

Anderson Township Trails & Walkways *2018 Update*

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March 2018

*Developed by the Anderson Township
Transportation Advisory Committee (TAC)
Adopted by the Board of Township Trustees of
Anderson Township, OH*



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A stone marker set into a concrete path. The marker is rectangular and has the words "ANDERSON" and "TRAILS" engraved on it in a serif font, one above the other.

ANDERSON
TRAILS

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Overview

The 1993 Anderson Township Transportation Plan and the 1986 Sidewalk Plan identified the need 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

neighborhoods. To date, over 21 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 Markley Road, Paddison Road, Nordyke Road, Woodruff Road, Beechmont Avenue, and a connection to the Little Miami Scenic Trail from the Five Mile Trail.

Many residential subdivisions, 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



goal of the Anderson Trails is improvement of the quality of life and community spirit by allowing leisurely movement between neighborhoods.

The completion of more than 21 projects over almost 20 years has resulted in positive feedback from citizens. 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

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.

Overview



The Anderson Trails Plan Subcommittee of the Anderson Transportation Advisory Committee (TAC) has reviewed the 2013 Update to the Anderson Trails Plan document taking into account comments from the public as requested in the *Anderson Insights* newsletter, the Anderson Township Facebook page 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 2018 plan, additional connections are being considered, 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.



Public Engagement

Anderson Township Trails & Walkways Plan Open House

An open house was held on February 22, 2018, regarding the 2018 Update of the Anderson Township Trails & Walkways Plan. Several residents and TAC members attended the open house providing feedback to staff for the plan. Feedback was overwhelmingly positive and there were a few suggestions as to which sidewalk segments would be good to include in future updates of the plan. In addition, residents of certain neighborhoods expressed interest in forming a petition in order to advocate for sidewalks along their subdivision streets.



Transportation Advisory Committee - 2018



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.

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, 2009 and 2013, 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 2018, and 2019.

Anderson Township Trails & Walkways Goals

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

Walkway Priority Ranking Report

As outlined earlier, a subcommittee of the Anderson Township TAC met throughout early 2017 to revisit the walkway segments and ratings that accompanied each segment. As in 2003, 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, sidewalks, off road trails, natural trail segments and expanded shoulders, were identified and studied. These segments are organized as sidewalks and shoulders, 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):

1. Projects with HIGH RANK
2. Projects with MEDIUM RANK
3. 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.
- Destinations – 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.

Projects Excluded from Priority Ranking 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, they were excluded from this plan. A summary of these projects, and their status, is as follows:

Township Streets

The Anderson Trails Plan is a program to build sidewalk and trail connections from neighborhoods to destinations like schools, parks and other neighborhoods along County and State Right-of-Ways. Township streets are a separate category of sidewalk segments because they are not financed by road levy monies. These sidewalk segments were constructed when developers created subdivisions in the past when the Township started to grow. Some subdivisions included sidewalks and the cost to build the sidewalks was distributed to the cost of all the houses of the development. Some sidewalks were not completed because some subdivisions were built over long periods of time during which regulations requiring sidewalks changed from a requirement to build sidewalks to not. For this reason, the Township streets of Holz Road from Glengariff Court to Autumnleaf Lane and Holiday Hills Drive from the existing sidewalk to Eight Mile Road are included in this plan. Other infill sidewalks are much smaller and will be completed on an ad hoc basis when excess funds become available from cost savings on construction projects.

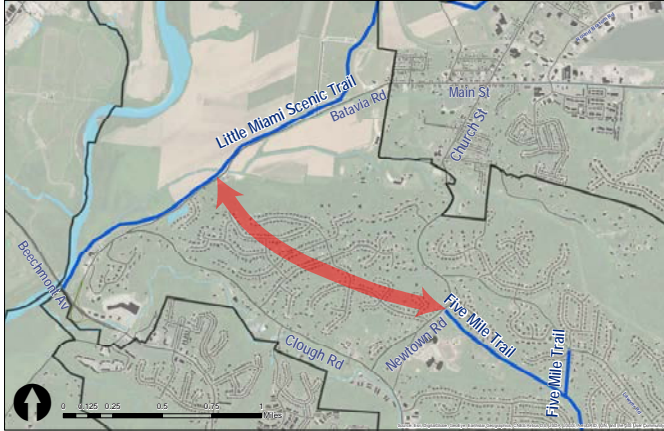


Little Miami Scenic Trail

In the summer of 2008, Anderson Township and the Great Parks of Hamilton County 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. This Regional Trail was constructed in 2015/2016. Regional efforts are continuing to construct a bridge across the Little Miami Scenic River to connect the Little Miami Scenic Trail to the Ohio River Trail. When completed the Little Miami Trail will become part of the Ohio to Erie Trail, one of the longest trail system in the United States. Great Parks of Hamilton County collaborated with Anderson Township and the City of Cincinnati was awarded another Federal Transportation CMAQ grant in late 2017 to construct a bridge over the Little Miami River to connect the Little Miami Scenic Trail to the Lunken Airport Trail and the Armleder Park Trail. Construction for that project is estimated to start in 2020 or 2021.

Little Miami Connection to the Five Mile Trail

Anderson Township continues to work to connect the Five Mile Trail to the Little Miami Trail. The Township is exploring connections through the Turpin Hills subdivision and along the Newtown Road corridor.



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 (OKI), 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 and 2011. Anderson Township received a grant to complete preliminary engineering to determine opportunities and obstacles to implement the Ohio River Trail from Five Mile Road to the Clermont County border. The Township is building on that work by collaborating with the Ohio Department of Transportation to look at possible short term safety measures along US 52 until a trail construction design can be completed. The Township also is working with other government entities to coordinate efforts to complete this important regional trail system.



Woodruff Road

Woodruff Road, from Eight Mile Road to Asbury Road is a sidewalk segment on the south side of Anderson Township that connects two major corridors to the Beechmont Business District along with other destinations in Anderson Township. The new sidewalk is envisioned to be built in conjunction with expected development along the southern side of Woodruff Road. The sidewalk is expected to be built in several segments as the cost of this project is expected to be over \$700,000.00



Beechmont Sidewalks

As outlined in the Beechmont 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 Drive and Five Mile Road on both the north and south sides of the street, occurred in 2005 and 2007. The Township intends to build a segment of the Beechmont Avenue sidewalk from Shangrila Drive to Five Mile Road in 2018. This walk will facilitate pedestrian connections at the Five Mile and Beechmont intersection with the recently completed Continuous Flow Intersection (CFI). Other sections of sidewalk along Beechmont will continue to be constructed through a combination of private and public funds (those allocated through Tax Increment Financing funds for Beechmont improvements). The Downtown Anderson Plan also calls for pedestrian connections in Anderson's Downtown area which identifies as the area along Beechmont Avenue between Five Mile Road and Asbury Road. Sidewalks will be constructed and completed on Beechmont Avenue in the Downtown area in 2018 in unison with the development of a new central public plaza at the corner Beechmont Avenue and Wolfangel Road. 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.



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 2009 Cincinnati Bike Route Guide produced by the Ohio-Kentucky-Indiana Regional Council of Governments 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 younger people. In locations, proposed walkways coincide with the bicycle routes of earlier regional 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 Cincinnati Bicycle/Pedestrian Advisory Committee, 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 use these same corridors.



The Anderson Township TAC will continue working with the Hamilton County Engineers Office and public utilities that often pay for road resurfacings after major construction projects to 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 better bike route signage, to dedicated bike lanes and multi-use trails.



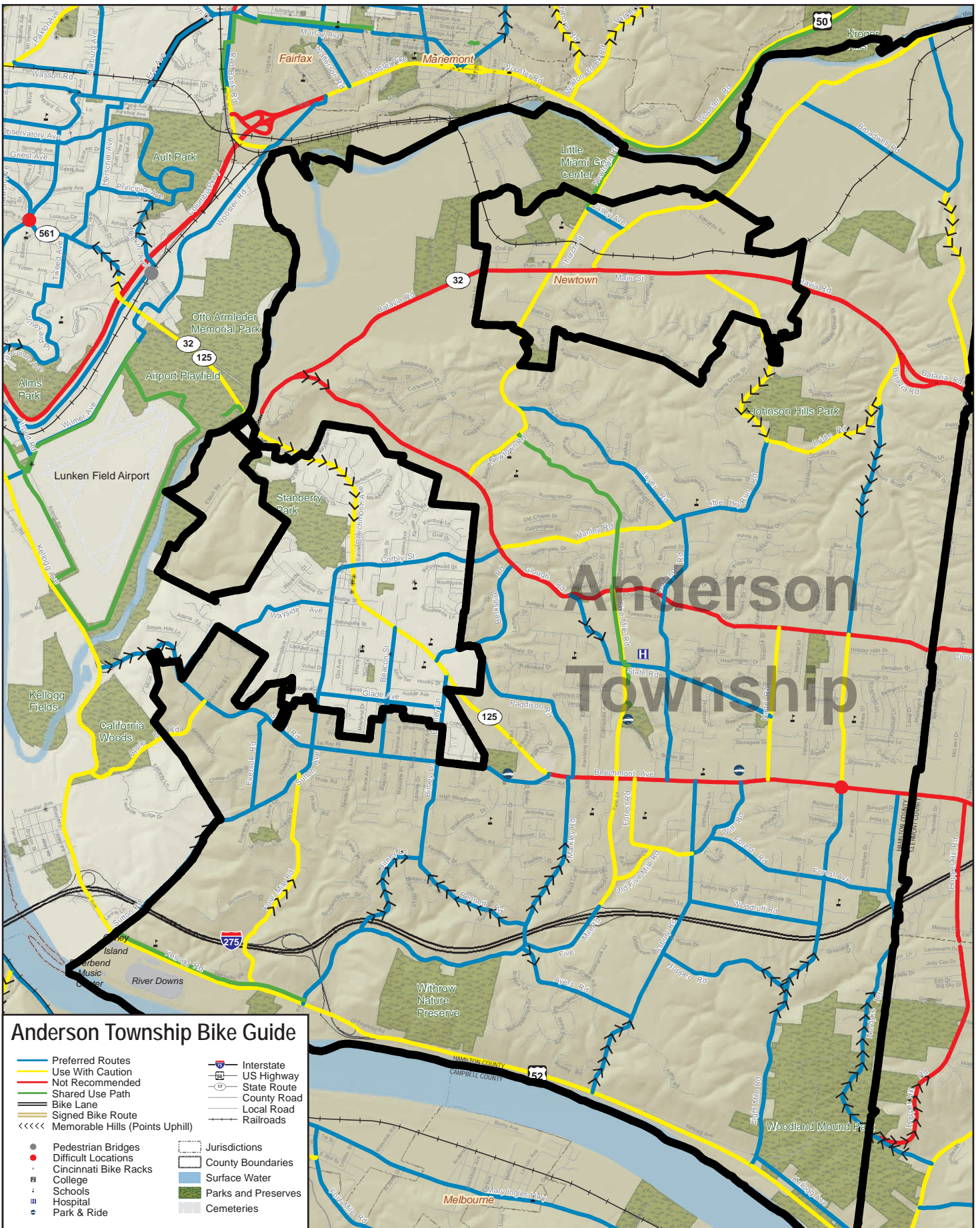
While the Five Mile Trail, present first segment of the Ohio River Trail and the Little Miami will provide accommodations for bicyclists, such users will also benefit from roadway expansions. The TAC felt the need to identify some key areas in which bike route efforts need to be focused in the coming years. These roadways 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. 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 OKI 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.

