complex Intersections*

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

# CREATE Compact Intersections with Curb Extensions



# ④ ADDRESS Complex Intersections

Existing Condition

Overarching Opportunities

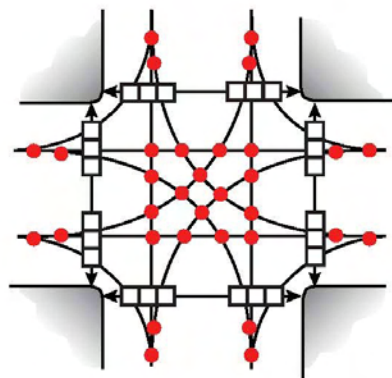
Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

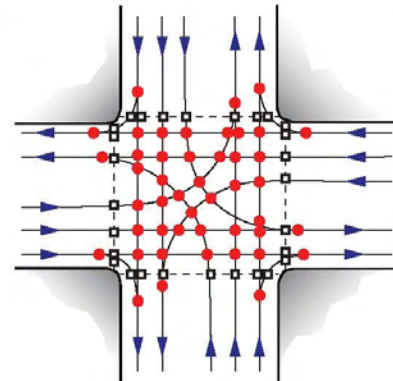
## CHOOSE Safer Intersection Treatments

A roundabout only has  $\frac{1}{4}$  of the number of potential conflicts compared to conventional intersections. Vehicles enter at lower speeds to due softer angle. The added response time of either driver allows up to 90% of personal injury crashes to be eliminated.



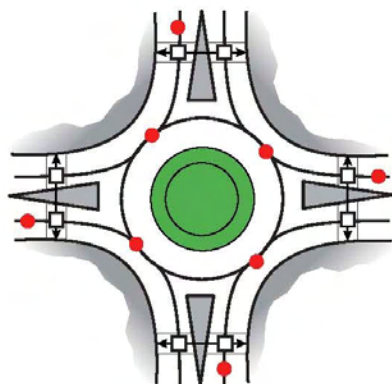
Conflicts at a conventional intersection with single lanes in each direction

- 32 vehicle-to-vehicle conflicts
- 24 vehicle-to-person conflicts



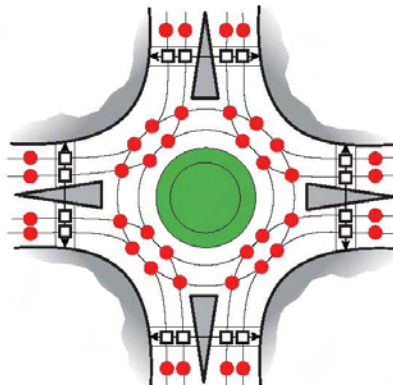
Conflicts at a conventional intersection with double-lanes and left-turn lane in each direction

- 46 vehicle-to-vehicle conflicts
- 28 vehicle-to-person conflicts



Conflicts at a single-lane, modern roundabout

- 8 vehicle-to-vehicle conflicts
- 8 vehicle-to-person conflicts



Conflicts at a double-lane, modern roundabout

- 24 vehicle-to-vehicle conflicts
- 16 vehicle-to-person conflicts

## ④ ADDRESS **Complex Intersections**

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

### CHOOSE Safer Intersection Treatments

A roundabout, in Hamburg NY, provides safer crossings, improves efficiency, reduces accidents, reduces noise, increase surrounding land values and reinforce place by creating a beautiful terminating vista—or gateway feature—providing many benefits to the neighborhood.



## ④ ADDRESS Complex Intersections

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

### CHOOSE Safer Intersection Treatments

Which intersection can handle more vehicles per day?



## ④ ADDRESS Complex Intersections

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

### CHOOSE Safer Intersection Treatments

The roundabout can handle the same amount of vehicles per day and is quieter, safer, and more efficient.



## ④ ADDRESS **Complex Intersections**

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

### CHOOSE Safer Intersection Treatments

#### **Studies show that roundabouts provide:**

- 90% reduction in fatal crashes
- 75% reduction in injury crashes
- 30-40% reduction in pedestrian crashes
- 10% reduction in bicycle crashes

#### **Increased capacity & reduced delay:**

- 30-50% increase in traffic capacity
- Because drivers can take advantage of any gaps in traffic flow, there is less overall delay

#### **Lower maintenance costs:**

- No signal equipment to install, repair and rebuild, which has a saving of \$13,000 to \$20,000 per year for every signalized intersection
- When storms or human error cause power outages, roundabouts still function

#### **Environmental benefits:**

- There is a reduction in pollution and fuel use
- There is less noise due to fewer stops and starts

#### **Aesthetics:**

- Roundabouts improve the visual quality and character through landscaping,

*sculptures and other gateway features that celebrate place*

#### **Vehicle speeds (under 25mph):**

- Drivers have more time to judge and react to other vehicles and pedestrians
- Conditions are easier for older and novice drivers
- Businesses have more exposure
- There is a reduction in the severity of accidents if they do occur
- All modes are safer and integrate better
- A gateway is formed which establishes place and provides traffic calming benefits

