



<b>Neighborhood:</b>	Bond Hill
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Traffic Study Paddock Rd, Bond Hill
<b>Funding Planned:</b>	Yes
<b>Funding Source:</b>	
<b>Project Number(s):</b>	050x232x7200
<b>Project Description, as submitted:</b>	<p>Traffic Study: Conducting a traffic study to understand how we can better address safety and traffic concerns on Paddock Rd in the Bond Hill Community between Seymour Ave and the Norwood Lateral (Rt 562) highway onramp. This area is prime for expanded business and economic development.</p> <p>Members of the Bond Hill community and the Bond Hill Community Council are asking the City of Cincinnati and the Department of Transportation and Engineering to approve and conduct a traffic study in order to better understand the traffic flows along this stretch of Paddock Rd. We want to use this data to determine how we can better utilize traffic signals (adding or removing) and introduce traffic calming methods to provide better outcomes for both pedestrian and vehicle traffic.</p>
<b>Department Comments:</b>	DOTTE does not have the staff availability to take on a study of this magnitude, but anticipates using funding made available to hire a consultant to perform the study in this corridor.

# Capital Improvement Program

## Community Budget Requests



<b>Neighborhood:</b>	Bond Hill
<b>Department:</b>	Recreation
<b>Project Name:</b>	Comprehensive Plan - Bond Hill Park & Pool House
<b>Funding Planned:</b>	Yes, in part (Explanation in Comments)
<b>Funding Source:</b>	Outdoor Facilities Renovation, Recreation Facilities Renovation - GF, Pavement & HVAC Improvements -GFCO, Recreation Facilities Improvements - CBR
<b>Project Number(s):</b>	980x199x231900, 980x199x231906, 980x199x231916, 980x199x241907
<b>Project Description, as submitted:</b>	<p>The Bond Hill Community Council is requesting support from the Cincinnati Recreation Commission to develop a comprehensive plan for the Bond Hill Park and Pool house. In speaking with the recreation department, Bond Hill is high on the list for improvements to the play area and ball fields. Planning for the revitalization of the park and pool house would ensure increased usage by the community residents, families, and children. Connecting residents with opportunities to interact and play outdoors are crucial in a community that experiences higher than normal rates of obesity, high blood pressure, and diabetes. Our park is currently without signage or places for park visitors to sit, relax and engage. There is no visitor parking, except for a parking lot behind The Church of the Resurrection, which can only be accessed from California Ave or at the end of Carolina Ave when the gate is open.</p> <p>Some suggestions to be included in our plan from our residents are updating the pool house and surrounding green space, the tennis and basketball courts, green garden spaces, adding a walking path and lighting, and improved access to the park via foot and vehicle traffic. This plan would build on and continue initiatives are currently in the pipeline.</p>
<b>Department Comments:</b>	<p>With additional funds being received in the 2023 capital budget, CRC is now designing the renovation of the Bond Hill Rec Area tennis court area, installing a new playground, working with FCC on their mini pitch soccer court, and improving the site access. This work will be done in 2023. CRC has been working with the community to install garden planters. CRC will work with the community for an approved master plan. There is a parking lot that was renovated a couple years ago off of Yarmouth by the basketball court. Installing a walking trail around the site is not part of the six-year or business plans. There are currently no funds to do this. Several communities have applied for and received grants to install walking trails, CRC can assist in this. Signage is being installed at the site. Per the six-year plan, the Bond Hill Aquatic facility is 9th on the current pool renovation list, there are no funds budgeted to renovate the pool or pool house. CRC will see about additional lighting.</p>



<b>Neighborhood:</b>	California
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Study for Traffic Calming
<b>Funding Planned:</b>	Further investigation required (Explanation in Comments)
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	California is somewhat a victim of our own success, people like being in California and this has caused some issues with speeding through the community, predominantly Eldorado Avenue. The situation is aggravated by the fact that at least in the residential core, we have no sidewalks. There are walks on Kellogg Avenue and a few recently constructed in concert with new residential homes on the river. Eldorado is singled out because it has the widest right of way and is located at the neighborhood's primary traffic signal at Kellogg. We realize there is currently no funds for the traffic calming program but we were thinking that taking some time to study the problem would help to tee off a project when funds become available. It could be that when a broader view is studied, Eldorado might not be the only issue and maybe there are other solutions than speed humps? Our primary concern is certainly for the safety of pedestrians.
<b>Department Comments:</b>	This request would fall under the Neighborhood Street Calming program, which is funded in the current City budget. DOTE will use the CBR as the initial request to begin studying these streets. Once they are studied, they will be added to the Citywide Prioritization List. If they rank high enough, it will be installed with the next contract.

# Capital Improvement Program

## Community Budget Requests



<b>Neighborhood:</b>	California
<b>Department:</b>	City Planning
<b>Project Name:</b>	Community Plan
<b>Funding Planned:</b>	Yes
<b>Funding Source:</b>	
<b>Project Number(s):</b>	050x171x7100
<b>Project Description, as submitted:</b>	Over the years, when the neighborhood requests certain projects for consideration or discussions ensue around specific aspects of the neighborhood, the city asks if our request is in our community plan. We researched the city archives and found several instances where California was studied, but nothing was ever approved by city council, and the last one was many years ago. California is at an exciting crossroads, there is much activity and interest. The Ohio River Trail now connects the neighborhood to Lunken airport and Anderson Township through the multi-modal trail. In the last few years Dead Low Brewery was renovated, expanded and opened and is bustling with activity. Pig Candy is a bar-b-que restaurant that renovated an historic structure in the center of town and is doing really well, million-dollar homes are being built on the river in a development named Sanctuary Place. It appears to be a critical time to take stock in the accomplishments of the community and strategically plan for ongoing development. We want to encourage continued growth but in a well thought out way that benefits all. It seems to us that everyone would benefit from the development of a community plan.
<b>Department Comments:</b>	City Planning believes we can take on this neighborhood plan request in our existing budget. We aim to start this in the 2024/25 budget cycle.



<b>Neighborhood:</b>	California
<b>Department:</b>	Parks
<b>Project Name:</b>	Study for Ohio River Community Access
<b>Funding Planned:</b>	No (Explanation in Comments)
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	California began in the 1800's as a river community. Very few roads existing at that time, all life was connected to the river. As time went on, all river property became privately owned. Currently there is no public access to the river except where public streets in a traditional grid, terminate into the river. There is also significant underutilized land near the I-275 bridge where an illegal camp is located. An increase in value could be obtained if residents, businesses and guests could have some limited river access. It wouldn't have to be much, a place to walk to, sit, maybe fish or put in a boat or just watch the sun set over the hills of Kentucky. We would like to study the idea and see what can be accomplished. The joint City of Cincinnati / Anderson Township "Kellogg Avenue Gateway Study" underway has riverfront access as one of it's recommendations.
<b>Department Comments:</b>	No, Parks does not own this property.



<b>Neighborhood:</b>	Camp Washington
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Crosswalk Improvements
<b>Funding Planned:</b>	Further investigation required (Explanation in Comments)
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	<p>The Camp Washington community would like to request crosswalk repainting and improvements to promote pedestrian safety at the following intersections:</p> <ol style="list-style-type: none"> <li>1). Colerain and Hopple</li> <li>2). Rachel and Colerain</li> <li>3). Bates and Colerain (at both intersections of Colerain and Bates)</li> <li>4). Marshall and Colerain</li> </ol> <p>Our improvement requests for these intersections are the following:</p> <ol style="list-style-type: none"> <li>1). Repainting of striping with reflective paint</li> <li>2). Pedestrian crossing signage and lighting</li> <li>3). Any necessary improvements to ensure crosswalks are fully accessible</li> </ol>
<b>Department Comments:</b>	<p>DOTe will contact DPS on the repainting of the existing crosswalks.</p> <p>DOTe's street lighting policy is to provide a standard level of street lighting on City streets. Lighting standards in Cincinnati have been adopted from the standards established by Illuminating Engineering Society. These locations will be evaluated for installing additional lighting to illuminate the street to the City's standard light level. If there are additional locations that Camp Washington would like evaluated, please contact the City's Street Lighting Supervisor, Ryan Kirk. His number is 513-967-8582. Email is ryan.kirk@cincinnati-oh.gov.</p>



<b>Neighborhood:</b>	Camp Washington
<b>Department:</b>	Parks
<b>Project Name:</b>	Taft Field Park Plan
<b>Funding Planned:</b>	No (Explanation in Comments)
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	<p>"The Camp Washington Community is seeking a park design for Taft Field that includes landscpaing and paths. The neighborhood would like to see native, perrenial polinator plants that grow back every year, establish root systems, and require fewer resources to maintain. The plan would be designed by a landscape architect, and the neighborhood is willing to coordinate all of the neighborhood feedback and engagement.</p> <p>Taft Field is roughly an acre in size. We would still like to see open space in a portion of it, in the form of a central oval or lawn that can be maintained as grass."</p>
<b>Department Comments:</b>	No funding is currently available to support this project, but Parks staff would enjoy listening to the community's plans.



<b>Neighborhood:</b>	Camp Washington
<b>Department:</b>	Parks, City Manager's Office
<b>Project Name:</b>	Street Trees and Tree Buffers
<b>Funding Planned:</b>	Yes, conditionally (Explanation in Comments)
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	<p>As Camp Washington has one of the lowest tree canopy percentages in the City, the addition of more trees to our neighborhood remains a top priority for our neighborhood. Through the CBR process would like to include the following requests for trees.</p> <p>The community is requesting additional street trees along Colerain Avenue and Spring Grove Avenue and a tree buffer along I-75 along Massachusetts Ave south of Rachel to Bader and railroad tracks to help filter traffic emissions for community residents. Occasionally maintenance would also be required.</p>
<b>Department Comments:</b>	<p>According to the 2020 Tree Canopy Assessment, Camp Washington is one of the neighborhoods in City with very poor existing canopy (8.7%), but due to its limitations (69% existing impervious surfaces) it has low canopy potential – only 14.3%.</p> <p>Forestry will plant street trees in Camp Washington in any existing open tree cutout and could facilitate discussion for new tree cutouts. If Camp Washington is requesting new tree cut-outs this would require approval and coordination with DOTE, and the neighborhood would need to identify a funding source for any concrete/ tree cut-out work.</p>





<b>Neighborhood:</b>	College Hill
<b>Department:</b>	Police
<b>Project Name:</b>	College Hill Safety Camera Updates
<b>Funding Planned:</b>	Yes
<b>Funding Source:</b>	College Hill Safety Cameras - CBR
<b>Project Number(s):</b>	980x227x242220
<b>Project Description, as submitted:</b>	<p>The College Hill Community Council, in partnership with Cincinnati Police Department (CPD) District 5 Information Technology Office, would like to make a Community Budget Request (CBR) to bring three of the five currently inoperable Hamilton Avenue security street cameras on "back online" and fully functioning.</p> <p>For the purposes of this request, "back online" is defined as able to send digital feed data directly to a radio on top of Firehouse Engine 51 which would allow a clear line of sight to the currently functioning radio atop of the Hammond North Apartment Building, which already has a radio that services Roselawn, Hawaiian Terrace and Mount Airy police feed transmission. Sadly, the Hammond North radio is unable to service College Hill however, due to multiple tree and foliage obstructions.</p> <p>Many years before this particular CBR request, Firehouse Engine 51 was identified by CPD as optimal location for connecting the College Hill cameras to the Hammond North radio. This is because prior to going offline, the College Hill cameras were highly used by CPD and pivotal for aiding our police officers with fighting crime, identifying leads and just overall helping to ensure safety in College Hill.</p> <p>The Specifics: There are two cameras located on top of the Marlowe Court Senior Living apartment building (1601 Marlowe Avenue and 6301 Hamilton Avenue). There is a third camera affixed to the top of a DOTE/Duke Energy pole at the intersection of Hamilton and North Bend. The two cameras on the Marlowe Court Building are PTZ cameras (point, tilt, zoom) and may not need to be replaced however updated radio to establish transmission feed to Firehouse Enging 51 will be required. For the camera located on the DOTE/Duke Energy pole at Hamilton and North Bend is an old Pelco camera. Even when this camera was operable, the footage was fuzzy and of poor quality which was difficult for CPD to establish good leads for solving crimes. As such, this location will need both camera and radio replacements. The make and model for replacement cameras suggested by CPD Information Technology Office is an Axis Q6075 (point, tilt, zoom). Additionally, at lease one new radio will be needed for the top of Firehouse Engine 51 as this will be the main "wireless link" connection to deliver feed to the radio atop of Hammond North that is servicing multiple other neighborhoods (Roselawn, Mt Airy, Hawaiian Terrace, etc).</p> <p>The Cost: The Cost of the cameras are around \$2262.27/Each and the Cost of a Cambium 650 Radio is around \$2700/Each. This CBR request is for three cameras (~\$6800) and three radios (\$8100). Additional incidental costs would include 10-15 hours of paid time for city employees in the CPD Information Technology Office (to conduct the street camera site walk and radio installations), the DOTE bucket truck operation (to remove/replace the camera on top of the Duke Energy pole camera) and DOTE Traffic Services. Detailed cost estimates and itemized expenses are available and were obtained through excellent partnership and collaboration with CPD Information Technology Office (E Ivnik and J Olthaus).</p>



	Many thanks for your consideration of this important request.
<b>Department Comments:</b>	The funding made available is anticipated to cover the cost to install two new cameras (with radios and mounts) in different locations and to repair one camera.



<b>Neighborhood:</b>	Columbia Tusculum
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Cover Bus Stop (Stanley & Kellogg)
<b>Funding Planned:</b>	No (Explanation in Comments)
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	A cover bus stop at the intersection of Stanley Avenue and Kellogg Avenue to provide cover for stop users. The bus route at this corner is used often by Riverview East Academy students. During inclement weather students (and other users) must stand in elements.
<b>Department Comments:</b>	Bus shelters are not typically installed by the Dept. of Transportation and Engineering but are a SORTA/Metro facility or other transit operator facility permitted in the public right of way. DOTE reached out to SORTA/Metro Planning for a possible future bus shelter at this location but was informed SORTA does not have immediate plans at this location. SORTA/Metro contact is Matthew Moorman at <a href="mailto:mmoorman@go-metro.com">mmoorman@go-metro.com</a> or 513-632-7547.