Roadways Identified for Expansions and Cycling Enhancements:

- Round Bottom 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)





Source: OKI Cincinnati Bike Route Guide 2009

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.



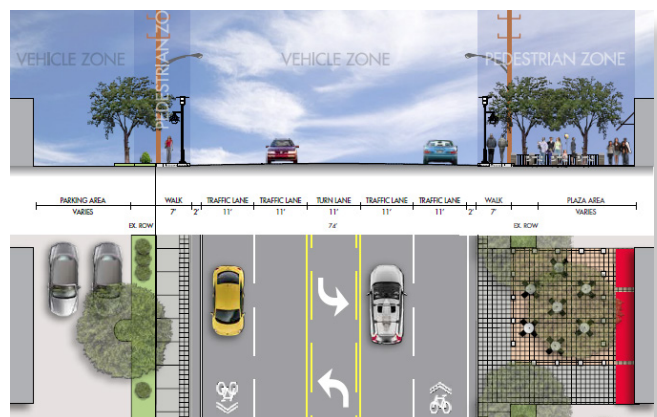
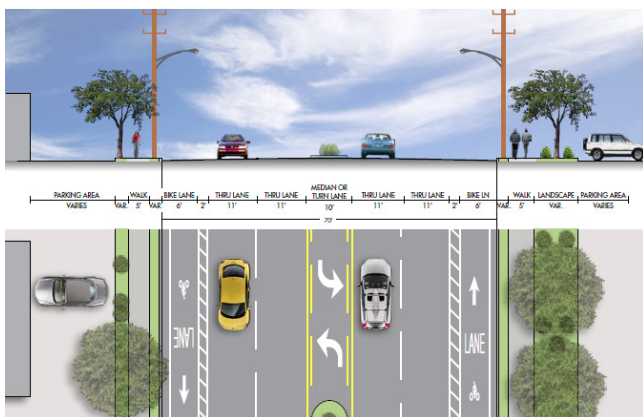
Source: OKI Cincinnati Bike Route Guide 2009

Complete Streets and Other Safety Enhancements

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. The hope was 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 again 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. Graduate students 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. While Trails were addressed in all three studies, the content of the Anderson Trails assessment provided 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.

One area, in particular, which had 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.

Examples of natural connections that have been made already in the Township include the "All About Kids" property on Five Mile Road connecting Forest Road to Five Mile Road at Nimitzview Drive and also the Heritage Center Property at Eight Mile and Forest to Ayer Elementary School through Anderson Township Greenspace and Forest Hills School District property.

As with past Trails Plan Updates, the TAC reviewed a myriad of connections, including 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 a list of possible connections:

Natural Trail Connections Identified:

- Rowanta Drive - Connection to Five Mile Center shopping and office area through Anderson Township Open Space
- Shangrila Drive - Connection to Nimitzview Drive through Anderson Township Greenspace
- Wyndwatch Drive - Connection to Sutton Road through Anderson Township Greenspace Parcel
- Forestlake Drive - Connection to Eight Mile Road near Stoney Bridge Drive along Hamilton County and Anderson Township open space and Anderson Greenspace
- State Route 32 and Clough Pike - Anderson Township Greenspace at old farm road entrance

Trail Amenities and 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, and installed a new school zone along Eight Mile Road north and south of Northport Drive. In 2013, Anderson Township partnered with Hamilton County Engineer's Office on the Salem Road Corridor Project, to add approximately 1,000 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 UC 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 2018. 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. Some sidewalk segments which were called out in previous Trails Plans are currently under development, including segments along Markley Road from Woodcroft Drive to James Hill Drive and on Paddison Road from Bluecrest Drive to Beechmont Avenue. Township staff is acquiring easements on the Markley Road sidewalk which should be built in late 2018 and 2019. The Paddison Road sidewalk is currently going through the design and preliminary engineering phases, as the project ran into roadblocks due to high costs.

There are two sidewalk segments that are associated with subdivision development which include a segment on Nordyke from the existing sidewalk to Koszo Drive and on Woodruff Road from a new subdivision to Elderwood Drive.

The TAC has identified a sidewalk project associated with the Little Miami Trail, which would start at the intersection of Elstun Road and Beechmont Avenue and to connect to the Little Miami Trail. This segment would connect Anderson Township neighborhoods to several regional trails and neighborhoods in Mt. Washington and also provide a connection to the Little Miami Trail from the Skytop Shopping Center, which is anticipated to be redeveloped in the near future.

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.



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Sidewalks and Off Road Trails - Ranking and Priority of Projects

	Segment	Number of Households Within 4000'	Estimated Linear Ft. of Segment	Estimated Dollar Cost Per Linear Ft.	Total Construction Cost Estimate	Weighted Value of Destinations	Benefit Factor	TAC Ranking
High Priority	Witt Road - Valley View Apartments to Beechmont	2,279	400	\$150	\$60,300	27	1,020	1
	Forest Road - Anderson High School to Eaglesknoll	2,682	1,134	\$150	\$201,300	21	280	2
	Forest Road - Merritt Grove to Meadowland	1,973	966	\$175	\$169,050	24	280	3
	Birney Road - Watch Point to Wetheridge	2,322	1,236	\$150	\$185,400	18	225	4
Moderate Priority	Four Mile Road - Watchview to Patricia	1,316	886	\$175	\$148,575	11	97	-
	Lawyer Road - Concordgreen to Hunley	1,749	1,725	\$175	\$301,875	13	75	-
	Sutton Road - Salem to Cincinnati Boundary	1,494	1,052	\$175	\$184,100	8	65	-
	Bridle Road - Whitehouse to Johnson Hills Park	1,055	879	\$175	\$153,825	8	55	-
	Little Dry Run and Bridle Area	1,055	1,595	\$175	\$279,125	8	30	-

Witt Road - Valley View Apartments to Beechmont

A new project for this Anderson Trails Plan Update is a sidewalk along Witt Road from The Valley View Apartment complex to Beechmont Ave. This four hundred foot sidewalk segment connects this apartment complex and the Jamestown Village Condominium community to Beechmont Avenue and other destinations including The Anderson Towne Center, Nagel Middle School, Anderson High School, Immaculate Heart of Mary School and Church, the Beechmont Business District and various neighborhoods. This segment has the highest benefit factor of any sidewalk segment in the Plan's history.

Project Highlights

Estimated Cost:
\$60,300

Households within 4000':
2,279

Estimated Linear Feet:
400'

Benefit Factor:
1,020

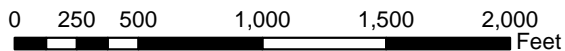
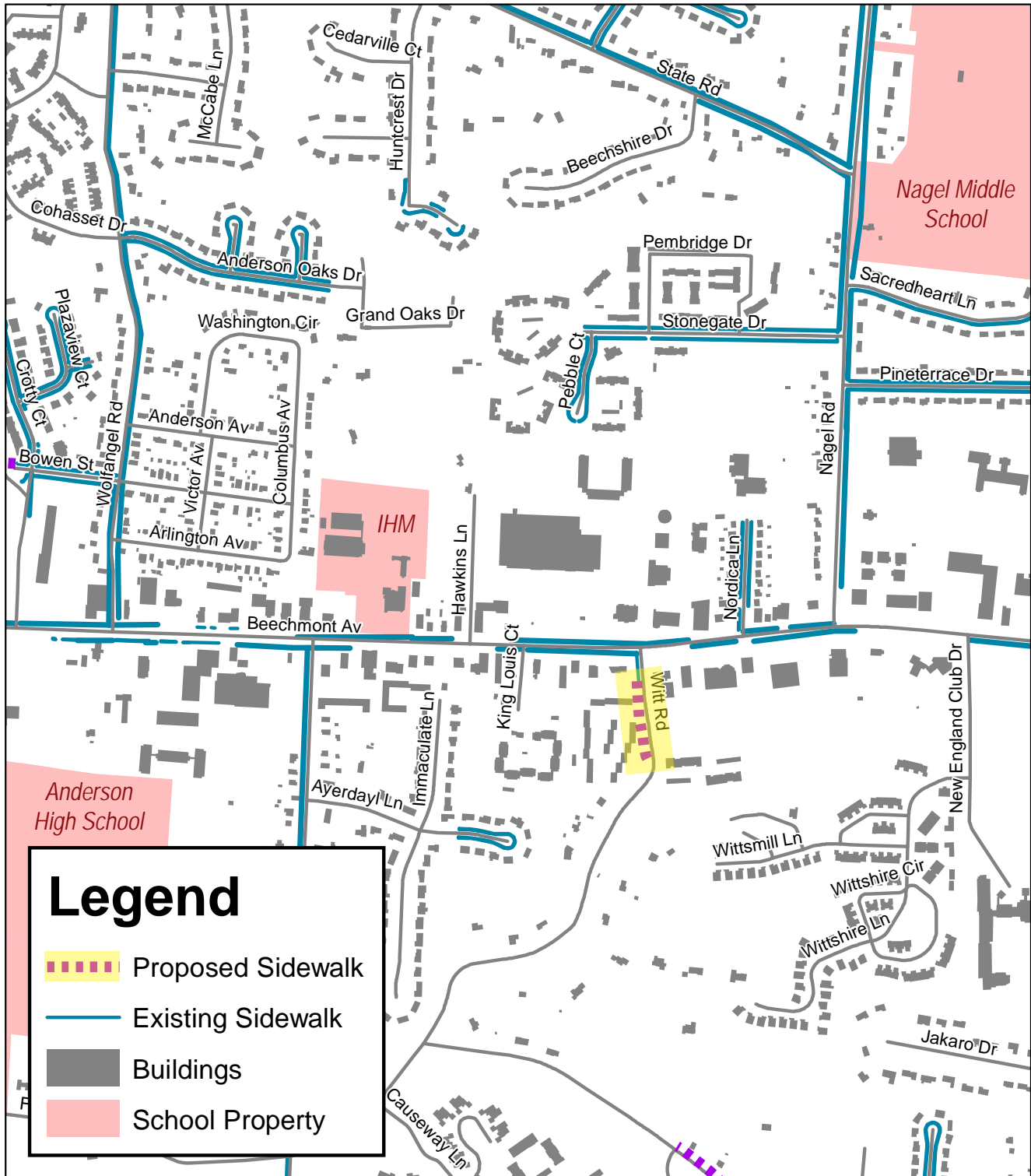