## ④ ADDRESS Complex Intersections

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

CHOOSE Safer Intersection Treatments



Best Practice: Brighton, Michigan

## ④ ADDRESS Complex Intersections

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

CHOOSE Safer Intersection Treatments



Best Practice: University Place, WA



## ④ ADDRESS Complex Intersections

Existing Condition

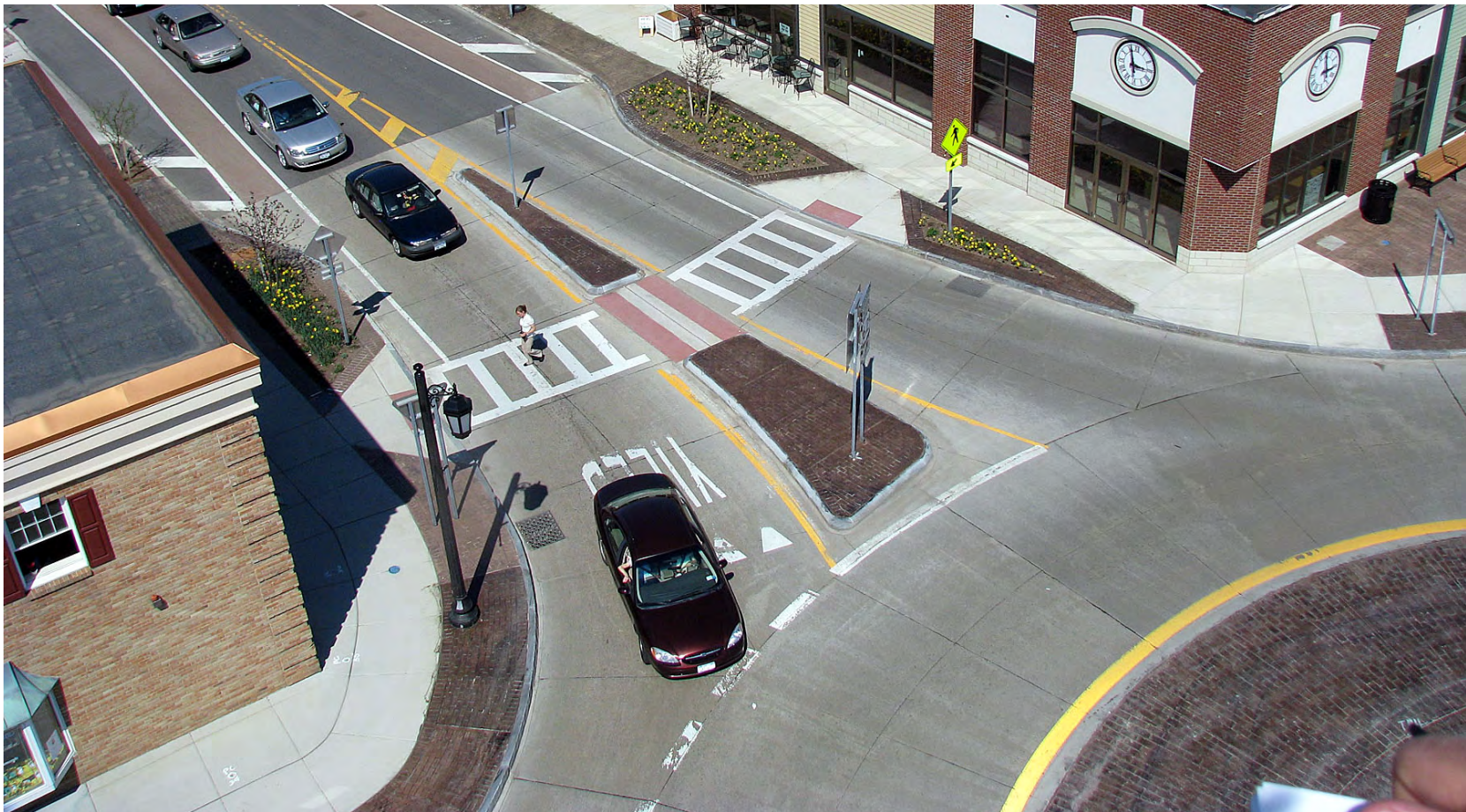
Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

### CHOOSE Safer Intersection Treatments



Best Practice: Hamburg, New York

## ④ ADDRESS Complex Intersections

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

### CHOOSE Safer Intersection Treatments



Best Practice: Maui County A video by Dan Burden showing how pedestrian crossings are included in roundabout design.

## ⑤ PUT Overly Wide Streets on a Road Diet

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

### Right-Size Streets

Elmore Street is overly wide. At present, two travel lanes in either direction and a center turn lane exist. The sidewalk is attached to the street—no landscaped buffer. While buildings front the street there are no marked or safe crossings to help people on foot cross.



# ⑤ PUT Overly Wide Streets on a Road Diet

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

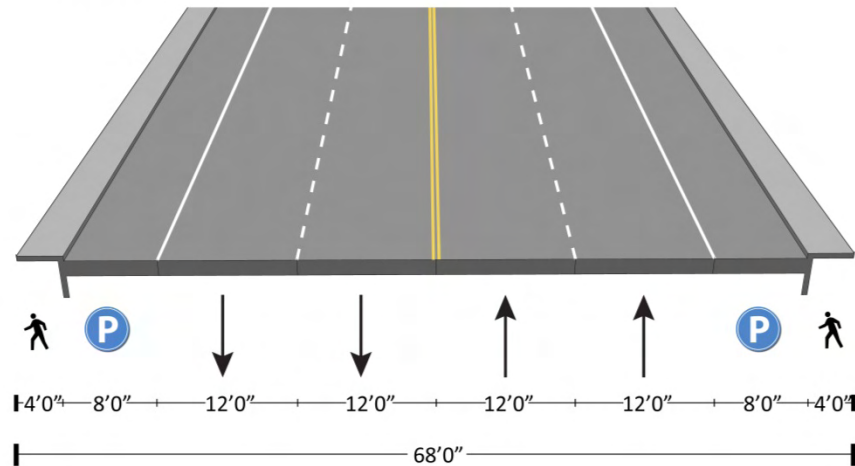
Mid-Range Projects

Long-Range Projects

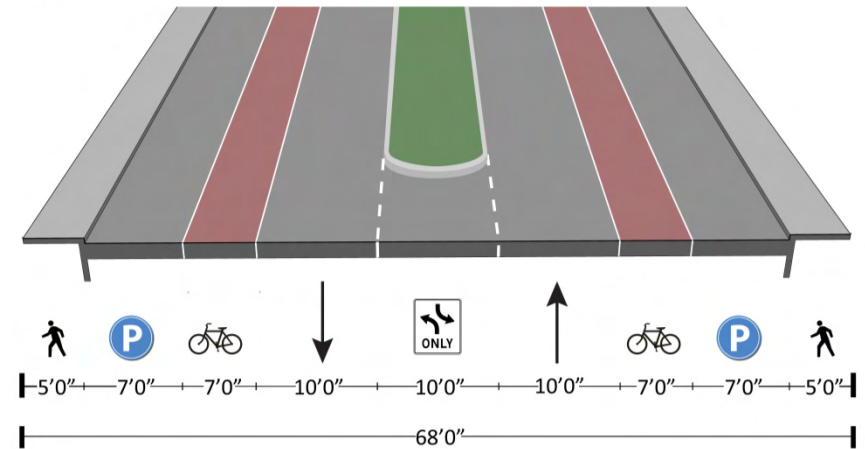
## Right-Size Streets

The wider a roadway, the faster people tend to drive. In many neighborhoods with freeway access, the desire to speed motorists through the neighborhood at the beginning or end of the workday led to roads being built too wide, with too many lanes. This is detrimental to residential, commercial activity and walkability. One possible solution is a road diet on Elmore and Beekman Streets.

