CHAPTER 4
EVALUATION AND RECOMMENDATIONS

4.1 INTRODUCTION

This master plan presents many possibilities for providing bicycle facilities in the Village of Evendale. Some are intended to be places for recreational riding, others improve access and safety for bicycle travel throughout the Village.

Deciding which of the identified opportunities to implement and in what order is an important consideration for Village leaders. There are many factors to consider in assessing each opportunity's value to the community. Village leaders need a way to comparatively evaluate each opportunity so they can successfully integrate bicycling into the Evendale community in accordance with the citizens' desires and in a way that limits impacts and costs.

This part of the plan quantitatively evaluates the potential benefit of each opportunity identified in the previous sections to help the Village in making critical, informed decisions about implementation, allocating funding, and leveraging the benefits to increase demand and support for bicycle facilities.

4.2 OPPORTUNITY EVALUATION

Each opportunity identified in Section 3 has been evaluated based on the following measures.

COST

A preliminary construction cost for each opportunity has been estimated based on current typical construction costs in Ohio for major items such as asphalt, concrete, bridges and other materials. The estimated cost does not include the cost of design, property acquisition or utility relocations.

COMMUNITY INTEREST

The Village circulated a survey to evaluate the public's opinions on specific opportunities identified in Section 3. The survey was open to all Village residents. Surveys were mailed to residents and were also available at the Recreation Center. Respondents were directed to review maps of the identified opportunities on the Village website or in the Recreation Center and then asked to rate each opportunity on a scale of 1 to 5 with 1 indicating a low interest and 5 a high interest. The Village collected 106 responses to the survey representing 3.8% of the 2010 village population of 2,726. A sample survey and results for individual questions are summarized in Appendix 4-A.

POTENTIAL NUMBER OF USERS

Users of a bicycle facility may be divided into groups based on age, skill level and trip type as described in Section 3.2. The user types include:

1. Children – Recreation
2. Children – Commuting (ex. to school or friends house)
3. Adults – Basic – Recreation
4. Adults – Basic – Commuting
5. Adults – Advanced – Recreation
6. Adults – Advanced – Commuting
7. Seniors – Recreation
8. Seniors – Commuting

For the purposes of this study, each opportunity was evaluated for the number of user types it would attract. Facilities that attract the most user types could generally be assumed to provide the most community value.

Section 3.2 did not include seniors as a user type. However, seniors were added for this analysis based on public survey comments seeking riding opportunities for seniors.

The design team made the following assumptions in evaluating which user types would utilize a facility:

- Except for low volume streets, children will not ride in the street.
- Adult basic riders will ride in bike lanes for commuting but will not ride in a motor vehicle traffic lane.
- Advanced riders will not use trails unless they are long and/or provide significant connectivity.
- Seniors will not ride in the street and will chose paths that do not have significant changes in elevation.

ECONOMIC IMPACT

A detailed assessment of the potential economic impact of each opportunity must consider a number of factors that are outside the limited scope of this planning study. However, recognizing the importance of this item in prioritizing opportunities, the planning team made a general assessment of the economic impact for each project using their best judgment, community input and

4.2 OPPORTUNITY EVALUATION

knowledge of the economic impact of similar facilities. The potential for economic impact was evaluated by scoring one point if the opportunity provides connectivity to businesses and then awarding additional points based on the number of potential user groups.

PROPERTY IMPACTS

The planning team estimated the number of private properties likely to be impacted by each opportunity and any potential property issues that may complicate implementation.

ENHANCEMENT TO SAFETY

The bicycle level of service (discussed in Section 3.4), was reassessed for on-road opportunities (bike lanes and shoulder widening) to estimate the improvement in level of service and safety.

4.3 Analysis of Results

PUBLIC SURVEY

Support for bicycle paths separated from the roadway is generally strong among Evendale residents. Paths through the Village parks or along roadways were favored or strongly favored by a majority of respondents (between 50% and 75%). The Mill Creek Trail enjoys even greater support with more than 80% of respondents in favor of providing this facility. Bicycle lanes were also supported by more than 50% of respondents. Riding on a widened shoulder was not as well supported (37% in favor) and riding directly in traffic using sharrows had the least support (20% in favor and almost 50% opposed). For full survey results, please refer to Appendix 4.1.

PARKS & RECREATION

Table 4.1 (page 4-7) summarizes the analysis for opportunities within Evendale's existing parks and recreation facilities.

Opportunities for shared use paths in the Village's parks tend to either be loop paths or connections to other areas. Loop paths provide an area for recreation but may not provide long term economic development benefits. Path connections will generally be used by more people because they provide a transportation benefit in addition to recreation. For that reason, projects such as an improved connection from Baxter Park to Margate Terrace, connections to the Mill Creek Trail from the Recreation Center, a connector path in Griffin Nature Preserve and connections from Kingsport Drive to Reading Road through Gorman Farm may provide the most benefit. These paths will generally attract more users and have long term economic potential by providing bicyclists and pedestrians with links to Evendale's business district. Community interest in path connections over loop paths was also slightly higher.