Looking south at existing sidewalk on Witt Road



Looking north on Witt Road near the Valley View Apartments

Witt Road Valley View Apartments to Beechmont



Forest Road - Anderson High School to Eaglesknoll

A new sidewalk project for the Anderson Trails Plan Update 2018 connects the Anderson High School Campus to Eagles View. This 1,134 foot segment connects this neighborhood to Anderson High School, the Beechmont Business District, Anderson Towne Center, the Five Mile Trail and many other neighborhoods.

With potential relocation of bus parking from the southern part of the Anderson High School campus, TAC recommends a trail or sidewalk connection from Forest Road at Eaglesknoll to the new southern parking area, with pedestrian connections through the high school's parking area/campus, as opposed to a sidewalk along that segment of Forest Road.

Project Highlights

Estimated Cost:
\$201,300

Households within 4000':
2,682

Estimated Linear Feet:
1,134'

Benefit Factor:
280

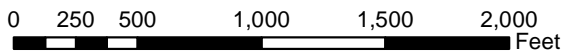
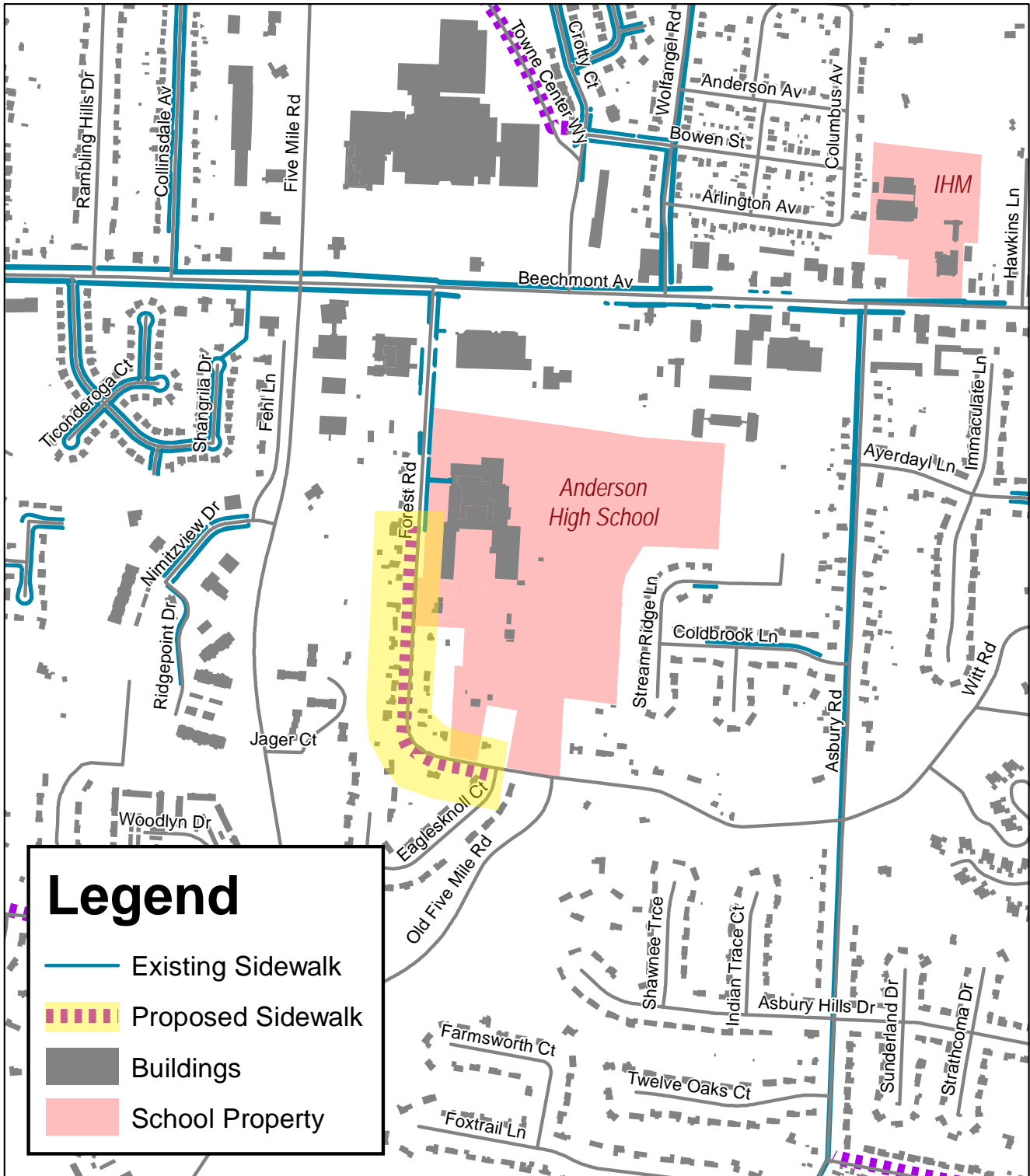


Looking northwest on Forest Road near Eaglesknoll Court



Looking south on Forest Road near Anderson High School

Forest Road Anderson High School to Eaglesknoll



Forest Road - Merritt Grove to Meadowland

This 960-foot extension of the Forest Road sidewalk begins at Merritt Grove lane, and ends at Meadowland Drive, serving the Village of Coldstream neighborhood and homes along Forest Road. This sidewalk will connect these properties to Ayer Elementary School, Veterans Park, the Eight Mile Corridor and other neighborhoods in the area.

Project Highlights

Estimated Cost:
\$169,050

Households within 4000':
1,973

Estimated Linear Feet:
966'

Benefit Factor:
280

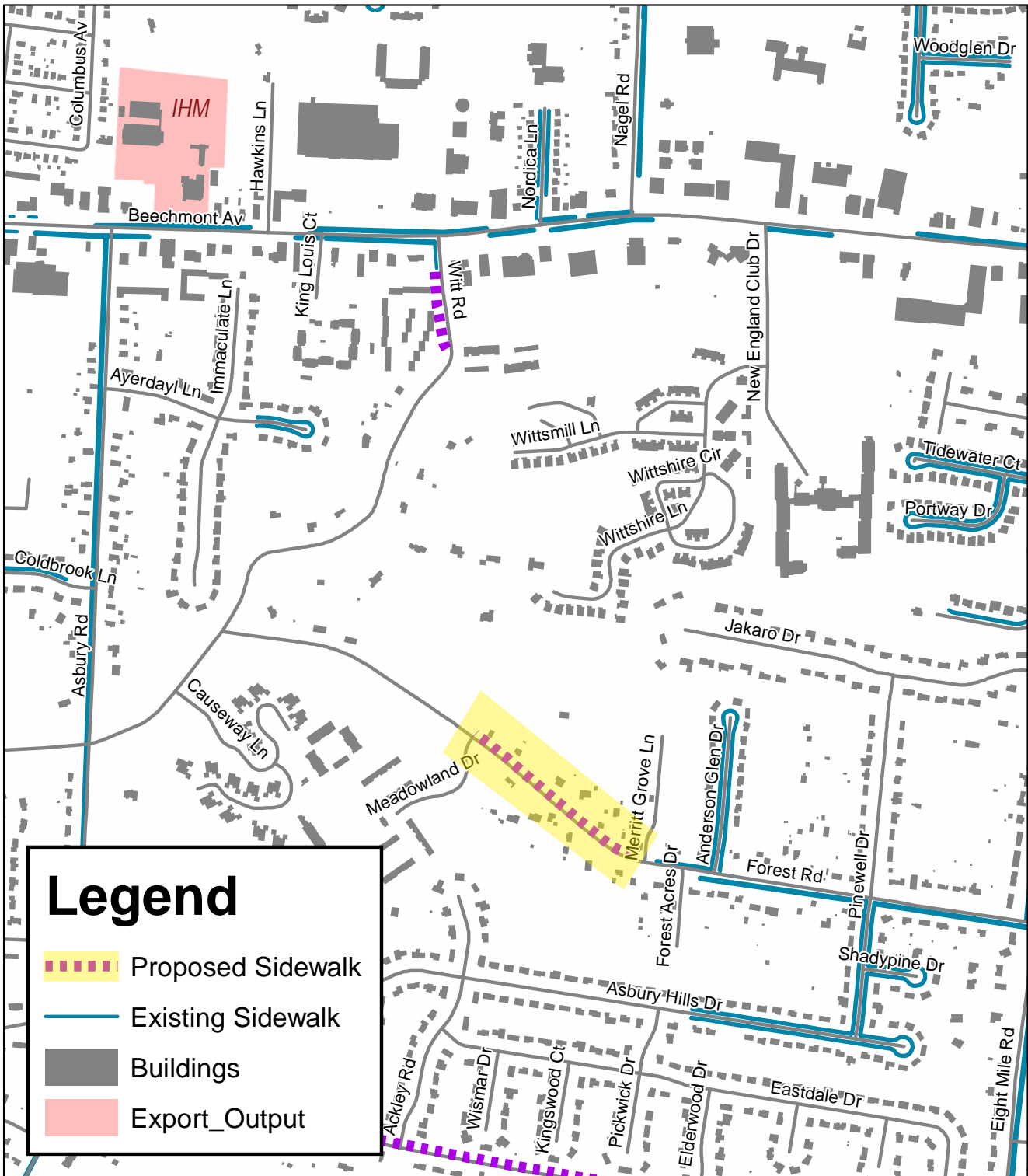


Looking northwest on Forest Road near existing sidewalk



Looking southeast on Forest Road near Meadowland Drive

Forest Road Merritt Grove to Meadowland



Birney Lane - Watch Point to Wetheridge

The Birney Lane sidewalk segment from Watch Point Drive to Wetheridge Drive would connect 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 Maddux 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 High School, parks, and the Salem Business District.