Before Road Diet



After Road Diet



## ⑤ PUT Overly Wide Streets on a Road Diet

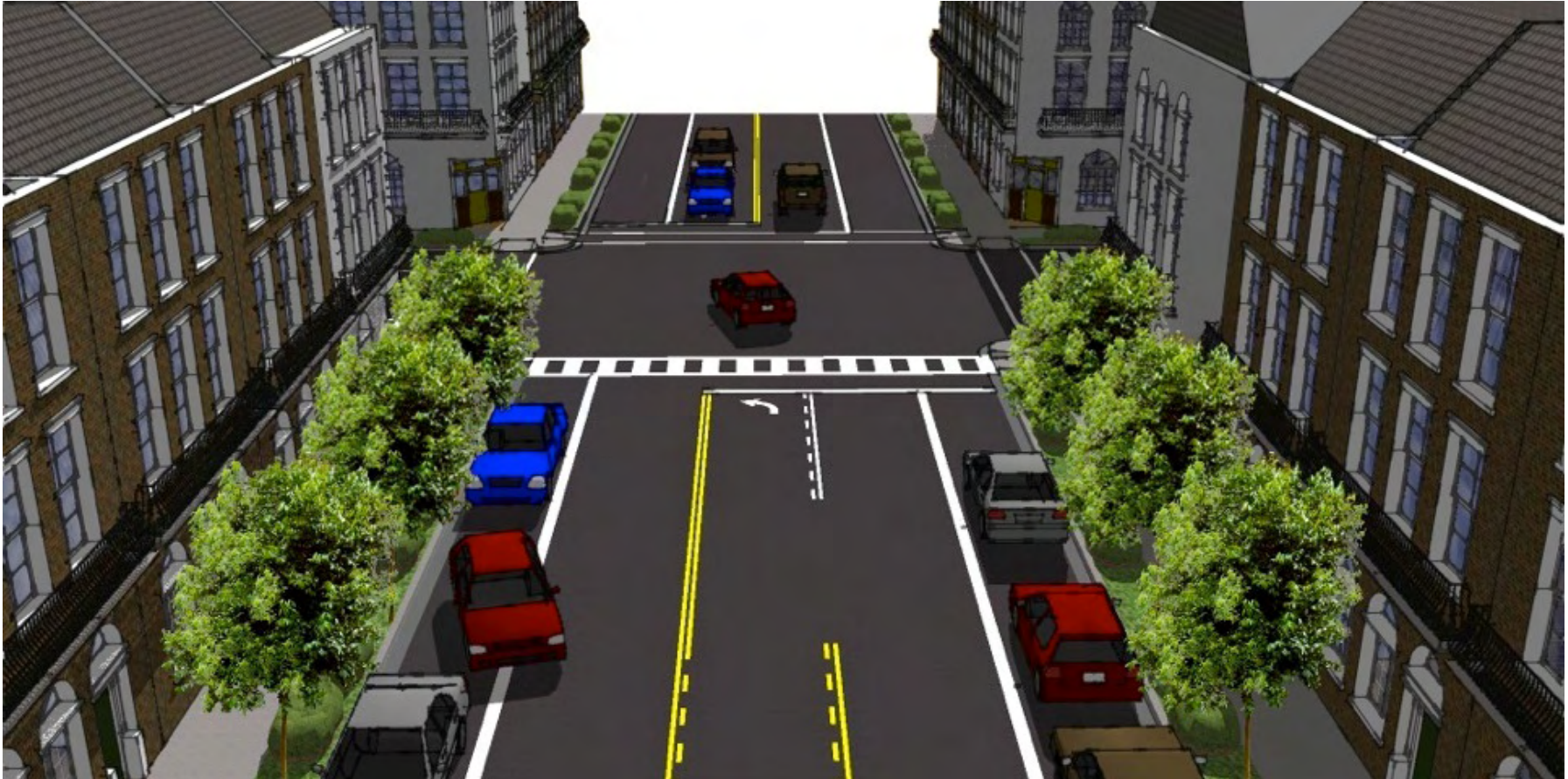
Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects



- Space is reallocated for uses that increase “foot traffic,” such as wider sidewalks, buffers between travel lanes and sidewalks, on-street parking, bike lanes, landscaped medians or some combination thereof.
- The center lane allows emergency vehicles to pass and allows cars to go around cars parking and un-parking.

## ⑤ PUT Overly Wide Streets on a Road Diet

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

**Learn from other communities!** The crossing on La Jolla Blvd. in the Bird Rock neighborhood of San Diego, CA used to be 78 feet.



## ⑤ PUT Overly Wide Streets on a Road Diet

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

With a road diet and intersection tools in place on La Jolla Blvd. in San Diego, CA, pedestrians now only cross 14 feet at a time.



## ⑤ PUT Overly Wide Streets on a Road Diet

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

After a road “diet” in Terre Haute, Indiana.





## ⑥ MAINTAIN & ENHANCE Sidewalks

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects



A residential sidewalk is composed of four zones: frontage zone, walk-talk zone, furniture zone, and curb zone.

**Frontage Zone:** is where a property abuts the sidewalk.

**Walk-Talk Zone:** is the central section of the sidewalk. In order for two people to walk side by side comfortably, the walk-talk zone should be a minimum of 5 feet wide.

**Furniture Zone:** is the 3 to 4 feet closest to the road where trees, a vegetative buffer, street signs, utilities, benches and other 'furniture' are placed.

**Curb Zone:** is the section where the pedestrian or bicyclist transitions to/from the street.

## ⑥ MAINTAIN & ENHANCE Sidewalks

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

Sidewalks require high levels of design and care. It is within the protected spaces of a sidewalk where people move freely, and also spend time engaging with others and enjoying their public space. Sidewalks work best when they are fully buffered from moving traffic with well cared for and maintained landscaped edges. Color, texture, street furniture and other materials can distinguish functional areas of sidewalks.



*All new construction should ensure that the walk-talk zone is at least 5 feet wide.*

When building a sidewalk, contractors should be advised to use trowel cuts, rather than saw cuts that provide a larger gap than what is needed, causing a bumpy ride or sticking points for walking canes. **Trowel cuts create a better surface for wheelchairs and wheeled devices.**



Whether for decorative purposes or to allow for sidewalk expansion, the goal is to keep the surface level and to avoid creating more obstacles for all pedestrians, including wheeled users.

# ⑥ MAINTAIN & ENHANCE Sidewalks

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects



## Use Tree Wells

When the furniture zone is absent—sidewalk is attached to the street— or very narrow, tree wells can be used. Tree wells help green the street, provide shade, slow street speeds and provide inset parking.