Opportunities in Evendale's parks also have the benefit of having no impacts to private property since the property is already owned by the Village. Land development restrictions in Gorman Heritage Farm and Griffin Nature Preserve may need to be addressed prior to development however.

The estimated costs for these opportunities are dependent on the project length and existing topography. The improved connection to Margate Terrace is a shorter project but may be more expensive to construct because of the steep topography which may require construction of retaining walls. Similarly, the connector paths in Gorman Farm from Kingsport to Reading Road or Cooper Road and the connector path in Griffin Nature Preserve would need to traverse steep hillsides requiring possible retaining walls and switchbacks that increase the project length. Paths on level ground would generally be less costly to construct.

MILL CREEK TRAIL

Table 4.2 (page 4-7) summarizes the opportunity analysis for the Mill Creek Trail.

Of all the opportunities identified in this plan, the Mill Creek Trail may have the most potential. It enjoys very high public support, would likely have the highest number of users of any bicycle facility identified and has enormous potential for economic development. Although property easements or acquisitions will be required, the overall number of properties likely to be affected is

low and all are large commercial properties. Trail development is either underway or planned in other communities along the creek which greatly enhances the trail's benefits by providing future connectivity, recreational benefits and more economic development by attracting additional trail users to Evendale.

The cost of trail development along the Mill Creek may be higher than other opportunities identified in this plan. The potential number of users may require additional trail width. The trail's disposition within the floodplain of the Mill Creek may require preventive measures to limit potential damage from erosion during flood events. Rather than constructing the trail with less costly asphalt materials, concrete, may be required to resist the scouring forces of flood waters. Bridges spanning the Mill Creek are also likely based on the conceptual alignments studied.

The Mill Creek Trail opportunity has been divided into three phases for this analysis: two phases along the Mill Creek (north and south of Sharon Creek) and one phase along Sharon Creek.

The portion along Sharon Creek would likely be the least costly to construct. No structures are anticipated along this section and it would be built entirely within an old rail corridor no longer in use. It would provide a connection to Sharonville's planned trail along the Creek which would provide future access to that city and Sharon Woods, a major destination identified earlier in this plan. This phase may be easiest to construct first since it is the least costly segment and provides a desired link to Sharonville. One challenge with this section may be acquiring the property from Norfolk Southern.

The section along Mill Creek south of Sharon Creek would likely be the most expensive to construct because of the potential need for two trail bridges over the Mill Creek. However, this portion of the trail would provide easy access to Evendale businesses in the valley and would be the most visible part of the trail. It would also provide future connectivity to the City of Reading, General Electric Aviation (which has planned additional public access trails around their facility) and other cities and parks to the south. Portions of the trail corridor are already anticipated within Evendale Commons and land has been set aside for the development.

The segment of the trail along Mill Creek north of Sharon Creek would enjoy similar benefits but these may occur later than the other segments. While there are plans for the trail to continue further north along the Mill Creek in Sharonville, these are not as developed or certain as the connection along Sharon Creek. The businesses in this portion of the corridor are more industrial in nature. The trail would provide access to these businesses for employees but the general public would be less likely to access these businesses using the trail. This segment would logically be the last phase to construct since its benefits may not be fully realized until future connections are established in Sharonville.

STREET CORRIDORS

Table 4.3 (page 4-8) summarizes the analysis for opportunities along Evendale's existing street network.

Opportunities along Evendale's streets include bicycle lanes, widened shoulders, shared use paths (or side paths), sharrows and simple signing. These opportunities are important in developing a multi-modal transportation network within the Village and ensuring bicycle connectivity to destinations within and outside of the Village.

Sharrows and signing accommodate the fewest number of users (generally only the most skilled and confident bicyclists) however their cost is relatively low and the simple presence of these features helps to provide legitimacy to

bicycling on the street and identifies the Village to the traveling public as welcoming to bicycling. These very simple opportunities can be implemented almost immediately (or in conjunction with future projects) and may provide temporary facilities until the more expensive bicycle lanes or shared use paths can be constructed.

Adding bicycle lanes or shared use paths will accommodate more user types. The public is more supportive of facilities that separate bicycle traffic from motor vehicle traffic. The cost of widening the road for bicycle lanes is generally more expensive because the pavement depth is greater (it should match the existing roadway pavement) and they should be constructed on both sides of the road. Shared use paths may only need to be on one side of the road and the pavement thickness can be less.

Property impacts identified in Table 4.3 indicate the number of adjacent properties along the corridor that may be affected. They do not necessarily indicate that portions of the property may need to be permanently acquired for the work. Whether adding a bicycle lane or a shared use path, temporary construction easements for driveway reconstruction and grading will almost certainly be required for the adjoining properties. Bicycle lanes may have less of an impact on the adjoining properties simply because they are closer to the road than a shared use path.