Project Highlights

Estimated Cost:
\$185,400

Households within 4000':
2,322

Estimated Linear Feet:
1,236'

Benefit Factor:
225

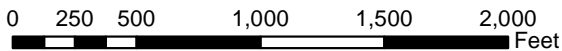
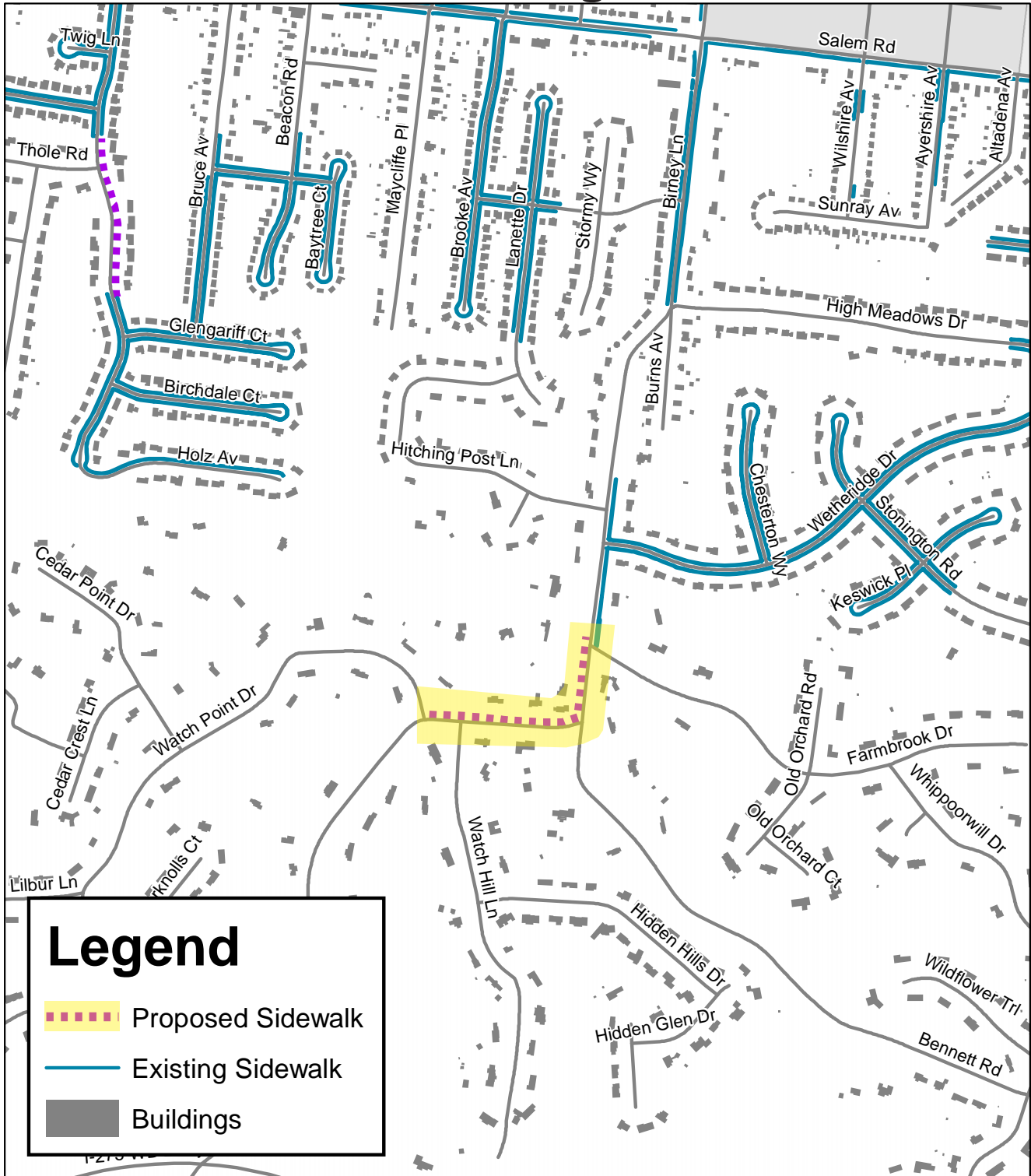


Looking east on Birney Lane near Watch Point Drive



Looking south on Birney Lane near existing sidewalk

Birney Lane Watch Point to Wetheridge



Four Mile Road - Watchview to Patricia

The Four Mile sidewalk segment from Watchview Drive to Patricia Drive connects the Anderson Forest neighborhood in the southern part of the Township to an existing sidewalk along Four Mile Road. This sidewalk segment connects this neighborhood to Anderson Township destinations including the Salem Business District, neighborhoods, Lavery Park and other parts of Anderson Township.

Project Highlights

Estimated Cost:
\$148,575

Households within 4000':
1,316

Estimated Linear Feet:
886'

Benefit Factor:
97

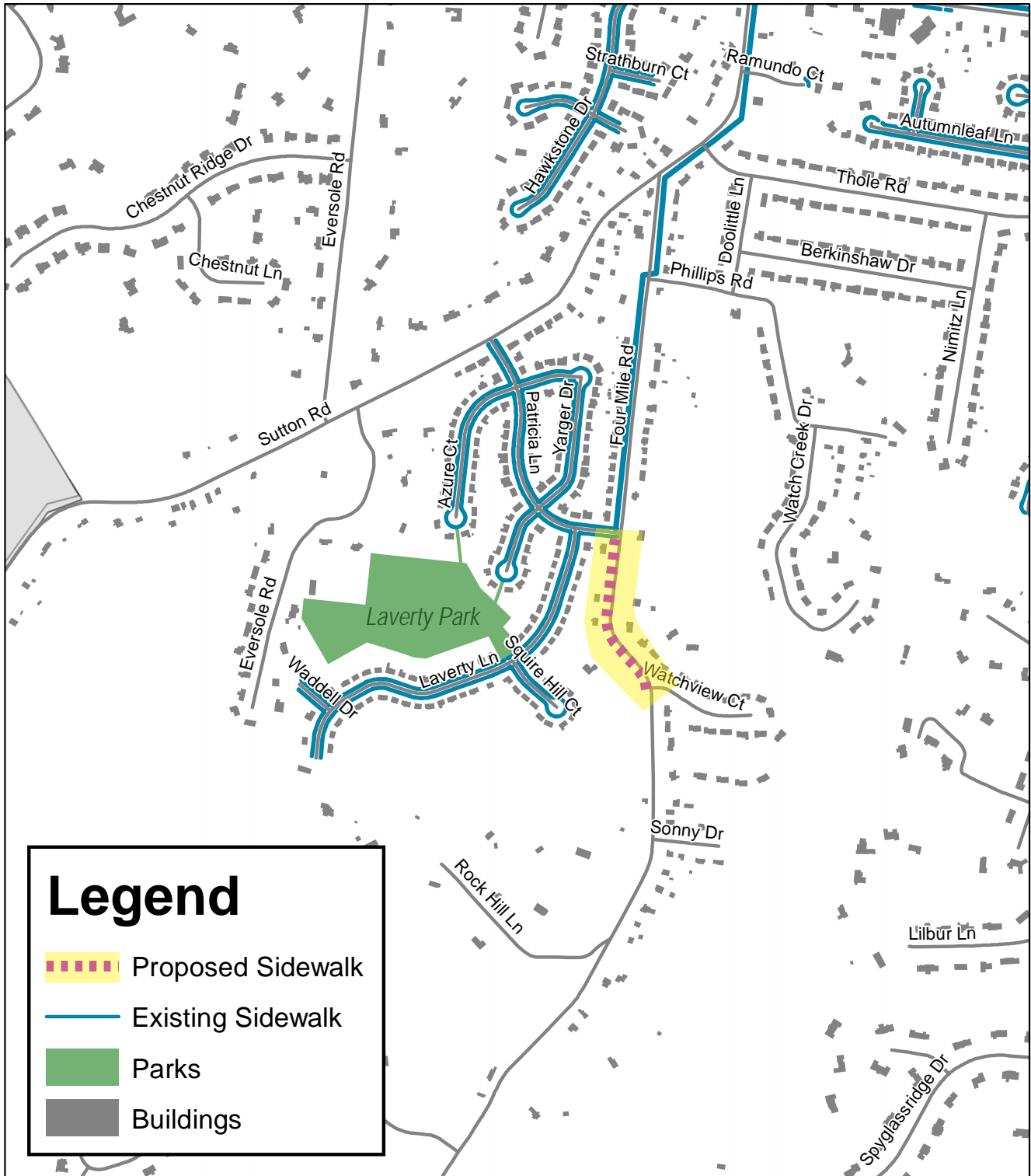


Looking south on Four Mile Road near existing sidewalk



Looking north on Four Mile Road near Watchview Court

Four Mile Road Watchview to Patricia



0 250 500 1,000 1,500 2,000 Feet



Lawyer Road - Concordgreen to Hunley

This segment would complete the sidewalk along Lawyer Road to Hunley Road, and continue along Little Dry Run Road, connecting Heatherwood Lane, Lawyer's Point, Royalwoods, Turnkey, Anderson Woods, Ravens Run, and Treetops neighborhoods. The segment also creates access to the Five Mile Trail with sidewalks on Hunley Road leading to Wilson Elementary and the neighborhoods east and north of the school. This segment has been lengthened from the segment identified in previous Anderson Trails Plan updates in order to create a safe walking route to Wilson Elementary School. The extension of this sidewalk project has affected the priority benefit factor for this segment, but the committee feels its ranking should remain as a high priority sidewalk, as it was in the 2013 Anderson Trails Update.