# Capital Improvement Program

## Community Budget Requests



<b>Neighborhood:</b>	Columbia Tusculum
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Delta Avenue - Railroad Underpass Repair & Painting
<b>Funding Planned:</b>	No (Explanation in Comments)
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	Overall repair and painting of the railroad (future Oasis Trail) underpass at Delta Avenue/Eastern Avenue. Anticipated work would include concrete repair to the median and adjacent walkway, painting of metal bridge components, and painting of underpass walls and underpass median.
<b>Department Comments:</b>	DOTe has no funding programmed for items in the request. 1. SORTA undergoing evaluation of different structures including the underpass at Delta-Riverside. SORTA does not have plans to do any improvements as of this time. 2. DOTe has no funding available to paint the underpass structure.



<b>Neighborhood:</b>	Columbia Tusculum
<b>Department:</b>	Parks
<b>Project Name:</b>	Expanded Tree Coverage at City Owner Parcels in the Columbia Square Development
<b>Funding Planned:</b>	No (Explanation in Comments)
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	Add trees in grassed areas between parking on City Owned parcels (where utilities are not in the way).
<b>Department Comments:</b>	Parks does not maintain this property. However, Parks can provide guidance to the company/department that controls the property on the proper tree(s) to plant.

# Capital Improvement Program

## Community Budget Requests



<b>Neighborhood:</b>	CUF
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Warner Street Steps Reconstruction
<b>Funding Planned:</b>	Yes
<b>Funding Source:</b>	CUF Warner Street Steps Replacement - CBR
<b>Project Number(s):</b>	980x233x242394
<b>Project Description, as submitted:</b>	<p><b>Project Description:</b> Reconstruct the Warner Street Steps, between Fairview Park Drive and Fairview Avenue.</p> <p><b>Project Justification:</b> 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 the 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 (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 fairly direct walk, up West McMillan, but it is certainly not a pleasant one, as McMillan is a major arterial street. While the Warner Street Steps have been rebuilt from McMicken to Fairview Park Drive, the extended trip, via West McMillan or Ravine Streets, to UC or the Clifton Heights Business District is much more circuitous.</p> <p>Alternately, CUF residents living in the Fairview Neighborhood, many of whom 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 CBR FY 2024-2025 Project 2 application).</p> <p>The CUF Neighborhood Association, with community volunteers, has cleared and is maintaining, The Foxhall Trail, which connects Foxhall Court to Fairview Park Drive. While this is a nice walk, it can be muddy and slippery in, and following, inclement weather. The CUFNA maintains the Foxhall Trail through an agreement with the Cincinnati Parks Department.</p> <p>As amenities are being removed from Fairview Park (in the last decade 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 encouraged, by the City's infrastructure, to visit the Park.</p> <p>Because the Warner Street Steps are within City of Cincinnati Right-of-Way, and therefore available 24 hours a day, it is imperative that the steps be well-lit, and that vegetation/landscaping be kept in a manner such that clear sightlines are maintained up and down the entire length of the steps.</p> <p>Additional, but related, infrastructure improvements should also be made to the paved western terminus of Warner Street. Those improvements should include raised curbs and sewer inlets to better manage stormwater runoff.</p>
<b>Department Comments:</b>	The stairways between McMicken Avenue and Warner Street were originally constructed in 1915 and were structurally supported stairs.



	<p>The section of stairway between McMicken Avenue and Fairview Drive was reconstructed on grade in 1994. The section of stairway between Fairview Drive and Warner Street has been closed since at least 1994.</p> <p>Due to the steepness of the hillside the section of stairway between Fairview Park Drive and Warner Street will need to be constructed as a structural stairway. The length of the proposed stairway is approximately 196 ft. and the change in elevation is approximately 72 feet. The estimated cost to construct the stairway is estimated at \$700,000.</p> <p>Funds for the Hillside Stairway Rehabilitation Program are limited and are committed to repairs of existing stairways. A separate Capital Project established and funded is necessary to replace the requested section of the Warner Street Stairway.</p>
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# Capital Improvement Program

## Community Budget Requests



<b>Neighborhood:</b>	CUF
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Neighborhood Identity Signage
<b>Funding Planned:</b>	Yes, in part (Explanation in Comments)
<b>Funding Source:</b>	Neighborhood Gateways/Greenways Imprvmnt
<b>Project Number(s):</b>	980x232x232313, 050x232x7200
<b>Project Description, as submitted:</b>	<p>Project 3: Neighborhood Identity Signage</p> <p>Project Description:                      This project will replace and update the design of neighborhood identity signs for the three CUF neighborhoods: Clifton Heights, University Heights, and Fairview. Approximately twenty new metal signs will be installed to replace aging, damaged, and missing signs in several locations, as well as new signs that will announce not only entry into CUF (three separate neighborhoods), but also to announce the transitions between the three separate neighborhoods.                      Total project costs include the design, fabrication, and installation of signs as well as the installation of new poles where needed. Project management and construction management costs have also been included. These costs were established through consultation with DOTE staff. Total costs for the entire project are approximately \$50,000. This could be a 2-phased project, with sign design and installation of some prototypical signage occurring in the first phase (FY 2024), with the balance occurring in the second phase (FY 2025). If the City can't fund the second phase in FY 2025, CUFNA will work to secure additional funding from Clifton Heights' TIF, The CUF Community Fund, as well as business and private donations, and other sources of grant funding. Installation of several of the signs will have to wait for construction of major projects in the neighborhood: The Western Hills Viaduct, The Brighton Approach and The District at Clifton Heights.                      The project will involve a significant amount of community engagement in both the design and location of the Neighborhood Identity Signage. The CUFNA will assist with promotion of the project and volunteers for focus groups, surveys, etc., to arrive at the most meaningful project for our Neighborhoods and the City.                      Project Justification:                      Existing neighborhood signs, installed in the 1970s, are severely weathered, damaged and in some areas missing entirely. They currently present a negative image to those who notice them. The old signs were also not effective at delivering the message that CUF is three different neighborhoods that are not Clifton.                      New signage will provide a wayfinding function for visitors and enhance a sense of identity for residents living in our historic neighborhoods and will be more visible to pedestrian traffic.                      It will aid in the promotion of our neighborhoods to potential new homeowners seeking housing near the educational and health institutions and other businesses that are major employers of this region. The updated graphics will convey a more active and motivated community image. New signage will also relate to other attractive community gateway projects that are being installed throughout the city.</p>
<b>Department Comments:</b>	DOTE can contribute limited resources from existing program funds for design, branding and locating of the CUF neighborhoods signage in the public right of way. Funding for implementation is included in FY 2024.





<b>Neighborhood:</b>	CUF
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	CUF Project 2: West McMillan Street Bicycle & Pedestrian Safety Improvements
<b>Funding Planned:</b>	No, due to limited resources
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	<p>West McMillan Street Bicycle &amp; Pedestrian Safety Improvements, CUF (Fairview):</p> <ul style="list-style-type: none"> <li>• A Bicycle climbing lane on West McMillan from Central Parkway up to Ravine Street, with a Bike Box at Ravine Street to more easily accommodate left turns by bicycles to Ravine and Fairview. The Bike Lane could be protected with new Quick Curb and Delineators.</li> <li>• Construction of a new sidewalk, with some retaining walls, on the south side of West McMillan Street, from a few hundred feet west of Fairview Park Drive, to McMicken Avenue. Much of this walk could be place within the current McMillan pavement, with the bike lane providing a buffer for the walkway.</li> <li>• An “Enhanced” Crosswalk across McMillan at Fairview Park Drive.</li> </ul> <p>Discussions with DOTE staff have resulted in a range of possible costs. If the new sidewalk is installed behind the existing curb, and no alternatives are found to Planing and Re-paving the High Friction Surface that must be modified, the total cost for the above scope would be approximately \$1,315,000. However, if the Planing and Re-Paving can be avoided, the cost could decrease by approximately \$300,000. Also, if the Walkway can be placed mostly within the current roadway (buffered by the protected bike lane), and the currently approved Sidewalk/Wall funding could be diverted to that effort, approximately \$700,000 worth of additional Sidewalk/Wall could be eliminated. If the Sidewalk MUST be placed behind the curb, it is assumed that it could be 5’ wide and be placed immediately behind the curb, resulting in much less retaining wall work. It is estimated that keeping the 5’ walk behind the curb would add back about \$500,000. In short, there are three (3) possible options and costs:</p> <ol style="list-style-type: none"> <li>1. Bike Lane, Crosswalk &amp; Walk/Walls as originally conceived, 8’ behind the curb: \$1,315,000. This would be additive to the currently funded Walk/Walls project east of Fairview Park Drive.</li> <li>2. Bike Lane, Crosswalk, 5’ Wall immediately behind the curb: \$800,000, plus the currently funded Walk/Walls project funding would be added to this CBR (\$500,000).</li> <li>3. Bike Lane, Crosswalk, Walkway within the existing McMillan pavement, with striping to separate Bikes &amp; Peds: \$500,000, plus the currently funded Walk/Walls project funding would be added to this CBR (\$500,000).</li> </ol> <p>In order to come up with a reasonable budget, we are requesting \$800,000, with the hope that alternatives to Planing and Re-paving, and/or simplification of the “Walkway”, can result in lower total costs. We also request that the current Capital Funding for the McMillan Sidewalk and Retaining Walls be held and reserved for this larger, more comprehensive project.</p> <p>Project Justification: Currently, West McMillan Street has a continuous sidewalk on the north side between the Ravine 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.</li> </ul>

# Capital Improvement Program

## Community Budget Requests



	<ul style="list-style-type: none"><li>• Fairview Park Drive is One-Way, recognizing that visibility for vehicles exiting Fairview Park Drive to West McMillan is limited.</li><li>• Left-turn lanes have been installed on West McMillan.</li><li>• One of the CUFNA CBRs for FY 2022-23 submittals, a sidewalk on the south side of McMillan between Fairview and Fairview Park Drive, was approved for funding and implementation (\$500,000).</li><li>• This year (2022), DOTE, provided Road Diet and Traffic Calming measures on McMillan, between McMicken and Ravine.</li></ul>
<b>Department Comments:</b>	DOTE does not have the capability to perform this work within our existing budget. If funding is identified, DOTE would be willing to investigate the proposal and potentially implement.



<b>Neighborhood:</b>	Downtown
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Pike and Third Street Pedestrian Improvement
<b>Funding Planned:</b>	Yes
<b>Funding Source:</b>	Downtown Infrast. Coord. & Implemtn
<b>Project Number(s):</b>	980x232x222343
<b>Project Description, as submitted:</b>	<p>Background and Justification</p> <p>For many years, the Downtown Residents Council (DRC) of Cincinnati has been providing aesthetic improvements to a busy pedestrian walkway known as "The Path to the Taft". The corridor connects E. Third Street to the area that includes the Taft Museum of Art, businesses and residences of southeast downtown to Cincinnati's Waterfront Park and Newport, Kentucky via the Purple People Bridge. Through the 22-23 CBR, the city made significant improvements to the Path that were beyond the DRC's means. The DRC, in turn, transformed the Path's appearance by planting and maintaining hundred of perennial flowers while routinely collecting and disposing of litter.</p> <p>Some additional improvements are needed to enhance pedestrian safety and knowledge of the area. Currently, the location for persons to cross from either side of E. Third Street near its intersection with Pike Street is dubious and not pedestrian-friendly. About 100 yards to the east is an ADA curb cut on East Third Street at the Path's north entrance. It is situated in the shadow of an overpass and across the street from a wayfinding sign. The sign's location encourages Path users to cross at that dimly lit area in order to read it. Although wayfinding signs exist at both ends of the Path, they could use some freshening or relocation in order to make them more visible and functional.</p> <p>This project proposes to improve pedestrian safety while crossing streets leading to the Path; and to improve wayfinding for the area's users by: (1) Establishing a pedestrian crosswalk at the intersection of E. Third and Pike Streets, and (2) Adding or refurbishing pedestrian signage at the Path's north and south entrances.</p>
<b>Department Comments:</b>	DOTe will commit up to \$10,000 to install a marked crosswalk and detectable warning to cross 3rd Street at the Path entrance/Butler Street. The south walk on 3rd Street does not meet ADA standards with the light fixtures in the middle of the walk. So, we want to encourage people to cross at Butler Street.



<b>Neighborhood:</b>	Downtown
<b>Department:</b>	Parks
<b>Project Name:</b>	Central Avenue Dog Park
<b>Funding Planned:</b>	No (Explanation in Comments)
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	<p>Background and Justification</p> <p>Residents (and their dogs) of Over-the-Rhine enjoy the benefits of Washington Park's dog park, while those living in the eastern end of the Central Business District (CBD) have Lytle Park and Fido Field. Residents of the Banks and their dogs enjoy various sections of Smale Park. But the very dense residential area of the southwest Central Business District has no area for pets. Many long-time residents of West Fourth Street have mentioned over the years the lack of green space for their dogs and expressed the need for a dog park in that part of town. Some have moved away for lack of a dog park. A dog park does not need to be large, and it requires little more than a fence and gate.</p> <p>A small, south end section of the Firefighters' Memorial Park, just west of the Convention Center and along Central Avenue, would meet the need. Although a portion of the park contains the Firefighters' Memorial, an amount of land suitable for a dog park can be accommodated. It may be the only site suitable for a dog park in this part of town.</p> <p>Discussions with the Port Authority regarding the smaller park that sets where the Millennium Hotel once stood concluded that the site is not available due to future needs of the convention center and its new hotel. The nearby concrete "skatepark" at the former Convention Place Mall has also been earmarked for the redevelopment project.</p> <p>Project Proposal</p> <p>The project proposes that the City of Cincinnati designate an area of the Firefighters' Memorial Park as a dog park. The proposed dog park would be located at approximately 537 Central Avenue. Improvements to the site would include fencing, a secured gate, and a secured trash can. The name proposed for the park is Wyatt Earp the Scottie Dog Park.</p>
<b>Department Comments:</b>	No, Parks does not own this property.



