



**ALL FUNDS**

**FY 2020-2021 COMMUNITY BUDGET REQUESTS**

The Community Budget Request (CBR) process (formally known as Community Priority Requests) is the official opportunity for Community Councils to submit up to three priority projects for funding during each biennial budget. Each request is reviewed, vetted, and prioritized by the applicable City department for inclusion in that department's budget request. Potential funding options for the projects are considered and recommendations are made to the City Council in the City Manager's Recommended FY 2020-2021 Biennial Budget.

The FY 2020-2021 CBR process started in May 2018 with an orientation meeting. City staff as well as Community Council representatives congregated for a brief presentation regarding the CBR process. This meeting included an opportunity for questions and answers. Community Councils were also encouraged to work with the appropriate City Departments to discuss potential projects before submitting applications.

Representatives of many Community Councils participated in the process, which included the submission of sixty-six project requests. The following report includes each of these requests and indicates the projects supported with existing resources as well as those projects included for funding in the City Manager's Recommended FY 2020-2021 Biennial Budget.

Requests are submitted by Community Councils for review by the appropriate City Department, as assigned by the Department of City Planning. Information provided by the Community Councils is presented in this Appendix as submitted. The response by the City Department indicated on each request is represented by the "Funding Source" and "Project Number" if applicable. Instances of a "Department will review feasibility" appearing as the "Funding Source" are a favorable indication of the assigned City Department's commitment to further evaluate the practicality of implementing the request; however, the request may not advance if the project is later determined to be infeasible due to physical or budgetary constraints.



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## Capital Improvement Program

### Community Council Capital Budget Requests (Appendix)

<b>Neighborhood:</b>	Avondale
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Pole Lighting upgrades for NEP target areas
<b>Funding Source:</b>	FY16 Duke Streetlight Replacement Project
<b>Project Number:</b>	980x239x162328
<b>Project Request:</b>	Upgrade and replace pole lighting in the current Neighborhood Enhancement Program areas
<b>Related Plans:</b>	The project would complement the existing revitalization efforts, as well as, support ongoing efforts with the NEP. The Project will include all NEP areas. The goal of the project would be to increase lighting for safety and crime prevention.

<b>Neighborhood:</b>	Camp Washington
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Rebuild and Repave Bader Street
<b>Funding Source:</b>	Department will review feasibility within FY20 Street Rehabilitation
<b>Project Number:</b>	980x233x202308
<b>Project Request:</b>	Rebuild and repave the much-neglected Bader Street in Camp Washington. This project was the number one priority for Camp Washington in both 2016 and 2018. In 2018, we were told that the project would have been executed already in 2016, but that the city was still waiting, since 2015, for Duke to complete some utility work on the street. In early 2018, the office of Christopher Smitherman confirmed that the Duke utility work had actually been completed in 2015 but Duke hadn't told the city that the work was completed. The Bader Street Rebuild is actually pencilled in for 2020, but the neighborhood feels that this street needs priority attention now. The "Made in Camp" community plan approved by Cincinnati City Council in June 2018 includes creating and maintaining a safe and clean environment within the Camp Washington neighborhood.
<b>Related Plans:</b>	Compete - Camp Washington has 150 companies that need good roads and improved aesthetics (i.e., trees, new roads and curbs, etc.) to do business, expand new businesses, investors, and new customers. Live - street improvements will attract new homeowners and businesses to Camp Washington. The neighborhood is growing in population, both in new residents and new businesses.

# **Capital Improvement Program**

## **Community Council Capital Budget Requests (Appendix)**



<b>Neighborhood:</b>	Camp Washington
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Traffic Study & Possible Reconfiguration of Hopple & Colerain Ave Intersection
<b>Funding Source:</b>	Not included in Recommended Budget due to limited resources
<b>Project Number:</b>	N/A
<b>Project Request:</b>	<p>It has been publicly acknowledged by DOTE's Martha Kelly that Hopple Street, from Beekman Street at the west end, to the I-75 Interchange at the east end, is overbuilt by at least two lanes. Hopple Street's width is a whopping 98 feet from corner to corner, which makes pedestrian crossings a dangerous proposition. As well, because of Hopple Street's wide width, the street's vehicular traffic tends to speed, making this intersection dangerous for motorized traffic as well as pedestrians in this very urban neighborhood.</p> <p>On top of the extra unnecessary traffic lanes, the Hopple &amp; Colerain intersection lacks any left turn lanes. This has the effect of slowing traffic on Colerain Avenue at rush hours - at 5pm it can sometimes take as many as 6 light cycles before a car on Colerain Avenue can make their turn, often backed up all the way to Marshall Street, several blocks away. Large employers like the neighborhood's Meyer Tool are directly affected by the fact that left turns from Colerain Avenue are a slow prospect, adding time to deliveries.</p> <p>As part of the "Made in Camp" community plan, the community voted to prioritize pedestrian and vehicular safety not only at this intersection, but throughout the Camp Washington business district, to attempt to "reconnect" the disparate and non-connected parts of the business district.</p> <p>We ask that a formal traffic study take place to consider traffic calming methods for Hopple Street, including the consideration of additional median areas to allow for a pedestrian "rest" area if the pedestrian cannot cross the street fast enough to do it safely. We ask that this study also include the addition of left turn lanes to the Hopple and Colerain intersection, as a means of getting the neighborhood's traffic into and out of Camp Washington on a more timely basis.</p> <p>This proposal is timely in that Hopple Street is a very high traffic street that bisects a growing, urban neighborhood. We ask that the City of Cincinnati consider implementing some of the recommendations of this plan immediately, as we see the intersection a dangerous one.</p>
<b>Related Plans:</b>	<p>Compete - Camp has 150 companies that need good roads and improved aesthetics (i.e., trees, new roads and curbs, etc.) to do business, expand new businesses, investors, and new customers.</p> <p>Live - street improvements will attract new homeowners and businesses to Camp Washington, as well as providing a safer pedestrian and vehicular experience.</p>



**Capital Improvement Program**  
**Community Council Capital Budget Requests (Appendix)**

<b>Neighborhood:</b>	Camp Washington
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Rebuild and Repave Henshaw Street
<b>Funding Source:</b>	Department will review feasibility within FY20 Street Rehabilitation
<b>Project Number:</b>	980x233x202306
<b>Project Request:</b>	Rebuild and repave the much-neglected Henshaw Street in Camp Washington. This project was the number two priority for Camp Washington in both 2016 and 2018. In 2018, we were told that the project would have been executed already, but that the city was waiting for Duke to complete some utility work on the street. In early 2018, the office of Christopher Smitherman confirmed that the Duke utility work had actually been completed in 2015 but Duke hadn't told the city that the work was completed. The Henshaw Street Rebuild is actually penciled in for 2020, but the neighborhood feels that this street needs to be a priority now.
<b>Related Plans:</b>	Plan Cincinnati: Compete - Camp Washington has 150 companies that need good roads and improved aesthetics (i.e., trees, new roads and curbs, etc.) to do business, expand new businesses, investors, and new customers. Live - street improvements will attract new homeowners and businesses to Camp Washington. The neighborhood is growing in population, both in new residents and new businesses.

# **Capital Improvement Program**

## **Community Council Capital Budget Requests (Appendix)**



<b>Neighborhood:</b>	Clifton
<b>Department:</b>	City Planning
<b>Project Name:</b>	Neighborhood Plan
<b>Funding Source:</b>	FY20 Neighborhood Plans
<b>Project Number:</b>	980x171x201700
<b>Project Request:</b>	In cooperation with City Planning develop a comprehensive Neighborhood Plan that encompasses current needs while maintaining the Historic and Unique character of our neighborhood.
<b>Related Plans:</b>	<p>The Neighborhood Plan will establish a framework for future development, including zoning and other relevant land use regulations. The current plan is outdated and does not reflect current community needs and concerns. The City Zoning Administrator explained that an up-to-date plan would help inform proper zoning enforcement. The City Planning Department has suggested that the Community Budget Request is an excellent way to obtain funding for a community plan.</p> <p>The Development of a Neighborhood Plan is consistent with Plan Cincinnati's Initiative Areas;</p> <p>Compete: Be the pivotal economic force of the region.</p> <p>with the Goals;</p> <p class="list-item-l1">1. Foster a climate conducive to growth, investment, stability, and opportunity.</p> <p class="list-item-l1">C. Build a streamlined and cohesive development process.</p> <p class="list-item-l1">2. Cultivate our position as the most vibrant and healthiest part of our region.</p> <p class="list-item-l1">A. Target investment to geographic areas where there is already economic activity.</p> <p>Live: Strengthen our magnetic city with energized people.</p> <p>with the Goals;</p> <p class="list-item-l1">1. Build a robust public life.</p> <p class="list-item-l1">A. Develop and maintain inviting and engaging public spaces that encourage social interaction between different types of people.</p> <p class="list-item-l1">B. Create a welcoming civic atmosphere.</p> <p class="list-item-l1">2. Create a more livable community.</p> <p class="list-item-l1">B. Support and stabilize our neighborhoods.</p> <p>Collaborate: Partner to reach our common goals.</p> <p>with the Goals;</p> <p class="list-item-l1">1. Work in synergy with the Cincinnati community.</p> <p class="list-item-l1">A. Unite our communities.</p> <p class="list-item-l1">2. Speak in a unified voice with other entities to reach regional goals.</p> <p class="list-item-l1">A. Actively coordinate our regional efforts.</p> <p class="list-item-l1">3. Cooperate internally and externally to improve service efficiency</p>



**Capital Improvement Program**  
**Community Council Capital Budget Requests (Appendix)**

	A. Coordinate growth and maintenance of our infrastructure and public assets.
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# **Capital Improvement Program**

## **Community Council Capital Budget Requests (Appendix)**



<b>Neighborhood:</b>	Clifton
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Neighborhood Gateways
<b>Funding Source:</b>	Not included in Recommended Budget due to limited resources
<b>Project Number:</b>	N/A
<b>Project Request:</b>	This project would consist of location determinations, design and construction of a primary gateway and totem type gateway(s) that would identify the entrance(s) to Clifton's Neighborhood Business District.
<b>Related Plans:</b>	<p>Presently Clifton has no notable signage to welcome visitors into the Neighborhood Business District. In conjunction with a community committee, the city's Department of Transportation &amp; Engineering would develop a comprehensive plan for Neighborhood Business District Gateways. This project would include:</p> <ol style="list-style-type: none"><li>1. Determination of a primary location for a significant gateway and secondary location(s) for totem style signage.</li><li>2. Development of gateway renderings for the significant gateway and the totem style gateway(s)</li><li>3. Cost estimates for construction and maintenance of gateways</li><li>4. Bidding and construction of gateways</li></ol> <p>The Development of Business Gateways is consistent with Plan Cincinnati's Initiative Areas;</p> <p>Compete: Be the pivotal economic force of the region.</p> <p>with the Goals;</p> <ol style="list-style-type: none"><li>2. Cultivate our position as the most vibrant and healthiest part of our region.<ol style="list-style-type: none"><li>A. Target investment to geographic areas where there is already economic activity.</li></ol></li></ol> <p>Live: Strengthen our magnetic city with energized people.</p> <p>with the Goals;</p> <ol style="list-style-type: none"><li>1. Build a robust public life.<ol style="list-style-type: none"><li>A. Develop and maintain inviting and engaging public spaces that encourage social interaction between different types of people.</li><li>B. Create a welcoming civic atmosphere.</li></ol></li></ol> <p>Collaborate: Partner to reach our common goals.</p> <p>with the Goals;</p> <ol style="list-style-type: none"><li>1. Work in synergy with the Cincinnati community.<ol style="list-style-type: none"><li>A. Unite our communities.</li><li>3. Cooperate internally and externally to improve service efficiency</li><li>A. Coordinate growth and maintenance of our infrastructure and public assets.</li></ol></li></ol>



**Capital Improvement Program**  
**Community Council Capital Budget Requests (Appendix)**

<b>Neighborhood:</b>	Clifton
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Traffic Calming Plan
<b>Funding Source:</b>	Dept. will review feasibility within FY18 Neighborhood Transportation Strategies
<b>Project Number:</b>	980x232x182336
<b>Project Request:</b>	In cooperation with City Transportation develop a comprehensive Traffic Calming Plan that addresses the current unsafe pedestrian atmosphere.
<b>Related Plans:</b>	<p>Drivers through our neighborhood do not comply with posted speed limits, traffic signals and signs as well as pedestrian crosswalks. This situation has resulted in pedestrians being struck and a multitude of near misses. We understand that there are not resources available to expand policing of the area. We therefore ask that a study be undertaken to determine what measures can be taken to calm the traffic and increase pedestrian safety. This plan would consist of initial traffic studies to understand the issues before solutions can be proposed. These traffic studies will set a baseline from which we can measure again to check on what improvements have been made from corrective actions that get implemented.</p> <p>We ask that the traffic studies concentrate on five neighborhood areas:</p> <ol style="list-style-type: none"><li>1. Our neighborhood business district, Ludlow Avenue from Brookline west to Whitfield Avenue</li><li>2. Ludlow Avenue from Whitfield Avenue west to Central Parkway</li><li>3. Clifton Avenue from Ludlow Avenue north to Lafayette Avenue</li><li>4. Woolper Avenue from Vine Street west to Clifton Avenue</li><li>5. McAlpin Avenue from Clifton Avenue west to Ludlow Avenue</li></ol> <p>The Development of a Traffic Calming Plan is consistent with Plan Cincinnati's Initiative Areas;</p> <p>Connect: Bring people and places together. with the Goals;</p> <ol style="list-style-type: none"><li>1. Develop a system of multimodal transportation that supports neighborhood vitality<ol style="list-style-type: none"><li>A. Expand options for non-automotive travel</li><li>B. Plan, design, and implement a safe and sustainable transportation system</li></ol></li></ol> <p>Live: Strengthen our magnetic city with energized people. with the Goals;</p> <ol style="list-style-type: none"><li>1. Build a robust public life.</li><li>2. Create a welcoming civic atmosphere.</li><li>3. Create a more livable community.</li><li>4. Become more walkable.</li></ol>

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## **Community Council Capital Budget Requests (Appendix)**



<b>Neighborhood:</b>	Columbia Tusculum
<b>Department:</b>	City Planning
<b>Project Name:</b>	Develop Community Plan
<b>Funding Source:</b>	FY20 Neighborhood Plans
<b>Project Number:</b>	980x171x201700
<b>Project Request:</b>	Work with the planning department to refresh and develop a new community vision plan.
<b>Related Plans:</b>	The last community plan for CT was developed in 1994 and is due for a refresh. This request will allow the community to utilize city resources to develop the community vision plan in line with the city's plan.