The public survey did not seek opinions for opportunities on specific streets. Rather, the survey asked for opinions on the different types of facilities (bicycle lanes, shared use paths (side paths), sharrows and signs). The community interest shown for each opportunity is extrapolated from the public survey responses to the facility type rather than the specific opportunity.

For opportunities that improve bicycle riding on the street (bicycle lanes or widened shoulders) Table 4.3 shows the improvement in the Bicycle Level of Service (BLOS). There is no perceived improvement in BLOS for sharrows or signing since the physical dimensions of the roadway do not change. Significant improvements would be realized on Glendale Milford Road (East of Reading Road) where the BLOS would improve from F to D. Cooper Road would improve from an already acceptable C to B which would make it an excellent bicycle facility. Connections to improvements in Blue Ash on Cooper Road would further enhance this corridor. Reading Road would also see an improvement from E to D if bicycle lanes were added.

TABLE 4.1

Opportunity	Estimated Cost	Community Interest	Potential # of User Groups	Potential Economic Impact	Potential Property Impacts
Baxter Park & The Recreation Center					
A. Loop path around Rec Center	$ 226,000	3.7	3	0	0
B. Loop path around Soccer Field #4	$ 242,000	3.4	3	0	0
C. Improved Connection to Margate Terrace	$ 384,000	3.9	6	2	0
D. Loop path in Parcels North of Park (adjacent to Reading Rd)	$ 195,000	3.3	3	1	0
E. Connector Path to Exon Drive	$ 75,000	3.8	8	3	0
Gorman Heritage Farm					
A. Upper Meadow Loop Path	$ 149,000	3.6	3	0	0
B. Connector Path from Kingsport Drive to Reading Road	$ 1,033,000	4	6	2	0
C. Connector Path from Kingsport Drive to Cooper Road	$ 708,000	3.9	6	0	0
D. Connector Path to Carpenter's Creek	$ 59,000	3.8	4	0	2
Griffin Nature Preserve					
A. Connector Path from Wyscarver Road to Horncastle Drive	$ 369,000	3.7	5	2	0

TABLE 4.2

Opportunity	Estimated Cost	Community Interest	Potential # of User Groups	Potential Economic Impact	Potential Property Impacts
Mill Creek Trail					
A. Mill Creek Trail (Reading Border to Sharon Creek)	$ 2,096,000	4.5	8	3	8
B. Mill Creek Trail (Sharon Creek to Sharonville Border)	$ 1,302,000	4.5	8	3	6
C. Sharon Creek Trail	$ 431,000	4.5	8	3	1
D. Trailhead (near Formica Driveway)	$ 188,000	4.5	8	3	0

Note: All paths are assumed to be 10' wide asphalt paths except the Mill Creek Trail which is assumed to be 10' concrete because of it's location in the floodplain of trhe Mill Creek.

TABLE 4.3

Opportunity	Estimated Cost	Community Interest	Potential # of User Groups	Potential Economic Impact	Potential Property Impacts	BLOS Improvement From	BLOS Improvement To
Reading Road							
A. Widen for Bicycle Lanes	$ 1,922,000	3.5	3	1	55	*E*	D
B. Sharrows	$ 32,000	2.5	1	1	0	No change	
C. Bicycle Route Signing	$ 4,000	3.2	1	1	0	No Change	
Glendale-Milford Road (West of Reading Rd)							
A. Improve Bicycle Lanes through Medallion Drive Ramps	$ 6,200	3.5	2	1	0	No change	
B. Stripe Bicycle Lane at Cunnhingam Right Turn Lane	$ 5,000	3.5	2	1	0	No change	
C. Stripe Bicycle Lanes between Reading Road and Cunningham Drive	$ 11,500	3.5	2	1	0	No change	
D. Stripe Bicycle Lanes between Evendale Drive to West of I-75	$ 6,000	3.5	2	1	0	No change	
E. Widen for Bicycle Lane West of I-75 to Woodlawn	$ 287,000	3.5	2	1	8	*E*	C
Glendale-Milford Road (East of Reading Rd)							
A. Widen for Bicycle Lanes	$ 2,601,000	3.5	2	1	102	*F*	D
B. Widen for Eastbound Bicycle Lane (uphill) Westbound Sharrows (downhill)	$ 1,581,000	3	1	0	49	*F*	D *
C. Multi-Use Path (South Side)	$ 1,496,000	4.1	7	3	49	N/A	
D. Bicycle Route Signing	$ 3,800	3.2	1	1	0	No change	
Cooper Road							
A. Widen for Bicycle Lanes	$ 476,000	3.5	2	1	49	*C*	B
B. Multi-Use Path (South Side)	$ 427,000	4.1	7	3	33	N/A	
C. Bicyce Route Signing	$ 2,700	3.2	1	1	0	No change	
Wyscarver Road							
A. Widen for Bicycle Lanes	$ 383,000	3.5	2	0	36	*C*	A
B. Multi-Use Path (one side)	$ 181,000	4.1	7	0	9	N/A	
C. Multi-Use Path (both sides)	$ 372,000	4.1	7	0	36	N/A	
Preserve)	$ 36,000	4.1	7	0	1	N/A	
E. Bicycle Route Signing	$ 2,200	3.2	1	0	0	No change	
Kingsport Drive (South of Glendale-Milford Road)							
A. Bicycle Route Signing	$ 2,700	3.2	6	0	0	No change	
Horncastle Drive/Knollview Drive							
A. Bicycle Route Signing	$ 2,400	3.2	4	0	0	No change	
Sharondale Drive							
A. Bicycle Route Signing	$ 2,200	3.2	3	0	0	No change	
B. 5' Bicycle Lane Striping	$ 2,600	3.5	3	0	0	*C*	B
C. Sharrows	$ 3,100	2.5	3	0	0	No change	
Evendale Drive							
A. Widen for Bicycle Lanes	$ 827,000	3.5	2	1	6	No change	
B. Widen Paved Shoulders	$ 827,000	3.1	2	1	6	No change	
C. Sharrows	$ 18,000	2.5	1	1	0	No change	
D. Bicycle Route Signing	$ 2,700	3.2	1	1	0	No change	
Exon Drive							
A. Multi-Use Connector Path from Baxter Park to Sharon Creek Trail	$ 98,000	3.8	8	3	5	No change	
Medallion Drive							
A. Multi-Use Connector Path from Mill Creek Trail to Gold Medal Trail	$ 46,000	4.1	6	2	2	No change	