<b>Neighborhood:</b>	East End
<b>Department:</b>	City Planning, Recreation
<b>Project Name:</b>	East End Propane Cavern Decommissioning Project on Riverside Drive
<b>Funding Planned:</b>	Yes, in part (Explanation in Comments)
<b>Funding Source:</b>	
<b>Project Number(s):</b>	050x171x7100
<b>Project Description, as submitted:</b>	<p>Located at 2801 Riverside Drive, Duke Energy's propane cavern will be decommissioned over the next year. This will create a huge opportunity for the East End community to determine what we would like to do with the future of the site. Thirteen residents of the East End along with CRC and Recreation have been in discussions with Duke about what is allowable on the site. The East End community would like to have a say in what ultimately will be the use of the land. The East End Area Council would like to convene a community led process with an experienced planner with a background in recreational facilities to help us flush out ideas and narrow down the use that will be both compatible with what the community want and with current city departments can strive for.</p> <p>We have learned that we can apply for a Duke Energy Revitalization grant to do the planning which will run approximately \$20- 25k. We would like the city funds to be targeted to both site preparation and an early action item or two that will be generated by the Planning process. We do not have an estimate cost on this but I would say to target under \$100,000 depending on the scope. We plan to apply for the Duke Energy Revitalization Grant in 2023 and complete the visioning process by 2024. We would like to have staff from CRC and Planning involved in that process with no cost to the city except time.</p> <p>I also need to mention that out of 7 strong suggestions over the course of the last three months, the East End Propane Cavern Decommissioning Project rose to the top of the CBR list during both EEAC meetings and a community-wide survey that was conducted.</p>
<b>Department Comments:</b>	City Planning would defer to CRC to lead any recreation-specific planning efforts. City Planning is happy to assist in anyway we can, especially with community engagement.

# Capital Improvement Program

## Community Budget Requests



<b>Neighborhood:</b>	East End
<b>Department:</b>	Recreation
<b>Project Name:</b>	East End connectivity
<b>Funding Planned:</b>	Yes, in part (Explanation in Comments)
<b>Funding Source:</b>	Outdoor Facilities Renovation, Recreation Facilities Improvements - CBR
<b>Project Number(s):</b>	980x199x221900, 980x199x241907
<b>Project Description, as submitted:</b>	<p>The Cincinnati Recreation Commission recently received a grant to complete the bike/walking path from LeBlond Recreation to St. Rose Church along the Ohio River. What was not covered in their grant was benches, trash cans and a potential Red Bike Station. The East End Community requests the funding to add those benches and trash cans along that newly built path but also scattered throughout the community giving walkers and bikers a place to stop.</p> <p>We would like at least 5 benches placed both at the LeBlond new walkway along the river and scattered throughout the community - sites to be identified by the community.</p>
<b>Department Comments:</b>	<p>CRC will work with the community to select and install benches along the trail. Per the current plan, two benches with a concrete pad are being installed. The exact amount of benches is to be determined. Garbage cans can be installed by CRC maintenance.</p> <p>The Community should contact DOTE regarding Red Bike installation.</p>



<b>Neighborhood:</b>	East End
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Improvements to Babb Alley and Paper Alley behind business district • Repairs to sidewalks
<b>Funding Planned:</b>	Yes
<b>Funding Source:</b>	Sidewalk Repair Program, Spot Infrastructure Replacement
<b>Project Number(s):</b>	980x233x212302, 980x233x232303
<b>Project Description, as submitted:</b>	<p>Through CNBDU, the East End Business district has received funding to complete parking along Babb Alley.</p> <p>Building off of our 2017 East End Garden District Plan and our 2021 KCB Clean &amp; Safe Grant with which we used to hire Human Nature to help create a cohesive vision to help unify the collection of unique gardens into a Garden District capable of supporting environmental education, ecological health &amp; community revitalization. That grant gave us graphic content that will help to communicate the overall East End Garden District. That grant also helped us begin an overall massive clean-up with many activities to define the district. While working with the local businesses we crafted a plan to tie the business district with the garden district and making it more of a destination.</p> <p>With this 2022 grant request, we are going to build out that vision to enhance district defining elements to incorporate the garden with the business district and residential community. Specifically we will green the boarder between the newly created parking along Babb Alley and using pavers from the 2020 watermain break on Riverside drive to create a gateway and pave approximately 500 sf of soil along the paper alley we have renamed Catawba Alley. We will help define the gateway into the garden with the same pavers and a new pergola at the pedestrian entrance. Wayfinding and signage will be added to help direct customers to the area.</p> <p>The sideway primarily along Setchel should be replaced to support the number of customers coming to the business district.</p>
<b>Department Comments:</b>	<p>Scope of Work: Spot Infrastructure funds are planned to be used to repair the unnamed alley off Setchell Street. This project is recommended by DOTE.</p> <p>Scope of Work: Replace Condemned sidewalk along Setchell Street at 260 Setchell Street. DOTE's Sidewalk Safety Program recommends sidewalk replacement along Setchell frontage at 260 Setchell Street.</p> <p>CRC owns the parcel and DOTE funds can be utilized to assist with revitalization efforts from the community.</p>

# Capital Improvement Program

## Community Budget Requests



<b>Neighborhood:</b>	East Price Hill
<b>Department:</b>	Recreation
<b>Project Name:</b>	Dempsey Park Refresh
<b>Funding Planned:</b>	Yes, in part (Explanation in Comments)
<b>Funding Source:</b>	Pavement & HVAC Improvements - GFCO, Recreation Facilities Improvements - CBR
<b>Project Number(s):</b>	980x199x231916, 980x199x241907
<b>Project Description, as submitted:</b>	<p>The East Price Hill Improvement Association (Community Council) and its residents are requesting a refresh of Dempsey Park. The community recognizes this park is extremely underutilized and needs to be refreshed to make it safer, appealing, and functional for the neighborhood.</p> <p>Dempsey Park is accessible to the majority of residents in East Price Hill because it is at the center of our neighborhood. The park sits directly behind the popular Price Hill Recreational Center with an outdoor pool and a small, highly used soccer field (sponsored by FC Cincinnati). The location of Dempsey Park makes it the highest impact park for our community. This outdoor space is a healthy, safe way for residents to enjoy all activities and be involved in the East Price Hill community. Through the Hamilton County Addiction Hotspot Program, we have also identified that having green spaces and activities within the space can lead to a reduction in crime and drug addiction.</p> <p>The community hereby requests additional playground equipment in the park, repaving the current cement slab and paint lines for additional parking. We also requesting upgrades to at least three current lighting structures to address safety, upgrades to the current basketball court, a creation of a full-size soccer field in the portion of the park and a portalet to be placed near the parking lot.</p>
<b>Department Comments:</b>	<p>With additional 2023 funds being received, CRC has plans to renovate the basketball court, this work will be done in 2023. The current Recreation Department six-year capital plan (2023-28), which was approved by the commission and presented to council does have the corner playground and parking lot improvements in it. The Purcell Street lot is 37th (2027) on the list and the corner playground is 42nd (2026) on the list. There are currently no funds budgeted for these projects but will see if minor improvements can be done until funding is available. CRC will work with the community on these requests. If CRC Athletics approves abandoning the baseball field, a full soccer field can be installed. Goals can be added to the outfield now for soccer. CRC will see if additional lighting can be added to the parking lot area, the old ball field lights were abandoned several years ago and are not functional. CRC athletics handles the port-o-let deliveries, they will be informed of the request.</p>





<b>Neighborhood:</b>	East Price Hill
<b>Department:</b>	Recreation, Parks
<b>Project Name:</b>	Mt. Echo Park
<b>Funding Planned:</b>	Yes, in part (Explanation in Comments)
<b>Funding Source:</b>	Recreation Facilities Renovation - GF, Recreation Facilities Improvements - CBR
<b>Project Number(s):</b>	980x199x231906, 980x199x241907
<b>Project Description, as submitted:</b>	<p>The East Price Hill Improvement Association (Community Council) and its residents are requesting to expand utilization of Mt. Echo Park to better serve and create a more livable and healthy community. We are requesting to renovate the existing four tennis courts and add two pickleball courts with portable nets due to the increase in popularity of pickleball as a sport within the City of Cincinnati. We are also requesting to expand the parking lot next to the tennis court with the goal to increase public use of the tennis and pickleball courts.</p> <p>Finally, we are requesting the creation of a new soccer field within Mt. Echo Park. East Price Hill is rich in diversity with a strong presence of residents from Latin America. As our demographics continue to shift and grow we have learned more about the popularity of soccer within our community. We would like to continue to encourage all of our residents to be healthy, but also to have access to safe places to play and enjoy within our community. Having an additional full size soccer field within Mt. Echo Park would not only be highly beneficial, but assist with this vision.</p>
<b>Department Comments:</b>	<p>With additional funds being received in the 2023 capital budget, CRC is now designing the renovation of the Mt. Echo tennis court area to include pickleball courts. This work will be done in 2023; and we will work with the community for an approved plan. The existing two courts and basketball courts need improvements also, which we will make repairs to. If the CRC Athletics Division approves abandoning the baseball field, that area can be converted to a soccer field. CRC is adding goals to the outfield area now, to use for soccer. CRC will see how feasible it would be to regrade the area to make a larger soccer field. Per the MOU with CRC and Parks, the Park Board controls the parking lots at Mt. Echo. Currently, Parks does not have resources available to expand the parking lot.</p>

# Capital Improvement Program

## Community Budget Requests



<b>Neighborhood:</b>	East Price Hill
<b>Department:</b>	Health
<b>Project Name:</b>	Wellness Center - Behavioral Health Counselor
<b>Funding Planned:</b>	Yes, conditionally (Explanation in Comments)
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	There is a need for life, career, and wellness counseling within our community particularly for young man who unaddressed needs drive a significant portion of the violent crime in the East Price Hill community. We wish to replicate the success of the programs like the Hamilton County Addition Response Hotspot Program, which has reported a 17% reduction in overall number of overdose call for service in the East Price Hill community through direct intervention with the population driving the largest percentage of those calls. We particularly want to impact the incidents of gun violence by following the principle of meeting people where they are and using direct community intervention as a tool to address root causes. This program could potentially pay for itself through reduced city resource utilization. To address these needs, we are requesting a Behavioral Health Counselor through the Price Hill Recreation Center.
<b>Department Comments:</b>	CHD provides existing Behavioral Health services at the Price Hill Health Center, one mile from the PH Rec Center. CHD is also participating in the Alternative Response to Crisis (ARC) program with the Fire Department, to make even more BH resources available to the community. That program involves sending an ARC Response Team, consisting of a behavioral health specialist and a paramedic, to respond to low-risk crisis calls in lieu of a traditional police response. In addition, CRC can always request CHD's BH therapist to come and speak at any community event. The BH therapist has attended round tables with youth in the community regarding drugs and gun violence in past. This interaction has led to some of the youth and families reaching out to the BH therapist and obtaining services at the Health Centers, whose facilities are already properly situated and equipped for that purpose.



<b>Neighborhood:</b>	Hartwell
<b>Department:</b>	Recreation
<b>Project Name:</b>	Recreation Equipment
<b>Funding Planned:</b>	Yes, in part (Explanation in Comments)
<b>Funding Source:</b>	Recreation Improvements
<b>Project Number(s):</b>	980x199x221918
<b>Project Description, as submitted:</b>	For the Hartwell Recreation Center and Hartwell Playground we are asking for 2 items. We would like the recreation center to have an electronic sign. This is a prominent corner with high visibility. We believe an electronic sign may help with advertising activities held at the Recreation Center. We would also like to ask for some toddler equipment at the Hartwell playground located at Ferndale and Burns Ave.
<b>Department Comments:</b>	<p>CRC is currently installing new signage at the many CRC sites; recreation centers are part of a later phase. The electronic signage can be installed, if funding is available and it is approved by all agencies involved.</p> <p>CRC will work with the community to find a piece of playground equipment for 2-5 ages to be installed at the Hartwell Recreation Area.</p>

# Capital Improvement Program

## Community Budget Requests



<b>Neighborhood:</b>	Hartwell
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Steps or Railing
<b>Funding Planned:</b>	Yes, conditionally (Explanation in Comments)
<b>Funding Source:</b>	Transportation Infrastructure - GF
<b>Project Number(s):</b>	980x233x232329
<b>Project Description, as submitted:</b>	Our second request is asking for steps or railing near the railroad tracks, on at least one side of the incline. This area is near the corner of Sheehan and Woodbine. This will help make the area more walkable for our elderly, or impaired residents. We spoke with Angie Strunc with development who spoke with Rich Pohana with the ODOT steps program.
<b>Department Comments:</b>	Steps and walk will be installed on the north side. DOTE agrees that the steepness of the slope is excessive and that a set of steps is an appropriate solution. DOTE will need to coordinate with the Railroad, which can be a challenge and could increase the cost or delay the project.



