



**CTM Board Meeting Minutes
July 1, 2019
Clifton Recreation Center**

Present: Peter Block, Pat Borders, Joe Brunner, Brian Duffy, Stephanie Gilbreath, Buddy Goose, Robert Hamberg, Rama Kasturi, Seth Maney, Malcolm Montgomery

Absent: Brad Hawse, Kevin Marsh, Vince Metzger, Joyce Rich

A quorum is present. Meeting called to order at 7:01 pm by Vice President Borders.

Prior to beginning the Neighborhood Reports, Vice President Borders announced that Peggy Spohr has resigned from the Board.

I. Neighborhood Reports

A. Police Report

Officer Nick Hageman reported on recent crime statistics and news from District 5. Because this month's meeting falls on the first of the month complete statistics are not available but it appears that burglaries are down while theft from autos is slightly up. Regarding the recent sexual assault in Clifton Plaza, Officer Hageman reported that an arrest has been made and the suspect confessed. Officer Hageman also noted that CPD does not monitor the Nextdoor website, so if you want to make a report please contact District 5 itself instead of just posting something on that site.

Officer Hageman also introduced the new District 5 commander, Captain Gregory. Captain Gregory is a 20 year CPD veteran with broad experience, who stated that he is looking forward to staying in District 5 for a long time and bring stability to the District.

Link to STARS report - <https://cpdmobile.cincinnati-oh.gov/Neighborhoods/Reports/D5/Clifton.pdf>

There is also now a new online crime stats report for Clifton (and other neighborhoods). Link to the Clifton report showing data as of end of August - https://public.tableau.com/shared/QPFHCRSCY?:display_count=yes

Community Liaison Police Officer Hageman can be reached at 513.569.8527; email is nicholas.hageman@cincinnati-oh.gov. See the Clifton Community website for other police contact info on the Public Safety page.

B. Fire Report

There was no fire report this month.

Captain Ron Wilson is the leader of Engine Co. 34. He can be reached at (513) 352-2334; or visit the fire station on Ludlow Avenue.

C. Library Report

Clifton Branch Manager Lisa Hamrick reported on recent and upcoming events and news at the Library. The Library's community listening session for the Next Generation Library project is July 22nd at the Clifton branch. The Summer Adventure program is ongoing and turnout is almost double last year's numbers. Overall the Library's usage is up across the board.

Information about the Clifton Branch, including links to various events & classes can be found online at <http://www.cincinnati.org/branches/clifton.html>

D. Recreation Center

Center Coordinator Tom Reese reported on recent and upcoming events at the Rec Center. Summer camp is in full swing and lots of kids are present at the CRC during the day, so please be careful when driving on McAlpin. A recent Cincinnati.com article highlighted CRC's recent work in Price Hill and noted that CRC staff often pay for things out of their own pockets—if you're interested in supporting CRC please consider donating to the CRC Foundation.

The Community Clean-Up Blitz begins in July. A dumpster will be located at the CRC for residents to use. Almost anything except toxic materials can be put in the dumpster. It will be emptied daily.

The online Rec Center Calendar is at <http://cincyrec.org/search/basicprogram.aspx?k=Clifton%2BRecreation%2BCenter#results>

E. CCAC

Executive Director Leslie Mooney reported on recent and upcoming events at the CCAC. CCAC's regular summer programs, including Kids Art, Wednesdays in the Woods, and yoga at Inwood Park are ongoing, and new programs such as live music at Clifton Plaza and piano concerts at Short Vine Square are beginning. There will also be an exhibition starting July 26th for Melissa Culyer, winner of last year's Golden Ticket exhibition.

CCAC continues its work to secure a permanent location. More information may be available at the September meeting.

The online CCAC Events Calendar is at
<https://www.cliftonculturalarts.org/events/event-calendar/>

F. CBPA

There was no CBPA update this month.

G. Clifton Market

There was no Clifton Market update this month.

H. Preserve Burnet Woods

Cynthia Duval reported on recent and upcoming events at Burnet Woods. All regular programming is still going strong. Trailworks started ahead of schedule, with Parks employees and volunteers working to repair and maintain the walking trails throughout the park.

PBW has been working with the Parks Department to pilot a program to increase the Trailside Nature Center's hours and make it more accessible to the public. Starting in July Trailside will be open on Fridays from 4:30 to 8:30 and on Saturdays from 10:00 to 4:00. There will be one paid staff member, and Parks and PBW are also looking for community volunteers to fill shifts as well.

Trustee Montgomery asked if PBW had seen the Camping and Education Foundation's proposals regarding Trailside and the surrounding area. Ms. Duval noted that more details should be available by the end of August or beginning of September, but that based on what's available now PBW has concerns.

II. Pedestrian Safety Survey

The chair of the Transportation Committee, Mike Schur, gave a presentation regarding a proposed City DOTE safety study of Ludlow Avenue.

In 2018, in response to a DOTE request CTM identified three locations for pedestrian safety improvements on Ludlow—the intersections of Ludlow and Ormond, Clifton Hills, and Morrison. CTM requested new crosswalks at these locations.

The City Manager announced in May that the Ludlow/Clifton Hills intersection improvements would receive funding. Subsequent conversations between CTM and the City Manager's office indicate that the Ludlow/Morrison intersection was also strongly considered. DOTE, however, has opined that a striped crosswalk at Ludlow/Clifton Hills would not materially improve pedestrian safety, and suggested a more thorough safety study to consider all options. After consideration, CTM's Transportation Committee agrees

with DOTE. The Transportation Committee is thus asking CTM to send a letter to DOTE's Acting Director and Pedestrian Safety Manager formally requesting a safety study of Ludlow Avenue. A copy of the motion and letter is attached.

Trustee Maney thanked Mr. Schur for his presentation and work on this issue, and moved to approve the letter. Secretary Brunner seconded the motion. Discussion ensued among the Trustees regarding other areas of concern on Ludlow, whether the proposed safety study would be impacted by the planned removal of rush hour parking restrictions along Ludlow, and other interim pedestrian safety measures that will be taken such as a radar sign that will be installed on Ludlow near the Clifton Hills intersection. Following discussion, a vote was taken. The motion passed unanimously.

III. Email and Social Media Accounts

Trustee Duffy introduced the Website and Social Media Committee's proposed updated responsibilities and security guidelines and briefly summarized them. A draft had been previously circulated to the Trustees for review. Following the summary, Trustee Duffy opened the topic for discussion.

Discussion ensued among the Trustees. There was a suggestion that the draft guidelines be deferred for further consideration and review, but others did not want to delay. Trustee Duffy clarified that the proposed guidelines do not apply to use of CTM's email listserv, which does not fall under the Website Committee's responsibilities. The discussion continued with a general debate regarding the benefits and drawbacks of formal regulations on content and posting versus general guidelines and standards and whether posts and website content reflect CTM's endorsement of the post's content.

Trustee Maney moved to adopt the proposed guidelines. Trustee Gilbreath seconded the motion. Further discussion ensued regarding the level of detail contained in the proposed guidelines and the technical feasibility of applying disclaimers and limitations on content creation and approval in the context of CTM's social media accounts. Trustee Montgomery moved to amend the proposed guidelines. The motion was not seconded. A vote was then taken on the motion to adopt. The motion passed with one opposed and one abstention. A copy of the guidelines is attached.

IV. Document Retention and Anti-Retaliation Policies

Secretary Brunner introduced proposed document retention and anti-retaliation policies and briefly summarized them. Drafts had been previously circulated to the Trustees for review. Following the summary, Secretary Brunner moved to adopt the policies. Trustee Maney seconded the motion.

Discussion ensued among the Trustees regarding the reasons for the policies, what conduct would be protected under the anti-retaliation policy, and the impact on individual Trustees, including Trustees who have left the Board, of requiring permanent retention of emails and other electronic documents. Following the discussion, Treasurer Goose moved

to table the issue to allow further consideration of the retention issues. Trustee Gilbreath seconded the motion. The motion passed unanimously.

V. Officer and Committee Reports

A. Treasurer

Treasurer Goose reported on the CTM balance sheet. CTM has total assets/reserves of \$94,506.20 with no outstanding liabilities. Treasurer Goose noted that the balance sheet includes the Clifton Market loan as an asset; however, with the impending sale of the Market to Mr. Singh that will be removed. He also noted that Fidelity is being taken over by a credit union, which may impact the rates CTM gets on its certificates of deposit. Income and expenses were as expected.

Treasurer Goose also reported on CTM's 2019 budget. Actual income and expenses are close to budget: income is a little inflated because CTM is holding money for the mural project and because 2018's NSP grant money is still reflected on the sheet, while expenses are a little lower than budgeted.

Trustee Montgomery moved to accept the Treasurer's report. Trustee Block seconded the motion. The motion passed with one abstention. A copy of the Treasurer's Report is attached.

B. Chronicle

Trustee Gilbreath reported on the Chronicle's redesign efforts. She is talking to potential printers and getting cost estimates for the potential changes in advertising sizes. She indicated that no action is currently necessary, but suggested additional discussion in August once we have more information.

C. Arts and Culture

Sean Mullaney reported on the Arts and Culture Committee's recent work. The Off Ludlow Gallery recently opened, with over 200 people attending the opening. The members of the Committee should be thanked for all their hard work making that a success.

The Arts and Culture Committee would like to lease the gallery space for the remainder of the year. The CBPA has committed to providing half the lease amount, and is doing fundraising to make up the rest. The space could be used for further gallery shows, including shows by artists from other neighborhoods which might draw more people to Ludlow, as well as a staging area for Cliftonfest and Holidays on Ludlow. Mr. Mullaney requested that CTM support the Gallery in the amount of \$500.

Trustee Block moved to agree to support the Gallery in the amount of \$500. Trustee Montgomery seconded the motion. Discussion ensued among the Trustees. Mr. Mullaney

clarified that the term of the lease would be through the remainder of the calendar year, and that the funds would be used to pay for utilities and for gallery show materials such as brochures and posters. He did not know what the actual per-month utility costs would be. It was clarified that no lease had actually been signed yet. Several Trustees indicated that they loved the Gallery idea and wanted to support it as a community asset, but that there must be more documentation and transparency regarding funding requests instead of just being presented with a number. Trustee Block agreed to table the motion for one month.

Mr. Mullaney also reported on the Ludlow Garage mural project. A great panel of well-known illustrators have agreed to do the murals, and they are working on their final artwork. The total estimate for the project is \$20,000, and \$10,000 has already been raised. There will be a show at the Off Ludlow Gallery on July 19th showcasing the artists involved in the murals. The Arts and Culture Committee is asking CTM to support the mural project in the amount of \$1,000.

Trustee Block moved to contribute \$1,000 to the mural project. Vice President Borders seconded the motion. Discussion ensued among the Trustees regarding the murals' potential to bring people to Clifton. The motion will be tabled until next month.

D. Housing and Zoning

Trustee Montgomery reported on the Housing and Zoning Committee's review of CPS's site and drainage plans for the CANS playscape site and a potential conflict between information the Rawson Woods HOA has and the actual plans submitted by CPS in their permit application. Housing and Zoning will investigate and report back to the Board.

E. Bylaws

Trustee Montgomery reported that the Bylaws Committee recently met and drafted a treasurer and financial responsibility standing rule, which may be presented to the Board at the August meeting.

F. Ludlow Avenue Benches

Trustee Gilbreath gave a brief update on the ad hoc committee's work identifying benches for potential replacement, and distributed a handout. A copy is attached. She asked for feedback from the Board for further discussion during the August meeting.

VI. Ludlow Avenue Parking Restrictions

Trustee Montgomery introduced Professor Vikas Mehta, who teaches urban design and planning at DAAP.

Professor Mehta gave a presentation further explaining the concept of "sidewalk widening" as discussed in the June meeting. The intent is to simply present further information regarding the concept. A copy of the slides presented is attached. The basic

concept is to start small and install temporary “parklets” in parking spots that make the space more comfortable and people-friendly. He has identified four locations along Ludlow: in front of the Esquire, Graeters, Ace Hardware, and Whole Bowl. DOTE has agreed to endorse the concept. The installation will be cheap, quick, and temporary, as this is more of a proof of concept. If these spaces are used, they may in the future become permanent.

Discussion ensued among the Trustees. Several Trustees expressed safety concerns, but the DOTE barriers used will be car-proof. Furthermore the parklet will not be in a lane with moving traffic, as they will be shielded by parked cars as part of the removal of parking restrictions along Ludlow. The locations discussed are still preliminary, as the group is still discussing locations with business owners and the city. There will not be a net reduction in parking because of the removal of parking restrictions. The parking restriction signs should be changed during September. Trustee Montgomery noted that this should be an ongoing discussion and welcomed input and feedback from anyone interested.

VII. June Meeting Minutes

Trustee Kasturi moved to approve the minutes of the June 3, 2019 Board Meeting. Trustee Gilbreath seconded the motion. Trustee Montgomery move to amend the minutes to state that the CPS liason was appointed. The motion as amended passed unanimously.

VIII. Community Announcements

Catherine Hicks gave a flags project update, including pricing and locations. Trustee Kasturi indicated that she would assist with this project. Trustee Duffy noted that instead of placing random flags it might connect more with the community to tie the flags to the businesses that are along Ludlow.