<b>Neighborhood:</b>	Columbia Tusculum
<b>Department:</b>	Community and Economic Development
<b>Project Name:</b>	Eastern Ave Streetscape
<b>Funding Source:</b>	Not included in Recommended Budget due to limited resources
<b>Project Number:</b>	N/A
<b>Project Request:</b>	Eastern Ave is now part of the expanded CT Business District and in line with the community vision, we would like to add 10 flower pots, 10 benches, and 5 bike racks to improve the walkability for residents and visitors.
<b>Related Plans:</b>	This plan is consistent with both the neighborhood and city plan.

<b>Neighborhood:</b>	Columbia Tusculum
<b>Department:</b>	Public Services
<b>Project Name:</b>	Litter Remediation
<b>Funding Source:</b>	This project will be pursued with Operating Budget resources
<b>Project Number:</b>	Operating Budget
<b>Project Request:</b>	The addition of more new trash bins and city operations weekly cleanup of litter along Columbia Parkway and Eastern Ave within the main business district
<b>Related Plans:</b>	Aligns to the city plan to provide clean and safe sidewalks and roadways for residents and visitors.



## Capital Improvement Program

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<b>Neighborhood:</b>	CUF
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Project 2 Warner Street Steps
<b>Funding Source:</b>	Not included in Recommended Budget due to limited resources
<b>Project Number:</b>	N/A
<b>Project Request:</b>	<p>Reconstruct the Hillside Steps in the Warner Street right-of-way, between Fairview Park Drive and Fairview Avenue.</p> <p>Project Justification:</p> <p>Currently the upper section of the Warner Street Steps above Fairview Park Drive is closed, and mostly either removed or in poor (semi-demolished) condition. The closure of these steps has prevented pedestrian access to, and through, Fairview Park for residents living on top of the hill and at the bottom of the hill (West McMicken Street). Additionally, the upper section of the Steps has been used as a dump, for mostly yard waste.</p> <p>The CUF Neighborhood includes many residents who live on McMicken Avenue who work or study at the University of Cincinnati. It is a possible and fairly direct walk up West McMillan, but it is certainly not a pleasant walk, as McMillan is a major arterial street. While the Warner Street Steps have been rebuilt from McMicken to Fairview park Drive, the extended trip to UC or the Clifton Heights Business District is much more circuitous.</p> <p>Alternately, CUF residents living in the Fairview section of the Neighborhood, many live within several hundred feet of the Park's edge, must walk down Warner to Ravine Street to access (and in reverse egress) the Park. To do loop circuit walks through the Park involves a crossing (one way or the other) of West McMillan Street at Fairview park Drive (See our other CBR 2018-2019 application).</p> <p>As amenities are being stripped from Fairview Park (in the last few years we have lost our swimming pool and baseball fields) most of what's left, at least for adults, is the ability to take a nice walk through the Park. However, due to the inconvenience, distance and (in the case of the W. McMillan crossing) danger of pedestrian connections, Fairview Park is woefully under-utilized by the residents of CUF. Most of the Park users are arriving in vehicles (against all of the CUF Neighborhood's Plan Goals), and many of them are attending open-air drug markets, free from the scrutiny of the many potential "eyes on the street" that are NOT encourage by the City's infrastructure to visit the Park.</p> <p>Map is attached.</p>
<b>Related Plans:</b>	Plan Cincinnati, 2012 Connect Goal 1: Develop an efficient multi-modal transportation system that supports neighborhood livability.

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	<p>1. Expand Options for non-automotive travel. Expand connectivity and facilities for pedestrians, bicyclists and transit users – Mid-range (4-7 years): Infill gaps in sidewalks (steps, which serve the same purpose) with missing segments of sidewalk (steps) and add sidewalks (steps) where possible to promote better walkability.</p> <p>2. Plan, design and implement a safe and sustainable transportation system. Preserve and maintain the transportation network and associated rights-of-way. Provide for the safety of the infrastructure for the public.</p> <p>Live Goal 2: Create a more livable community.</p> <p>1. Become more walkable. Increase mixed-use compact walkable development throughout the basin and uptown, surrounding our centers of activity, and along transit corridors – Short-range (1-3 years): Continue to maintain the City Hillside Step Information System to maintain an inventory of each set of steps and track inspection and repair information. Whenever possible retain ownership of steps.</p> <p>Sustain Goal 1: Become a healthier Cincinnati.</p> <p>1. Decrease mortality and chronic and acute diseases. Get people moving – Short-range (1-3 years): Identify locations where residential neighborhoods are not linked with adequate sidewalk (steps, which serve the same purpose) and bike lane connections. Long-range (8-10 years): Connect centers of activity using greenspace, bikeways, and safe walking paths to link to residential areas. Clifton Heights, University Heights, Fairview Community Plan, 1986</p> <p>Transportation Goal 4: Non-automobile transportation forms should be encouraged.</p> <p>1. 4.3: Pedestrian movement should be given a high priority as a means of transportation. 4.3.1: The City should restore, light, and subsequently maintain steps and pathways to ensure pedestrian mobility within the neighborhood and between the neighborhood and downtown.</p> <p>2. 4.3.2: The City Traffic Engineering Division should take every possible step in working towards minimizing vehicular/pedestrian conflict.</p> <p>Parks, Recreation and Open Space Goal 3:</p> <p>1. 3.2.1: Repair Warner Street steps between Fairview Avenue and McMicken Avenue and possibly add walkway from middle of 400 block of Warner in Fairview Park (adding a walkway between Warner and Fairview Park is NOT part of our request). Ironically, since the CUF Community Plan, 1986, the Warner Street Steps from Fairview Park Drive to McMicken have been re-built, while the Steps from Warner to Fairview Park Drive have been partially demolished and closed.</p>
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## Capital Improvement Program

### Community Council Capital Budget Requests (Appendix)

<b>Neighborhood:</b>	CUF
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Project 3 One-Way Streets
<b>Funding Source:</b>	Department will review feasibility
<b>Project Number:</b>	N/A
<b>Project Request:</b>	<p>This project will study, discuss with community stakeholders, and ultimately implement (if warranted) the conversion of eight (8) streets, between Warner Street and McMillan Street, in the CUF Neighborhood from Two-Way to One-Way, with traffic/speed calming as necessary. The eight streets are: Flora, Victor, Stratford, Chickasaw, Rohs, Wheeler, Moerlein and Ohio.</p> <p>Currently, all of these streets are 30' wide (curb-to-curb), with two-way traffic and parking on both sides. Problems caused by the current situation include minor collisions involving lost mirrors, occasional crashes due to failures to yield, stopped traffic (particularly involving trash and larger utility vehicles), crashes at driveways and intersections due to limited visibility in both directions, speeding in order to get to the other end of the street before another vehicle comes (exacerbating the visibility problem), and cut-through traffic trying to avoid the congestion of Calhoun and McMillan.</p> <p>While it is generally preferable to maintain two-way streets for maximum access and redundancy in the street grid, the situation has reached some level of aggravation with nearly all users of the streets. General mention of this potential study has resulted in few objections from both residents (CUF Neighborhood Association) and landlords (Clifton Heights Business Association). The major concern of the neighborhood is that one-way streets would create wide lanes that would encourage speeding (the current speed limit is 25 MPH). Measures to impede speeding include lowering the speed limit to 20 MPH, allowing two-way traffic for bicycles by painting an offset bike lane with standard roadway markings, speed humps or other traffic calming devices.</p> <p>We have attached a map showing the preferred directions of each of the streets. These directions were based on the "No Left Turn" from westbound McMillan to Rohs Street. We suggest Rohs be northbound and the other streets alternate direction from there. Ohio Avenue was made southbound to help limit the cut-through traffic in the neighborhood (assumed to be Central Parkway to Ravine to Warner to Ohio to McMillan).</p> <p>Costs include \$30,000 for the Study, \$20,000 for Signage and Bike Lane Painting, and \$80,000 for Speed Humps. Total \$130,000. These costs were established in conversation with DOTE staff.</p>
<b>Related Plans:</b>	The major goal from Plan Cincinnati is Connect Goal 1: Develop an efficient multi-modal transportation system that supports neighborhood livability. <p>By making these streets one-way with appropriate traffic/speed calming measures, the streets will become safer and more sustainable by preventing</p>

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	accidents and reducing subsequent damage to vehicles. While all of these streets currently work very well for cyclists, a plan that includes a striped counter-flow bike lane will help reduce vehicle speeds.
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<b>Neighborhood:</b>	CUF
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Project 1 West McMillan Sidewalk
<b>Funding Source:</b>	Not included in Recommended Budget due to limited resources
<b>Project Number:</b>	N/A
<b>Project Request:</b>	<p>West McMillan Sidewalk, CUF (Fairview): Construction of a new sidewalk, with some retaining walls, on the south side of West McMillan Street between Fairview Avenue (on the east), and Fairview Park Drive (on the west).</p> <p>Project Justification:</p> <p>Currently, West McMillan Street has a continuous sidewalk on the north side (only), between the Ravine/Fairview intersection and the McMicken intersection. Pedestrian access to Fairview Park involves crossing McMillan at Fairview Park Drive. Visibility is poor due to the curves above and below the intersection. The significance of the curves and poor visibility has been previously acknowledged and addressed by the City.</p> <ul style="list-style-type: none"><li>• Skid-resistant pavement has been installed in this section of West McMillan. While this may prevent vehicles from skidding and losing control, it does not necessarily slow vehicles down, which exacerbates the visibility and safety problems for pedestrians.</li><li>• Fairview Park Drive is One-Way, from West McMillan to Ravine, recognizing that visibility for vehicles exiting Fairview Park Drive to West McMillan is limited and would create a dangerous situation. While crossing West McMillan from north-to-south is dangerous for pedestrians, crossing from south-to-north is very dangerous.</li><li>• A Left Turn lane has been installed on West McMillan for westbound traffic to enter at Fairview Park Drive, recognizing that vehicles stopped to make left turns could create a hazard for other westbound traffic.</li></ul> <p>A map is attached - a quick review illustrates the visibility issues. A sidewalk on the south side of West McMillan from Fairview Park Drive to Fairview Avenue on the south side of West McMillan would provide safe pedestrian access and egress for CUF residents to Fairview Park. As it is, Fairview Park can only be easily accessed by pedestrians from the Warner Street Steps (from West McMicken only), and the entrance (vehicular exit) at Ravine Street. Walking circuits, or loops, through the Park is difficult, and not common, due to the necessity and difficulty of crossing West McMillan at Fairview Park Drive.</p> <p>As amenities are being stripped from Fairview Park (in the last few years we have lost our swimming pool and baseball fields) most of what's left, at least for adults, is the ability to take a nice walk through the Park. However, due to the inconvenience, distance and (in the case of the W. McMillan crossing) danger of pedestrian connections, Fairview Park is woefully under-utilized by the residents of CUF. Most of the Park users are arriving in vehicles (against all of the CUF Neighborhood's Plan Goals), and many of them are attending open-air</p>

