# Immediate Program of Physical Improvements

IN the complete City Plan Map and Program, the execution of the proposed improvements is to be spread over a period of about 50 years. However, a comparative study of the complete list shows that some are more urgent than others, while the sifting out of the more urgent shows that there are a certain limited few that should be undertaken immediately or at latest by 1930. It is this latter group only that is considered in this emergency program.

### Thoroughfares

The following specific thoroughfare improvements should be undertaken by 1930 or sooner:

Blue Rock Street roadway widened from 30 to 50 feet.

Colerain Street should be extended 80 feet north, with a 60 foot roadway from Vine Street to Auburn Avenue.

Columbia Avenue from Bangs Lane to Stanley Avenue should be increased from 40 to 60 feet wide and the roadway increased to 30 feet.

Columbia Avenue roadway should be widened to 30 feet wherever necessary.

Corryville Street roadway should be widened from 18 to 30 feet.

A new street should be built from Columbia Avenue to Taft Road and to Torrence Road 60 feet wide with a 30 foot roadway.

Eastern Avenue should be extended to Martin Street 60 feet wide with a 30 foot roadway.

Eighth Street Viaduct roadway should be increased from 30 feet to at least 50 feet as circumstances or Eighth Street traffic may dictate be widened to 60 feet to Main Street.

Elmwood Avenue to Albany Avenue should be extended to connect to Guilford Avenue.

Florence Avenue roadway should be increased from 30 to 40 feet.

Gest Street should be widened and extended to at least 60 feet with a 30 foot roadway and a bridge with a roadway of the same width should be constructed over Mill Creek.

John Hunt Avenue should be extended from McMillan Avenue to Ludlow Avenue 60 feet wide with a 30 foot roadway.

Marion Street should be widened from 30 to 50 feet with the roadway from 20 to 30 feet.

Harvard Lane up to Columbia Avenue should be widened from 20 to 30 feet and its roadway from 16 to 20 feet.

Liberty Street roadway should be increased from 20 to 30 feet.

Liberty Street from Grandview Avenue to Taft Road should have its roadway increased to 40 feet where necessary.

Ringgold Avenue should have its roadway increased from 20 to 30 feet, and it should be extended to Richmond Street 60 feet wide with a 30 foot roadway.

Scioto Street should be extended from East to Martin Street 60 feet wide with a 30 foot roadway.

Spring Grove Avenue from Colerain Avenue to Hamilton Pike should be widened from 60 feet to 80 feet, and its roadway from 40 to 50 feet.

Torrence Road should be extended in a straight line from Columbia Avenue to Eastern Avenue 60 feet wide with a 30 foot roadway and the upper part of the street above the place should be widened from 40 feet to 60 feet and the roadway from 20 feet to 30 feet.

Vine Street from Clifton Avenue to Terry Street should have building lines regulated, widening to 100 feet.

Vine Street from McMillan Avenue to Clifton Avenue should be completely widened from 60 to 80 feet and the roadway from 30 to 50 feet.

Eighth Street from Vine Street to Central Avenue should have its roadway widened from 27 to 40 feet.

Grandview Avenue should be widened from 40 to 60 feet and its roadway from 20 to 30 feet, and it should be extended in the same way to Colerain Street.

Martin Street should be increased from 30 to 50 feet in width and its roadway from 20 to 30 feet, as its lower part and in the upper part. It should be extended to Eden Park Avenue 60 feet wide with a 30 foot roadway.

Mount Auburn should be widened from 30 to 50 feet from Brighton to Sycamore and its roadway increased from 18 to 30 feet.

Pike Street and Fourth Street from Pike to Lawrence Street should have their roadways widened from 30 to 40 feet.

Third Street continued south of its present location to Martin Street 60 feet wide with a 30 foot roadway and a sidewalk on one side. From Martin Street to Colerain Street it should be extended from 40 to 60 feet in width and the roadway from 20 to 30 feet. From Colerain Street to Eastern Avenue it should be increased from 40 to 60 feet and the roadway from 20 to 30 feet.

McMillan Street should be regraded 40 feet wide instead of 30 feet from Vine Street to Auburn Avenue.

Ludlow Avenue should be immediately extended one block east to Stanley Avenue at its present width of 30 feet.

Stanley Avenue should be regraded and widened so as to completely widen it from 30 to 50 feet from Main Street to Ringgold Avenue.

### Duck Creek Parkway

The development of Duck Creek as a parkway should be commenced immediately, as within a few years it will be too late and its development can only be undertaken at prohibitive cost.

### Park Reservations

Mount Airy Forest should be completed by adding the proposed extended parts adjoining as indicated and as described in the north and east.

Gladstone Park should be completed by adding the proposed land in the north and east.

Westwood Park at California should be completed by adding the proposed land along the waterfront.

Kroger Hills Park should be completed by adding the proposed land to the north, west and south.