Project Highlights

Estimated Cost:

\$301,875

Households within 4000':

1,749

Estimated Linear Feet:

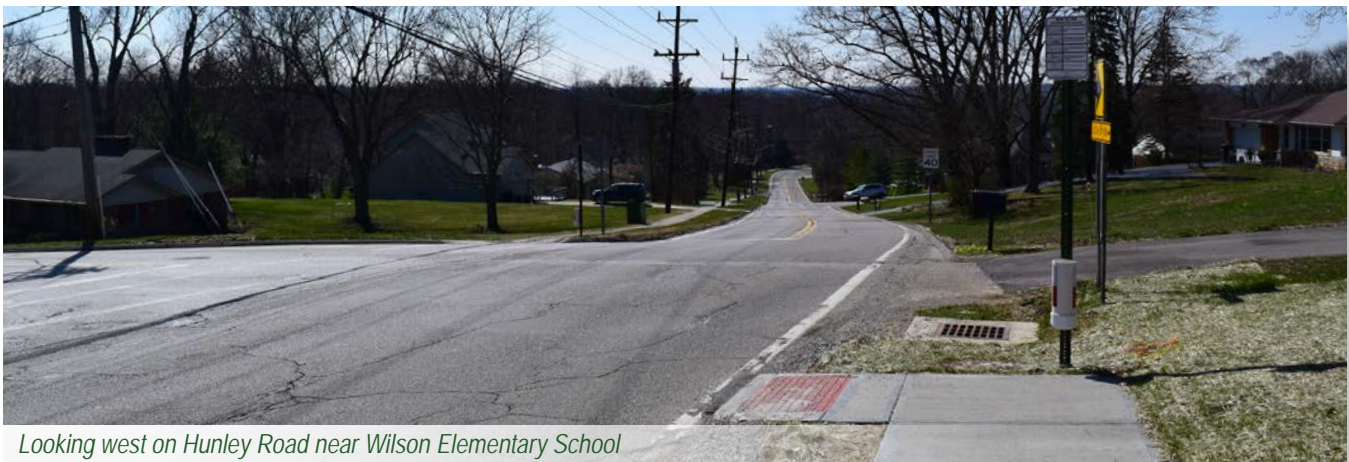
1,725'

Benefit Factor:

75

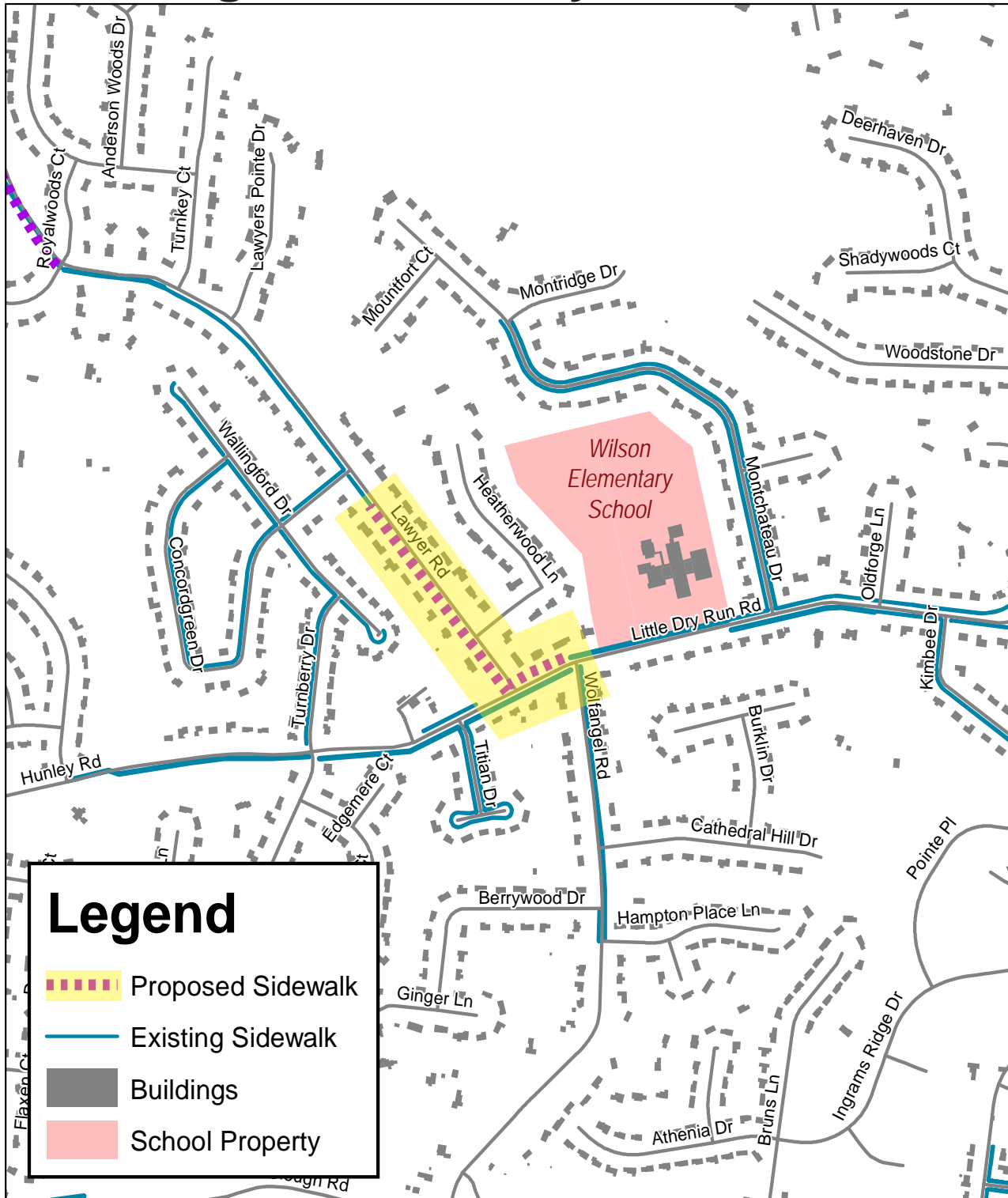


Looking southeast on Lawyer Road near existing sidewalk



Looking west on Hunley Road near Wilson Elementary School

Lawyer Road Concordgreen to Hunley



0 250 500 1,000 1,500 2,000 Feet



Sutton Road - Salem to Cincinnati Boundary

This sidewalk segment along Sutton Road 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 Avenue and to the City of Cincinnati and Anderson Township border.

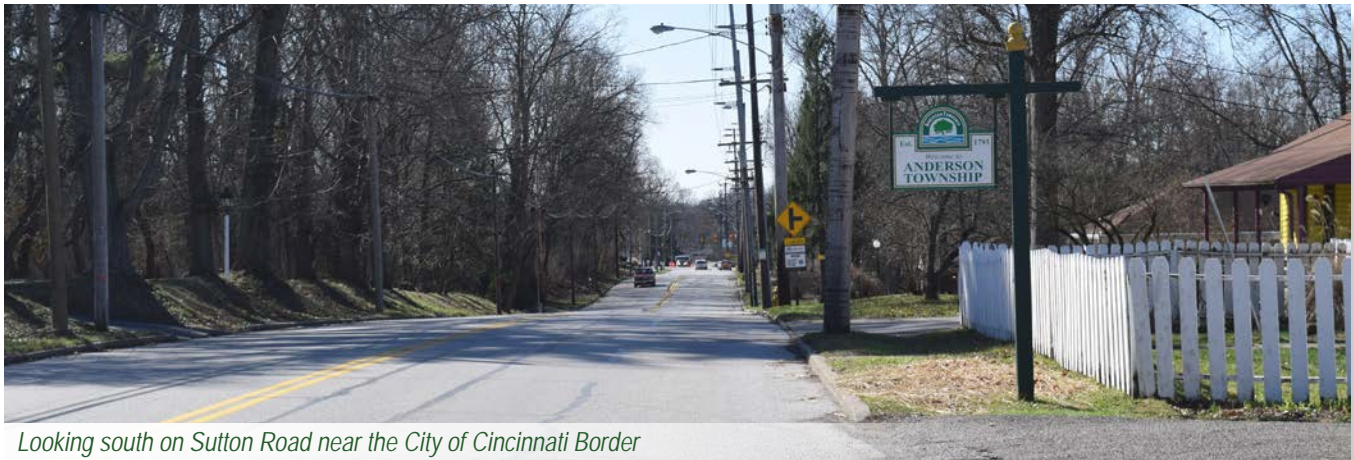
Project Highlights

Estimated Cost:
\$184,100

Households within 4000':
1,494

Estimated Linear Feet:
1,052'

