

Anderson Trails/Walkways

2013

Update

A Plan for 1999 & Beyond



Developed by the Anderson Township
Transportation Advisory Committee
Adopted by the Board of
Township Trustees of Anderson Township, OH
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OVERVIEW

The 1993 Anderson Township Transportation Plan and the 1986 Sidewalk Plan identified the needs for walkways, bike ways, and trails to facilitate non-vehicular movement and provide ready access to locations such as schools, post office, parks, retail centers, libraries, recreational facilities, health centers, and mass transportation.

As a legacy of the Anderson Township Bicentennial celebration, the Anderson Trails concept recognized the need and began the process to provide the links to connect desired destinations with areas which have existing walkways or are otherwise regarded as safe for pedestrians or bicyclists. Another goal of Anderson Trails is improvement of the quality of life and community spirit by allowing leisurely movement between neighborhoods.

The completion of several projects over the last eight years has resulted in positive feedback from citizens. Recent Township and Park District surveys and comments by individuals indicate strong political demand for the opportunity to safely enjoy leisure or recreational walking or bicycling. The completed sections have improved access to facilities and “liberated” people from confined neighborhoods. To date, over 15 miles of sidewalks and trails have been built since the levy was passed in 1998. In addition, the Township is currently engaged in sidewalk projects throughout the community including segments on Salem Road, Clough Pike (two projects), Eight Mile Road, as well as a multi-modal trail, the Little Miami Trail. Several of these projects are being financed by Federal Transportation Grants.

Many residential areas, long existing as well as newly developed, have sidewalks constructed by the developer. Also, zoning incentives are in place to encourage sidewalks on commercial property for new construction or redevelopment. For the best utilization of these sidewalks, links between them are necessary. The links which are most needed are along the older roads controlled by Hamilton County and which are principle parts of the roadway network for the Township residents and businesses. To date, walkways along those important connections have been achieved only by Township initiated action and funding. Links along Beechmont Avenue are vital to this connectivity and are proceeding as separate projects consistent with the Beechmont Corridor Plan.

The Anderson Trails Plan Subcommittee of the Anderson Transportation Advisory Committee has reviewed the 2009 Update to the Anderson Trails Plan document taking into account comments from the public as requested in the *Anderson Insights* newsletter and from e-mail and phone calls generated by an article appearing in the *Forest Hills Journal*, as well as new developments and new opportunities. The Subcommittee also considered geographical balance in the development of the recommendations contained in the Anderson Trails Plan Priority Ranking Report as well as developing the plan with the concept of getting the “biggest bang for the buck”, meaning the greatest number of residents gain access to specific destinations or other neighborhoods for the least cost. Finally, for the 2013 plan, additional information is being discussed, including widened berms or shoulders and natural trails. With these concepts in mind, the Transportation Advisory Committee presents this revised plan for approval and incorporation into the Anderson Plan.

INTRODUCTION TO DATA ON WALKWAY IMPROVEMENTS

When this plan was first assembled by the volunteer Transportation Advisory Committee (TAC) in the spring of 1998, the intent was to identify and record specific possible sites from the general recommendations in the earlier Transportation Plan. Locations were inspected and data was gathered to determine the benefits that new walkways, bike ways, or trails would provide to the residents.

Furthermore, it was believed such a document could help create an awareness of the following goals:

- Integration of walkways into ALL planning as the Township develops and evolves, consistent with the 1986 Sidewalk Plan.
- Development of a plan for on-going funding of this type of infrastructure improvement.
- Creation of public recognition of the benefit and support of funding methods which may be developed.

Developed on the basis of 1999 forecast of needs, the original plan was intended as a long range guide to help progressively improve walkway infrastructure by integration into annual planning and funding decisions and other opportunities prompted by related infrastructure improvements or land developments.

To provide a starting point for the comprehensive long range plan, the original document included an initial list of locations where linkage walkway could give high benefit to cost ratios. Although all such projects will require professional services for design and costs estimates before funding of each, preliminary cost estimates (based upon observation, limited prior data, and without evaluation of utility changes or property/easement costs) are presented for comparison of locations and for indication of magnitude of funding a long range plan.

A subcommittee of TAC has reviewed the original plan in the spring of 2002, 2005 and 2009 to evaluate potential changes or additions. The impacts of additional development, upgraded parks, schools, etc. were all considered in the review. After collecting the new information, additional sidewalk or trails segments were added to the plan and the priority ranking formula was applied to all segments that were new or had revised data. The following pages include the Priority Ranking Report, and a map overview of the higher priority sidewalk segments detailed in the Ranking Report. Not included in this report are sidewalks on Beechmont, regional trails projects, grant funded projects with sidewalk elements or sidewalk projects planned for construction during 2013 and 2014.

WALKWAY PRIORITY RANKING REPORT

As outlined earlier, a subcommittee of the Anderson Township Transportation Advisory Committee met throughout early 2013 to revisit the walkway segments and ratings that accompanied each segment. As in 2009, the research from this subcommittee also incorporated new segments that were not previously part of the Anderson Trails Plan, and the committee dropped some segments from the previous plan, because of high cost to benefit factor, or duplication of other planned segments. With this information, the following priority ranking report was prepared.

In this report, 46 sidewalks, off road trails, natural trail segments and expanded shoulder, were identified and studied. These segments are organized as sidewalks, shoulders and natural trails, subdivided under seven headings listed as follows (please note that in past reports the ranking listed projects that are currently scheduled for construction or being engineered; however, these are no longer part of the plan document):

- PROJECTS WITH HIGH RANK
- PROJECTS WITH MEDIUM RANK
- SPECIAL PROJECTS OR SPECIAL PROJECTS DUE TO LARGE COST

Other headings contained on this ranking sheet are as follows:

- Distance – Estimated distance in linear feet of the project or segment.
- Costs – Anticipated costs of the project. These figures attempt to account for the terrain and other structure costs, but are only estimates. The Township may choose to enlist the services of an Engineering firm to prepare estimates and compare with the figures in this report, all in an effort to obtain the most realistic anticipation of the projected costs.
- Approximate # of Homes– Utilizing GIS mapping, this figure attempts to identify the number of potential housing units that could utilize the trail. In many cases, this figure counts all houses within the general area of the walk, but this distance may vary due to terrain or other factors. Also, this count attempts to identify apartments or condominiums as separate housing units.
- Points – Indicates the weighted values of parks, schools, recreational facilities (such as the Five Mile or Ohio River Trail), shopping districts, public transportation facility, or other landmarks that will be served by the project.
- Benefit Factor – The project rating based on a formula that weights a number of the categories addressed above. The specific formula is discussed or outlined in the Appendix.

WALKWAY PROJECTS EXCLUDED FROM PRIORITY RANKING SHEET AND ASSOCIATED WITH SPECIAL PROJECTS

Anderson Township is currently involved in a number of regional trail or walkway projects, and has received grant funding for the study and or construction of each of these facilities. Thus, due to the presence of a funding mechanism other than the Anderson Township Road Levy or Tax Increment Financing (TIF) funds, or the fact that they are currently being studied independent of this plan. A summary of these projects, and their status, is as follows:

- **Beechmont Sidewalks** - As outlined in the Beechmont Corridor Plan, the Township is actively involved in the construction of sidewalks and other paths along the Beechmont corridor to help improve pedestrian safety and accessibility in Anderson's primary business district. Construction of the first major sections of sidewalk, those between Tallberry and Five Mile Road on both the north and south sides occurred in 2005 and 2007. Other sections of sidewalk along Beechmont will be constructed through a combination of private and public funds (those allocated through Tax Increment Financing funds for Beechmont improvements). Looking forward, one segment that will be a priority on Beechmont will include improvements along the south side of Beechmont Avenue, between Shangrila Drive and Forest Roads. These walks will facilitate pedestrian connections at the Five Mile and Beechmont intersection with the forthcoming Continuous Flow Intersection (CFI). Finally, future sidewalk construction will occur with private developments and the Township will attempt to work with such construction to facilitate the connections made possible through these new walks.
- **Ohio River Trail** – The Ohio River Trail is a 14+/- mile multi-modal trail linking the City of Cincinnati from Lunken Airport through Anderson Township and terminating in the Village of New Richmond. With the guidance of the Ohio Kentucky Indiana Regional Council of Governments, and participation of each jurisdiction along the corridor, a yearlong study of this route concluded in 2000. This study identified the costs of various routes and identified a preferred alignment. While additional detail study of this corridor is progressing, each jurisdiction, including Anderson Township, is now moving forward with its own implementation strategy. Similarly, other jurisdictions are also studying and moving forward with segments within their community, but each working closely with the others as part of the Ohio River Trail Planning Committee. The first phase of the Ohio River Trail is a 1.4 mile segment in Anderson Township between Sutton and Five Mile Road, with the alignment on the north side paralleling Kellogg Avenue. It was built in 2010/2011.
- **Little Miami Scenic Trail** – In the summer of 2008, Anderson Township and the Hamilton County Park District received a Federal Transportation Congestion Mitigation and Air Quality (CMAQ) grant to extend the Little Miami Scenic Trail south from the Little Miami Golf Center along a route paralleling State Road 32, to a new trailhead or future trail segment (coming north from Beechmont) at Clough Pike. With this funding in place, and construction scheduled for 2014, this project is not included in this Plan, nor are future extensions of this Trail

through Anderson south of Clough and possibly in the Elstun Road corridor. Regional efforts will continue to complete this trail through Anderson Township and ultimately connect to Lunken Airport.

- Clough Pike – In the summer of 2008, Anderson Township received a Federal Transportation Congestion Mitigation and Air Quality (CMAQ) grant to make improvements within the Clough Pike Business District, between Newtown Road and Berkshire Road. This project will entail roadway improvements, driveway changes, and the installation of a sidewalk along the north/east side of this roadway. This project is scheduled for 2013 and is therefore excluded from the Plan. Connecting walks, such as those on Bartels, however, which are not part of the grant, remain in this Plan.
- Wolfangel Road - This sidewalk segment has been requested by a great number of residents in Anderson Township, both living along Wolfangle Road as well as residents who live to the north of the State/Wolfangle intersection. It creates a connection for the neighborhoods of Emerald Glade, The Commons, Wolfangle Farms, and Anderson Oaks with the Anderson Trails Network and destinations associated with it including the Anderson Public Library, the Five Mile Trail, and The Beechmont Business District. This segment also creates a shortcut connection to the Beechmont Business District east of The Anderson Towne Center for residents who want to use a Wolfangle sidewalk instead of using the Five Mile Trail. In 2011, Anderson Township commissioned preliminary engineering for this project. Because of the cost estimate of over \$500,000, Anderson Township has applied and received a grant to leverage local funds to build this important project.

BICYCLE IMPROVEMENTS

Among the maps prepared with the original plan was an overall Anderson Township map with bicycle routes as well as walkways. The bicycle routes represented data from the 1993 transportation plan rather than results of the study for this Anderson Trails Plan.