* Downhill direction only

4.4 MOUNTAIN BIKING – IMPLEMENTATION STRATEGIES

Section 3. 6 identified several opportunities for Mountain Biking within Evendale. The Phase 1 Public Survey summarized in Section 2.2 indicated that there is sufficient interest in developing mountain bike trails within the Village.

Implementation of these opportunities will include setting aside one or more locations for the trail development as identified in Figure 3.6-1 and establishing trail development standards and policies. Trails should be developed to be safe and sustainable. The International Mountain Bicycling Association (IMBA) has developed excellent trail design and management standards that can be used for trail development. Their publications (Trail Solutions and Managing Mountain Biking) can be found on their web page under "Resources": www.imba.com.

Many who enjoy mountain biking also love developing the trails. With the standards and policies established, local citizens can undertake development on their own with oversight from the Village.

The Village may need to provide trailhead amenities such as parking areas and signing.

4.5 DEVELOPING SUPPORTIVE POLICIES

To encourage bicycle facilities in future developments within the Village, Evendale should adopt supportive policies that require consideration of bicycling as a transportation mode in the design.

Complete Streets is a movement to make our communities more livable by ensuring that our transportation network is accessible to all modes of transportation, whether traveling by bicycle, bus, automobile or on foot. Many communities have adopted a Complete Streets policy that requires planners and engineers to include all transportation modes whenever a new street is planned or an old street is improved. Having such policies in place helps to make sure that alternative modes of transportation are incorporated during the planning and design process.

The National Complete Streets Coalition maintains resources on their website for communities including model language that can be used in developing policies. The website can be found at www.completestreets.org.

4.6 FUNDING STRATEGIES

There are many sources of funding that could be utilized to finance the opportunities identified in this plan. State and federal grant programs as well as some local programs can be used to reduce the Village's financial commitment. Most of these programs will require a local match from the Village. Private sector contributions may also be a means of funding support, particularly for the Mill Creek Trail where economic development potential is greatest. Table 4.4 summarizes potential funding programs including the funding limits and local match requirements. Note that the funding levels and program criteria change frequently. Coordination with the source agency or program manager must be taken to verify current availability and eligibility information.

Local matches do not necessarily need to be monetary. These matches can be in a variety of other forms including the cost of land, contributions from volunteers, donations, or the cost of planning, design and legal expenses.

Funding Opportunities				
Program	**Source**	**Program Manager**	**Funding Level**	**Match**
Transportation Alternatives Infrastructure	FHWA	OKI	$500,000	20%
Safe Routes to School	FHWA	OKI	$500,000	20%
Recreational Trails Program	FHWA	ODNR	$150,000	20%
Congestion Mitigation and Air Quality	FHWA	OKI	$4,000,000	20%
Surface Transportation Program	FHWA	OKI	$6,000,000	20%
Land and Water Conservation Fund	National Park Service	ODNR	$70,000	50%
Clean Ohio	State of Ohio	ODNR	$500,000	25%
TIGER	USDOT	USDOT	$10-$200 Million	20%
We Thrive	Hamilton County	Ham. Co.	$1500-$4500	0%

Table 4.1

FHWA = Federal Highway Administration
USDOT = United States Department of Transportation
OKI = Ohio Kentucky Indiana Regional Council of Governments
ODNR = Ohio Department of Natural Resources

4.7 COORDINATION

Implementing this plan will require coordination with neighboring municipalities, regulatory agencies, utilities, regional planning organizations, local businesses, conservation groups and development agencies. The following is a list of such groups in Hamilton County that have similar goals as those in this plan or have goals that support this plan. Coordinating and partnering with these groups will help to advance the opportunities identified in this plan.