Benefit Factor:
65

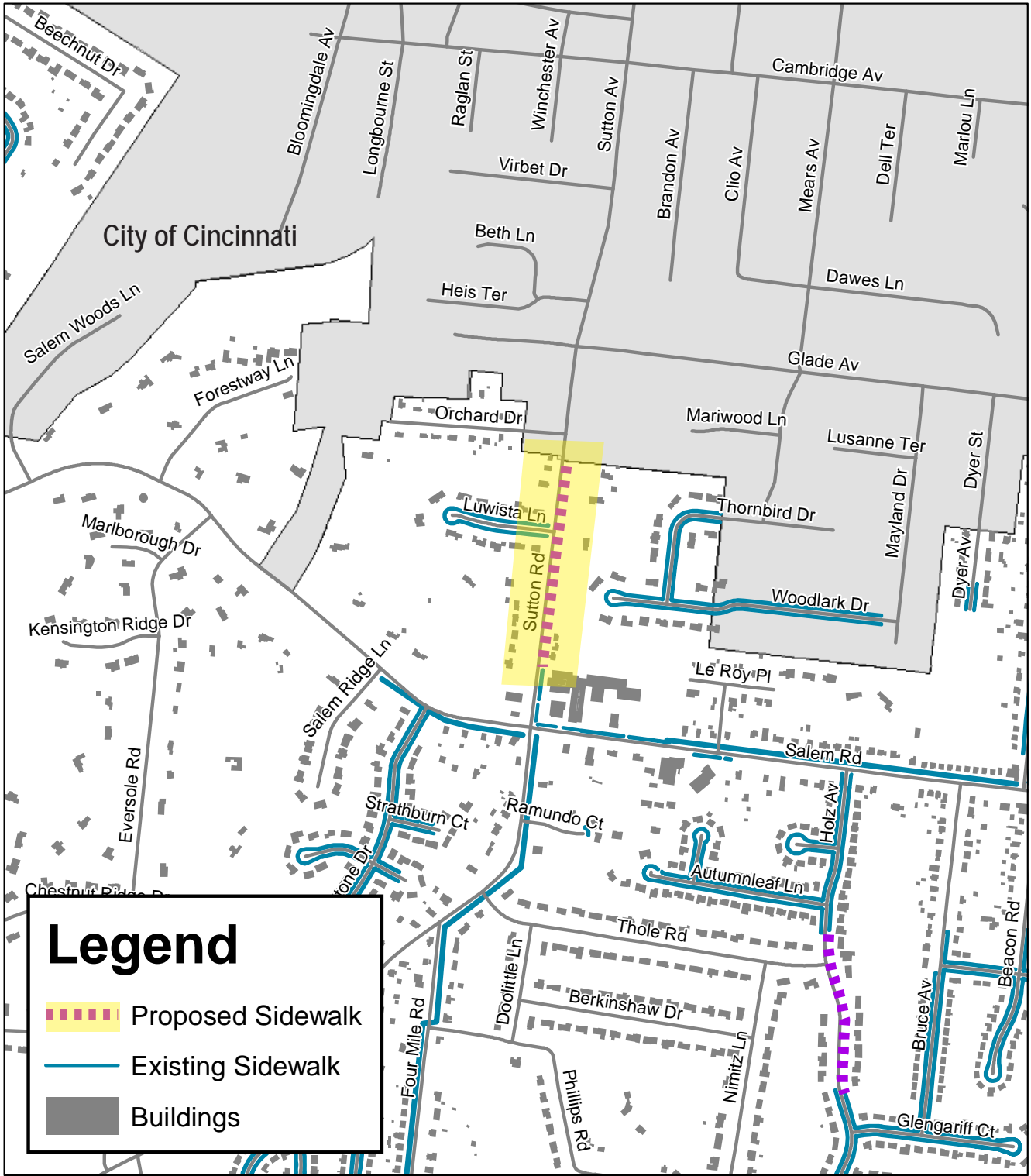


Looking south on Sutton Road near the City of Cincinnati Border






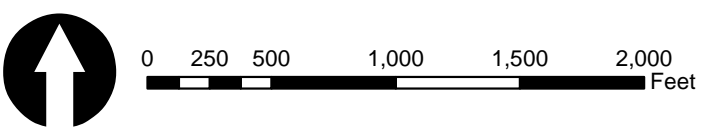
Looking north on Sutton Road near existing sidewalk

Sutton Road Salem to Cincinnati Boundary



Legend

-  Proposed Sidewalk
-  Existing Sidewalk
-  Buildings



Bridle Road - Whitehouse to Johnson Hills Park

The Bridle Road sidewalk from Whitehouse Lane to Johnson Hills Park is a sub-segment of the planned Little Dry Run and Bridle Road Area sidewalk system to create access from neighborhoods to Johnson Hills Park. Partnering with Anderson Township Park District and the Hamilton County Engineer's office, Anderson Township Park District hopes to leverage projects for Hamilton County Engineer's Bridle Road and Anderson Township Park District's Johnson Hills Park.

Project Highlights

Estimated Cost:
\$153,825

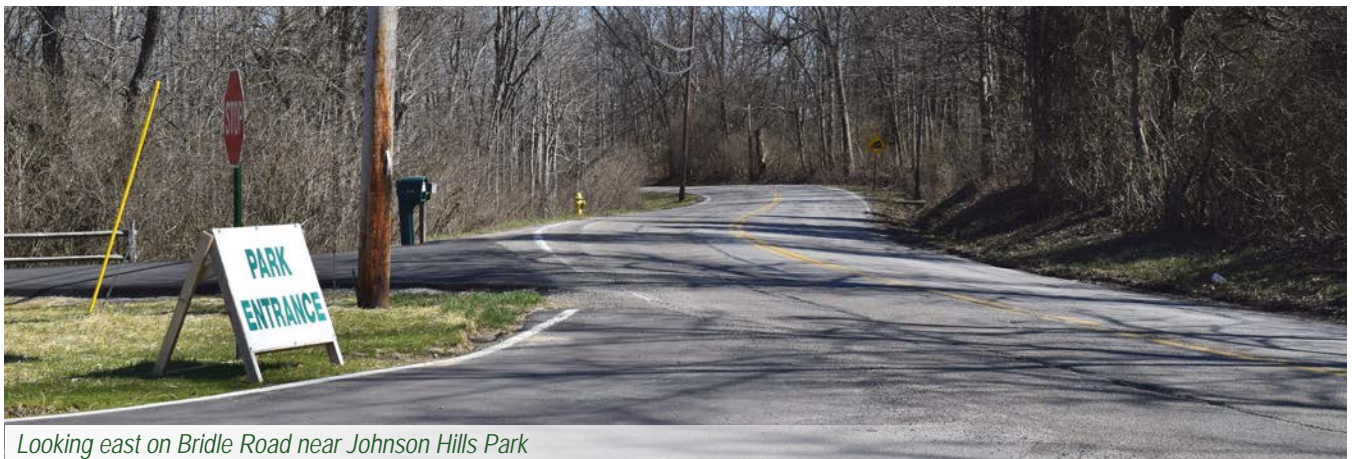
Households within 4000':
1,055

Estimated Linear Feet:
879'

Benefit Factor:
55

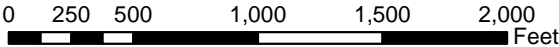
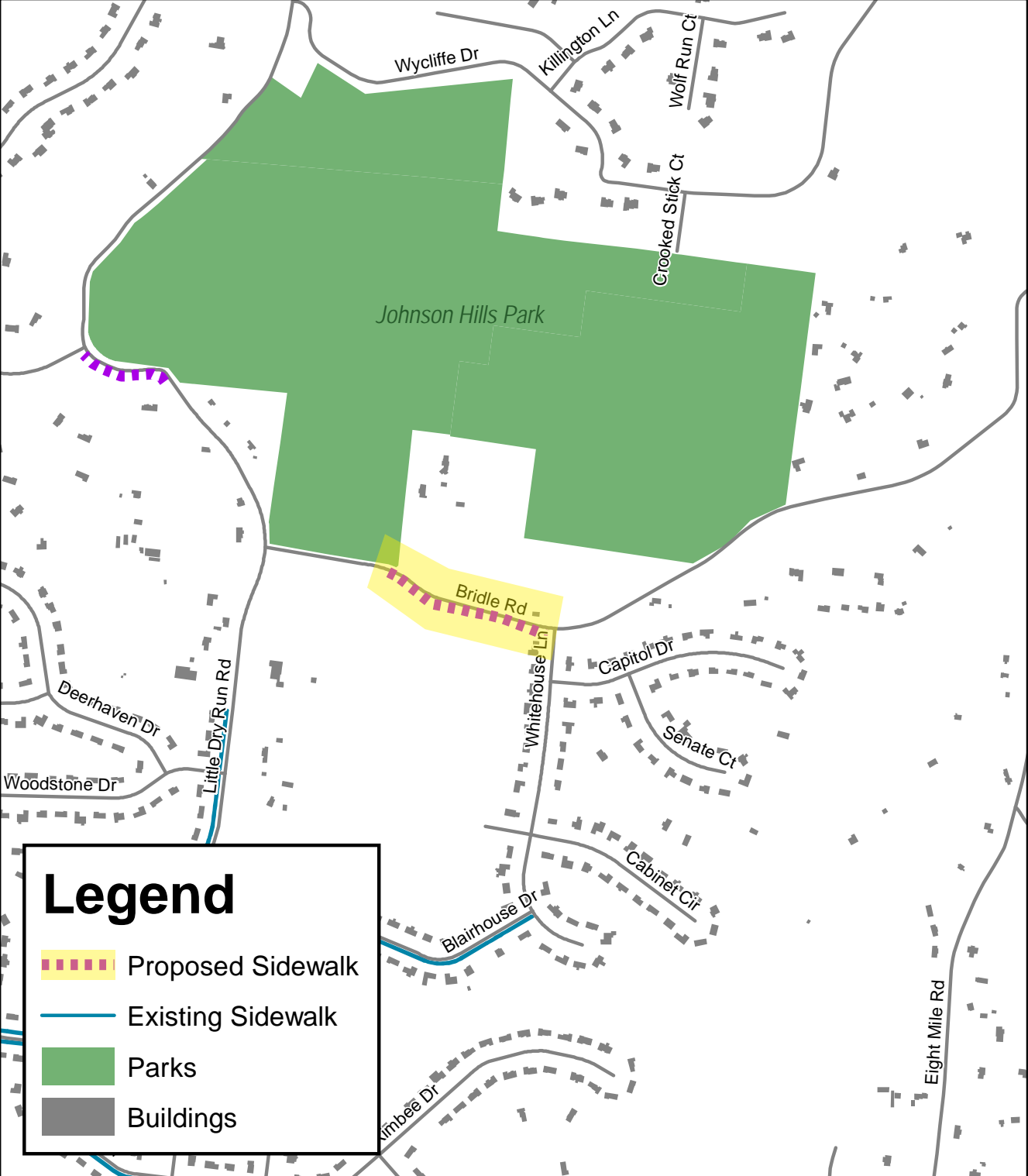


Looking west on Bridle Road near Whitehouse Lane



Looking east on Bridle Road near Johnson Hills Park

Bridle Road Whitehouse to Johnson Hills Park



Little Dry Run and Bridle Area

These projects are being considered for the Anderson Trails Plan because of new construction and planned development in the area. A 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 Road to Johnson Hills Park. 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.