The proposed Hazel Hurt Reservation should be acquired, at least in part.

The proposed Lunsford Reservation should be acquired, at least in part.

### Richmond Street Park

As there is an outstanding need of a park and playfield near West Richmond Street of about three acres, it should be acquired immediately.

### Scenic Parks

The lands which have outstanding scenic attractiveness are rapidly being opened for private development. The City and the Board of Park Commissioners should be enabled to undertake the acquisition of the following:

The Fountaindale Park around Mount Adams.

The parks which would serve as "jewels in the crown" of the Ludlow Hills.

The extension of Alms Park down the hill to the south and east.

The extension of Mount Echo Park down the hill to the south, west and north.

Lick Run Park and Parkway.

Turkey Ridge Park extension.

### Neighborhood Parks and Playfields

Among the many needed neighborhood parks and playfields, the following stand out as those most urgently necessary on account of lack of suitable facilities in the neighborhood, over today:

Fairview Street Park, opposite Moore School.

Park of six acres south of Eighth Street, near Parkside.

Bond Hill Park and Playfield of nine acres.

Fairfax Avenue Park near the General Hospital.

Gamble Park of nine acres near Madison Avenue.

### Athletic Field

The Group of Ballpark property on Colerain Avenue should be developed if necessary, by popular subscription, as the public athletic facility, especially for convalescent patients.

### Twelfth District Grammar School Playground

The school that is now opposite to end of extra playground space is probably the Twelfth District Grammar School. At least one-half acre of play space should be added immediately.

### Anderson Ferry School

The present two room grammar school at Anderson Ferry should be abandoned right away and the pupils should go to the nearest other existing schools.

### Schools

The following public school improvements should be undertaken in the near future by the School Board:

A new grammar school in Silverton with eight rooms and two acres of land.

Reconstruction of the old Pleasant Ridge Grammar School with eight rooms.

To the Lincoln Grammar School add two acres of play-yard space.

To the Fulton Grammar School add 2.4 of an acre of play-yard space.

To the Frederick Grammar School add one acre of play-yard space.

To the Evanston Grammar School add eight rooms.

To the Columbia Grammar School add one acre of play-yard space.

To the Avondale Grammar School add three acres of play-yard space.

To the Pleasant Grammar School add 1.8 acres of play-yard space.

To the Bond Hill School add 1.8 acres of play-yard space.

To the Bond Grammar School add 1.8 acres of play-yard space.

To the North Grammar School add 2.4 of an acre of play-yard space.

To the North District Grammar School add 2.4 of an acre of play-yard space.

To the Hyde Grammar School add .75 of an acre play-yard space.

To the Hyde Grammar School add eight rooms, replacing four frame rooms.

To the Wilstine Grammar School add four rooms and to place this growing building on a safer site.

### Central Public Library

A new central public library should be erected, preferable between Washington Park and Central Parkway and the present one abandoned and sold.

### Public Markets

The Eau Gaire Street and the Pearl Street public markets should be abandoned and the other three public markets continued as they are today.

### Central Garbage Incinerating Plant

The land should be required in the Mill Creek Industrial District or adjacent to it, to the extent of at least six acres, as a site for a central municipal garbage incinerating plant to be available when the need presents.

### Union Passenger Station

The city should do everything within its power to aid and encourage the development of a union passenger station.

The city should contribute to the extension and widening of East Street and to the improvement of the East Street Viaduct to Western Avenue and to the opening and widening of such other streets as may be in the vicinity of the proposed union passenger station.

### Improving Freight Handling Facilities

The city should encourage in every way possible the consolidation of the many small retailer business already as well as future, and should also encourage the routing of incoming commodities to local consumers instead the contrary. It should also encourage the erection of railroad freight terminals on the Kentucky side of the river to relieve the Freight congestion south of Pendleton and east of Ludlow.

The city should complete to such changes in street locations and grades and other operations as may be necessary in connection with the railroad approaches for by passing through freights and for the creation of central freight terminals and side or delegated local freight stations.

### Trolley or Bus Extension to Bond Hill

Transit service should be given immediately on far as Regent Avenue, Bond Hill. If there is a practicable to operate the grade crossing on the B. & O. tracks, a trolley extension would be desirable. Otherwise, for the time being, a bus extension as a feeder for the trolley line should be installed.

### Trolley Retracing

The traction company should undertake the following retracing of street cars:

The Warsaw Avenue line should be extended to Clifton over Bridgeport Pike and Glenmore Avenue.

The College Hill line should be retracked over Dayton Street, Victory, via Hamilton Avenue, Hamilton Avenue and Hamilton Avenue.

The North Avenue line should be retracked entirely in East Walnut Hills and the Colerain Avenue line should then be abandoned.

The Madisonville line should be retracked via Delta Avenue and Madison Avenue.

All left hand turns, and some right hand turns, should be eliminated at Fairfax Circle, as indicated in Chapter VI of the City Plan Report.