It is believed the walkways or sidewalks suggested in the original plan may be used by bicyclists, especially youngsters. In locations, proposed walkways coincide with the bicycle routes of earlier bicycle plans. In some other locations where walkways have not been proposed due to a low benefit/cost ratio, it is believed that widening a road berm to facilitate a bicycle route could be used by pedestrians in lieu of walkways.

It is not the intent to omit or minimize the popularity or usefulness of bike routes, but they were discussed in previous updates as Anderson Township funds have primarily been used to make improvements adjacent to, not on, county roadways. The funds necessary to upgrade county roadways for bicycle or jogging lanes are quite large and the Township's road levy monies may not be able to be used on county roads. In addition, the funds to be devoted to such improvements are stretched much further when lanes are discussed with major roadway improvements.

Thus, historically the TAC has instead worked closely with the Hamilton County Engineers Office and the Ohio Department of Transportation to ensure that bicyclists are accommodated in roadway reconstruction. However, the TAC has developed a bicycle network, using information from the Regional Bike PAC, local cycling organizations, and OKI to identify some loops and other linear connections within the Township to major destinations, as well as regional routes that transgress the community. Many of these same roadways are also identified in this Trails Plan for shoulder improvements, which would be not only to the benefits of cyclists, but also runners, walkers, etc. who uses these same corridors. The TAC is now working with the Hamilton County Engineers Office and public utilities that often pay for road resurfacings after major construction projects facilitate smaller scale improvements along these roadways, such as additional pavement on shoulders, bicycle signage, and identification of problem situations (sewer grates, potholes, etc.) that affect such users.

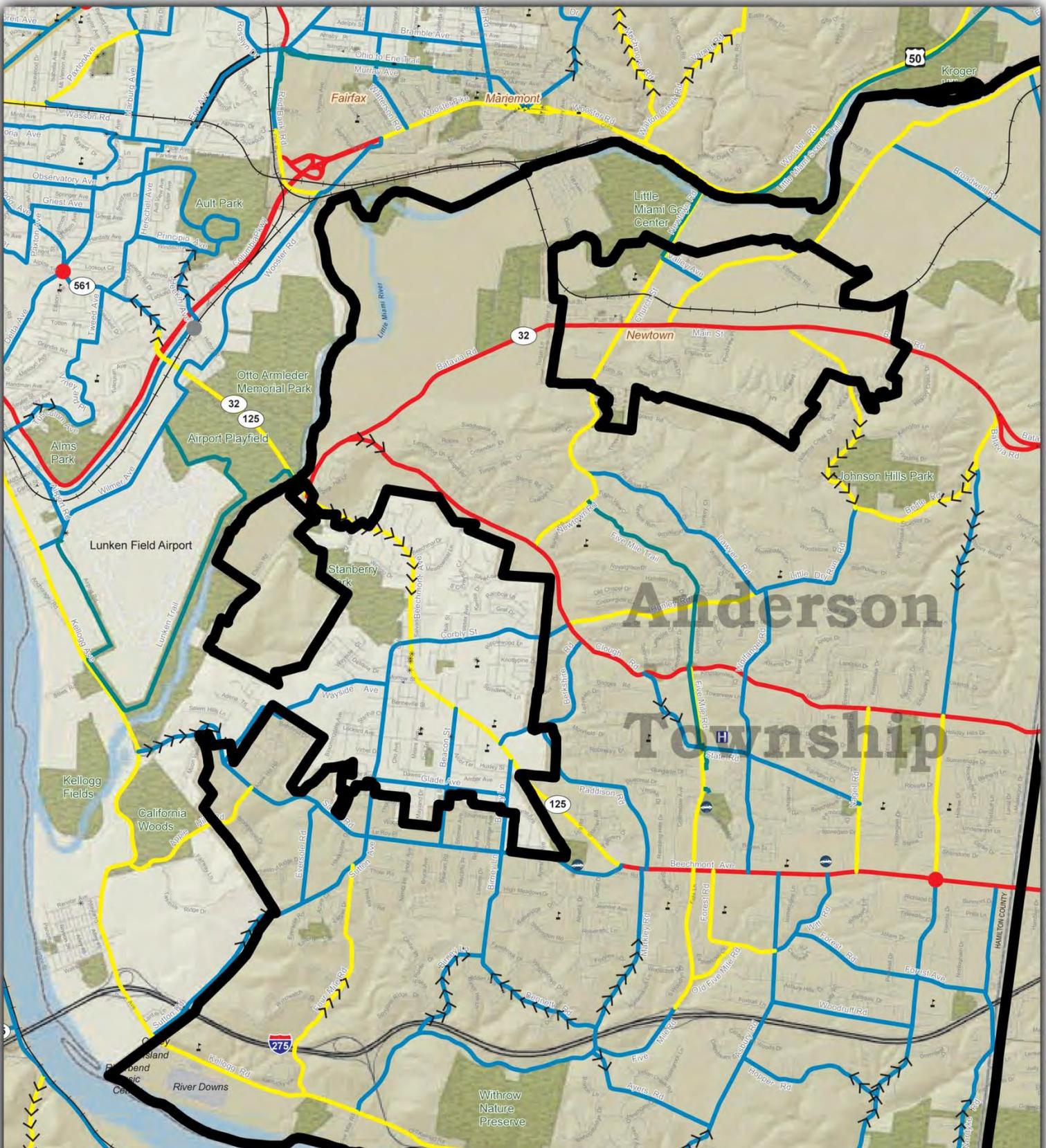
It is hoped that the TAC plan of priorities can be integrated into all infrastructure improvements, rehabs or maintenance. It seems desirable to combine bikeways and walkways wherever usage is compatible, terrain permits, and sufficient right of way is available. It is also hoped that any consultant or agency designing projects will work with TAC early in their work to integrate all type of trails, walkways, bicycle routes, and all types of infrastructure improvements. However, such an implementation activity, whether it be as small as denoting bicycle routes, or as extensive as adding pavement widths and lanes to road improvement projects, will take the cooperation of the Hamilton County Engineers Office. The Township continues to work with the Hamilton County Engineers Office to develop a feasible plan to create expanded berms in the Township.

As discussed above, in the original 1999 Trails Plan, as well as in subsequent updates, there was discussion about the need for bicycle improvements within the Township.

Suggestions relating to this ranged from improved roadways, such as what is discussed above, and bike route signage, to dedicated bike lanes and multi-use trails. While the Five Mile Trail, present first segment of the Ohio River Trail and forthcoming Little Miami will provide accommodations for bicyclists, and such users will also benefit from roadway expansions, the TAC felt the need to identify some key areas in which bike route efforts need to be focused in the coming years. These roadways are as follows, and were selected due to their existing high bicycle usage, connections to the Anderson Trails system, and role with regards to providing linkages from Anderson Township to forthcoming regional trails along the Little Miami and Ohio Rivers:

- Roundbottom Road – Village of Newtown to Clermont County
- Salem Road – City of Cincinnati to Beechmont Avenue
- Beechmont Avenue – Cincinnati Corporation Line (Birney Lane) to Clermont County Line
- Five Mile Road – Nimitzview Drive to Kellogg Avenue (Ohio River Trail)

The suggested improvements for the aforementioned roadways vary, and could include at a minimum installation of bike route signs and other infrastructure changes such as changing of storm drain inlets to be bicycle friendly or improved lane striping. Many of these recommendations are discussed in more detail in the Ohio Kentucky Indiana Regional Bicycle Plan, and the improvements for a given area could vary depending on the environment. Thus, it is hoped that within the next five years, several bicycle routes will be marked, and future road projects will incorporate either bike lanes or wider shoulders that provide a safe environment for cyclists or joggers. The full map of suggested bicycle routes in Anderson Township appears on the following page, and is based on the regional connections identified on the OKI Bicycle Plan.



Anderson Township

Anderson Bike Route Guide

Legend

- | | | | | | | |
|--------------------|---------------------|-----------------------|-----------------|------------|-------------------|---------------------------------|
| Preferred Routes | Use With Caution | Not Recommended | Shared Use Path | Bike Lane | Signed Bike Route | Memorable Hills (Points Uphill) |
| Pedestrian Bridges | Difficult Locations | Cincinnati Bike Racks | College | Schools | Hospital | Park & Ride |
| Interstate | US Highway | State Route | County Road | Local Road | Railroads | Jurisdictions |
| County Boundaries | Surface Water | Parks and Preserves | Cemeteries | | | |



Tips For Using This Map

The Cincinnati Bike Route Guide was prepared by the Ohio-Kentucky-Indiana Regional Council of Governments with assistance from the Cincinnati Department of Transportation and Engineering, the Cincinnati Bicycle/Pedestrian Advisory Committee, members of the Cincinnati Cycle Club and other area bicyclists.

This bike route guide indicates city streets actually used by area bicyclists and **recommended to other adults** for bicycle travel. These streets, including the signed bike routes, are shared with motor vehicles and have no special provisions for bicycle travel unless classified as with bike lanes or as a separate shared use path. Cyclists should use appropriate safety precautions and obey the rules of the road.

The roadway classifications reflect **general conditions** – not rush hour conditions. Most routes will have more traffic during rush hours (7:00 – 9:00 AM and 4:00 – 6:00 PM weekdays). Some routes are better in one direction than another.

Recommended bicycle routes are in **blue** and are city streets preferred by local bicyclists. In some cases, a blue route is the best of several alternatives, e.g. Central Parkway and Riverside Drive (Eastern Ave.).

Alternate bicycle routes are in **yellow** and require greater rider precaution because of either traffic or terrain or because they are narrow. They are often the only way to reach some destinations by bicycle.

Not recommended routes are shown in **red** and are streets where bicycling is allowed, but local bicyclists do not recommend for bicycle travel. They may also be the only way to reach some destinations by bike.

Bike lanes are four to five foot wide lanes striped on each side of the roadway which are designated exclusively for bicycles by pavement markings. Examples are Erie Avenue between Ashworth and Rosslyn, and the Eighth Street Viaduct.

Signed Routes are designated by green and white “Bike Route” signs often with destination directions. Along signed bicycle routes you may find special provisions such as bike lanes or wide shared lanes. Otherwise, these are roadways shared with motor vehicles that are suggested routes to destinations.

Shared use paths are separate facilities for non-motorized travel, bicyclists and pedestrians, that are not shared with motor vehicles. Examples in Cincinnati include the loop recreational trails at the Dunham Recreation Center on the west side and the Lunken Airport Bike Path on the southeast, and the Little Miami Scenic Trail.

Memorable hills are ones which local bicyclists say that they remember at the end of their rides! In general, the terrain in the Cincinnati area is hilly as shown on the map. Most memorable hills go up from the river valleys (e.g. the Ohio River, Mill Creek and Little Miami Rivers) to the upper plateaus.