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	drug markets, free from the scrutiny of the many potential "eyes on the street" that are NOT encouraged by the City's infrastructure to visit the Park.
<b>Related Plans:</b>	<p>Plan Cincinnati, 2012</p> <p>Connect Goal 1: Develop an efficient multi-modal transportation system that supports neighborhood livability.</p> <p>1. Expand Options for non-automotive travel. Expand connectivity and facilities for pedestrians, bicyclists and transit users – Mid-range (4-7 years): Infill gaps in sidewalks with missing segments of sidewalk and add sidewalks where possible to promote better walkability.</p> <p>2. Plan, design and implement a safe and sustainable transportation system. Preserve and maintain the transportation network and associated rights-of-way. Provide for the safety of the infrastructure for the public.</p> <p>Live Goal 2: Create a more livable community.</p> <p>1. Become more walkable.</p> <p>Sustain Goal 1: Become a healthier Cincinnati.</p> <p>1. Decrease mortality and chronic and acute diseases. Get people moving</p> <p>– Short-range (1-3 years): Identify locations where residential neighborhoods are not linked with adequate sidewalk and bike lane connections.</p>



## Capital Improvement Program

### Community Council Capital Budget Requests (Appendix)

<b>Neighborhood:</b>	East End
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Design and Peform Traffic Study
<b>Funding Source:</b>	Not included in Recommended Budget due to limited resources
<b>Project Number:</b>	N/A
<b>Project Request:</b>	Design and Perform Traffic Study to yield recommendations supportive of development consistent with the East End Garden District Plan approved by City Council Resolution 64-2017 on 11-29-17  The East End Garden District (EEGD) Plan addresses challenges to growth and specifically seeks to improve the traffic flow through the District. Owing to congestion experienced by residents and visitors, a comprehensive evaluation by competent professionals is requested to develop a plan to move forward and unlock the District's potential.
<b>Related Plans:</b>	This proposed project directly follows on from the East End Garden District Plan approved by Cincinnati City Council 11/29/17 under Resolution 64-2017

# **Capital Improvement Program**

## **Community Council Capital Budget Requests (Appendix)**



<b>Neighborhood:</b>	East End
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Parking Study
<b>Funding Source:</b>	Not included in Recommended Budget due to limited resources
<b>Project Number:</b>	N/A
<b>Project Request:</b>	<p>The East End Garden District (EEGD) Plan address challenges to growth and specifically the goals to improve the need to reevaluate parking (on street and off street) to alleviate congestion and maximize parking opportunities for residents and visitors. This Parking study is inter-related with needs to study Traffic Flow and as well as appropriate signage to facilitate movement through the District. The East End Area Council worked with residents, external advisors and representatives from City of Cincinnati departments starting in 2013 (listed on page 7 of the Plan). Many of the contributors to the EEGD Plan are acknowledged and thanked on page 4 for their time and thoughtful inputs over the several years of discussion and documentation.</p> <p>Upon robust recommendations by City staff, the Planning Commission and City Council both voted unanimous support for the Plan: The Planning Commission approved in October 2017, and Cincinnati City Council approved the East End Garden District (EEGD) Plan on November 29, 2017 by Resolution 64-2017. This City-facilitated process provided structure that included numerous group work sessions and creation of a Vision. "The vision of this Plan is to make the East End Garden District an inclusive, green bedroom community surrounded by opportunities to recreate, shop, and celebrate." The EEGD Plan primarily focused on Community Gathering Spaces, and Land Use and Zoning and Parking &amp; Traffic Flow.</p> <p>Parking conditions are described, evaluated and forecasted in the EEGD Plan on pages 12 -15. Community members identified Parking as a major issue both for the on- and off-street limitations. These issues were elaborated upon in the Parking &amp; Traffic flow section of EEGD Plan on pages 23-26.</p> <p>A Prioritization of All Strategies is listed on page 46 of the EEGD Plan. These priorities captured residents' sentiments during a well-attended public session and by a survey creating culminating with a final score enabling prioritization of all strategies identified. A cluster of issues were identified surrounding traffic flow, parking and signage. The prioritization chart (page 46) shows that four of the top five strategies are Parking &amp; Traffic matters.</p> <p>The highest final score in the 'Prioritization of All Strategies' (page 46 of EEGD Plan) is "Create new parking opportunities." A complete analysis of parking to determine best options for current residents and future, infill development are best undertaken by competent city staff.</p> <p>The Parking &amp; Traffic Flow section (pages 23-26) of the EEGD Plan identifies three Goals with a total of seven Strategies. Of particular note in this regard to Parking are:</p> <p>Goal 3: "Ensure that everyone in the Garden District has a place to park"</p>



## Capital Improvement Program

### Community Council Capital Budget Requests (Appendix)

	<ul style="list-style-type: none"><li>• Strategy 1 : Create new parking opportunities</li></ul> <p>Goals 2 and 3: There are numerous existing parking spaces in public lots surrounding the District. Directional signs to available parking with improved traffic movements would help traffic flow and prevent dead end situations, and parking in front of residents' homes. The Riverside Drive frontage is designated as an Entertainment District. As new business locates to the area, parking lots in the floodway closer to the river could be created with City assistance. A parking study would provide parking demand information for business types and shared parking opportunities for existing and future infill developments.</p> <p>Future development could be a great catalyst to re-open abandoned alleys and to develop off-street parking accessed from alleyways.</p> <p>Floodway lots with appropriate use of permeable pavers and landscaping could also be logical parking areas and provide flexible space for other seasonal activities.</p>
<b>Related Plans:</b>	<p>The EEGD Vision Statement is: "The vision of this Plan is to make the East End Garden District an inclusive, green bedroom community surrounded by opportunities to recreate, shop, and celebrate."</p> <p>It relates to The Vision of Plan Cincinnati which is: "Thriving Re-Urbanization – The vision for the future of Cincinnati is focused on an unapologetic drive to create and sustain a thriving inclusive urban community, where engaged people and memorable places are paramount, where creativity and innovation thrive, and where local pride and confidence are contagious."</p> <p>The EEGD is a unique area in terms of walkable street pattern, access to the Ohio River, urban gardens, alley system adjacent to parks and public transportation. This CBR request to fund a parking study (including related elements such as wayfinding signage and designated public parking signage) relates most to the Sustain and Live Initiative areas. To plan for future infill development and manage existing residential and business parking demands requires both public and private expenditures and improvements for better vehicular circulation. A resident and visitor parking assessment and plan are needed to provide parking for everyone in the EEGD. When streets and parking are improved, there are opportunities to build robust public life with connections to existing and future public gathering spaces along with opportunities to improve housing options, quality and affordability on infill sites.</p> <p>Preserve our natural and built environment - New EEGD infill development will respect the flood plain with regard to building construction types, and preserve our built history by utilizing the existing street and alley system, and embracing the existing building inventory.</p> <p>Initiative Area: Sustain</p> <p>Goal: Preserve our natural and built environment</p> <p>Strategies:</p> <p>Preserve our built history</p> <p>Goal: Manage our financial resources</p> <p>Strategies:</p> <p>Better coordinate our capital spending</p> <p>Spend public funds strategically</p> <p>Initiative Area: Live</p>



	<p>Goal: Create a more livable community Strategies: Become more walkable. Support and Stabilize our neighborhoods.</p>
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## Capital Improvement Program

### Community Council Capital Budget Requests (Appendix)

<b>Neighborhood:</b>	East End
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Traffic study
<b>Funding Source:</b>	Not included in Recommended Budget due to limited resources
<b>Project Number:</b>	N/A
<b>Project Request:</b>	<p>The East End Garden District (EEGD) Plan addresses challenges to growth and specifically seeks to improve the traffic flow through the District. Owing to congestion experienced by residents and visitors, a comprehensive evaluation by competent professionals is requested to develop a plan to move forward and unlock the District's potential.</p> <p>The East End Area Council worked with residents, external advisors and representatives from City of Cincinnati departments starting in 2013 (listed on page 7 of the Plan). Many of the contributors to the EEGD Plan are acknowledged and thanked on page 4 for their time and thoughtful inputs over the several years of discussion and documentation.</p> <p>Upon robust recommendations by City Staff, the Planning Commission and City Council both voted unanimous support for the Plan, The Planning Commission approved in October 2017 and Cincinnati City Council approved the East End Garden District (EEGD) Plan on November 29, 2017 by Resolution 64-2017.</p> <p>This City-facilitated process provided structure that included numerous group work sessions and creation of a Vision. "The vision of this Plan is to make the East End Garden District an inclusive, green bedroom community surrounded by opportunities to recreate, shop, and celebrate." The EEGD Plan primarily focused on Community Gathering Spaces, and Land Use and Zoning and Parking &amp; Traffic Flow, the latter being the subject of this request.</p> <p>Every street in the EEGD is currently two-way and three of them are dead end streets. There are seven streets that intersect with Riverside Drive of which two streets have traffic signals. The Parking &amp; Traffic Flow section (pages 23-26) of the EEGD Plan identifies three Goals with a total of seven Strategies.</p> <p>Goal 1: "Reorganize the traffic flow in this area to alleviate congestion and maximize parking opportunities."</p> <ul style="list-style-type: none"><li>• Strategies 1 and 2: Focus Traffic east of Strader to exit from Delta Ave and Focus Traffic west of Strader to exit at Wenner St.</li></ul> <p>A Prioritization of All Strategies are listed on page 46 of the EEGD Plan. These priorities captured residents' sentiments during a well-attended public session and by a survey culminating with a final score enabling prioritization of all strategies identified. A cluster of issues were identified surrounding traffic flow, parking and signage. The prioritization chart (page 46) shows that two of the top five strategies are Traffic matters.</p> <p>Specifically, the third rated strategy, "Focus traffic east of Strader Avenue to exit the District from Delta Avenue." Then the fifth prioritized strategy, "Focus traffic west of Strader Avenue to exit the District at Wenner Street."</p> <p>Without a complete analysis of the traffic and parking, current residents are impacted by existing traffic flow and parking; and future infill development opportunities are stymied in all aspects of the EEGD Plan recommendations.</p>

# **Capital Improvement Program**

## **Community Council Capital Budget Requests (Appendix)**



	<p>It is apparent that the enabling action required at this time is to design and complete a traffic study to identify and to define the combination of actions needed to improve traffic circulation, which might include creating one-way streets and possibly reclaiming the alley system to allow for residential off-street parking behind houses without driveways, and create opportunities for angled parking to increase on-street parking.</p> <p>Goal 2: "Incorporate wayfinding elements into the District to direct visitors to amenities and parking"</p> <ul style="list-style-type: none"><li>• Strategy I : Create a uniform branding package for the District</li></ul> <p>Goal 3: "Ensure that everyone in the Garden District has a place to park</p> <ul style="list-style-type: none"><li>• Strategy 1 : Create new parking opportunities</li></ul> <p>Goals 2 and 3 are addressed in separate CBR requests.</p>
<b>Related Plans:</b>	<p>The EEGD Vision Statement is: "The vision of this Plan is to make the East End Garden District an inclusive, green bedroom community surrounded by opportunities to recreate, shop, and celebrate.'</p> <p>It relates to The Vision of Plan Cincinnati which is: "Thriving Re-Urbanization – The vision for the future of Cincinnati is focused on an unapologetic drive to create and sustain a thriving inclusive urban community, where engaged people and memorable places are paramount, where creativity and innovation thrive, and where local pride and confidence are contagious."</p> <p>The EEGD is a unique area in terms of walkable street pattern, access to the Ohio River, urban gardens, alley system adjacent to parks and public transportation. This CBR request to fund a traffic study relates most to the Sustain and Live Initiative areas.</p> <p>To plan for future infill development and manage existing residential and business demands requires both public and private expenditures and improvements for better vehicular circulation. When streets and parking are improved, there are opportunities to build robust public life with connections to existing and future public gathering spaces along with opportunities to improve housing options, quality and affordability on infill sites.</p> <p>Preserve our natural and built environment - preserve our built history by utilizing the existing street and alley system, and embracing the existing building inventory. New EEGD infill development will respect the flood plain.</p> <p>Initiative Area: Sustain</p> <p>Goal: Preserve our natural and built environment</p> <p>Strategies:</p> <ul style="list-style-type: none"><li>• Preserve our built history.</li></ul> <p>Goal: Manage our financial resources</p> <p>Strategies:</p> <ul style="list-style-type: none"><li>• Better coordinate our capital spending</li><li>• Spend public funds strategically</li></ul> <p>Initiative Area: Live</p> <p>Goal: Create a more livable community</p> <p>Strategies:</p> <ul style="list-style-type: none"><li>• Become more walkable.</li><li>• Support and Stabilize our neighborhoods.</li></ul>



## Capital Improvement Program

### Community Council Capital Budget Requests (Appendix)

<b>Neighborhood:</b>	East Price Hill
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Pave Price
<b>Funding Source:</b>	FY21 Street Rehabilitation
<b>Project Number:</b>	980x233x212308
<b>Project Request:</b>	Pave Price Ave. from Hawthorne to Wells, with special emphasis on the stretch from Fairbanks to Wells.
<b>Related Plans:</b>	Eastbound truck traffic on River Rd. (US 50) frequently enters Price Hill using Fairbanks. This street is not designed to be a thoroughfare for tractor-trailer rigs. Price from Fairbanks to Wells is badly worn on account of this traffic and badly in need of re-paving. In addition to that we would like traffic engineering to look at a way to prevent the use of this route by big rigs. Glenway Avenue (State Route 264) is the logical alternative in our view.

