

# Capital Improvement Program

## Community Council Capital Budget Requests (Appendix)



<b>Neighborhood:</b>	CUF
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Project 2: Warner Street Steps
<b>Planned for Funding:</b>	No
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	<p>Project 2 Project Description: Reconstruct the Warner Street Steps, between Fairview Park Drive and Fairview Avenue.</p> <p>Project Justification: Currently the upper section of the Warner Street Steps above Fairview Park Drive is closed, and mostly either removed or in poor (semi-demolished) condition. The closure of these steps has prevented pedestrian access to, and through, Fairview Park for residents living on top of the hill and at the bottom of the hill (West McMicken Street). Additionally, the upper section of the Steps has been used as a dump, for mostly yard waste.</p> <p>The CUF Neighborhood includes many residents who live on McMicken Avenue who work or study at the University of Cincinnati. It is a possible and fairly direct walk up West McMillan, but it is certainly not a pleasant walk, as McMillan is a major arterial street. While the Warner Street Steps have been rebuilt from McMicken to Fairview park Drive, the extended trip, via West McMillan or Ravine Streets, to UC or the Clifton Heights Business District is much more circuitous. Alternately, CUF residents living in the Fairview section of the Neighborhood, many live within several hundred feet of the Park's edge, must walk down Warner to Ravine Street to access (and in reverse egress) the Park. To do loop circuit walks through the Park involves a crossing (one way or the other) of West McMillan Street at Fairview park Drive (See our CBR 2022-2023 Project 1 application). As amenities are being stripped from Fairview Park (in the last few years we have lost our swimming pool and baseball fields) most of what's left, at least for adults, is the ability to take a nice walk through the Park. However, due to the inconvenience, distance and (in the case of the W. McMillan crossing) danger of pedestrian connections, Fairview Park is woefully under-utilized by the residents of CUF. Most of the Park users are arriving in vehicles (against all of the CUF Neighborhood's plan goals), and many of them are attending open-air drug markets, free from the scrutiny of the many potential "eyes on the street" that are NOT encouraged by the City's infrastructure to visit the Park. Map is attached.</p>
<b>Department Comments:</b>	<p>The stairway between McMicken Avenue and Warner Street were originally constructed in 1915 and were structurally supported stairs.</p> <p>The section of stairway between McMicken Avenue and Fairview Drive was reconstructed on grade in 1994. The section of stairway between Fairview Drive and Warner Street has been closed since at least 1994.</p> <p>Due to the steepness of the hillside the section of stairway between Fairview Park Drive and Warner Street will need to be constructed as a structural stairway. The</p>



	<p>length of the proposed stairway is approximately 196 ft. and the change in elevation is approximately 72 feet. The estimated cost to construct the stairway is estimated at \$600,000.</p> <p>Funds for the Hillside Stairway Rehabilitation Program are limited and are committed to repairs of existing stairways. A separate Capital Project would need to be established and funded to replace the requested section of the Warner Street Stairway.</p>
--	--



<b>Neighborhood:</b>	CUF
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Project 3: One-Way Streets
<b>Planned for Funding:</b>	No
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	<p>Project 3 Project Description: This project will study, discuss with community stakeholders, and ultimately implement (if warranted) the conversion of eight (8) streets, between Warner Street and West McMillan Street, in the CUF Neighborhood of Clifton Heights, from Two-Way to One-Way, with traffic/speed calming as necessary. The eight streets are: Flora, Victor, Stratford, Chickasaw, Rohs, Wheeler, Moerlein and Ohio. Currently, all of these streets are 30' wide (curb-to-curb), with two-way traffic and parking on both sides. Problems caused by the current situation include minor collisions involving lost mirrors, occasional crashes due to failures to yield, stopped traffic (particularly involving trash and larger utility vehicles), crashes at driveways and intersections due to limited visibility in both directions, speeding in order to get to the other end of the street before another vehicle comes (exacerbating the visibility problem), and cut-through traffic trying to avoid the congestion of Calhoun and McMillan.</p> <p>While it is generally preferable to maintain two-way streets for maximum access and redundancy in the street grid, the situation has reached some level of aggravation with nearly all users of the streets. General mention of this potential study has resulted in few objections from both residents (CUF Neighborhood Association) and landlords (Clifton Heights Business Association). The major concern of the neighborhood is that one-way streets would create wide lanes that would encourage speeding (the current speed limit is 25 MPH). Measures to impede speeding include lowering the speed limit to 20 MPH, allowing two-way traffic for bicycles by painting an offset bike lane with standard roadway markings, speed humps or other traffic calming devices.</p> <p>We have attached a map showing the preferred directions of each of the streets. These directions were initiated by the "No Left Turn" from westbound West McMillan to Rohs Street. We suggest Rohs be northbound and the other streets alternate direction from there. Ohio Avenue was made southbound to help limit the cut-through traffic in the neighborhood (assumed to be Central Parkway to Ravine to Warner to Ohio to West McMillan).</p> <p>Costs include \$30,000 for the Study, \$20,000 for Signage and Bike Lane Painting, and \$80,000 for Speed Humps. Total \$130,000. These costs were established in conversation with DOTE staff.</p>
<b>Department Comments:</b>	<p>DOTE will continue to work with CUF on opportunities to evaluate these options. However, this request is not planned for funding at this time due to limited resources.</p>