1. **Groundwork Cincinnati – Mill Creek (Formerly Mill Creek Restoration Project)**
   Robin Corathers, Executive Director

This non-profit group's mission is "to serve as catalyst for developing sustainability in the Mill Creek watershed through community-based planning and empowerment, environmental education, and economically sound ecological restoration." The group has won several large grants facilitating construction of the Mill Creek Trail south of Evendale.

2. **Mill Creek Watershed Council of Communities**
   Jennifer Eismeier, Executive Director

This group is another non-profit working to improve the Mill Creek valley. Their mission is to "provide a forum for making watershed-based decisions among the 37 political jurisdictions in the 166-square mile drainage by undertaking initiatives and projects that create direct environmental and economic improvement in the Mill Creek Watershed. Council efforts focus on watershed action planning, project implementation, creating opportunity to explore the watershed through recreation and volunteer events, and watershed-scale research and monitoring."

3. **Connecting Active Communities Coalition**

The municipalities of Evendale, Reading, Blue Ash, Glendale, Sharonville, Montgomery, Woodlawn, Wyoming and Lincoln Heights formed this group to pursue active transportation goals for the Northern Hamilton County region. Their mission is "to coordinate and integrate a multi-jurisdictional approach to the Engineering, Education, Encouragement, Enforcement and Evaluation of Bicycle and other non-motorized transportation plans, projects, programs and policies of the member communities and beyond." The group's mission also includes seeking funding opportunities for active transportation projects on a multi-jurisdictional level. The University of Cincinnati recently completed a regional bike and pedestrian plan for the member communities. This plan includes an emphasis on Glendale-Milford Road as an east west corridor as well as the Mill Creek Trail as a north-south corridor.

4. **General Electric Aviation**

General Electric is the largest employer in Evendale and a substantial contributor to the Village's tax base. The corporation has developed a trails plan for their Evendale campus, part of which is planned to be accessible to the general public. GE representatives have been supportive of alternative transportation options for employees and have expressed interest in providing links to the campus for bicyclists and pedestrians. The GE campus' location in the Mill Creek Valley provides opportunities for links to the Mill Creek Trail. Additionally, the company owns several parcels adjacent to the Mill Creek that could be used for development of the Mill Creek Trail. GE representatives have met with Evendale officials several times to coordinate these efforts. Ongoing coordination will be necessary for

implementation of trail facilities on GE property.

5. Metropolitan Sewer District of Greater Cincinnati

In 2003, the Metropolitan Sewer District developed a consent decree to reduce combined and sanitary sewer overflows into the region's waterways. Strategies to achieve this goal include separating storm and sanitary sewers, managing storm water runoff through detention/retention and restoring natural channels such as the Mill Creek and its tributaries. Projects in the Evendale area include a new treatment facility along the Mill Creek in the City of Reading (Sanitary Sewer Overflow 700) as well as long term plans to replace and enlarge the Sharonville/Evendale trunk sewer along the Mill Creek in the same corridor as the proposed Mill Creek Trail. Ongoing coordination with the MSDGC is recommended to evaluate opportunities to leverage the investment in recreational and sewer improvements along the Mill Creek.

6. Mill Creek Conservancy District

This organization, part of Hamilton County government, is tasked with developing flood control options for the Mill Creek as a local sponsor of the US Army Corps of Engineers. Similar to MSD, these flood control options may present opportunities for recreational trail development along the Mill Creek and its tributaries.

4.8 CONCLUSIONS AND RECOMMENDATIONS

The opportunities identified in this plan represent many different possibilities for improving facilities and promoting bicycling in Evendale. These opportunities do not need to be implemented all at once but can rather be implemented over time to build community support and enthusiasm as well as identify funding for additional projects. Utilizing the research and analysis contained within this plan will help Village officials in implementing the plan in a logical way that helps to leverage resources with benefits.

Developing new infrastructure for recreation can be difficult with limited resources and a stable but not rapidly growing tax base. Developing partnerships with others in the region will help by combining resources, increasing access to funding and development opportunities, and limiting risk. Development proposals will be stronger by combining with the goals of partner organizations.

Although public support has consistently been high, the Village may find it easier to implement smaller projects first to build additional support and enthusiasm. The Phase 1 Public Survey identified the Recreation Center as the number one destination in Evendale. Concentrating bicycle development in this area first may produce the highest benefit.