Difficult locations are intersections or other locations that are especially challenging for bicyclists.

Pedestrian bridges: There are many pedestrian bridges and stairways in Cincinnati used to cross barriers such as the hillsides, streams and expressways. Those shown on the map are used by local bicyclists to make connections from one place to another.

Transit: All buses operated by Metro in Cincinnati and the Transit Authority of Northern Kentucky (TANK) are equipped with front mounted two-bicycle racks. Use of the racks is free with a paid fare.

We hope that you will enjoy bicycling in Cincinnati and that this map will help you in your travels around the city.



INTRODUCTION TO DATA FOR COMPLETE STREETS

In the 2009 Trails Plan Update there was discussion on the need for roadway improvements, such as shoulder widening, which would advance the concept of Complete Streets in Anderson Township (a complete street is a roadway that serves all transportation modes, including bicycles, pedestrians, etc.). At that time, comments were made regarding the importance of allocating funding and identifying projects for roadway widening, and subsequent to this the Board of Township Trustees identified annual funding for this type of improvement. The intent was that these funds would be used for widening in areas of the Township where the density of housing was not high enough to warrant sidewalks, or where walks would not be consistent with the character of the area. It was also hoped that these funds could be used in repaving projects by the Hamilton County Engineer or area utility providers, to add roadway width with their restoration efforts. The first use of these road widening funds for this purpose occurred in 2008 on Eight Mile Road, between Woodruff and Greenleaf, consistent with the Anderson Trails Plan.

With this Trails Plan Update, the TAC has devoted more attention to such roadway improvements, and the resulting recommendation of Anderson Township priority projects will mix both traditional sidewalk and trails with such improvements. The TAC completed an in depth study of many Township roadways to arrive at possible shoulder improvement projects, and then ranked these projects using many of the same criteria used for Anderson Trails sidewalk improvements. These areas were then studied in more detail in an attempt to ensure that such projects helped to foster a geographic distribution of Trails improvements, and efforts were made to use roadway widening to achieve connections to regional trail networks, such as the Little Miami and Ohio River Trails.

The priority listing of these improvements occurs on the following pages. It is important to note that this list reflects only those areas where Anderson Township may initiate projects. Thus, the Township should continue its policy to help coordinate and encourage roadway shoulder widening with the County Engineers Office and utility providers, when those agencies resurface area roadways.

NATURAL TRAILS

In the spring of 2008, Anderson Township hired the University of Cincinnati School of Planning to conduct a variety of studies in the Township. The Graduate Students were engaged in a number of planning activities for Anderson Township, including an assessment of the Anderson Trails program, an analysis of the land use and zoning in the Township's floodplain areas, and a storm water analysis for Anderson Township. While Trails were addressed in all three studies, the content of the Anderson Trails assessment provided some important recommendations for the future of the Trails program. This document was then used by staff and the TAC in the Trails Plan update, to identify recommendations for future links, trails, etc.

One area, in particular, which has not been a focus of Trail planning in the past, involves the facilitation of natural, often unpaved trails. Such trails can provide important neighborhood connections to the Trails network of destinations and due to their surrounding natural environment, typical asphalt or concrete trails may not be keeping in context with the surroundings (or prohibited, in the case of Township Greenspace properties). Thus, in these areas consideration should be given to the modest improvement of existing trails with mulch, or establishment of future connections, that could range from improved mulch to some sort of natural paver or eco-friendly dust free surface to facilitate their usage.

With this Trails Plan Update, the TAC reviewed a myriad of connections, including traditional sidewalks and trails, roadway widening, and natural connections such as these. While these were not ranked according to a priority system, like sidewalks, this effort resulted in the following listing of possible connections:

- Rowanta Drive to the Five Mile Center shopping/office area through Anderson Township Open Space
- Shangrila Drive to Nimitzview Drive through Anderson Township Greenspace
- "All About Kids" Property on Five Mile Road connecting Forest Road to Five Mile Road @ Nimitzview Drive
- Heritage Center Property at Eight Mile and Forest to Ayer Elementary School through Anderson Township Greenspace and Forest Hills School District property.
- Anderson Township Greenspace Parcel at the end of Wyndwatch toward Sutton Road.
- The end of Forestlake Drive, along Hamilton County and Anderson Township open space and Anderson Greenspace to Eight Mile Road near Stony Bridge Drive.
- State Route 32 and Clough Pike, Anderson Township Greenspace at old farm road entrance.



TRAIL AMENITIES & SAFETY

The University of Cincinnati School of Planning study of Anderson Trails, which was referenced earlier and conducted during the spring of 2008, also identified the need for trail amenities or safety improvements to help the use of the Anderson Trails system. Some of the key safety concerns involve trail crossings of busy roadways. A trail crossing study was prepared by the TAC and Township staff several years ago, which identified possible improvements for many of these locations. In fact, this study was the catalyst for a Safe Routes to School grant, which was funded by ODOT in 2008, to introduce these improvements at school area crossings.

However, the study also discussed other strategies, such as traffic calming techniques, which may help lower the speed of traffic in high pedestrian areas. In the past, progress has been made with this situation, as the Township worked with the Hamilton County Engineers Office and Forest Hills School District to expand a school zone on Little Dry Run east of Wilson Elementary, and also install a new school zone on Forest Road in front of Ayer Elementary. In 2013, Anderson Township is partnering with Hamilton County Engineer's Office on the Salem Road Corridor Project, to add approximately 1000 feet of sidewalk, enhanced pedestrian crossing systems and repaved and restriped roadway to calm traffic and rationalize vehicular movements through the corridor. TAC and the Township will continue to work to increase pedestrian and traffic safety by improving transportation infrastructure across the Township.

The U.C. Trails Study identified other improvements that would encourage the use of the Anderson Trails system. These ranged from street furniture (benches, etc.), to trees, and transit stops. The Township's Street Tree Committee studied the aspect of street trees in more detail, both with installing trees along past projects, per the students' suggestions, as well as recommending a strategy to replace or even adding trees with new Trails projects. Similarly, the TAC will continue to study the possible installation of benches with trails projects as has been done with intersection improvements on Beechmont, recreational trails such as the Five Mile Trail, and will be incorporated into streetscape projects in the neighborhood business districts with higher pedestrian activity areas such as Clough Pike and Salem Road. Finally, Anderson Township listened to trail patrons of the Five Mile Trail and with the cooperation of the Heritage Universalist Unitarian Church, constructed a restroom facility and water fountain at the Newtown Road Trail Head.

Finally, with regards to bus transit and its relationship with Anderson Trails projects, TAC members instigated a new working relationship with METRO Staff to increase bus ridership in Anderson Township by helping METRO market their message to potential new bus passengers in Anderson Township, and by helping METRO identify aspects of their service that may hinder ridership in the future.

ANDERSON TRAILS PLAN

Utilizing the data outlined in the priority ranking report, and recognizing the demand for walkway and sidewalk projects, roadway widening, complete streets efforts, and implementation of the plan in a timely manner, the committee has outlined a suggested plan for sidewalks and other facilities beginning in 2014. This plan assumes that the regional trails and other previously funded projects that are excluded from this report will move forward in a manner that will not directly impact funding for the projects that appear in the following. Each of these projects is shown, along with both completed Anderson Trails improvements, on the summary map that can be found on the next page.

Each of the projects on the following pages in this section includes a text summary of the project area which outlines the links and design concerns associated with the segment. Each segment also includes a reference map, denoting nearby streets and attractions, as well as photographs of the existing conditions. With most projects, an alignment (i.e. side of the road) is presented; however, this is subject to change with more detailed engineering and an evaluation of the available right of way and survey data. Completing the projects in this plan would satisfy the most critical non-motorized transportation needs for Anderson Township in a timely manner, assuming adequate funding is available.

The Trails Subcommittee recognized that in some parts of Anderson Township, constructing sidewalks would be cost prohibitive, based on our criteria of the number of houses to be served and the extreme building conditions the Township would face constructing these segments. The Subcommittee hopes that alternatives to sidewalks will be built in these difficult areas of the Township, which in many cases have not been in close proximity to other Anderson Trails improvements. These projects include the use of wider berms on some County right of ways and off road segments that may be built with public/private joint projects. Finally, though addressed in this Plan, there are not specific recommendations at this time for bicycle improvements, natural trails, or trails amenities, but it is hoped that implementation of these efforts will occur with the TAC and Township, as well as other committees and political entities, as appropriate.

A fold out map of the entire scope of the Anderson Trails Plan can be found as appendix B at the back of the report.

Sidewalks and Off Road Trails - Ranking and Priority of Projects

<u>Segment</u>	<u># Hslds within 4000 Ft</u>	<u>Est. Linear Ft. of segment</u>	<u>Est. Dollar Cost per Linear Ft.</u>	<u>Total Const. Costs</u>	<u>Weighted Value</u>	<u>Benefit Factor</u>	<u>IAC Ranking</u>
HIGH RANKING							
Paddison Road, Bluecrest Drive to Beechmont Avenue	2,225	2,977	\$100.00	\$297,700	20.5	153	1
Markley Road, Woodcroft Drive to James Hill Drive	1,000	1,470	\$65.00	\$95,550	14.5	152	2
MEDIUM RANKING							
Sutton Road, Salem Road to Cincinnati border (Subject to the City of Cincinnati building a sidewalk to Anderson Township border)	1,463	1,327	\$60.00	\$79,620	5.5	101	3
Lawyer Road, end of sidewalk to Hunley Road	1,476	1,196	80.00	\$95,680	6	93	4
Little Dry Run Road, Johnson Park to Williams Creek Drive	737	457	90.00	\$41,130	5	90	5
Bridle Road, Little Dry Run Rd. to Whitehouse Lane	759	1,570	\$60.00	\$94,200	5	40	6
Birney Road, Watch Point Drive to High Meadows Drive	1,297	3,098	\$200.00	\$619,600	7.5	16	7
Little Dry Run Road, Blairhouse Drive to Bridle Road	903	1,921	\$60.00	\$115,260	5	39	
Clough Pike, Muskegon Drive to Eight Mile Road (Sidewalk becomes more feasible with widening of Clough from Eight Mile to County border)	120	2,594	\$100.00	\$259,400	10.5	5	
Township Streets							
Holtz Road, fill in sidewalk from Glengariff Ct. to Autumn Leaf Ln.	282	865	\$60.00	\$51,900	2.5	14	
Holiday Hills Drive, fill in sidewalk from existing sidewalk to Eight Mile	140	977	\$60.00	\$58,620	10.5	25	
Sidewalk Projects associated with special projects							
Towne Center Way, from Anderson Center Station to Bowen Avenue	1,751	2,324	65.00	\$151,060	17	197	
Elstun Road (south), Beechmont Avenue to the Little Miami Trail	235	1,523	65.00	\$98,995	2	5	
Special Trails Projects							
Little Miami Trail, Newtown to Clough Pike Access (Funded construction scheduled for 2014)							
Wolfangel Road, Clough Pike to State Road (trail associated with Mercy Hospital easement)							
Five Mile Trail connection to the Little Miami Trail, Initial Planning Stage							
Sidewalk Segments to be built this Year							
Clough Pike, Fox Hollow Drive to YMCA (Construction 2014)	1,827	1,872	\$60.00	\$112,320	12	195	
Eight Mile Road, Brownsboro Place to Forest Road (Construction 2013)	1,100	1,057	\$60.00	\$63,420	7	121	
Clough Pike, Newtown Road to Berkshire Road. Part of Clough Pike Business District Corridor Project (Construction 2013)							
Bartels Road, in association with the Clough Pike Business District Corridor Project (Construction 2014)							
Salem Road, in conjunction with the Salem Corridor Safety Project (Construction 2013)							
Side walk Segments Being Engineered							
Wolfangel Road, State Road to Bowen Avenue (Satts Engineering 2013)	1,793	3,302	80.00	\$264,160	15.5	105	