IX. Adjournment/Next Meeting

The meeting was adjourned at 9:08 p.m. The next scheduled CTM meeting is at 7 p.m., Monday August 5, 2019 at the Clifton Recreation Center.

Respectfully submitted by Joe Brunner, CTM Secretary.

Motion for Request to DOTE for Ludlow Ave Safety Study

DRAFT 22-Jun-19 MGS

A Trustee who is also a Member of the Clifton Town Meeting (CTM) Transportation and Public Safety Committee will **MOTION** that a letter be sent from the CTM Board President to the City of Cincinnati Department of Transportation and Engineering (DOTE) Director (Acting Director John Branzina), with copy to Pedestrian Safety Manager (Melissa McVay) **to request a safety study of Ludlow Ave.**

Proposed letter text:

CTM responded in 2018 to a request from DOTE for prioritized locations for pedestrian safety improvements. The three prioritized sites, based on a community survey, were sent to DOTE: Ludlow Ave at Morrison, Ludlow Ave at Clifton Hills Ave, and Ludlow Ave at Ormond Ave.

In a May 30, 2019 memo from the City Manager (FY2019 PEDESTRIAN SAFETY PROGRAM), only the Ludlow at Clifton Hills location was selected for pedestrian safety improvement. The recommendation by CTM for that site was for a marked crosswalk with rapid-flashing beacon. However, the item chosen by The City was a “Your Speed is” radar speed sign.

Upon Follow-up with the Pedestrian Safety Manager (M. McVay), it was explained that Clifton Hills scored above the line, and the request for Morrison scored just below the funding line. However, the Pedestrian Safety team had significant concerns about striping crosswalks at those two locations, given the volume and speed of traffic. The Pedestrian Safety team proposed a safety study to identify changes to Ludlow Ave that would have a positive impact on speeding and pedestrian safety.

Therefore, Clifton Town Meeting requests a safety study to identify options to reduce speeding and improve the safety of pedestrians crossing Ludlow Ave. The area of interest is, but not limited to, Ludlow Ave between Whitfield Ave and Lafayette Ave. We request that DOTE share results of that study with and seek input from CTM before making any decisions. We also welcome the installation of the radar speed sign.

From: "McVay, Melissa" <Melissa.McVay@cincinnati-oh.gov>
Subject: RE: [External Email] Congrats and Update
Date: May 29, 2019 at 1:33:49 PM EDT
To: Mike Schur <mgschur@gmail.com>

Mike,

The request for Clifton Hills scored above the line, and the request for Morrison scored just below the funding line. However, the Pedestrian Safety team had significant concerns about striping crosswalks at those two locations, given the volume and speed of traffic. And I realize this sounds like circular logic. Their concern is that even with a rapid flashing beacon (pedestrian triggered flashing light), we would not be making the crosswalks safe enough.

It was proposed within the group that we first consider right-sizing Ludlow Avenue (one lane in each direction with a center-turn lane), because that could have a real impact on speeding.

Do you think the neighborhood would be supportive of this? I think we would like to propose a "Safety Study" to ODOT, to confirm that the right-sizing would work, but we would need your support. If ODOT agrees to the Safety Study, then there could be grant money available for the restriping.

So, the long answer is that we haven't approved any of your original requests, but we think we have a better idea, it will just take a little more time.

Would you please share this info with the committee and let me know what you think?

Thanks,
Mel

From: Mike Schur <mgschur@gmail.com>
Sent: Tuesday, May 28, 2019 12:04 PM

To: McVay, Melissa <Melissa.McVay@cincinnati-oh.gov>

Subject: Re: [External Email] Congrats and Update

Hi Mel, regarding the specific programs, it was mentioned at the Ped Safety meeting at the Evanston Rec Center that a number of the submitted projects for pedestrian safety were approved and some would begin soon. I was wondering about the 3 submitted for Clifton: Crosswalk Ludlow at Morrison, Crosswalk Ludlow at Clifton Hills Ave, and Crosswalk Ludlow at Ormond.

--Mike

On Tue, May 28, 2019 at 10:59 AM McVay, Melissa

<Melissa.McVay@cincinnati-oh.gov> wrote:

Hi Mike,

Thanks, I'm excited!

Let me check with some folks, are there specific projects you heard were moving forward?

I'd like to hold off on our quarterly meeting for now. We're talking about developing a new process for working with neighborhoods...

Brian Goubeaux will be managing the bike program, but I'll still be helping out.

Thanks,
Mel

-----Original Message-----

From: Michael Schur <mgschur@gmail.com>

Sent: Wednesday, May 22, 2019 7:12 AM

To: McVay, Melissa <Melissa.McVay@cincinnati-oh.gov>

Subject: [External Email] Congrats and Update

External Email Communication

Hi Mel, congrats on your new position as Pedestrian Safety Program Manager! Can't think of a better person for this role!

Do you have any updates on the pedestrian safety improvements submitted by Clifton? I heard last night that work was ready to begin on some projects.

We are ready to schedule the next quarterly Clifton/DOTE meeting. Since the majority of our issues involve pedestrian safety, should we be coordinating these meeting with you?

Are you still involved with the city's bike program?

Thanks,

—Mike

Date: May 30, 2019

FOR YOUR INFORMATION MEMO

To: Mayor and Members of City Council
From: Patrick Duhaney, City Manager 
Subject: UPDATE ON FY2019 PEDESTRIAN SAFETY PROGRAM

During the summer of 2018, the Department of Transportation and Engineering (DOTE) reached out to Community Councils to solicit input about priority locations for implementing pedestrian safety improvements. Community Councils were given a deadline of September 30, 2018 to submit requests, and over 100 requests were received.

DOTE developed an innovative evaluation process to review these requests. That evaluation considers factors such as:

- Proximity to schools, playgrounds, elderly housing (vulnerable users)
- Proximity to institutions, social service agencies, bus stops (pedestrian generators)
- Distance from closest traffic signal
- Speed and volume of traffic, number of travel lanes
- Crash history, incident reports ("near misses")

All neighborhood requests were scored and ranked. Based on current estimates DOTE expects to be able to implement approximately 70 projects (see attachment). Projects include: yield paddles in crosswalks, pedestrian-activated flashing lights, "Your Speed Is" radar signs, crosswalks, high-visibility pedestrian signage, and ADA accessible curb ramps.

Construction will begin in July 2019 and be complete by December 2019.

Attachment – 2019 Pedestrian Projects

cc: Joe Vogel, PE, Director, Transportation and Engineering 

2019 Pedestrian Safety Program Projects

#	Neighborhood	Location	Item	Notes	Score
1	Carthage	Fairpark near 68th St.	Radar sign	Speeding	100
2	Columbia Tusculum	Delta at Eastern	Restripe existing crosswalk with zebra	In business district	100
3	Columbia Tusculum	Eastern at Delta	Restripe existing crosswalk with zebra	In business district	100
4	Columbia Tusculum	Walworth at Delta	Restripe existing crosswalk with zebra	In business district	100
5	Columbia Tusculum	Hoge Street (from Columbia Pkwy to Rushton)	Radar sign	Speeding	100
6	Columbia Tusculum	Kellogg and Delta	Restripe existing crosswalk with zebra	Adjacent to school	100
7	Columbia Tusculum	East Congress at Kellogg	Restripe existing crosswalk with zebra	Adjacent to school	100
8	Columbia Tusculum	West Congress at Kellogg	Restripe existing crosswalk with zebra	Adjacent to school	100
9	Columbia Tusculum	North Kellogg at Congress	Restripe existing crosswalk with zebra	Adjacent to school	100
10	Columbia Tusculum	South Kellogg at Congress	Restripe existing crosswalk with zebra	Adjacent to school	100
11	Columbia Tusculum	East Stanley at Kellogg	Restripe existing crosswalk with zebra	Adjacent to school	100
12	Columbia Tusculum	West Stanley at Kellogg	Restripe existing crosswalk with zebra	Adjacent to school	100
13	Columbia Tusculum	North Kellogg at Stanley	Restripe existing crosswalk with zebra	Adjacent to school	100
14	Downtown	Court and Reedy	Marked crosswalk	61 pedestrians in 45 minutes	100
15	Mt. Auburn	Dorchester at Young	Restripe existing marked crosswalk	On route to community center	100
16	Mt. Auburn	East Ringgold at Young	Restripe existing marked crosswalk	Extremely faded, adjacent to park and library	100
17	Mt. Auburn	South Young at Ringgold	Restripe existing marked crosswalk	Extremely faded, adjacent to park and library	100
18	Mt. Auburn	East Southern at Young	Restripe existing marked crosswalk	Adjacent to school	100
19	Mt. Auburn	West Southern at Young	Restripe existing marked crosswalk	Adjacent to school	100
20	Mt. Auburn	South Young at Southern	Restripe existing marked crosswalk	Adjacent to school	100
21	Mt. Washington	Corbly at Sands School	Crosswalk paddle	Adjacent to school	100
22	Mt. Washington	Mears at Mt. Washington School	Crosswalk paddle	Adjacent to school	100

2019 Pedestrian Safety Program Projects

#	Neighborhood	Location	Item	Notes	Score
23	Mt. Washington	Mears at Mt. Washington School	Update school signage	Adjacent to school	100
24	North Avondale	Reading Rd and Avondale Ave	Radar sign		100
25	North Avondale	Reading Rd and Lennox Ave	Radar sign		100
26	Over the Rhine	East Liberty at Main St	Restripe existing marked crosswalk	Crosswalk is used by students heading to/from Rothenberg School	100
27	Over the Rhine	West Liberty at Main St	Restripe existing marked crosswalk	Crosswalk is used by students heading to/from Rothenberg School	100
28	Over the Rhine	North Main St at Liberty	Restripe existing marked crosswalk	Crosswalk is used by students heading to/from Rothenberg School	100
29	Over the Rhine	South Main St Liberty	Restripe existing marked crosswalk	Crosswalk is used by students heading to/from Rothenberg School	100
30	Sedamsville	Delhi Ave	Radar sign		100
31	South Cumminsville	Faraday just south of Dreman and Cass	Radar sign		100
32	Corryville	East Corry at Euclid	Marked crosswalk	High volume of pedestrians	95
33	Corryville	West Corry at Euclid	Marked crosswalk	High volume of pedestrians	95
34	Corryville	North Euclid at Corry	Marked crosswalk	High volume of pedestrians	95
35	Corryville	South Euclid at Corry	Marked crosswalk	High volume of pedestrians	95
36	Evanston	Dana Ave at Xavier Academic Mall	Pedestrian triggered flashing lights	Multiple accidents, adjacent to XU campus	65
37	West End	1027 Linn St	Pedestrian triggered flashing lights	Adjacent to Recreation Center, crash history	47.5
38	West End	1027 Linn St	Crosswalk paddle	Adjacent to Recreation Center, crash history	47.5
39	West End	1027 Linn St	Updated signage	Adjacent to Recreation Center, crash history	47.5
40	College Hill	Hamilton at Marlowe	Pedestrian triggered flashing lights	Site of new senior housing, crash history	43
41	College Hill	Hamilton at Marlowe	Updated signage	Site of new senior housing, crash history	43
42	Corryville	Goodman between Eden and Vine	Pedestrian triggered flashing lights	Request from UC. New Allied Health Building opening soon, high volume of pedestrians	37
43	Corryville	Goodman between Eden and Vine	ADA accesible ramps	Request from UC. New Allied Health Building opening soon, high volume of pedestrians	37

2019 Pedestrian Safety Program Projects

#	Neighborhood	Location	Item	Notes	Score
44	West End	Linn St at Wade	Pedestrian triggered flashing lights	Staff have received several requests for improvements at this location. High volume of pedestrians.	35
45	West End	Linn St at Wade	Updated signage	Staff have received several requests for improvements at this location. High volume of pedestrians.	35
46	North Avondale	Clinton Springs at North Avondale Montessori	Pedestrian triggered flashing lights	Adjacent to school	33
47	North Avondale	Clinton Springs at North Avondale Montessori	Crosswalk paddle	Adjacent to school	33
48	North Avondale	Clinton Springs at North Avondale Montessori	Updated signage	Adjacent to school	33
49	Riverside	River at Idaho	Pedestrian triggered flashing lights	Connects to playground, future Ohio River Trail	31
50	Riverside	River at Idaho	Updated signage	Connects to playground, future Ohio River Trail	31
51	Mt. Washington	Beechmont at Plaza	Pedestrian triggered flashing lights	High-volume pedestrian crossing, several incident reports	31
52	Mt. Washington	Beechmont at Plaza	Marked crosswalk	High-volume pedestrian crossing, several incident reports	31
53	Mt. Washington	Beechmont at Plaza	ADA ramps	High-volume pedestrian crossing, several incident reports	31
54	North Fairmount	Denham and Beekman	Radar sign	Adjacent to Health Center	30
55	Sedamsville	Fairbanks at Sedam	Crosswalk paddle	Connects park, apt building, and convenience store	29.5
56	Sedamsville	Fairbanks at Sedam	Elimination of one northbound lane.	Connects park, apt building, and convenience store	29.5
57	College Hill	Belmont at Oakwood	Radar sign	Curve in road	29
58	South Cumminsville	Elmore at Borden	Marked crosswalk	Adjacent to café, bus stops, and social service agency	29
59	Clifton	Ludlow at Clifton Hills	Radar sign		28
60	Hyde Park	Erie at Clark Montessori	Pedestrian triggered flashing lights		28
61	Kennedy Heights	Montgomery at Tyne	Radar sign		27
62	North Fairmount	2001 Baltimore St	Crosswalk paddle	Adjacent to school	27
63	North Fairmount	2001 Baltimore St	Upgrade overhead signage	Adjacent to school	27
64	North Fairmount	2001 Baltimore St	Add side-mounted signage	Adjacent to school	27
65	Sayler Park	Gracely and Twain	Marked crosswalk		27