<b>Neighborhood:</b>	Hartwell
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Traffic Study
<b>Funding Planned:</b>	Yes, in part (Explanation in Comments)
<b>Funding Source:</b>	Traffic Signals Infrastructure
<b>Project Number(s):</b>	980x239x242345
<b>Project Description, as submitted:</b>	<p>Our third request is actually along the same lines of previous community budget requests. We would like to have a traffic study of the area, primarily, the intersection of Vine and Galbraith. This area has a clover that everyone avoids, a light that has to be red to turn left onto Vine, when heading East on Galbraith, and there is increased traffic down many side streets. A large number of drivers use side streets to avoid the intersection altogether. Vine street itself from Compton down to Caldwell, could use improvements. From the no right onto Compton coming south on Vine( that everyone ignores), awkward parking, the line of cars in the street turning into Lee's and the lights so close together near Kroger, the area certainly could use a good look.</p> <p>Since this seems unlikely, I am going to submit a 4th request</p>
<b>Department Comments:</b>	<p>Traffic Engineering studied the request for changes at the Vine and Galbraith intersection and have found changes were not warranted.</p> <p>Traffic Engineering will evaluate the request for changes at Vine and Compton and will contact the Community Council with our results.</p>

# Capital Improvement Program

## Community Budget Requests



<b>Neighborhood:</b>	Hartwell
<b>Department:</b>	Public Services, Parks
<b>Project Name:</b>	Vine Street Business District Clean up
<b>Funding Planned:</b>	No (Explanation in Comments)
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	We would really appreciate our Vine street to get attention as far as grassy sidewalks and overgrown tree wells. Some of the businesses and owners are lackadaisical in keeping up maintenance. I have mentioned this to public works and Kurt Kastner with Urban forestry. Kurt did seem unsure, thinking the only way to clean out the tree wells would be to cut them down, which seems a shame.
<b>Department Comments:</b>	The Department of Public Services (DPS) does not maintain landscaping in tree wells and does not control the installation or removal of the trees or the maintenance of sidewalks. Cincinnati Parks receives funding for all urban trees and the Department of Transportation & Engineering (DOTE) permits all construction of tree wells and provides oversight of sidewalk maintenance.



<b>Neighborhood:</b>	Hyde Park
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Gateway signage for Hyde Park and improved wayfinding signage for parking in Hyde Park Square
<b>Funding Planned:</b>	Yes, in part (Explanation in Comments)
<b>Funding Source:</b>	Neighborhood Gateways/Greenways Imprvmnt
<b>Project Number(s):</b>	980x232x232313
<b>Project Description, as submitted:</b>	<p>This CBR requests gateway signage for Hyde Park and improved wayfinding signage for parking in Hyde Park Square:</p> <p>* Hyde Park shares borders with six Cincinnati neighborhoods (Oakley, Mount Lookout, East Walnut Hills, Evanston, Columbia Tusculum, East End), as well as the municipalities of Norwood and Fairfax. At present, visitors have little awareness of when they are entering Hyde Park due to a lack of gateway signage. This CBR requests the design, construction, and installation of gateway signage into Hyde Park. A preliminary set of recommended locations is included in the Google Map located at <a href="https://www.google.com/maps/d/u/0/edit?mid=1qzA6OiBBNuV2nhsxMcSqQ9FBqlkFDZ4&amp;usp=sharing">https://www.google.com/maps/d/u/0/edit?mid=1qzA6OiBBNuV2nhsxMcSqQ9FBqlkFDZ4&amp;usp=sharing</a>. Hyde Park Neighborhood Council wishes to work with the City of Cincinnati's Department of Transportation &amp; Engineering to refine these preliminary recommendations based on their expertise. Preliminary recommendations shown in the corresponding map call for 3 large gateway signs, 3 totems, and 3 pole-mounted signs comparable to other neighborhoods.</p> <p>* In addition, this CBR requests improved wayfinding signage (that would include the style elements of the gateway signage) for parking in Hyde Park Square. Improved signage is important because the number of parking spaces along Erie Avenue is limited and these spaces are sometimes unavailable for extended periods during peak business hours, including when the Square is closed for events, such as the Farmer's Market which runs on Sunday mornings until 2pm for much of the year. The closure of the Square means that patrons to businesses on Hyde Park Square may have difficulty accessing the stores during the Farmer's market due to the loss of parking. Improving wayfinding signage to the public parking lot on the North side of the Square will help make the Square more accessible to people traveling by car year-round.</p> <p>The budget listed below consists of the following components: \$99,000 (\$8k Design &amp; Construction; \$20k/each for 3 large signs; \$7k/each for 3 totems; \$1000/sign for 10 pole-mounted welcome or parking signs).</p>
<b>Department Comments:</b>	<p>Not to exceed amount for city standard parking wayfinding signs. The request exceeds capital program resources but does include individual items that we may be able to assist with. City standard parking wayfinding signs could be implemented within our program budget with a not to exceed amount of \$3,000.</p> <p>DOTe encourages the community to seek additional funding through the City's Neighborhood Business District Improvement Program (NBDIP) grants.</p>

# Capital Improvement Program

## Community Budget Requests



<b>Neighborhood:</b>	Hyde Park
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Lighting at crosswalks in Hyde Park Square
<b>Funding Planned:</b>	Yes
<b>Funding Source:</b>	Street Light Infrastructure
<b>Project Number(s):</b>	980x239x222340
<b>Project Description, as submitted:</b>	<p>Project Area: The center of Hyde Park Square consists of the block of Erie Avenue bounded by Edwards Avenue on the West and Michigan Ave on the East. Shops are located on the north and south sides of Erie Avenue. Within this block, the vehicular on Erie Avenue is divided into separate lanes because an elevated public park is located in the middle of the divided roadway. There are two sets of pedestrian crosswalks that allow pedestrians to move from the south side of Erie into the park and then from the park to the north side of Erie. One set of crosswalks is on the East side of the public park. The other set of crosswalks is on the west side of the park. These crosswalks each have a single street light near the cross walks on the north and south sides of Erie with the shops.</p> <p>Request: HPNC requests that the four cross-walks be investigated to determine options for increasingly the lighting to better illuminate the crosswalks so that pedestrians are more visible to drivers at night. This includes improving the illumination at both edges and the middle of the crosswalk. HPNC requests that DOTE assess whether lighting could be improved using the existing streetlight, or if additional lighting may be required to be installed on one or both sides of each of the four crosswalks.</p> <p>DOTE Recommendations. To ensure consistent lighting throughout Hyde Park Square, DOTE recommends that all of the street lights in and around the Hyde Park Square be upgraded to LED. DOTE has prepared a schematic and budget recommending the replacement of 28 bulbs and fixtures.</p> <p>The budget listed below consists of the following components: \$55,000 (\$20k for 28 Globe Replacements; \$25k for 28 LED Fixture Replacements, and \$10k in Labor) Schematic prepared by City DOTE is available upon request.</p>
<b>Department Comments:</b>	This request will improve the existing streetlighting in Hyde Park Square that will better illuminate the crosswalks.





<b>Neighborhood:</b>	Hyde Park
<b>Department:</b>	Transportation & Engineering, SMU
<b>Project Name:</b>	Eliminate chronic drainage problem on the sidewalk, on northern side of Erie close to Bayard
<b>Funding Planned:</b>	Yes
<b>Funding Source:</b>	Erie Ave Sidewalk Improvements - CBR
<b>Project Number(s):</b>	107x311x4000, 980x233x242392
<b>Project Description, as submitted:</b>	<p>For more than a decade, HPNC has worked with the City of Cincinnati's DOTE and the Stormwater Management Utility (SMU) to eliminate the chronic drainage problem from the uphill side to the North of Erie Avenue. During and after rainfalls, the water pools on the sidewalk creating wet and slippery conditions year-round, with wet leaves and ice being a serious hazard for City residents and families that are walking or running along this sidewalk which is the only pedestrian connector between the east and west sides of Hyde Park.</p> <p>For more than a decade, HPNC, DOTE, and SMU have collaborated on multiple fixes that were believed to be able to collect the water on the uphill side of the sidewalk and allow it to drain under the sidewalk to eliminate this hazard. During the summer of 2022, the problem recurred and DOTE and SMU investigated solutions. Due to the chronic nature of this hazard and a lack of understanding of the primary cause and how best to resolve it, HPNC is submitting a CBR to investigate and fix this long-term hazard.</p>
<b>Department Comments:</b>	This project is recommended and will be a joint venture by DOTE and SMU.

# Capital Improvement Program

## Community Budget Requests



<b>Neighborhood:</b>	Lower Price Hill
<b>Department:</b>	Parks
<b>Project Name:</b>	Gazebo Overlook
<b>Funding Planned:</b>	No (Explanation in Comments)
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	The community of Lower Price Hill would like to develop a Gazebo Overlook behind the existing terminated retaining wall left behind from the Waldvogel Viaduct project. This would be a 20' x 20' octagonal roof structure on a concrete base. Existing guardrails would be replaced with matching decorative railings. A new wall mural on the retaining wall below would be used to discourage tagging of this wall. New lighting would be a part of this project. A picnic table with benches would furnish it. This area would be accessed by two sets of existing steps and sidewalks from the Historic District below. The neighborhood is in need of meeting places. This would provide a protected area with a view of the City and River for residents.
<b>Department Comments:</b>	No, Parks does not own this property.



<b>Neighborhood:</b>	Lower Price Hill
<b>Department:</b>	Public Services
<b>Project Name:</b>	Trash Cans and Recycling Bins
<b>Funding Planned:</b>	No, due to limited resources
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	The Department of Public Services: Trash cans and recycling bins along Hatmaker Street, specifically Oyler Community Learning Center (2121 Hatmaker Street Cincinnati, OH 45204) and Tamar's Center (2142 Hatmaker Street Cincinnati, OH 45204). Trash cans and recycling bins on Storrs Street, specifically the Oyler Sprayground located at 2125 Storrs Street Cincinnati, OH 45204. Trash cans and recycling bins on Neave Street, specifically The Washing Well Laundromat located at 640 Neave Street Cincinnati, OH 45204.
<b>Department Comments:</b>	No, due to limited resources

# Capital Improvement Program

## Community Budget Requests



<b>Neighborhood:</b>	Lower Price Hill
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Pedestrian Safety+ Traffic Calming
<b>Funding Planned:</b>	No (Explanation in Comments)
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	<p>Traffic + pedestrian safety calming efforts at 2312 Glenway near the Joe Williams Family Center (crosswalk + sidewalk addition). To provide more detail, we would like to propose a CBR project that does one or more of the following:</p> <ul style="list-style-type: none"> <li>Revisit the idea of a crosswalk and install flashing pedestrian signs at 2312 Glenway Avenue</li> <li>Install speed cushions at or near 2312 Glenway Avenue. There is also community concern about the speed of vehicles as they come down Glenway and then have a sharp left turn just before the 8th Street and State Avenue intersection. Speed cushions could alleviate some speed concerns, as well as promote safer driving around spaces where children play</li> <li>Install signage to indicate to drivers to drive with care and watch for children.</li> </ul>
<b>Department Comments:</b>	<p>Adding a marked crosswalk and flashing signs at 2312 Glenway is not recommended because there is no sidewalk on the west side of Glenway Avenue for pedestrians to access once crossing.</p> <p>Speed cushions are not recommended as a suitable solution at this section of Glenway Avenue. Speed cushions are not recommended to be installed on streets with over a 7% grade and the grade on this section of Glenway Ave exceeds the 7% standard.</p> <p>DOTe is studying options to reduce lanes on Glenway Avenue to help control speeds. However, there is no funding identified to implement these changes east of Warsaw Avenue.</p> <p>DOTe will also be studying the intersection of W. 8th and State Avenue. Any improvements will be constructed with the State to Central: Building Better Neighborhoods project.</p>



<b>Neighborhood:</b>	Madisonville
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Street Modernization
<b>Funding Planned:</b>	Yes, conditionally (Explanation in Comments)
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	<p>When Madisonville was annexed in 1911, it was done largely in part because the village could not afford to upgrade its infrastructure to meet the modern standards of the time. It took many years for the city to install new utilities, and pave the streets for the first time. Now over a century later, many Madisonville residents are still frustrated that the city has never finished upgrading all of the streets in the neighborhood. Too many streets in the neighborhood do not have curbs, which reduces the quality of life for the community. Some residents and visitors treat this lack of border as a rolling curb, and choose to park their cars in what should be the tree lawn. This effectively widens the road, making pass-through traffic faster and more dangerous. It also prevents trees from being planted in the strip, turning more of our community into isolated heat islands. Some homeowners have gone so far as to put up their own barriers, such as railroad ties or cinder blocks, to help define and support their tree lawn. Additionally, several connecting streets still do not have sidewalks, forcing residents to walk in the street.</p> <p>The Madisonville Community Council is requesting that the Department of Transportation and Engineering apply for the necessary state and federal grants to finally fully improve our streets.</p> <p>MCC has created this list as a suggested starting point:  Murray Avenue - Extended Murray Trail from corporate line to Erie  Winona Terrace - From Roe to Erie  Settle Street - From Madison to Roe  Marietta Avenue - Add sidewalks for pedestrians traveling to Bramble Park  Glenshade Avenue - From Madison to Chandler  Whitney Street - From Erie to Lucerne  Adelphi Street - From Conant to Whetsel  Erie Avenue - From Ward to Settle  Clephane Avenue - From Ward to Simpson  Stewart Avenue - From Madison to Orlando</p> <p>The community council's Transportation Committee has been keeping track of complaints from residents about the quality of their streets. This list was ordered based on the current rating of the infrastructure, latest rehabilitation schedule posted by the city, proximity to pedestrian generators, and length of segment.</p>
<b>Department Comments:</b>	<p>Extend Murray Avenue Trail to Erie Avenue – DOTE will look for opportunities to extend the trail with grant funding (\$500,000).</p> <p>Winona Terrace and Settle Street – These streets are being considered for resurfacing. DOTE will look for opportunities to add curb and gutter with grant funding (\$800,000 and \$2.02 million).</p> <p>Marietta Avenue Sidewalks – Marietta Avenue was resurfaced in 2017 and is in good condition. This reduces the grant funding opportunities to add sidewalk adjacent to the street.</p>

# Capital Improvement Program

## Community Budget Requests



	<p>Glenshade Avenue – DOTE will look for opportunities to add curb and gutter (\$1.2 million).</p> <p>Whitney Street, Adelphi Street and Erie Avenue – These streets are being considered for resurfacing. DOTE will look for opportunities to add curb and gutter with grant funding (\$1.0 million, \$1.05 million, &amp; \$0.75 million).</p> <p>Clephane Avenue and Stewart Avenue – These streets are in good condition. This reduces the grant funding opportunities to add curb and gutter to the street.</p>
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<b>Neighborhood:</b>	Madisonville
<b>Department:</b>	City Planning
<b>Project Name:</b>	Neighborhood Plan
<b>Funding Planned:</b>	Yes
<b>Funding Source:</b>	
<b>Project Number(s):</b>	050x171x7100
<b>Project Description, as submitted:</b>	<p>The last neighborhood wide plan for Madisonville that was approved by the City of Cincinnati was 1975's "Madisonville-Eastwood Community Plan." The city has conducted several other studies since then, but all have had a focus on a specific area of the neighborhood. The last plan the city sponsored was 2002's "Madisonville Neighborhood Business District Urban Renewal Plan." Madisonville needs a comprehensive neighborhood plan to help guide the community, and the city, in making future decisions.</p> <p>The demographics of the neighborhood have shifted over the last decade and now is the time to capture what makes Madisonville great, so future generations can appreciate what has come before them, and help build on the existing culture. Many public amenities, facilities and infrastructure have been upgraded individually but there remains several more that have not. Creating a neighborhood plan will help guide the future decisions for those facilities and allow residents to see the full scope of work. There is a spectrum of responses from residents over the recent changes that have occurred, with responses ranging from excitement to skepticism to concern. Having the public discussion that comes with a comprehensive neighborhood plan, allows the community to reflect on what has been working well over the last decade, and what can be improved, all while hearing from residents who may have a different perspective.</p> <p>The neighborhood planning process is the most comprehensive method available that the city can offer to a community. This process encourages collaboration amongst community stakeholders in a professionally facilitated public forum. This engagement will encourage growth and cooperation of community members as they work together to determine the next era for Madisonville. The Madisonville Community Council will appreciate the guidance from the city for this conversation among neighbors, and looks forward to forming the necessary steering committee by recruiting members that represent the diverse range of culture that makes Madisonville great.</p>
<b>Department Comments:</b>	City Planning believes we can take on this neighborhood plan request in our existing budget. We aim to start this in the 2024/25 budget cycle.

