

# Evendale Bicycle Master Plan

## SUMMARY OF STAKEHOLDER COMMENTS

### Stakeholder Meeting 1 - April 29, 2010

The comments below were recorded in six small group discussions held during the bicycle master plan stakeholder meeting held on April 29, 2010. Participants were asked to share their views on possible goals and objectives for the bicycle master plan. Duplicate comments indicate similar views expressed by multiple participants. Other comments indicate the moderator's perception of the group's views on a particular topic as a whole rather than an individual comment.

### General Comments

- Resounding support and encouragement for developing a master plan.
- If you build it, they will come: bikers will definitely surface throughout the Village if conditions are made more conducive to pedestrian and bike travel.
- Reasons to bike in Evendale – local destinations-Gorman Heritage Farm; Griffin Nature Preserve; future shops, restaurants, an ice cream store is a must!
- Overall impression of Goals & Objectives – a lot to absorb. While group was very supportive of the 6 goals, they said the objectives were somewhat overwhelming for the stakeholders to process. Someone urged that a cliff note version be packaged for communication to Villagers. Public should only be responsible for reviewing the goals (high priority) and leave the objectives (direct results) to the Bike Steering Committee, consultant, and possibly stakeholders.
- Will the Bicycle Master Plan become part of the Village of Evendale Master Plan?
- Concern was expressed regarding support for the plan from council and local businesses.
- Hills are a deterrent to cycling in Evendale.
- Evendale is behind in promoting cycling interests.
- Make Evendale a destination in the bike plan, not a cut-through.
- Avid cyclists just want to get through Evendale.

### Recreation vs. Commuting

- Plan should focus on biking for recreation but there is some acknowledgement of a commuting perk.
- It would be good to capture the percent of commuters to Evendale or those who live and work in Evendale. Perhaps build into a public survey.
- Plan should focus more on bicycling for recreation rather than commuting.
- The primary focus of the plan should be recreation.

- Concentrate on the big, busy streets in Evendale – concentrate on the existing roads to ride-at this time, focus on road riding.
- The plan should focus on the aspect of recreation.
- Some interest for mountain biking was expressed. There is potential for mountain biking at Griffin Family Nature Preserve and Gorman Farm.
- Approach the plan from recreational standpoint.
- Commuting to St. Rita School by bike would be dangerous.
- Start small – recreational cycling should be initial priority w/ transportation focus later.
- Safety for commuters should be improved.
- Plan should focus equally on commuting and recreation.

### Improve Bicycle Conditions and Infrastructure

- There is a concern about putting bike lanes on residential streets. It would be difficult to prevent people from parking in the bike lane.
- Would prefer to have kids on sidewalks instead of in the street.
- Bike lanes could be added on Glendale-Milford Road in some places but there is no space in other areas. In some places the lanes could be narrowed for the extra space.
- It may be possible to have a paved bike path through Griffin Nature Preserve to connect Horncastle to Margate and the Rec Center. However, the agreement with the Griffins would need to be modified to allow a paved path.
- There is a walking trail through Park Hills that connects to the cemetery. A few years ago they tried to provide a crossing at Glendale Milford but there were complaints from property owners.
- It may be possible to have a wider sidewalk or multi-use path on the east side of Reading Road as a way to connect the Rec Center to residents living near Cooper. However, the right of way is located very near to the back of the existing sidewalk so a wider facility would require property acquisition.
- Should give input during the upcoming I-75 interchange session(s).
- There is a culvert on the south side of Glendale-Milford Road (that animals use) that possibly could be developed into a tunnel to cross the road during any route discussions.
- One stakeholder chooses to bike to Blue Ash businesses over Evendale businesses because of safety concerns near the Reading/Glendale-Milford intersection.
- Focus should be given to busiest streets.
- Should explore opportunity to add Safe Streets for biking to the Glendale Milford project since there is a delay according to a recent news report. Add a 4 foot path with a barrier separating the road from pedestrians/bikers.
- Wyscarver discussed as great link for bikers/walkers to Sharonville attractions but this notion would require significant but well deserved strategy.
- Are there easements behind homes along Glendale Milford for a possible trail?