2019 Pedestrian Safety Program Projects

#	Neighborhood	Location	Item	Notes	Score
66	Avondale	Forest between Wilson and Burnet	Add double-faced signs in both directions	Elderly housing adjacent, bus stop	26
67	Avondale	Forest between Wilson and Burnet	Add advanced warning signage	Elderly housing adjacent, bus stop	26
68	Avondale	Forest between Wilson and Burnet	Crosswalk paddle	Elderly housing adjacent, bus stop	26
69	East Walnut Hills	Taft at Moorman	Marked crosswalk	Tot lot nearby	25
70	North Fairmount	Carll St and Linden St	Marked crosswalk	Adjacent to playground, sprayground, basketball courts	25

**Clifton Town Meeting Response to Request for
Prioritized Locations for Pedestrian Safety Improvements**

10-September-2018

Thank you for the opportunity to submit locations that will have an immediate impact on pedestrian safety in the Cincinnati neighborhood of Clifton. The real and perceived safety of pedestrians in Clifton continues to be a concern among the people who live, work, learn, and play here. Clifton Town Meeting works to make Clifton a neighborhood where walking is easy, traffic is calm, and bikes belong. We present herein a prioritized list of locations based on long-standing community feedback supported by recent survey results.

The recommended locations for pedestrian improvements in Clifton are:

- 1. Ludlow Avenue near Morrison**
- 2. Ludlow Avenue at Clifton Hills Ave**
- 3. Ludlow Avenue at Ormond Ave**

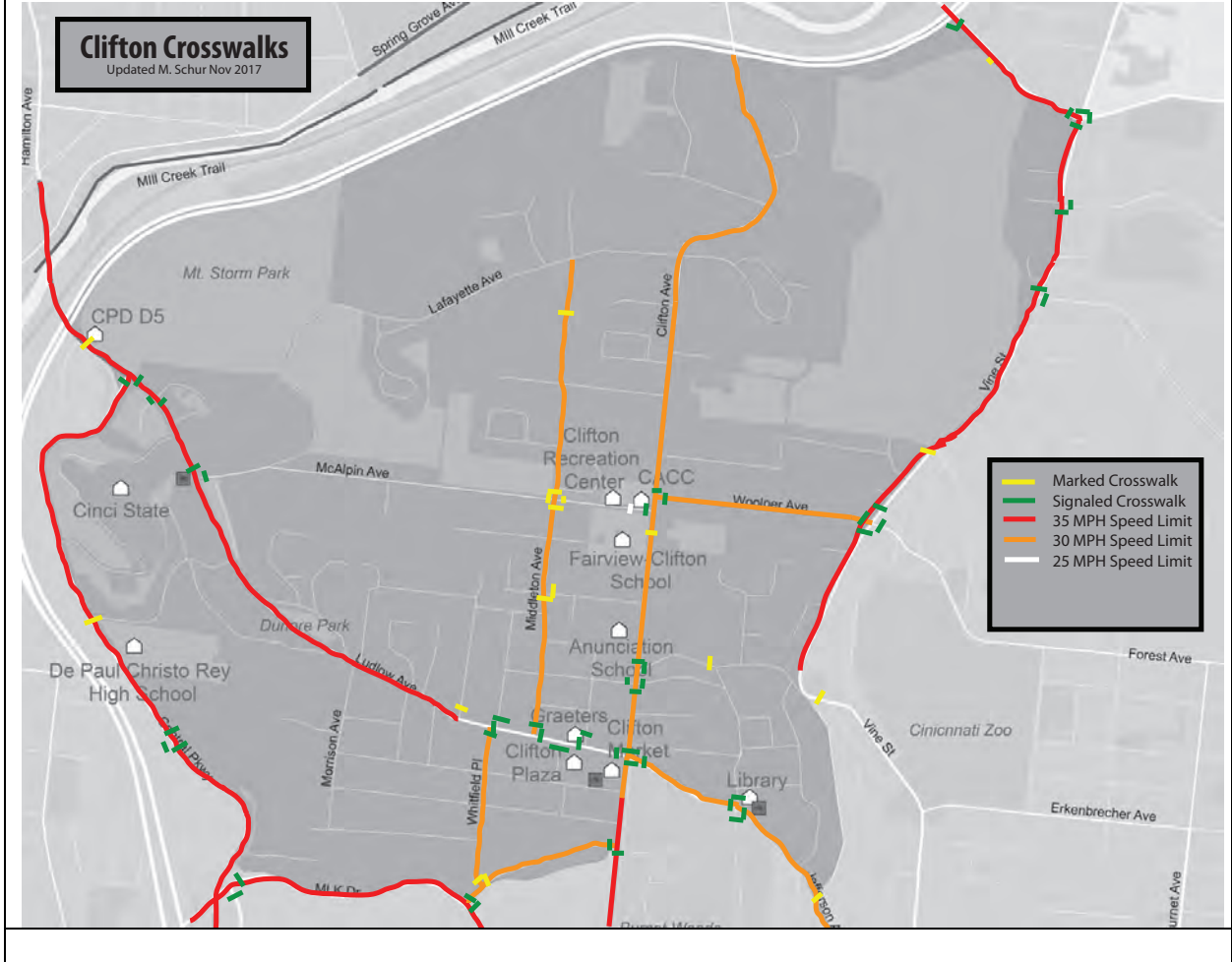
The primary area of interest for pedestrian improvements is along Ludlow Avenue from Cincinnati State into the Clifton business district. Specifically, is the 0.7 mile stretch of Ludlow Avenue from Lafayette Ave to Whitfield Ave where there are no marked or signaled crosswalks (Figures 1 and 2). This wide thoroughfare acts a barrier dividing this walkable community. Crossing Ludlow Ave in this area puts too many of our most vulnerable citizens at risk.

The recent addition of the signaled crosswalks at Ludlow/Jefferson at Brookline near Burnet Woods Park has had a real and perceived improvement in pedestrian safety and bolsters the need for more marked or signaled crosswalks along Ludlow Avenue.

Figure 1: Area of Interest for Pedestrian Improvement Locations in Clifton



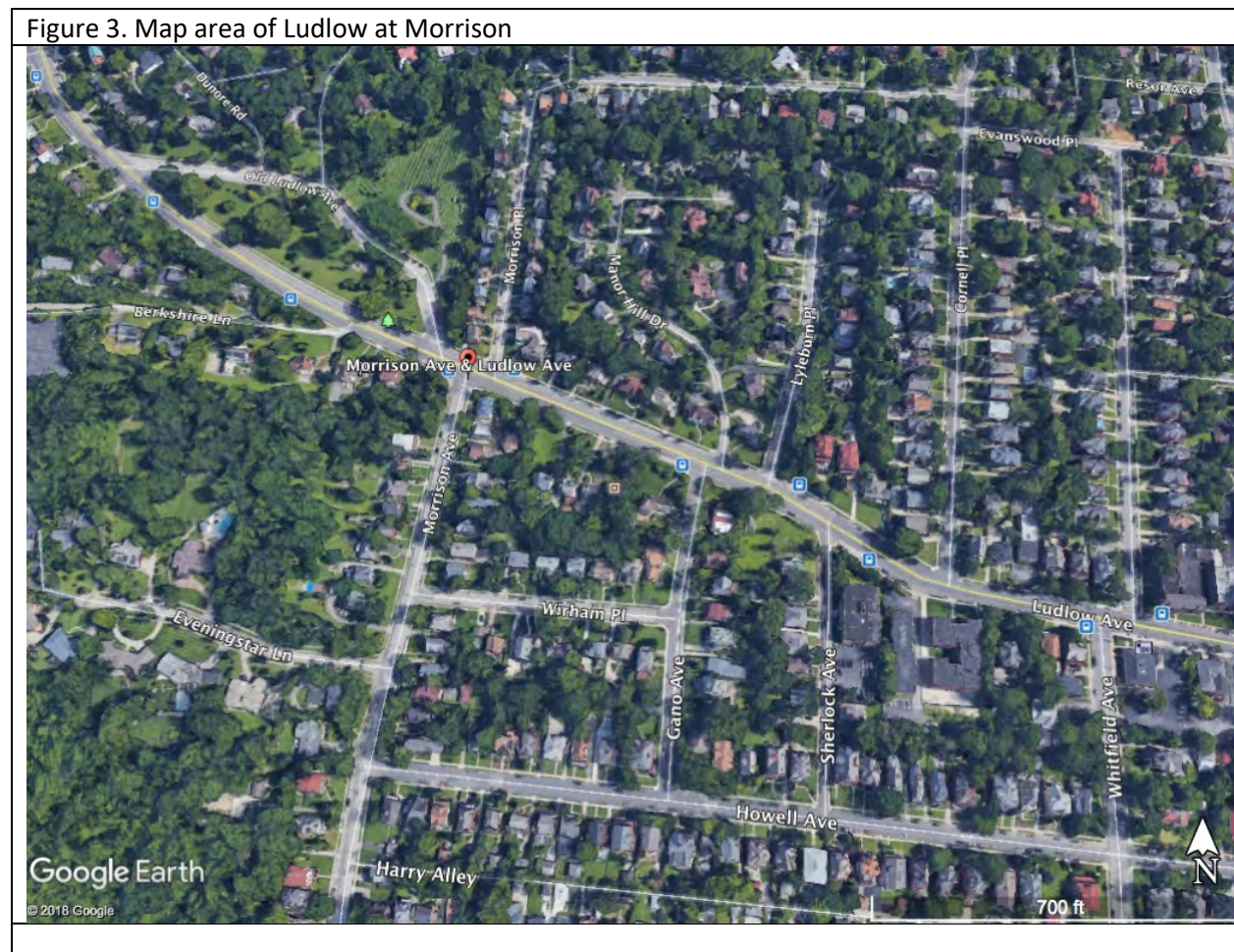
Figure 2. Marked and Signaled Crosswalks in Clifton



Location #1: Ludlow Avenue near Morrison

This location across from Dunore Park has been the subject of numerous requests for pedestrian safety improvements dating back many years. Ludlow at Morrison is an important pedestrian crossing route between the dense residential streets south and north of Ludlow Ave, near a popular park and playground, and frequently used Metro bus stops.

This location ranked highest in the recent Pedestrian Safety Survey (<http://cagisonline.hamilton-co.org/pedsafetysurvey/>) where it resulted in **43% of the “Crosswalk Needed” responses in Clifton**. Nearby residents have shared accounts of being hit by cars in this area.



Key Reasons for Improved Pedestrian Safety:

No Marked or Signaled Crosswalks Nearby. There is a 0.7 mile gap between marked crosswalks on Ludlow (Whitfield to the east and Lafayette to the west). Pedestrians standing at the corner of Ludlow and Morrison, which is almost exactly in the middle of those two existing crosswalks, would need to walk 12 minutes (6 minutes in either direction) to cross safely. This is unacceptable for such a pedestrian-dense neighborhood in the City of Cincinnati.

Lack of Safe and Convenient Access to Dunore Park: There is no public green space in the entire part of Clifton south of Ludlow and west of Clifton Ave. This means approximately 20% of the land in Clifton (and a lot of the density) cannot access this green space without crossing Ludlow Ave. The playground at Dunore Park is scaled for small children (probably 5 or under based on the playground equipment) and children with disabilities. The majority of its use comes from very young families. There are too many occasions where parents with strollers or holding kids by the hand are running across Ludlow Ave to avoid speeding vehicles.

Figure 4. Families enjoying playground at Dunore Park



Wide and Complex Street Configuration: There are actually 5 different places for pedestrians to have to watch for cars: Old Ludlow, Ludlow heading east, Ludlow heading West, South Morrison and North Morrison. Speeding is not enforced. Cars are regularly going 50+ mph during rush hour on this street with a 35 MPH speed limit. A pedestrian has to travel approximately 64 feet to safely make it from one side to the other of Ludlow at the Morrison intersection. A crosswalk would add order to this complex intersection.

Near High-Use Bus Stops: CPS extra buses travel up Ludlow heading east in the morning with stops on the south side of Ludlow at Morrison. In the afternoon, those same buses are traveling west with stops on the north side of Ludlow at Morrison. This guarantees that students will have to cross a major 6 lane road at some point during rush hour traffic. Specific bus stop data for ridership from Metro for the route has been requested but has not been received at the time of preparation of this report. Anecdotally, however, nearby residents confirm that there is a lot of activity at bus stops at the intersection.