# Capital Improvement Program

## Community Budget Requests



<b>Neighborhood:</b>	Madisonville
<b>Department:</b>	Recreation, Parks
<b>Project Name:</b>	Bramble Park Improvements
<b>Funding Planned:</b>	Yes, in part (Explanation in Comments)
<b>Funding Source:</b>	Nature Playscape - Bramble Park, Recreation Facilities Improvements - CBR
<b>Project Number(s):</b>	980x199x211923, 980x199x241907
<b>Project Description, as submitted:</b>	<p>Madisonville’s Bramble Park hosts many planned and impromptu community events throughout the year. When visiting the park during the warmer months, it is very common to see neighborhood kids playing basketball, families enjoying the playground, and local youth teams practicing on the baseball field. During the last Community Budget Request cycle, the Madisonville Community Council was given the opportunity by the Cincinnati Recreation Commission to help create a Master Plan for the future of the park. The community council partnered with our local community development corporation, MCURC, to engage the community and receive feedback on improvements they would like to see for the park. At the time of this submission, the Master Plan has not yet been finalized by the CRC but the community council thinks it is important to get a commitment in the city’s capital budget to fund the proposed improvements.</p> <p>Improvements that are of particular interest to the community include:          Upgrades and expansion of the basketball court          Installation of ADA compliant drinking fountains with access for dogs          Improvements to the portable toilets          Installation of a performance stage in the lower area          Installation of ADA compliant walkway to the basketball court          Installation of ADA compliant walkway to playground equipment from the Bramble Avenue sidewalk          Installation of ADA compliant grill at the upper shelter</p>
<b>Department Comments:</b>	<p>CRC created a Bramble Recreation Area master plan with the community in 2021, from their community engagement data. The plan was sent to the community council. All the items requested are part of the master plan. CRC plans to install a new drinking fountain, an ADA grill, and a port-o-let enclosure (the previous one was removed). The current Recreation Department six-year capital plan (2023-28), which was approved by the commission and presented to council has renovating the basketball court in 2026, contingent funding is available then. We will add expanding the court (add a shooting court) to the plan. It is currently 15th on the basketball court list. Installing a performance stage is part of the Bramble master plan, but not in the six-year or business plans. CRC is designing an ADA access from Bramble Ave to the playground amenities, and anticipates FY 2024 funding to install it. There is ADA access from the main driveway entrance.</p> <p>This is CRC maintained property. Parks does not have resources available to support this project.</p>





<b>Neighborhood:</b>	Mount Adams
<b>Department:</b>	Parks
<b>Project Name:</b>	Tree grate removal/repair with replacement ground cover
<b>Funding Planned:</b>	No (Explanation in Comments)
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	<p>Mt. Adams tree grate removal / repair project with ground cover replacement.</p> <p>11 locations throughout the Mt. Adams Business District have metal tree grates surrounding shade trees planted along the sidewalks that need to be removed or repaired.</p> <p>21 locations have metal tree grates that are in good condition but need repair to the bordering brick or concrete.</p> <p>1 location needs a new tree planted and the metal grates removed.</p> <p>3 locations only need the border brick or concrete repaired.</p> <p>2 locations have no existing tree grate.</p> <p>4 trees at the corner of Pavilion Street and Fuller Street need the surrounding sidewalk removed/repaired.</p> <p>The tree grates that are in disrepair suffer from tree root growth, fallen branches, poor maintenance, creative car parking and errant repainting. Many are cracked, grates are missing or protruding in a dangerous manner, and several pieces are not flush with the ground.</p> <p>All of the above are located in highly visible, public spaces along St. Gregory Street, Hatch Street and Pavilion Street.</p> <p>This detracts from the pedestrian-friendly atmosphere in Mt. Adams and poses a danger to walkers, joggers and pets.</p> <p>After tree grate removal, the ground surrounding the trees need to be mulched or laid with black river rock, which would be more sustainable.</p> <p>Have discussed project with Urban Forestry.</p>
<b>Department Comments:</b>	Mt. Adams Business Guild (Towne Properties) has an agreement with the City to maintain the tree grates.

# Capital Improvement Program

## Community Budget Requests



<b>Neighborhood:</b>	Mount Airy
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Speed Control on Kipling Avenue
<b>Funding Planned:</b>	Yes, in part (Explanation in Comments)
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	Kipling Avenue is a connector street between Colerain Avenue and Banning Road. There are no stops signs, curves or other natural deterrents to high speeds. Since the speed limit is 35 mph, speed humps or cushions do not seem appropriate, so the project simply includes additional speed limit signage and the speed limit boldly painted on the Kipling Avenue street surface near each intersection.
<b>Department Comments:</b>	DPS will install 4 additional 35 MPH speed limit signs with their existing Capital Signs funding. DOTE will issue a work order to DPS in November 2022 to provide four additional 35 MPH speed limit signs along Kipling Avenue, as requested.  The speed limit pavement markings are not recommended because they are only installed in Neighborhood Business Districts.



<b>Neighborhood:</b>	Mount Airy
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Speed Control on Colerain Avenue
<b>Funding Planned:</b>	Yes, in part (Explanation in Comments)
<b>Funding Source:</b>	Mt. Airy Traffic Calming Major Street - CBR
<b>Project Number(s):</b>	980x232x242388
<b>Project Description, as submitted:</b>	Excessive speeds on Colerain Ave are resulting in numerous serious accidents, including several fatalities. This project involves the installation of raised crosswalks on the north side of the intersection on Colerain at North Bend, at 5536 Colerain (new mid-block location) and on the south side of the intersection on Colerain at Kirby. The mid-block crosswalk will have overhead signage as well as signage in the right-of-way. "Zebra-striping" will be used for all 3 crosswalks. The speed limit will be boldly painted on the street surface at/near each location. Additional speed limit signage will be installed for southbound Colerain Ave traffic between the entrance to Mt Airy Forest and the 4600 block of Colerain Ave. The speed limit will be boldly painted on the Colerain Ave street surface at each intersection south of North Bend to the West Fork/Virginia Ave intersection.
<b>Department Comments:</b>	DOTE does not allow raised crosswalks at major intersections. DOTE would be okay with the mid-block crosswalk near 5536 Colerain Ave; however, there is no funding for this project. DOTE will add the raised crosswalk to the list of potential projects when applying for grant funding. In lieu of raised crosswalks at North Bend and Kirby intersections, DOTE would suggest speed cushions. Mt. Airy has submitted this section of Colerain Ave to DOTE to evaluate as part of our pedestrian safety program. If it ranks high enough in that program, speed cushions will be installed using that existing capital program. DOTE will look into the existing speed limit signage along Colerain Ave and install as needed.

# Capital Improvement Program

## Community Budget Requests



<b>Neighborhood:</b>	Mount Airy
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Speed Control on Fox Road
<b>Funding Planned:</b>	Yes, in part (Explanation in Comments)
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	Fox Road is used as a "cut-through" from North Bend Road to Colerain Avenue. This is a residential street with a posted 25 mph speed limit. The project includes converting the 2-way STOP at Fox Road and Kirby Avenue to a 4-way STOP and the installation of 3 speed humps. The Speed humps will be near the intersection of Fox Road and Gracewood Avenue, near 5528 Fox Road, and near 5442 Fox Road. The speed limit will be boldly painted on the Fox Road street surface just northeast of the intersection with North Bend Road, near the speed humps, and near the intersection of Fox Road and Mt Airy Avenue (just west of Colerain).
<b>Department Comments:</b>	The request for a new all-way stop controlled intersection at Fox Road & Kirby Avenue was approved by DOTE. The new stop signs and stop lines were installed in October 2022. DOTE is currently working directly with the neighborhood organizer on street calming.



<b>Neighborhood:</b>	Mount Auburn
<b>Department:</b>	Recreation
<b>Project Name:</b>	Filson Park re-fresh
<b>Funding Planned:</b>	Yes, in part (Explanation in Comments)
<b>Funding Source:</b>	Recreation Facilities Improvements - CBR
<b>Project Number(s):</b>	980x199x241907
<b>Project Description, as submitted:</b>	<p>Filson Park has been neglected for years. The public [pool stays closed year after year because of low attendance and lack of available staff. We propose to make the park a more inviting entertainment area with lower maintenance needs.</p> <p>We propose removing the pool and replacing it with a splash pad (\$800,000 cost), replace the old playground with a newer playground (\$80,000 to \$100,000 cost), add two (2) pickleball courts (\$80,000 to \$100,000 cost) and then adding a couple of new picnic tables.</p> <p>We feel this would make this park much more attractive to the surrounding new and old residents.</p>
<b>Department Comments:</b>	<p>The current Recreation Department six year capital plan (2023-28), which was approved by the commission and presented to council, has replacing the playground in 2027 as part of the plan. If funding is available, then it will be installed. It is currently 59th on the playground list. CRC can install picnic tables at the site.</p> <p>Converting the pool to a sprayground or adding two pickleball courts are not part of the CRC business plan or current six-year plan.</p>

# Capital Improvement Program

## Community Budget Requests



<b>Neighborhood:</b>	Mount Auburn
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Auburn Ave street lighting
<b>Funding Planned:</b>	Yes
<b>Funding Source:</b>	Duke Street Light Installation and Renovation
<b>Project Number(s):</b>	980x239x212328
<b>Project Description, as submitted:</b>	Switching sodium streetlights to LED. All streetlights on Auburn have been or are going to be switched to LED except for 16 that are located from Kinsey to the main entrance of The Christ Hospital. We want to have uniform lighting on our main street that provides safe passage for our residents and visitors to the hospital and/or to our NBD. This not only provides increased light levels but also will use less energy.
<b>Department Comments:</b>	This request will improve the existing streetlighting in Mt. Auburn that will better illuminate the sidewalks, crosswalks, and roadway.



<b>Neighborhood:</b>	North Avondale
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	North Avondale Historical Plaques
<b>Funding Planned:</b>	Yes
<b>Funding Source:</b>	Neighborhood Gateways/Greenways Imprvmnt
<b>Project Number(s):</b>	980x232x232313, 050x232x7200
<b>Project Description, as submitted:</b>	Design, fabricate and implement two historical plaques
<b>Department Comments:</b>	DOTe anticipates providing resources for design and installation of two totem signs.

# Capital Improvement Program

## Community Budget Requests



<b>Neighborhood:</b>	North Avondale
<b>Department:</b>	Recreation
<b>Project Name:</b>	North Avondale School and Recreation Center Adjacent Property Improvements
<b>Funding Planned:</b>	Yes, in part (Explanation in Comments)
<b>Funding Source:</b>	Recreation Facilities Renovation - GF, Recreation Facilities Improvements - CBR
<b>Project Number(s):</b>	980x199x231906, 980x199x241907
<b>Project Description, as submitted:</b>	<p>North Avondale Neighborhood Association is requesting improvements to the area adjacent to the neighborhood school and recreation center playfields and the playground. We believe the following improvements will bring our diverse neighborhood together for more neighborly activities in a safer and more livable environment.</p> <p>We are requesting improvements and installation amenities to the soccer and baseball fields for the benefit of sports players and spectators. This request includes installation of shade/shelter dugouts for the home and away teams, general field improvements, installation of bleachers for spectators and families during games and practice and finally solar lighting for safety during early evenings and after hours near the fields and parking. The total estimated cost for these specific is \$100,000. In addition, this request for improvements to the playground area include replacement of the swings and playground set, installation of a shade area with fixed picnic tables and benches, repair/upgrade drinking fountains to ensure ADA compliance, dog waste stations at both N. Fred Shuttlesworth and Clinton Springs Avenue, replace the recreation center signage at the entrance to the parking lot and finally enclose the port-o-lets. The total estimated cost for this phase is \$220,000. There are two additional areas in this space that need attention. The first is the resurfacing of the tennis courts at an estimated cost of \$120,000 and completing the current partial walking path to create a loop for leisure and exercise at an estimated cost of \$160,000. All of these requested improvement total \$600,000.</p>
<b>Department Comments:</b>	<p>With additional funds being received in the 2023 capital budget designated for North Avondale, CRC is now designing the North Avondale Recreation Area new playground and renovated tennis courts. A new ADA drinking fountain will be installed. This work should be done in 2023, we will work with the community for an approved plan. The dugouts, walking trail and lighting are not part of the approved six-year plan or CRC business plan. There are currently no funds to do this, but CRC has requested the dugouts as a Reds Community Fund 2023 project. A grant or donation would be needed for the walking trail. New site signage is in progress. CRC maintenance will see what lighting can be added to the site, improve the field conditions, add dog waste stations, picnic tables, and bleachers.</p>





<b>Neighborhood:</b>	North Avondale
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	North Avondale Multi-Modal Ride Share Parking Facility
<b>Funding Planned:</b>	No (Explanation in Comments)
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	North Avondale is requesting a Multi-Modal Ride Share Parking Facility in our neighborhood. We believe that the area surrounding the North Avondale Montessori School and Recreation Center has sufficient space to add a New Ride Share parking area, including Solar Power Charging Stations and a Multi-Modal transportation hub for scooters and bicycles, bike racks and a Red Bike docking station.
<b>Department Comments:</b>	Locating the Multi-Modal Ride Share Parking Facility on school or recreation center property requires both Cincinnati Public Schools (CPS) Board of Education and CRC approval. DOTE does not recommend constructing a neighborhood multi-modal transportation hub in the right-of-way adjacent to the school and recreation center for safety reasons. However, DOTE will inform service providers of this request.