<b>Neighborhood:</b>	East Price Hill
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Pave Beaumont
<b>Funding Source:</b>	FY21 Street Rehabilitation
<b>Project Number:</b>	980x233x212308
<b>Project Request:</b>	Re-pave the entire length of Beaumont Place, from its eastern end to Crestline Avenue.
<b>Related Plans:</b>	Until recently Beaumont Place was used by service vehicles to enter Mt. Echo Park. That is no longer the case. The potholes and other wear warrant re-paving for the residents of Beaumont.

<b>Neighborhood:</b>	Evanston
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Street Paving In Evanston
<b>Funding Source:</b>	Dept. will partially complete with FY20 Street Rehab. [see below for detail]
<b>Project Number:</b>	980x233x202308
<b>Project Request:</b>	This project is requesting street maintenance and paving on five main streets in the Evanston community. The streets are as follows: 1. Hackberry from Dexter to Hewitt [Dept. will consider] 2. Fairfax from Woodburn to Pogue [Section scheduled for rehabilitation] 3. Kinney from Hackberry to Evanston Ave. [Dept. will consider] 4. Dixmont from Gilbert to Victory Parkway [Section scheduled for rehabilitation] 5. Fairfield from Holloway to Kinney Ave. [Dept. will consider]
<b>Related Plans:</b>	The requested project is consistent with Evanston's existing 10 Year Plan which addresses beautification and improved infrastructure as key priorities.

# **Capital Improvement Program**

## **Community Council Capital Budget Requests (Appendix)**



<b>Neighborhood:</b>	Evanston
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Improved Street Lights
<b>Funding Source:</b>	Not included in Recommended Budget
<b>Project Number:</b>	980x239x162328
<b>Project Request:</b>	<p>This project is requesting improved street lighting with brighter lights or additional street lights on three streets in Evanston. The streets include Hewitt, Fairfield and Clarion.</p> <p>The following addresses on Hewitt need improved street lighting: 1612,1614,1636,1720,1736,1750,1817,1820,1838,1852.</p> <p>The following addresses on Fairfield need improved street lighting: 3311,3244,3346.</p> <p>Finally, the are adjacent to the following addresses on Clarion need improved street lighting: 1817,1822,1857,1863,3600,3573.</p>
<b>Related Plans:</b>	This project is consistent with the council's Ten Year Plan and is consistent with the neighborhood's priority of improved safety.

<b>Neighborhood:</b>	Evanston
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Design of Gateway and Wayfinding signage
<b>Funding Source:</b>	FY17 Neighborhood Gateways Project
<b>Project Number:</b>	980x232x172313
<b>Project Request:</b>	Design services are requested for Gateway and Wayfinding signage throughout the community. Compared to many other communities, Evanston is typically not identified by its business district since it is rather scattered. Consequently, many people outside the community do not really know just where Evanston is. While the community has made great strides with regard to housing and social issues, its identity is still weak. The signage and wayfinding initiative will help with this issue.
<b>Related Plans:</b>	Gateway and Wayfinding signage was identified in the 1998 Northern NBD Urban Renewal Plan as well as the 2003 Five Point Urban Renewal Plan. Evanston is also in year five of a 10 Year Plan and have recently launched our comprehensive Neighborhood Plan - facilitated by Xavier University's Community Building Institute. Through this planning process, the community will better identify its strengths and weaknesses which will help guide the future of the community. This process will also be helpful in the signage design process.



## Capital Improvement Program

### Community Council Capital Budget Requests (Appendix)

<b>Neighborhood:</b>	Hartwell
<b>Department:</b>	Public Services
<b>Project Name:</b>	TRASH CANS
<b>Funding Source:</b>	Department will review feasibility
<b>Project Number:</b>	N/A
<b>Project Request:</b>	Provide trash receptacles in locations where littering is common, including several bus stops.
<b>Related Plans:</b>	SUSTAIN: Become a healthier Cincinnati; Create a healthy environment and reduce energy consumption.  HIA has requested repaving for Anthony Wayne, Wildwood, and Monon. These areas have also repeatedly received the attention of the Hartwell Litter Brigade, a group of neighbors who gather on a regular basis to pick up trash. It is the hope of the members of the "Brigade" that littering will be reduced if trash receptacles are provided in these high traffic/frequently littered areas

<b>Neighborhood:</b>	Hartwell
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	CIRCLE IMPROVEMENTS
<b>Funding Source:</b>	FY19 Neighborhood Gateways Project
<b>Project Number:</b>	980x232x192313
<b>Project Request:</b>	Improve the safety and aesthetics of the Hartwell "circle" by (1) planting six trees along Parkway Avenue (at an estimated cost of about \$300/tree) to complete tree-lined street effect and discourage parking in the tree lawn (area between sidewalks and street) and (2) replacing bollards at both ends of the sidewalk that bisects the circle to discourage motor vehicles from driving through on the sidewalk (cost estimates not available at this time). Parkway Avenue received repaving and replacement of drainage sways last year. A Little Free Library has been installed through the efforts of the community. Trees and bollards will complement work that has been completed, improving the safety and appearance of this important neighborhood site.
<b>Related Plans:</b>	LIVE: Build a robust public life; Develop and maintain inviting and engaging public spaces that encourage social interaction between different types of people.

# **Capital Improvement Program**

## **Community Council Capital Budget Requests (Appendix)**



<b>Neighborhood:</b>	Kennedy Heights
<b>Department:</b>	City Planning
<b>Project Name:</b>	New Plan/15-Year Update to Kennedy Heights Comprehensive Community Plan
<b>Funding Source:</b>	Not included in Recommended Budget due to limited resources
<b>Project Number:</b>	N/A
<b>Project Request:</b>	The Kennedy Heights Comprehensive Community Plan was last updated March, 2003. Since that time, many of the Issues and Goals have changed significantly. We have accomplished many of the goals set out, and some of the goals have been determined to be obsolete. As a result, we do not currently have a guiding plan to work against. In addition, as a response to the 2003 Plan, we did a design plan for the "business district" at Kennedy and Montgomery, which outlined the use for several large, abandoned parcels. This plan is being revisited now by the Kennedy Heights Development Corporation, and many of the steps of planning are taking place as a part of that project. This current project should become part of the Community Plan.
<b>Related Plans:</b>	This will be an entirely new Comprehensive Community Plan for Kennedy Heights. We will use Plan Cincinnati as a guiding document when creating our plan, as well as the current 2003 plan, to be sure we have addressed former concerns and current initiatives.



## Capital Improvement Program

### Community Council Capital Budget Requests (Appendix)

<b>Neighborhood:</b>	Lower Price Hill
<b>Department:</b>	Community and Economic Development
<b>Project Name:</b>	LPH Parking Study
<b>Funding Source:</b>	Not included in Recommended Budget due to limited resources
<b>Project Number:</b>	N/A
<b>Project Request:</b>	Lower Price Hill is looking for a parking study for the needs of the business and residential areas of the neighborhood. This study would encompass the area between State Avenue and Evans Street, and between Gest Street and Rive Road. With new businesses and housing coming into the neighborhood, more off street parking is desirable, with a goal to decrease the amount off street parking where possible.
<b>Related Plans:</b>	This project is consistent with Plan Cincinnati in the following ways: Compete Develop walkable urban mixed-use developments within the district Connect Adopt a Complete Streets Policy citywide to balance the needs of users in specific contexts. Develop and implement street standards that coordinate the desired land use character with the traffic needs of the Through Street System and corridor character areas (i.e., lane width and configuration, street lighting, sidewalks, trees, fixture and amenities). Balance the needs of residents and businesses during peak hours.  Community Council Support Letters will be submitted separately.

# **Capital Improvement Program**

## **Community Council Capital Budget Requests (Appendix)**



<b>Neighborhood:</b>	Lower Price Hill
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Speed bumps on Hatmaker and Storrs at Oyler School
<b>Funding Source:</b>	Not included in Recommended Budget due to limited resources
<b>Project Number:</b>	N/A
<b>Project Request:</b>	Lower Price Hill is looking for two raised street crossings (speed bumps) across Hatmaker Street and Storrs Street as a traffic calming device around Oyler School.
<b>Related Plans:</b>	This project is consistent with Plan Cincinnati in the following ways: Compete Develop walkable urban mixed-use developments within the district Connect Develop and implement street standards that coordinate the desired land use character with the traffic needs of the Through Street System and corridor character areas (i.e., lane width and configuration, street lighting, sidewalks, trees, fixture and amenities). Balance the needs of residents, school and businesses during peak hours. Live Create new pedestrian crossings at suitable intersections and midstreet crossings and educate motorists and pedestrians about crosswalk safety  Community Council Support Letters will be submitted separately.



## Capital Improvement Program

### Community Council Capital Budget Requests (Appendix)

<b>Neighborhood:</b>	Lower Price Hill
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Burns Street Pedestrian Safety Concerns
<b>Funding Source:</b>	Department will review feasibility
<b>Project Number:</b>	N/A
<b>Project Request:</b>	Lower Price Hill is looking for a pedestrian safety study along Burns Street from 8th Street to St. Michael Street. The scope of this study would entail eliminating parking on the East side of Burns Street and replacing it with fixed parking on the West Side. Providing parking bump outs at the intersections of Burns and Hatmaker, and Burns and Storrs Street. Provide a crosswalk and signage across Burns Street at 8th Street. Provide a crosswalk and signage across Pardee Alley on Burns. Provide an additional crosswalk and signage across Burns at Hatmaker. Provide two additional crosswalks and signage across the Burns and Storrs intersection. Provide three crosswalks and signage at the intersection of Burns and St. Michael
<b>Related Plans:</b>	This project is consistent with Plan Cincinnati in the following ways: Compete Develop walkable urban mixed-use developments within the district Connect Adopt a Complete Streets Policy citywide to balance the needs of users in specific contexts. Develop and implement street standards that coordinate the desired land use character with the traffic needs of the Through Street System and corridor character areas (i.e., lane width and configuration, street lighting, sidewalks, trees, fixture and amenities). Balance the needs of residents, school and businesses during peak hours. Live Create new pedestrian crossings at suitable intersections and midstreet crossings and educate motorists and pedestrians about crosswalk safety  Community Council Support Letters will be submitted separately.

# **Capital Improvement Program**

## **Community Council Capital Budget Requests (Appendix)**



<b>Neighborhood:</b>	Madisonville
<b>Department:</b>	Parks
<b>Project Name:</b>	Bramble Park Revitalization
<b>Funding Source:</b>	Department will review feasibility
<b>Project Number:</b>	N/A
<b>Project Request:</b>	<p>Bramble Park Revitalization (Upper Level) Create an inclusive space that is ADA Accessible. The shelter is in desperate need of a roof replacement (Large sections of sheet metal are currently missing). The grill stands need to be replaced as they currently either have no grill attached or the grill is unusable. There is currently no seating under the shelter so in order to make the space a usable destination, tables and benches are to be added. While there are swing sets currently on the upper level, we would like to add a nature-centric playscape to coincide with with nature-centric theme in Madisonville (Little Duck Creek Trail, 500 Chickens, 500 Gardens, we are a walk-able neighborhood and there is renewed focus on a healthy outdoor lifestyle (walking, biking, hiking, outdoor play, etc.)</p> <p>Bramble Park Revitalization (Lower Level) As there are no restroom facilities, we would like to add a permanent restroom to the lower level of Bramble Park. We anticipate an increase in usage of the park with the Murray Trail connection as well as the increase in community events that are scheduled at the park in the coming years. We would also like to add dog waste receptacles throughout the park for this same reason. We want to be an all inclusive family park and this includes making certain that our four legged friends feel welcome all while keeping our park spaces sanitary and clean. A performance pavilion is also being requested to better showcase our local talent during the spring-fall outdoor event season. The addition of the outdoor event pavilion will give Madisonville the ability to compete with other neighborhood as we look to secure our residents through a long term commitment to arts and recreation in this park space.</p>
<b>Related Plans:</b>	<p>CONNECT &amp; COMPETE: This plan will revitalize a once family friendly space and maintain an inviting and engaging public space that will encourage social interaction across an entire neighborhood. This project will have the ability to steer the perception of Bramble Park as a desirable and safe space to play. We will be able to showcase this park as a premier destination in Madisonville and retain our residents within the neighborhood all while attracting new residents whom are looking for this park facilities that we can offer long term.</p> <p>COLLABORATE &amp; SUSTAIN: The goal is to work with the Little Duck Creek Trail task-force, the City Parks, and the Recreation Departments along with input from the Madisonville Community Council and Madisonville Community Urban Redevelopment Corporation as well as our residents to build upon the existing park spaces we look to the longevity of a more robust playscapes, an event venue and the creation of multiple gathering areas.</p>