Location #2: Ludlow Avenue at Clifton Hills Ave

This location is along the primary route for students walking between DePaul Cristo Rey (DPCR) High School and the Metro bus stops (routes 17, 19, 51) on Ludlow Avenue. This location has been identified as an area of concern ever since the opening of the school in 2011. This location was marked as “Crosswalk needed” in **16% of the responses** in Clifton. See attached letter of support from DePaul Cristo Rey High School.

Figure 5. Students Crossing Ludlow at Clifton Hills Ave



Students crossing Ludlow Avenue in the dark on the way to school in the morning

Key Reasons for Improved Pedestrian Safety:

High-Use Crossing for DePaul Cristo Rey High School Students

The journey to and from school is precarious for DPCR students. Many students walk along the hilly and winding Clifton Hills Avenue which has no sidewalks and no street lights. Students walk in the dark for much of the school year. The crosswalk improvements recently installed on Central Parkway at Clifton Hills Avenue have resulted in improved student safety on the west side of the school. It is now time to complete the student access route with a crosswalk on the northeast side of the school area. School year 2018-2019 data provided by DPCR (see attached Letter) states:

- Every day **150 students** use Metro busses for transportation to and from school
- Every day **80 students** use Metro bus routes 17 and 51, which stop along Ludlow Ave

It is important to understand that the unique work study programs at DPCR means that students are walking to and from the bus stop on Ludlow Ave at over a range of times, not the traditional mass arrival and dismissal of traditional schools. Therefore, the standard methods to measure pedestrian volume greatly underestimate the actual need and utilization. Students are crossing Ludlow Ave in the dark for

a significant part of the year, often corresponding to the morning and evening rush hour where vehicular volume and speeds are high. A well-marked and highly visible cross walk is vital to safety of these vulnerable Cincinnatians.

Figure 6 Map area near Clifton Hills Ave and Ludlow Ave



Wide and Complex Street Configuration with Limited Visibility

Ludlow Avenue is very wide with 4 travel lanes and 2 parking lanes. It slopes downhill from southeast to northwest and curves to the right in that direction. The curve and beautiful street trees restrict the visibility and shortens the sight-lines of vehicles traveling downhill from the Clifton Business District approaching the intersection with Clifton Hills Ave. Vehicles are frequently observed exceeding the posted speed limit of 35 MPH and switching lanes

Figure 7 Limited Sight Lines at Clifton Hills Ave and Ludlow Ave



Based on visibility at the southwest corner of Clifton Hills Ave and Ludlow Ave (Figure 7), a driver traveling downhill (westbound) on Ludlow Ave in the right lane arrives at the intersection in only 10 to 13 seconds traveling at 45 MPH to 35 MPH, respectively. However, it takes at least 20 seconds for a pedestrian to cross Ludlow Ave at that corner. This creates a very dangerous situation where both pedestrians and drivers do not have adequate time to see one another. Factor in the increasing reports of distracted drivers (and distracted walkers) and this results in a prime location for heightened awareness that pedestrians, particularly students are present. The short sightlines, low awareness, and low visibility of pedestrians to drivers entering and exiting Clifton Hills Ave contributes to a need for a marked and/or signaled crosswalk, such as a pedestrian-activated rapid flashing beacon.

The recent removal of the traffic-calming barrier on Clifton Hills Ave is expected to result in increased vehicular volume and new traffic patterns on Clifton Hills Ave which will enhance the need for a crosswalk on Ludlow Ave.

Location #3: Ludlow Avenue at Ormond Ave

This location is in the center of the Clifton Business District. It is the only intersection on Ludlow Ave in the business district without a marked or signaled crosswalk. Although there are signaled crosswalks nearby, there are regular concerns about pedestrians crossing midblock outside of crosswalks. Having a marked crosswalk at this location provide more marked areas to cross. Also, a crosswalk paddle at the location would help slow vehicles moving through the pedestrian-dense business district. **This location was marked as “Crosswalk needed” 19% of the total responses in Clifton.**

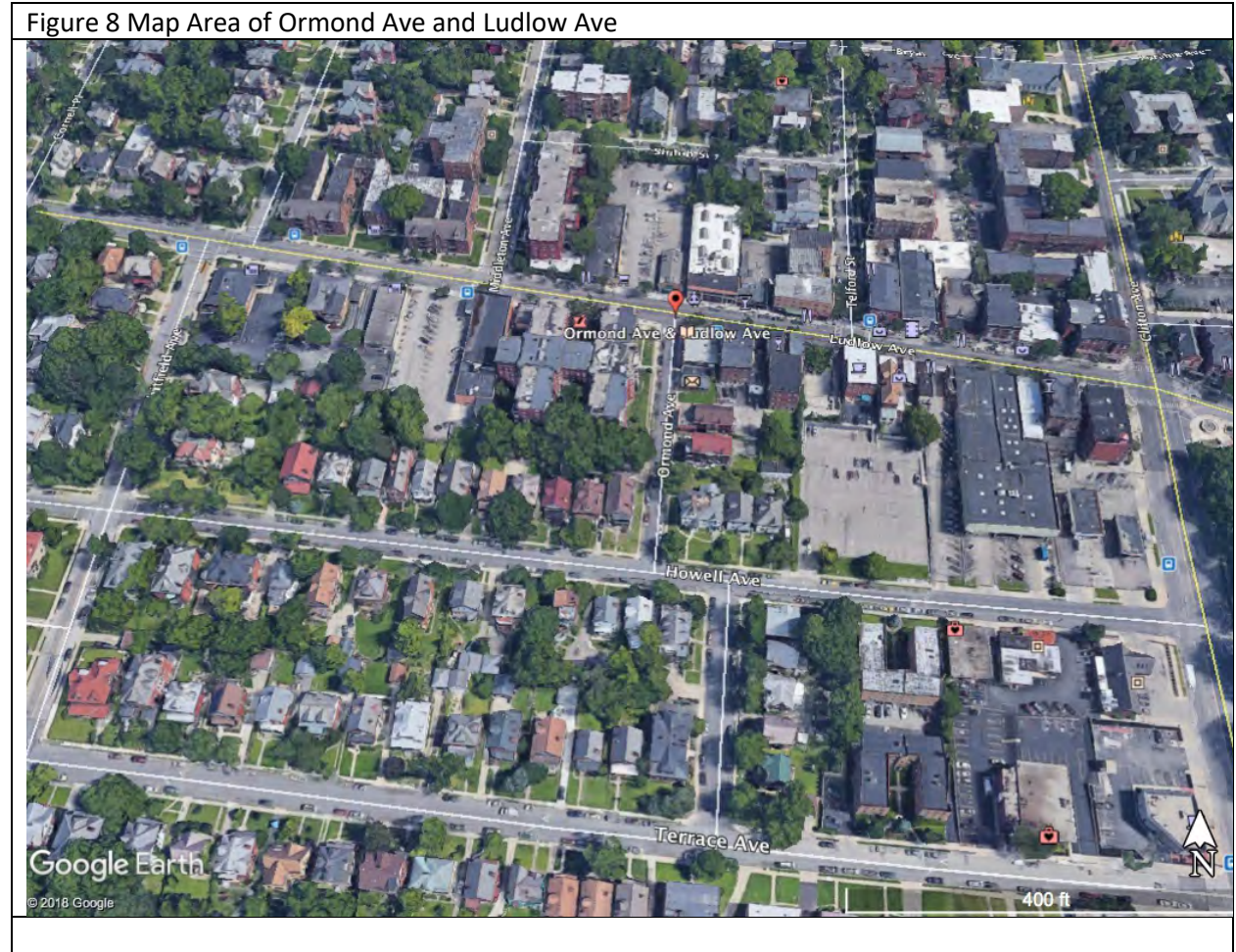


Figure 9 Street-level views of Ludlow Ave at Ormond Ave



August 29, 2018

City of Cincinnati Department of Transportation and Engineering
Clifton Town Meeting

RE: Regarding Proposed Crosswalk at Ludlow and Clifton Hills:

DePaul Cristo Rey High School strongly supports the Clifton Town Meeting's recommendation for a crosswalk at Clifton Hills and Ludlow avenues. Many of our students rely on a Metro bus for their transportation to and from school; please consider the impact a crosswalk could have on the safety of these students:

- Every day **150 DPCR students use Metro buses** for transportation to/from school.
- Every day **80 DPCR student use Metro routes 17 and 51** – which have stops on Ludlow Avenue.

DePaul Cristo Rey has a longer school day, 7:45 a.m. to 3:30 p.m., than most other high schools, so our students are walking on city streets (and Clifton Hills has no sidewalks) during rush hour traffic and, in the winter months, often in the dark. DPCR has a work study program so every student works at least one day a week off campus, frequently returning to school after 5:00 p.m. Those students who use Metro buses 17 and 51 are then walking to the Ludlow Avenue bus stops in the dark as well.

I believe that a crosswalk at Clifton Hills and Ludlow avenues could have a significant impact on student safety and I strongly urge you to consider the impact on these young people as you make your decision.

Thank you for your consideration.

Sincerely,



Sister Jeanne Bessette, OSF, Ed.D.
President / CEO

Website / Social Media Committee Responsibilities and Security Guidelines

Website / Social Media Committee Responsibilities

- 1) Maintain and update the www.cliftoncommunity.org website
- 2) Maintain social media outlets (Facebook, Twitter).
- 3) On the website, provide the ability to;
 - a. Publish information about the official actions of the board and its committees.
 - b. Publish information provided to the Committee for the purposes of public distribution related to the ongoing concerns of the board.
 - c. Publish general information about the community, its businesses, and institutions.
 - d. Advertisement of Clifton Town Meeting events or events which CTM plays a financial or volunteer role as well as community events and events sponsored by community businesses and institutions.
 - e. A community accessible calendar that allows community input that is monitored by the committee.
- 4) Advertise through the website and social media outlets about specific events as requested by the board through the appropriate committee or directly.
- 5) Liking and sharing of Clifton Town Meeting events or events that CTM plays a financial/volunteer role or other community events of public interest or public events that showcase the community in a positive way.
- 6) Posts should not be of a position of support or opposition towards political candidates or issues, nor should they be in support or opposition of any voting or local issues where CTM has not taken a formal position. Sharing of information about candidates (e.g., candidates speaking at CTM meetings), information about voting and local issues (e.g. upcoming city hearings, community engagement sessions, etc.) are acceptable, but should be informational in nature only.

Website-Social Media Committee Security/Accessibility

- General
 - Accounts which do not offer “administrator” level access or multiple user accounts (godaddy.com, twitter.com, etc.) should always have current username and password information stored in the Google Drive. Any updates to either usernames and/or passwords should be updated immediately upon changing.
 - For any single user access accounts, the username and/or associated email should be a shared CTM owned email (e.g. ctmwebmaster@cliftoncommunity.org). Passwords for all single user accounts should be updated annually, after elections/new board members are onboarded and retiring board members have been sunsetted from Google Drive access. Any mid-year departures of trustees should be handled similarly at the discretion of the Committee Chair, President or Executive Committee.
- Website (www.cliftoncommunity.org)
 - Administrator access: Committee Chair and/or committee designee, CTM President & CTM Secretary
 - Contributor access:
 - All Website/Social Media Committee members.

- Chronicle Committee Chair and Chronicle publication staff should have access to upload the quarterly digital newsletter.
 - Access to other board members will be approved by the Administrator(s) and/or Executive Committee.
 - Non-board members will be provided temporary access for event specific advertising, project work (e.g. website updates & repair, etc.) as approved the Administrator(s) and/or Executive Committee as required – access should be terminated on an agreed end date, aligning with the end of the specific event/need for which access was granted.
 - User Administration: Committee Chair or committee designated administrator is responsible for the administration of users. As Committee members join or leave the committee, new Presidents appointed, etc. those departing board members should be removed from having access to the website accordingly. If the outgoing Chair is unavailable/unwilling, the President and/or Executive Committee should assume this responsibility.
- Facebook (<https://www.facebook.com/CliftonTownMeeting/> & <https://www.facebook.com/CliftonPlaza45220/>)
 - Administrator Access: Committee Chair and/or committee designee & CTM President
 - Editor Access:
 - Committee members.
 - Access to other board members will be approved by the Administrator(s) and/or Executive Committee.
 - Non-board members will be provided temporary access for event specific advertising, project work (e.g. website updates & repair, etc.) as approved the Administrator(s) and/or Executive Committee as required – access should be terminated on an agreed end date, aligning with the end of the specific event/need for which access was granted.
 - User Administration: Committee Chair is responsible for the administration of users. As Committee members join or leave the committee, new Presidents appointed, etc. those departing board members should be removed from having access to the page. If the Committee Chair is changing, it is the responsibility of the Chair to coordinate transition Administrative rights to the new Chair. If the outgoing Chair is unavailable/unwilling, the President and/or Executive Committee should assume this responsibility.
- Twitter (<https://twitter.com/clifontownmeet>)
 - Single login/password stored on Google Drive
 - Recommendation: At minimum, password should be updated annually with the turnover of board members.