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PADDISON ROAD: BLUECREST TO BEECHMONT
ESTIMATED COST: \$297,700.00

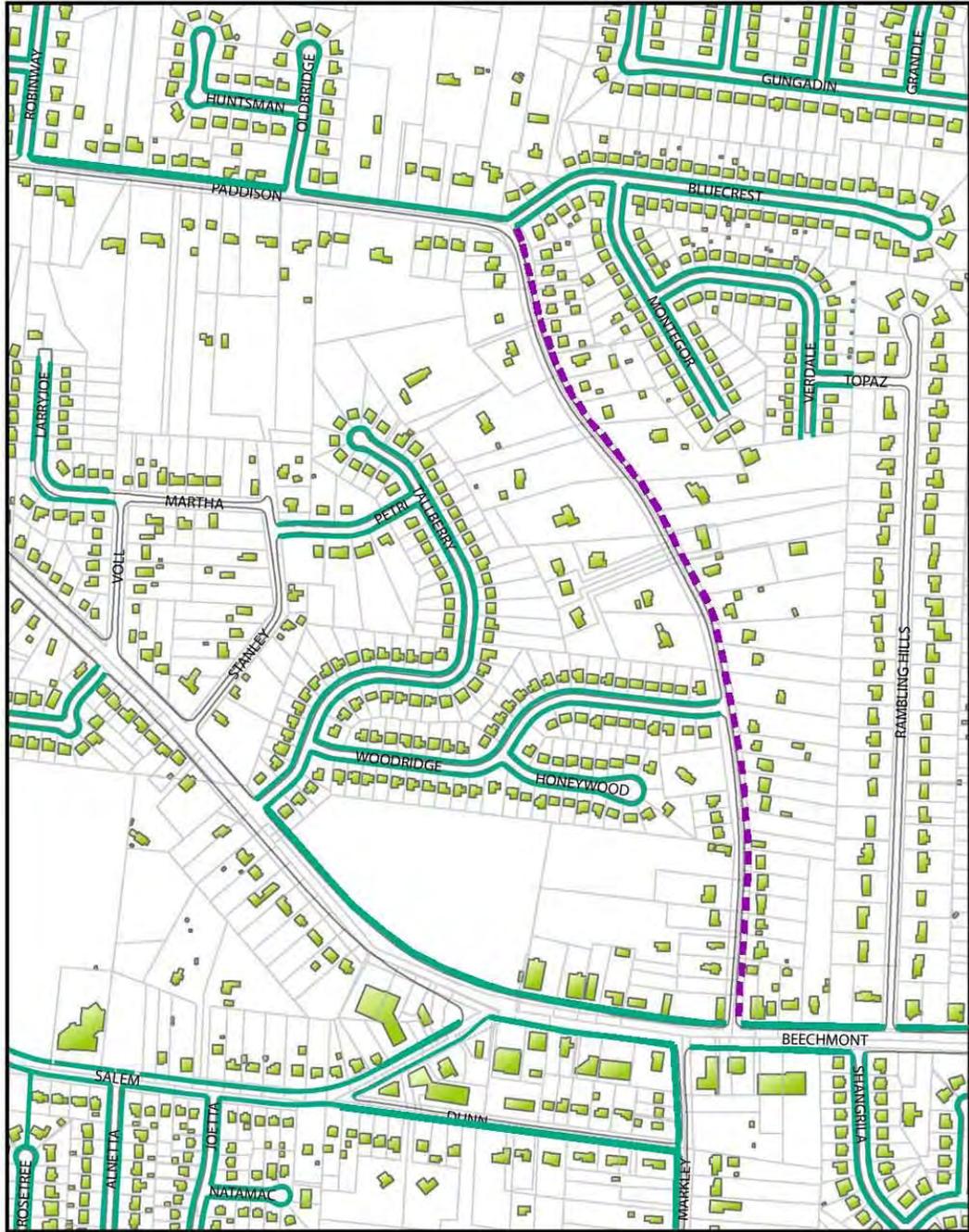
A new project considered in this review of Anderson Trails Plan is a sidewalk on Paddison Road continuing the sidewalk built in 2008 between Robinway and Bluecrest. This would make a direct connection with Beechmont Avenue. This connection to the Anderson Trails Plan links several areas with one segment. The sidewalk connects the Sherwood Forest subdivision with Beechmont Avenue and the Salem Business District, as well as several neighborhoods in between.

To the north, this project connects Beechmont, Ramblinghills, and the neighborhood containing the streets of Woodridge, Tallberry, Voll and Martha, to Sherwood Elementary, the Anderson Public Library, and the Five Mile Trail, as well as other points along the Trail.

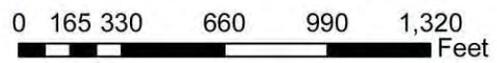




Anderson Trails Plan Paddison Road Area



	Existing Sidewalk		Parcel Lines
	Proposed Sidewalk		Pavement
			Buildings



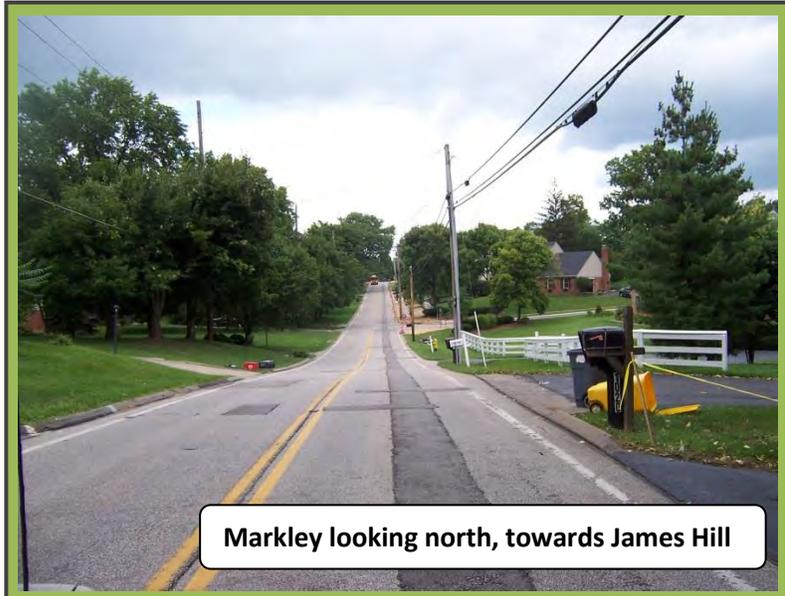
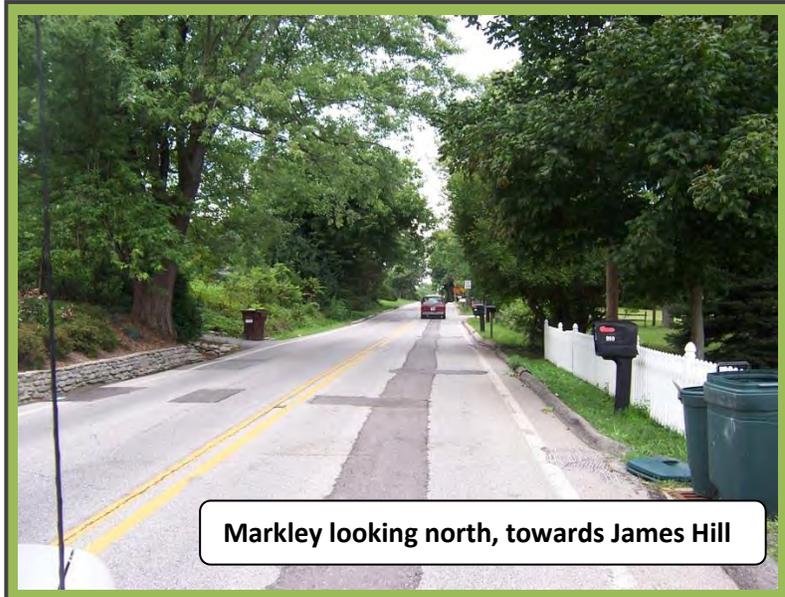
Prepared by Anderson Township Planning and Zoning Department - August 2013

Markley Road Area: Woodcroft Drive to James Hill Drive
ESTIMATED COST: \$147,000

This sidewalk segment continues the connections of various neighborhoods in the south central part of the Township along Markley Road. With the completion of the sidewalk segment on Dunn Road from Salem Road to Markley Road, connecting business Districts on Salem Road and Beechmont Avenue via the built sidewalk on Markley. This new sidewalk segment would help to

provide connectivity to a previously underserved portion of the Township. This sidewalk segment would continue south from James Hill Drive to Woodcroft Drive.

It also reflects the subcommittee's concern for geographical balance in the construction of sidewalk segments.