Project Highlights

Estimated Cost:
\$279,125

Households within 4000':
1,055

Estimated Linear Feet:
1,595'

Benefit Factor:
30

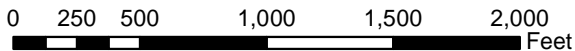
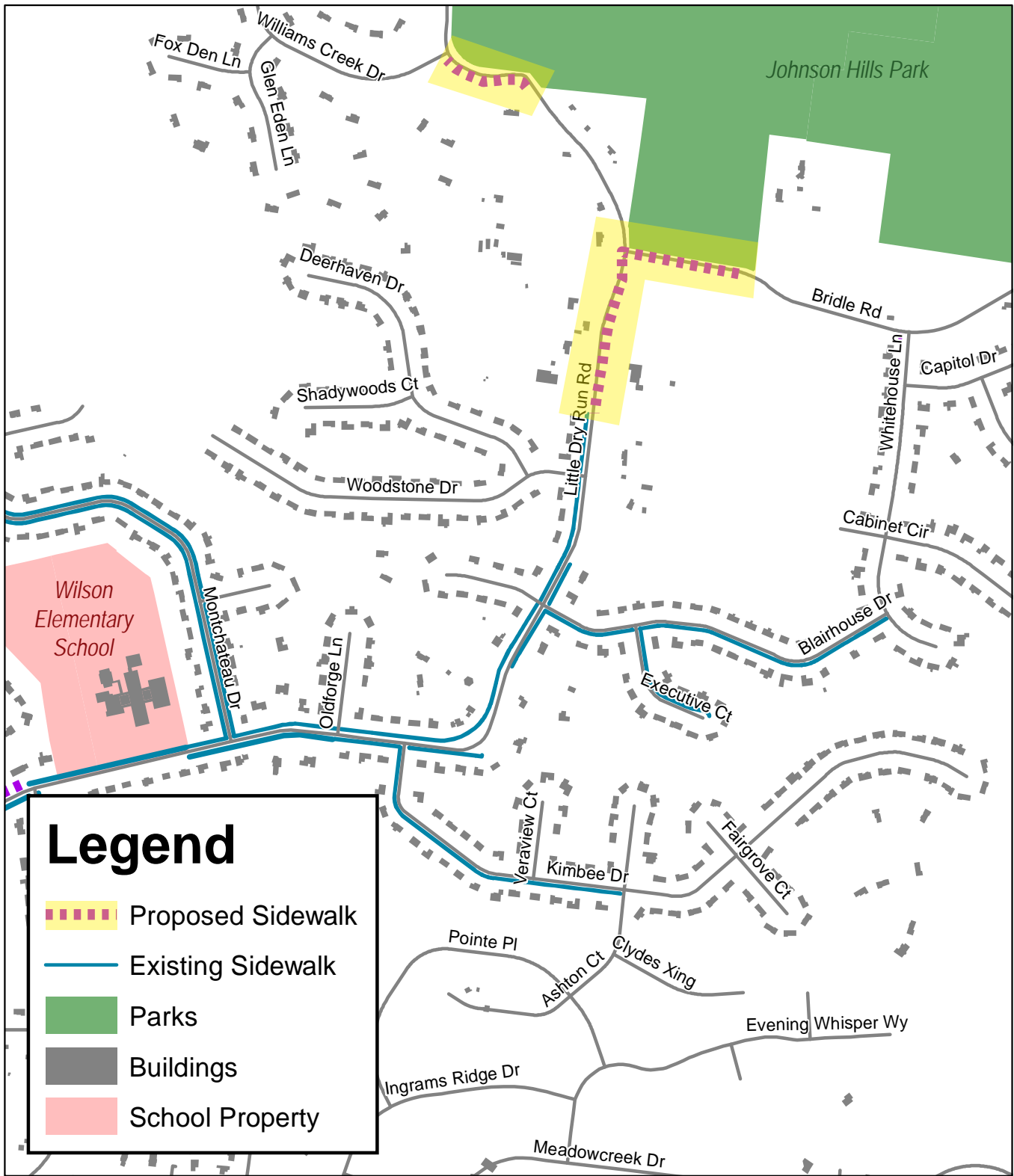


Looking west on Bridle Road near Johnson Hills Park



Looking north on Little Dry Run Road near existing sidewalk

Little Dry Run and Bridle Area

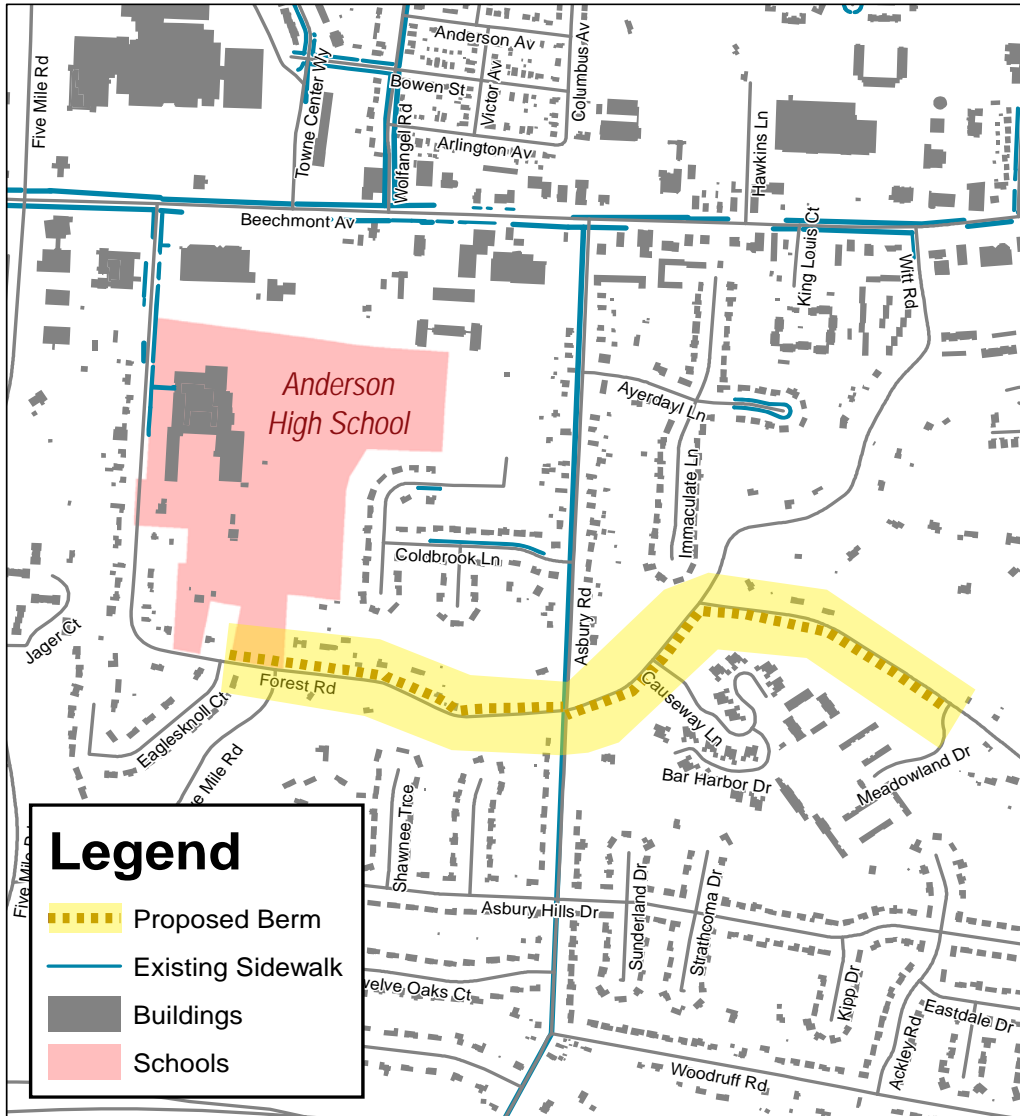


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Shoulders - Ranking and Priority of Projects (Based off of Plan Update)

	Segment	Number of Households Within 4000'	Estimated Linear Ft. of Segment	Estimated Dollar Cost Per Linear Ft.	Total Construction Cost Estimate	Weighted Value of Destinations	Benefit Factor	TAC Ranking
High Ranking	Forest Road - Eaglesknoll to Meadowland	1,128	6,752	\$25.00	\$168,800	10	67	1
	Newtown Road - Turpin View to Newtown Village Limit	747	4,700	\$20.00	\$94,000	14	111	2
	Asbury Road - Ayers to Coldstream Woods	461	3,407	\$20.00	\$68,140	2	10	3
	Ayers Road - Five mile 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	5
Moderate Ranking	Wolfangel Road - Hampton to Clough	1,000	1,894	\$20.00	\$37,880	6	158	-
	Eversole Road - Chestnut Ridge to Salem	1,199	2,250	\$20.00	\$45,000	4	107	-
	Birney Lane - Watch Point to Five Mile	1,297	3,500	\$25.00	\$87,500	7	104	-
	Wayside Avenue - Apple Hill to Salem	439	3,020	\$25.00	\$75,500	2	12	-
	Nordyke Road - Koszo to Clermont County Line	659	11,900	\$20.00	\$238,000	5	14	-
Special Projects Due to High Cost	Eight Mile Road - Hopper to Kellogg	132	6,881	\$20.00	\$137,620	3	3	-
	Hopper Road - Asbury to Eight Mile	760	5,175	\$20.00	\$103,500	3	22	-
	Eight Mile Road - Greenleaf to Hopper	115	1,880	\$20.00	\$337,600	3	9	-
	Hunley Road - Clough to Royalgreen	1,404	4,237	\$20.00	\$84,740	9.5	157	-
	Lawyer Road - Ravens Run to Newtown	1,062	2,023	\$20.00	\$40,460	8	210	-
	Mt. Carmel Road - Apple Blossom to Beechwood	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 - Mercer Point to Bartels	50	990	\$20.00	\$19,800	7.5	19	-
	Five Mile Road - Nimitzview to I-275 Bridge (both sides)	963	4,633	\$20.00	\$92,600	12	125	-
	Five Mile Road - I-275 Bridge to Kellogg Road (both sides)	963	12,900	\$40.00	\$516,000	12	22	-