Clifton Town Meeting

BALANCE SHEET

As of July 1, 2019

	JUL 1, 2019		
	CURRENT	AS OF JUN 1, 2019 (PP)	% CHANGE
ASSETS			
Current Assets			
Bank Accounts			
Cash on Hand	1,262.00	1,262.00	0.00 %
Cert of Deposit 33	14,219.26	14,219.26	0.00 %
Cert of Deposit 91	38,844.68	38,844.68	0.00 %
Checking	18,125.28	15,974.55	13.46 %
CANS PTO	2,975.81	2,975.81	0.00 %
Total Checking	21,101.09	18,950.36	11.35 %
PayPal Bank	493.84	374.67	31.81 %
Prepaid Postage	154.83	154.83	0.00 %
Total Bank Accounts	\$76,075.70	\$73,805.80	3.08 %
Other Current Assets			
Clifton Market Loan	7,800.00	7,800.00	0.00 %
Prepaid Expenditures	0.00	0.00	
Uncategorized Asset	200.00	200.00	0.00 %
Undeposited Funds	10,430.50	3,843.50	171.38 %
Total Other Current Assets	\$18,430.50	\$11,843.50	55.62 %
Total Current Assets	\$94,506.20	\$85,649.30	10.34 %
TOTAL ASSETS	\$94,506.20	\$85,649.30	10.34 %
LIABILITIES AND EQUITY			
Liabilities			
Current Liabilities			
Credit Cards			
Reimbursements Owed	0.00	0.00	
Total Credit Cards	\$0.00	\$0.00	0.00%
Total Current Liabilities	\$0.00	\$0.00	0.00%
Total Liabilities	\$0.00	\$0.00	0.00%
Equity			
Opening Balance Equity	75,914.77	75,914.77	0.00 %
Retained Earnings	8,463.46	8,463.46	0.00 %
Net Revenue	10,127.97	1,271.07	696.81 %
Total Equity	\$94,506.20	\$85,649.30	10.34 %
TOTAL LIABILITIES AND EQUITY	\$94,506.20	\$85,649.30	10.34 %

Clifton Town Meeting

BUDGET VS. ACTUALS: 2019 BUDGET - FY19 P&L

January - December 2019

	TOTAL			
	ACTUAL	BUDGET	OVER BUDGET	% OF BUDGET
Revenue				
Clifton Chronicle Income	6,469.00	11,000.00	-4,531.00	58.81 %
Donations	6,735.00	2,000.00	4,735.00	336.75 %
Event Income				
CliftonFest Income		300.00	-300.00	
Golf Outing Income		7,500.00	-7,500.00	
Golf Outing Sponsorship	350.00	9,000.00	-8,650.00	3.89 %
Holidays on Ludlow Sponsorship		1,000.00	-1,000.00	
Lantern Walk Income		50.00	-50.00	
Lantern Walk Sponsorship		500.00	-500.00	
Memorial Day Income	959.00	1,000.00	-41.00	95.90 %
Memorial Day Sponsorship		1,000.00	-1,000.00	
Uncategorized Event Income	3,642.00		3,642.00	
Total Event Income	4,951.00	20,350.00	-15,399.00	24.33 %
Grants				
Annual Interest Grant	709.00	782.00	-73.00	90.66 %
Neighborhood Support Program	6,800.00	6,085.00	715.00	111.75 %
Restricted Grants				
CANS PTO Income	319.00		319.00	
Keep Cincinnati Beautiful Grant		5,600.00	-5,600.00	
Utility Box Artwork Grant	-750.00		-750.00	
Total Restricted Grants	-431.00	5,600.00	-6,031.00	-7.70 %
Total Grants	7,078.00	12,467.00	-5,389.00	56.77 %
Interest	9.87	800.00	-790.13	1.23 %
Memberships	1,400.00	4,000.00	-2,600.00	35.00 %
Sponsorships				
Website Sponsorship		500.00	-500.00	
Total Sponsorships		500.00	-500.00	
Unapplied Cash Payment Revenue	0.25		0.25	
Total Revenue	\$26,643.12	\$51,117.00	\$ -24,473.88	52.12 %
GROSS PROFIT	\$26,643.12	\$51,117.00	\$ -24,473.88	52.12 %
Expenditures				
Administrative Expenses	631.80	800.00	-168.20	78.98 %
Clifton Chronicle Expenses	6,421.04	14,000.00	-7,578.96	45.86 %
Clifton Plaza Expenses		2,000.00	-2,000.00	
Committees				
Beautification Committee		4,300.00	-4,300.00	
Business Committee		100.00	-100.00	
Education Committee		100.00	-100.00	
Executive Committee		100.00	-100.00	
Fundraising Committee		500.00	-500.00	
Housing and Zoning Committee	56.00	1,000.00	-944.00	5.60 %

	TOTAL			
	ACTUAL	BUDGET	OVER BUDGET	% OF BUDGET
Membership Committee		1,500.00	-1,500.00	
Nominating Committee		50.00	-50.00	
Website Committee	315.12	250.00	65.12	126.05 %
Total Committees	371.12	7,900.00	-7,528.88	4.70 %
Event Expenses				
Clifton Plaza Programming		500.00	-500.00	
CliftonFest Expenses		3,000.00	-3,000.00	
Golf Outing Expenses	100.00	4,500.00	-4,400.00	2.22 %
Golf Outing Grant	8,000.00	9,000.00	-1,000.00	88.89 %
Holidays on Ludlow Expenses		1,800.00	-1,800.00	
Lantern Walk Expenses	139.77	600.00	-460.23	23.30 %
Memorial Day Expenses	540.00	1,500.00	-960.00	36.00 %
Uncategorized Event Expenses	20.66		20.66	
Wednesdays on the Green Expenses		1,500.00	-1,500.00	
Total Event Expenses	8,800.43	22,400.00	-13,599.57	39.29 %
Insurance	191.00		191.00	
Special Projects				
Walking Route - NSP		5,000.00	-5,000.00	
Total Special Projects		5,000.00	-5,000.00	
Transaction Fees				
PayPal Fees	23.61	250.00	-226.39	9.44 %
Square Fees	76.15		76.15	
Total Transaction Fees	99.76	250.00	-150.24	39.90 %
Total Expenditures	\$16,515.15	\$52,350.00	\$ -35,834.85	31.55 %
NET OPERATING REVENUE	\$10,127.97	\$ -1,233.00	\$11,360.97	-821.41 %
NET REVENUE	\$10,127.97	\$ -1,233.00	\$11,360.97	-821.41 %

Clifton Neighborhood Bench Replacement Project First Look July 1, 2019

Objective: Evaluate current condition of bench seating in Clifton and determine which need repair/replacement. Investigate replacement options.

Location	Bench Type	Owner	Condition	Repair Possible	Replace
United Bank/Ludlow	Iron/wood	CTM?	Poor, board missing	x	
Middleton/Ludlow bus stop *	Plastic-coated steel	CTM?	Poor		x
Telford plaza	Iron/wood	CTM?	weathered	x	
Biaggio's	Iron/wood	CTM?	Sagging	x	
Fire Department	Iron/wood	CTM?	Poor, sagging, board missing	x	
J.Gumbo's	Recycled plastic	J. Gumbo's?	New		
Clifton Ave/Dixmyth bus stop	Plastic-coated steel	CTM?	Poor		x
Mt. Storm playground	Iron/wood		weathered	x	
CANS/Fountain area	Iron/plastic	CPS	Excellent		
Lafayette/Ludlow bus stop	Advertiser	Private bench company	Sagging		
Cincinnati State/Ludlow bus stop	Advertiser	Private bench company	Poor		
Clifton Ave/Burnett Woods bus stop	Advertiser	Private bench company	Acceptable		
Dunore Park (2)	Green park-style	Parks Dept	Not evaluated		
Clifton Ave/Burnett Woods	Green park-style	Parks Dept	Poor, board missing		
Ruther/Vine comm garden	Wood		Sagging		

* Only bench in Clifton slated for possible SORTA bus bench.

**This list compiled through walks/drives through the neighborhood, focusing primarily on the Ludlow Ave. business district, but including Ludlow Ave. from UC to Cincinnati State, Clifton from Lafayette Ave to far edge of Burnet Woods (MLK) and most side streets. This may not be an exhaustive list. Please let me know of additional benches that may have been missed. There are several bus stops in the neighborhood without any bench at all.

Repair to most benches would require individual evaluation. Benches in good shape but with weathered wood would benefit from a sanding and application of deck stain and touchup frame paint. For more extensive damage, replacement of wood with recycled plastic boards and repainting of frame are recommended. Of course, complete replacement of benches is also an option. Consider longer benches at firehouse.

Additional budget allocation for repair/installation needed, in addition to product cost.

For comparison purposes, all bench options presented are 6' long, surface mounted, commercial-grade outdoor benches. (6' is also the standard SORTA bench length.)



Locally manufactured by Armor Metal/Witt Industries

Powder-coated black slatted steel

72" long x 24" deep x 34" high

Ad size 65" x 16"

Metro bus bench program objectives:

- To respond to requests for more amenities at bus stops
- To improve riders' experiences by providing benches at appropriate bus stops
- To create a sustainable way to provide benches without impacting Metro's budget
- To enhance Metro's image in the community

Metro bench design guidelines:

- Compliant with City of Cincinnati Transit Stop Guidelines
- Specifies size, materials and installation methods used
- Defines maximum allowable size of advertising displayed
- This is the ONLY bench approved by City of Cincinnati for advertising in the public right-of-way

Metro plan

- Install 50 benches at selected stops throughout the community without advertising initially
- Retain third-party contractor to sell advertising and maintain benches
- Expand program if sufficient revenue is generated
- Bench locations must comply with city permit process
- Benches will not be placed at locations that already have a bench supplied by the community
- City will not remove non-compliant or unapproved advertising benches unless a SORTA bench is installed
- Must adhere to Advertising Policy adopted by the Board of Trustees of the Southwest Ohio Regional Transit Authority (no tobacco advertising, no advertising for sexually oriented businesses or products, no controversial public issues, no political advertising)
- All ad content is reviewed by Metro staff before installation

POWDER-COATED STEEL OPTIONS

Advantages: corrosion resistant; will not rot, crack or splinter; slatted backs are less appealing for tagging, vandalism; at least a few options made locally; lower price point

Disadvantages: Regular inspection and maintenance required for chips/cracks to prevent rust

Northgate Park Bench Parent SKU: TEN-12



★★★★★ 16 Reviews

See Similar Pricing Items
\$949.00 ~~MSRP~~ **\$768.85**

SELECT LENGTH



Buy 6 for \$200.85 each and save 2%

✓ Available for
international shipping

Click to Zoom

Northgate Bench with Arched Back Parent SKU: TEN-18



★★★★★ 97 Reviews

\$949.00 ~~MSRP~~ **\$768.85**

SELECT LENGTH



SELECT COLOR



✓ Not for
international shipping

Click to Zoom



Local option from Witt Industries in Mason, available with or without personalization on back. This is the SORTA bench. Need to get pricing.



New benches for Clifton Heights from a distributor in Reynoldsburg, OH. Don't have customized pricing yet, but estimate to be around \$1300 based on non-custom model in manufacturer catalog.

PLASTIC-COATED STEEL OPTIONS

Advantages: Thermoplastic finish resists heat absorption/stays cooler; resistant to cracking, splintering

Disadvantages: Regular inspection and maintenance required for chips/cracks to prevent rusting, cracking, peeling (as seen on at least one current Ludlow bench); most expensive option

Plastic-Coated Outdoor Benches Parent SKU: TBN-13



Click to Zoom

★★★★★ 2 Reviews

~~\$2,499.95~~ **Sale Price \$1,158.85**

LENGTH

4' 6' 8'

SELECT COLOR

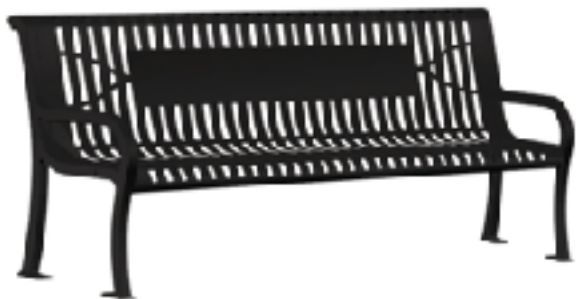


Qty: 1

ADD TO CART

Usually Ships in 3-4 Weeks

Plastic-Coated Personalized Benches Parent SKU: TBN-13



Click to Zoom

★★★★★ 20 Reviews

~~\$1,724.95~~ **Sale Price \$1,378.85**

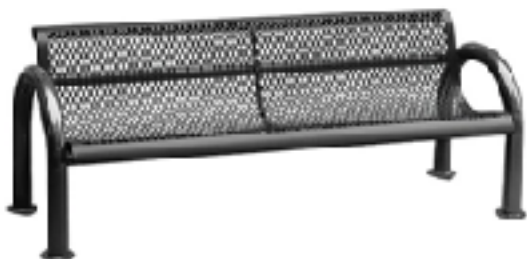
PICK LENGTH

4' 6' 8'

SELECT COLOR



Wilton Premium Benches Parent SKU: TBN-178



☆☆☆☆☆ Write a review

~~\$1,249.95~~ **Sale Price \$898.85**

SELECT COLOR



Free
In Store for Curbside
Delivery

Best Value

RECYCLED PLASTIC OPTIONS

Very similar benches to "Madison Bench" currently in place @CANS near fountain, "Traditional Recycled" style in place in front of J.Gumbo's.