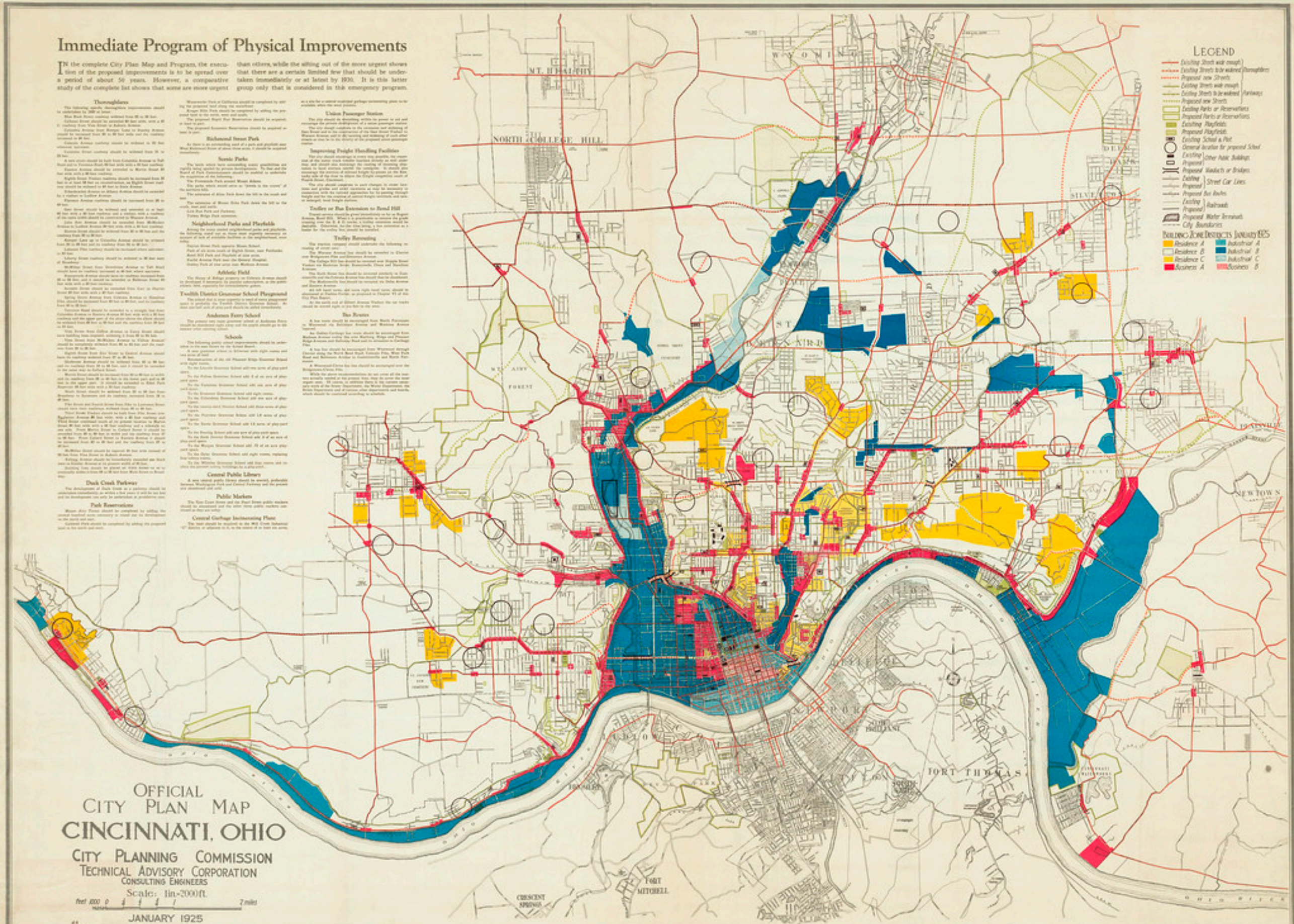
At the north end of Gilbert Avenue Walnut the car tracks should be moved right or you turn in the street.

### Bus Routes

A bus route should be encouraged from North Fairmount to Westwood via Hillsdale Avenue and Harrison Avenue improved.

An Oakley-Carthage bus route should be encouraged from Madison Avenue through Oakley, Hyde Park, and Pleasant Ridge Avenues and Kellogg Road and to extension to Carthage Pike.

A bus line should be encouraged from Westwood through Clifton along the North Bend Road, Colerain Pike, West Park Road and Belmont Avenue to Coldstream and North Fairmount.

A Westwood-Cheviot bus line should be encouraged over the Bridgeport-Cheviot Pike.

While the above recommendations do not cover all the matters actually required on the present map, they do cover the most urgent ones. Of course, in addition there is the current operating work of the Traction Corporations, the Water Department, the Street Department and of various other departments and bureaus, which should be continued according to schedule.