



City of Cincinnati

801 Plum Street
Cincinnati, OH 45202

Agenda - Final

Neighborhoods Committee

Chairperson Jan-Michele Lemon Kearney
Vice Chair Wendell Young
Councilmember Betsy Sundermann
Vice-Mayor Christopher Smitherman

Monday, January 4, 2021

11:00 AM

Council Chambers, Room 300

PRESENTATIONS

Invest in Neighborhoods

Elizabeth Bartley, Executive Director, Invest in Neighborhoods

The Queen City Neighborhoods at a Glance-Camp Washington

Sidney Nation, Camp Washington Community Board

Robbe Bluestein, Camp Washington Community Council President

AGENDA

1. [202002128](#) **REPORT**, dated 12/16/2020, submitted by Paula Boggs Muething, City Manager, regarding Linn Street Safety Project. (SEE REFERENCE DOC #202001483)
Sponsors: City Manager
Attachments: [Report](#)
2. [202002130](#) **REPORT**, dated 12/16/2020, submitted by Paula Boggs Muething, City Manager, regarding Parklet Program. (SEE REFERENCE DOC #202001207)
Sponsors: City Manager
Attachments: [Report](#)
3. [202002156](#) **REPORT**, dated 12/16/2020, submitted by Paula Boggs Muething, City Manager, regarding Heekin Avenue Safety Improvements. (SEE REFERENCE DOC #202001200)
Sponsors: City Manager
Attachments: [Report](#)

4. [202002168](#) **REPORT**, dated 12/16/2020, submitted by Paula Boggs Muething, City Manager, regarding MOTION, submitted by Councilmember Mann, WE MOVE that the City administration, in light of a recent fatality on Langdon Farm Road, immediately work with Pleasant Ridge Neighborhood representatives to develop a plan to remedy the documented safety issues along this heavily travelled road. (STATEMENT ATTACHED). (SEE REFERENCE DOC #202002010)

Sponsors: City Manager

Attachments: [Report](#)

5. [202002169](#) **REPORT**, dated 12/16/2020, submitted by Paula Boggs Muething, City Manager, regarding MOTION, submitted by Councilmember Kearney, WE MOVE that the City Administration provide a report as soon as possible and not longer than fourteen (14) days regarding the feasibility of installing a mechanism (e.g., speed bumps, a stop sign or traffic lights) to reduce vehicle speed to the required speed of 25 mph at the intersection of Winneste and Strand in Winton Hills, and continuing through the school zone where are located Winton Hills Academy, Winton Hills Medical and Health Center, Winton Hills Community Church, Mother of Christ Catholic Church, and the Winton Hills Recreation Center. WE MOVE further that the City of Cincinnati make a recommendation and provide a timeline for resolving the issue of speeding vehicles in the area referenced above. (SEE REFERENCE DOC #202001732)

Sponsors: City Manager

Attachments: [Report](#)

6. [202002215](#) **REPORT**, dated 12/16/2020, submitted by Paula Boggs Muething, City Manager, regarding MOTION, submitted by Councilmember Kearney, WE MOVE for the Department of Transportation and Engineering (DOTE) to provide a report in response to Community Budget Requests from East Price Hill Improvement Association (EPHIA) pertaining to Purcell Street improvements, Mt. Hope Hill sidewalk, and enhanced crosswalks for the Warsaw Avenue business corridor. (SEE REFERENCE DOC #202001901)

Sponsors: City Manager

Attachments: [Report](#)

ADJOURNMENT

December 16, 2020

To: Mayor and Members of City Council 202002128
From: Paula Boggs Muething, City Manager
Subject: LINN STREET SAFETY PROJECT

Reference Document #202001483

The Council at its session on September 30, 2020 referred the following item for review and report.

MOTION, submitted by Councilmember Pastor and Councilmember Seelbach, WE MOVE that the Department of Transportation and Engineering study the feasibility of a “road diet” on Linn Street in the West End from Central Parkway to West Court Street for the purpose of increasing the pedestrian character and walkability of this corridor thereby furthering the safety of the neighborhood and the potential for future development. The Administration shall report on this study by January 1, 2021.

The Department of Transportation and Engineering (DOTE) determined that a right sizing (aka a road diet) of Linn Street is feasible. Currently, there are five lanes of traffic, two lanes going north, two lanes going south, and a turn lane in the middle. The traffic volumes indicate removing one travel lane in each direction is possible and would increase safety throughout the corridor. Careful planning is necessary to maximize the right sizing of Linn Street to accommodate all users.

