

# Meeting Minutes: South Fairmount Community Council

Tuesday, February 11, 2025: 7 pm

**Attendance:** 9 people in-person, 8 people on Zoom

## **District 3: Sgt. Hicks**

- New community officer: Gottman
- Neighborhood report: uptick in theft and burglaries, mostly on queen city at udf, and storage facilities, auto thefts
- 25 new officers on the street, visiting each community. Officer Lacour- former illustrator
- Question: miscellaneous parts surrounding tire shop: bringing to interdepartment agenda to address CERT: code enforcement response team
- Stairs blocked by vehicles- project is open, fire at ous last wweek. Expect more enforcement there. CERT: code enforcement response team
- Becky: people on zoom cannot hear anything people are talking about. Record “overtime parker on the city street” in 311.

## **Engine 21: John Rais**

- Saturday fire on Flower started as kitchen fire- balloon frame construction home and extreme hoarding conditions in home- Remember that clutter is fuel for fire, obstruction to exit, as well as firefighter entrance
- Do not overload single outlets. Check for damaged cords, unplug appliances when not in use, keep curtains away from outlet.
- New recruit class started with 51 recruits. Should be on the streets soon.
- Fire at wickham and renkin

## **Dunham Rec Center: Jim Moore**

- Summer day camp registration has started. June 2-Aug 8 7 am – 6 pm \$2,105
- 120 acres, swim lessons, snack, breakfast
- Register at cincirec.org
- Senior things going on. Grab a calendar.

## **Working In Neighborhoods : Mary Metzmeier**

Beekman Corridor Coalition working on

- housing issues: repairs: working on compiling list of contractors willing to work with POC or HFH. If you know someone who might be interested in getting home repair gigs through POC or HFH, send them our way.
- Mill Creek Alliance community engagement event March 15,

- Beekman Community Market
- Protect your Identity
- Traffic Committee: Working on save streets design, meeting with councilmember Jeffires

#### **San Antonio: Dave Sabatelli**

- Lunch on the House 2<sup>nd</sup> and 4<sup>th</sup> Tuesday of every month. Served about 100 meals today.
- Pizza Party march 1<sup>st</sup>: carry out or dine in.
- Sunday morning service 9 am
- Monday, reviewing video of parking lot, we saw people going through bags in dumpster-grabbing bags from people's houses and going through residents' trash. Look out for your identity in the trash.

#### **Bill Shefsick, DOTE and Brian Rohdes DOTE**

- 4 years since addressed SFCC
- This summer electric lines were installed over railroad lines
- Building bridge south of existing bridge. Connects to new interchange and to central parkway.
- Since last meeting, concern about no connection to state ave. Adding one way connection to state.
- Bridge is 3 lanes in each direction. 14 foot shared use lane (pedestrian/bike), path to state ave or over slip ramp to State avenue to Westwood
- Design of interchange was still in flux and questioning the connection to spring grove avenue. We could not maintain the connection as it is today. There is sstill a connection. Come across the viaduct toward interstate. Center lanes dive down to interchange. At the end of the ramp, there will be a ramp with access to Harrison which gives access to Spring Grove.
- Bridge type is the same: long span cable tight structure.
- Last year we hired a construction manager (Walsh- Kokosing), the same group working on the bent Spence bridge. Going into final design shortly. Last year completed pricing, scheduling, modifications to the structure. Challenges working in the railroad yard. Looking at ways to simplify construction and make it easier to build in the railroad yard.
- Original design had 2 decks with 4 lanes on top and on bottom. Traffic analysis showed that we did not need that many lanes. \* lanes at interchange.
- Construction managers are working closely with railroad to complete the design to limit claims.
- Question: is "the railroad" one entity? No- CSX and Norfolk Southern and CSX Intermodal
- Question: Where is the Brighton project on that map?
- Duke is building a new substation to move existing station out of the path of the new viaduct. Should be wrapped up by the end of next year.
- Hoping to start construction in 2026. Working through budget challenges
- Question: how many cars use the bridge? It is about the same as when the viaduct was originally built. Traffic went lower in last few years with covid. Current design is for 60k cars per day.

- Question: is elevated 14 ft path elevated? No- It is cantilevered off the side of the bridge, separated by cables that should make it a nice experience.
- Question: how do you transition off the bridge as a pedestrian? There will be a barrier between the vehicular path and the pedestrian path that will connect to paths on central parkway.
- Will the existing viaduct be open until the day the new one opens? For the most part we can build alongside. At some point the bridge will be closed. The most complicated part is the interchange. The current ramp to State avenue will likely be closed fairly early in construction and for an extended period.
- Why single deck bridge: easier to maintain and simpler connections on both ends. Breakthrough that opened possibility for center lane interstate.
- What are we going to do to slow traffic coming off the highway? Don't know- go to the traffic team meeting
- Jim: I like how safe the design is that separates pedestrians from cars entering and exiting the highway.
- Is there any thought about previously augmented funding may not be available? Maybe. We don't know yet.
- Why is the bridge on the south side? Why was it not placed on the north side so that the power station was not used? 1 factor: trying to align with lick run greenway, cxs preferred bridge not to cross fuel tanks, would cause interchange to be further north, which would be too close to hopple street
- Property had to be purchased and building demolished before substation could be moved. It is almost done.
- How has cost estimate changed in past few years for this project? I don't want to stay because we're still working on it. It has increased significantly. We have completed cost benefit analysis: when we started 4: 1, now is more like 3:1 Last budget that was published was \$398 million.