Advantages: green materials made from milk bottles; some guaranteed against breakage for 50 years; will not rot, crack splinter; fade-resistant/does not need maintenance like wood to look fresh; graffiti can be removed fairly easily; classic look similar to other Clifton benches; middle armrest optional feature;

Disadvantages: Surface can dull. Standard of care when this happens is to wipe down with WD-40 or automotive wax.

Madison Bench Parent SKU: TB4-01



GUARANTEED

★★★★★ 11 Reviews

~~\$3049.00~~ **Sale Price \$338.85**

See Quantity Pricing Below

SELECT LENGTH

4' 6' 8'

SELECT COLOR

Color swatches: tan, grey, brown, dark green

Buy 6 for \$3758.55 each and **save 9%**

Traditional Recycled Plastic Benches Parent SKU: TB4-01



Click to Zoom

★★★★★ 16 Reviews

~~\$624.00~~ **Sale Price \$518.85**

See Quantity Pricing Below

SELECT LENGTH

4' 6' 8'

SELECT TOP/SEAT COLOR

Color swatches: tan, grey, brown, dark green, black

SELECT FRAME COLOR

Color swatches: tan, brown, dark green

Buy 6 for \$3758.55 each and **save 8%**

Classic Park Benches Parent SKU: TB4-01



Click to Zoom

★★★★★ 44 Reviews

~~\$673.00~~ **Sale Price \$648.85**

See Quantity Pricing Below

SELECT YOUR LENGTH

4' 6' 8'

SELECT YOUR COLOR

Color swatches: tan, grey, brown, dark green, black

Buy 5 for \$3088.55 each and **save 7%**

Available for
Interstate Shipping

Guaranteed Against
Structural

Best Seller

CPC ITEM # 4

May 3, 2019

**Honorable City Planning Commission
Cincinnati, Ohio**

SUBJECT: A report and recommendation on proposed changes to the *Public Right-of-Way Outdoor Furniture Design Guidelines* authorized under Cincinnati Municipal Code (CMC), Section 723-13, "Transit Stop Structures" of Chapter 723, "Streets and Sidewalks; Use Regulations", to allow advertising on benches at all transit stops.

Provided in addition to this report are:

1. Exhibit A – Public Right-of-Way Outdoor Furniture Design Guidelines
2. Exhibit B – Transit stop bench advertising graphics
3. Exhibit C – Letter from SORTA dated February 4, 2019
4. Exhibit D – Letter from SORTA dated April 18, 2019

BACKGROUND:

In 2009, following protracted litigation, City Council enacted legislation that prohibited advertising on benches and bus shelters in the right-of-way. Since that time, the Southwest Ohio Regional Transit Authority (SORTA) has seen deficiencies in their budget as they were previously receiving a revenue stream from the advertising benches. Additionally, the advertising companies that had been responsible for maintaining those bus stops had become a cost that had to be reabsorbed by SORTA. Additional revenue was also needed for the expense of streetcar stop maintenance. Allowing streetcar stops to be sponsored and allowing advertising at transit stops would help to alleviate those costs.

At its meetings held on February 5, 2016 and February 19, 2016, the City Planning Commission considered amendments to Chapter 723 of the Cincinnati Municipal Code (CMC) that modified language to allow transit stop advertising by public transit agencies. The modified text amendments also authorized the Department of Transportation and Engineering (DOT) to adopt *Public Right-of-Way Outdoor Furniture Design Guidelines* (Design Guidelines), which would provide specific rules regarding the placement of advertising on transit shelters, benches, ticket vending machines, and informational kiosks at transit stops. The City Planning Commission considered the estimated revenue SORTA expected to receive from advertising, analyzed visuals of advertising at transit stop shelters, and discussed stand-alone benches versus those benches within the transit stops.

On February 19, 2016, the City Planning Commission recommended the proposed text amendments to Chapter 723 of the Cincinnati Municipal Code (CMC) and the Design Guidelines for approval. They also recommended that advertising on stand-alone benches outside of transit shelters be prohibited. On March 9, 2016, City Council enacted the Design Guidelines, including the prohibition recommended by the City Planning Commission.

In 2018, SORTA requested that City Council and the City Administration increase the size of the advertising authorized at transit stops, citing that vendors cannot generate advertising revenue within the existing design parameters. SORTA also asked that advertising at all transit stops be allowed, not just within transit stop shelters. Both requests are for the purpose of increasing revenue, a continued challenge for SORTA. The increased revenue is particularly needed to offset the cost of providing more benches, as there is an identified need for many more benches at bus stops across the City. DOT has the authority to modify the Design Guidelines, with approval from the City Planning Commission. DOT supports SORTA's request to modify the Design Guidelines both to increase to the size of authorized advertising on benches and other transit stop structures and to allow advertising on benches

at all transit stops. The proposed modified Design Guidelines, specifically the entirely new Section B, attached to this report as Exhibit A, accomplish the requested changes.

At the City Planning Commission meeting held on January 18, 2019, the Commission decided to table this item to provide an opportunity for SORTA to facilitate additional Community Council outreach. The Commission reached their decision after Community Council members raised concerns. Since that time, SORTA has provided the Department of City Planning with a brief description of the public outreach efforts undertaken since January (see Exhibit D).

SUMMARY OF SECTION B:

The major changes in the Design Guidelines are listed in Section B. According to the Public Right-of-Way Outdoor Furniture Design Guidelines Authorized under Cincinnati Municipal Code (CMC) 723-13, "Transit Stop Structures", Section B, "Transit Stop Bench Advertising Design Guidelines" states the following:

- No advertising is authorized on any benches in the right-of-way except for benches located at transit stops applied for, installed, and maintained by a public transit agency.
- Only a public transit agency is authorized to obtain an RSP for benches at transit stops that include advertising.
- All benches at transit stops must conform to Section A, "Transit Stop Bench Design Guidelines,"
- The advertising panel shall in no way inhibit the use of the bench for sitting or extend in size beyond the actual bench backrest.
- Advertising on benches at transit stops is authorized as follows in paragraph 5(a-c) of Section B, specifying panel size and amount of bench area that the advertising panel may cover.

PUBLIC COMMENT:

The Department of City Planning staff sent notice to all Community Councils about this topic prior to the January 18th City Planning Commission meeting. An email from the Pleasant Ridge Community Council (PRCC) was received on January 14, 2019 expressing concerns and asked for a "Community Approval" requirement for any proposed changes to bus bench advertising. Mr. Bill Frost, Committee Chairman of the PRCC, was also in attendance at the Planning Commission meeting and said that the communities should be given the opportunity to review benches and advertising proposed for their neighborhoods. Additionally, Mr. Frost said that his neighborhood did not want the maximum number of benches with advertising. The City Planning Commission also requested comments from Nathan Hess, representing CUF Neighborhood Association, and Jack Martin, CUF resident and former Department of Transportation and Engineering (DOTE) employee. They both expressed concerns with the proposed bus stop bench advertising, including bench placement, bench aesthetic, and advertisement content. Comments from the speakers as well as the letter from the PRCC was taken into account when requesting that SORTA conduct additional community outreach. Exhibit C is a letter to Community Councils outlining SORTA's plan for bus bench placement as well as a notice for a Cincinnati Neighborhood Business Districts United (CNBDU) meeting. Exhibit D is a letter to the City Planning Commission outlining the public engagement strategy that was requested of SORTA. As stated by SORTA in the letter, public outreach efforts included emails to all Community Councils regarding the bench program, follow-up emails sent specifically to the CUF Neighborhood Association and the Pleasant Ridge Community Council, as well as communication with the Westwood Civic Association. In addition, SORTA states in their letter that a presentation was given on April 16, 2019 to the CUF Neighborhood Association.

ANALYSIS:

Advertising at transit stop structures was previously a concern for residents and business owners due to the often cluttered and unsightly appearance of some advertising benches. Revoking permission for benches on 2009 was in response to those overall concerns. However, the advertising benches that received the most negative response were not controlled by a public transit agency. Since that time, transit agencies, such as SORTA have been suffering from budget deficiencies partly due to the prohibited advertising at transit stop structures, which in the past had provided revenue and paid for maintenance responsibilities. In addition, SORTA has cited the current Design Guidelines for advertising on existing in-shelter benches as too restrictive to attract bench advertising vendors who wish to generate advertising revenue. Many of the previous concerns from business owners and residents have been addressed by authorizing DOTE more control over transit stop amenities, generally including appearance and maintenance. The proposed Design Guideline modifications, specifically the entirely new Section B, would also allow additional stand-alone benches with bench advertising to be placed at transit stops, because the new benches could generate revenue that might offset the cost of their placement. Approving the proposed modified Design Guidelines as outlined in the new Section B could greatly alleviate current budgetary challenges for SORTA, a public transit agency. In addition, the advertising authorized under the new proposed Design Guidelines outlined in Section B is limited and specific, to the point where there is little risk of unsightly advertising based on the proposed modifications.

Since this item was initially tabled, SORTA has provided staff with an outline of steps that were taken to address Community Council concerns. From what SORTA has provided, staff believes that there has been sufficient community outreach to recommend moving the design guidelines changes forward.

CONSISTENCY WITH PLAN CINCINNATI:

The modified Design Guidelines are consistent with *Plan Cincinnati* (2012), particularly within the Connect Initiative Area and the Strategy to “Plan, design and implement a safe and sustainable transportation system” (page 135) and the additional Strategy to “Support regional and intercity transportation initiatives” (page 144).

RECOMMENDATION:

The staff of the Department of City Planning recommends that the City Planning Commission take the following action:

APPROVE the proposed changes to the *Public Right-of-Way Outdoor Furniture Design Guidelines* authorized under Cincinnati Municipal Code (CMC), Section 723-13, “Transit Stop Structures” of Chapter 723, “Streets and Sidewalks; Use Regulations”, to allow advertising on benches at all transit stops.

Respectfully submitted:



Jared Ellis, City Planner
Department of City Planning

Approved:



Katherine Keough-Jurs, AICP, Director
Department of City Planning

EXHIBIT A

Public Right-of-Way Outdoor Furniture Design Guidelines Authorized under C.M.C. 723-13, "Transit Stop Structures"

Street Furniture Included:

1. Transit Stop Benches
2. Transit Stop Shelters
3. Information Kiosks/Ticket Vending Machines

Purpose of Design Guidelines

The purpose of these guidelines is to provide approved standards for the design of benches and bus/transit shelters in the public right of way. The guidelines provide description of general design characteristics including required physical dimensions, material, color and style. The goal of these standards is to provide outdoor furniture throughout the city that is safe, consistent, and coordinated in its appearance and design, and that affords some flexibility for transit agencies to advertise at transit stops for additional operational revenue. Variance from these guidelines must be approved by the Director of Transportation and Engineering.

A. Transit Stop Bench Design Guidelines

Benches must meet the following guidelines:

1. Benches shall be constructed of painted or powder-coated metal, or other corrosion-resistant metal or composites. Wood benches may be permitted if the wood material is durable hardwood such as Ipe or Cypress. Wood material shall be certified by the Forestry Stewardship Council as harvested from sustainable forests. Vinyl-coated benches will not be permitted.
2. Metal benches shall be black in color unless otherwise approved by the Director of Transportation and Engineering, which permission shall be requested through the Office of Architecture and Urban Design of the Department of Transportation and Engineering (DOTE). Wood benches shall be natural. Stained finish may be approved if a maintaining agency is identified.
3. Temporary benches may be accepted by the Director of Transportation and Engineering provided a Revocable Street Privilege (RSP) is applied for and approved which includes a fixed expiration date for temporary benches. The expiration date shall be no more than one year. After such time, or in the event temporary benches are deemed unsafe to the public or complaints from the public are made, the applicant is responsible to remove the temporary structure and repair or replace any damaged public right of way sidewalk.
4. Benches may be divided into individual seats through the use of armrest/divider assemblies, where the applicant demonstrates or the City has identified a need to deter sleeping and loitering, or may consist of a singular bench seat.
5. Benches may be as short as two (2) feet, but shall be no longer than eight (8) feet, no deeper than thirty (30) inches, and no higher than thirty-six (36) inches.
6. Benches shall be anchored to the pavement.
7. Benches shall generally have a backrest, although a two-sided bench can be appropriate for certain installations, depending on the design intent.
8. Benches shall be designed with horizontal or vertical slats, no less than one (1) inch and no greater than two (2) inches in width, on all seat and backrest surfaces.
9. Benches shall be at least twenty percent (20%) open on all seat and backrest surfaces (for example: 2" slats with a ½" space).

10. No bench shall be placed in the public right of way without an RSP from DOTE providing approval for the bench itself and its location, in accordance with all RSP requirements.
11. Any conflicts in number and placement that arise between existing legally obtained benches and proposed new transit stop benches shall be determined by DOTE through the RSP process.
12. All proposed benches in the public right of way shall conform to ADA and PROWAG (Public Right of Way Accessibility Guidelines) requirements for accessibility in the public right of way.