# Capital Improvement Program

## Community Budget Requests



<b>Neighborhood:</b>	North Fairmount
<b>Department:</b>	Recreation
<b>Project Name:</b>	Playground equipment
<b>Funding Planned:</b>	Yes, in part (Explanation in Comments)
<b>Funding Source:</b>	Outdoor Facilities Renovation, Recreation Facilities Improvements - CBR
<b>Project Number(s):</b>	980x199x231900, 980x199x241907
<b>Project Description, as submitted:</b>	we of North Fairmount would appreciate it if our request could be granted to our Community for in 2020 all requests were denied cause Budget ( no momey for these).We are the Community that has ben left behind so many times .With our revitalization plan coming forward this will enhance the quality of our Spray Park.Also for our residents can see that we are not left behind.
<b>Department Comments:</b>	The current CRC six-year capital plan, which was approved by the commission and presented to council, has replacing the playground in 2025 as part of the plan, if funding is available then. It is currently 29th on the playground list. CRC will repair existing equipment, add new play equipment, and install a new ADA drinking fountain with resources available.



<b>Neighborhood:</b>	Northside
<b>Department:</b>	Parks
<b>Project Name:</b>	McKie Splash Pad Shade Canopies
<b>Funding Planned:</b>	No (Explanation in Comments)
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	Northside is requesting the installation of shade canopies at the McKie Splash Pad for use in summer months. The pool area at the McKie Rec Center, which requires a membership and payment, contains multiple shade canopies but the free splash pad area does not. This presents equity issues for the neighborhood and deprives people, especially parents bringing their children to the splash pad, of a comfortable area to sit outside of the sun's rays. This project was also submitted in 2020 as part of the neighborhood's last CBR submittal.
<b>Department Comments:</b>	CRC determined that adding additional shade at McKie is not feasible due to conflicts with existing utilities.



<b>Neighborhood:</b>	Northside
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Shared Trail Feasibility Study
<b>Funding Planned:</b>	Yes
<b>Funding Source:</b>	
<b>Project Number(s):</b>	050x232x7200
<b>Project Description, as submitted:</b>	Recently trail advocates have identified a potential off-street link between Northside and College Hill utilizing existing utility access path ROWs from Springlawn Ave in Northside to Groesbeck Rd in College Hill. As of now the only direct connections for non-car users is to walk or bike up Hamilton Ave on narrow sidewalks surrounded by speeding vehicles, which is unsafe and unattractive to potential trail users. The Northside and College Hill communities have requested a feasibility study be done to see if a shared trail path is feasible between the two neighborhoods on this general alignment.
<b>Department Comments:</b>	<p>DOTe will continue to provide staff time and may utilize a consultant for technical assistance to local stakeholders. The purpose of that assistance is for advancing the feasibility investigation led by those stakeholders for this conceptual project.</p> <p>A high-level feasibility study of the full 2.9 mile corridor would include options on the southern 1/3 of the project that has potential to use alternate alignments. The study could provide more detail for communications with private property owners, and other stakeholders such as Community Councils and Parks. This study could also be used to demonstrate potential of the project for seeking the other funding necessary to continue advancement of the project.</p>



<b>Neighborhood:</b>	Northside
<b>Department:</b>	City Planning
<b>Project Name:</b>	Neighborhood Land Use Plan Update
<b>Funding Planned:</b>	Yes, conditionally (Explanation in Comments)
<b>Funding Source:</b>	
<b>Project Number(s):</b>	050x171x7100
<b>Project Description, as submitted:</b>	In 2006, Northside's Land Use Plan was completed and in 2014 an update was done. Since then the neighborhood has experienced an influx of new residents and high interest from developers to redevelop homes in the neighborhood and build new multi-family units. Northside would like to begin the process of updating its land use plan to reflect the new economic reality in the neighborhood.
<b>Department Comments:</b>	The Planning Division will explore incorporating this into the FY25 budget after we have completed plans for neighborhoods that have either not had a neighborhood plan or have had a longer period of time since their neighborhood plan was created.

# Capital Improvement Program

## Community Budget Requests



<b>Neighborhood:</b>	Oakley
<b>Department:</b>	Recreation
<b>Project Name:</b>	Basketball/Tennis Court Relocation
<b>Funding Planned:</b>	Yes, in part (Explanation in Comments)
<b>Funding Source:</b>	Recreation Facilities Renovation - GF, Recreation Facilities Improvements - CBR
<b>Project Number(s):</b>	980x199x231906, 980x199x241907
<b>Project Description, as submitted:</b>	The new Oakley/Eastside recreation center is being built on the site of the existing basketball/tennis courts, which are heavily used. We would like to relocate these courts to the site of the existing rec center, once CRC has moved into their new building.
<b>Department Comments:</b>	CRC is being allocated additional funds to relocate the tennis and basketball courts to the upper level. CRC will work with the community for an approved plan once the new center is constructed. As of now, the courts will be located where the existing center is located. The proposed layout will fit two tennis/pickleball courts and the same size basketball court that exists now. Once the new center project starts, CRC will work on an official plan for the courts with CRC athletics and to address the noise containment requested by the community.



<b>Neighborhood:</b>	Oakley
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Railroad Underpass Safety & Beautification
<b>Funding Planned:</b>	No (Explanation in Comments)
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	<p>Project that would address safety/lightning concerns, and clean up/beautify the train underpasses on Madison and on Ridge.</p> <p>Add solar powered lighting underneath the underpasses Add community designed murals under the underpasses Clean-up/repair overgrowth, weeds, and consider ways to keep from coming onto the sidewalk Placement of thin bollards along sidewalks</p>
<b>Department Comments:</b>	<p>DOTe installed wall pack fixtures 2 years ago. So, the underpass &amp; pedestrian lighting is not needed. DOTE does not have program funding for underpass murals. DOTE suggests that Oakley consider submitting a request to the Neighborhood Business District Improvement Program (NBDIP) for this scope of work.</p> <p>DOTe does not maintain weed control. DOTE suggests that Oakley submit a 311 service request to DPS.</p> <p>DOTe suggests that Oakley consider submitting a request for bollards to the Pedestrian Safety Program. Evaluating the request through that process will determine feasibility.</p>

# Capital Improvement Program

## Community Budget Requests



<b>Neighborhood:</b>	Oakley
<b>Department:</b>	Parks
<b>Project Name:</b>	Oakley Square - Fix rusting wrought iron fence
<b>Funding Planned:</b>	Yes, conditionally (Explanation in Comments)
<b>Funding Source:</b>	Geier Esplanade Fence Replacement
<b>Project Number(s):</b>	980x203x222023
<b>Project Description, as submitted:</b>	The wrought iron fencing around the Geier Esplanade is starting to blister and rust at an accelerating rate. The rust is starting to stain the wall that surrounds the esplanade.
<b>Department Comments:</b>	This project is recommended, pending cost estimates. The current budget to replace the fence is limited to \$125,000.





<b>Neighborhood:</b>	Over-the-Rhine
<b>Department:</b>	Transportation & Engineering, Community and Economic Development
<b>Project Name:</b>	Feasibility Study for Streetcar Extension to Mohawk
<b>Funding Planned:</b>	No (Explanation in Comments)
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	Fund a feasibility study on the concept of extending the existing streetcar system northward on Elm Street, turning left on McMicken Avenue, continuing to at least Mohawk Place before reversing directions, and returning down Race Street to reconnect with the existing line. This will enable future extensions towards the West End, Camp Washington/Northside, and the westside of the city. This will use existing excess transformer capacity of the current system and minimize risks by using a relatively flat and short route. This will unlock economic development potential of the northern tip of OTR (and potentially further) while minimizing the investment needed for the next phase. Both the Over the Rhine Community Council and the Mohawk Neighborhood CDC are in support of studying this extension.
<b>Department Comments:</b>	There is no funding available in the current budget for a streetcar expansion feasibility study. The cost of a study far exceeds the current resources available. Since the original feasibility study was completed over 10 years ago, a more comprehensive feasibility study would be needed. A new study should include a larger geography and account for changes that have occurred throughout the City since the original study was conducted.



<b>Neighborhood:</b>	Over-the-Rhine
<b>Department:</b>	Community and Economic Development
<b>Project Name:</b>	OTR Comprehensive Parking Plan for North of Liberty
<b>Funding Planned:</b>	Further investigation required (Explanation in Comments)
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	<p>Building on the work done south of Liberty, we want to see a comprehensive plan developed for on-street and off-street parking facilities North of Liberty. As more vacant buildings are occupied and Findlay Market continues to grow, parking demands for both residents and visitors are increasing. In many blocks, the parking issues have become so stark that cars are parking (illegally) on sidewalks, and many residents feel frustrated by the lack of clear rules and enforcement.</p> <p>The plan should take an inventory of existing parking spaces (both on-street and off-street) and classify the spaces by type (unmanaged, hourly, residential permit, etc) and current cost. Based on current and forecasted demand, recommendations should be made for how to manage the inventory and assess if/where additional capacity is needed. Walker Consultants has conducted some recent analysis of parking demand around Findlay Market and that analysis can serve as the foundation for expanding the study area to include the area bounded by Central Parkway on the west, W McMicken and Mulberry on the north, sycamore on the east, and Liberty on the south.</p> <p>The parking plan already in place south of Liberty can be used as a guide and we should incorporate any lessons learned from that experience, both about what has worked and where improvements could be made.</p>
<b>Department Comments:</b>	The City Administration is working with 3CDC to establish a cost estimate to undertake a planning effort for parking in North OTR but the total cost is still in the works. DCED will be sending out initial information for stakeholder feedback in May 2023.



<b>Neighborhood:</b>	Over-the-Rhine
<b>Department:</b>	City Planning
<b>Project Name:</b>	Update to 2002 Comprehensive Plan
<b>Funding Planned:</b>	Yes
<b>Funding Source:</b>	
<b>Project Number(s):</b>	050x171x7100
<b>Project Description, as submitted:</b>	<p>Over the last several years, we have been in communication with the Department of Planning and Engagement about updating the 2002 Comprehensive Plan. We were advised that submitting a CBR could help ensure the Department can prioritize neighborhoods appropriately.</p> <p>Perhaps more than any other neighborhood in the City, Over-the-Rhine has changed dramatically in the last 20 years. To ensure future growth is sustainable and equitable, it's important that the OTR Comprehensive Plan be updated based on current conditions and what we have learned from the last two decades.</p>
<b>Department Comments:</b>	OTRCC has made this request in past CBR cycles. City Planning recognizes there is a great need to update the OTR plan from 2002. City Planning intends to make this a priority in the FY 2024/25 budget cycle.

# Capital Improvement Program

## Community Budget Requests



<b>Neighborhood:</b>	Paddock Hills
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Water ponding - corner of Paddock Hills Ave and Paddock Hills Lane
<b>Funding Planned:</b>	Yes
<b>Funding Source:</b>	Paddock Hills Intersection Improvement - CBR
<b>Project Number(s):</b>	980x233x242393
<b>Project Description, as submitted:</b>	We have an issue with ponding water at the corner of Paddock Hills Ave and Paddock Hills Lane (northwest corner). The issue started a couple years ago when the roads were repaved. We're concerned because we have a lot of elderly neighbors and neighbors with disabilities that have trouble traversing that area, because it is the only access to the street at that corner. The water also extends out to nearly the middle of the road and freezes over in the winter when it becomes not just a problem for pedestrians, but also a problem for the cars going around that corner.
<b>Department Comments:</b>	This project is included for funding in FY 2024.



<b>Neighborhood:</b>	Paddock Hills
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Sidewalk (shared use path for pedestrians and bikes) along Victory Parkway
<b>Funding Planned:</b>	No, due to limited resources
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	We want to expand sidewalk access from the main section of Paddock Hills to the proposed end of the Wasson Way connector in Lower Mill Crest Park. This would entail having a sidewalk (shared use path for pedestrians and bikes) built along the southwest side of Victory Parkway from the termination at Reading Road going southeast to Asmann Ave.
<b>Department Comments:</b>	Funding to complete the facility requested exceeds funds available or planned for requests in the FY 24 or FY 25 budget. DOTE staff will continue to plan for a future bike facility and road calming improvements on Victory Parkway.