## Capital Improvement Program

### Community Council Capital Budget Requests (Appendix)

<b>Neighborhood:</b>	Madisonville
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Traffic Study - Roe and Plainville
<b>Funding Source:</b>	FY18 Neighborhood Transportation Strategies
<b>Project Number:</b>	980x232x182336
<b>Project Request:</b>	<p>We would like to request that DOTE conduct a Safety Study at the intersection of Plainville and Roe Street. We have been concerned in years by an escalated number of traffic accidents at this intersection. Safety measures or other options that the DOTE might propose after the conclusion of this requested traffic study may include but not be limited to:</p> <p>Improved signage: drivers need to be reminded of the reduced speeds in our residential and business districts. The implementation of 4 way stop signage at this intersection or a traffic signal with the inclusion of left turn only lanes to improve the increased flow of traffic at this intersection and adjoining streets.</p>
<b>Related Plans:</b>	<p>CONNECT: This intersection is one of 3 major gateways on the North West side of Madisonville. As Madisonville continues to grow, our community wants to ensure that our residents are able to access the community efficiently and safely through each of these gateways.</p> <p>LIVE: With the increase in both pedestrian and motor vehicle traffic, we want our residents to feel safe crossing this intersection as they enjoy the outdoor lifestyle and health initiatives that Madisonville has to offer. This traffic study and subsequent safety solutions will also help to stimulate the economy by encouraging our residents to engage with the local business within this walkable section of Madisonville.</p>

<b>Neighborhood:</b>	Mount Airy
<b>Department:</b>	City Planning
<b>Project Name:</b>	Neighborhood Plan
<b>Funding Source:</b>	Not included in Recommended Budget due to limited resources
<b>Project Number:</b>	N/A
<b>Project Request:</b>	<p>Mt. Airy has not had a City Approved Neighborhood Plan since 1975. Our most recent plan in 1996 was specifically targeted to the Mt. Airy Business District.</p> <p>We would like to hire a consulting firm as well as work with the planning department to establish a city approved plan.</p>
<b>Related Plans:</b>	<p>This fits directly in line with Plan Cincinnati. We follow some of the Big Ideas such as: strengthen community organizations, preserve resources and facilitate sustainable development, spend public funds more strategically, create a pedestrian-scaled city, be aggressive and strategic in future growth and development, be recognized, and build on our assets. We follow the geographic principles of focus revitalization on existing centers of activity and link centers of activity with effective transportation.</p>

# **Capital Improvement Program**

## **Community Council Capital Budget Requests (Appendix)**



<b>Neighborhood:</b>	Mount Auburn
<b>Department:</b>	Public Services
<b>Project Name:</b>	New Benches
<b>Funding Source:</b>	Department will review feasibility
<b>Project Number:</b>	N/A
<b>Project Request:</b>	<p>New metal benches for Auburn Ave (10) and Sycamore Hill (5)</p> <p>\$27,000 total installed (\$18,000 for Auburn) (\$9,000 for Sycamore)</p>
<b>Related Plans:</b>	<p>New benches along Auburn Avenue will replace deteriorating benches and assist bus riders; New benches along Sycamore hill will assist pedestrians walking up Sycamore Hill by offering resting areas.</p> <p>This proposal also supports the Auburn Avenue Corridor Strategic Development Plan, approved by the city in 2017.</p> <p>It is consistent with Plan Cincinnati, that states: "We will permeate our neighborhoods with compact, walkable mixed-use development, bikable streets and trails, and transit of all types."</p>

<b>Neighborhood:</b>	Mount Auburn
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Neighborhood Signage at Gateways
<b>Funding Source:</b>	Dept. will review feasibility within FY17 Neighborhood Gateways Project
<b>Project Number:</b>	980x232x172313
<b>Project Request:</b>	<p>Neighborhood gateway signs to be designed, fabricated, and installed at each of our major entry corridors:</p> <ul style="list-style-type: none"> <li>1) Auburn &amp; McMillan</li> <li>2) McGregor &amp; Reading</li> <li>3) Dorchester &amp; Reading</li> <li>5) Sycamore &amp; Liberty</li> <li>6) Vine &amp; Mulberry</li> </ul>
<b>Related Plans:</b>	<p>Gateway Signage in Mt. Auburn supports Plan Cincinnati by Connecting People &amp; Places — strengthening our connection to neighboring communities, and our role as a corridor between downtown and uptown.</p> <p>Gateway Signage in Mt. Auburn supports Auburn Avenue Corridor Strategic Development Plan, approved by Cincinnati City Council in 2017, to create a visibly vibrant, mixed use corridor, Neighborhood Business District transportation hub, and pedestrian friendly neighborhood center.</p> <p>Gateway Signage in Mt. Auburn supports Mt. Auburn Community Plan, being developed in collaboration with the Cincinnati City Planning Dept., identifying peripheral "nodes" &amp; gateways as opportunities for commercial development.</p>



## Capital Improvement Program

### Community Council Capital Budget Requests (Appendix)

<b>Neighborhood:</b>	Mount Lookout
<b>Department:</b>	Community and Economic Development
<b>Project Name:</b>	Mt. Lookout Square green space
<b>Funding Source:</b>	Not included in Recommended Budget due to limited resources
<b>Project Number:</b>	N/A
<b>Project Request:</b>	<p>The goal of this CBR project is to initiate the process of transforming the Mt. Lookout Square center island into green space. The creation of this green space will help build and maintain an aesthetically attractive and pedestrian oriented community business district. The primary barrier to achieving this goal is the transfer of public parking from the center island to another acceptable location within proximity to the businesses on the square. To achieve this goal, the Mt. Lookout Community Council and Business Association have initiated negotiations to move the public parking from the square's center parking island to a privately owned lot behind the Redmoor Theater/CVS. As a result of our proposal, the square would not lose public parking spaces – in fact, our plan would result in a net gain of ~24 spaces. Please see the attached page for more detail. This CBR proposal is in agreement with the Mt. Lookout Urban Design Plan (1998, prepared by the City Planning Office of the Architecture and Urban Design) and would be a major boom to the Mt. Lookout Community, giving residents and visitors a new green space in the center of the Mt. Lookout business district from which to enjoy the square. In a recent survey of Mt. Lookout residents, 80% of respondents ranked the removal of center island parking and its transformation to green space as a top priority.</p>
<b>Related Plans:</b>	Transfer of parking out of the Mt. Lookout Square center island and its transformation into public green space has long been a goal of the Mt. Lookout Community and is outlined as such in the Mt. Lookout Urban Design Plan (1998, prepared by the City Planning Office of the Architecture and Urban Design). This Mt. Lookout Urban Design plan was officially adopted by the city as Ordinance No. 228 in 1998.

# **Capital Improvement Program**

## **Community Council Capital Budget Requests (Appendix)**



<b>Neighborhood:</b>	Mount Lookout
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Trail Feasibility
<b>Funding Source:</b>	Not included in Recommended Budget due to limited resources
<b>Project Number:</b>	N/A
<b>Project Request:</b>	<p>The goal of this CBR project is to determine the feasibility of constructing an off street shared-use trail through Mt. Lookout to connect the Wasson Way Trail with existing Riverfront Trails. This trail would benefit not only the Mt. Lookout community, but would also positively impact neighboring communities such as Hyde Park, Columbia-Tusculum, Linwood, and Oakley. Informal discussions with additional East Side Community Councils (Hyde Park and Oakley) indicate that they are also strong advocates for the future creation of this trail. This proposal is in alignment with the 2010 Cincinnati Bicycle Transportation Plan; our proposed connector trail would support broad city-wide goals including enhanced public safety for city residents and visitors, opportunities for youth, healthy neighborhoods, and strengthening neighborhood economies. In a recent survey of Mt. Lookout residents, 70% of respondents ranked the creation of a Wasson Way-Riverfront Connector Trail as a top priority. Furthermore, greater than 90% of respondents from a 2010 Cincinnati Neighborhood Summit survey said that "creating a walkable and bikeable city is important to the future of Cincinnati".</p> <p>As stated below, the budget requirements are expected to be \$20,000-\$30,000 for completion of an initial feasibility study by an outside consultant. These requested funds by this CBR would be used to fund a feasibility study to determine preferred routing, the availability of right-of-way, and construction cost of a Wasson Way-Riverfront Connector Trail.</p>
<b>Related Plans:</b>	The creation of an off-street shared-use trail connecting the Wasson Way Trail with existing Riverfront Trails is directly aligned with the goals of both Plan Cincinnati and the 2010 Cincinnati Bicycle Transportation Plan to promote connectivity and healthy neighborhoods.



## Capital Improvement Program

### Community Council Capital Budget Requests (Appendix)

<b>Neighborhood:</b>	Mount Lookout
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Gateway signs
<b>Funding Source:</b>	Not included in Recommended Budget due to limited resources
<b>Project Number:</b>	N/A
<b>Project Request:</b>	<p>The goal of this CBR project is to install “Welcome to Mt. Lookout” signs at key entry points to the Mt. Lookout neighborhood. We request the addition of at least two of these signs to be placed at the east and south entry points to our community. The first, at the east entry, would be placed along westbound Linwood Ave upon entering Mt. Lookout from Lunken Airport/Linwood. The second would be placed on northbound Delta Ave. upon entering Mt. Lookout from Columbia-Tusculum. These signs would be consistent with the Mt. Lookout historical signage in the square and would contribute to neighborhood identity.</p> <p>This project was suggested by residents and discussed at a Mt. Lookout Community Council meeting, so thus represents the opinion of neighborhood stakeholders.</p>
<b>Related Plans:</b>	This community budget request will help promote neighborhood identity and cohesiveness.

<b>Neighborhood:</b>	Mount Washington
<b>Department:</b>	City Planning
<b>Project Name:</b>	Update Mt. Washington's Comprehensive Plan
<b>Funding Source:</b>	FY21 Neighborhood Plans
<b>Project Number:</b>	980x171x211700
<b>Project Request:</b>	Mt. Washington seeks an updated comprehensive plan.
<b>Related Plans:</b>	Mt. Washington's last comprehensive plan was done in 2007 and we are now requesting an updated one within this CBR cycle. An updated plan will better enable Mt. Washington to compete, connect, live, sustain and collaborate. The mere process of producing the plan will require a great deal of collaboration with the City and amongst leaders in our neighborhood. The plan will have an eye on all of the other initiative areas when setting priorities for Mt. Washington moving forward. A more current plan will better equip Mt. Washington when advocating for projects and funding in the future.

# **Capital Improvement Program**

## **Community Council Capital Budget Requests (Appendix)**



<b>Neighborhood:</b>	Mount Washington
<b>Department:</b>	Parks
<b>Project Name:</b>	Support for the new pavilion in Stanbery Park
<b>Funding Source:</b>	Department will review feasibility
<b>Project Number:</b>	N/A
<b>Project Request:</b>	Funding is requested to support a new pavilion in Stanbery Park. The City received a State grant to construct a pavilion, but additional funding is required in order to fulfill the program and better accommodate the community's needs. Grant funding is likely to be insufficient to cover increased construction costs, all utility needs of the new structure, and adequately provide for associated site improvements.
<b>Related Plans:</b>	Additional financial support to ensure the success of Stanbery Park Pavilion fits on all areas in Plan Cincinnati, but most clearly speaks to the areas of "Connect," "Live," "Sustain," and "Collaborate." Stanbery Park is a central gathering area of the city of Cincinnati and the neighborhood of Mt. Washington. A well supported public park pavilion will enable more diverse opportunities for citizens to engage with one another and enjoy the natural resources this city has to offer; it will encourage citizens to better their health by walking more in the neighborhood and within the park; and additional funding will allow Parks with the resources they need to ensure the success of this new project. Please see additional information to be sent via email.



## Capital Improvement Program

### Community Council Capital Budget Requests (Appendix)

<b>Neighborhood:</b>	North Avondale
<b>Department:</b>	Parks
<b>Project Name:</b>	Seasongood Square Park Maintenance
<b>Funding Source:</b>	Department will review feasibility
<b>Project Number:</b>	N/A
<b>Project Request:</b>	<p>North Avondale requests a <math>\frac{3}{4}</math> inch water service branch and meter be installed at the north east side of Seasongood Square Park (Reading Road at Clinton Springs). While there is an existing Murdock watering box, and a backflow preventer and irrigation, the new water service branch and meter are needed next to this garden because there is not enough water flow coming through the water line which currently comes all the way from the southern end of the park. roughly 500 feet away. Currently neighborhood volunteers must drag hoses across the park to water (donated) flowers which is labor intensive and restricts motivation of volunteers.</p> <p>We also request the stone walls at Reading and Clinton Springs as well as the two small walls along Clinton Springs (north west corner of Seasongood Square Park) to be replaced/rebuilt. The walls are currently crumbling and unsafe with loose stones making it easy for vandals to use the stones/bricks to throw and cause vandalism. People frequently sit on the walls while waiting for a bus or other means of transportation. The composition of these walls should match and be consistent with the esthetics of the surrounding architecture of the surrounding neighborhood.</p> <p>Seasongood Square Park is considered the Green Gateway to North Avondale. The park and surrounding hardscape areas are heavily travelled all year long.</p>
<b>Related Plans:</b>	<p>This request is consistent with 3 of the 5 City of Cincinnati vision initiatives: Live, Sustain and Collaborate.</p> <p>This request is also consistent with the Cincinnati Park Board Master Plan: Improvements at Neighborhood Parks</p> <p>This request is consistent with the North Avondale Reading Road Urban Design Plan</p>

# **Capital Improvement Program**

## **Community Council Capital Budget Requests (Appendix)**



<b>Neighborhood:</b>	North Avondale
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Safer Streets and traffic Flow
<b>Funding Source:</b>	Department will review feasibility
<b>Project Number:</b>	N/A
<b>Project Request:</b>	<p>There are two (2) intersections within the neighborhood that could be improved and made safer with minor maintenance.</p> <p>(1) Mitchell Ave at Red Bud Ln. As traffic flows east on Mitchell, there is a sharp curve with a traffic signal shortly after the curve. There exists a flashing light overhead alerting traffic that the traffic light is turning red but it is completely covered by overgrown trees. There are frequent accidents at this intersection as drivers are surprised by traffic stopped at the light. We ask that the trees be trimmed along Mitchell from Ardmore to Red Bud and consistently maintained going forward.</p> <p>(2) As traffic flows west on Dana Ave from Victory Pkwy there are two travel lanes. Once past the sharp curve at Winding Way the curb lane ends and parking becomes legal. Drivers are surprised at this sudden reduction in driving lanes and are forced to merge. Frequently these drivers are traveling at a rate of speed higher than posted. This 'surprise' causes panic braking, traffic congestion and aggravation with all drivers. We propose that the curb lane on west bound Dana be marked as right turn only and force drivers to turn right onto Winding Way.</p>
<b>Related Plans:</b>	This request is consistent with 2 of the 5 City of Cincinnati vision initiatives: Live and Collaborate.



