

The East Walnut Hills Assembly hereby requests support from the Department of Transportation and Engineering for conceptual design and pre-engineering work on a redesign of the Taft-Moorman intersection and consideration of other traffic calming measures on W.H. Taft Road from Columbia Parkway to the business district at Woodburn Avenue.

The Taft-Moorman intersection is of particular concern to our neighborhood, as residents report frequent collisions at this site resulting in property damage, along with speeding and other dangerous driving behaviors leading to risks to pedestrians. It is also very close to the Moorman Recreation Area “tot lot” utilized by neighborhood children, and the intersection, while having well-marked crosswalks, has no other traffic control intervention, such as an all-way stop.

Visibility at this intersection appears limited by the historic building at the northeast corner having been built to the sidewalk, impairing sight lines for drivers turning onto Taft from Moorman. Only two weeks before our approval of this letter, there was an injury crash at this intersection on August 23, 2024, and given the concerns frequently reported to our Assembly by neighboring residents, collisions at this location are likely to recur.

Additionally, there is generalized concern about speeding on William Howard Taft from Columbia Parkway heading towards our business district. This speeding predisposes collisions at the Moorman intersection to be more severe and potentially fatal to pedestrians. Taft in this section appears to have two striped westbound travel lanes, with the curb lane also used for parking. We request that the DOTE consider appropriate interventions to calm traffic along Taft, which may include:

- Installing midblock “pinch points” or curb extensions in areas where the curb lane is not well utilized for parking. Striping the parking lane may also reduce the tendency to speed
- Conceptual redesign of the Taft-McMillan intersection to make it more compact, consistent with NACTO principles, including removal of the slip lane.
- Consideration of large curb extensions or bump-outs at the Taft-Moorman intersection to increase pedestrian visibility, improve sightlines for turning drivers, and to calm traffic on Taft. This may include segmental removal of the curbside travel/parking lane approaching the intersection.
- Consideration of installing a raised intersection and all-way stop at the Taft-Moorman location, if appropriate within engineering standards of practice

Addressing these concerns along W.H. Taft, and especially at its intersection with Moorman, would be consistent with the “Live” objective of Plan Cincinnati, as improving the walkability of our neighborhood, and the “Connect” objective to redesign roadways to safely accommodate all users, which in this case would be making the streets safer for pedestrians crossing at an uncontrolled crosswalk.