## ⑥ MAINTAIN & ENHANCE Sidewalks

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

To enhance overall public safety, the public realm must provide opportunities for people to interact comfortably and build community.



## ⑥ MAINTAIN & ENHANCE Sidewalks

Existing Condition

Overarching Opportunities

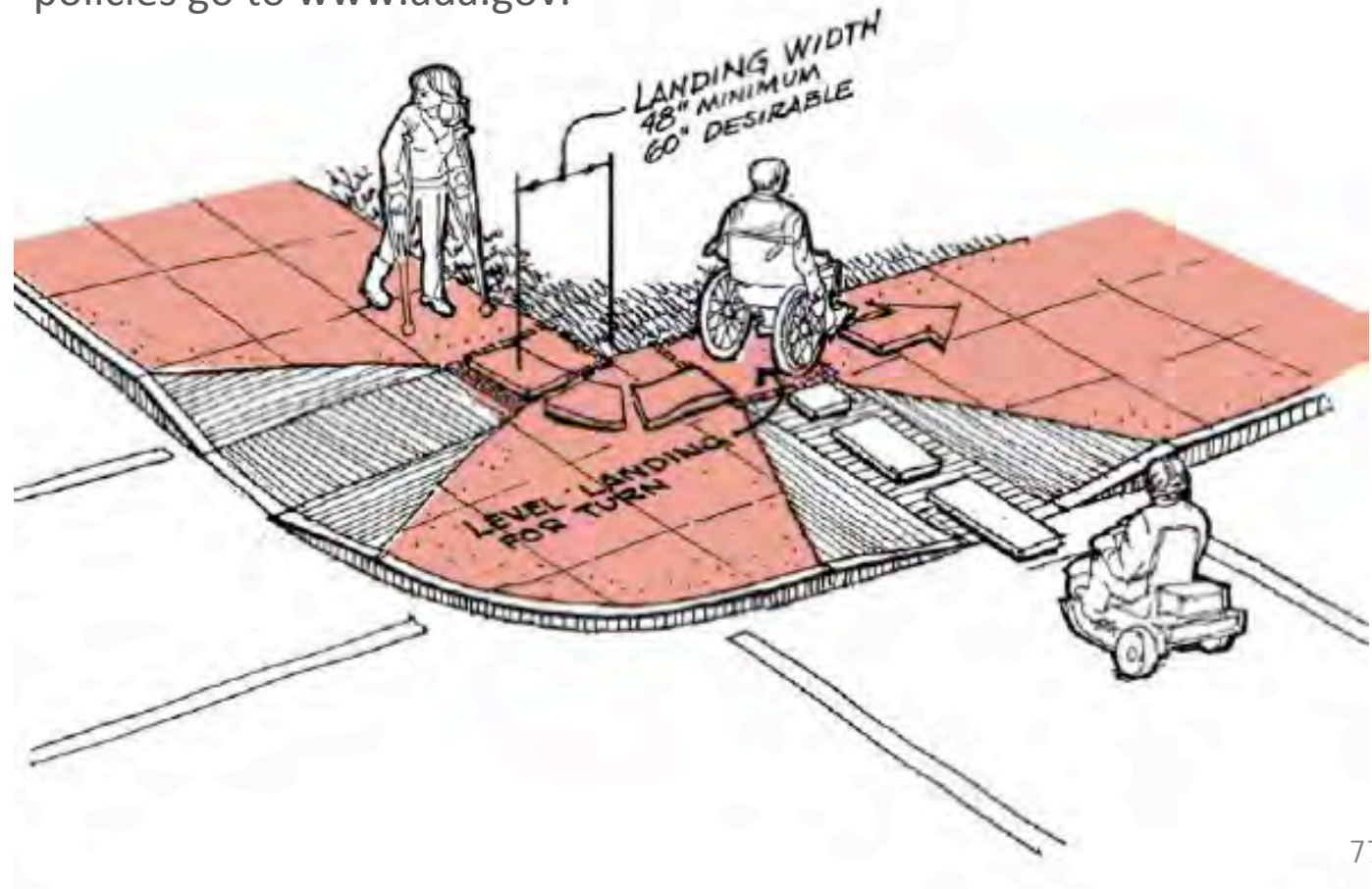
Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

### For ALL Users

Any new design should include Americans with Disabilities Act (ADA) requirements. This is a federal law. To learn more on current policies go to [www.ada.gov](http://www.ada.gov).



## ⑥ MAINTAIN & ENHANCE Sidewalks

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

### For ALL Users



ADA compliance is improved through the use of curb extensions. Not only is easier to position ramps where they need to be, the pedestrian is positioned where they can see traffic, and where drivers can see them. Curb extensions help improve motorists yielding behavior. Sight lines are better protected, and motorists can more safely enter and exit parking spaces.

*Note:* When colorize crosswalk markings are used, two wide white bands are needed to support low vision pedestrians, and to make the crossing more noticeable to motorists.

# ⑦ DESIGN For Livability

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

## What are the problems here?



Lack of Security

Auto dependence

No place to buy fresh food

Lack of people

Lack of diversity

Lack of activity

Lack of investment

## ⑦ DESIGN For Livability

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects



Begin by investing in the public realm, adding sidewalks and marked crossings, for example.



## ⑦ DESIGN For Livability

Existing Condition

Overarching  
Opportunities

Low-Hanging Fruit

Mid-Range  
Projects

Long-Range  
Projects



Then adding street trees and benches, for example.

## ⑦ DESIGN For Livability

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects



And then take advantage of new planning tools, such as form-based code that the City of Cincinnati is piloting, to ensure new buildings front the street, watching over and honoring the street.

## ⑦ DESIGN For Livability

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects



### Building “setback” & “build-to”

Buildings that front and honor the street also enhance walkability by providing a pedestrian—instead of car-focused scale—by providing “eyes on the street” and helping to slow the street. In a residential neighborhood or commercial district, places where buildings sit back away from the street and off-street parking is placed between the buildings and sidewalks devalue surrounding properties. Cities should adopt “build-to” requirements, instead of setbacks. Even national chains will adopt to build-to requirements, as shown with CVS in Orlando, FL.

# ⑦ DESIGN For Livability

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects



## Neighborhood Grocery



# ⑦ DESIGN For Livability

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

A photo vision for a neighborhood in Clarksdale, MS.