- Glendale Milford Road is scheduled for maintenance work this year – is it too late to include restriping, etc for bikes?
- Use speed humps inside neighborhoods to slow traffic.
- Add a bike path in both directions on Cooper.
- Provide an east-west connection on Glendale Milford Road – connect to Wyoming and Woodlawn.
- Improve sidewalks for immediate use.
- Provide sidewalks on both sides.
- Widen the sidewalks.
- Provide markings on the street to improve safety.

### Mill Creek Trail

- There is strong support for a trail along the Mill Creek.
- The Wal-Mart developer (Anchor) set aside some land for a trail. However, there is some concern that there is not enough space to go under the bridge that was constructed over Mill Creek. A trail could go under the bridge but it may get flooded at times.
- A bridge connection could be made from the trail to PG Graves to serve businesses.
- Trail along Mill Creek north of Sharon Creek would be difficult because of the rail yard. It would be easier to continue trail along Sharon Creek.
- Building Mill Creek first will make other connections fall into place.
- Mill Creek Trail has definite value in business opportunities.
- Millcreek trail development is real important.
- Millcreek opportunity should be priority #1. Lots of enthusiasm and interest and energy in support of pursuing opportunity to link Evendale bike/walking path along Millcreek to Reading, GE, Glendale and beyond.
- Development of a trail along the Mill Creek would be most beneficial to increasing cycling in the community.
- GE may donate land to build an access trail from the future Mill Creek trail to the rear of the GE facility for employee access. Currently a few GE employees cycle to work (one from Delhi) but current access to facility is not bike friendly.
- The Mill Creek Trail will have a positive impact on the community.
- Communities north of the trail will have to pay for it.
- Trailhead may include a landing site, bike park, restrooms.
- Mill Creek Trail may be considered a long-term goal. Initial priority should be short-term projects that can be finished quickly.

## Improve Safety

- There is concern regarding the safety of the crosswalk at Glendale-Milford and Kingsport. Drivers don't have adequate sight distance to see pedestrians or bikes crossing. There have been some near-misses.
- Improving the safety of the crosswalk from Kingsport to the Recreation Center across Glendale Milford is needed and should be a priority. Safety could be improved by moving the crosswalk to the other side.
- Safety issue – crossing Glendale-Milford Road at Giverny.
- Cooper Road is dangerous for novice bikers, in addition probably Glendale-Milford Road.
- The speed limit of 45 mph on Reading Road is set by state statute. Villages don't have the authority to change speed limits on state routes. The lower speed limits on Reading Road in Sharonville and Reading is a result of those community's higher designation as a city.
- Safety concerns expressed for Wyscarver, Glendale Milford/Giverny crossing, crossing Reading Road towards I75, and Cooper Road.
- Glendale Milford Rd cited as primary safety concern – more so than Reading Road.
- Improving safe bike access from community to Recreation Center should be a priority.
- Reduce speed limit on Reading Road to 25 mph. Evendale is the only stretch at 40 mph.
- There is a need for better speed enforcement.
- Improve blind spots.
- Cycling in Evendale is dangerous because of hills, lack of street space and signage as well as heavy truck traffic.
- Cycling in Evendale is too dangerous for children.
- There are safety concerns for biking and walking throughout Park Hills because of vehicle speeds, hills and bends, and lack of road space.
- Recreational cyclists feel Evendale is too dangerous.
- Improving bike conditions and safety should be a high priority of the plan.
- Avid cyclists have a higher risk of injury.

## Improve Connectivity

- Community connectivity is real important.
- Improving connectivity should be a high priority of the plan.
- Connectivity to schools is important.
- Connectivity to parks is important as well as connectivity to the east to Blue Ash and Montgomery.
- Connect destinations within community for short commuters.
- Add connectivity to GE from Evendale neighborhood.