B. Transit Stop Bench Advertising Design Guidelines

1. No advertising is authorized on any benches in the right-of-way except for benches located at transit stops applied for, installed, and maintained by a public transit agency.
2. Only a public transit agency is authorized to obtain an RSP for benches at transit stops that include advertising.
3. All benches at transit stops must conform to Section A, "Transit Stop Bench Design Guidelines," regardless of whether they include advertising. One minor exception is in paragraph 5(c) of this section.
4. The advertising panel shall in no way inhibit the use of the bench for sitting or extend in size beyond the actual bench backrest. No advertising panels are permitted on/within internal arms or dividers.
5. Advertising on benches at transit stops is authorized as follows:
 - a. Advertising panels may be affixed to or incorporated within the bench arms or end panels. Individually, these panels shall not exceed 324 square inches (2.25 square feet) and are only permitted on the legs or arms on the bench ends. No advertising panels are permitted on/within internal arms or dividers.
 - b. Although integrated advertising panels are preferred, advertising panels may be affixed to or incorporated within the bench back. The advertising panel or panels on the bench back shall not exceed 2,520 square inches (17.5 square feet). No single panel shall be larger than 30 inches by 84 inches.
 - c. For benches at transit stops where advertising is allowed, advertising on the bench back may cover it such that less than twenty percent (20%) of the surface area is open.

C. Transit Shelter Design Guidelines

Transit Shelters must be designed and constructed to meet the following guidelines:

1. Transit Shelters shall be constructed of structural steel or finished aluminum with stainless steel fasteners. Aluminum roof panels and extrusions for the canopy are acceptable. Polycarbonate roof panels are not acceptable.
2. All metal shall be factory finished with manufacturer's standard black or silver paint or polyester powder coat finish process. The shelter structure members shall be the same color. Other colors may be considered but must be approved by the Director of Transportation and Engineering.
3. Shelters shall be of a modular design with each module no more than ten (10) feet tall, twelve (12) feet wide/long and seven (7) feet six (6) inches deep, unless otherwise approved by the Director of Transportation and Engineering.
4. The shelters shall be straight, 2-post or 4-post single-bay or 3-post or 6-post double-bay (etc.) structure. 4-post shelters shall have the posts configured to reduce the shelter's encroachment into the sidewalk to the greatest degree practical.
5. The posts must be anchored to an engineered concrete foundation per manufacturer's recommendations. No surface mounted shelters shall be permitted, unless the applicant can

demonstrate an engineered thickened slab/sidewalk is sufficient to meet all structural requirements of the installation.

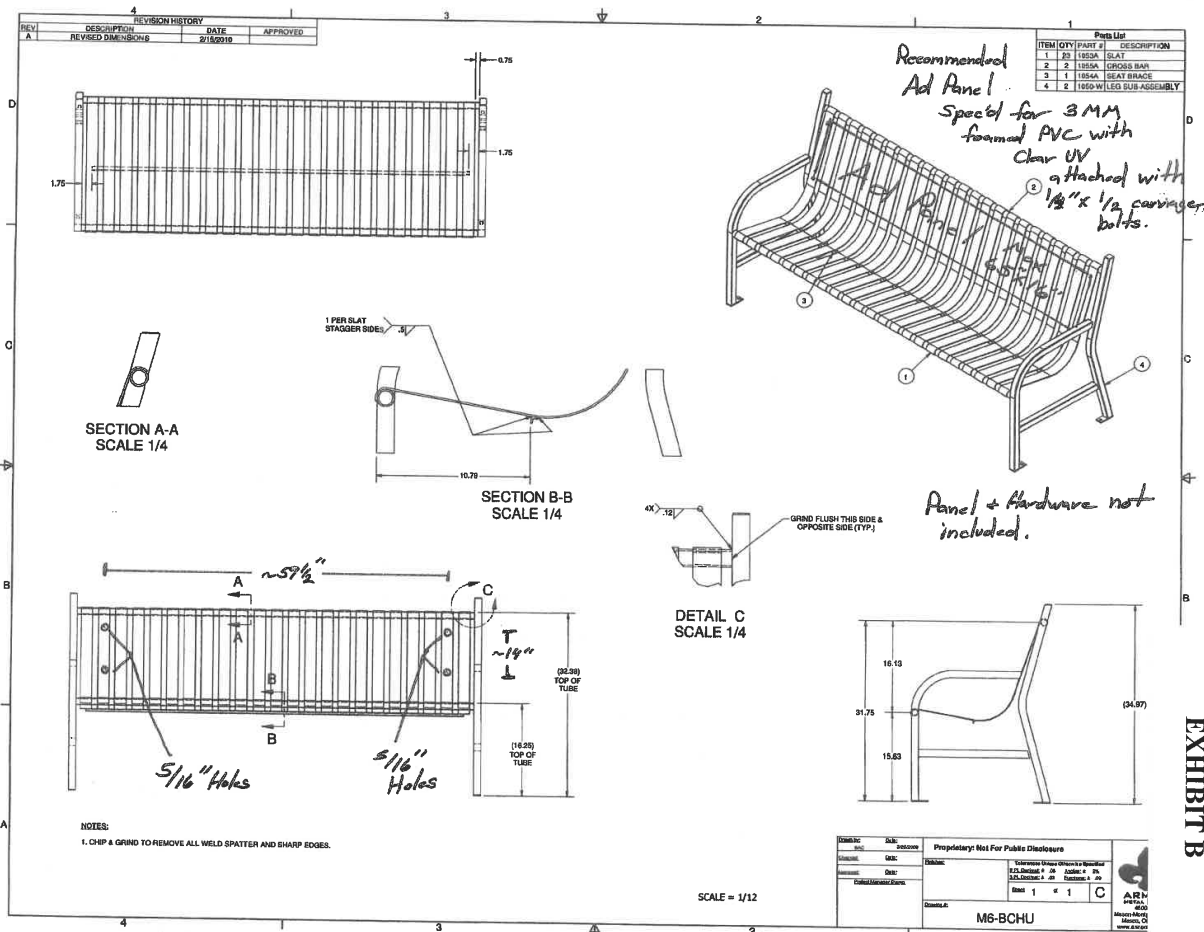
6. Shelters shall have rear and/or side walls. Where right of way space is limited, the walls may be eliminated.
7. There shall be a minimum of 48" from face of shelter (i.e., a shelter support or walls within 12" of grade) to back of curb to permit wheelchair access.
8. The shelter roof shall be a curved or shed canopy design.
9. Shelters shall have a thirty (30) inch by four (4) feet area of open floor space to accommodate one person in a wheelchair. The area surrounding the shelter must be ADA compliant and provide an accessible route to the bus boarding area and to the sidewalk.
10. Internal shelter lighting is desirable but not required. When lighting is included, shelters should have the option of integral solar-powered LED fixtures that are mounted unobtrusively within the canopy. Automatic light control and battery back-up are required.
11. Any (non-solar) electrical or telecommunications wiring required for the operation of bus shelters, including lighting and informational screens, should be run in underground conduit from the nearest utility pole or other service point. No aerial service is permitted. No new utility poles may be added to provide service to a transit stop shelter.
12. Advertising panels may be affixed to or incorporated within the design of the shelter. These panels shall not exceed 3856 square inches (24 square feet) per side and are only permissible on the shelter end or rear walls. Panels may be doubled-faced.
13. Internally illuminated and/or electronic advertising displays are permitted subject to review and approval by the Director of Transportation and Engineering for compatibility with the transit stop context and impacts on traffic safety. These panels shall not exceed 3856 square inches (24 square feet) per side and are only permitted on the shelter end or rear walls. Panels may not be doubled-faced. Illuminated/electronic advertising displays are prohibited in historic districts or zoning districts that are solely residential.

D. Information Kiosks/Ticket Vending Machines Design Guidelines

Information Kiosks/Ticket Vending Machines must be designed and constructed to meet the following guidelines:

1. Information Kiosks and/or Ticket Vending Machines (TVM) shall be constructed of structural steel, stainless steel, or finished aluminum with stainless steel fasteners. All exterior metal shall be factory finished with manufacturer's standard black or silver paint or polyester powder coat finish process. Structural members shall be the same color or internal to the kiosk/TVM. Other colors may be considered but must be approved by the Director of Transportation and Engineering.
2. Kiosks/TVMs shall be of a modular design with each module no more than eight (8) feet tall, three and a half (3.5) feet wide/long and two and a half (2.5) feet deep, unless otherwise approved by the Director of Transportation and Engineering.
3. Kiosks/TVMs must be anchored to an engineered concrete foundation per manufacturer's recommendations. No surface mounted shelters shall be permitted, unless the applicant can demonstrate an engineered thickened slab/sidewalk is sufficient to meet all structural requirements of the installation.
4. There shall be open space around every kiosk/TVM unit to facilitate its use by persons with disabilities. The area surrounding a kiosk/TVM must be ADA compliant and provide an accessible route to the transit boarding area and to the sidewalk.

5. Any (non-solar) electrical or telecommunications wiring required for the operation of the kiosk/TVM shall be run in underground conduit from the nearest utility pole or other service point. No aerial service is permitted. No new utility poles may be added to provide service to a kiosk/TVM.
6. Advertising panels may be affixed to, applied to, or incorporated within the design of the kiosk/TVM. These advertising areas are permitted on the kiosk/TVM side walls (1 or 2 sides) and shall not exceed 2070 square inches (14.5 square feet) per side, and on the kiosk/TVM rear wall (1 side) and shall not exceed 3725 square inches (26.0 square feet).
7. The aggregate advertising area for all permitted sides of the kiosk/TVM shall not exceed 7865 square inches (55 square feet).



The Bench

- Manufacturer: Armor Metal Group (local company)
- Powder-coated black slatted metal
- Size: 72" long x 24" deep x 34" high
- Ad size: 65" long x 16" high



Reinventing METRO



EXHIBIT C

Darryl Haley
Interim Chief Executive Officer
and General Manager
(513) 632-7690
(513) 632-7573 (fax)
dhaley@go-metro.com

Feb. 4, 2019

Dear Community Leader:

This letter outlines Southwest Ohio Regional Transit Authority's (Metro) plan to place benches at selected bus stops in the City of Cincinnati.

Bench Plan

- 50 benches from local manufacturer.
- Placed at bus stops within the City of Cincinnati that have a minimum of 25 daily passenger boardings, where no current bench or shelter exists.
- Benches comply with the City of Cincinnati Transit Stop Guidelines regarding size, materials and appearance (attached.)
- Bench locations must comply with the City of Cincinnati's permit process.
- Benches will not be placed at locations that already have benches installed by the community.
- The City of Cincinnati will not be removing non-compliant or unapproved advertising benches until a SORTA bench has been installed.
- Benches will not have commercial advertising initially, but SORTA plans to add advertising to offset purchase and maintenance costs for any future benches purchased.
- All advertising placed on benches will be fully compliant with the City of Cincinnati's Transit Stop Guidelines and also with the advertising policy adopted by the Southwest Ohio Regional Transit Authority Board of Trustees (SORTA's ad policy is attached.)

Community Involvement

A presentation about SORTA's bench program will be made at the upcoming Cincinnati Neighborhood Business Districts United (CNBDU) meeting on Friday, Feb. 8, 2019 at 8 a.m. in the Centennial II office building, 805 Central Ave., Cincinnati OH. Communities may also request individual presentations by calling 513-632-7520.

Thank you.

Sincerely

A handwritten signature in black ink that reads "Darryl Haley".

Darryl Haley
Interim CEO & General Manager

- On April 16th SORTA made a presentation about the proposed bench program to the CUF Community Council. Some of meeting attendees expressed concern about additional advertising in the public right of way. There was a general consensus that if SORTA allowed community council's the ability to "sponsor" a bench the community would have no objections to SORTA's bench program. A 'sponsored" bench would allow the community council to keep the bench free of advertising.
- SORTA have not received a response to our e-mails from the Pleasant Ridge Community Council. New non-advertising benches have been placed at the bus stop on Montgomery Road near Woodford. This bus stop had been identified as a candidate for a SORTA bench. Per the proposed city guidelines, SORTA will not place a SORTA bench at a location that has a compliant non-advertising bench.
- SORTA has received relatively little public feedback to the bench program. The public reaction that we have received has generally been favorable. Some people have stated that they like the benches but they would prefer no advertising on the benches.
- We only received four comment forms, 3 at the public meetings and one online. The written comments were fairly consistent with the public comments we received at the meetings. The benches are appreciated, but there is less enthusiasm for advertising.

SORTA is willing to allow communities, businesses or individuals the opportunity to sponsor a SORTA bench at a transit stop in order to keep the sponsored bench free of advertising.

The proposed changes to the city transit stop guidelines would provide SORTA with the ability to provide seating at well used bus stops and allow the replacement of non-compliant advertising benches with SORTA benches that meet the city specifications.

SORTA appreciates the City Planning Commission's consideration of the changes proposed to the city outdoor furniture guidelines. The proposed changes would allow SORTA to provide benches at selected transit stops and to receive advertising revenue to offset the cost of the benches.