Before

## ⑦ DESIGN For Livability

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects



After

Featured in this scene are properly placed crosswalks with curb extensions, shortening the exposed distance a person must walk. Sidewalks are placed with two ramps that meet ADA compliance. The area features points of interest at both corners with a water feature at the park and outdoor seating at the market. Parallel parking is safer, more convenient and adds more on-street parking contributing to retail success compared to off-street parking. With these treatments the design speed, 15-20 mph, becomes more appropriate for a neighborhood and social life of the area.

## ⑧ CREATE A Sense of Place

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects



Transforming spaces through paint can be a good first step to building awareness and community support, as seen above in a pavement painting in Seattle, WA. By reclaiming urban spaces to create community-oriented place, through projects such as painting the pavement, the seeds are planted for greater neighborhood communication, resident empowerment and need to nurture local culture.

## ⑧ CREATE A Sense of Place

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects



Many communities are turning to one-day events or “tactical urbanism” initiatives to build social capital, education, and to begin to transform existing spaces, drawing attention to the need to change the public realm to better support all modes of transportation. Learn more about these placemaking tactics from [Project for Public Spaces](#), [Better Block](#) or [Open Streets](#). These organizations provide resources on initiating events that are a catalyst to getting projects and new investment on the ground and building community ownership in creating more livable streets—more livable communities.



## IV. Next Steps

This section includes next steps from short-term to long-term initiatives that will enhance the walkability and livability of South Cumminsville.

Short-term:

*Move Paint: Narrow Travel Lanes: Remove Centerline and Add Bold Edge Stripes on Dreman Avenue; Paint Bike Lanes on Beekman & Elmore Streets*

*Improve Marked Crossings: Paint High Visibility Crossings Complete & Maintain Sidewalks*

*Create Sense of Place*

# Move Paint: Narrow Travel Lanes

Existing Condition

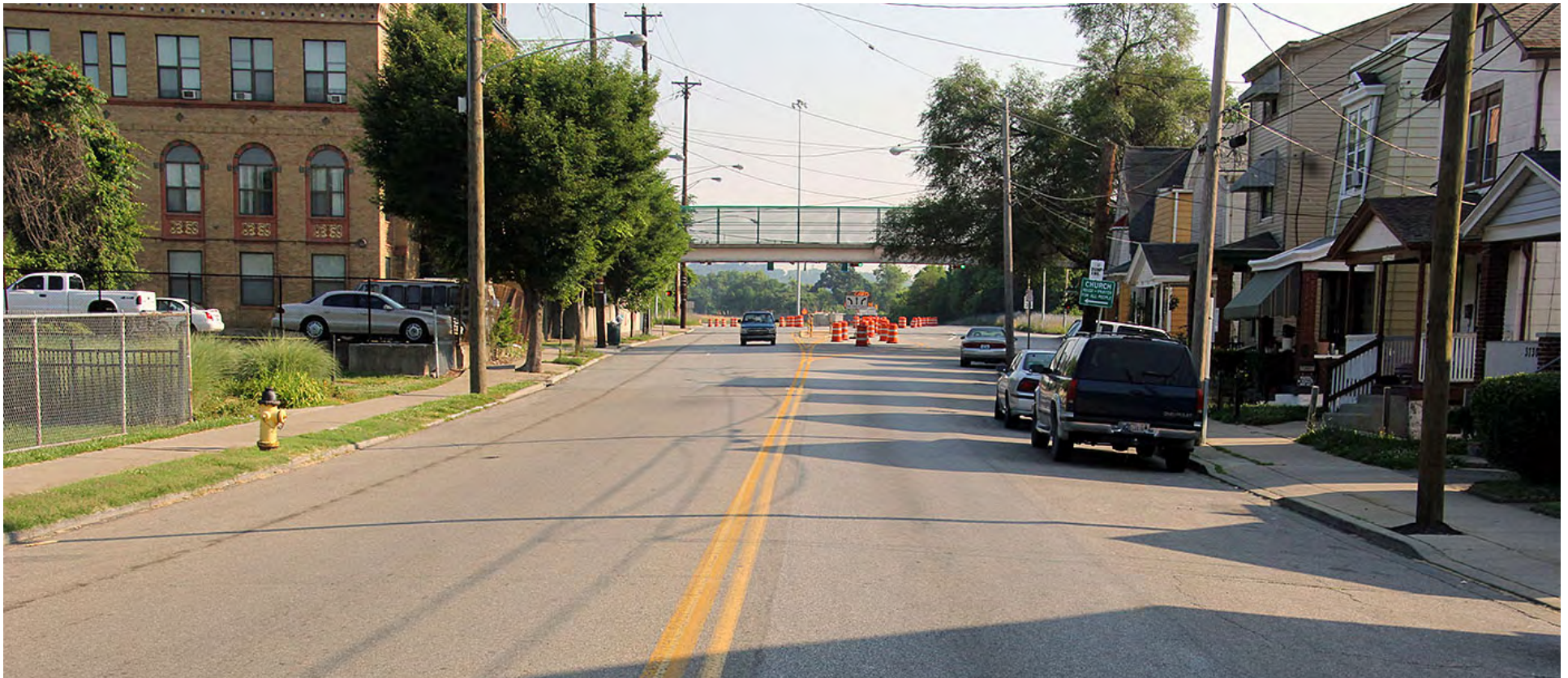
Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

**Move Paint.** Reallocate space on Beekman Street by moving the paint to narrow travel lanes to 10-11 feet. Allowing the additional space for on-street parking on one side and With 5 foot bike lanes.



# Move Paint: Narrow Travel Lanes

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

**Move Paint.** Ten to Eleven-foot travel lanes help slow vehicle speeds and keep drivers vigilant while honoring the community, as seen in Hamburg, NY where 10 foot travel lanes were implemented on a major US truck route.



# Move Paint: Narrow Travel Lanes, Paint Colorized Shared Lane

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

**Move Paint.** Reallocate space on Elmore Street by moving the paint to narrow travel lanes to 10 to 11 feet. In the short-term, paint a colorized “sharrow” —or shared—lanes in the outer travel lane.



# Move Paint: Narrow Travel Lanes, Paint Colorized Shared Lane

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

**Community to learn from!** This colorized “sharrow” in Long Beach, CA, indicates to drivers and bicyclists alike that they both are entitled to use the lane.