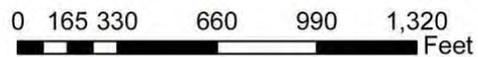




Anderson Trails Plan Markley Road Area



	Existing Sidewalk		Parcel Lines
	Proposed Sidewalk		Pavement
			Buildings



Prepared by Anderson Township Planning and Zoning Department - August 2013

Sutton Road, Salem Road to Cincinnati border
ESTIMATED COST: \$79,620.00

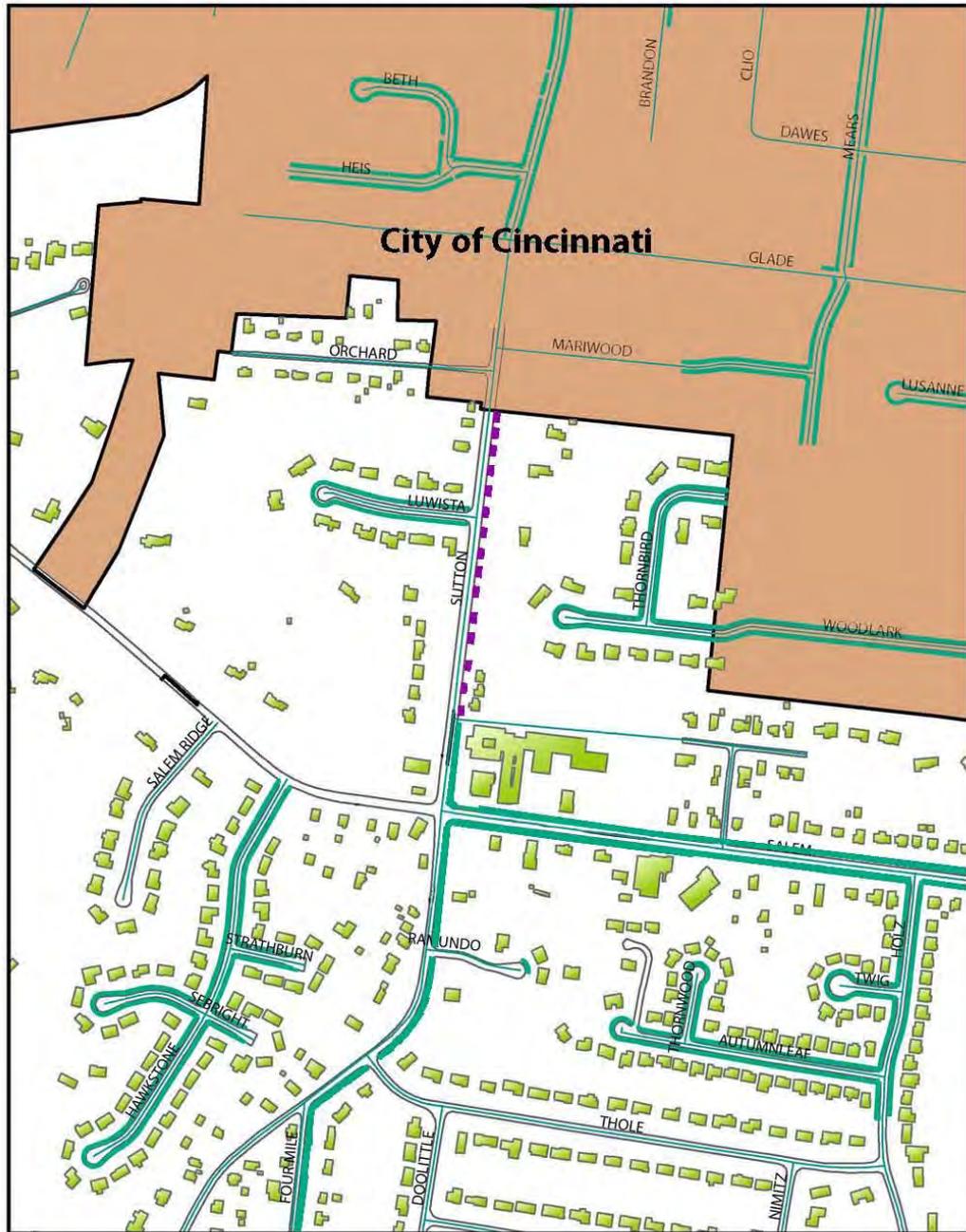
This sidewalk segment would connect the Salem Business District, and the neighborhoods along Salem and Sutton Roads in Anderson Township with the Mt Washington Business District. This segment would not be built until the city of Cincinnati completed a planned sidewalk from the corner of Glade Road and to the City of Cincinnati / Anderson Township border.



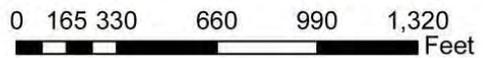


Anderson Trails Plan

Sutton: Salem to Cincinnati Line



	Existing Sidewalk		Parcel Lines
	Proposed Sidewalk		Pavement
			Buildings



Prepared by Anderson Township Planning and Zoning Department - August 2013

Lawyer Road, Concordgreen Drive to Little Dry Run Road
ESTIMATED COST: \$95,680.00

This segment would complete the sidewalk along Lawyer Road to Hunley Road, connecting the Lawyer's Point and the Heatherwood Lane neighborhoods with sidewalks on Hunley Road leading to Wilson Elementary and neighborhoods east and north of the school. The opposite end of Lawyer would then link to the Five Mile Trail Access point near Royalwoods.





Anderson Trails Plan Concord Green to Little Dry Run



	Existing Sidewalk		Parcel Lines
	Proposed Sidewalk		Pavement
			Buildings



Prepared by Anderson Township Planning and Zoning Department - August 2013

LITTLE DRY RUN/BRIDLE AREA

Little Dry Run Road, Johnson Park to Williams Creek Drive

Little Dry Run Road, Blairhouse Drive to Bridle Road

Bridle Road, Little Dry Run Rd. to Whitehouse Lane

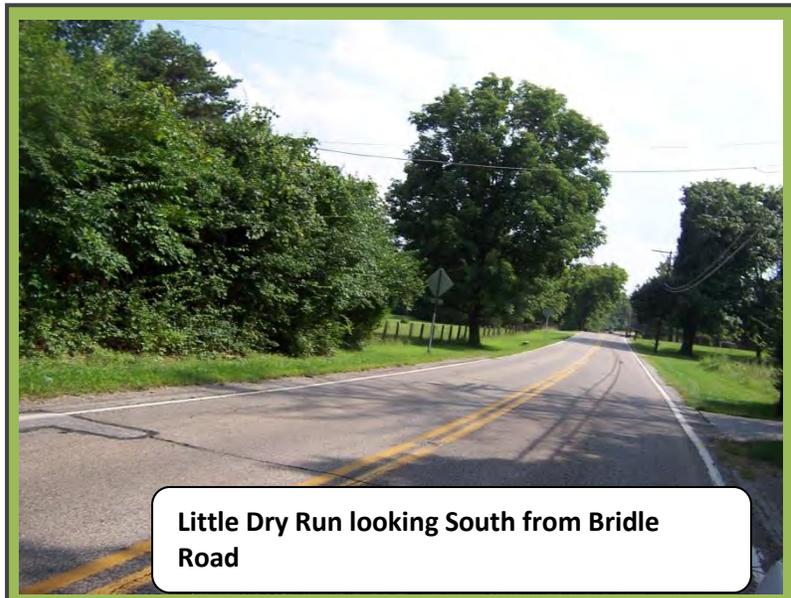
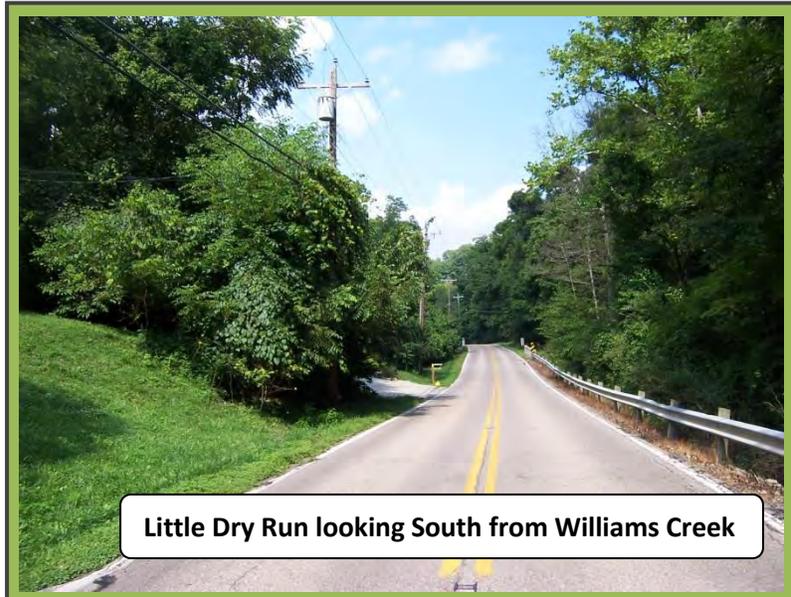
ESTIMATED COST: \$250,590.00

These projects are being considered for the Anderson Trails Plan because of new construction and planned development in the area. A new water tower has been constructed on Little Dry Run, adding outside funds from the Cincinnati Water Works for the sidewalk across the frontage of their property to this segment. Anderson Park District's Johnson Park continues to be developed in the area, which increases its appeal as a destination. The subcommittee also feels new residential development may take place in this area in the future.

These new segments would connect to an existing sidewalk segment along Little Dry Run north of Woodstone Drive, and continue north to the corner of Bridle Road. The

sidewalk would continue east on Bridle Rd. to the corner of Whitehouse Drive. This segment would allow families in the area to walk or ride bikes to the new park.

A new small sidewalk segment along Little Dry Run from Williams Creek to an



entrance to the new Johnson Park would create a direct connection for Ivy Hills neighborhoods with the new Johnson Park. The subcommittee hopes the Park District and Anderson Township can develop a joint project for a connection through the park to the Sanctuary of Ivy Hills. This cooperation, as well as possible money from sidewalk requirements for new subdivisions that may be developed, may help defray the investment required by this new project.

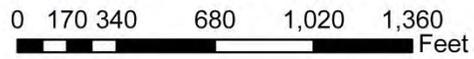


With this connection, families in the Sanctuary of Ivy Hills subdivision and other neighborhoods in the area have a direct connection with Anderson Trails network, and destinations including The Five Mile Trail, Turpin High School, The Anderson Town Center, Anderson High School, Nagel Middle School, and other destinations along the Anderson Trails network.



Anderson Trails Plan

Little Dry Run & Bridle Area

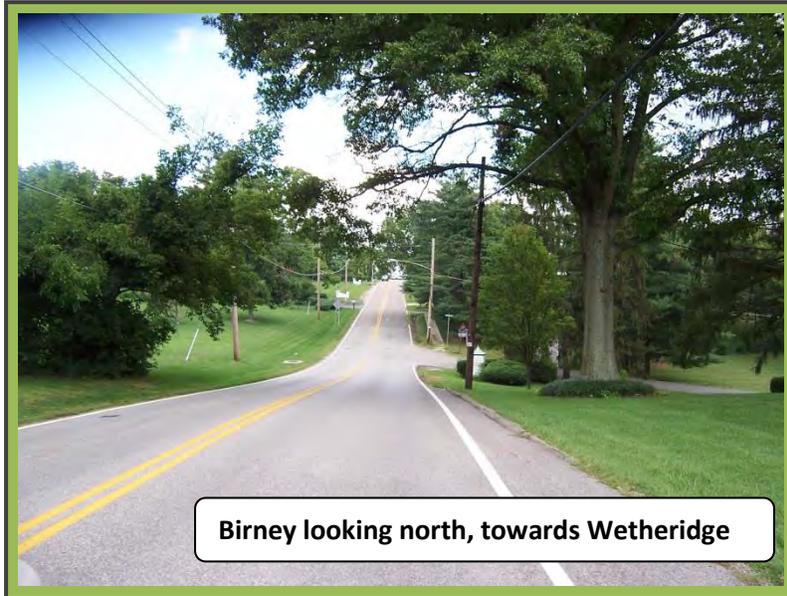


Prepared by Anderson Township Planning and Zoning Department- September 2013

Birney Road, Watch Point Drive to High Meadows
ESTIMATED COST: \$619,600

This Birney Road sidewalk segment from Watch Point Drive to High Meadows Drive connects several streets in the Watch Hill area including Spyglass Valley, Spyglass Ridge, and Cedar Point, among others, with the rest of the Anderson Trails Network. It links this previously underserved area in the southwestern part of the township with numerous destinations, such as Maddox Elementary School, the Salem Business District, and Beech Acres Park.