Forest Road - Eaglesknoll to Meadowland



Project Highlights

Estimated Cost:
\$168,800

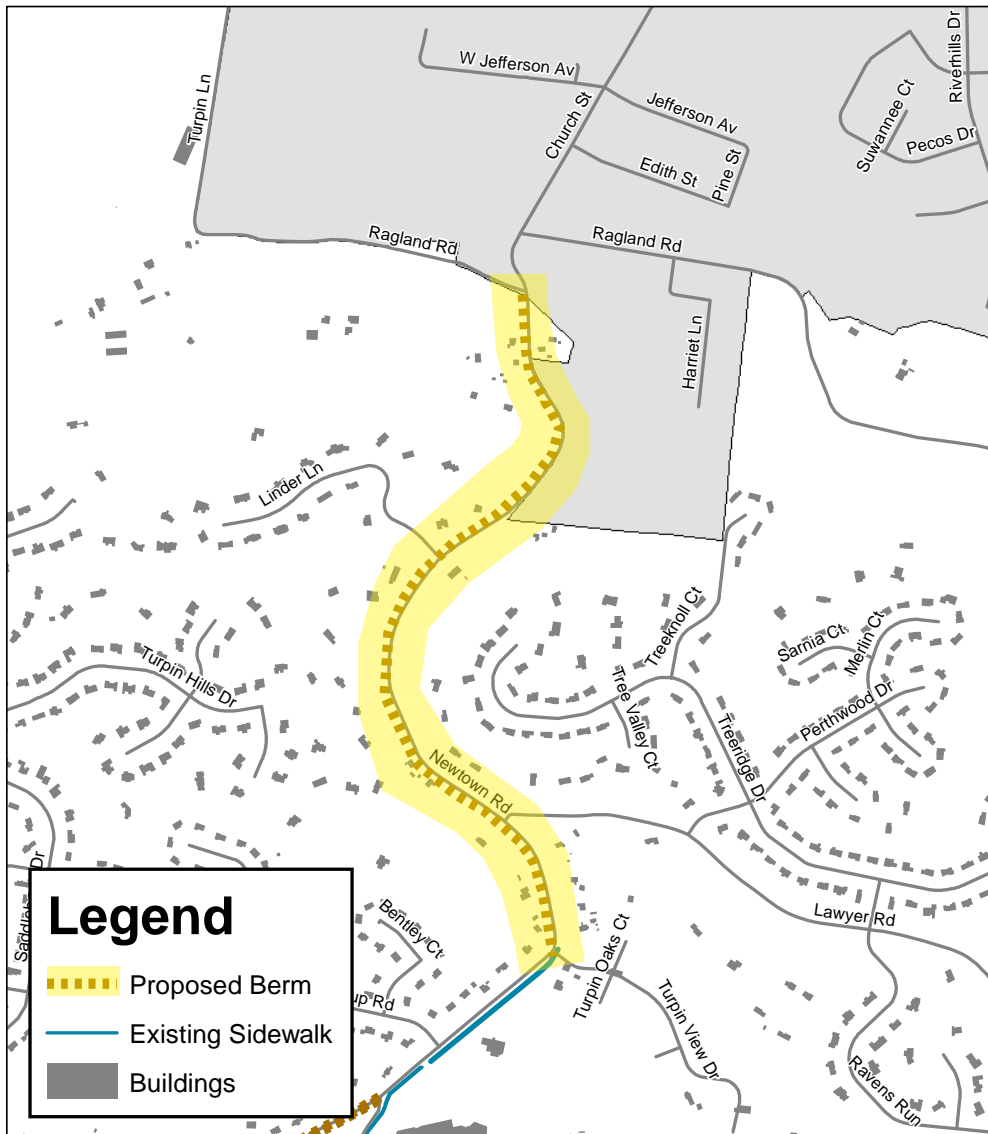
Households within 4000':
1,128

Estimated Linear Feet:
6,752

Benefit Factor:
67

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 topographic conditions and some areas of Forest Road do not have sufficient right of way to build a sidewalk. The expanded berm or shoulder will allow some functionality for pedestrian and bicycle use.

Newtown Road - Turpin View to Newtown Village Limits

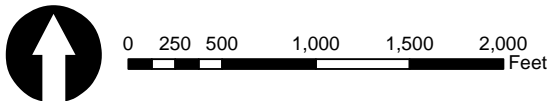


Project Highlights

- Estimated Cost: \$94,000
- Households within 4000': 747
- Estimated Linear Feet: 4,700'
- Benefit Factor: 111

This segment of expanded shoulder would allow people 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 Great Parks of Hamilton County’s Little Miami Golf Center. This expanded shoulder would also recognize and respond to the existing use of this stretch of roadway by runners and bicycle riders.

Asbury Road - Ayers to Coldstream Woods



Project Highlights
 Estimated Cost: \$128,550
 Households within 4000': 425
 Estimated Linear Feet: 5,142'
 Benefit Factor: 10

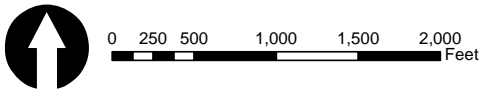


Ayers Road - Five Mile to Asbury



Project Highlights

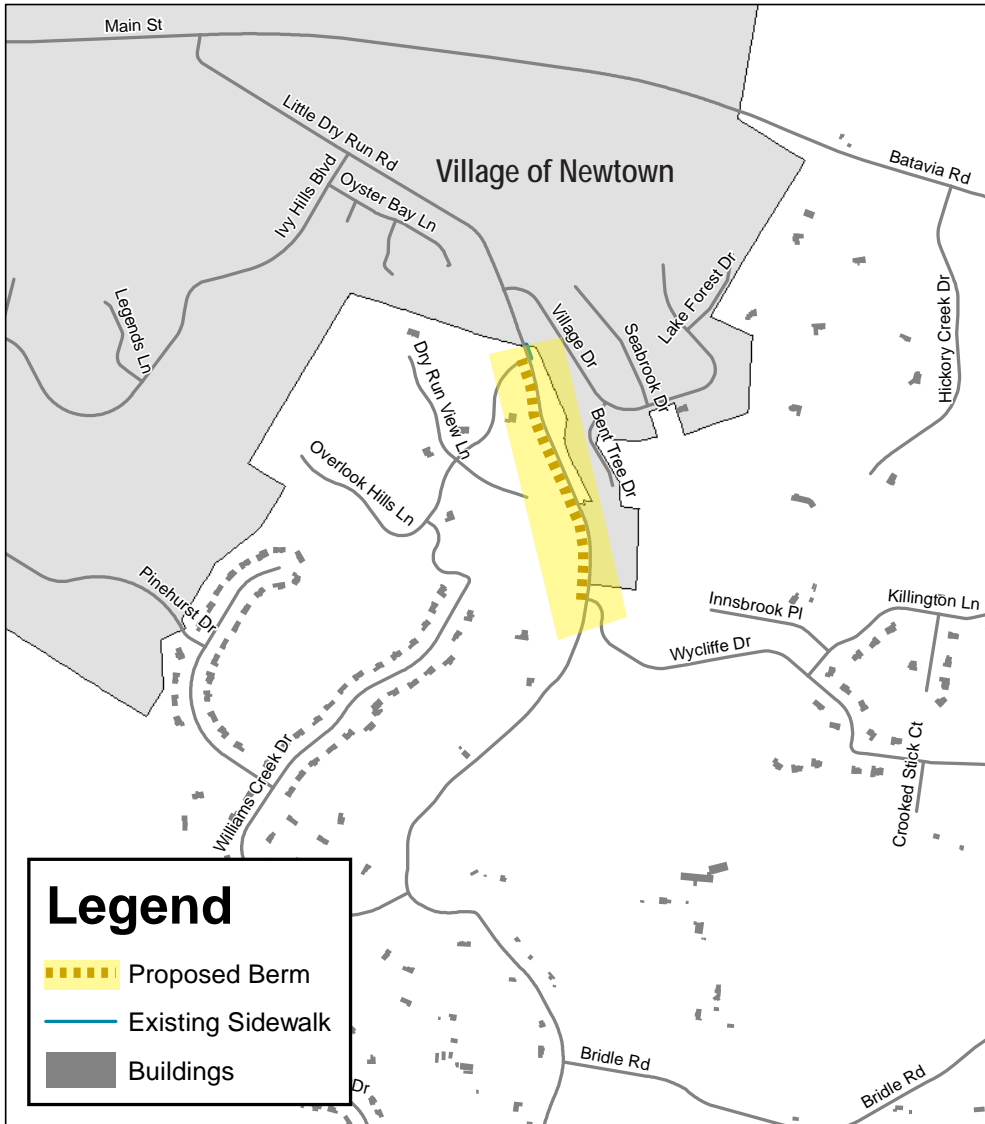
- Estimated Cost: \$68,140
- Households within 4000': 461
- Estimated Linear Feet: 3,407'
- Benefit Factor: 93



These segments of expanded berm/shoulders continue the connection of the Asbury Road sidewalk that ends 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.

Little Dry Run - Wycliffe to Overlook Hills



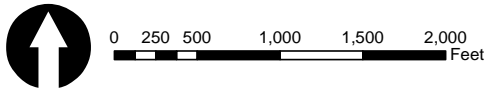
Project Highlights

Estimated Cost:
\$30,040

Households within 4000':
628

Estimated Linear Feet:
1,502'

Benefit Factor:
5



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

Appendix A

Policy on Prioritization of Trails 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. This method was periodically updated in subsequent plans.

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.

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			
Beechmont Corridor	4	Other Recreational (swim club, Health Plex, YMCA, ect.)	2
Schools/Recreation	3		
Parks	3	Connect to Existing Sidewalk	2
Five Mile Trail, Asbury, Eight Mile, Salem	3	Business Center	2
Library	2	Bus Stops	1
Ohio River Trail	2	Coordinating/Public Project	1

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

Costs are the estimates of engineering and construction for a given segment. See Example 1 on Page 51 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 was 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

$$(506 \times 2) \div \$215.50 = 38.33 \text{ Benefit Factor}$$

Appendix B

2018 Anderson Township Trails Map