# Improve Marked Crossings

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

Envision From This



To This



Paint high visibility crosswalk markings on all legs of all intersections and side streets in South Cumminsville. Make a list of priority intersections, such as Beekman & Dreman, Beekman & Elmore, Beekman & Moosewood, Elmore & Borden, and Elmore & Colerain.

# Complete and Maintain Sidewalks

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

**Celebrate short-term wins!** Less than 30 days after the walking audit the tree was removed and the sidewalk was repaired on Beekman Street outside of the Garfield Apartments.

Before



After



# Complete and Maintain Sidewalks

Existing Condition

Overarching Opportunities

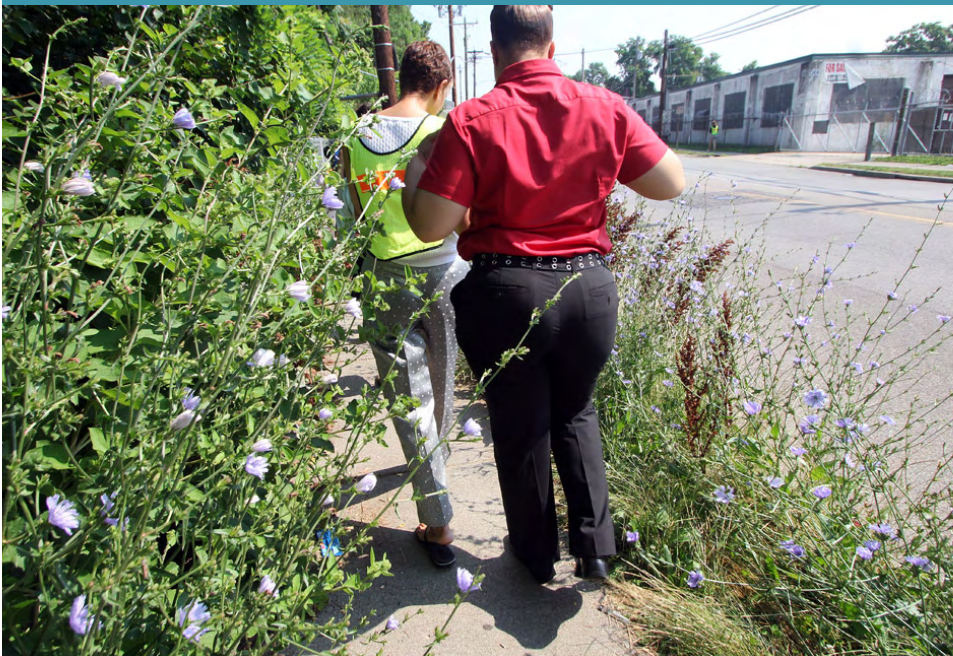
Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

**Celebrate short-term wins!** Less than 30 days after the walking audit the sidewalk along a section of Beekman Street had the overgrown weeds removed.

Before



After





# Complete and Maintain Sidewalks

Existing Condition

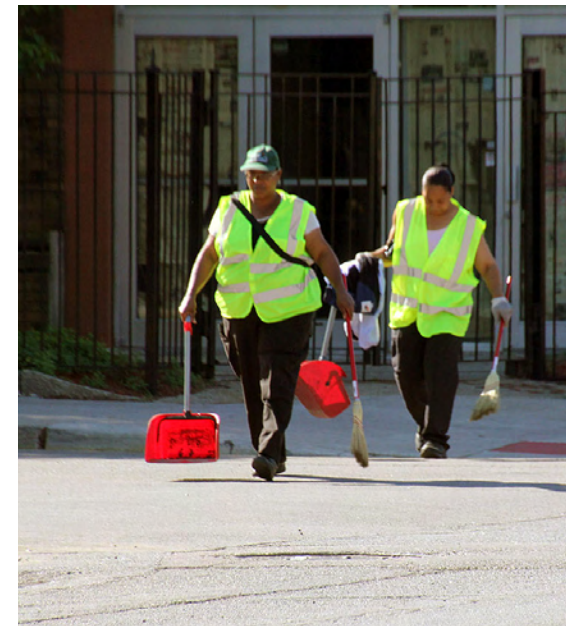
Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

**Build from Victories.** Continue to assess and prioritize sidewalk repairs, maintenance and enforcement in South Cumminsville. Create an enforcement task-force or “street crew” of resident volunteers who socialize as they walk the streets recording, cleaning and reporting areas that need to be maintained or enforced.



# Complete and Maintain Sidewalks

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

**Identify Priority Areas & Engage Property Owners in a Conversation.** Begin to address additional sidewalk segments that need attention and work with the City to develop strategies for fixing and maintaining these. To encourage maintenance also, engage property owners in the conversation to find ways to work together and develop lasting public-private partnerships. Attractive, safe and accessible sidewalks and streets are a win for all.



# Create a Sense of Place

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

**Encourage placemaking** initiatives, such as benches, outdoor cafes, pop-up or mobile food markets or a weekly farmers market.



*What spaces can be created to foster positive community relationships?  
As seen in this photo taken in Birmingham, AL.*

## IV. Next Steps

This section includes next steps from short-term to long-term initiatives that will enhance the walkability and livability of South Cumminsville.

Mid-term:

*Right-Size & Right Scale Streets: Beekman & Elmore Streets*  
*Install Curb Extensions*  
*Green the Streets*

# Right-Size & Right Scale Streets

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

Elmore Street is an ideal candidate for a road diet—converting the road from two travel lanes in either direction to one travel lane and a center turn lane. The remaining space can be used to widen sidewalks, add on street parking, bike lanes and green the street by adding tree wells.



# Right-Size & Right Scale Streets

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

A road diet re-allocates the existing right-of-way to better support all modes of transportation: pedestrians, bicyclists, motorists, transit and freight/delivery. After a road diet, on vehicle travel lane in each direction allows a prudent driver to set the prevailing speed for all cars following them. On-street parking and comfortably wide bike lanes create buffers of two kinds – between motorists and the edge of the road, and between pedestrians and moving traffic. Note the additional benefits of road diets:



- The center lane can be used for left turns, pedestrian refuge crossing island or for delivery bays.
- Decreasing vehicle travel lanes for pedestrians to cross, therefore reducing the multiple-threat collision. This is when one vehicle stops for a pedestrian in a travel lane on a multi-lane road, but the motorist in the next lane does not, resulting in a collision for pedestrians.
- Improving speed limit compliance and decreasing collision severity when collisions do occur.