## Capital Improvement Program

### Community Council Capital Budget Requests (Appendix)

<b>Neighborhood:</b>	North Avondale
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	North Avondale Business District Street & Sidewalk Lighting Enhancement & Improvement Plan
<b>Funding Source:</b>	FY16 Duke Streetlight Replacement Project
<b>Project Number:</b>	980x239x162328
<b>Project Request:</b>	<p>This project will involve replacing and supplementing existing street lighting along and adjacent to North Avondale's Reading Road NBD corridor. More specifically, we request replacing all existing overhead street lighting fixtures with new energy-efficient LED fixtures. The current fixtures contain high-pressure sodium bulbs that give off an orangish light (2,200K) which doesn't make the area look inviting at night. The new fixtures will house LED units that give off the full spectrum of light colors (4,000-6,000K) in a way that approximates daylight. Not only will this literally make the corridor brighter, it will also make the entire NBD safer and more inviting for residents and visitors whether it's by foot or in a vehicle. This is a relatively inexpensive project that we believe will complement and leverage existing safety amenities that were installed as part of past projects. Additionally, we believe it will make the currently vacant city-owned lot at the 3900 block more attractive to developers and help highlight that you have entered a "place" as you approach and enter the NBD from any direction.</p> <p>North Avondale's NBD is adjacent to Census Tracts 66 and 68, both of which are designated as Low-to-Moderate Income, which include a number of public and subsidizing housing complexes. This project is intended to improve the aesthetics and cleanliness of North Avondale's NBD for all individuals, but especially to those who may be traveling by foot or transit. Though certainly not true in all cases, individuals from low- to moderate-income households are more likely to utilize transit than those in high-income households. Reading Road is one of the top-traveled bus corridors in Greater Cincinnati; reinforcing this is the presence of no less than 10 bus stops in or near the NBD. As a result, they're more likely to begin and end their journeys by foot in order to reach their destinations. All of the improved refuse amenities would be located in areas of higher foot traffic, especially at corners, parks, and bus stops.</p> <p>This relatively simple project would have a simple, yet profound, impact upon the future of North Avondale and its NBD. Sitting near the geographic center of both the City and the County, there is little that can't be reached within 15 minutes. Similarly, yet conversely, residents of most Cincinnati neighborhoods can reach North Avondale within 15 minutes. Focusing on incremental projects in such a centrally located neighborhood would be ideal for creating additional reinvestment in adjacent neighborhoods, many of which have experienced significant economic turmoil over the past few decades.</p> <p>Members of the Pedestrian Safety Committee will assist with identifying the locations for replacement and new installation and with the selection of the</p>

# **Capital Improvement Program**

## **Community Council Capital Budget Requests (Appendix)**



	parts and materials to be installed. This project will also be proactively used to leverage the already-described, on-going efforts to improve the NBD and market the neighborhood to prospective residents and new businesses.
<b>Related Plans:</b>	This request is consistent with 5 of the 5 City of Cincinnati vision initiatives: Complete, Connect, Live, Sustain and Collaborate. This request is consistent with the North Avondale Reading Road Urban Design Plan



## Capital Improvement Program

### Community Council Capital Budget Requests (Appendix)

<b>Neighborhood:</b>	North Fairmount
<b>Department:</b>	Community and Economic Development
<b>Project Name:</b>	Commercial Storefront rehab and Community Gardens
<b>Funding Source:</b>	Department will review feasibility
<b>Project Number:</b>	N/A
<b>Project Request:</b>	We request a rehab grant/funding for commercial storefronts to encourage businesses to relocate in North Fairmount. We request developing two vacant lots at Baltimore & Carll into community gardens. We request funding to implement a "Shipping container coffee shop". This would be a shipping container that has been modified into a coffee shop. There are no coffee shops in North Fairmount, this utilizes existing vacant areas and reduces construction cost because you don't have to build from scratch. We request leveraging City popup shop programs like DOCED to implement any new business development. With this development we will need additional lighting on Baltimore and security cameras surrounding the new businesses.
<b>Related Plans:</b>	This project aligns with the overall neighborhood outcomes and the health strategies outlined in the Choice Neighborhoods Transformation Plan: A Comprehensive Community Development Strategy for English Woods, North Fairmount, and South Fairmount. This project aligns with the Health Strategy to support increased access to healthy food (see pg. 12 Plan Summary). This project also aligns with the strategies outlined to increase the square footage of occupied commercial space, with an ultimate goal of 43,500 square feet of new commercial space (pg 15 Plan Summary). The neighborhood plan summary can be found here: <a href="https://www.xavier.edu/communitybuilding/documents/Choice_ActionPlan.pdf">https://www.xavier.edu/communitybuilding/documents/Choice_ActionPlan.pdf</a>

# **Capital Improvement Program**

## **Community Council Capital Budget Requests (Appendix)**



<b>Neighborhood:</b>	North Fairmount
<b>Department:</b>	Recreation
<b>Project Name:</b>	Carll Street Park Facilities Improvements
<b>Funding Source:</b>	Not included in Recommended Budget due to limited resources
<b>Project Number:</b>	N/A
<b>Project Request:</b>	The community is requesting improvements to the Carll Street Park infrastructure. The Carll Street Park is a community hub and center for community activities in the North Fairmount Community. The community is requesting installation of public bathrooms. The park is used heavily and having a clean sanitary public bathroom facility is very important, especially considering there are almost no other public restroom facilities in our community. We are also requesting exercise equipment to complete our workout area. There are many parks with exercise equipment, for example Ryan Park and North Bend. We only have two pieces of exercise equipment currently, which we paid for by funds raised by the North Fairmount Community Council. We want to compliment the equipment with a walking trail around the park on the inside of the park. We request raising the stage area so that it can be used for concerts, yoga and community events. We are requesting the re-installation of our pool that was removed several years back. With the new additions we will need new lighting surrounding the park area and surveillance cameras to protect the new enhancements.
<b>Related Plans:</b>	This project aligns with the " Neighborhood Strategies" in the Choice Neighborhoods Plan. The Neighborhood recommendations in the Plan include ways to make the community more safe, connected, and accessible, while leveraging existing assets in the community. The neighborhood strategies can be found on page 14 of the neighborhood plan summary here: <a href="https://www.xavier.edu/communitybuilding/documents/Choice_ActionPlan.pdf">https://www.xavier.edu/communitybuilding/documents/Choice_ActionPlan.pdf</a>



## Capital Improvement Program

### Community Council Capital Budget Requests (Appendix)

<b>Neighborhood:</b>	North Fairmount
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Streetscaping and Traffic Calming on Carll St. and Baltimore Ave.
<b>Funding Source:</b>	Dept. will review feasibility within FY18 Neighborhood Transportation Strategies
<b>Project Number:</b>	980x232x182336
<b>Project Request:</b>	<p>Carll Street and Baltimore Avenue are two of the main thoroughfares through the North Fairmount Community, connecting surrounding communities including South Fairmount, Camp Washington, East Westwood, and Westwood. Pedestrian and automobile safety continue to be concerns along these streets, which include Metro Bus Routes and school bus routes, and pass by several important community assets including the LEAP Academy, St. Leo's Church and Food Pantry, the Carll St. family center, the Carll Street park and other small businesses.</p> <p>Several of these institutions serve children. We request that a raise in the street be implemented on at the start of Carll St from Baltimore Ave. and Carll St. all the way down to Carll Street Park at Carll &amp; Linden St. We cannot implement speed bumps due to bus routes, but raises will slow traffic down. We request streetscaping with increased lighting on Carll Street surrounding the Family Center and Carll Street Park. We request lowering the speed limit to 25 MPH on both Baltimore Ave. and Carll St. as we have a serious problem with drivers speeding. Finally, we request that the Department of Traffic and Engineering complete a traffic study of the aforementioned areas and implement additional traffic calming infrastructure that would support increased pedestrian and automobile safety in these areas of concern.</p>
<b>Related Plans:</b>	This project aligns with the overall neighborhood strategies outlined in the Choice Neighborhoods Transformation Plan: A Comprehensive Community Development Strategy for English Woods, North Fairmount, and South Fairmount. The Neighborhood recommendations in the Plan include ways to make the community more safe, connected, and accessible. This project closely aligns with strategies to improve pedestrian connections with community and with the community and surrounding communities. More information can be found in the Plan Summary (pg 14) here: <a href="https://www.xavier.edu/communitybuilding/documents/Choice_ActionPlan.pdf">https://www.xavier.edu/communitybuilding/documents/Choice_ActionPlan.pdf</a>

# **Capital Improvement Program**

## **Community Council Capital Budget Requests (Appendix)**



<b>Neighborhood:</b>	Northside
<b>Department:</b>	Parks
<b>Project Name:</b>	Improvements to Jacob Hoffner Park
<b>Funding Source:</b>	Department will review feasibility
<b>Project Number:</b>	N/A
<b>Project Request:</b>	<p>Northside Community Council (NCC) would like to pursue the installation of accessible playground equipment in Jacob Hoffner Park, and the installation of adult exercise equipment in Hoffner Park. The current equipment in the park has been in disrepair for quite some time. With the current condition in mind, we would like to improve the park while also making it more accessible for children with disabilities. The outdoor exercise equipment would give teens and adults a better option for outdoor activity and the playground would benefit younger children. Clippard Park in Colerain Township is a great example of an accessible playground. Harvest Home and the Riverfront parks have good examples of the type of outdoor exercise equipment we are interested in. This type of park rehab would give our community a fresh and inclusive central hub. As well as providing visitors a beautiful and safe place to participate in the wonderful meet up events our neighborhood puts on! We feel this would align with many of the CBR goals and requirements.</p>
<b>Related Plans:</b>	This project aligns with Plan Cincinnati, was well as NCC's goals of inclusivity of the entire neighborhood. Improving Hoffner Park to add attractions for adults as well as equipment for people of all abilities would align with the vision of Live in the following ways: this project would create a welcoming environment in our neighborhood's central hub and it would create a more engaging public space that would encourage interaction of a diverse group of people.



**Capital Improvement Program**  
**Community Council Capital Budget Requests (Appendix)**

<b>Neighborhood:</b>	Northside
<b>Department:</b>	Recreation
<b>Project Name:</b>	Sustaining Bats and Butterflies in Cincinnati
<b>Funding Source:</b>	This project will be pursued with Operating Budget resources
<b>Project Number:</b>	Operating Budget
<b>Project Request:</b>	Northside Community Council (NCC) would like to pursue the installation and maintenance of bat houses (or similar) on public property such as in any of Northside's city parks, to curb the mosquito population in Northside. NCC is open to other natural means of quelling the mosquito population such as song bird houses, as well. Bat houses would also provide habitat for the endangered Indiana Bat population. In addition, NCC would like to suggest the installation of milkweed gardens to provide habitat for the threatened Monarch Butterfly population.
<b>Related Plans:</b>	This proposal aligns with the Sustain as it utilizes natural alternatives to deal with the increasing mosquito population. It also helps preserve the natural environment and the functions that Monarch butterflies and Bats play in our local ecosystem.