DOTE currently has a Linn Street Safety Project and has engaged with the West End Community Council (WECC) since the summer of 2020. DOTE held the first public meeting for this project on September 16, 2020. At this meeting, DOTE expressed the desire to reduce the vehicular lanes from five to three and requested feedback from the public on what they would like to see with the additional space available.

The next step in the process is to summarize and present the feedback to the public. DOTE will also present potential options based on the feedback provided by the public. DOTE plans to apply for outside grant funds to construct this project. DOTE will continue to work with the WECC to develop the preferred vision for the future of Linn Street.

cc: John S. Brazina, Director, Transportation and Engineering John B.

December 16, 2020

To: Mayor and Members of City Council
From: Paula Boggs Muething, City Manager
Subject: Parklet Program

202002130

REFERENCE DOCUMENT #202001207

On September 28, 2020, the Neighborhoods Committee referred the following for a report:

MOTION, submitted by Councilmember Sittenfeld, dated 8/4/2020, WE MOVE that the City Administration prepare a report on the feasibility of implementing a Parklet Program utilizing City-controlled right of way for Cincinnati restaurants looking to expand outdoor dining throughout the duration of the pandemic and beyond. Parklets would be procured, owned, and operated by local businesses for enhanced dining operations, and the City would collect revenues associated with the use of the right of way.

The following report addresses the feasibility of implementing a Parklet Program, utilizing City-controlled rights-of-way, for Cincinnati restaurants looking to expand outdoor dining throughout the duration of the COVID-19 pandemic and beyond.

On May 13, 2020, Mayor John Cranley and City Health Commissioner Melba R. Moore issued joint Emergency Order No. 11 authorizing the City Administration to implement a temporary outdoor dining program to provide expanded outdoor seating options at restaurants and bars in Cincinnati. In response, the City Administration launched an Outdoor Street Dining Pilot Program that allows for suspension of certain code and permit requirements to allow restaurants to apply for expedited City approval of a revocable street privilege (“RSP”) to use the public right-of-way (streets, sidewalks) for temporary outdoor dining areas (“Outdoor Street Dining”).

To date, the City has approved 69 RSPs under this program. Based on this success, the City Administration anticipates a continuation of the program and is currently in the process of updating the program’s guidelines accordingly.

December 16, 2020

To: Mayor and Members of City Council 202002156
From: Paula Boggs Muething, City Manager
Subject: HEEKIN AVENUE SAFETY IMPROVEMENTS

Reference Document #202001200

The Council at its session on September 30, 2020 referred the following item for review and report.

MOTION, submitted by Councilmember Sittenfeld, dated 8/4/2020, WE MOVE that the City Administration prepare and provide a report regarding the feasibility of installing a stop sign on Heekin Avenue at or near the intersection of Heekin Avenue and Bouton Street in Linwood in order to address speeding and vehicular collisions. WE FURTHER MOVE that the City of Cincinnati make a recommendation on a safe, effective effort, either through the installation of a stop sign, or a different solution that creates a safer environment along Heekin Avenue.

The Department of Transportation and Engineering (DOTE) has requested the Department of Public Services (DPS) to install one uphill stop sign and the accompanying pavement markings at LeBlond Avenue and one downhill stop sign and the accompanying pavement markings at Shattuck Avenue. Additionally, DOTE will add a solid yellow centerline and additional curve warning signs throughout the curves where parking is prohibited. These countermeasures will increase the safety for all modes of transportation and help keep motorists in their lane. DPS will install the signs and pavement markings in the near future.

The crash history since 2017 indicates that only two *reported* crashes have occurred on Heekin Avenue, but additional information conveyed in various letters and phone calls from residents served to document other non-reported safety concerns. DOTE reviewed the requests for all-way stop control at the T-intersections of Heekin Avenue & Bouton Street and Heekin Avenue & LeBlond Avenue and added the subsequent traffic control stated above.

Residents in the area, as well as City Councilmembers, were notified of the changes to be made via email on August 25, 2020.

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

December 16, 2020

To: Mayor and Members of City Council

202002168

From: Paula Boggs Muething, City Manager

Subject: LANGDON FARM ROAD PLAN

Reference Document #202002010

The Council at its session on November 9, 2020 referred the following item for review and report:

MOTION, submitted by Councilmember Mann, WE MOVE that the City administration, in light of a recent fatality on Langdon Farm Road, immediately work with Pleasant Ridge Neighborhood representatives to develop a plan to remedy the documented safety issues along this heavily travelled road. (STATEMENT ATTACHED).