# Right-Size & Right Scale Streets

Existing Condition

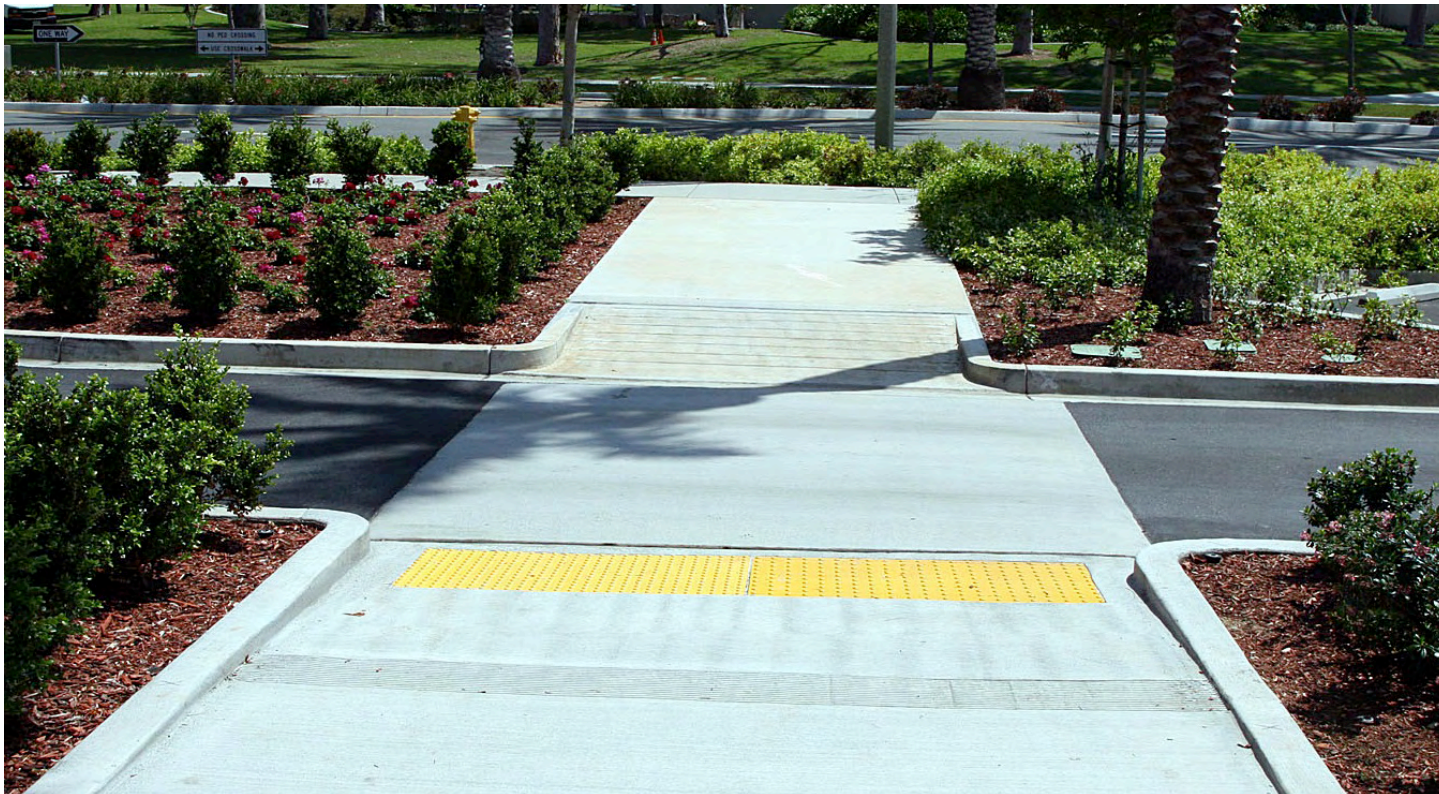
Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

Reducing crossing distances through right-sized travel lanes along with a median or pedestrian crossing island makes crossing streets safer for all users. Treatments such as a pedestrian crossing island or marked mid-block crossing should be considered on Beekman Street by Wayne Park and along Elmore Street.



# Install Curb Extensions

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects



**Reduce** overly wide turning radius and overly wide crossing distances by installing curb extensions on all four corners of the intersection of Beekman Street and Dreman Avenue.



# Green the Streets

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects



## Use Rain Gardens

Consider incentivizing rain gardens in the design of curb extensions, medians, pedestrian crossing islands, in addition to ground cover, potted plants or other planters to help green the street, calm traffic, create sense of place, and manage storm water run-off.



## IV. Next Steps

This section includes next steps from short-term to long-term initiatives that will enhance the walkability and livability of South Cumminsville.

Long-term:

*Build Roundabouts: Intersection of Beekman & Elmore  
Streets*

*Advocate for Supporting Policy Initiatives*

*Address Truck Route Through Neighborhood*

*Keep the Community Engaged*

# Build Roundabout - At Intersection of Elmore & Beekman Streets

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects



This is a major intersection in South Cumminsville, as it provides direct access to the freeway. Ohio Department of Transportation (DOT) is undergoing a freeway ramp realignment project. After over 60 years of harming communities due to the instillation of the freeway, it is now time to set a new stage in transportation planning that honors neighborhoods and the people who live there by creating streets that give equal focus to all modes of transportation. The City of Cincinnati, the neighborhood of South Cumminsville, and OhioDOT should work together to create a vision and design for a safer intersection treatment, such as building a roundabout at the intersection of Beekman and Elmore Streets. It is time to give serious consideration and analysis to new intersection tools, such as a roundabout, that are proven to be safer, more efficient, and spur economic development.

*Recent traffic data shows 13,200 vehicles per day heading northbound on Beekman Street and 7,100 vehicles per day heading southbound on Beekman Street.*