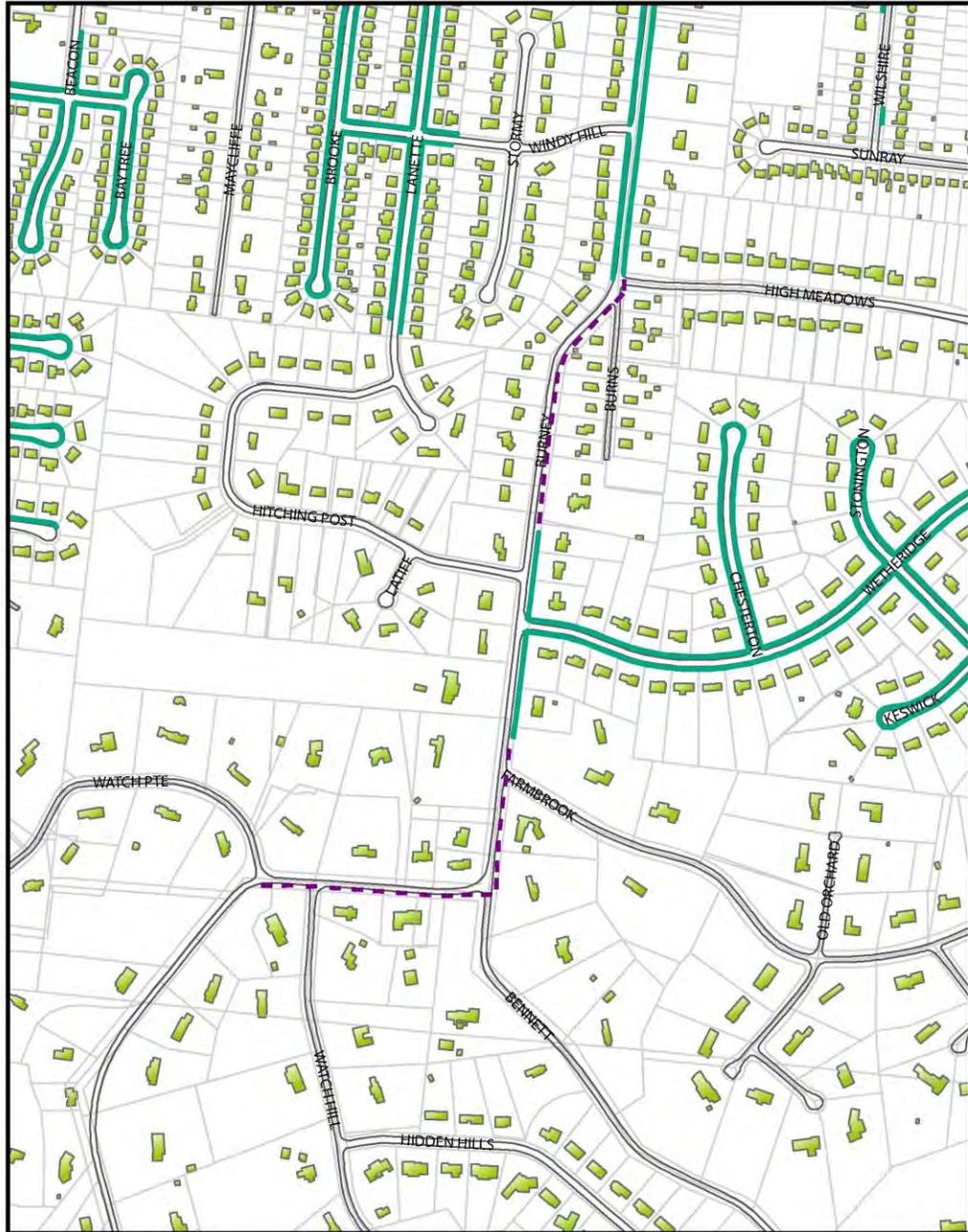
With this connection to the Anderson Trails Network, hundreds of homes gain access with all the destinations other residents have enjoyed, including the Five Mile Trail, Anderson and Turpin High School, the parks, and other places important to the residents of Anderson.



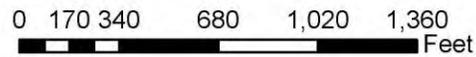


Anderson Trails Plan

Birney: Watch Point to High Meadows



	Existing Sidewalk		Parcel Lines
	Proposed Sidewalk		Pavement
			Buildings



Prepared by Anderson Township Planning and Zoning Department- September 2013

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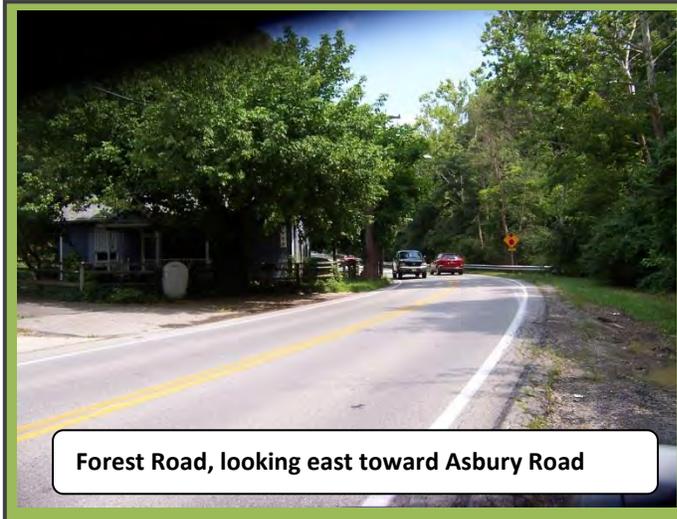
Shoulders - Ranking and Priority of Projects

<u>Segment</u>	<u># Hslds within 4000 Ft</u>	<u>Est. Linear Ft. of segment</u>	<u>Est. Dollar Cost per Linear Ft.</u>	<u>Total Const. Costs</u>	<u>Weighted Value</u>	<u>Benefit Factor</u>	<u>TAC Ranking</u>
<u>HIGH RANK</u>							
Forest Road, Anderson High School To Merritt Grove Lane	1,128	6,752	\$25.00	\$168,800	10	67	1
Newtown Road, Turpinview Drive to Newtown Village Limit	747	4,700	\$20.00	\$94,000	14	111	2
Asbury Road, Ayers Road to Coldstream Woods	461	3,407	\$20.00	\$68,140	1.5	10	3
Ayers Road, Five Mile Road to Asbury Road	425	5,142	\$25.00	\$128,550	28	93	4
Little Dry Run, Wycliffe Drive to Overlook Hills Drive	628	1,502	\$20.00	\$30,040	5	105	6
<u>MEDIUM RANK</u>							
Wolfangle Road, Hampton Place to Clough Pike	1,000	1,894	\$20.00	\$37,880	6	158	
Markley Road, Woodcroft Lane to Five Mile Road	1,306	3,580	\$25.00	\$89,500	10.5	153	
Eversole Road, Chestnut Ridge to Salem Road	1,199	2,250	\$20.00	\$45,000	4	107	
Bitney Lane, Watch Point Drive to Five Mile Road	1,297	3,500	\$25.00	\$87,500	7	104	
Wayside Avenue, Apple Hill Road to Salem Road	439	3,020	\$25.00	\$75,500	2	12	
Nordyke Road, Nottingwood Drive to Clermont County Line	659	11,900	\$20.00	\$238,000	5	14	
Eight Mile Road, Hopper Road to Kellogg Avenue	132	6,881	\$20.00	\$137,620	3	3	
Hopper Road, Asbury Road to Eight Mile Road	760	5,175	\$20.00	\$103,500	3	22	
Eight Mile Road, Greenleaf Drive to Hopper Road		1,880	\$20.00	\$37,600		0	
Hunley, Clough Pike to Royalgreen Drive	1,404	4,237	\$20.00	\$84,740	9.5	157	
Lawyer Road, Ravin's Run to Newtown Road	1,062	2,023	\$20.00	\$40,460	8	210	
Mt. Carmel Road, Apple Blossom Ln. to Beechwood Rd.	201	2,335	\$20.00	\$46,700	1.5	6	
Ayers Road, Asbury to East end	425	2,273	\$20.00	\$45,460	3	28	
Newtown Road, Mercerpoint Dr. to Bartels	50	990	\$20.00	\$19,800	7.5	19	
Special Project Due To Large Cost							
Five Mile Road, Nimitzview Drive. to I275 Bridge (both sides) *	963	4,633	\$20.00	\$92,660	12	125	
Five Mile Road, I275 Bridge to Kellogg Road (both sides) *	963	12,900	\$40.00	\$516,000	12	22	
Ohio River Trail, Five Mile to Clermont County Border							

Forest Road, Anderson High School to Merritt Grove Lane

Estimated Cost, \$168,800

This expanded berm / shoulder project would provide additional area for persons riding bicycles or running along Forest Road. Forest Road was



identified in the 2005 and 2009 Update of the Anderson Trails Plan as a special project because of the complexity and cost of this segment of sidewalk. Forest Road has some extreme conditions and some areas of Forest Road do not have sufficient right of way to build a sidewalk. Anderson Township applied for a grant to build a sidewalk along Forest Road in conjunction with a project



on Asbury Road, but did not receive a grant to build both sidewalks as one project.



The expanded berm / shoulder will allow some functionality for pedestrian and bicycle use until the township can secure the right of way and funds to build a sidewalk along Forest Road.