The Department of Transportation and Engineering (DOTE) designed two pavement marking options for Langdon Farm Road for the Pleasant Ridge Community Council's consideration. The DOTE Street Rehabilitation Program has Langdon Farm Road and other Pleasant Ridge streets on the list for calendar year 2022; however, due to recent accidents on Langdon Farm Road, DOTE is moving the Langdon Farm Road rehabilitation project into calendar year 2021. Pleasant Ridge will decide in the near future which pavement option is preferred.

John B.

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

December 16, 2020

To: Mayor and Members of City Council

202002169

From: Paula Boggs Muething, City Manager

Subject: WINNESTE AVENUE AND STRAND LANE SAFETY IMPROVEMENTS

Reference Document #202001732

The Council at its session on October 14, 2020 referred the following item for review and report.

MOTION, submitted by Councilmember Kearney, WE MOVE that the City Administration provide a report as soon as possible and not longer than fourteen (14) days regarding the feasibility of installing a mechanism (e.g., speed bumps, a stop sign or traffic lights) to reduce vehicle speed to the required speed of 25 mph at the intersection of Winneste and Strand in Winton Hills, and continuing through the school zone where are located Winton Hills Academy, Winton Hills Medical and Health Center, Winton Hills Community Church, Mother of Christ Catholic Church, and the Winton Hills Recreation Center. WE MOVE further that the City of Cincinnati make a recommendation and provide a timeline for resolving the issue of speeding vehicles in the area referenced above.

The Department of Transportation and Engineering (DOTE) staff investigated this location to help pedestrians cross the street at the intersection of Winneste Avenue and Strand Lane. DOTE requested that the Department of Public Services (DPS) install dual mounted “STOP” signs and dual mounted “STOP AHEAD” signs for both directions on Winneste Avenue. The signs were installed on October 28, 2020.

Recently, DOTE installed various traffic control measures such as pedestrian crossing paddles at the crosswalk in front of the Winton Hills Recreation Center and the Winton Hills Medical and Health Center, as well as a Rectangular Rapid Flashing Beacon (RRFB) at a crosswalk farther south.

All the requests made in the motion are resolved.

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

John B.

Date: December 16, 2020

To: Mayor and Members of City Council **202002215**
From: Paula Boggs Muething, City Manager
Subject: EAST PRICE HILL IMPROVEMENT ASSOCIATION COMMUNITY BUDGET
REQUESTS

Reference Document #202001901

The Council at its session on November 12, 2020 referred the following item for review and report.

MOTION, submitted by Councilmember Kearney, WE MOVE for the Department of Transportation and Engineering (DOTE) to provide a report in response to Community Budget Requests from East Price Hill Improvement Association (EPHIA) pertaining to Purcell Street improvements, Mt. Hope Hill sidewalk, and enhanced crosswalks for the Warsaw Avenue business corridor.

The East Price Hill Improvement Association (EPHIA) did not submit any Community Budget Requests (CBRs) to the Department of Transportation and Engineering (DOTE) for the current round of CBRs (FY 2022-2023 Capital Budget).

A representative for the EPHIA contacted DOTE about several ideas for CBRs including, as listed above, improving Purcell Avenue by repaving the street and adding new curbs, sidewalks and stormwater inlets, removal of rush-hour parking restrictions on Glenway Avenue from Wilder Avenue to Seton Avenue and on West 8th Street from Elberon Avenue to Nebraska Avenue, and improved crosswalks at the following intersections:

- Glenway Avenue/Grand Avenue
- Glenway Avenue/Considine Avenue
- Warsaw Avenue/Grand Avenue
- Warsaw Avenue/Purcell Avenue
- Warsaw Avenue/Woodlawn Avenue
- West 8th Street/Enright Avenue
- West 8th Street/McPherson Avenue
- West 8th Street/Seton Avenue.

Purcell Avenue

Improving Purcell Avenue would be more suitable via other funding sources than CBRs due to the expense. DOTE will add Purcell Avenue to our street improvement list for future consideration.

Removal of rush-hour parking restrictions on Glenway Avenue and West 8th Street

Council Motion #202001571 requests removal of peak hour parking restrictions on Glenway Avenue from Wilder to Guerley and on W. 8th from Elberon to Nebraska. See Report #202002065 dated 10/28/2020 in response to the Motion.

Improved Crosswalks

The crosswalks at Glenway/Grand and Glenway/Considine are signalized crosswalks and were repainted with zebra stripes in early 2020. This crosswalk marking is the safest form of crosswalk. The remaining crosswalk enhancement requests will be installed through our Vision Zero program.

Follow up with EPHIA

DOTE staff spoke with the representative for the EPHIA in mid-October before the CBRs were due and discussed various options to fund their requests and the representative agreed that those options would be the best approach. This enabled EPHIA to use their CBRs for other requests.

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