# Advocate for Supporting Policy Initiatives

Existing Condition

Overarching Opportunities

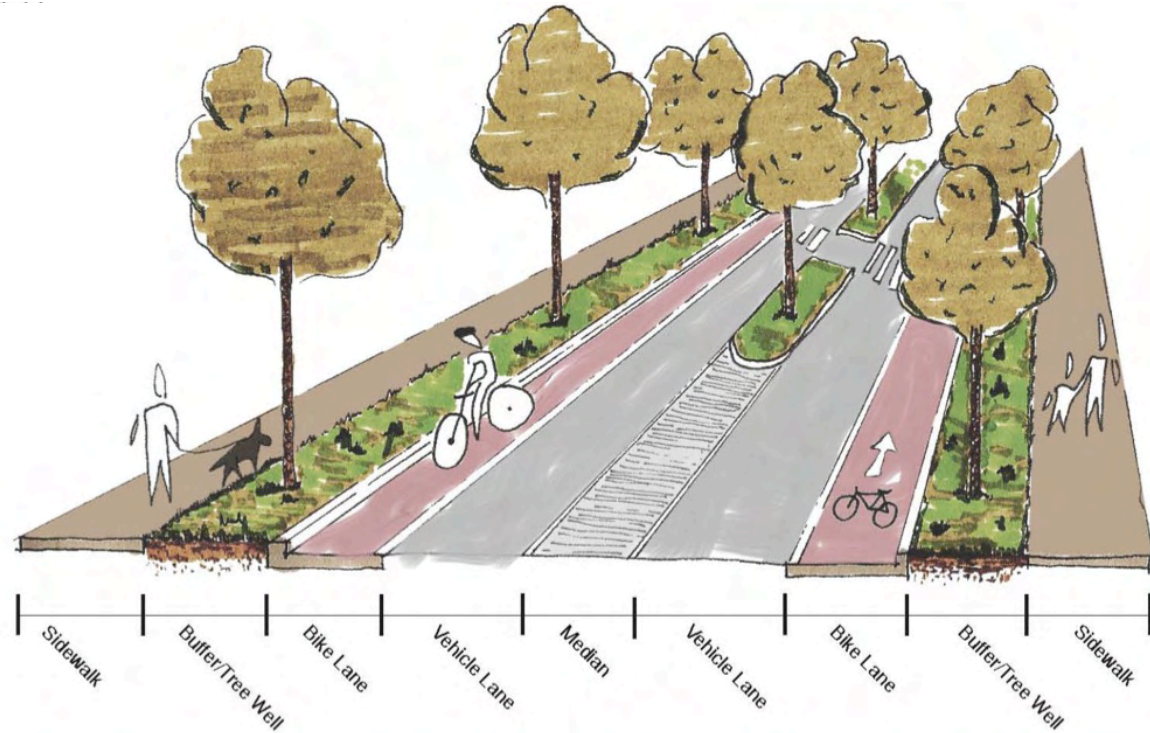
Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

A **Complete Street** is a street designed for safe, comfortable and convenient travel for all users, whether they choose to travel by car, bicycle, public transportation, or on foot.

The City of Cincinnati should pass a Complete Streets Policy to ensure that all users are included in roadway design, redesign or repair. Work with residents and council members to ensure complete streets policy is carried out.



**Trees:**

Tall trees of a species appropriate for the area are spaced 15 to 25 feet apart. The vertical wall helps calm traffic and encourages lower vehicle speeds.

**Buffer:**

If the buffer includes trees, they should be set back from the curb at least four feet and the total buffer should be at least six feet.

**Bike lane:**

To function well, bike lanes should be at least six feet wide.

**Wide stripes:**

Mark bike lanes with thermoplastic stripes eight to twelve inches wide.

**Median widths:**

Medians typically are six to eight feet wide, but can vary to allow for landscaping, maintenance and adequate "refuge" for pedestrians crossing.

**Vehicle lanes:**

Lane width analysis indicates that narrower lanes are associated with lower crash frequencies. Ten foot travel lanes reinforce a 25-35 mph design speed.

# Advocate for Supporting Policy Initiatives

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects



**Partner with Cincinnati Public Schools Safe Routes to School (SRTS) Program and Ethel Taylor Academy** in South Cumminsville. A SRTS program can help to examine conditions around schools and involve the community, leading to projects that improve safety and accessibility in the vicinity of schools. As a result, SRTS makes bicycling and walking to school safer and more appealing transportation choices, thus encouraging a healthy and active lifestyle for our children, from an early age.

# Address Truck Route Through Neighborhood

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

**Share Report with Ohio Department of Transportation, City of Cincinnati Department of Engineering, OKI Regional Transportation Authority, & Others. Find ways to work together!**

**Learn from other communities, Hamburg, NY.** Hamburg is centered around a local commercial district along U.S. Route 62, a major truck route that was the target of an award-winning revitalization effort in the last decade.

The highway had long served as the spine for Hamburg's bustling business district. But by the 1990s, business had declined and it was marked instead by empty storefronts.

In 2001, the New York State Department of Transportation (NYSDOT) announced plans for a \$23 million revitalization of a 1.6-mile section of Route 62 in Hamburg. When the plan was released, however, community members worried that the design placed too much emphasis on moving vehicle traffic efficiently—widening roads and configuring signalized intersections—and neglected other modes of transportation. So, a group of concerned citizens started working with the mayor and NYSDOT, eventually coming up with a design that focused on improving traffic flow *and* safety for all modes of transportation.



# Address Truck Route Through Neighborhood

Existing Condition

Overarching Opportunities

Low-Hanging Fruit

Mid-Range Projects

Long-Range Projects

The Route 62'ers—as the group called themselves before taking on the name "Imagine: Hamburg"—played a major role in creating a new vision for this highway corridor and educating fellow citizens on the value of roundabouts and some of the other unfamiliar "traffic calming" design elements.

The result has a decline in traffic accidents on the street, better congestion improvements and the reduction in emissions from idling cars. And the design has enhanced the aesthetic and economic vibrancy of the corridor, winning design awards from AASHTO and the U.S. Department of Transportation (DOT). The project has received awards for its public process as well.

Learn more about the Hamburg success from [this recent article](#) in the New York Times.



# Keep the Community Engaged

Existing Condition

Overarching  
Opportunities

Low-Hanging Fruit

Mid-Range  
Projects

Long-Range  
Projects

Working in Neighborhoods is leading and helping to facilitate a Street Team Action group. **Continue mobilizing!**

While there is an enormous body of resources in support of active transportation, communities that successfully transform from surviving to thriving do so by placing tools into the hands of community members. A partnership between elected leadership, technical staff and resident advocates forms when each empowers the other. This approach mobilizes the community to identify challenges, learn from one another, and then localize an action plan so that many hands share the important work of community building and creating safe transportation routes for the most vulnerable amongst us. For general guidance on effective community engagement, see the free document, *From Inspiration to Action: Implementing Projects to Support Active Living*, available for download at [www.walklive.org](http://www.walklive.org).



Kristi, a South Cumminsville resident shares her *aha!* moment during the closing Talk Circle.



*"Everyone seems to be on the same page to uplift the community. I use to feel like it was only just a few, but now it feels like it is the majority."*



What Do We Want to Imagine & Take Pride in?