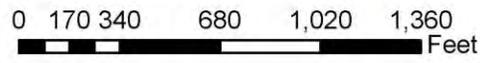


Anderson Trails Plan

Forest: AHS to Merritt Grove



	Existing Sidewalk		Parcel Lines
	Expanded Berm		Pavement
			Buildings

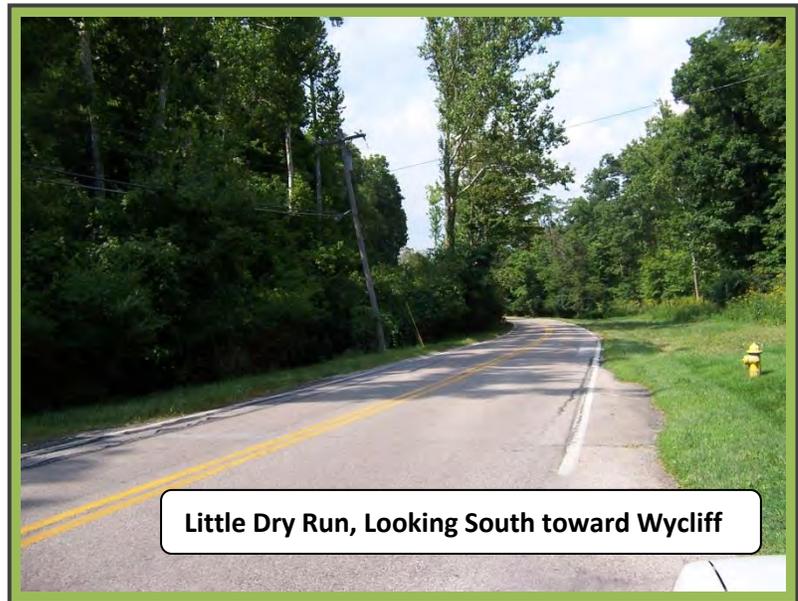


Prepared by Anderson Township Planning and Zoning Department- September 2013

Little Dry Run, Wycliffe Drive to Overlook Hills Drive

Estimated Cost- \$30,040

This segment of expanded berm/shoulder would connect the Sanctuary of Ivy Hills Subdivision with destinations north of the neighborhood, including the Ivy Hills Country Club. It would also serve other points of interest and the business district in the Village of Newtown through sidewalks built by Anderson Township and Newtown.





Anderson Trails Plan

Little Dry Run: Wycliffe to Overlook



Existing Sidewalk	Parcel Lines
Expanded Berm	Pavement
	Buildings

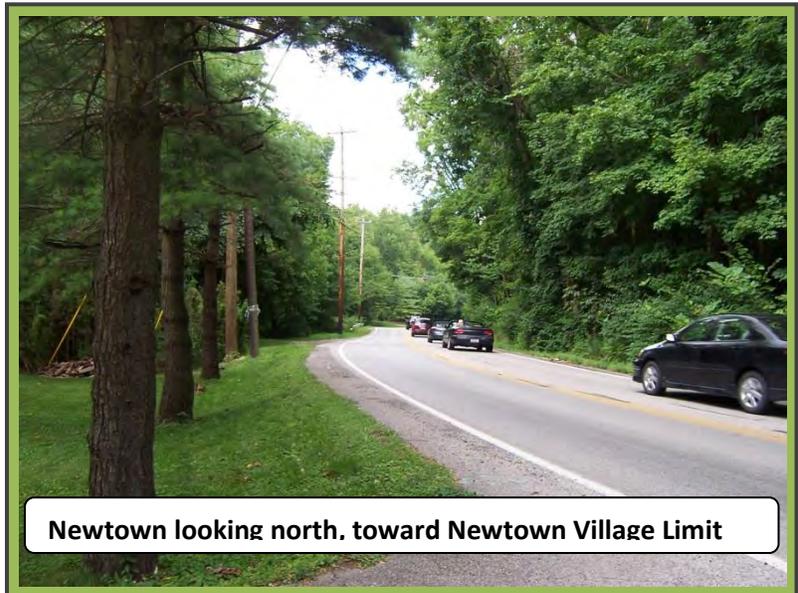
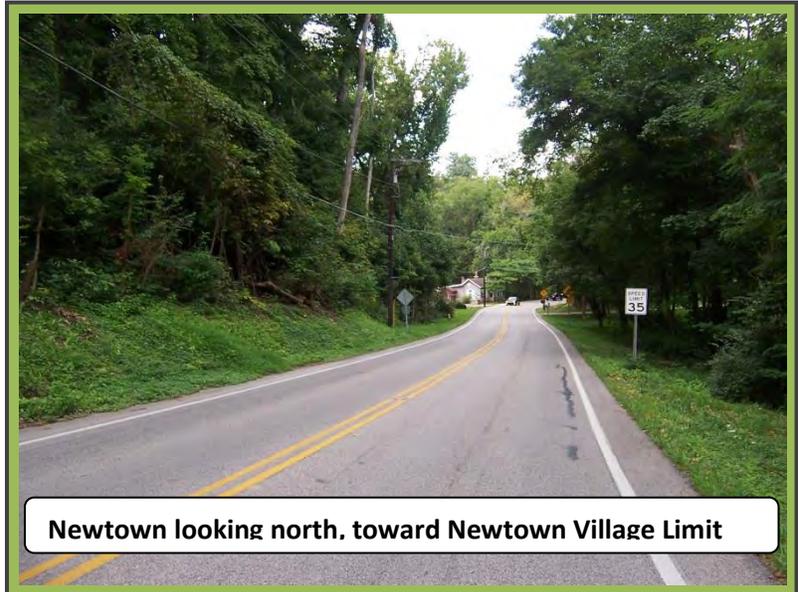
0 170 340 680 1,020 1,360 Feet

Prepared by Anderson Township Planning and Zoning Department- September 2013

Newtown Road, Turpinview Drive to Newtown Village Limit

Estimated Cost- \$94,000

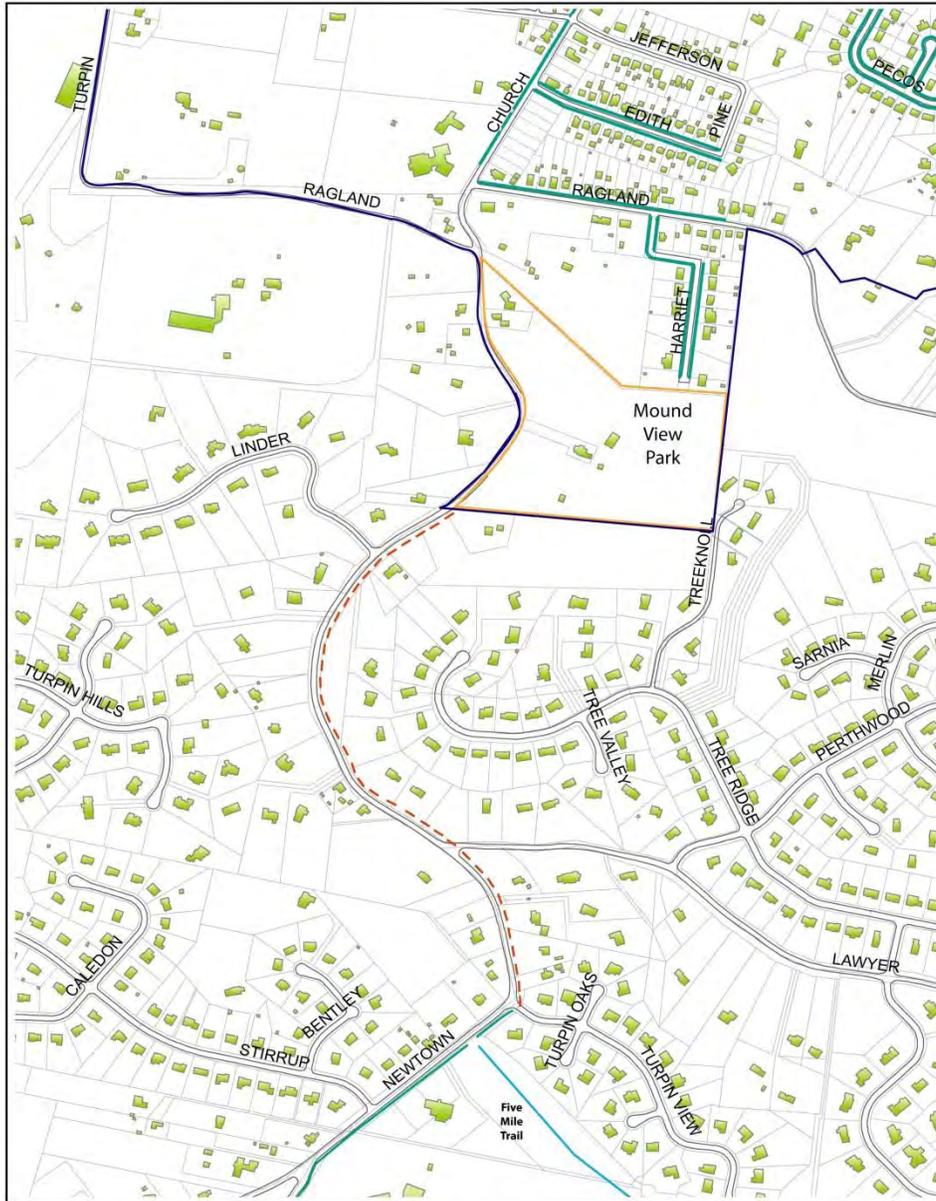
This segment of expanded berm/shoulder would allow persons walking, running, or riding bicycles to have additional space along Newtown Road. It would connect the Five Mile Trail with destinations to the north, including the Village of Newtown Business District, and the Little Miami Trail located at the Hamilton County Park District's Little Miami Golf Center. This expanded berm/shoulder would also recognize and respond to the existing use of this stretch of roadway by runners and bicycle riders.



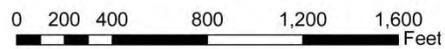


Anderson Trails Plan

Newtown Road: Turpin View to Newtown



Existing Sidewalk	Parcel Lines
Expanded Berm	Pavement
	Buildings



Prepared by Anderson Township Planning and Zoning Department - September 2013

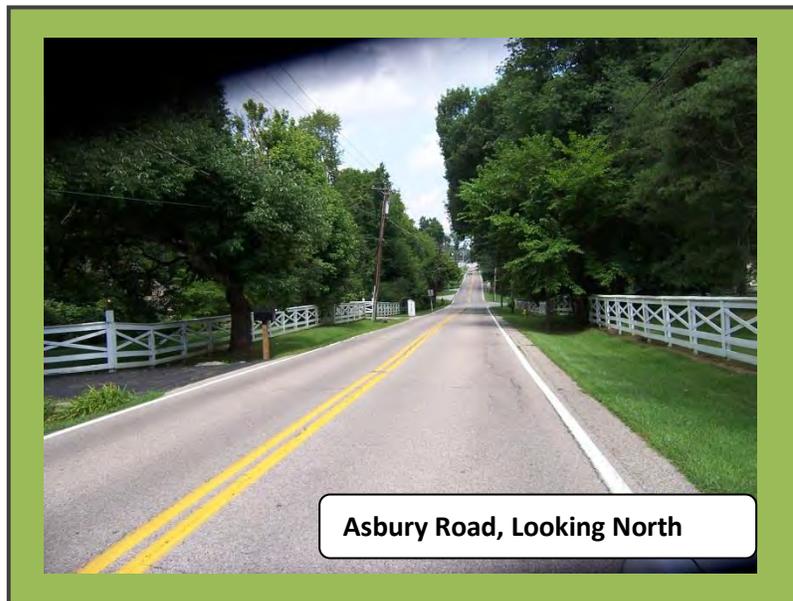
Asbury Road, Ayers Road to Coldstream Woods

Estimated Cost- \$68,140

Ayers Road, Five Mile Road to Asbury Road

Estimated Cost- \$128,550

These segments of expanded berm/shoulders continue the connection of the Asbury Road sidewalk ending at Coldstream Woods Drive. They connect streets such as Summerview Drive, Sunny Acres Drive and Bishopbridge Drive with destinations tied to the Anderson Trails Network on Asbury and Five Mile Road.