Thank you.

Sincerely

A handwritten signature in cursive script that reads "Darryl Haley".

Darryl Haley
Interim CEO & General Manager

EXHIBIT D



Darryl Haley
Interim Chief Executive Officer
and General Manager
(513) 632-7690
(513) 632-7573 (fax)
dhaley@go-metro.com

April 18, 2019

Dear Cincinnati City Planning Commissioners:

On January 18, 2019 the City Planning Commission (CPC) reviewed a proposed change to the city's *Public Right-of-Way Outdoor Furniture Design Guidelines*. The proposed change was to increase the size of the advertising permitted on benches at transit stops. At the meeting the CPC requested that SORTA conduct public outreach about the proposed change.

The following is a brief description of the public outreach efforts performed by SORTA staff in response to the CPC request.

- On February 4, 2019 SORTA sent letters via e-mail to all community councils in the city informing them of the bench program and offering to make a presentation about SORTA's bench program at a future community council meeting, upon request. A copy of the letter is attached.
- SORTA made a presentation about the bench program at the Cincinnati Neighborhood Business District United (CNBDU) meeting on February 8, 2019.
- SORTA conducted a public meeting about the bench program on March 5, 2019 from 5:00 to 7:00 p.m. in SORTA's Board Room in downtown Cincinnati. Two local television stations were at the meeting. A copy of the presentation shown at the meeting is attached.
- SORTA was at the Neighborhood Summit on March 16, 2019 at the Cintas Center.
- A bench was available for inspection at both the public meeting and the Neighborhood Summit.
- On March 26th SORTA sent follow-up e-mails to the CUF Community Council and the Pleasant Ridge Community Council requesting comment and again offering to make a presentation about SORTA's proposed bench program to the community council.
- On March 30th SORTA received an e-mail from the Westwood Community Council requesting a bench be placed at the bus stop on southbound Boudinot Avenue near Glenhills Way.
- On April 2nd, at the request of the City of Cincinnati Planning Department, SORTA sent a follow-up e-mail to the Westwood Community Council requesting comment about SORTA's bench program and offering to make a presentation about the bench program to the community council.

Ludlow Ave.

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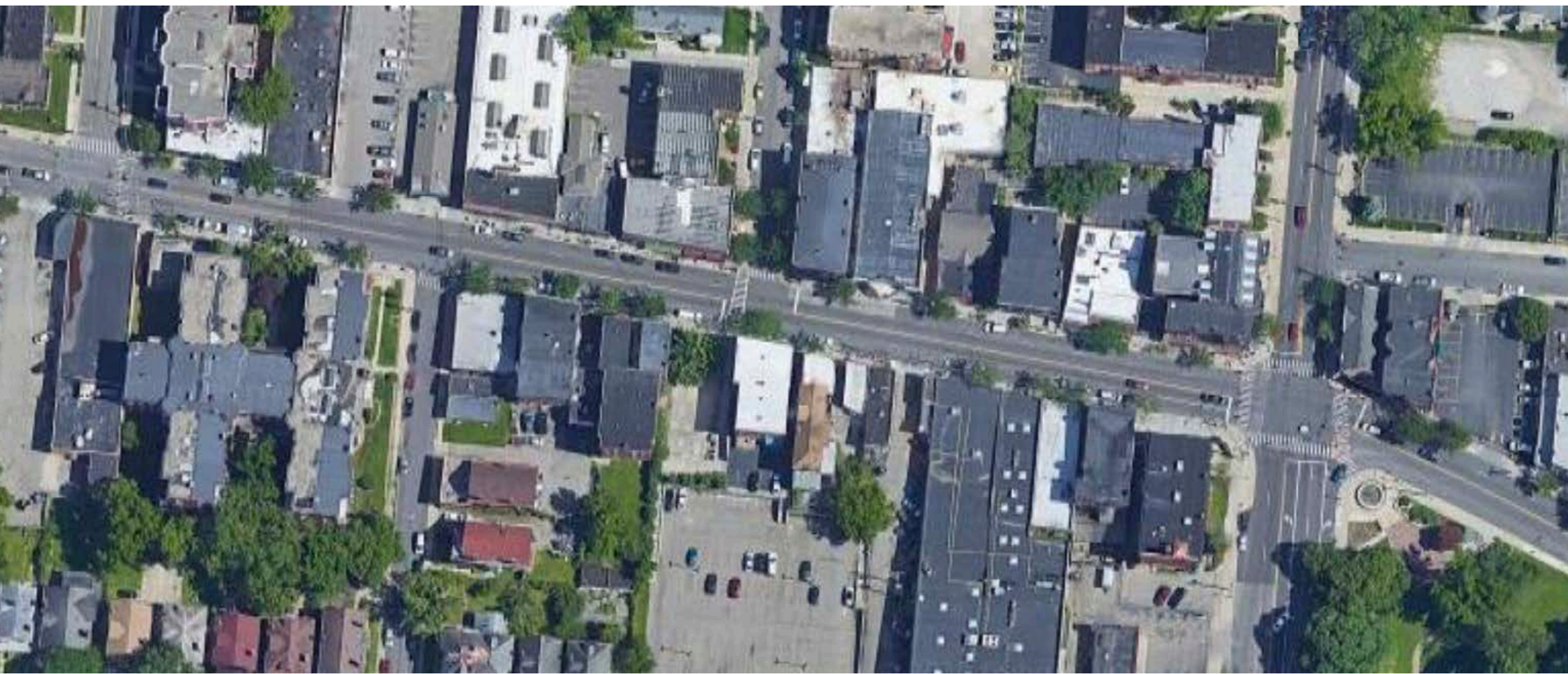
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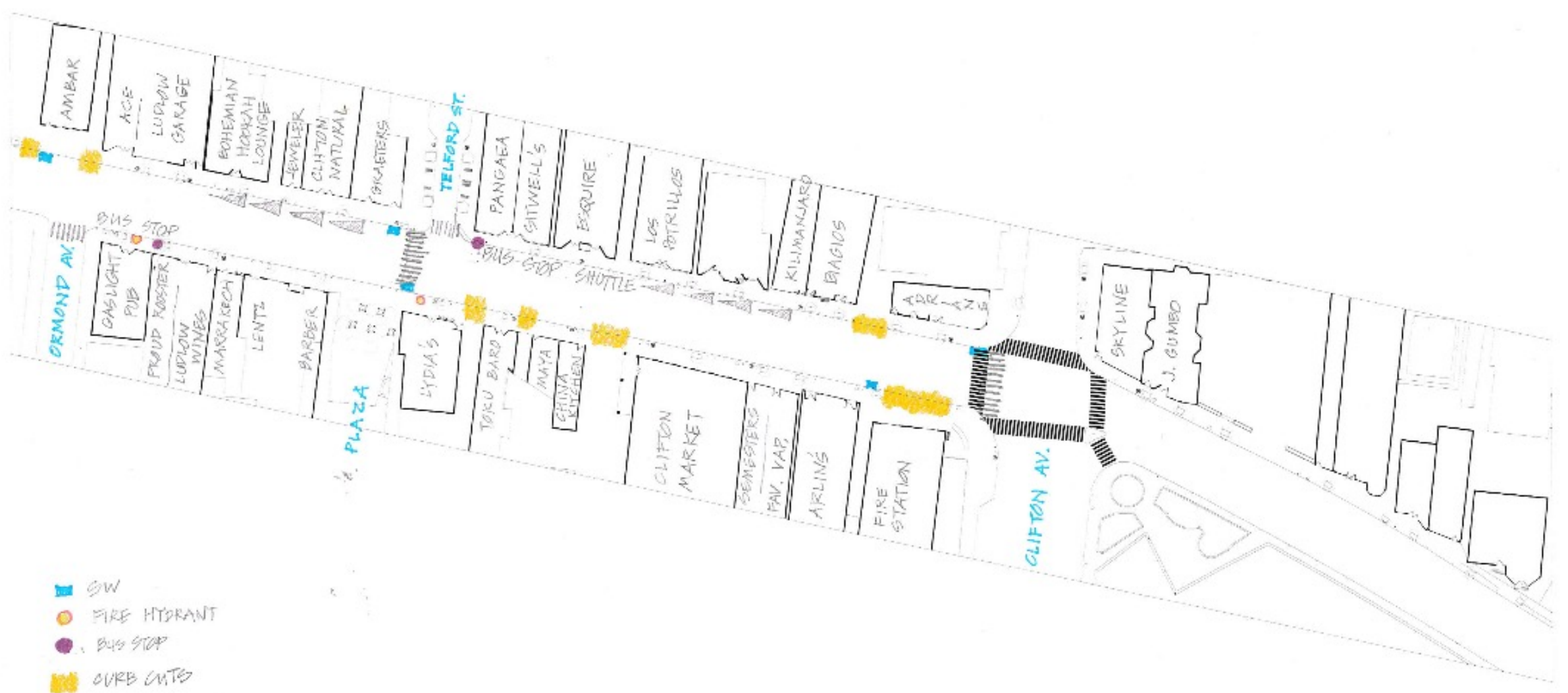
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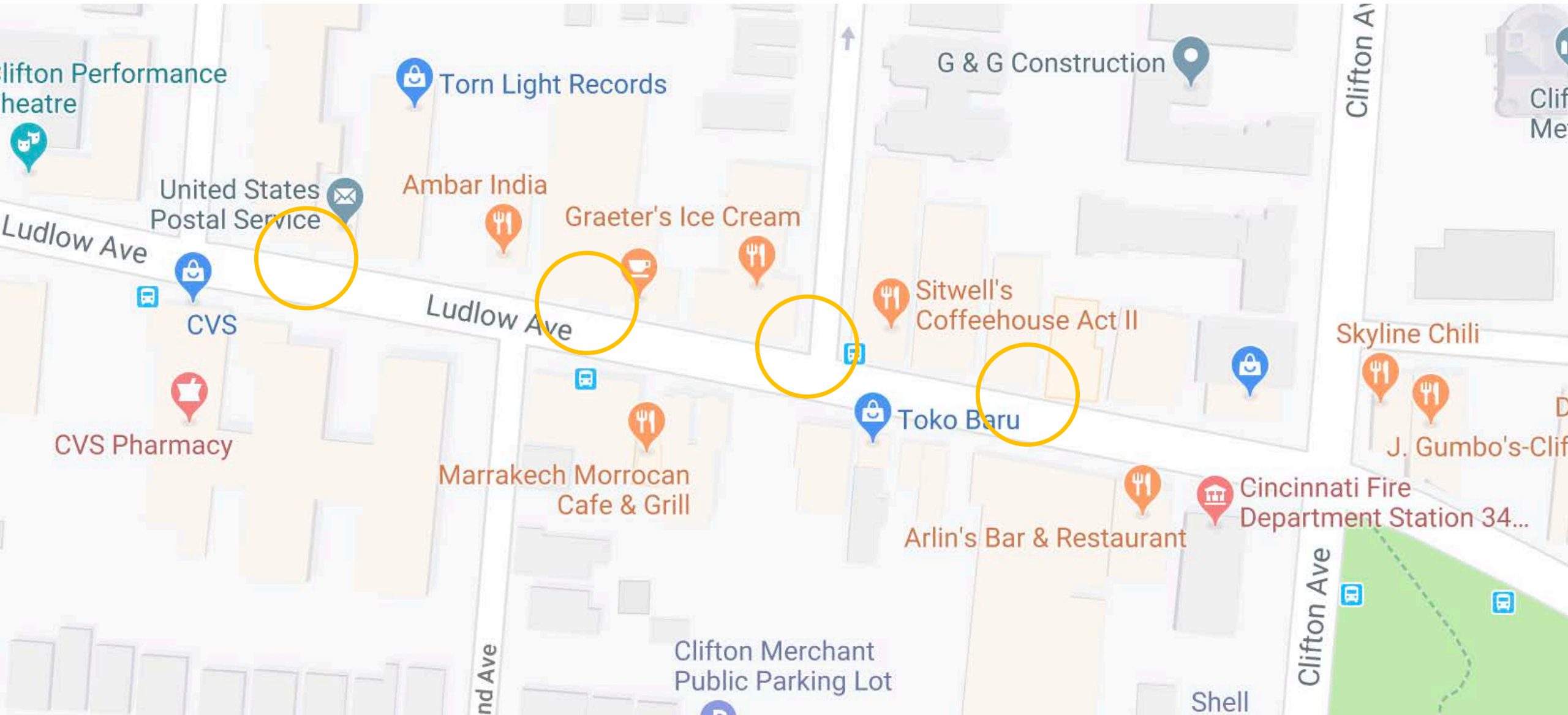
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Torn Light Records

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United States Postal Service

Ambar India

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Ludlow Ave

CVS

Ludlow Ave

Sitwell's Coffeehouse Act II

Skyline Chili

CVS Pharmacy

Toko Baru

J. Gumbo's-Clif

Marrakech Moroccan Cafe & Grill

Arlin's Bar & Restaurant

Cincinnati Fire Department Station 34...

Clifton Merchant Public Parking Lot

Shell

Clifton Ave

nd Ave

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