

December 15, 2021

To: Mayor and Members of City Council
From: Paula Boggs Muething, City Manager
Subject: Erie Avenue – Pedestrian Safety

202101522

Reference Document #202100304

The Council at its session on 2/18/2021 referred the following item for review and report:

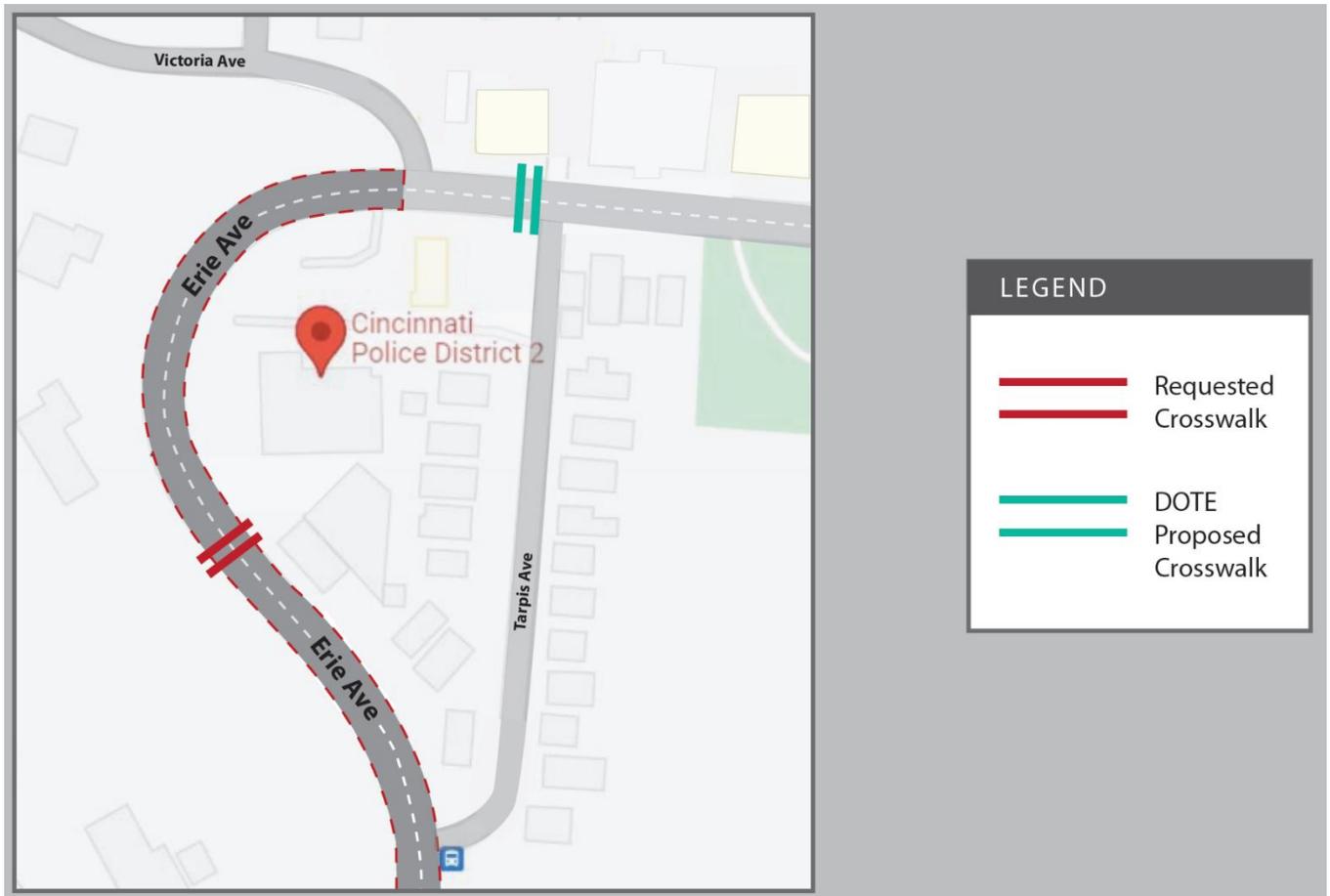
WE MOVE for the City Administration to provide a report to City Council regarding feasible safety solutions to the current dangerous situation at District 2 headquarters where our officers and civilians must dodge traffic to cross Erie Avenue to get to and from the District 2 Police Headquarters building to their vehicles. There is no crosswalk or light on Erie Avenue at the point of crossing. WE MOVE further that the City Administration provide a report on parking solutions for District 2 personnel as well as visitor parking at District 2 headquarters.