# **Capital Improvement Program**

## **Community Council Capital Budget Requests (Appendix)**



<b>Neighborhood:</b>	Northside
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Creative Wayfinding
<b>Funding Source:</b>	Dept. will review feasibility within FY17 Neighborhood Gateways Project
<b>Project Number:</b>	980x232x172313
<b>Project Request:</b>	"The Northside Community Council (NCC) requests that DOTE collaborate with the Department of City Planning, the Parks Department, NCC, and the Northside Business Association to design and implement expanded, neighborhood-scale creative wayfinding connecting the planned Northside Transit Center to neighborhood parks, businesses, institutions, and amenities. Specifically, there is a need to connect the Mill Creek Greenway to the Northside business district with signage and street features identifying a safe bike/pedestrian route from Salway Park and various points along the Greenway into the district. Such a connection could increase opportunities for multimodal bike-to-bus/bus-to-bike recreational and necessity usage of the Greenway. In addition, collaborative neighborhood wayfinding that connects the planned Transit Hub to the Northside business district, last-mile resources such as the adjacent RedBike station, and points of interest would establish SORTA as a resource for all residents and visitors to the neighborhood. The Northside Business District has \$30,000 in NBDIP funds designated for gateway signage that could potentially be coordinated with the graphic identity of wayfinding resources, and Northside Community Council commits to pursue additional philanthropic funding as necessary. We propose that SORTA designate 1% of the Northside Transit Center's construction budget, or approximately \$60,000-65,000, to wayfinding resources that extend past the footprint of the Transit Center into the Northside business district.
<b>Related Plans:</b>	This proposal aligns with Plan Cincinnati's vision of Connect. This proposal would expand access and usability of non-automotive travel; connecting the transit hub with those who travel by bicycle. It could also provide a safer environment for those using a bicycle as a means to travel. Additionally, it could connect people both who travel by bike and those who travel by bus to our Business District which would have a positive economic benefit for our neighborhood. Additionally, Northside is an economically diverse neighborhood and will become home to our city's second largest transit hub. This project would connect even more people with a sustainable means of travel to UC, Cincinnati State, and downtown Cincinnati.



## Capital Improvement Program

### Community Council Capital Budget Requests (Appendix)

<b>Neighborhood:</b>	Oakley
<b>Department:</b>	Parks
<b>Project Name:</b>	Oakley Dog Park
<b>Funding Source:</b>	Not included in Recommended Budget due to limited resources
<b>Project Number:</b>	N/A
<b>Project Request:</b>	<p>Oakley has a lack of community green space and parks that has been a constant issue for community growth. The Boulevard at Oakley Station is currently maintaining a simple fenced in dog park adjacent to the crossroads complex and across the street from MadTree Brewery. They have approached the Oakley Community Council with a proposal to create an all-weather Oakley community dog park in the space with all weather turf and amenities to allow the Oakley residents year-round access.</p> <p>Currently, there are no walkable dog parks to the Oakley neighborhood, although Oakley is known as one of the most dog friendly neighborhoods in Cincinnati.</p>
<b>Related Plans:</b>	<p>This is part of the Oakley Master Plan that is currently in process. The Oakley community has been meeting for over a year to create this plan.</p> <p>Our "Enhancing our Community" group has put together a comprehensive plan (that I was not able to figure out how to cut and paste in the little box!) that outlines the importance of adding usable green space to the Oakley community.</p> <p>Here is a brief overview:</p> <p>Area: Enhancing our Community Goal: Create green space in the community Strategies: Work with local businesses to identify land that can be used to create green space in our community.</p> <p>The Boulevard has agreed to front half of the costs to enhance the dog park. The total cost of the improvements is \$67,160. OCC is looking to the city to assist with the other half of this cost to start construction on this park. Jes Overley - OCC President - has quotes and plans as to what this would look like. Please contact her for additional information.</p>

# **Capital Improvement Program**

## **Community Council Capital Budget Requests (Appendix)**



<b>Neighborhood:</b>	Over-the-Rhine
<b>Department:</b>	Community and Economic Development
<b>Project Name:</b>	Phase II Parking Feasibility Study
<b>Funding Source:</b>	Not included in Recommended Budget due to limited resources
<b>Project Number:</b>	N/A
<b>Project Request:</b>	A Phase I parking feasibility study was recently conducted by Walker Parking Consultants. In order to complete the study of the future parking need in Over-the-Rhine, Phase II of the study needs to be completed. This CBR is a request for the city to set aside funds to complete Phase II of the study.
<b>Related Plans:</b>	Within Plan Cincinnati the project fits with the "Live" initiative area, the goal to "Create a more livable community", and the strategy to "Support and stabilize our neighborhoods". The Over-the-Rhine Comprehensive Plan states as one of its transportation objectives to "Increase off-street and on-street parking opportunities without impacting the urban fabric or historic character of the neighborhood"

<b>Neighborhood:</b>	Over-the-Rhine
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Liberty Street Safety Improvement Project
<b>Funding Source:</b>	Not included in Recommended Budget due to limited resources
<b>Project Number:</b>	N/A
<b>Project Request:</b>	<p>This is a project led by the City to narrow Liberty Street in Over-the-Rhine to 5 lanes of traffic, thereby stitching north and south Over-the-Rhine back together, improving safety for pedestrians, and opening up new land for development. The City has worked in close concert with the Over-the-Rhine Community Council over the past several years, frequently keeping the Council updated on the project, and the Council has voted approval for the project more than once.</p> <p>While funding for the project had been identified by the City in 2017 and the project was scheduled to break ground in Fall 2019, the city administration recently put the project on hold due to a funding gap related to the unforeseen need to move water mains underneath Liberty St. However, the city administration has expressed a willingness to proceed with the original project if a funding source can be identified to fill the gap related to the water mains.</p> <p>The Over-the-Rhine Community Council, in making this Community Budget Request of the City, asks the City to set aside funds within its budget to fill the aforementioned funding gap, thereby allowing the full project to move forward as originally conceived.</p>
<b>Related Plans:</b>	As a project that was studied, planned, and developed by the City of Cincinnati, it has long been understood that the project is consistent with Plan Cincinnati.



## Capital Improvement Program

### Community Council Capital Budget Requests (Appendix)

<b>Neighborhood:</b>	Riverside
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Gilday Recreation Center Honeysuckle Removal
<b>Funding Source:</b>	Department will review feasibility
<b>Project Number:</b>	N/A
<b>Project Request:</b>	This project is clearing honeysuckle along with selective trees along the South side of River Road, adjacent to the Gilday Recreation Center. See attached plan. About 700' had already been cleared and planted. We are looking to open up the remaining 1300' to allow visibility into the park and to the Ohio River. Site Plan and Community Council Support Letters will be submitted separately.
<b>Related Plans:</b>	This project is consistent with Plan Cincinnati in the following ways: Connect Plan and develop scenic bikeways (Ohio River Trail West) and greenways (Ohio River Scenic Byway), with emphasis on increasing connections to areas that are poorly represented in current plans. Create links to the regional bicycle, greenway, and transit systems Live Develop and maintain inviting and engaging public spaces that encourage social interaction between different types of people. Create a more livable, walkable community. Sustain Connect centers of activity using greenspace, bikeways, and safe walking paths to link to residential areas. This project is consistent with Riverside Strategic Community Plan in the following ways: Greenspace and Recreation Area Enhance existing recreational area and create additional opportunities. Image and Marketability Improve the appearance of the neighborhood through elimination of blight. Enhance visibility of Riverside's assets and improve communication between neighborhood stakeholders.

# **Capital Improvement Program**

## **Community Council Capital Budget Requests (Appendix)**



<b>Neighborhood:</b>	Riverside
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	River Road Turn Lanes
<b>Funding Source:</b>	Not included in Recommended Budget due to limited resources
<b>Project Number:</b>	N/A
<b>Project Request:</b>	The Cincinnati neighborhood of Riverside would like to be considered for a study to improve automobile and pedestrian safety along the length of River Road in Riverside. This would include widening and adding turn lanes into business and residences, improve bus stop locations and widths and provide better accessible sidewalks.
<b>Related Plans:</b>	This project is consistent with Plan Cincinnati in the following ways: Connect Infill gaps in sidewalks with missing segments of sidewalk and add sidewalks where possible to promote better walkability. Plan and develop scenic bikeways (Ohio River Trail West) and greenways (Ohio River Scenic Byway), with emphasis on increasing connections to areas that are poorly represented in current plans. Obtain rights-of-way through purchase, transfer of development rights program, or exactions and public/ private partnership projects. Develop and implement street standards that coordinate the desired land use character with the traffic needs of the This project is consistent with Riverside Strategic Community Plan in the following ways: Improve accessibility and pedestrian safety Make sidewalks along River Road more pedestrian friendly . Manage speed of through traffic Improve safety of busy or unsafe intersections Make bus stops safer to access and use Community Council Support Letters will be submitted separately.



## Capital Improvement Program

### Community Council Capital Budget Requests (Appendix)

<b>Neighborhood:</b>	Sayler Park
<b>Department:</b>	Parks
<b>Project Name:</b>	Pavilion
<b>Funding Source:</b>	Not included in Recommended Budget due to limited resources
<b>Project Number:</b>	N/A
<b>Project Request:</b>	Request for Pavilion covering for concrete stage in Nelson Sayler Park (Gracely & Monitor & Parkland). We hold a number of community and music events in the Nelson Sayler Park almost all year long. The Farmers Market, the Harvest Festival and the Sustain Festival, Octoberfest along with occasional events by local groups and churches. We already have the concrete stage along with electric service so this request would be to complete the design with a pavilion that would enhance the park and the design would relate to our turn of the century homes of Sayler Park which is the Western Gateway to Cincinnati.
<b>Related Plans:</b>	The Nelson Sayler Park preserves our history as a tribute to early settler and land owner Nelson Sayler and is a welcoming civic green space for all of Sayler Park and visitors. The 1974 tornado destroyed 52 trees and was a staging area for emergency efforts. The Park Board restored the park with flowering trees and multiple flower gardens and walking path. Care of gardens in the park is a collaborative effort between our residents, businesses, and the Cincinnati Park Board to keep the multiple gardens lush and free from weeds all spring, summer and fall. The park is a unifying and engaging public space that encourages interaction between diverse residents. The Nelson Sayler Park is key to our sense of place and adjoins our newly designated Sayler Park Business District and improvements to the park will enhance and contribute to investment opportunities.

# **Capital Improvement Program**

## **Community Council Capital Budget Requests (Appendix)**



<b>Neighborhood:</b>	Sayler Park
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Speed Up Safe Pedestrian Crossing to Fernbank Park
<b>Funding Source:</b>	Department will review feasibility
<b>Project Number:</b>	N/A
<b>Project Request:</b>	<p>Request to speed up this project. There was a fatality this summer at this crossing. River Rd traffic is increasing and it is a dangerous intersection. Original request : A safe pedestrian crossing from Sayler Park to Fernbank Park. We are a neighborhood of walkers, runners, bike riders, and families with strollers that want to get to Fernbank Park without driving. School children and runners attempt crossing River Rd and it is extremely dangerous. Kiwanis Car Show patrons park in Sayler Park and dodge traffic to attend the event. The Riverfront West Bike Trail will connect to Fernbank Park and should also include a safe way to visit the newly designated Sayler Park Business District.</p>
<b>Related Plans:</b>	<p>Initiative areas: Increases walkability and expands options for non-automotive travel. The park contributes to a robust public life and livable community. We have a solid collection of homes that new young families are buying and a new development that will connect to our existing sidewalks and newly designated Neighborhood Business District. Sayler Park is a vibrant and unique community and the Western Gateway to Cincinnati. Accessibility to parks are an economic boost to growth, investment, stability and opportunity and the ability to safely cross River Rd will enhance and sustain the goals of Plan Cincinnati.</p>



**Capital Improvement Program**  
**Community Council Capital Budget Requests (Appendix)**

<b>Neighborhood:</b>	Sayler Park
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Gateway
<b>Funding Source:</b>	FY17 Neighborhood Gateways Project
<b>Project Number:</b>	980x232x172313
<b>Project Request:</b>	Enhance the concrete triangle median at the light from River Rd to turning onto Gracely Drive. The median is a bare concrete triangle with 3 white metal posts. This median used to have an ornate light post with a ceramic globe. The light post was removed and weeds grow around the concrete base. We would like a surface design (cobblestones edged with the curb) and replace the light post with a period light (like in the Pendleton area), and/or large flower pots as in the median on Central Pky, something that would enhance the entrance from River Rd to Gracely Dr.
<b>Related Plans:</b>	We are the Western Gateway to the City of Cincinnati and an aesthetic entrance would contribute to our unique sense of place and encourage growth and investment in our neighborhood and business district. We collaborate and partner with local businesses in beautification and care of green space and a beautiful entrance infers a vibrant and livable community for visitors and residents.