Developing the Mill Creek Trail should also be among the highest long term priorities. Given the multiple property owners, environmental considerations and estimated costs, the development of the Mill Creek Trail is anticipated to be an ongoing effort over the next decade. The village may want to consider conducting a more detailed study of the Mill Creek corridor to identify additional opportunities and constraints, develop preliminary alignments and investigate environmental issues. Early coordination with Norfolk Southern will also be beneficial to acquire the corridor along Sharon Creek and to coordinate passing beneath the railroad bridges crossing Mill Creek.

Logical development of the Mill Creek Trail should start by connecting the recreation center with the trail via Exon Drive. Development of Sharon Creek Trail, followed by the southern section along Mill Creek should follow. As these sections are completed, demand for connections from Kingsport Drive through Gorman Farm to Reading Road or Cooper Road will increase to provide southern connections to the Mill Creek Trail. Interim projects should include improving the connection to Margate Terrace and connecting Horncastle to Wyscarver via Griffin Nature Preserve.

On Street projects should begin with the simple signing and/or sharrows. While these may be temporary measures, they will help to build support for the larger future improvements. The future bicycle lanes, shared use paths and intersection improvements should be coordinated with roadway projects and supported through a Complete Streets policy.

APPENDIX 4-A
PUBLIC SURVEY AND RESULTS

BICYCLE & PEDESTRIAN SURVEY

The Village Recreation Department's Bicycle Master Plan has identified many opportunities to improve bicycling & pedestrian facilities in Evendale. We are conducting a survey to guide and prioritize which of these improvements should be recommended in the master plan. Please review the accompanying maps and illustrations and then rate each improvement on a scale of 1 to 5 according to the rating scale at right. Feel free to make copies and let everyone in the family vote, kids too!

Rating Scale

1 = Bad idea!
2 = I dislike it
3 = I'm indifferent
4 = I like it
5 = Great idea!

1. Baxter Park & the Evendale Recreation Center

	Description	Rating
A	**Loop path around recreation center** ¾ mile paved loop around recreation center	
B	**Loop path around soccer field # 4** Pave existing ½ mile gravel path	
C	**Improved connection to Margate Terrace** Less steep and wider than existing path – improves the link between the recreation center and Griffin Nature Preserve	
D	**Loop path on vacant parcels north of Rec. Center** 2/3 mile paved loop path	
E	**Connector Path to Exon Drive** Link recreation center to potential Mill Creek Trail via Exon Dr.	

2. Gorman Heritage Farm

	Description	Rating
A	**Upper meadow loop path** ½ mile paved loop path with access from Brinton Trail	
B	**Connector path from Kingsport Dr. to Reading Rd.** 1 mile paved path connecting Kingsport Dr. to the farm main entrance and linking to the potential Mill Creek Trail	
C	**Connector path from Kingsport Dr. to Cooper Rd.** ¾ mile paved path connecting Kingsport Dr. to Cooper Rd. and linking to potential paths on Cooper Rd. to access Blue Ash	
D	**Connector path to Carpenter's Creek** Short path linking Kingsport Dr. to Carpenter's Creek – provides quick and easy access to Recreation Center via Kingsport Dr.	

3. Griffin Nature Preserve

	Description	Rating
A	**Connector path from Wyscarver Road to Horncastle Drive** 0.40 mile paved path link makes it possible to travel from Recreation Center to Evendale Elementary through the park and along local streets – provides an alternative to bicycle travel along the Glendale-Milford Road corridor.	

4. Mill Creek Trail / Sharon Creek Trail

	Description	Rating
A	**Mill Creek Trail / Sharon Creek Trail** 3 mile paved path along Mill Creek and Sharon Creek similar to Little Miami Trail. Potential to create many miles of recreational and commuter bicycling. Potential future connections from Sharon Woods south to the Ohio River. Trail could provide links to businesses, restaurants and other parks like Winton Woods.	

5. Street Network Bicycle Facilities

The following improvement types have potential applications on the *major streets* in Evendale such as Glendale-Milford Road, Reading Road & Cooper Road. ***Side paths and road widening on residential streets were not considered by the project team based on prior feedback from Evendale residents.*** Signing and pavement marking may be considered for some residential streets for guidance and safety awareness.

	Description	Rating
A	**Side Paths** Similar to sidewalks but wider (8 to 10 feet) to more comfortably accommodate bicyclists and pedestrians.	
B	**Bicycle Lanes** Travel lanes within the roadway pavement that are designated for exclusive use by bicycles. Usually located at the right edge of the roadway and are 5' wide minimum.	
C	**Wide Paved Shoulders** Similar to bicycle lanes but not exclusively designated for bicycle travel.	
D	**Sharrows** Travel lanes that are shared by bicycles and motor vehicles may be marked with a "Sharrow". The symbol provides a higher level of guidance to bicyclists and motorists and alerts road users to the lateral position bicyclists are likely to occupy within the traveled way, therefore encouraging safer passing practices.	
E	**Signing** Signs such as "Share the Road" alert motorists that bicyclists may be encountered and that they should be mindful and respectful of bicyclists. Other types of signs may be used to designate specific bicycle routes.	