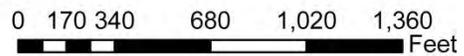
The Anderson Township Transportation Advisory Committee recognized that northern and western parts of the township required different treatments in order to make connections to the Anderson Trails Network. In the southern and other parts of the township, where housing densities are lower and the character of the neighborhoods are more rural, expanded berms and shoulders were determined to be a cost effective way to connect neighborhoods to the Anderson Trails Network.



Anderson Trails Plan Asbury & Ayers Area



	Existing Sidewalk		Parcel Lines
	Expanded Berm		Pavement
			Buildings



Prepared by Anderson Township Planning and Zoning Department - September 2013

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Natural Trails Connections - Ranking and Priority of Projects

Segment

Existing Natural Trail

Trail, Shangrila Drive to Nimitz View through Anderson Township Greenspace
Trail, Rowanta to Five Mile Center through Anderson Township open space.
Trail, State Route 32 and Clough Road Green Space land at old farm road entrance.
Trail, Anderson Township Green Space at the end of Wyndwatch Drive between Wyndwatch Drive and Sutton Road
Heritage Center Property at Eight Mile and Forest to Ayer Elementary School

Proposed New Natural Trails with Support From Outside Organizations

End of Forest Lake Drive, along Hamilton County and Anderson Township open space and Anderson Greenspace
to Eight Mile Road near Stony Bridge Drive.

APPENDIX A

POLICY ON PRIORITIZATION OF TRAIL PLAN, ALTERNATIVES, AND ADDITIONS TO THE ANDERSON TRAILS WALKWAY PLAN

The Anderson Trails Walkway Plan dated June 15, 1999, was adopted by the Board of Township Trustees on July 15, 1999. The plan identifies and describes locations for potential authorization of engineering and construction, but does not establish a hierarchy of importance or a sequence for implementation.

To assist in establishing priorities, the Transportation Advisory Committee presents a method including calculated Ratings, Rankings, and a common sense approach to other considerations, as outlined below.

Step 1- Rating of each Project (by Location, Segment, or Option)

A numerical Rating is calculated by using a formula based on the concept of the greatest benefit for the most residents compared to the required expenditure. It utilizes physical data and weighted values reflecting the character and volume of anticipated usage.

Formula:

Benefit Rating = (Number of housing units impacted multiplied by the sum of the weighted values assigned to destinations) divided by (costs in thousands of dollars)

The number of housing units is those within 4000 feet linear feet of accessible destinations

Weighted values assigned to certain/specific destinations that are made accessible:

Weighted Values attached to Destinations

Coordinating/Public Project	= 1	Other Recreational	= 1.5
Schools/Recreations	= 2	(swim club, Health Plex, YMCA, etc.)	
Parks	= 3	Beechmont Corridor	= 2
Library	= 2	Business Center	= 1.5
Bus Stops	= 1	Five Mile Trail	= 4

(per link to a nearby side street; most are already located at side streets).

The numerical calculation results in a Benefit Factor number (see Exhibit A) which will be used in the ranking process (see Step 2).

APPENDIX A

Costs are the estimates of engineering and construction for a given segment. See Example 1 on Page 46 for application of the formula and data.

Step 2 - Ranking and Priority of Projects

Rankings of High, Intermediate, or Low would be assigned to projects by grouping based upon the Benefit Factor number developed in Step 1; the High group would include those with the greatest numerical values.

Priority is given to those in the High group with allowance for the discretionary application of other factors including but not limited to:

- A. Additional connections beyond the 4000 linear feet;
- B. Coordination with other infrastructure improvements;
- C. Cost sharing from entities outside of the Township financial operation; and,
- D. Improvement of a significant safety problem.

Rankings (and Ratings if there are significant changes affecting the location) shall be reviewed annually by the Transportation Advisory Committee as it makes recommendations on projects at the time of budget review and preparation, customarily occurring in early Fall.

Additions to the Plan

Future additions to the adopted plan that may be initiated by the Transportation Advisory Committee, Township Administration, or requested by other individuals or groups shall be evaluated in a manner similar to those in the original adopted plan. In order to begin consideration and evaluation for such additions, criteria Evaluation Form must be submitted to the Transportation Advisory Committee. The Transportation Advisory Committee will develop the Rating and recommendation for Ranking, but any decision to amend the plan or implement a specific project will be made by the Board of Township Trustees.

Cost Shared between Township and Other Individuals or Groups

For additional trails requested by individual or groups on the basis of their sharing the project cost with the Township, certain limitations will apply. The Township Trustees will evaluate each of these proposals on a case by case basis, to determine the Township's share.

Following are two examples of how the rating system would be applied to specific sections of the approved Anderson Trails Plan. Dollar estimates used are also from the approved plan, but are not necessarily firm estimates.

APPENDIX A

Following are two examples of how the rating system would be applied to specific sections of the approved Anderson Trails Plan. Dollar estimates used are also from the approved plan, but are not necessarily firm estimates.

Example 1 Heritage Center, Ayer School, Veterans' Park Area

of households within 4,000 linear feet - 564
Construction Cost Estimate (in thousands) - \$103,000
Weighted Value of Destinations - 7

$$(564 \times 7) \div \$103 = 38.33 \text{ Benefit Factor}$$

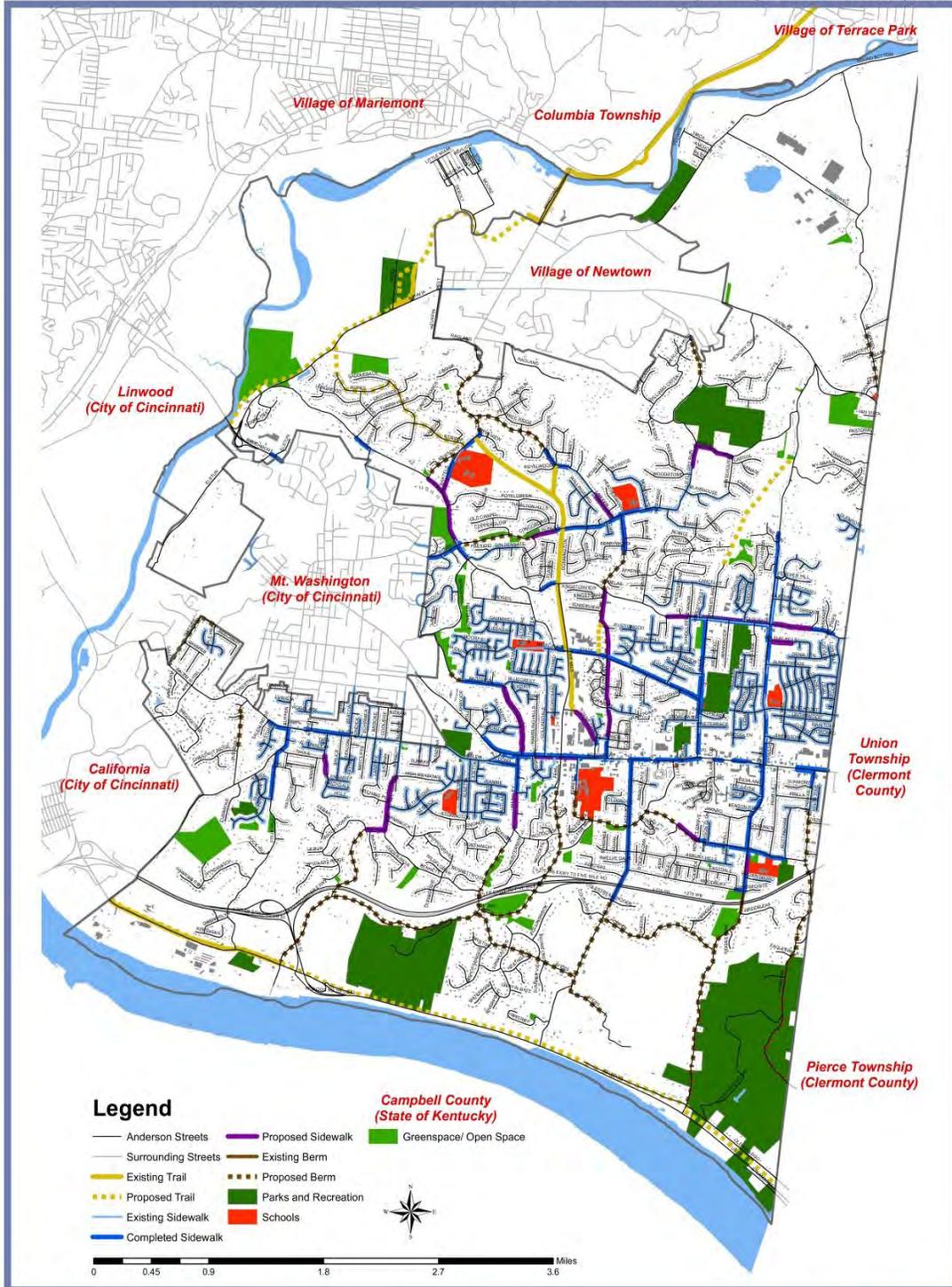
Example 2 Little Dry Run (Wilson School area)

of households within 4,000 linear feet - 506
Construction Cost Estimate (in thousands) - \$215,500
Weighted Value of Destinations - 2

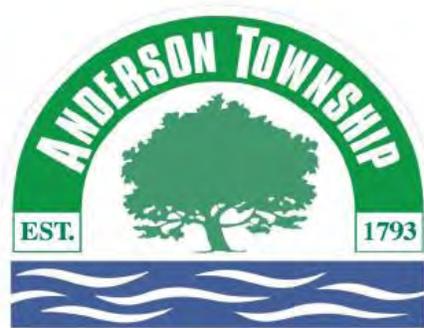
$$(506 \times 2) \div \$215.5 = 4.70 \text{ Benefit Factor}$$

APPENDIX B

Prepared by: Anderson Township Planning and Zoning/Source: CAGIS/Updated: July 3, 2013



Trails Map



Andersontownship.org