<b>Neighborhood:</b>	CUF
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Project 1: West McMillan Sidewalk
<b>Planned for Funding:</b>	Yes
<b>Funding Source:</b>	West McMillan Street Sidewalk
<b>Project Number(s):</b>	980x233x222322
<b>Project Description, as submitted:</b>	<p>Project 1  Project Description:  West McMillan Sidewalk, CUF (Fairview): Construction of a new sidewalk, with some retaining walls, on the south side of West McMillan Street between Fairview Avenue, and Fairview Park Drive.  Project Justification:  Currently, West McMillan Street has a continuous sidewalk on the north side (only), between the Ravine/Fairview intersection and the McMicken intersection. Pedestrian access to Fairview Park involves crossing McMillan at Fairview Park Drive. Visibility is poor due to the curves above and below the intersection. The significance of the curves and poor visibility has been previously acknowledged and addressed by the City.</p> <ul style="list-style-type: none"> <li>• Skid-resistant pavement has been installed in this section of West McMillan. While this may prevent vehicles from skidding and losing control, it does not necessarily slow vehicles down, which exacerbates the visibility and safety problems for pedestrians.</li> <li>• Fairview Park Drive is One-Way, from West McMillan to Ravine, recognizing that visibility for vehicles exiting Fairview Park Drive to West McMillan is limited and would create a dangerous situation. While crossing West McMillan from north-to-south is dangerous for pedestrians, crossing from south-to-north is even worse.</li> <li>• A Left Turn lane has been installed on West McMillan for westbound traffic to enter at Fairview Park Drive, recognizing that vehicles stopped to make left turns could create a hazard for other westbound traffic.</li> </ul> <p>A map and photos are attached - a quick review illustrates the visibility issues. A sidewalk on the south side of West McMillan from Fairview Park Drive to Fairview Avenue on the south side of West McMillan would provide safe pedestrian access and egress for CUF residents to Fairview Park. As it is, Fairview Park can only be easily accessed by pedestrians from the Warner Street Steps (from West McMicken only), and the entrance (vehicular exit) at Ravine Street. Walking circuits, or loops, through the Park is difficult, and not common, due to the necessity and difficulty of crossing West McMillan at Fairview Park Drive.</p> <p>As amenities are being stripped from Fairview Park (in the last few years we have lost our swimming pool and baseball fields) most of what's left, at least for adults, is the ability to take a nice walk through the Park. However, due to the inconvenience, distance and (in the case of the W. McMillan crossing) danger of pedestrian connections, Fairview Park is woefully under-utilized by the residents of CUF. Most of the Park users are arriving in vehicles (against all of the CUF</p>

# Capital Improvement Program

## Community Council Capital Budget Requests (Appendix)



	Neighborhood's plan goals), and many of them are attending open-air drug markets, free from the scrutiny of the many potential "eyes on the street" that are NOT encouraged by the City's infrastructure to visit the Park.
<b>Department Comments:</b>	The Department of Transportation & Engineering does not have a standing program to install new sidewalk. However, the Department recommends the installation of sidewalk on West McMillan Avenue.