# Capital Improvement Program

## Community Budget Requests



<b>Neighborhood:</b>	Paddock Hills
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Bus stop bench installation on Reading Road in front of Donte Evans Browns field
<b>Funding Planned:</b>	No (Explanation in Comments)
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	We want to have a bench installed at the bus stop on Reading Road in front of Donte Evans Brown field (4359 Reading Road might be the address). Often there are residents of our community that are waiting for buses that are running late and just need somewhere to rest while they wait to get to school or work. The project cost we received from SORTA is just the cost of the bench, but would also require installation.
<b>Department Comments:</b>	<p>Bus benches are not typically installed by the Department of Transportation and Engineering (DOTE). Community Councils are able to procure and install benches; and seek permissions through a Revocable Street Privilege (RSP).</p> <p>Community Councils can seek bench funding from DCED's Neighborhood Business District Improvement Program (NBDIP) funding or request SORTA/Metro to supply a bench. DOTE reached out to SORTA/Metro Planning for a possible future bus bench, and was informed that there are no current plans to install a bench at this location. SORTA/Metro contact is Matthew Moorman at mmoorman@go-metro.com or (513) 632-7547.</p>



<b>Neighborhood:</b>	Pendleton
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Fully Rebuild/Restore Artist Alley: Pendleton CBR
<b>Funding Planned:</b>	Further investigation required (Explanation in Comments)
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	Artist Alley is a large, historic roadway that runs directly between Liberty St. and E 13th Street. It is used at a high rate for residential and business traffic; once per month every month it is home to the Final Friday event where the Pendleton Art Center and surrounding galleries host outdoor musicians and visitors from all over the region. Yet, for years it has been crumbling and the failing sewer system beneath the alley is collapsing and rendering the alley unsafe. Brick pavers are being unseated by the traffic of weekly dumpster collection; motorists encounter gaping pot holes; adjacent structures shake when vehicles drive through. Artist Alley and the sewer beneath require a full examination, rehabilitation and restoration to ensure safety of visitors, businesses, residents and motorists as well as to prevent damage to the adjacent structures caused by imminent collapse. This project has been previously submitted (CBR 2021) and was not selected. The condition of Artist Alley has only worsened in the intervening two years. Restoring this alley is of utmost importance for public safety and to avoid significant costs to the City when property owners suffer huge losses from imminent collapse of the alley.
<b>Department Comments:</b>	The status of the sanitary sewer is the first item that must be addressed. DOTE will contact MSD to determine the condition of the sewer. The project will need to be coordinated between the two departments and likely only proceed if and when MSD is ready to replace the sanitary sewer.

# Capital Improvement Program

## Community Budget Requests



<b>Neighborhood:</b>	Pendleton
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Underground Overhead Utilities on E 13th Street: Pendleton CBR
<b>Funding Planned:</b>	No, due to limited resources
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	Utilities in the OTR district and Central business district have been mostly buried/located underground in an effort to beautify and promote safety. Certain corridors of communities with less income, power and prestige have been omitted from this endeavor and it has resulted in an unresolved patchwork of streets with excessive power, cable, and utility lines that obviously reflect an unimproved nature of these lower income communities and discourage development. Only in Pendleton's (very small) business district were utility lines buried underground; this mess of abandoned, redundant and messy cables remain in all areas where a diverse residential community lives and where the community is striving to connect the Central Business District, OTR, Prospect Hill/Mt Auburn, and the Findlay Market area. This project requests that these lines be buried below our damaged sidewalks on the 400-500 blocks of E. 13th Street and E. 12th Street, which the City agreed to replace sidewalks due to incorrectly selected street trees. Should these sidewalks be repaired to ensure ADA access and the utilities buried beneath, our community is poised for growth, development, and collaboration/connection with other vibrant areas of our urban core that have received far greater investment from the City in the recent decade.
<b>Department Comments:</b>	DOTE does not have program funds to underground existing overhead utilities. Most of the overhead utilities and wood poles are private company infrastructure (Duke Energy, cable, phone etc.); the city generally has lighting and traffic signal overhead wires. The expense of undergrounding utilities with new conduit, walk, street crossing, private property connections etc. is beyond existing program funds.





<b>Neighborhood:</b>	Pendleton
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Add New Historic Street Lights on E 12th & E 13th Streets: Pendleton CBR
<b>Funding Planned:</b>	No (Explanation in Comments)
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	<p>Pendleton has been largely omitted from development in adjacent neighborhoods like OTR and the Central Business District. This is potentially most evident in the lack of street lights in areas other than the Broadway Street/Ziegler Park Corridor and the business district improvements on Broadway Street. These improved areas were done only with concern to visitors to businesses and not the large, diverse residential community surrounding them. These investments have also resulted in an unsatisfactory neighborhood surrounding the business/park areas such that businesses struggle to attract the type of patrons seen in OTR, the Central Business District and Findlay Market areas. This project seeks to add street lights to the streets that constitute the majority of our neighborhood and that surround the business/park districts. These streets, E 12th Street, E. 13th Street, Dandridge St., Spring Street, and Broadway North of E. 13th Street have the minimum lighting required by law. As a result, these areas foster crime, undermine pedestrian safety, and make the neighborhood less welcoming for visitors, residents and businesses. We request that additional lighting be added and that these lighting improvements install new and replace existing lighting with historical street lights as has been done near our business district, near Ziegler Park, and throughout OTR, the Central Business District, and near Findlay Market.</p>
<b>Department Comments:</b>	<p>The streets mentioned do meet the City's standard light level. To increase the light level and install pedestrian style lighting that is typically only installed in NBDs, an assessment district would need to be established, which would bill the adjacent property owners for the increased energy and maintenance cost. A funding source for installation and design has not been identified. Depending on requested limits, CNBDU funds could be an option. Another option to increase the light level at a reduced installation cost is using Duke Energy's wood poles to install higher wattage lights. This would still require an assessment, but City Capital is available for these changes.</p>

# Capital Improvement Program

## Community Budget Requests



<b>Neighborhood:</b>	Riverside
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Street Repairs along Hillside Avenue
<b>Funding Planned:</b>	Yes, in part (Explanation in Comments)
<b>Funding Source:</b>	Wall Stab. & Landslide Correction, Hillside Avenue Spot Infrastructure - CBR
<b>Project Number(s):</b>	980x233x232312, 980x233x242390
<b>Project Description, as submitted:</b>	Street repairs along Hillside Avenue Riverside has had a long history of slipping pavement along Hillside Avenue between River Road and Anderson Ferry. The Riverside Community would like to see a number of these area repaired for safety concerns. These occur at 4291, 4261, 4054, 4044, 4036, 4021, 3671, 3502, 3478 and 3470 Hillside Avenue.
<b>Department Comments:</b>	In FY 2024, DOTE will provide resources for design, construction, and construction management of a pier wall to stabilize a section of Hillside Avenue that is affected by hillside movement. Pavement replacement is included in the project. Resources from the Wall Stabilization and Landslide Correction Program are anticipated to supplement funding of the project. This project may require considerable funding from outside grant sources. The project is estimated to cost \$1.5M in 2022. DOTE will continue to evaluate outside grant funding opportunities for Hillside Avenue.



<b>Neighborhood:</b>	Riverside
<b>Department:</b>	Recreation, Transportation & Engineering
<b>Project Name:</b>	Improvements at Gilday Recreation Center
<b>Funding Planned:</b>	Yes, in part (Explanation in Comments)
<b>Funding Source:</b>	Recreation Facilities Renovation - GF, Recreation Facilities Improvements - CBR
<b>Project Number(s):</b>	980x199x231906 980x199x241907
<b>Project Description, as submitted:</b>	<p>Improvements to the Gilday Recreation Center</p> <p>Part of the Gilday Recreational Center Master Plan is a number of improvements that the community in Riverside would like to see implemented. These Include:</p> <ol style="list-style-type: none"> <li>1. Renovate and upgrade the existing toilet room for appearance and ADA standards</li> <li>2. Expand the boat launch areas and provide a new accessible transient boat dock</li> <li>3. Honeysuckle removal between the Ohio River Trail West and the Ohio River to enhance the view and allow better access to the river. Provide tables, benches and swings south of the trail</li> <li>4. Extend the existing bike / hike trail around the north side of the park to develop a loop trail.</li> <li>5. Accessible playground expansion or upgrades</li> <li>6. Improvement to the existing gazebo - lighting, paint etc.</li> <li>7. New site security lighting and cameras</li> <li>8. Parking lot paving and curb improvements</li> <li>9. Basketball court repairs</li> <li>10. Accessible fishing dock</li> </ol>
<b>Department Comments:</b>	<p>With additional funds being received in the 2023 capital budget, CRC is now designing the Riverside Sports Complex new playground and a renovated basketball court. This work should be done in 2023-24. CRC will be applying for the ODNR boat facility renovation grant in 2023; if not awarded the grant, then only the restrooms will be improved. The walking trail connector is not part of the approved six-year plan or CRC business plan. There are currently no funds to do this, but CRC will work with the community to seek a grant like last time. New site signage is in progress. CRC maintenance will see what lighting can be added to the site, remove honeysuckle along riverbank, add picnic tables and paint/improve the shelter. The parking lot is 17th in the current six-year plan, and there are no funds budgeted for a major renovation. CRC will make curb and minor repairs, especially near the playground.</p> <p>DOTe may provide staff time for technical assistance, if requested by CRC.</p>

# Capital Improvement Program

## Community Budget Requests



<b>Neighborhood:</b>	Riverside
<b>Department:</b>	SMU, Transportation & Engineering
<b>Project Name:</b>	Storm Water Improvements along Anderson Ferry
<b>Funding Planned:</b>	Yes
<b>Funding Source:</b>	Stormwater Infrastructure Rehabilitation, Anderson Ferry Street Stabilization Hillside and River Road
<b>Project Number(s):</b>	980x311x214137, 980x233x222339
<b>Project Description, as submitted:</b>	Storm water improvements along Anderson Ferry Road The community of Riverside would like to continue to develop the project for the repair, restoration and enhancement of a section of Anderson Ferry Road between Hillside Avenue and River Road. Excess rain runoff has caused severe damage to sidewalks and landslides along the west side of the road along an existing retaining wall. This project would directly connect the existing storm drain and retaining wall drains into the underground system. Existing damaged trees would be removed and the area above the retaining wall and the landslide areas would be regraded. This area would then be landscaped with suitable trees. Sidewalk would be replaced. This would be a continuation to finalize a previous 2022 CBR that only partially funded this repair.
<b>Department Comments:</b>	DOTe applied for and obtained a Transit Infrastructure Grant from SORTA for this project.



<b>Neighborhood:</b>	Sayler Park
<b>Department:</b>	Parks
<b>Project Name:</b>	Nelson Sayler Memorial Park Canopy
<b>Funding Planned:</b>	Further investigation required (Explanation in Comments)
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	<p>The central greenspace in Sayler Park is Nelson Sayler Memorial Park. With a full canopy of mature shade trees, including an Ohio Champion Sycamore, Nelson Sayler Park is the location of choice for our neighborhood festivals, celebrations, and concerts. In a typical year, Nelson Sayler Park hosts thousands of our neighbors as well as folks from surrounding neighborhoods and cities for our weekly Farmer’s Market, Yoga in the Park, 4th of July Bike Parade, Sayler Park Sustains Festival, Oktoberfest, Harvest Festival, and Holiday in the Park. As lovely as the park is, it would be made more usable and attractive with the addition of a covering over the existing concrete slab we use as a stage to host live music.</p> <p>Music-centric park spaces throughout Cincinnati City Parks benefit from having a covering to protect their entertainers, create a focal point for events, and beautify their spaces. Sayler Park Sustains Festival regularly draws 2,000+ visitors to Nelson Sayler Park in June of each year, with great interest in approximately 10 live music performances throughout the day. Our musicians are regularly crammed under 10’ easy-up tent to stay out of the elements.</p> <p>We have engaged with Chris Magee, Joel Gross and Matthew Hood with City Parks on two different occasions to discuss feasibility of a covering over the concrete slab. We discussed at length the impact to the tree canopy, watershed, community cost burden, estimated construction costs, and spacial limitations that would be a part of any canopy, and through those discussions have determined that a temporary 'sail' structure could best suit our needs. The conversations we held with the Parks representatives were encouraging, and made good headway on a project we have been pursuing for many years. This canopy could be installed seasonally, providing shelter and comfort for our performing artists during months when the park is in peak active use. Village Council understands that we would be responsible for maintenance, insurance, and repairs of any installed canopy.</p> <p>We thank you for your time and consideration.</p>
<b>Department Comments:</b>	Further investigation required to estimate the cost and identify potential funding sources.

# Capital Improvement Program

## Community Budget Requests



<b>Neighborhood:</b>	Sayler Park
<b>Department:</b>	Community and Economic Development, Parks
<b>Project Name:</b>	Redevelopment of 6590 Gracely Drive
<b>Funding Planned:</b>	No (Explanation in Comments)
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	<p>Sayler Park’s business district is at a revitalization tipping point. Many businesses present have been operating for many years, but stagnant in their growth over the last 10+, and will soon be looking for fresh ownership. We also have a number of vacant storefronts that could easily host new business growth. Some new businesses have opened in the last 5 years (such as Buddha Barn Thai Bistro and Sayler Park Coffee Shop) with great success and community support. David Pickerel has also reinvigorated our Ace Hardware store, creating an anchor in our central business district. We are hoping to spark additional business growth within our business district by purchasing the currently vacant lot at the corner of Gracely Drive and Monitor Avenue (6590 Gracely Drive). The neighborhood would like to see this property reimagined as a community space, a place for food or boutique shop trucks to park, that could be utilized for neighborhood events, and act as a gateway to bringing additional businesses and experiences to our community. Our business district is also often short on parking spaces, so the lot could at times be used for overflow parking.</p> <p>This lot is an anchor location in our business district, with high visibility at a 4-way stop. Currently this lot is not used, it is often overgrown and blighted. Its vacancy is very visible and acts to drag down neighboring properties. Food trucks do currently occupy the lot weekly, and they are well attended. The Healthy Harvest Mobile Market is also on this lot every week, which brings much needed fresh produce to a neighborhood that is a food desert. We would seek to improve the accommodations for this type of usage through this project.</p> <p>We seek to make Sayler Park’s business district a destination for our own residents as well as visitors from other neighborhoods. A more fully utilized public space at the heart of our neighborhood will create neighborhood cohesion through the encouragement of social gatherings. The growth this project has the potential to spark would likely also stimulate job growth, entrepreneurship and potential tax base throughout the business district and the neighborhood as a whole.</p> <p>Details:          Lot size: .259 acres          Currently the lot holds commercial zoning          Former buried gas station tanks limit potential future usage, we intend to implement above-ground improvements only, not structure building.</p> <p>Project would include:          Purchasing the lot at 6590 Gracely Drive, currently for sale and owned by a community member/business owner          Paving the lot          Aesthetic improvements (such as landscaping)          Lighting</p>



	Electrical hookup option for food trucks
<b>Department Comments:</b>	DCED would need to understand the proposed ownership structure (City to own or the Community Council) and management structure for programming.  The property was sold on 11/15/2022 to a third party and is no longer available.