- Connectivity for cyclists doesn't exist in Evendale – “Can't get there from here”.
- Bicycle access to businesses is desired.
- Destination planning is important.
- Sidewalks need to be connected.
- Recreation Center needs to be connected to the community.
- Getting to Sharon Woods and Blue Ash should be a priority.

### **Improve Quality of Life (health, environment, congestion, recreation)**

- While Health is acknowledged as a benefit of cycling, some participants did not see a benefit in promoting the health aspect of bicycling.
- The environmental benefits don't seem attainable by the residents of Evendale so there is likely not a benefit in promoting it.
- Increasing bicycle ridership in Evendale would not do much to reduce congestion.
- There is definitely value to the community and surrounding areas in this project.
- Bicycling cannot hurt the environment.
- Evendale, generally, is a pretty healthy community.
- Environmental objectives, smog reduction not convincing.
- Improving bicycling in Evendale will provide value to community.
- Improving bicycling will attract people to Evendale similar to Loveland.

### **Promote Business and Economic Growth**

- There are great opportunities for business growth at trailheads for the Mill Creek Trail.
- Business growth through the development of bike routes cannot hurt.
- Ice Cream Shop would be a great bicycling destination.
- A bicycle repair shop would be a business attracted to the area.

### **Funding**

- Concerns about strings attached with grants.
- May not be opposition to using local funds.
- Some funding concerns from local Evendale funds:
  - There was a million dollar deficit this year.
  - GE is moving operations out (lower tax receipts).
- A bond issue could be made.
- Business sponsorship is a possibility.
- Any funding is good funding.
- A group of interested parents could easily be organized to pursue Safe Routes to School Funding.
- One way to fund bike projects is to set up tax deductible contribution to Evendale where you can designate your contribution to be directed to the bike initiative (Evendale Bike Fund).

- Bicycle project should have public funding.
- Seek grants and funding early.
- Start today for funding.

### **Bicycle Culture, Policies, Education & Encouragement**

- Cyclists must obey traffic laws.
- Bikers, especially novice bikers, must gain confidence, skills, strength, knowledge – educate all bikers – it’s a mental state when it comes to connectivity-once bikers realize this aspect of biking, biking will become easier on the roads.
- Bicycle tip of the month in village newsletter.
- Bikers should not agitate drivers.
- Revisit village laws and ordinances.
- Bike day on May 15th is fantastic idea. It should be publicized more.
- Provide maps for biking to Evendale residents.
- Public policy and education programs should be significant portions of the master plan.
- Bike racks are needed at local businesses.
- Make Evendale more bike friendly with “Share the Road” signs, education and bike friendly policies.
- Provide better and more frequent roadway cleaning on side of road – gravel, glass, etc.
- Adopt a “Complete Streets” policy – accommodate both cyclists /commuters and recreation uses (wide sidewalk).
- Recreation Center and environs should be more bike friendly.
- Facilitate bike behavior.
- Sponsor a “Park the Car” weekend or week to promote bicycling.
- Consider destination in putting together recreation schedules.
- Provide better signage and lighting.
- Favor a “Complete Streets” policy.
- Promote lights on bikes.
- Provide bicycle safety classes.

### **Schools**

- The schools do not want the kids to bike to school.
- Currently, the school buses pick up children who live on Glendale-Milford right in front of Evendale Elementary who could easily walk to school.
- Children who live in Sharonville that attend Evendale Elementary and live close to the school do walk.
- Would like to see lots of bikes/racks at Evendale Elementary much like schools in Terrace Park where bikers to school represent the majority.

### **Current Bicycle Trends**

- Lots of kids bike around Kingsport near Gorman.
- One of the youth stakeholders frequently rides her bike to the Recreation Center during the summer. She crosses Glendale-Milford at Kingsport.
- Some stakeholder residents are avid cyclists and ride over 1000 miles per year.
- Some stakeholder residents and their families ride only for recreation.