6. Demographics & Comments

Age: _____ Gender: M F

On which street do you live in Evendale? _____

Comments:_____

_____

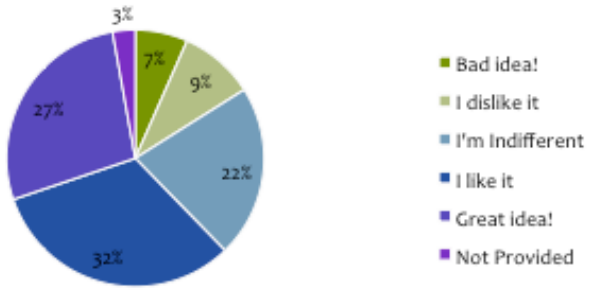
_____

_____

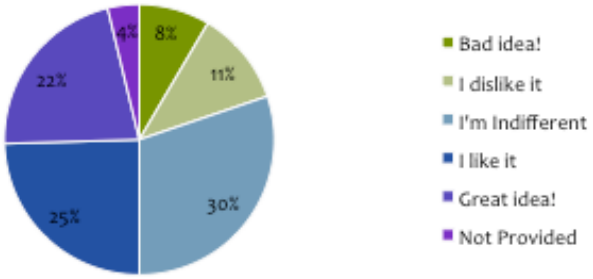
THANK YOU!