The following report includes recommendations by the Department of Transportation and Engineering (DOTE) to address pedestrian safety concerns along Erie Avenue between Delta and Marburg Avenues and responds to the request for parking solutions for Police District 2.

RECOMMENDATION

DOTE has evaluated this section of Erie Avenue and recommends rightsizing the street to improve safety for pedestrians, cyclists, and motorists. The proposed street configuration would include areas for full time parking, bike lanes, one travel lane in each direction and a center turn lane.

Due to the curve of the roadway in the vicinity of Cincinnati Police District 2 headquarters and the resulting inadequate site lines, the City Administration does not recommend installation of a new crosswalk at that location. The curve of the road obstructs pedestrians' views of oncoming motorists and obstructs motorists' views of pedestrians, leaving inadequate stopping distance between oncoming traffic and a pedestrian in the crosswalk. As a result, installation of a crosswalk in this location will result in a pedestrian safety hazard versus an enhancement.



The recommended rightsizing of the street would provide an opportunity to construct curb bump outs and a crosswalk near Tarpis Avenue that will improve sight distance, pedestrian visibility, and provide a shorter street crossing. These changes would require the repaving of Erie Avenue, which is anticipated to be repaved in 2027. The pedestrian crosswalk improvement cost is estimated at \$200,000 and the street repaving cost is estimated at \$500,000 for an estimated total cost of \$700,000.

To prioritize this project sooner than 2027, the City Council could allocate funds for this project as part of the FY 2023 Capital Budget Update process. Additionally, as this is a pedestrian safety related improvement, federal funds from the Infrastructure Investment and Jobs Act (IIJA) may become available to allocate to this project. Final determination on the City's funding allocation and eligible uses is forthcoming from the United States Department of Transportation (USDOT).

COMMUNITY FEEDBACK

Annually, DOTe reaches out to community councils to solicit input on priority locations for pedestrian safety improvements. DOTe scores and ranks all requests received to ensure a fair and competitive process is in place when selecting projects to be constructed. DOTe has developed an innovative evaluation process that considers such factors as:

- Proximity to schools, playgrounds, elderly housing (vulnerable users)
- Proximity to institutions, social service agencies, bus stops (pedestrian generators)
- Proximity to closest traffic signal
- Speed and volume of traffic, number of travel lanes
- Crash history, incident reports (near misses)

The department is currently scoring and ranking over 170 requests. This scoring process is expected to be complete next month, and an update on funded projects will be forthcoming at that time.

Erie Avenue, near District 2 headquarters, has not been listed as a priority location on the community's previous pedestrian safety improvement requests. Additionally, the above "rightsizing" recommendation is very similar to a striping proposal that was proposed by the City in 2012, but ultimately rejected by the Hyde Park Neighborhood Council.

DISTRICT 2 PARKING

The parking at District 2 headquarters is maximized. The overflow of parking extends to public parking spaces in the right-of-way. In 2016, the Department of City Planning prepared the Hyde Park East Master Plan which addressed parking in the area and identified potential scenarios to increase parking capacity around District 2 and Hyde Park East. Within the scenarios listed was a proposal for further study to determine the appropriateness for continued management of shared, private lots during off-hours and to evaluate alternative utilization of privately-owned land for parking. A copy of the plan can be seen at https://www.cincinnati-oh.gov/sites/planning/assets/File/HPE_MasterPlan_Full_1_17.pdf.

cc: John S. Brazina, Director, Transportation and Engineering
Greg Long, Deputy Director, Transportation and Engineering