# **Capital Improvement Program**

## **Community Council Capital Budget Requests (Appendix)**



<b>Neighborhood:</b>	South Cumminsville
<b>Department:</b>	City Planning
<b>Project Name:</b>	Project 2: Comprehensive Neighborhood Plan
<b>Funding Source:</b>	FY21 Neighborhood Plans
<b>Project Number:</b>	980x171x211700
<b>Project Request:</b>	<p>South Cumminsville's last neighborhood plan was completed in the early-2000s, more than 15 years ago. It's time for a new neighborhood economic and community development plan that aligns with residents' priorities and goals for the future.</p> <p>South Cumminsville is working to bring the community out of poverty within a generation. We are working with partners on six main areas: improving housing stock and increasing affordable homeownership opportunities; improving safety and beautifying the community; improving transportation options &amp; walkability; ensuring youth are educated and engaged in positive activities; economic development to grow jobs and businesses, the neighborhood's primary commercial corridor; improving health and access to fresh food.</p> <p>Redeveloping Beekman Street is a major priority for the community, but there is a lot of work to do and we will need partners, investment, and a unified vision of redevelopment that works for all of us—residents, homeowners and local businesses. A neighborhood plan will be a good step forward.</p>
<b>Related Plans:</b>	<p>Initiative Area: Compete Goal: Foster a climate conducive to growth, investment, stability, and opportunity Strategy: "Grow our own" by focusing on retention, expansion, and relocation of existing businesses</p>



## Capital Improvement Program

### Community Council Capital Budget Requests (Appendix)

<b>Neighborhood:</b>	South Cumminsville
<b>Department:</b>	Recreation
<b>Project Name:</b>	Project 3: Spray Ground at Wayne Field
<b>Funding Source:</b>	Not included in Recommended Budget due to limited resources
<b>Project Number:</b>	N/A
<b>Project Request:</b>	<p>Installing a spray ground at Wayne Field will provide neighborhood children some relief from excessive heat in the summertime and provide an asset that encourages outdoor play and physically activity, especially in the increasingly hot summer months.</p> <p>As an older community in an industrial area, most of the community is densely built up. Warehouses, parking lots, old factory buildings, proximity to interstates and limited street trees and greenspace contribute heat island impacts that hold heat and worsen the heat—it never really cools down.</p> <p>For residents lacking air conditioning during hot summer months, there are very few alternatives in the community to cool off. For adults and children with chronic health issues like asthma, hypertension, obesity and heart disease—conditions that are more common in communities like ours—can be even more vulnerable to extreme heat.</p> <p>A sprayground is a simple, fun feature that brings people together and help residents stay cool and stay active.</p>
<b>Related Plans:</b>	Initiative Area: Sustain Goal: Decrease mortality and chronic and acute diseases Strategy: Get people moving

# **Capital Improvement Program**

## **Community Council Capital Budget Requests (Appendix)**



<b>Neighborhood:</b>	South Cumminsville
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Project 1: Improve lighting for pedestrian safety & crime prevention
<b>Funding Source:</b>	Dept. will review feasibility within FY16 Duke Streetlight Replacement Project
<b>Project Number:</b>	980x239x162328
<b>Project Request:</b>	<p>South Cumminsville residents conducted an evening audit in mid-September to assess current lighting conditions in the community. Priorities include crosswalks, pedestrian walkways, and Metro stops, in addition to areas where drug activity, illegal dumping, and other unwanted activities have been reported.</p> <ul style="list-style-type: none"><li>• Ensure that pedestrian walkways and crosswalks are well lit.</li><li>o Beekman &amp; Elmore: more clearly illuminate areas of pedestrian activity to increase motorist visibility and improve nighttime pedestrian security. Overhead streetlights do not consistently provide enough lighting for motorists to see pedestrians at crosswalks waiting to cross at the curb.<ul style="list-style-type: none"><li>o Bus stops</li><li>o Two pedestrian bridges (near the intersection of Beekman and Elmore, pedestrian bridge over I-74 connecting Borden St.t in South Cumminsville to Powers St. in Northside—no lighting at approaches or on bridges for pedestrians</li></ul></li><li>• Install lighting at Wayne Field (totally dark, no visibility), additional lighting greenspace/pocket parks at the corner of Beekman &amp; Elmore (Leadership Park, Gateway)<ul style="list-style-type: none"><li>o Little/no visibility in these green spaces—neighbors cannot report criminal activity</li><li>o Pedestrians are vulnerable—cannot see into these areas when walking past them</li></ul></li><li>• Increase/upgrade existing street lighting to reduce “dark spots” and improve security in areas where dumping and drug activity are on-going problems (e.g. at the end of dead end streets). Better visibility will assist residents in reporting crimes and increase the likelihood that security cameras can capture details that help identify perpetrators</li></ul> <p>Residents have identified locations that attract illegal activity (e.g. drug transactions/drug use, illegal dumping, “rough sleeping”) because of their relative isolation and poor lighting—pocket parks, dead end streets, etc. The community wants to reduce “dark spots” that provide cover for criminals and increase lighting that aids citizens in reporting illegal and unsavory activity when it does occur in the community.</p> <p>Many residents do not own personal vehicles and rely on public transit and/or walking to get to school, to go to work, doctor appointments, &amp; grocery shopping. Metro’s 27 route runs from early morning (before 5am) late into the evening (after midnight), stopping with stops along Beekman and Elmore. These stops are poorly lit; riders frequently step out into the street to ensure Metro drivers will see them and stop.</p> <p>Nearly all Ethel Taylor Elementary students live within one mile of the school and are thus ineligible for transportation on yellow buses; school opens at 7:15</p>



## Capital Improvement Program

### Community Council Capital Budget Requests (Appendix)

	am, while sunrise in the winter months is considerably later. While some children are dropped off, many walk to and from school daily.
<b>Related Plans:</b>	<p>Initiative Area: Live Goal: Create a more walkable community Strategy: Become more walkable</p> <p>Initiative Area: Connect Goal: Develop an efficient multi-modal transportation system that supports neighborhood vitality Strategy: Expand options for non-automotive travel</p> <p>Better lighting in South Cummins Village will improve pedestrian connections, incorporate CPTED, improve safety and comfort of public transit users, and improve conditions that allow residents to move safely through the community and more easily monitor/report crime.</p>

<b>Neighborhood:</b>	Spring Grove Village
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Neighborhood Cut-thru Study
<b>Funding Source:</b>	Department will review feasibility
<b>Project Number:</b>	N/A
<b>Project Request:</b>	SGV has long had a problem with excessive traffic cutting through the neighborhood from Winton Road to W Mitchell mostly via Derby Ave. This causes numerous hazardous problems at W Mitchell – Este Ave. Through community meetings and site visits, DOTE is very familiar with these concerns. This CBR requests a formal study to investigate options available to reconfigure this portal.
<b>Related Plans:</b>	Develop and maintain inviting and engaging public spaces to encourage social interaction between different types of people. LIVE Goal 2, Strategy B: Support and stabilize our neighborhoods.

# **Capital Improvement Program**

## **Community Council Capital Budget Requests (Appendix)**



<b>Neighborhood:</b>	Spring Grove Village
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Winton Ridge Guard Rail
<b>Funding Source:</b>	Department will review feasibility
<b>Project Number:</b>	N/A
<b>Project Request:</b>	Speeding is a problem on 4948 Winton Ridge Rd. Multiple accidents have occurred here caused by motorists speeding south-bound going downhill and around a bend and damaging personal property at this address. This CBR requests the installation of a street guard rail at this bend in the road.
<b>Related Plans:</b>	A: Develop and maintain inviting and engaging public spaces to encourage social interaction between different types of people. LIVE Goal 2, Strategy B: Support and stabilize our neighborhoods.

<b>Neighborhood:</b>	Walnut Hills
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Left turn lane needed from Taft to Gilbert.
<b>Funding Source:</b>	Department will review feasibility
<b>Project Number:</b>	N/A
<b>Project Request:</b>	Multiple accidents and near accidents reported in this area. Needs to be a defined turn lane and signal. The issue was brought to our attention by a business owner and residents in the Alexandra Apts, who deal with this problem daily.
<b>Related Plans:</b>	Safety in the neighborhood is paramount. The area of Gilbert and Taft is part of the Redevelopment plan.

<b>Neighborhood:</b>	Walnut Hills
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Stop sign needed at intersection of Kemper where it intersects with Nassau and Luray.
<b>Funding Source:</b>	This project will be pursued with Operating Budget resources
<b>Project Number:</b>	Operating Budget
<b>Project Request:</b>	Stop sign needed at intersection of Kemper where it intersects with Nassau and Luray. Currently a 3 way stop needs to be a 4 way stop. Many complaints from residents who have almost been hit in this location due to speeding from Columbia Parkway up the hill. This was voted on as needed by the area council. This is a heavily used area by pedestrians as an entry to Eden Park. Children, People walking dogs and residents in the area have consistently brought this up as an issue.



## Capital Improvement Program

### Community Council Capital Budget Requests (Appendix)

<b>Related Plans:</b>	Safety in the neighborhood surrounding Eden Park is significant. We also have another neighborhood park on Nassau. Dog walkers and children use this area all the time and it is very dangerous.
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<b>Neighborhood:</b>	Walnut Hills
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Crosswalk on East McMillan near Fireside pizza to allow pedestrians to cross to Greenman Park.
<b>Funding Source:</b>	Not included in Recommended Budget due to limited resources
<b>Project Number:</b>	N/A
<b>Project Request:</b>	This area is part of the original redevelopment plan for Walnut Hills. There are over 120 new apartments being built directly across from Greenman Park. There is currently no safe way to cross McMillan in the area near 773 East McMillan. Additionally, there are several new businesses currently being developed in that area. Currently Greenman Twist ice cream, Fireside Pizza and Miller Gardette are in this area and all have expressed concerns about the lack of a crosswalk. This request received the most votes from the Walnut Hills Area Council. We have previously requested a crosswalk in this area.
<b>Related Plans:</b>	Safety in the neighborhood is paramount. The development of the park and new apartments and businesses are part of the Walnut Hills Redevelopment Plan that was approved by the City. This project will help ensure Walnut Hills is a safe, walkable neighborhood.

<b>Neighborhood:</b>	West End
<b>Department:</b>	Community and Economic Development
<b>Project Name:</b>	Rehabilitatiion/Reactivation of the Bldg at CRC Dyer Field
<b>Funding Source:</b>	Department will review feasibility
<b>Project Number:</b>	N/A
<b>Project Request:</b>	Residents request the building at Dyer Field/Spray park be rehabilitated and brought back into service. This was previously researched as a West End NEP project 2017 but was not implemented due to lack of funding.
<b>Related Plans:</b>	Live Goals and Strategies: 1. Build a robust public life. A. Develop and maintain inviting and engaging public spaces that encourage social interaction between different types of people. B. Create a welcoming civic atmosphere. 2. Create a more livable community. A. Become more walkable. B. Support and stabilize our neighborhoods. A quick estimated cost to fix the two restrooms. ADA would be required which they don't meet now. Don't know about existing plumbing to the bldg./restrooms, it hasn't been open in 13+ years.

# **Capital Improvement Program**

## **Community Council Capital Budget Requests (Appendix)**



<b>Neighborhood:</b>	West End
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Change Wade Street to One Way Eastbound between Linn and John Streets
<b>Funding Source:</b>	Department will review feasibility
<b>Project Number:</b>	N/A
<b>Project Request:</b>	Residents the City consider changing Wade Street to One Way eastbound between Linn and John Streets.
<b>Related Plans:</b>	Seeking to improve car and pedestrian safety. Live Goals and Strategies 1. Build a robust public life. A. Develop and maintain inviting and engaging public spaces that encourage social interaction between different types of people. B. Create a welcoming civic atmosphere. 2. Create a more livable community. A. Become more walkable. B. Support and stabilize our neighborhoods.

<b>Neighborhood:</b>	West End
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Parking one side only Poplar street between Linn Street and Freeman Avenue
<b>Funding Source:</b>	This project will be pursued with Operating Budget resources
<b>Project Number:</b>	Operating Budget
<b>Project Request:</b>	Residents request that Poplar Street between Linn Street and Freeman Avenue be changed to parking on one side of the street only to improve vehicular and pedestrian safety.
<b>Related Plans:</b>	Live Goals and Strategies: 1. Build a robust public life. A. Develop and maintain inviting and engaging public spaces that encourage social interaction between different types of people. B. Create a welcoming civic atmosphere. 2. Create a more livable community. A. Become more walkable. B. Support and stabilize our neighborhoods.



## Capital Improvement Program

### Community Council Capital Budget Requests (Appendix)

<b>Neighborhood:</b>	Westwood
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Westwood Pedestrian Safety
<b>Funding Source:</b>	Department will review feasibility
<b>Project Number:</b>	N/A
<b>Project Request:</b>	Westwood would like funds spent to create a pedestrian-friendly neighborhood. This includes new well lit and well-marked crosswalks, signs for motorists to slow down, parking bump outs where applicable. Crosswalks: We would like crosswalks which are well lit, well marked, and include a middle bollard at locations around Westwood.
<b>Related Plans:</b>	The Westwood Neighborhood Plan includes the following which reference maintaining Westwood as a residential neighborhood as well as a pedestrian-friendly neighborhood under the "Goals" section: <b>3. INFRASTRUCTURE, FACILITIES &amp; PUBLIC SPACES</b> Maintain infrastructure, public facilities, and open spaces in excellent condition, and explore appropriate improvements. Maintenance and improvements in infrastructure and public facilities fall under the realm of city and county departments and should be completed in a timely manner that enhances the Westwood community and maintains or improves its residential character. <b>5. QUALITY OF LIFE: SAFETY &amp; SERVICES</b> Enhance quality of life by improving public services and public safety through increased police presence combined with intensified citizen efforts. Safety is a critical quality of life issue and necessary for keeping Westwood a pedestrian friendly neighborhood.



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