1. Baxter Park & the Recreation Center

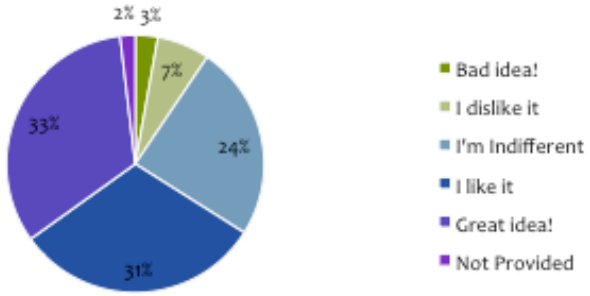
A. Loop path around recreation center



B. Loop path around soccer field #4

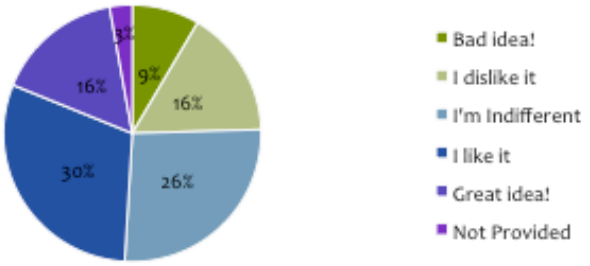


C. Improved connection to Margate Terrace

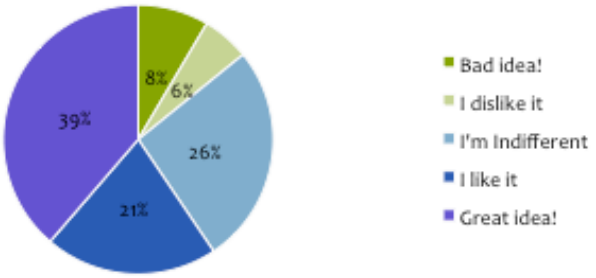


1. Baxter Park & the Recreation Center (cont.)

D. Loop path on vacant parcels north of Rec. Center

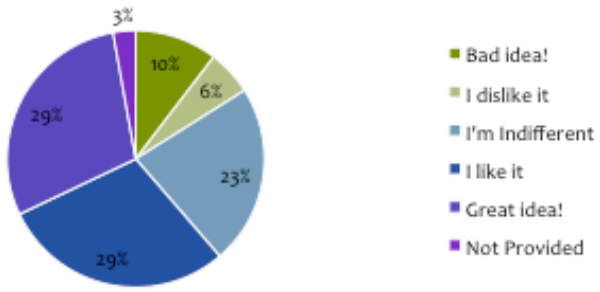


E. Connector path to Exon Drive

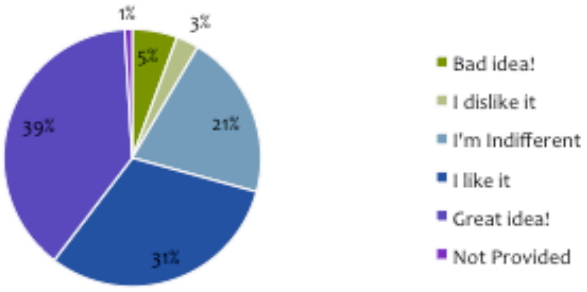


2. Gorman Heritage Farm

A. Upper meadow loop path

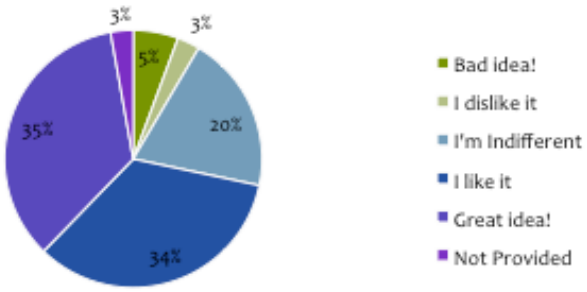


B. Connector path from Kingsport Dr. to Reading Rd.

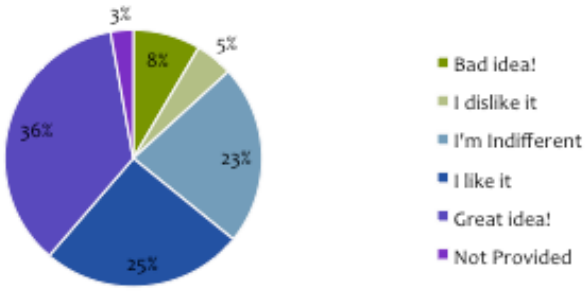


2. Gorman Heritage Farm (cont.)

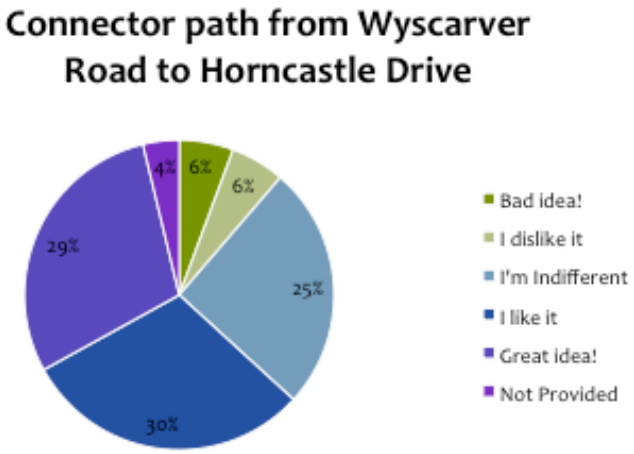
C. Connector path from Kingsport Dr. to Cooper Rd.



D. Connector path to Carpenter's Creek



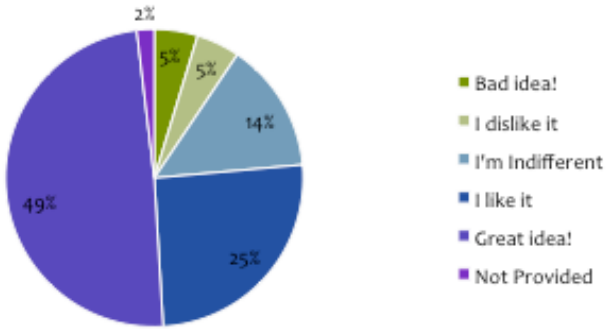
3. Griffin Nature Preserve



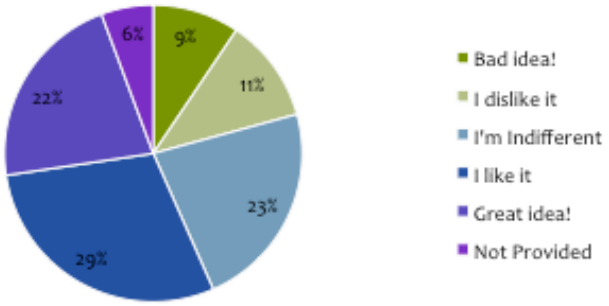
4. Mill Creek Trail

5. Street Network

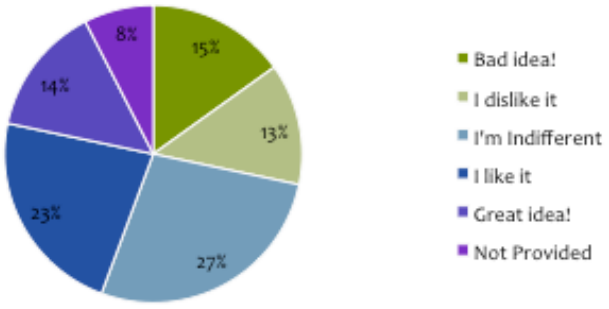
Side Paths



Bicycle Lanes

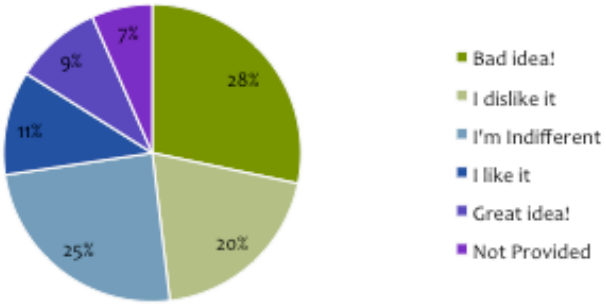


Wide Paved Shoulders



5. Street Network (Cont.)

Sharrows



Signing