# Capital Improvement Program

## Community Budget Requests



<b>Neighborhood:</b>	Sayler Park
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Twain Ave finishing improvements
<b>Funding Planned:</b>	Further investigation required (Explanation in Comments)
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	<p>The Sayler Park Business District Committee invested in a parking study several years ago focused on finishing Twain Ave between River Road and Parkland Ave. This stretch of Twain is unfinished, with no curbs or on-street parking, even though it is in our business district and hosts a great deal of traffic. The lack of improvement on these blocks prevents safe parking, does not allow for adequate stormwater runoff, and is unsightly. We are seeking to upgrade Twain Ave to a modern, usable standard, including curbs, parking designations, and stormwater consideration.</p> <p>Lack of parking on Twain Ave hinders business development, and deters future business development.</p> <p>In the years since the original study was completed, Sayler Park Coffee Shop has opened on the corner of Twain and Gracely. Their business is thriving, and draws many cars to their location every day. Sayler Park Ace Hardware has also expanded, drawing more customers to their location than when the original study was completed. Now more than ever, Twain is in need of finishing to support their business development and ensure safe parking options for our visitors. When the original study was completed, costs for the needed upgrades were approx. \$400,000. We are not sure of an accurate current estimate of costs due to inflation.</p>
<b>Department Comments:</b>	This project can only be funded with considerable outside grant funding. The project is estimated to cost \$900,000 in 2022. DOTE will continue to evaluate outside grant funding opportunities for Twain Avenue.





<b>Neighborhood:</b>	Sedamsville
<b>Department:</b>	Recreation
<b>Project Name:</b>	Improvement of Boldface Park
<b>Funding Planned:</b>	Yes, in part (Explanation in Comments)
<b>Funding Source:</b>	Outdoor Facilities Renovation, Recreation Facilities Improvements - CBR
<b>Project Number(s):</b>	980x199x231900, 980x199x241907
<b>Project Description, as submitted:</b>	<p>The Sedamsville Civic Association is applying for a City Budget Request (CBR) to update and improve Boldface Park. The community uses the park to host events and to encourage the children to enjoy recreational activities. This is evident by the Party in the Park event hosted on September 10th, 2022 and the constant use of the park by our local community outreach center, Dream Center Cincinnati. Because our local community outreach center, the Dream Center Cincinnati, is such an active part of the community, they consistently use the playground at Boldface Park. For this reason, the most important part of our CBR centers on the playground. We are already working with the CRC and Dan Jones to update the playground as well as relocate the basketball court. However, we would like to maximize this project by expanding the playground and moving it slightly into the northern baseball diamond. We request a multi-use playground, but if we need to specifically identify an age group, we request 8 to 12 years of age (\$75,000-\$1250,000). Furthermore, we would like to rid the park of the northern field and redesignate the southern field as adult/youth use (it is currently only youth use) (\$45,000). Finally, we would like to install a parking lot on the premises (\$85,000). We are open to the location of the parking lot.</p> <p>While these are the most important parts of the request, we would also like to open the door to discussion regarding the pavilion (\$250,000-\$500,000) and installing bathrooms (\$200,000). While we understand the costs associated with these developments, we believe it is important to maintain the historical structures in the park.</p>
<b>Department Comments:</b>	<p>The current CRC six-year capital plan (2023-28), which was approved by the commission and presented to council, has replacing the playground in 2024 as part of the plan, if funding is available. It is currently 9th on the playground list, with current projected budget, it won't be replaced in 2024. Instead, CRC will be repairing the existing equipment, adding additional play equipment for older children and expanding the playground area. If CRC Athletics Department agrees to abandon the north baseball field, then the south field could be designated for adult use in addition to youth use. Adding a parking lot is part of the master plan for the site (at the vacant lot CRC owns on Halsey), but there are currently no funds budgeted. CRC will revisit this as funds become available (basketball court install and shelter repair costs).</p> <p>CRC plans to make repairs to the shelter, but there may not be enough resources to install restrooms.</p>

# Capital Improvement Program

## Community Budget Requests



<b>Neighborhood:</b>	South Cumminsville
<b>Department:</b>	Recreation
<b>Project Name:</b>	Wayne Field Improvements
<b>Funding Planned:</b>	Yes, in part (Explanation in Comments)
<b>Funding Source:</b>	Recreation Facilities Renovation - GF, Recreation Facilities Improvements - CBR
<b>Project Number(s):</b>	980x199x231906, 980x199x241907
<b>Project Description, as submitted:</b>	<ol style="list-style-type: none"><li>1. Repair the driveway to the parking area (ideally repave it) and expand parking (consider obtaining the old Duke Substation property on Beekman as additional parking)</li><li>2. Build a permanent stage platform for community events &amp; performances</li><li>3. Installing lighting at the Wayne Field walking trail, especially near wooded area</li><li>4. Re-open the pool at Millvale Rec</li></ol>
<b>Department Comments:</b>	CRC plans to renovate the parking lot, it will be repaved, and the parking area sealed. This work will be done in 2022 or 2023. Duke has been contacted about their property next to the tennis courts, and will look into it. CRC is working on the design to install a light pole at the wooded trail area; this should be done in 2023. The current Recreation Department six-year capital plan (2023-28), which was approved by the Commission and presented to Council does not have installing a performance stage at Wayne. We will see what it costs to install a concrete pad that can be used for events, and work with the community on it. CRC Aquatics Division will let the community know about the pool opening for the 2023 season, it is operational, but there were no lifeguards in 2022 to open it.



<b>Neighborhood:</b>	South Cumminsville
<b>Department:</b>	Public Services
<b>Project Name:</b>	Reduce Litter--install trash cans
<b>Funding Planned:</b>	No, due to limited resources
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	Install city cans at bus stops, community gathering places, and areas near active businesses (maps submitted)
<b>Department Comments:</b>	This project is not recommended due to limited resources.

# Capital Improvement Program

## Community Budget Requests



<b>Neighborhood:</b>	South Cumminsville
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	Pedestrian & traffic safety
<b>Funding Planned:</b>	Yes, in part (Explanation in Comments)
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	<ol style="list-style-type: none"> <li>1. Signalize the crosswalk at Elmore &amp; Borden St.</li> <li>2. Beekman St. pedestrian bridge: ADA/wheelchair accessibility, general repair &amp; maintenance</li> <li>3. Sidewalk repair on east side of Beekman Street in front of vacant factories (esp. at 3100 block) where sidewalks are currently impassable/hazardous.</li> </ol>
<b>Department Comments:</b>	<ol style="list-style-type: none"> <li>1. Traffic lights at the intersection of Borden and Elmore Streets: DOTE will conduct traffic counts to see if a traffic signal is warranted. (The CBR does not need to request this count). If the counts indicate that traffic lights are not warranted, then they can only be installed by special approval.</li> <li>2. Pedestrian Bridge over Beekman Street: Making the bridge ADA compliant would require property acquisition and fence work. The community could ask the property owner. A current project is adding bump-outs to that intersection. Also, some repair work was recently completed.</li> <li>3. Sidewalk repair: The 3100 block landslide will be rebuilt with a retaining wall supporting the new sidewalk. Additional one-time funds for sidewalks are available and portions of Beekman Street could be considered for such funding. DOTE will be investigating additional locations that could qualify for such funding.</li> </ol>



<b>Neighborhood:</b>	Spring Grove Village
<b>Department:</b>	Police
<b>Project Name:</b>	Security Camera
<b>Funding Planned:</b>	Further investigation required (Explanation in Comments)
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	The city has publicly mounted security cameras installed throughout town. They assist police in law enforcement and provide a security barrier for neighbors by capturing or identifying trouble makers. This request is for a security camera to be located at the north end of North Edgewood Ave, maybe in the corner park at that intersection. (This was considered in 2018 but was not funded.)
<b>Department Comments:</b>	Police is working with Recreation to see if CRC has an existing network available that could support the necessary camera connection. If not, CPD will investigate the feasibility of alternative options for signal access, such as installing a modem.

# Capital Improvement Program

## Community Budget Requests



<b>Neighborhood:</b>	Spring Grove Village
<b>Department:</b>	Recreation
<b>Project Name:</b>	Summer Youth Coordinator
<b>Funding Planned:</b>	Yes, conditionally (Explanation in Comments)
<b>Funding Source:</b>	
<b>Project Number(s):</b>	
<b>Project Description, as submitted:</b>	SGV Youth has no organized programming during the summer months. This request is for a dedicated, paid, part-time youth coordinator working with a neighborhood team to reach out to our neighborhood youth, engage them in group activities, e.g., sports, and provide training, mentoring and supervision. Collaboration with nearby Rec Centers and other organizations would be helpful. (This was considered in 2020 but not funded.)
<b>Department Comments:</b>	If the community can identify someone who can assist with engagement and recruitment, then CRC can assign one CCD plus a part-time staff (or Y2WK worker) to engage neighborhood youth for two days a week for approximately 3 hours each day. The idea is to offer organized games, sports outings, i.e. Fun At Bat, First Tee Golf, Field Trips (with Winton Hills SDC).



<b>Neighborhood:</b>	Spring Grove Village
<b>Department:</b>	Recreation
<b>Project Name:</b>	Picnic Tables
<b>Funding Planned:</b>	Yes, in part (Explanation in Comments)
<b>Funding Source:</b>	Recreation Facilities Renovation - GF
<b>Project Number(s):</b>	980x199x231906
<b>Project Description, as submitted:</b>	<p>Our neighborhood parks get frequent use by local and non-neighborhood guests. Park amenities provide a welcoming and comfortable experience for visitors. This request is for:</p> <ul style="list-style-type: none"><li>• 4 permanent picnic tables in each park (Winton Commons, Mellwood and Salway)</li><li>• 2 benches near each play area (Winton Commons, Mellwood and Salway)</li><li>• 3 grills in each park (Winton Commons, Mellwood and Salway)</li><li>• New basketball backboard (Winton Commons Park)</li><li>• Dog water fountain (Winton Commons Park)</li></ul>
<b>Department Comments:</b>	CRC plans to install a new basketball backboard, make surface repairs, and install a new drinking fountain at the SGV rec area. This work should be done in 2023. CRC can install the requested picnic tables, grills, and benches at the locations, exact amount is to be determined.

# Capital Improvement Program

## Community Budget Requests



<b>Neighborhood:</b>	Walnut Hills
<b>Department:</b>	Transportation & Engineering
<b>Project Name:</b>	WHAC Lighting Improvement
<b>Funding Planned:</b>	Yes
<b>Funding Source:</b>	Street Light Infrastructure
<b>Project Number(s):</b>	980x239x222340
<b>Project Description, as submitted:</b>	Transitioning street lights in Walnut Hills on East McMillan from Boone to Victory Parkway and Gilbert from Windsor to Martin Luther King to LED.
<b>Department Comments:</b>	This request will improve the existing streetlighting in Walnut Hills that will better illuminate the sidewalks, crosswalks, and roadway.





<b>Neighborhood:</b>	Westwood
<b>Department:</b>	City Planning
<b>Project Name:</b>	Westwood Neighborhood Plan
<b>Funding Planned:</b>	Yes
<b>Funding Source:</b>	
<b>Project Number(s):</b>	050x171x7100
<b>Project Description, as submitted:</b>	<p>Westwood would like to begin the process of developing a new neighborhood plan. The current plan was developed in 2009 and approved in 2010. It is now outdated and does not accurately reflect the aspirations of the Westwood community. Westwood intends to partner with a consultant to engage the Westwood community in a process that will define our vision, our priorities and tangible objectives to achieve our aspirations. We feel strongly that how we conduct this process is as important as the end result. This plan must truly be the community's plan.</p> <p>The neighborhood has experienced a renaissance involving increased city investment, a growth in civic life amongst neighbors, new businesses, two new public schools, increased home values and dedication to inclusion for all in Westwood. A new strategic plan should build upon the positive momentum and be a blueprint for continued growth for everyone in Westwood.</p> <p>The Westwood Coalition is made up of representatives from the following neighborhood groups:</p> <p>Westwood Civic Association (the community council recognized by the city of Cincinnati)</p> <p>Westwood Historical Society</p> <p>Westwood Community Urban Redevelopment Corporation (WestCURC)</p> <p>Westwood Works</p> <p>And representatives from the Westwood and Cheviot business community</p>
<b>Department Comments:</b>	City Planning believes we can take on this neighborhood plan request in our anticipated budget. We aim to start this in the 2024-25 budget cycle.

# Capital Improvement Program

## Community Budget Requests



<b>Neighborhood:</b>	Winton Hills
<b>Department:</b>	City Planning
<b>Project Name:</b>	Community of Winton Hills Human Development Plan
<b>Funding Planned:</b>	Yes
<b>Funding Source:</b>	
<b>Project Number(s):</b>	050x171x7100
<b>Project Description, as submitted:</b>	The community of Winton Hills has never had a city backed Community Development Plan. The purpose of this Winton Hills Human Development Plan is to bring the community together to create a shared vision and goals for the neighborhood, to identify priorities and strategies for moving forward to achieve this vision, and to document a set of data to base decisions upon.
<b>Department Comments:</b>	City Planning believes we can include this neighborhood plan request in our anticipated budget. We aim to start this in the 2024-25 budget cycle.